LAX

FEBRUARY 2023

PROJECT ID: 1017-01-71

WITH: N/A

COUNTY: MONROE AND JUNEAU

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 568

53

DESIGN DESIGNATION			1017-01-03 IH 90	IH 94	IH 90/94
A.A.D.T.	2024	=	15,700	27,300	39,300
A.A.D.T.	2044	=	17,100	30,600	44,000
D.H.V.		=	2,292	4,328	5,852
D.D.		=	58/42	58/42	52/48
T.		=	37.3%	39.3%	32.1%
DESIGN SPEED		=	70 MPH	70 MPH	70 MPH
ESALS		=	35,000,000	35,000,000	35,000,000

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

TOMAH - CAMP DOUGLAS, EB

USH 12 TO CTH C/PREP/B41-45,-46,-50

IH 90

MONROE AND JUNEAU COUNTY

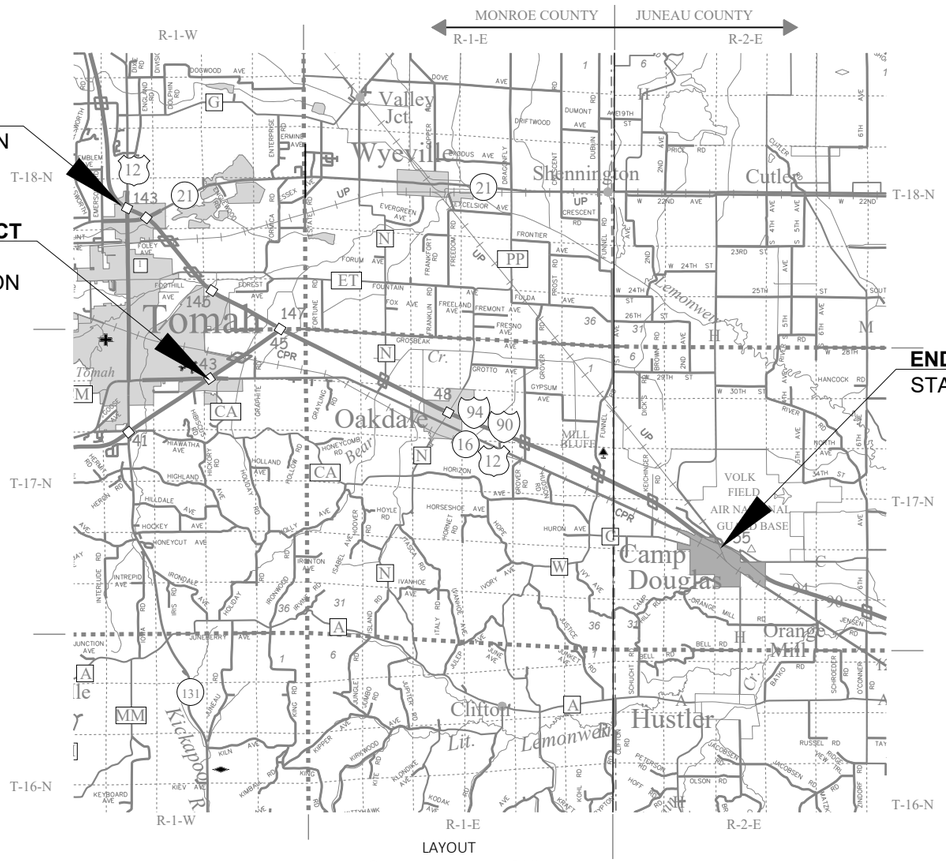
STATE PROJECT NUMBER
1017-01-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1017-01-71	WISC 2023011	1

BEGIN IH 94
CONSTRUCTION
STA 2925+50

BEGIN PROJECT
BEGIN IH 90
CONSTRUCTION
STA 2314+22B
X=714,414.992
Y=389,418.947

END PROJECT
STA 3694+69



LAYOUT

SCALE 0 3 MI

TOTAL NET LENGTH OF CENTERLINE = 16.571 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MONROE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	BRANDYN MECUM
Project Manager	BRIAN MEYER
Regional Examiner	SW REGION
Regional Supervisor	JIM SAVOLDELLI

APPROVED FOR THE DEPARTMENT
DATE: 7/27/2022 (Signature)

E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\010101.1_TI.DWG PLOT DATE : 6/2/2022 10:19 AM PLOT BY : MECUM, BRANDYN W PLOT NAME :

GENERAL NOTES

- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD OR MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING LANE OR RAMP TAPER.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- HMA PAVEMENT TYPES AND LAYER THICKNESSES WILL BE SHOWN IN THE TYPICAL SECTIONS.
- IH 90, 94, 90/94 WB MAINLINE / INSIDE SHOULDER, 2 INCH HMA PAVEMENT 4 SMA 58-28 V, SHALL BE CONSTRUCTED WITH ONE LAYER.
- IH 90, 94, 90/94 WB OUTSIDE SHOULDER, 2 INCH HMA PAVEMENT 4 HT 58-28 S, SHALL BE CONSTRUCTED WITH ONE LAYER.
- IH 90, 94, 90/94 EB MAINLINE / INSIDE SHOULDER, 7 INCH TOTAL, 2.75 INCH HMA PAVEMENT 3 HT 58-28 S LOWER LAYER, 2.25 INCH HMA PAVEMENT 3 HT 58-28 H MIDDLE LAYER, 2 INCH HMA PAVEMENT 4 SMA 58-28 V UPPER LAYER.
- IH 90, 94, 90/94 EB OUTSIDE SHOULDER, 7 INCH TOTAL, 2.75 INCH HMA PAVEMENT 3 HT 58-28 S LOWER LAYER, 2.25 INCH HMA PAVEMENT 3 HT 58-28 S MIDDLE LAYER, 2 INCH HMA PAVEMENT 4 HT 58-28 S UPPER LAYER.
- WB RAMPS MAINLINE / INSIDE SHOULDER, 2 INCH HMA PAVEMENT 4 HT 58-28 H, SHALL BE CONSTRUCTED WITH ONE LAYER.
- WB RAMPS OUTSIDE SHOULDER, 2 INCH HMA PAVEMENT 4 HT 58-28 S, SHALL BE CONSTRUCTED WITH ONE LAYER.
- EB RAMPS MAINLINE / INSIDE SHOULDER, 3.5 INCH TOTAL, 1.75 INCH HMA PAVEMENT 4 HT 58-28 S LOWER LAYER, 1.75 INCH HMA PAVEMENT 4 HT 58-28 H UPPER LAYER.
- EB RAMPS OUTSIDE SHOULDER, 3.5 INCH HMA PAVEMENT 4 HT 58-28 S, SHALL BE CONSTRUCTED WITH TWO LAYERS OF 1.75 INCH.
- CROSSOVERS, 6 INCH HMA PAVEMENT 3 HT 58-28 H, SHALL BE CONSTRUCTED WITH TWO LAYERS OF 3 INCH.
- MEDIAN WIDENING, 5 INCH HMA PAVEMENT 3 HT 58-28 H, SHALL BE CONSTRUCTED WITH TWO LAYERS OF 2.5 INCH.
- EB TEMPORARY OUTSIDE WIDENING, 5 INCH HMA PAVEMENT 3 HT 58-28 S, SHALL BE CONSTRUCTED WITH ONE LAYER.
- MAINTENANCE CROSSOVERS, 2 INCH HMA PAVEMENT 4 HT 58-28 S, SHALL BE CONSTRUCTED WITH ONE LAYER.
- TACK COAT TO BE APPLIED AT A RATE OF 0.07 GAL/SY ON MILLED SURFACE OR CONCRETE AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED AND EMATED AS DIRECTED BY THE ENGINEER.
- SALVAGED TOPSOIL AND EMAT HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS TO THE TOE OF SLOPE. SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT.

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL AND DRAINAGE
ADVANCED WARNING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
DETOURS
ALIGNMENT DETAILS
CONTROL POINTS

STANDARD ABBREVIATIONS

AC	ACRE	LC.	LONG CHORD
AGG	AGGREGATE	LS	LUMP SUM
<	ANGLE	M.P.	MARKER POST
AE, AEW	APRON ENDWALL	MGAL	1000 GALLONS
ASPH.	ASPHALTIC	N.C.	NORMAL CROWN
A.D.T.	AVERAGE DAILY TRAFFIC	N	NORTH
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	NB	NORTHBOUND
B.F.	BACK FACE	NOR	NORMAL
BM	BENCHMARK	NO.	NUMBER
BTWN	BETWEEN	PAV'T	PAVEMENT
CTR.	CENTER	P.L.E.	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	P.I.	POINT OF INTERSECTION
C.E.	COMMERCIAL ENTRANCE	P.T.	POINT OF TANGENCY
CONST.	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CMCP	CORRUGATED METAL CULVERT PIPE	P.E.	PRIVATE ENTRANCE
CMP	CORRUGATED METAL PIPE	PGL	PROFILE GRADE LINE
CO.	COUNTY	P.L.	PROPERTY LINE
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS OR RANGE
CR.	CREEK	R/L	REFERENCE LINE
CABC	CRUSHED AGGREGATE BASE COURSE	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
CY	CUBIC YARD	REQ'D	REQUIRED
CP	CONTROL POINT OR CULVERT PIPE	RT	RIGHT
C&G	CURB AND GUTTER	R.H.F.	RIGHT HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT OF WAY
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
DIA.	DIAMETER	SHLD.	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SHR.	SHRINKAGE
DISCH.	DISCHARGE	S	SOUTH
DMS	DYNAMIC MESSAGE SIGN	SB	SOUTHBOUND
EA	EACH	S.F.	SQUARE FOOT (FEET)
E	EAST	SDD	STANDARD DETAIL DRAWING(S)
EB	EASTBOUND	STH	STATE TRUNK HIGHWAY
ELEC.	ELECTRIC(AL), ELEC. CABLE	STA.	STATION
EL., ELEV.	ELEVATION	S.E.	SUPERELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	S/L	SURVEY LINE
EXC.	EXCAVATION	SYM	SYMMETRICAL
EXIST	EXISTING	T.	PERCENT TRUCKS
F.F.	FACE TO FACE	TEL.	TELEPHONE
FERT.	FERTILIZER	TEMP.	TEMPORARY
F.E.	FIELD ENTRANCE	T.L.E.	TEMPORARY LIMITED EASEMENT
F/L, F.L.	FLOW LINE	T.O.C.	TOP OF CURB
GALV.	GALVANIZE	TYP	TYPICAL
H.S.	HIGH STRENGTH	UNCL.	UNCLASSIFIED
CWT	HUNDRED WEIGHT	U.G.	UNDERGROUND (CABLE)
INL	INLET	VAR	VARIABLE
INTER.	INTERSECTION	V.C.	VERTICAL CURVE
IH	INTERSTATE HIGHWAY	V.P.C.	VERTICAL POINT OF CURVATURE
JT.	JOINT	V.P.I.	VERTICAL POINT OF INTERSECTION
LT	LEFT	V.P.T.	VERTICAL POINT OF TANGENCY
L.H.F.	LEFT HAND FORWARD	Wt.	WEIGHT
L.	LENGTH OF CURVE	W	WEST
L.F.	LINEAR FOOT(FEET)	WB	WESTBOUND

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

RUNOFF COEFFICIENT TABLE

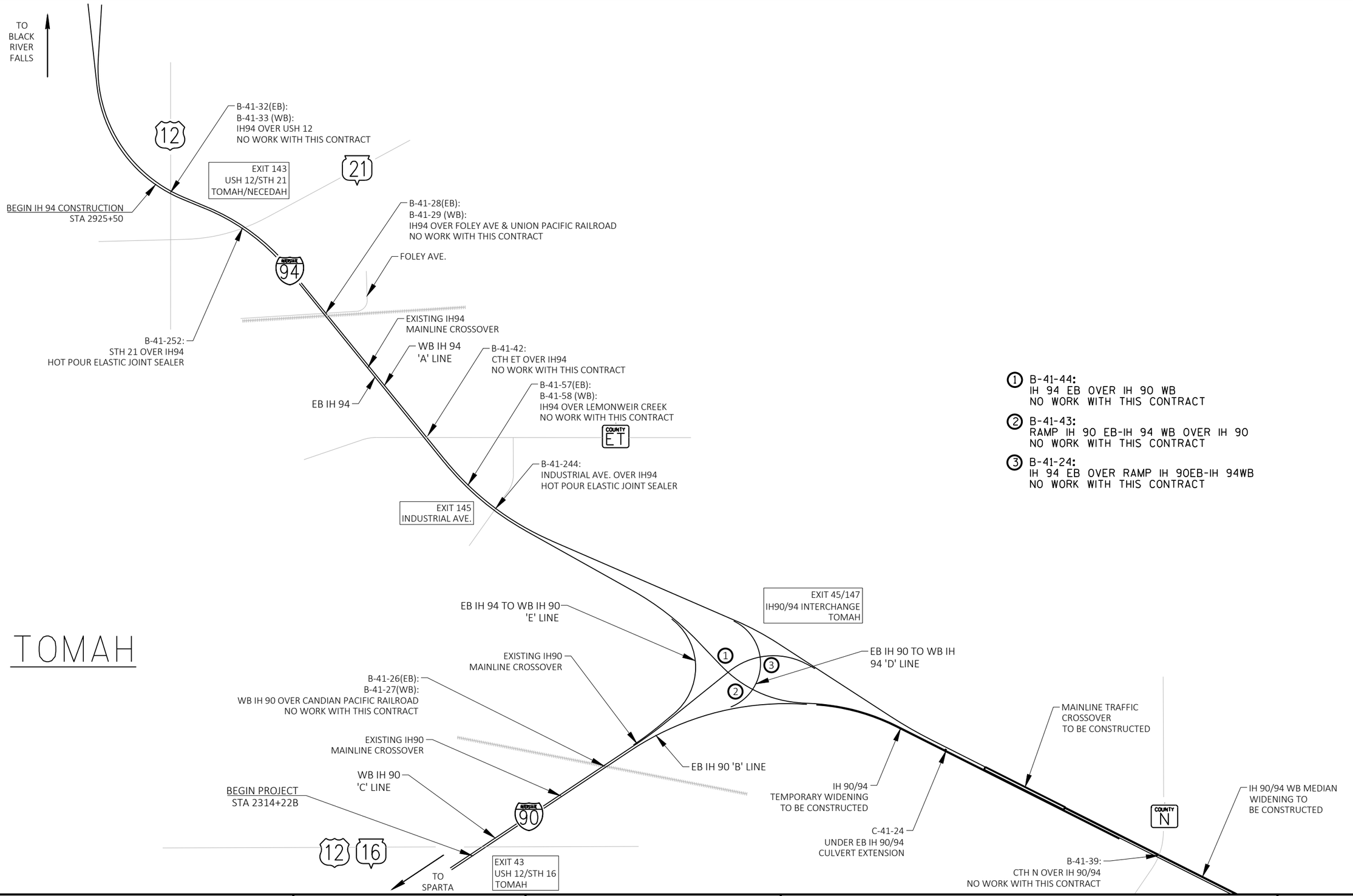
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

2

Coring Summary

Coring Number	Station	Offset	Existing Asphalt Depth
C-1	3017+73	6' RT	7.5"
C-2	3017+73	1' RT	7.75"
C-3	3017+73	4' RT	7.5"
C-4	3017+73	10' RT	7.5"
C-5	3017+73	8' RT	7.5"
C-6	3092+18	6' RT	8.25"
C-7	3092+18	1' RT	8.75"
C-8	3092+18	4' RT	8.75"
C-9	3092+18	7' RT	8.50"
C-10	3092+18	8' RT	8.25"
C-11	3230+51	6' RT	8.75"
C-12	3230+51	1' RT	8.75"
C-13	3230+51	4' RT	8.75"
C-14	3230+51	7' RT	8.75"
C-15	3230+51	8' RT	8.75"
C-16	3392+61	6' RT	8.00"
C-17	3392+61	1' RT	8.00"
C-18	3392+61	4' RT	8.00"
C-19	3392+61	7' RT	8.25"
C-20	3392+61	8' RT	8.00"
C-21	3445+90A	1' LT	8.25"
C-22	3445+90A	3' LT	8.25"
C-23	3445+90A	5' LT	8.25"
C-24	3445+90A	7' LT	8.00"
C-25	3445+90A	7' LT	8.00"
C-26	3289+08A	6' LT	8.50"
C-27	3289+08A	1' LT	8.75"
C-28	3289+08A	4' LT	8.50"
C-29	3289+08A	7' LT	8.50"
C-30	3289+08A	8' LT	8.25"

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PROJECT OVERVIEW	SHEET	E

UCTED

2

2

N

MONROE COUNTY

JUNEAU COUNTY

B-41-38:
CTH PP OVER IH 90/94
NO WORK WITH THIS CONTRACT

EXISTING IH90/94
MAINLINE CROSSOVER

B-41-50
UNDER WB IH 90/94
CULVERT EXTENSION

EXIT 48
CTH PP
OAKDALE

B-41-277:
GROVER RD. OVER WB IH 90/94
NO WORK WITH THIS CONTRACT

GROVER RD.

B-41-46
UNDER WB IH 90/94
CULVERT EXTENSION

EB IH 90/94

WB IH 90/94
'A' LINE

OAKDALE

B-41-275:
WB IH 90/94 OVER FUNNEL RD.
NO WORK WITH THIS CONTRACT

FUNNEL RD.

B-41-276:
GROVER RD. OVER EB IH 90/94
NO WORK WITH THIS CONTRACT

IH 90/94 WB MEDIAN
WIDENING TO
BE CONSTRUCTED

B-41-45
UNDER EB IH 90/94
CULVERT EXTENSION

B-29-55:
KEICHINGER RD. OVER IH90/94
NO WORK WITH THIS CONTRACT

KEICHINGER RD.

B-41-34 (EB):
FUNNEL RD. OVER EB IH 90/94
NO WORK WITH THIS CONTRACT

90 94

COUNTY H

B-29-53 (EB):
B-29-54 (WB):
IH90/94 OVER CTH H &
UNION PACIFIC RAILROAD / CANADIAN PACIFIC RAILROAD
NO WORK WITH THIS CONTRACT

MAINLINE TRAFFIC
CROSSOVER
TO BE CONSTRUCTED

EXIT 55
CTH C
CAMP DOUGLAS/VOLK FIELD

COUNTY C

END PROJECT
STA 3694+69

CAMP DOUGLAS

EXISTING IH90/94
MAINLINE CROSSOVER

B-29-142 (EB):
B-29-143 (WB):
IH90/94 OVER CTH C
NO WORK WITH THIS CONTRACT

TO
NEW LISBON

EXISTING IH90/94
MAINLINE CROSSOVER

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PROJECT OVERVIEW	SHEET	E

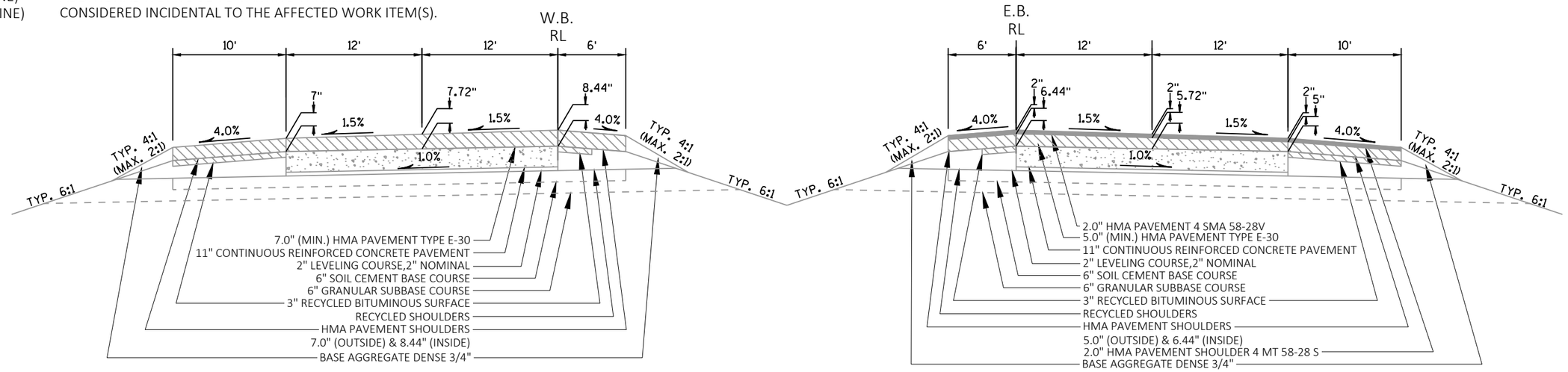
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\020205_PO.DWG
LAYOUT NAME - PO 2

PLOT DATE : 6/2/2022 10:15 AM PLOT BY : MECUM, BRANDYN W PLOT NAE ` PLOT SCALE : 1in 2500 FT

WISDOT/CADDS SHEET 42

NOTE:
IH 94 W.B. (A LINE)
IH 90 E.B. (B LINE)
IH 90 W.B. (C LINE)

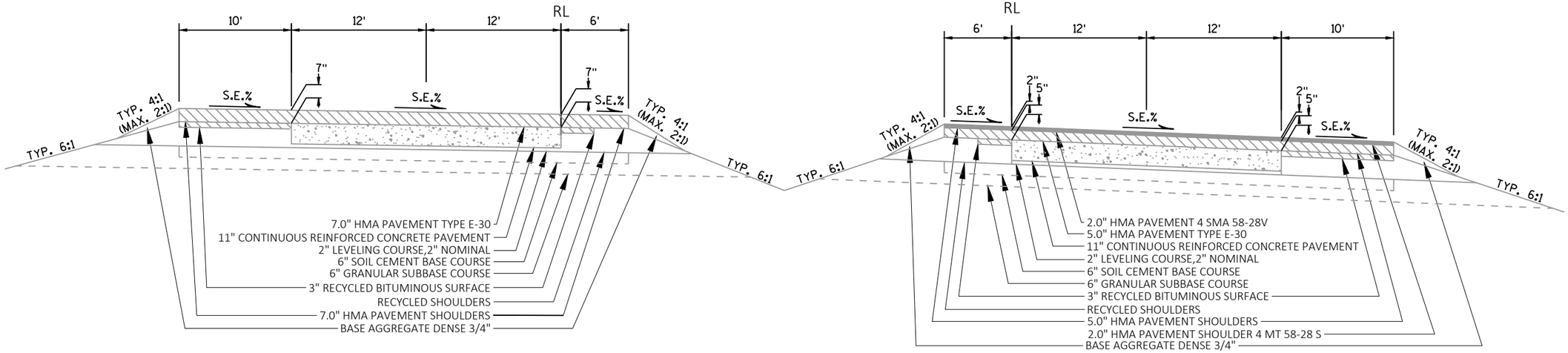
NOTE: ALL EXISTING PAVEMENT THICKNESSES ARE APPROXIMATE AND SHALL BE FIELD VERIFIED. ANY ADDITIONAL WORK DUE TO VARYING THICKNESS WILL BE CONSIDERED INCIDENTAL TO THE AFFECTED WORK ITEM(S).



EXISTING TYPICAL SECTION

WESTBOUND
IH 90 STA. 2328+25C - 2430+00C
IH 94 STA. 2936+03A - 3155+00A
IH 90/94 STA. 3155+00A - 3503+00A
IH 90/94 STA. 3520+00A - 3669+08A

EASTBOUND
IH 90 STA. 2329+80B - 2420+00B
IH 94 STA. 2945+75 - 3157+00
IH 90/94 STA. 3157+00 - 3671+50

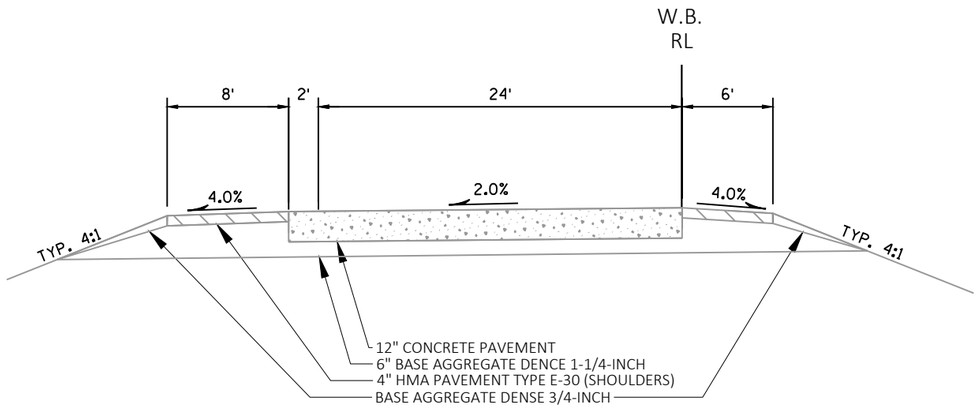


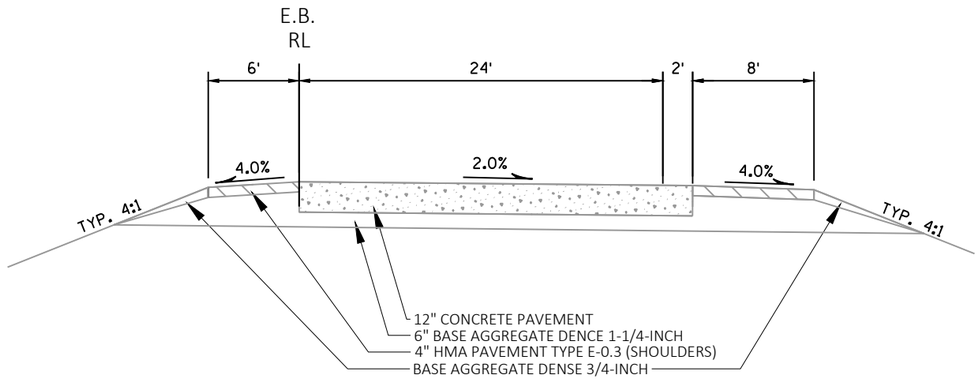
EXISTING TYPICAL SUPER ELEVATION SECTION

WESTBOUND
IH 90 STA. 2328+25C - 2430+00C
IH 94 STA. 2936+03A - 3155+00A
IH 90/94 STA. 3155+00A - 3503+00A
IH 90/94 STA. 3520+00A - 3669+08A

EASTBOUND
IH 90 STA. 2329+80B - 2420+00B
IH 94 STA. 2945+75 - 3157+00
IH 90/94 STA. 3157+00 - 3671+50

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTION	SHEET	E

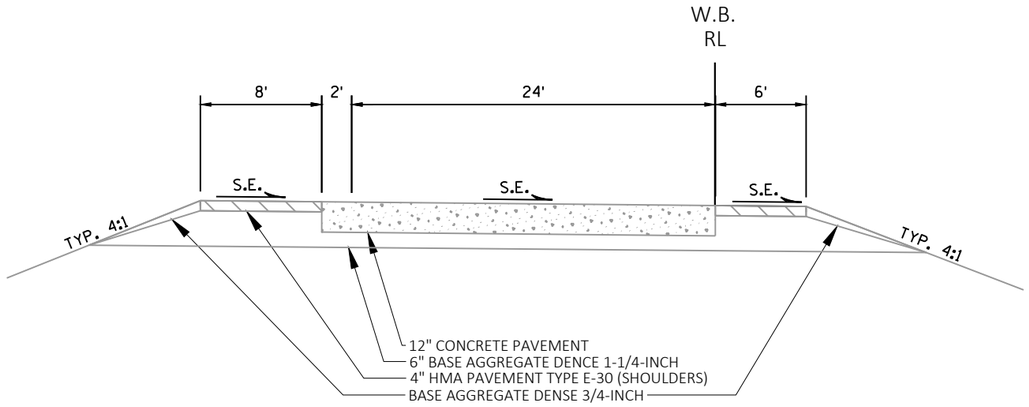


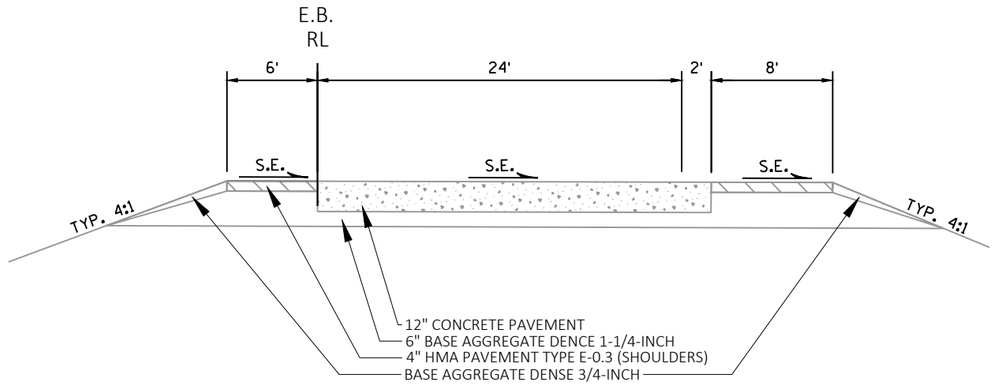


EXISTING TYPICAL SECTION

WESTBOUND
IH 90/94 STA. 3503+00A - 3520+00A
IH 90/94 STA. 3669+08A - 3693+00A

EASTBOUND
IH 94 STA 2925+50 - 2945+75





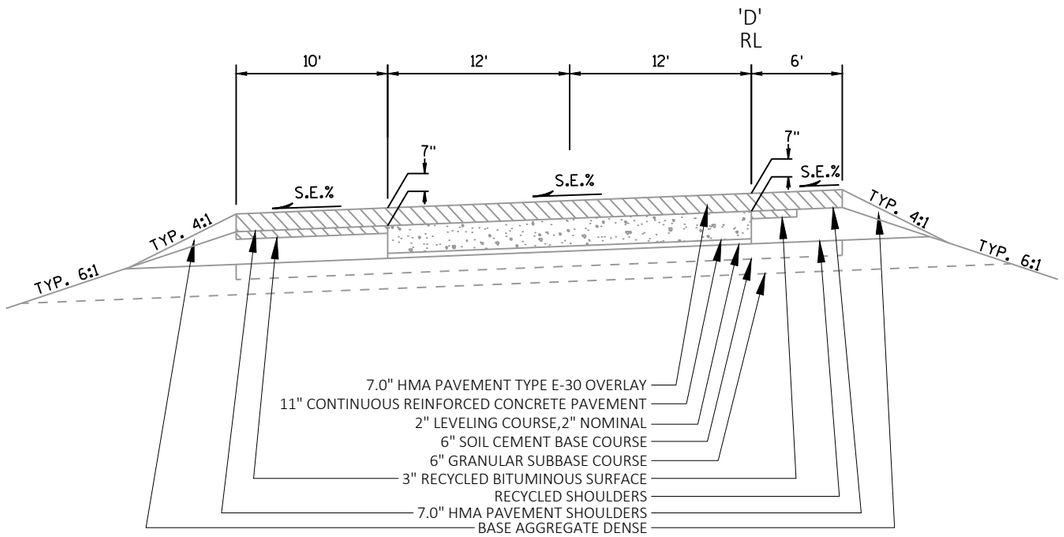
EXISTING TYPICAL SUPER ELEVATION SECTION

WESTBOUND
IH 90/94 STA. 3503+00A - 3520+00A
IH 90/94 STA. 3669+08A - 3693+00A

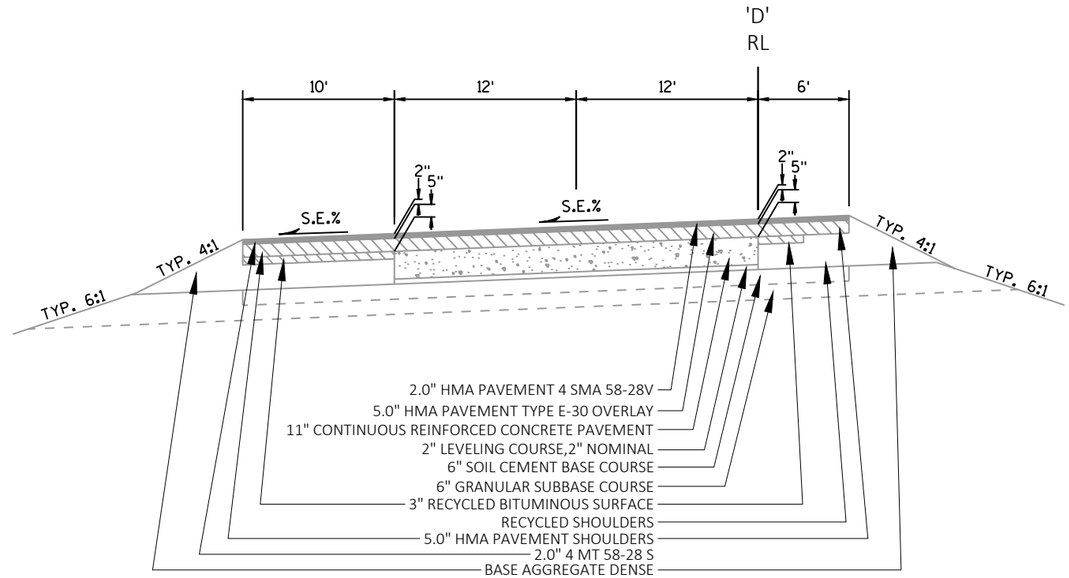
EASTBOUND
IH 94 STA 2925+50 - 2945+75

PROJECT NO: 1071-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTIONS	SHEET	E

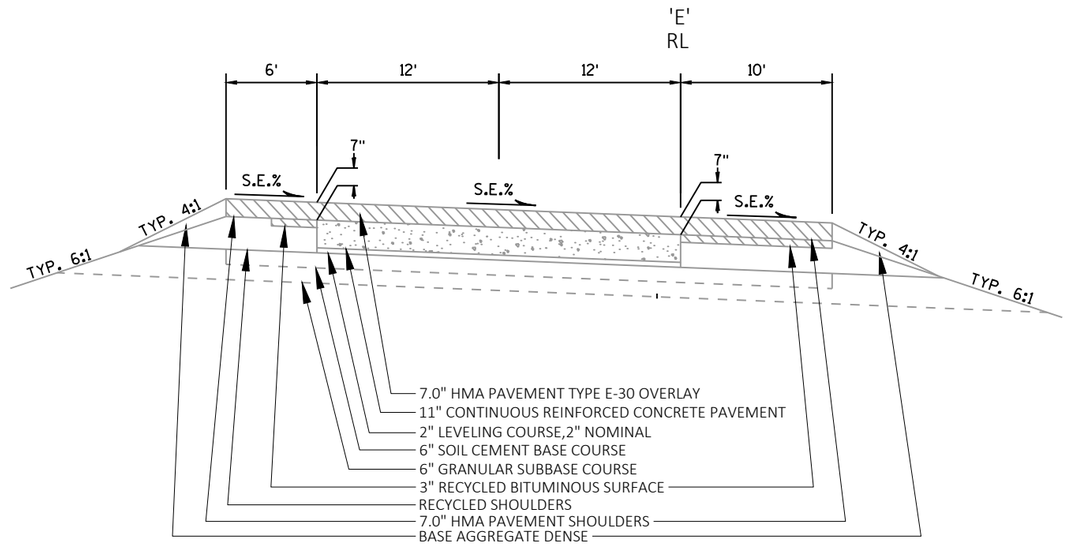
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\TS\020307.2_TS.DWG
LAYOUT NAME - E 1.1
PLOT DATE : 7/18/2022 12:55 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



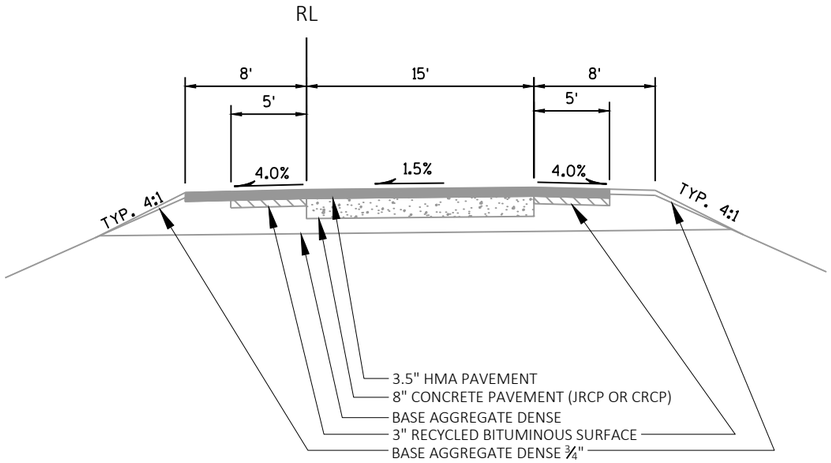
EXISTING TYPICAL INTERCHANGE SECTION
EB IH 90 TO WB IH 94
STA 3133+65D - 3144+05D



EXISTING TYPICAL INTERCHANGE SECTION
EB IH 90 TO WB IH 94
STA 3145+85D - 3161+92D



EXISTING TYPICAL INTERCHANGE SECTION
EB IH 94 TO WB IH 90
STA. 3122+00E - 3145+20E



EXISTING TYPICAL RAMP SECTION

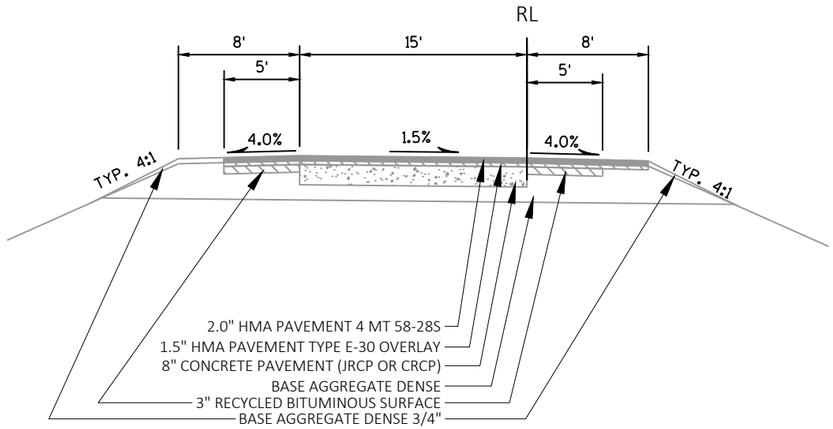
WB IH 90 & USH 12 INTERCHANGE
STA 2314+25RAA - 2322+06RAA
STA 2322+64RBB - 2333+06RBB

WB IH94 & STH 21 INTERCHANGE
STA 2944+15RCC - 2950+60RCC
STA 2969+97RDD - 2973+76RDD

WB IH 94 & INDUSTRIAL AVE. INTERCHANGE
STA 3044+23REE - 3050+29REE
STA 3071+93RFF - 3076+31RFF

WB IH90/94 & CTH PP INTERCHANGE
STA 3325+43RGG - 3337+85RGG
STA 3340+86RHH - 3348+68RHH

WB IH 90/94 ON RAMP FROM CTH C
STA 3673+69RII - 3685+51RII



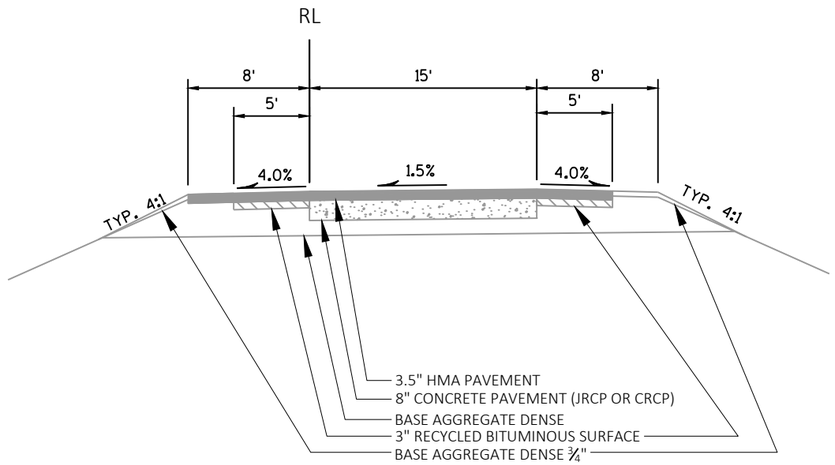
EXISTING TYPICAL RAMP SECTION

EB IH 90 & USH 12 INTERCHANGE
STA 2321+45RA - 2329+62RA
STA 2331+48RB - 2339+78RB

EB IH94 & USH 12 INTERCHANGE
STA 2938+29RC - 2948+91RC

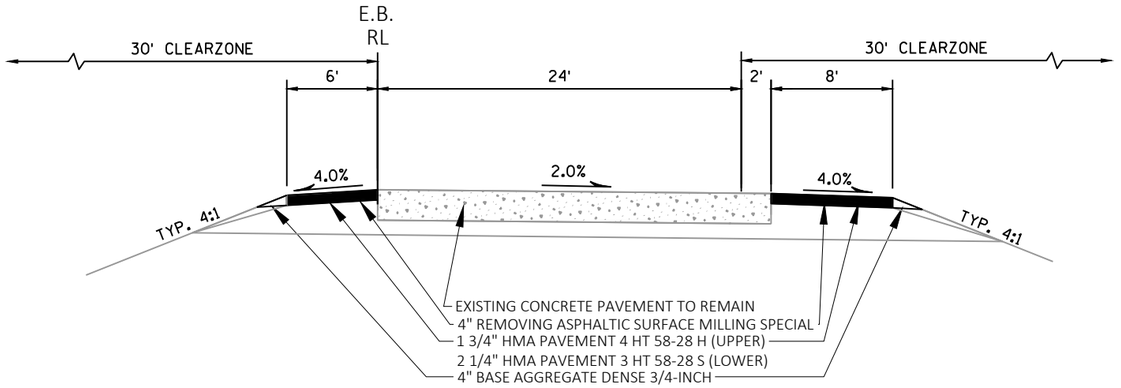
EB IH 94 & STH 21 INTERCHANGE
STA 2964+50RD - 2971+14RD

EB IH 94 & INDUSTRIAL AVE. INTERCHANGE
STA 3045+58RE - 3049+68RE
STA 3067+35RF - 3074+07RF



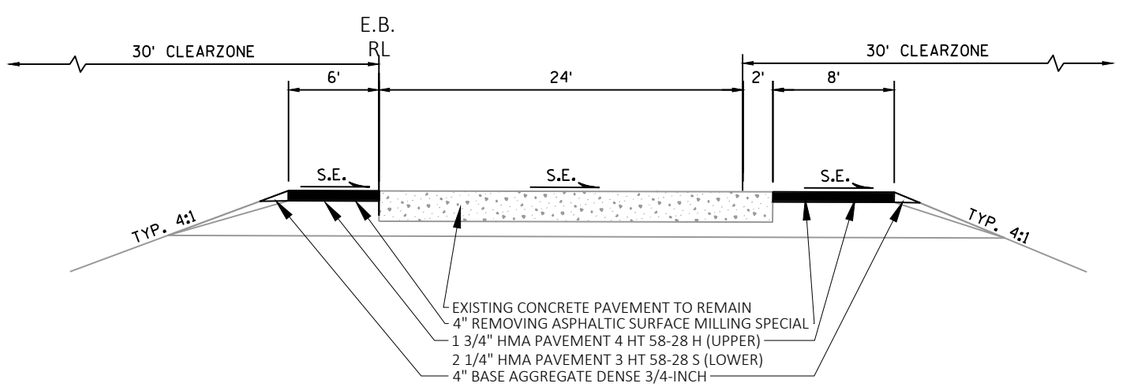
EXISTING TYPICAL RAMP SECTION
WB IH90/94 & CTH C INTERCHANGE
STA 3680+44RJJ - 3686+38RJJ

2



FINISHED TYPICAL SECTION-MEDIAN SHOULDER
IH 94 STA 2925+50 - 2945+75

FINISHED TYPICAL SECTION-OUTSIDE SHOULDER
IH 94 STA 2926+63 - 2945+75

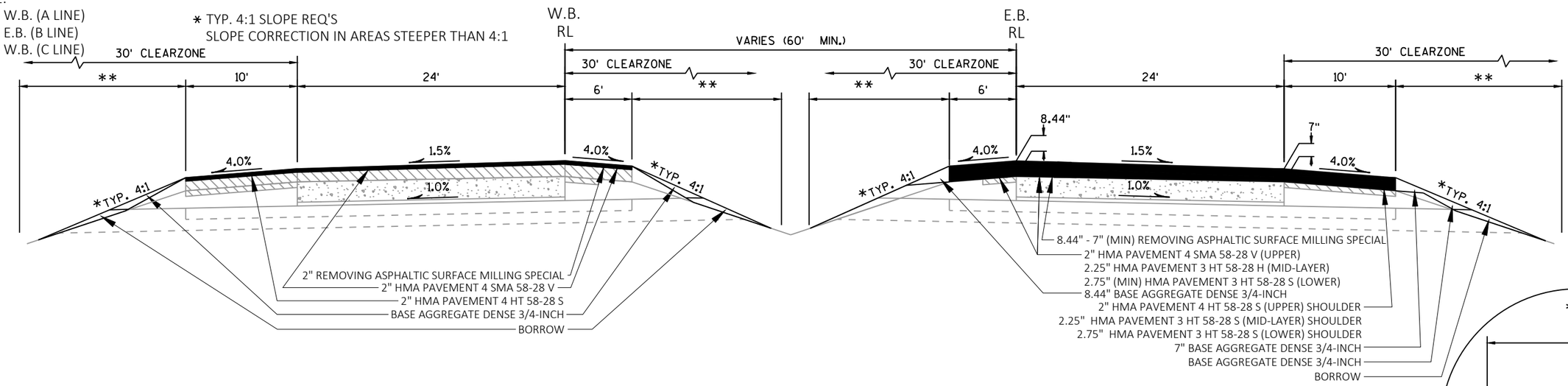


FINISHED TYPICAL SUPERELEVATION SECTION
IH 94 & IH 90/94

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTION	SHEET	E

NOTE:
IH 94 W.B. (A LINE)
IH 90 E.B. (B LINE)
IH 90 W.B. (C LINE)

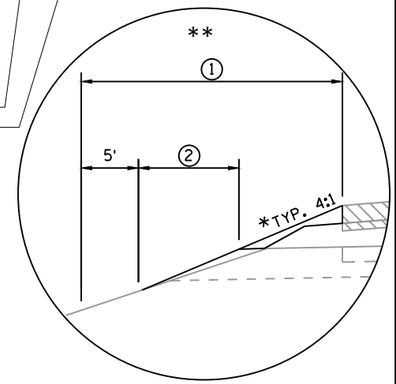
* TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN AREAS STEEPER THAN 4:1



FINISHED TYPICAL SECTION

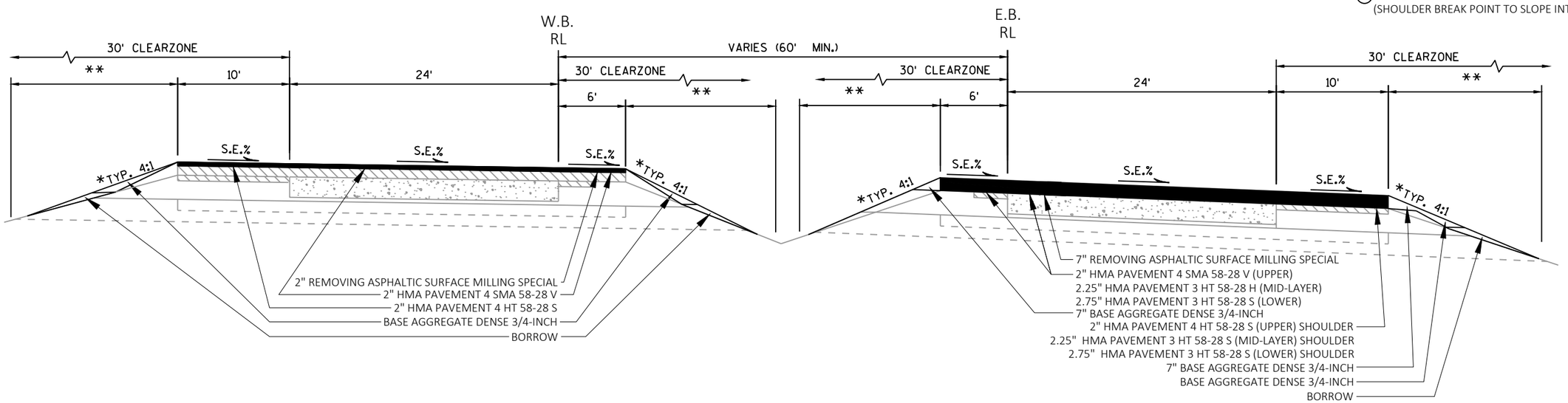
WESTBOUND
IH 90 STA. 2328+25C - 2430+00C
IH 94 STA. 2936+03A - 3155+00A

EASTBOUND
IH 90 STA. 2329+80B - 2420+00B
IH 94 STA. 2945+75 - 3145+40



1 LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B

2 LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A
(SHOULDER BREAK POINT TO SLOPE INTERCEPT)



WESTBOUND

FINISHED TYPICAL SUPERELEVATION SECTION

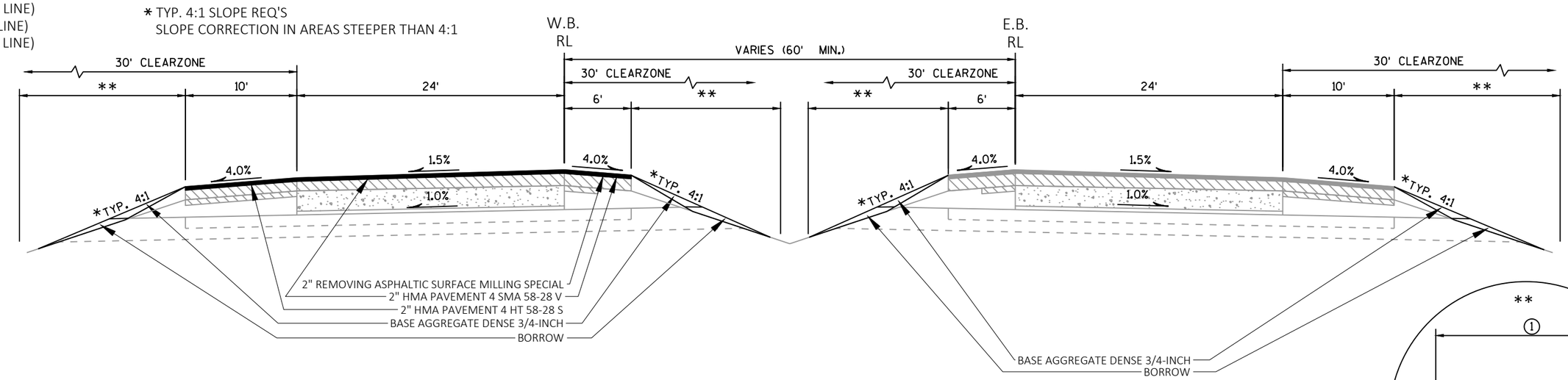
EASTBOUND

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\TS\020307.2_TS.DWG
LAYOUT NAME - F02.1
PLOT DATE : 7/18/2022 12:55 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTE:
IH 94 W.B. (A LINE)
IH 90 E.B. (B LINE)
IH 90 W.B. (C LINE)

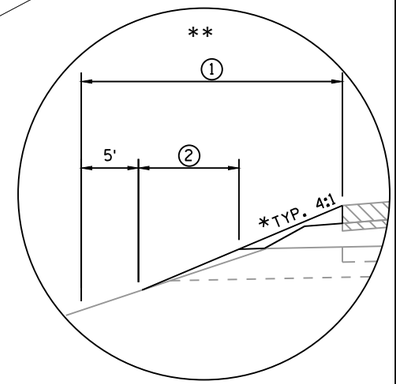
* TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN AREAS STEEPER THAN 4:1



FINISHED TYPICAL SECTION

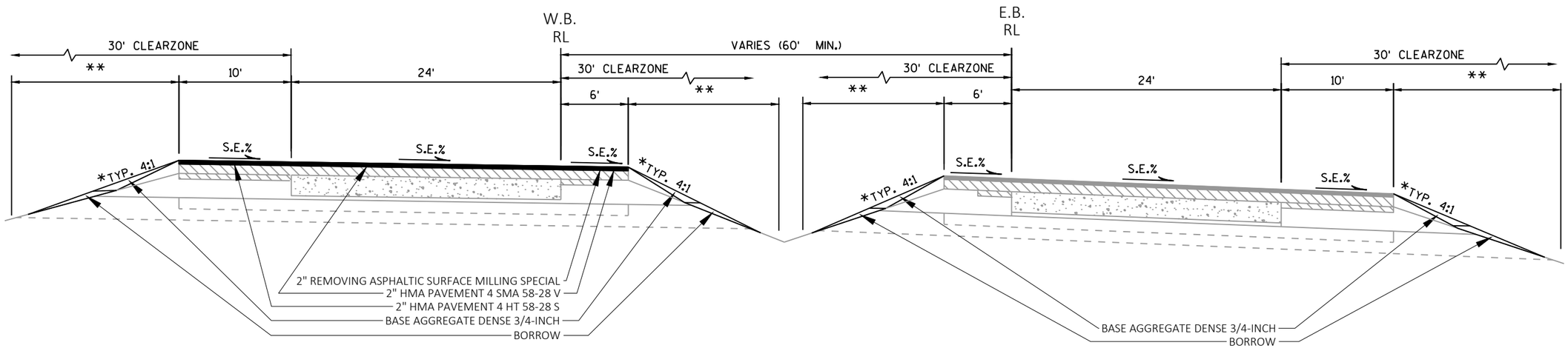
WESTBOUND
IH 90/94 STA. 3155+00A - 3212+50A
IH 90/94 STA. 3633+28A - 3669+08A

EASTBOUND
IH 94 STA. 3146+99 - 3157+00
IH 90/94 STA. 3157+00 - 3170+00
IH 90/94 STA. 3635+19 - 3694+69



1 LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B

2 LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A
(SHOULDER BREAK POINT TO SLOPE INTERCEPT)



WESTBOUND

FINISHED TYPICAL SUPERELEVATION SECTION

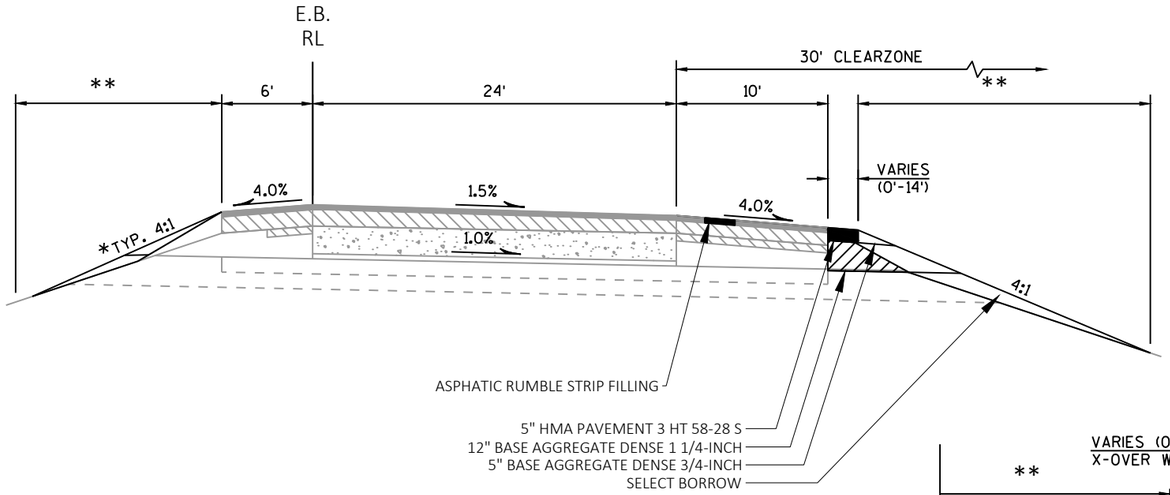
EASTBOUND

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTION	SHEET	E

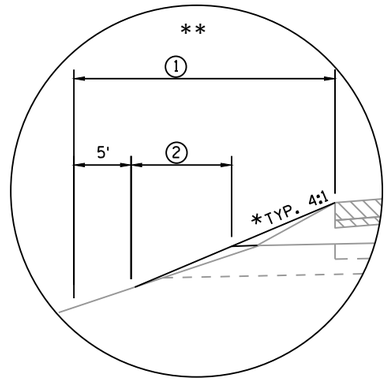
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\TS\020307.2_TS.DWG
LAYOUT NAME - F02.15
PLOT DATE : 7/18/2022 12:55 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

SHOULDER EXCAVATION
(PAID AS COMMON EX.)

TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN AREAS STEEPER THAN 4:1

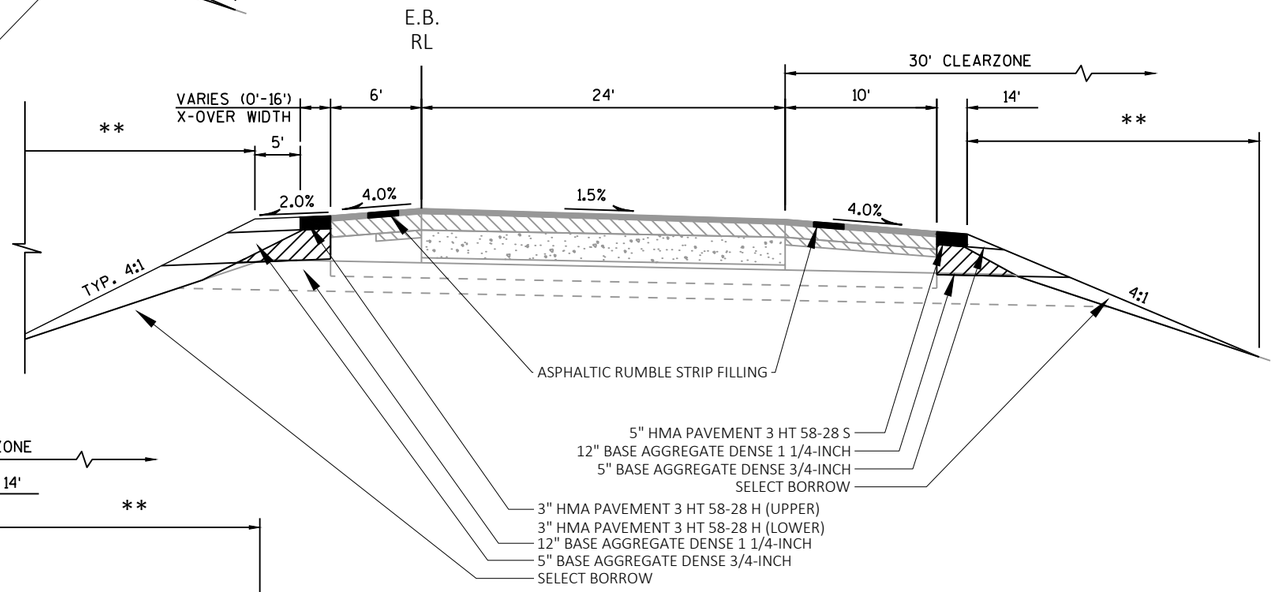


FINISHED TYPICAL SECTION
EASTBOUND
IH 90/94 STA. 3170+00 - 3214+55
IH 90/94 STA. 3229+55 - 3238+00

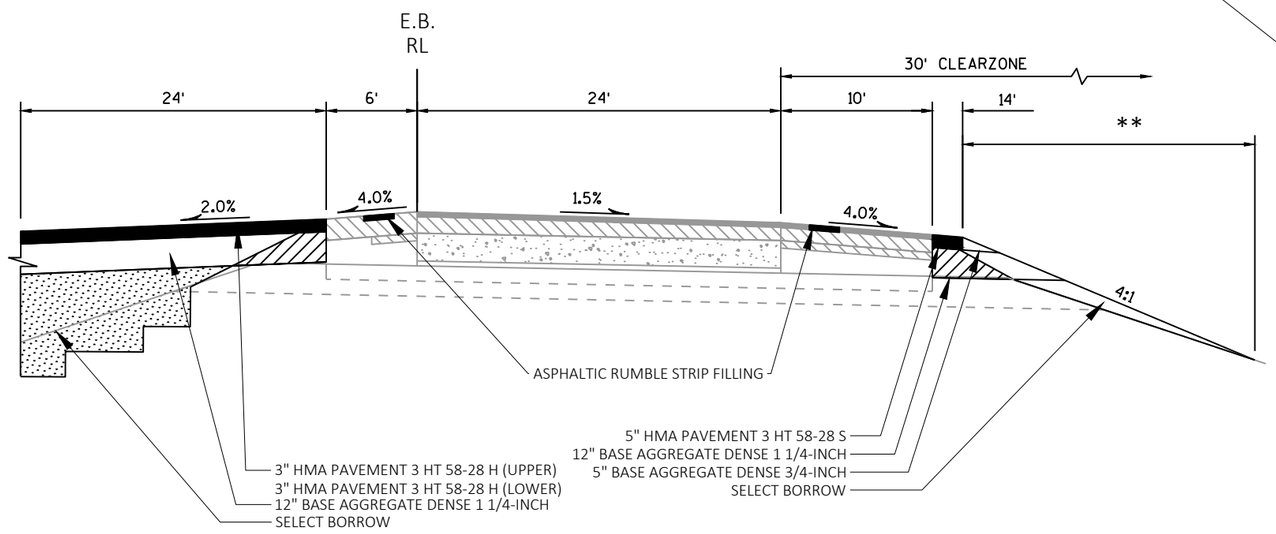


1 LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B

2 LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A
(SHOULDER BREAK POINT TO SLOPE INTERCEPT)



FINISHED TYPICAL SECTION
EASTBOUND
IH 90/94 STA. 3214+55 - 3221+00
IH 90/94 STA. 3224+00 - 3229+55

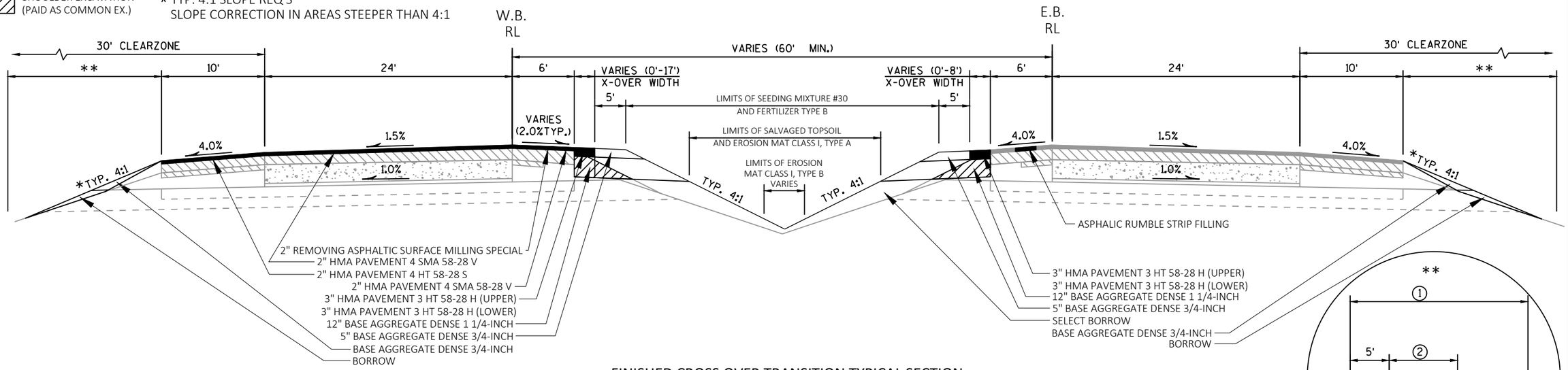


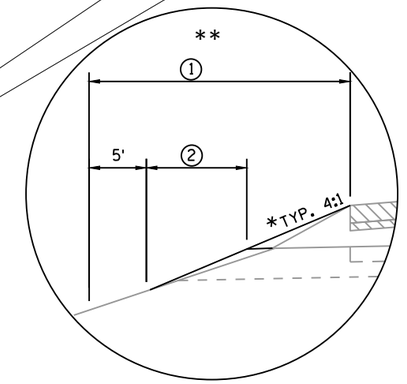
FINISHED TYPICAL SECTION
EASTBOUND
IH 90/94 STA. 3221+00 - 3224+00

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTION	SHEET	E

SHOULDER EXCAVATION
(PAID AS COMMON EX.)

* TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN AREAS STEEPER THAN 4:1





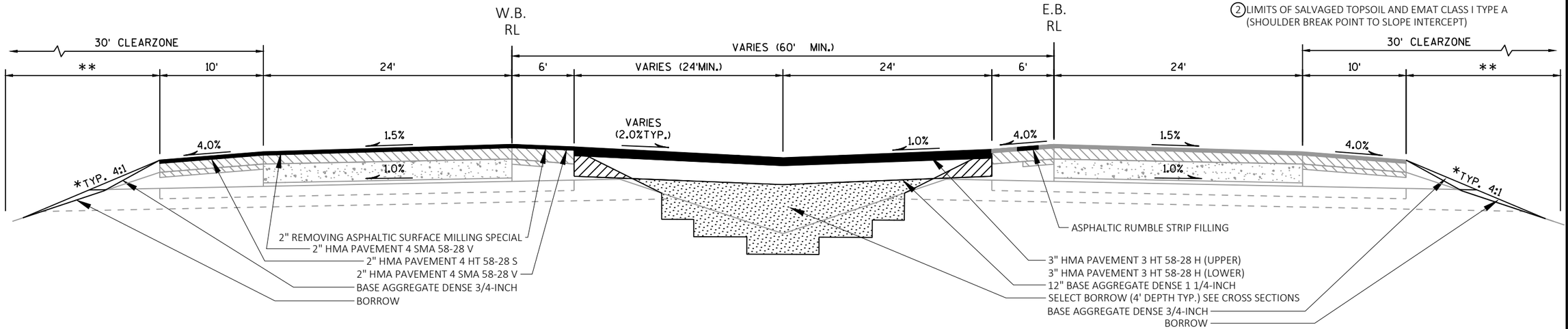
1 LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B

2 LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A
(SHOULDER BREAK POINT TO SLOPE INTERCEPT)

WESTBOUND
IH 90/94 STA. 3212+50A - 3218+78A
IH 90/94 STA. 3221+78A - 3223+25A
IH 90/94 STA. 3619+50A - 3625+12A
IH 90/94 STA. 3628+12A - 3633+28A

FINISHED CROSS OVER TRANSITION TYPICAL SECTION

EASTBOUND
IH 90/94 STA. 3621+34 - 3626+87
IH 90/94 STA. 3629+87 - 3635+19

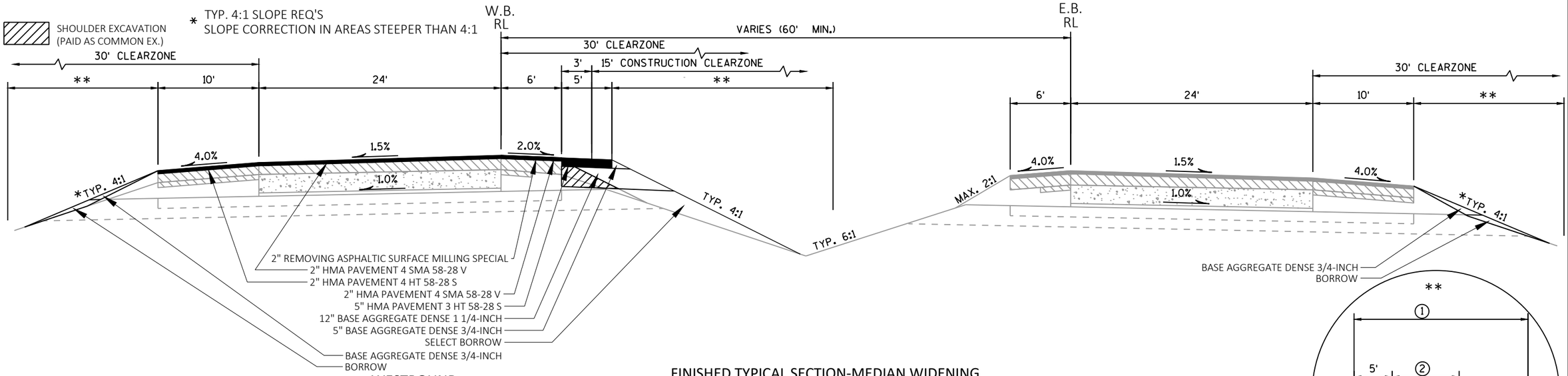


WESTBOUND
IH 90/94 STA. 3218+78A - 3221+78A
IH 90/94 STA. 3625+12A - 3628+12A

FINISHED CROSS OVER TYPICAL SECTION

EASTBOUND
IH 90/94 STA. 3626+87 - 3629+87

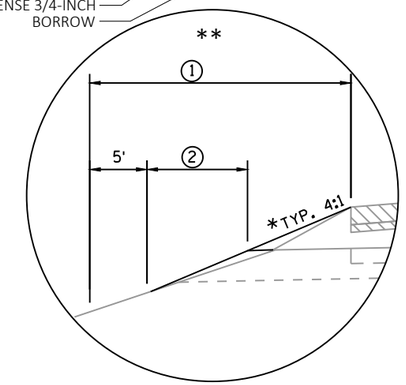
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTION	SHEET	E



FINISHED TYPICAL SECTION-MEDIAN WIDENING

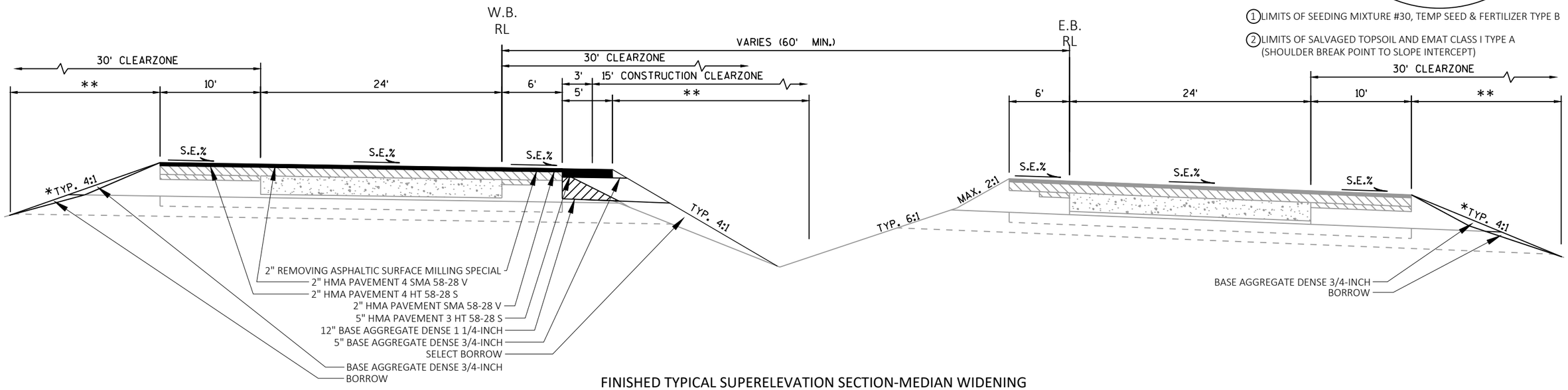
WESTBOUND
IH 90/94 STA. 3223+25A - 3503+00A
IH 90/94 STA. 3520+00A - 3619+50A

EASTBOUND
IH 90/94 STA. 3238+00 - 3504+64
IH 90/94 STA. 3522+05 - 3621+34



1 LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B

2 LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A
(SHOULDER BREAK POINT TO SLOPE INTERCEPT)



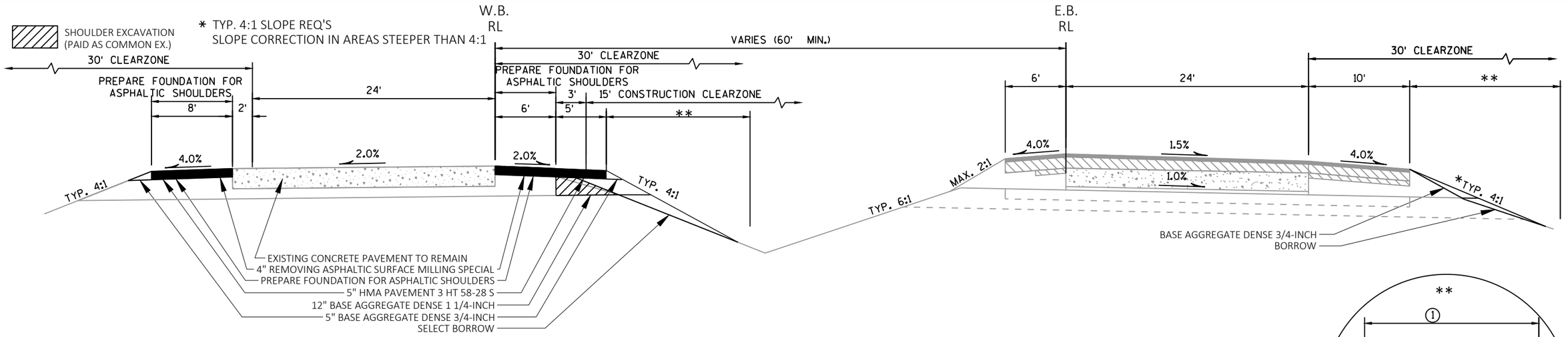
FINISHED TYPICAL SUPERELEVATION SECTION-MEDIAN WIDENING

WESTBOUND
IH 90/94 STA. 3223+25A - 3503+00A
IH 90/94 STA. 3520+00A - 3619+50A

EASTBOUND
IH 90/94 STA. 3238+00 - 3504+64
IH 90/94 STA. 3522+05 - 3621+34

PROJECT NO: 1071-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTIONS	SHEET	E

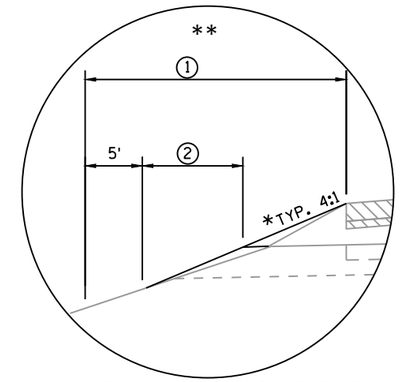
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\TS\020307.2_TS.DWG
LAYOUT NAME - F02.4
PLOT DATE : 7/18/2022 12:55 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



WESTBOUND
IH 90/94 STA. 3503+00A - 3520+00A

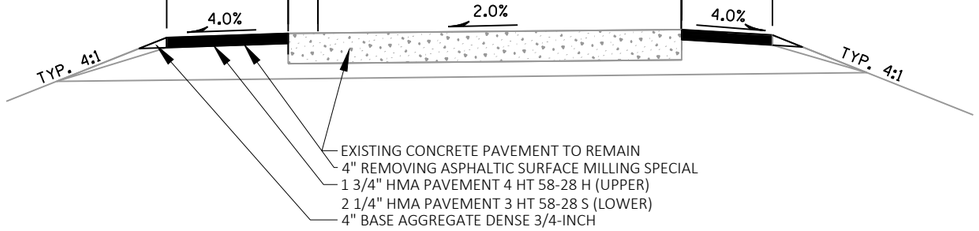
FINISHED TYPICAL SECTION

EASTBOUND
IH 90/94 STA. 3504+64 - 3522+05



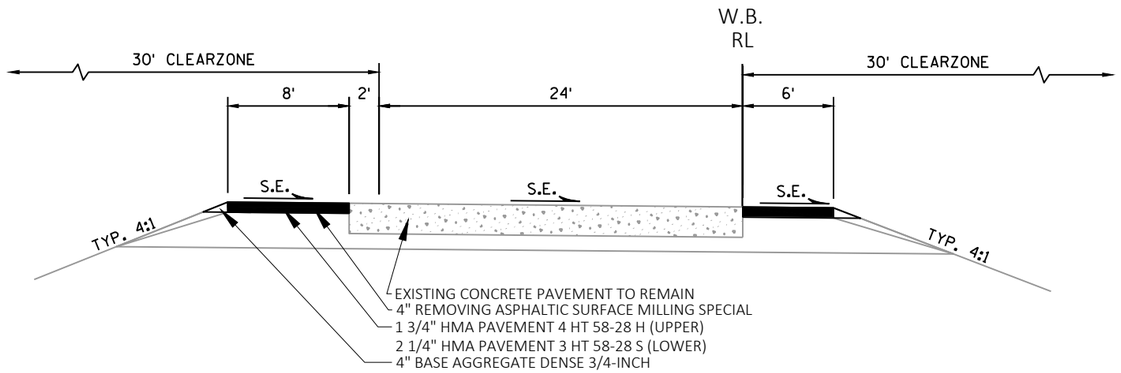
1 LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B

2 LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A
(SHOULDER BREAK POINT TO SLOPE INTERCEPT)



FINSIHED TYPICAL SECTION

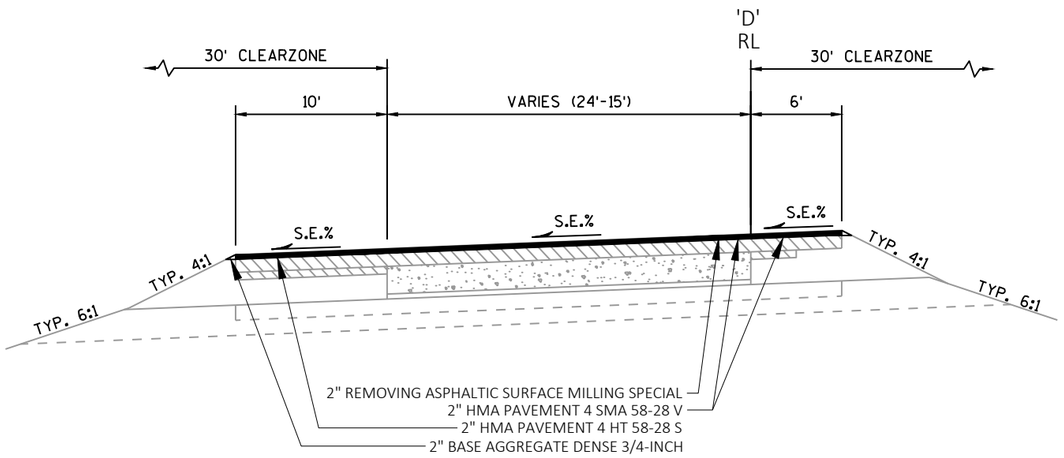
WESTBOUND
IH 90/94 STA. 3669+08A - 3693+00A



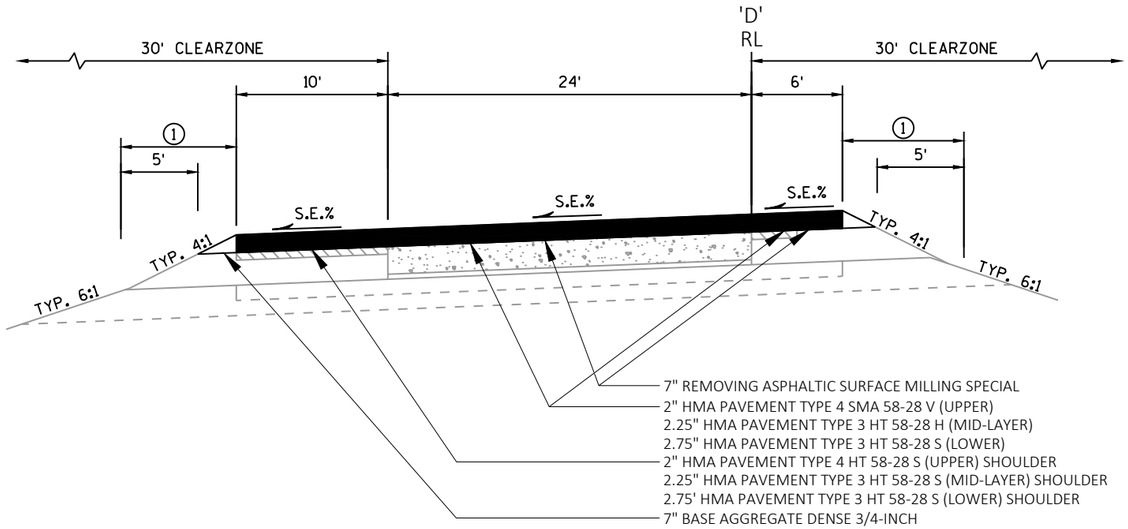
FINISHED SUPER ELEVATED TYPICAL SECTION

WESTBOUND
IH 90/94 STA. 3669+08A - 3693+00A

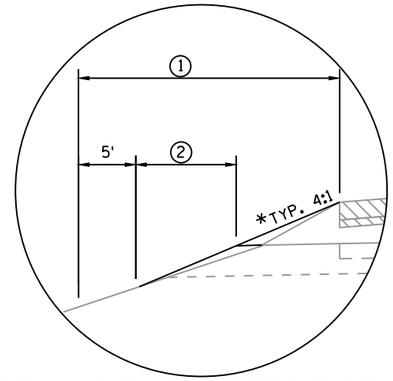
PROJECT NO: 1071-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTIONS	SHEET	E



FINISHED TYPICAL INTERCHANGE SECTION
EB IH 90 TO WB IH 94
STA 3133+65D - 3144+05D

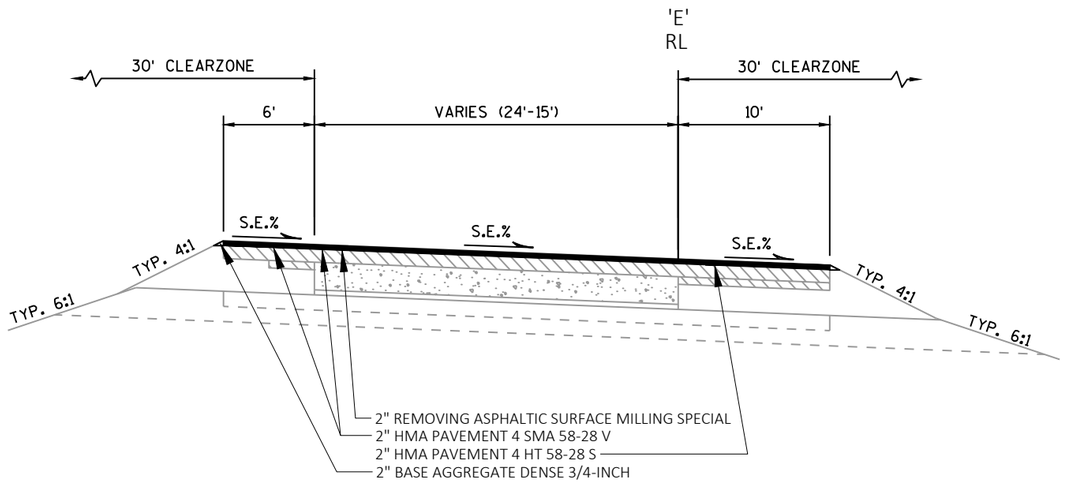


FINISHED TYPICAL INTERCHANGE SECTION
EB IH 90 TO WB IH 94
STA 3145+85D - 3161+92D



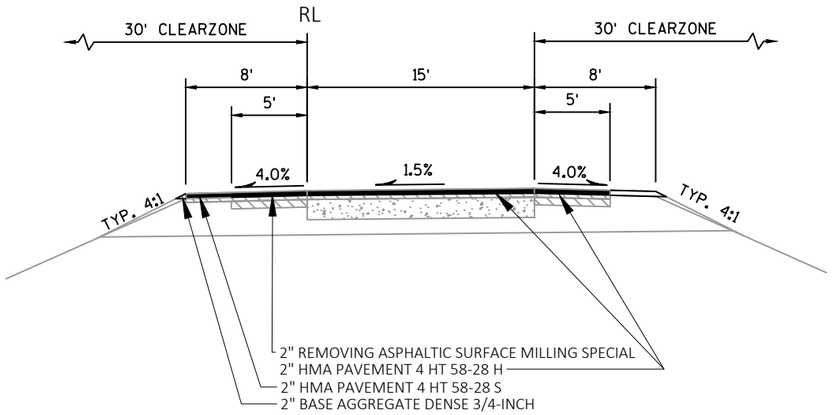
1 LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B

2 LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A (SHOULDER BREAK POINT TO SLOPE INTERCEPT)



FINISHED TYPICAL INTERCHANGE SECTION
EB IH 94 TO WB IH 90
STA. 3122+00E - 3145+20E

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTION	SHEET	E



FINISHED TYPICAL RAMP SECTION

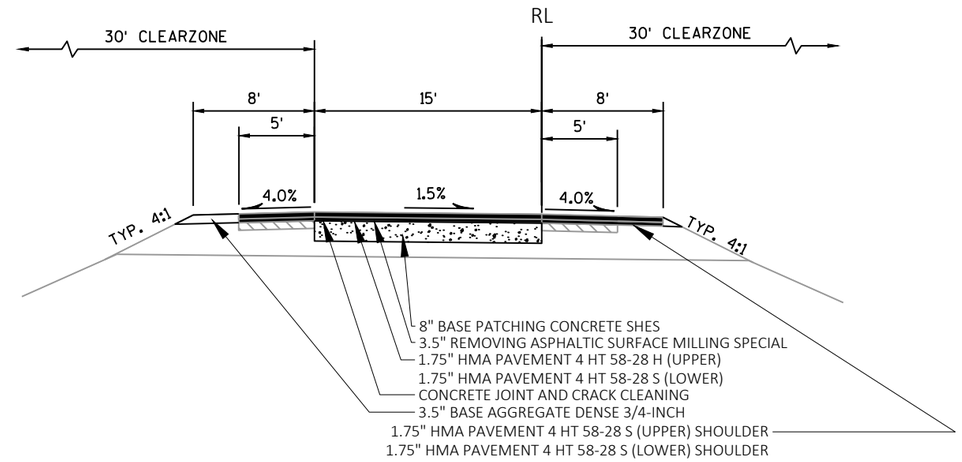
WB IH 90 & USH 12 INTERCHANGE
STA 2314+25RAA - 2322+06RAA
STA 2322+64RBB - 2333+06RBB

WB IH94 & STH 21 INTERCHANGE
STA 2944+15RCC - 2950+60RCC
STA 2969+97RDD - 2973+76RDD

WB IH 94 & INDUSTRIAL AVE. INTERCHANGE
STA 3044+23REE - 3050+29REE
STA 3071+93RFF - 3076+31RFF

WB IH90/94 & CTH PP INTERCHANGE
STA 3325+43RGG - 3337+85RGG
STA 3340+86RHH - 3348+68RHH

WB IH 90/94 ON RAMP FROM CTH C
STA 3673+69RII - 3685+51RII



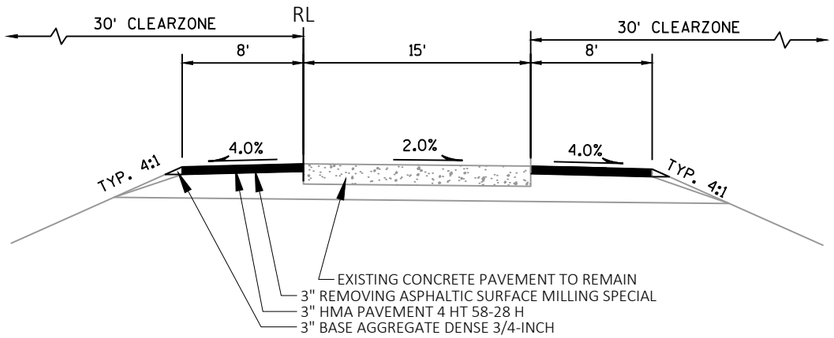
FINISHED TYPICAL RAMP SECTION

EB IH 90 & USH 12 INTERCHANGE
STA 2321+45RA - 2329+62RA
STA 2331+48RB - 2339+78RB

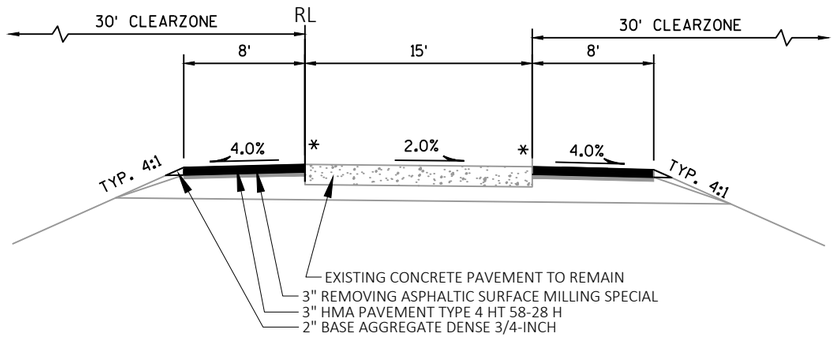
EB IH94 & USH 12 INTERCHANGE
STA 2938+29RC - 2948+91RC

EB IH 94 & STH 21 INTERCHANGE
STA 2964+50RD - 2971+14RD

EB IH 94 & INDUSTRIAL AVE. INTERCHANGE
STA 3045+58RE - 3049+68RE
STA 3067+35RF - 3074+07RF



FINISHED TYPICAL RAMP SECTION
WB IH90/94 & CTH C INTERCHANGE
STA 3680+44RJJ - 3686+38RJJ



FINISHED TYPICAL SHOULDER REPAIR
IH 94 EB OFF RAMP TO USH 12
STA 2956+25RD - 2964+50RD
STA 2950+60RCC - 2960+65RCC
STA 2963+85RDD - 2969+97RDD

* NOTE: START 3" MILL DEPTH OFF OF CONCRETE PAVEMENT.

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TYPICAL SECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\TS\020307.2_TS.DWG
LAYOUT NAME - F02.7
PLOT DATE : 7/18/2022 12:55 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

IH 94 WB

IH 94 EB

SIGN

SIGN

2955A

2955

2960A

2960

POST 12:
STA 2956+43.1
OFFSET -39.0'L

POST 5:
STA 2956+05.8
OFFSET -39.0'L

CULVERT
EXTENSION
REQ'D

POST 5:
STA 2956+05.8
OFFSET -24.8'L

POST 12:
STA 2956+43.1
OFFSET -24.8'L

POST 12:
STA 2958+17.9
OFFSET -38.9'L

POST 5:
STA 2958+55.1
OFFSET -38.9'L

SI

POST 5:
STA 2958+55.0
OFFSET -24.8'L

POST 12:
STA 2958+17.7
OFFSET -24.8'L

N

SIGN

SIGN

3030

3035A

3035

POST 12:
STA 3032+66.4
OFFSET -36.9'L

POST 5:
STA 3032+28.8
OFFSET -36.9'L

CULVERT
EXTENSION
REQ'D

POST 5:
3032+28.9
OFFSET -23.1'L

POST 12:
STA 3032+66.4
OFFSET -23.1'L

POST 12:
STA 3033+41.4
OFFSET -36.9'L

POST 5:
STA 3033+79.0
OFFSET -36.9'L

SI

POST 5:
STA 3033+78.9
OFFSET -23.1'L

POST 12:
STA 3033+41.4
OFFSET -23.1'L

N

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONSTRUCTION DETAIL: BULLNOSE - BEAMGUARD LAYOUT	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021001_CD.DWG
LAYOUT NAME - Sheet - (1)
PLOT DATE : 7/5/2022 10:49 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

POST 12:
STA 3230+01.5A
OFFSET 20.6'R

POST 12:
STA 3230+51.5A
OFFSET 20.6'R

IH 90/94 WB

POST 5:
STA 3229+64.0A
OFFSET 20.6'R

3230A

POST 5:
STA 3230+89.0A
OFFSET 20.6'R

CULVERT
EXTENSION
REQ'D

SI

POST 5:
STA 3229+64.0A
OFFSET 34.8'R

POST 5:
STA 3230+89.0A
OFFSET 34.8'R

POST 12:
STA 3230+01.5A
OFFSET 34.8'R

POST 12:
STA 3230+51.5A
OFFSET 34.8'R

3230

3235

IH 90/94 EB

SIGN

POST 12:
STA 3263+85.9A
OFFSET 33.8'R

POST 12:
STA 3264+73.4A
OFFSET 33.8'R

IH 90/94 WB

3265A

POST 5:
STA 3263+48.1A
OFFSET 33.8'R

POST 5:
STA 3265+10.9A
OFFSET 33.8'R

SI

POST 5:
STA 3263+48.1A
OFFSET 48.1'R

POST 5:
STA 3265+10.9A
OFFSET 48.1'R

3265

POST 12:
STA 3264+73.4A
OFFSET 48.1'R

IH 90/94 EB

POST 12:
STA 3263+85.9A
OFFSET 48.1'R

SIGN

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONSTRUCTION DETAIL: BULLNOSE - BEAMGUARD LAYOUT	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021001_CD.DWG
LAYOUT NAME - Sheet - (2)

PLOT DATE : 7/5/2022 10:50 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

POST 12:
STA 3338+63.2A
OFFSET 36.8'R

POST 12:
STA 3339+37.8A
OFFSET 36.8'R

3340A

POST 5:
STA 3338+25.7A
OFFSET 36.8'R

POST 5:
STA 3339+75.3A
OFFSET 37.5'R

SI

INL

POST 5:
STA 3338+25.7A
OFFSET 51.0'R

POST 5:
STA 3339+75.3A
OFFSET 51.0'R

3340

POST 12:
STA 3338+63.2A
OFFSET 51.0'R

POST 12:
STA 3339+37.8A
OFFSET 51.0'R

W

W

W

W

KEECHI ROAD

IH 90/94

POST 12:
STA 3572+49.1A
OFFSET 23.9'R

POST 12:
STA 3573+11.6A
OFFSET 23.9'R

3570A

3575A

POST 5:
STA 3572+11.6A
OFFSET 23.9'R

POST 5:
STA 3573+49.1A
OFFSET 23.9'R

INL

INL

POST 5:
STA 3572+11.4A
OFFSET 38.1'R

POST 5:
STA 3573+48.9A
OFFSET 38.1'R

SI

3575

POST 12:
STA 3572+48.9A
OFFSET 38.1'R

IH 90/94

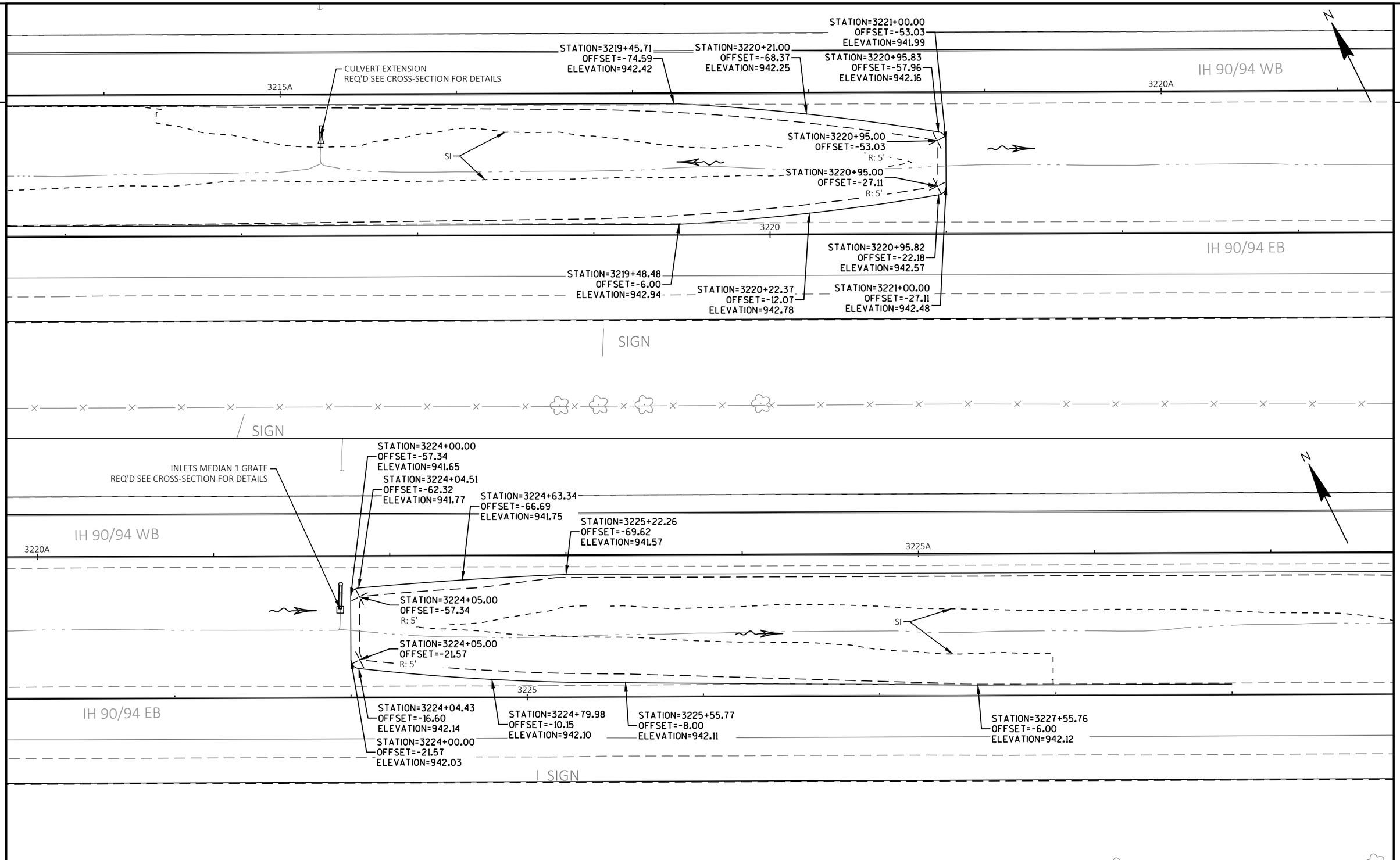
POST 12:
STA 3573+11.4A
OFFSET 38.1'R

W

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONSTRUCTION DETAIL: BULLNOSE - BEAMGUARD LAYOUT	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021001_CD.DWG
LAYOUT NAME - Sheet - (5)

PLOT DATE : 7/5/2022 10:50 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:40 FT



2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	WEST TRAFFIC CROSSOVER DETAIL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021003_CD.DWG
LAYOUT NAME - WCROSSOVER
PLOT DATE : 3/15/2022 3:40 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

2

STATION=3626+87.00
OFFSET=-39.18
ELEVATION=931.29

STATION=3626+82.44
OFFSET=-44.17
ELEVATION=931.31

STATION=3626+34.75
OFFSET=-47.50
ELEVATION=931.09

STATION=3625+77.76
OFFSET=-49.22
ELEVATION=930.89

3620A

IH 90/94 WB

3625A

STATION=3626+82.00
OFFSET=-39.18
R: 5'

SI

STATION=3626+82.00
OFFSET=-17.12
R: 5'

3625

IH 90/94 EB

STATION=3626+07.90
OFFSET=-6.00
ELEVATION=931.05

STATION=3626+45.27
OFFSET=-8.58
ELEVATION=931.25

STATION=3626+82.55
OFFSET=-12.15
ELEVATION=931.38

STATION=3626+86.99
OFFSET=-16.86
ELEVATION=931.35

CULVERT EXTENSION
REQ'D SEE CROSS-SECTION FOR DETAILS

STATION=3629+86.62
OFFSET=-40.48
ELEVATION=932.10

STATION=3629+91.10
OFFSET=-45.45
ELEVATION=932.22

SIGN

STATION=3630+46.81
OFFSET=-50.11
ELEVATION=932.41

STATION=3632+56.57
OFFSET=-54.48
ELEVATION=933.09

STATION=3631+02.84
OFFSET=-52.39
ELEVATION=932.68

IH 90/94 WB

INLETS MEDIAN 1 GRATE
REQ'D SEE CROSS-SECTION FOR DETAILS

3630A

STATION=3629+91.62
OFFSET=-40.47
R: 5'

STATION=3629+91.60
OFFSET=-19.07
R: 5'

SI

APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1
REQ'D SEE CROSS-SECTION FOR DETAILS

3630

3635

IH 90/94 EB

STATION=3630+53.73
OFFSET=-9.63
ELEVATION=932.23

STATION=3631+16.51
OFFSET=-8.00
ELEVATION=932.39

STATION=3633+19.26
OFFSET=-6.00
ELEVATION=932.85

STATION=3629+91.13
OFFSET=-14.09
ELEVATION=932.06

STATION=3629+86.60
OFFSET=-19.07
ELEVATION=931.99

SIGN

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EAST TRAFFIC CROSSOVER DETAIL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021003_CD.DWG
LAYOUT NAME - ECROSSOVER

PLOT DATE : 3/15/2022 3:40 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:50 FT

IH 90/94 WB

3510A

N

NOTE: SEE SDD CONCRETE SURFACE DRAINS, DROP INLET TYPE AT STRUCTURES FOR DETAILS.

INLETS 2X2-FT

STA:3509+84A
OFFSET: 22'

STA:3509+27A
OFFSET: 22'

SAWING CONCRETE

STA:3509+27A
OFFSET: 25.5'

PIPE UNDERDRAIN
UNPERFORATED 12-INCH

REMOVING SMALL
CULVERT PIPE

SI

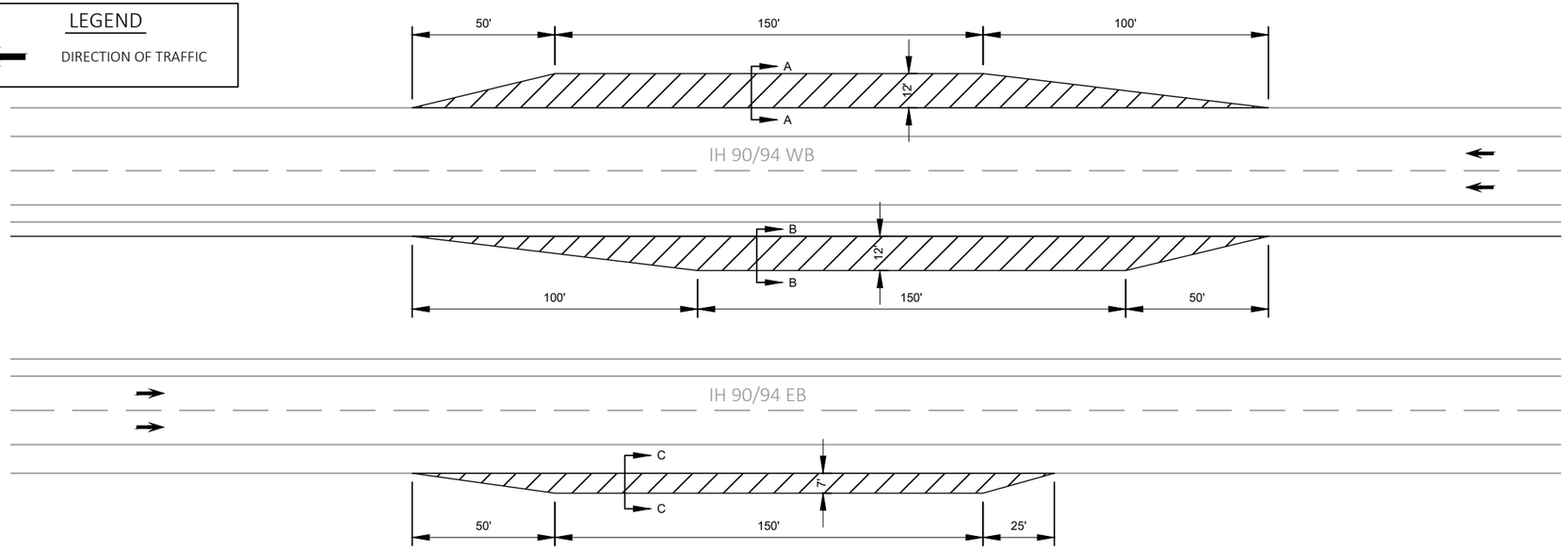
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONSTRUCTION DETAIL: B-41-275	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021005_CD.DWG
LAYOUT NAME - IH 90.94 (09)

PLOT DATE : 6/2/2022 2:24 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

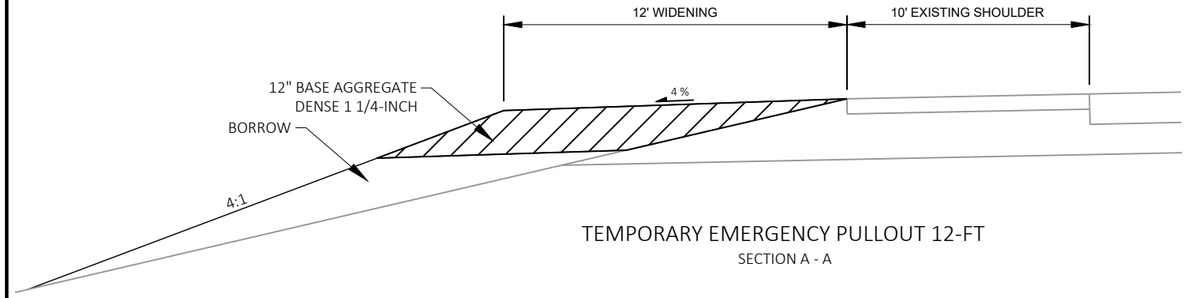
DIRECTION OF TRAFFIC



GENERAL NOTES

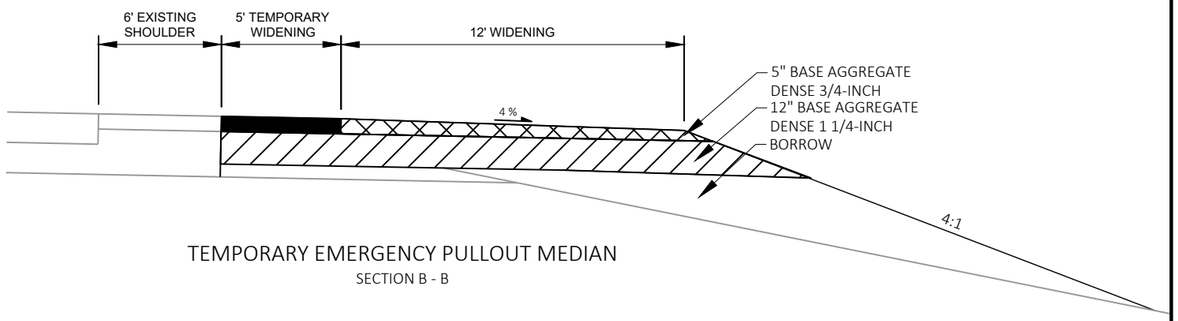
DETAILS OF CONSTRUCTION, MATERIAL AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

2



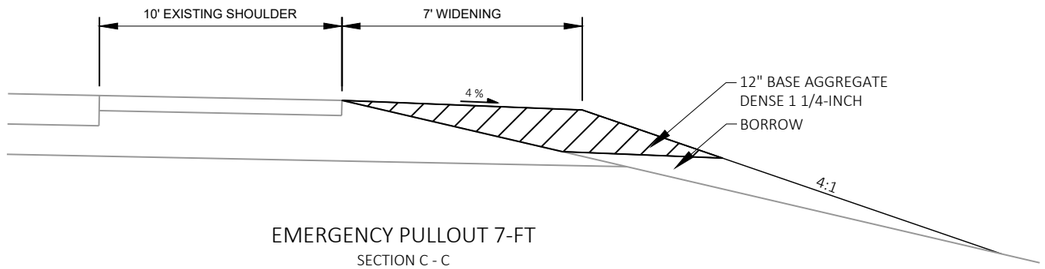
TEMPORARY EMERGENCY PULLOUT 12-FT

SECTION A - A



TEMPORARY EMERGENCY PULLOUT MEDIAN

SECTION B - B



EMERGENCY PULLOUT 7-FT

SECTION C - C

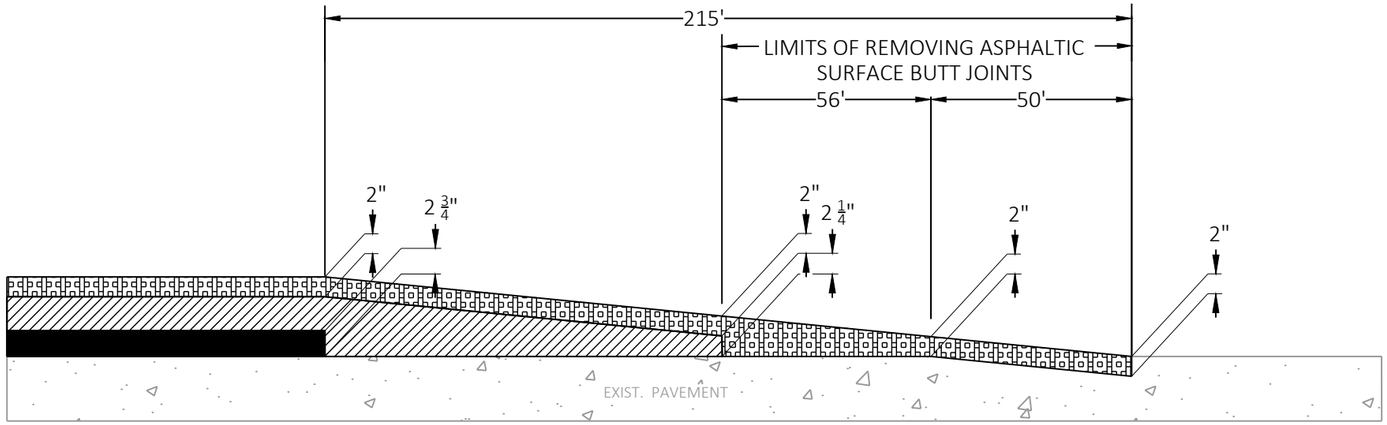
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONSTRUCTION DETAIL-EMERGENCY PULLOUT	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021007_CD.DWG
LAYOUT NAME - CD-EMERGENCY PULLOUT

PLOT DATE : 6/6/2022 9:40 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



2-INCH HMA PAVEMENT 4 SMA 58-28 V

2.25-INCH HMA PAVEMENT 3 HT 58-28 H

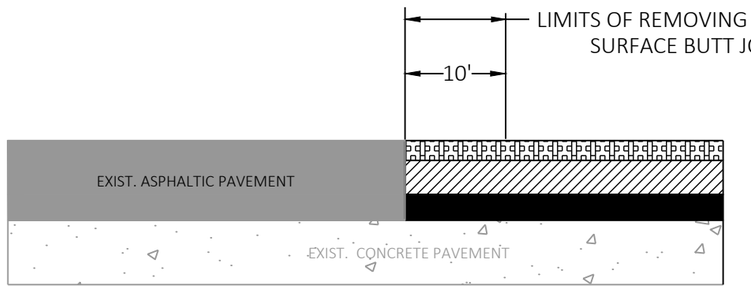
2.75-INCH (MIN) HMA PAVEMENT 3 HT 58-28 S

END JOINT TRANSITION EB MAINLINE AND MEDIAN SHOULDER

2-INCH HMA PAVEMENT 4 HT 58-28 S

5-INCH HMA PAVEMENT 3 HT 58-28 S

END JOINT TRANSITION EB OUTSIDE SHOULDER



2-INCH HMA PAVEMENT 4 HT 58-28 S

5-INCH HMA PAVEMENT 3 HT 58-28 S

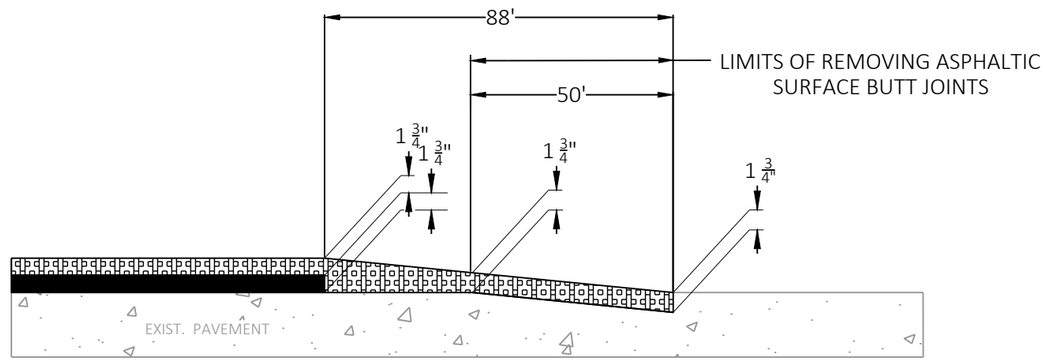
END JOINT TRANSITION OUTSIDE SHOULDER

2-INCH HMA PAVEMENT 4 SMA 58-28 V

2.25-INCH HMA PAVEMENT 3 HT 58-28 H

2.75-INCH (MIN) HMA PAVEMENT 3 HT 58-28 S

END JOINT TRANSITION MAINLINE AND MEDIAN SHOULDER



HMA PAVEMENT 4 HT 58-28 H

HMA PAVEMENT 4 HT 58-28 S

END JOINT TRANSITION EB ENTRANCE/EXIT RAMPS INSIDE SHOULDER AND RAMP

HMA PAVEMENT 4 HT 58-28 S

HMA PAVEMENT 4 HT 58-28 S

END JOINT TRANSITION EB ENTRANCE/EXIT RAMPS OUTSIDE SHOULDER

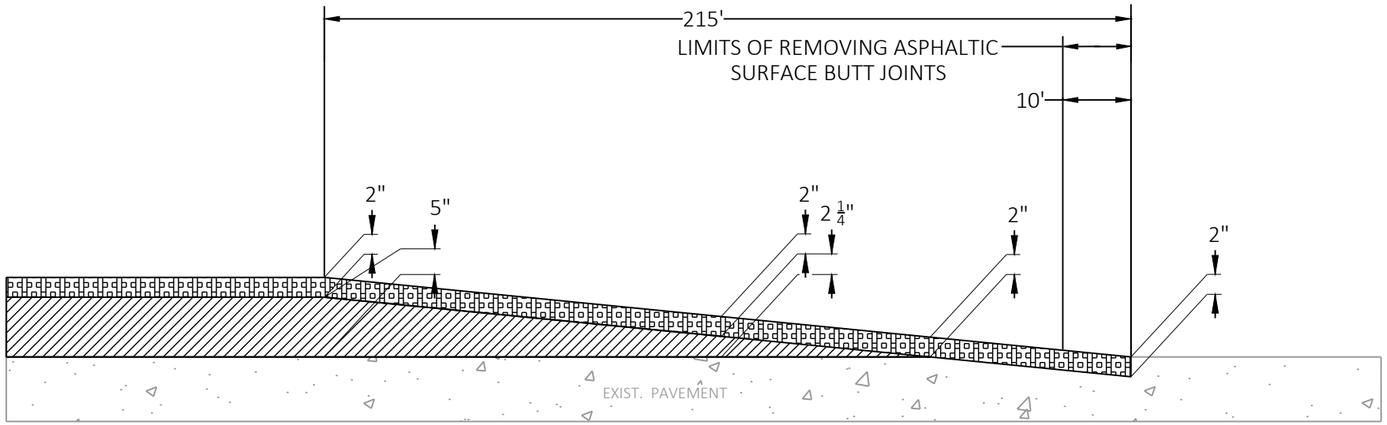
PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CONSTRUCTION DETAIL-END JOINT TRANSITION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021009_CD.DWG
LAYOUT NAME - BUTTJOINT DETAIL

PLOT DATE : 6/6/2022 9:53 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2



2-INCH HMA PAVEMENT 4 SMA 58-28 V

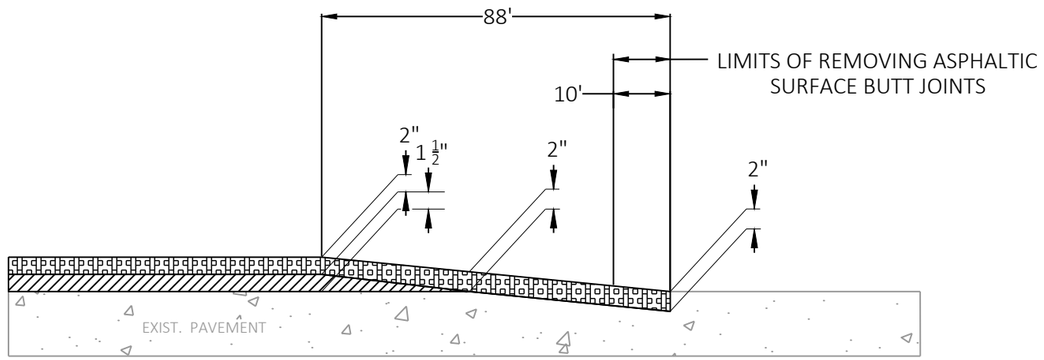
EXISTING ASPHALTIC PAVEMENT TO REMAIN

END JOINT TRANSITION WB MAINLINE AND MEDIAN SHOULDER

2-INCH HMA PAVEMENT 4 HT 58-28 S

EXISTING ASPHALTIC PAVEMENT TO REMAIN

END JOINT TRANSITION WB OUTSIDE SHOULDER



HMA PAVEMENT 4 HT 58-28 H

EXISTING ASPHALTIC PAVEMENT TO REMAIN

END JOINT TRANSITION WB ENTRANCE/EXIT RAMPS
INSIDE SHOULDER AND RAMP

HMA PAVEMENT 4 HT 58-28 S

EXISTING ASPHALTIC PAVEMENT TO REMAIN

END JOINT TRANSITION WB ENTRANCE/EXIT RAMPS
OUTSIDE SHOULDER

PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CONSTRUCTION DETAIL-END JOINT TRANSITION	SHEET	E

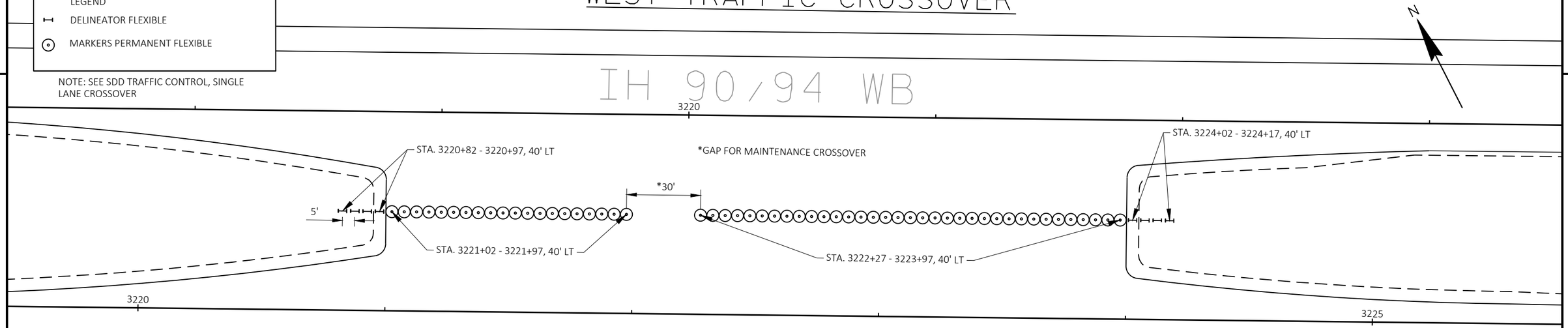
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021009_CD.DWG
LAYOUT NAME - WB BUTTJOINT DETAIL (2)
PLOT DATE : 6/6/2022 9:53 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

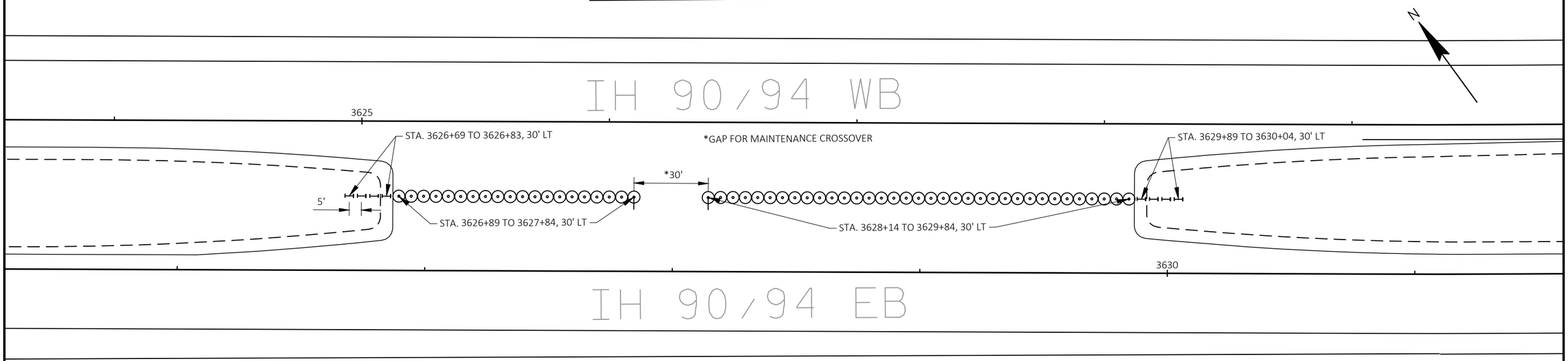
WEST TRAFFIC CROSSOVER

LEGEND
DELINEATOR FLEXIBLE
MARKERS PERMANENT FLEXIBLE

NOTE: SEE SDD TRAFFIC CONTROL, SINGLE LANE CROSSOVER



EAST CROSSOVER



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONSTRUCTION DETAIL-CROSSOVER PROTECTION	SHEET	E

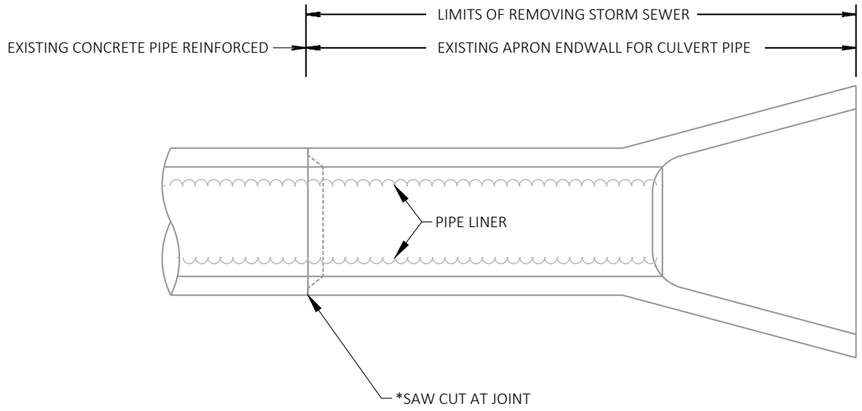
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE & JUNEAU	REMOVING ASPHALTIC SURFACE MILLING, SPECIAL STOCKPILE LOCATION	SHEET	E

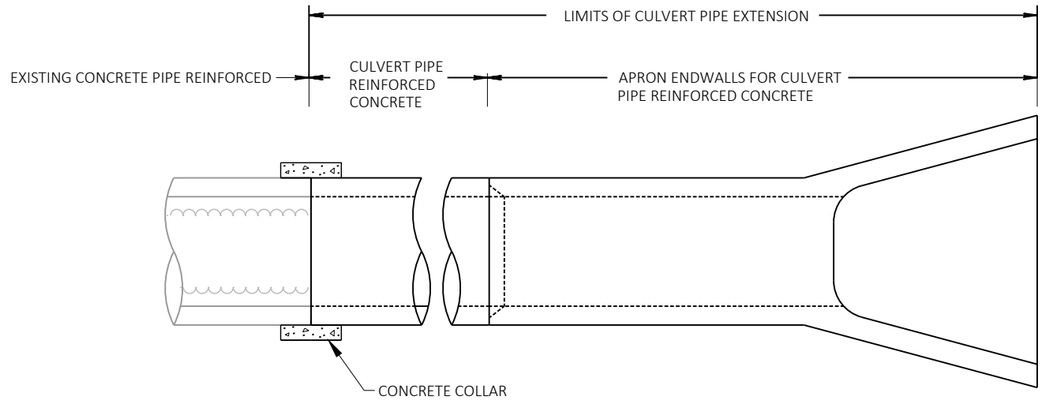
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021011_CD.DWG
LAYOUT NAME - Plan 1 IN 100 FT

PLOT DATE : 6/6/2022 10:23 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

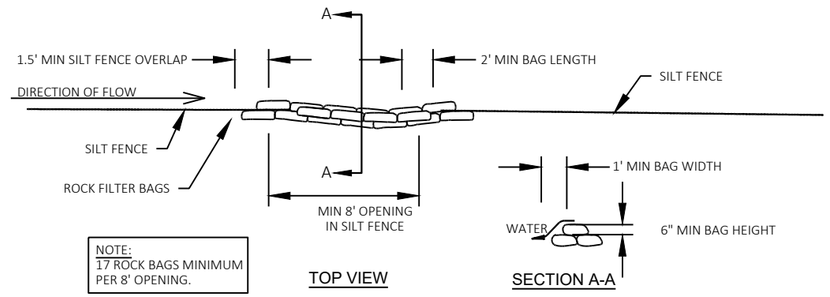
2

NOTES:
DETAIL SHOWN WITH PIPE LINER. METHOD TO EXTEND CULVERT DOES NOT CHANGE IF PIPE LINER IS NOT PRESENT.
*SAW CUT AT JOINT IS INCIDENTAL TO THE ITEM REMOVING STORM SEWER.



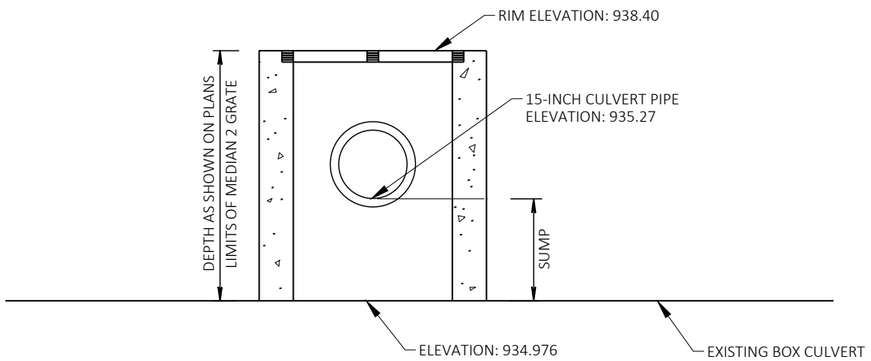


CULVERT PIPE EXTENSION DETAIL



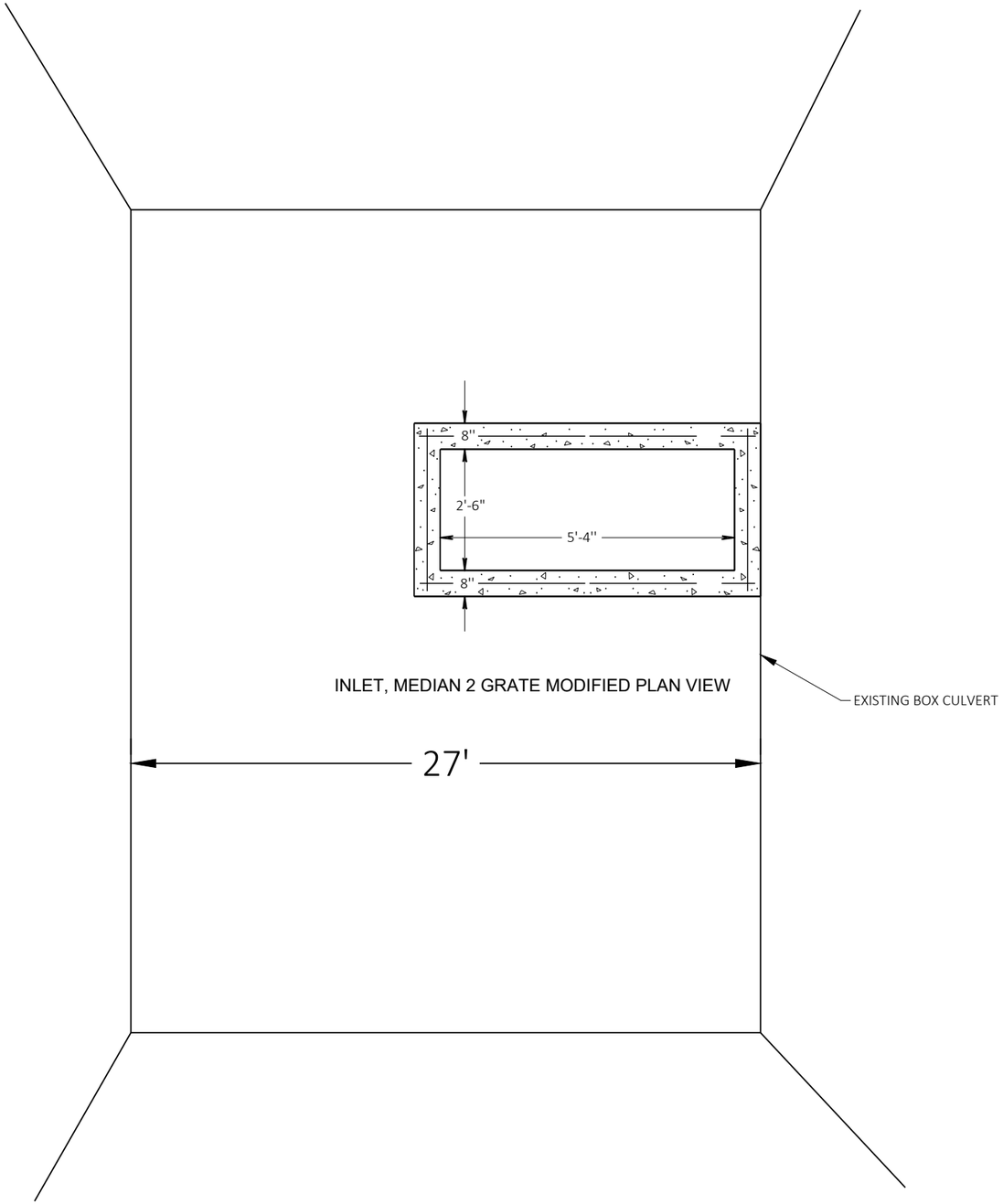
ROCK BAGS USED FOR SILT FENCE RELIEF

PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CONSTRUCTION DETAIL	SHEET	E



INLET, MEDIAN 2 GRATE MODIFIED SIDE VIEW

FOR ADDITIONAL DETAILS SEE S.D.D. 8C8



INLET, MEDIAN 2 GRATE MODIFIED PLAN VIEW

PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CONSTRUCTION DETAIL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\021012_CD.DWG
LAYOUT NAME - Plan 1 IN 10 FT (2)

PLOT DATE : 7/7/2022 4:27 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:1

NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

SIGN

POST

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- WETLAND

2350C

IH 90 WB

2355C

2350B

2355B

2360B

IH 90 EB

SI

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

RIPRAP MEDIUM GEOTEXTILE TYPE HR REQ'D

SI

2385C

IH 90 WB

2380C

2375C

2380B

2375B

IH 90 EB

2385B

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

STA 2373+75

SI

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

IH

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.1-IH90_EC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/18/2022 1:10 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- WETLAND

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

2400B

IH 90 EB

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SALVAGED TOPSOIL, TEMP. SEEDING
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

3150

3155

IH 94 EB

2405B

2410B

2415B

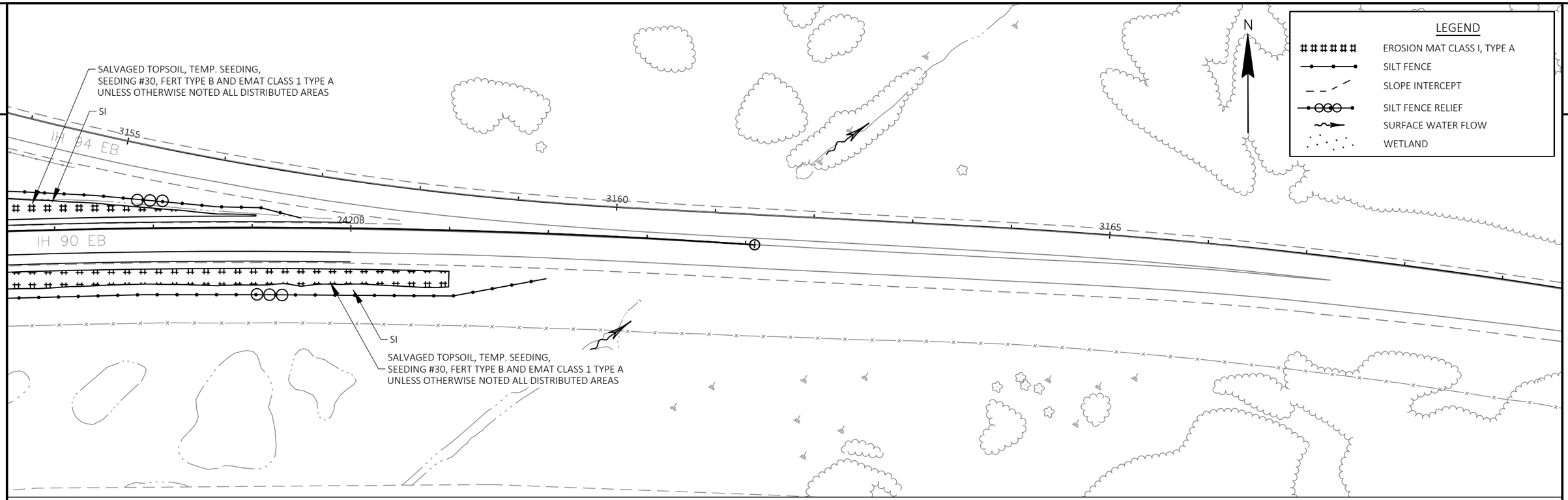
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.1-IH90_EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/18/2022 1:11 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.1-IH90_EC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/18/2022 1:12 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

IH 94 WB
IH 94 EB
2955A
2955
2960A
2960
2965A
2965
2970A
2970
2975A
2975
2980A
2980
SIGN
INL
MH
TRAFFIC CAMERA
FOOTBRIDGE

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.2-IH94_EC.DWG
LAYOUT NAME - 01

PLOT DATE : 6/7/2022 2:29 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- WETLAND

2995A IH 94 WB 3000A 3005A

2995 3000 3005

IH 94 EB

SIGN

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SALVAGE TOP SOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

3010A IH 94 WB 3015A IH 94 WB 3020A

3010 3015 3020

IH 94 EB IH 94 EB

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 94 EROSION CONTROL	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.2-IH94_EC.DWG
LAYOUT NAME - 02

PLOT DATE : 6/7/2022 2:31 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- SILT FENCE RELIEF
- WETLAND

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

POST

SIGN

3020A

3025A

3030A

IH 94 WB

3020

3025

3030

IH 94 EB

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

SIGN

W

INL

DH5454

POST

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3035A

3040A

3045A

IH 94 WB

3035

3040

3045

IH 94 EB

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

SIGN

DH5454

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.2-IH94_EC.DWG
LAYOUT NAME - 03

PLOT DATE : 6/7/2022 2:32 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- WETLAND

IH 94 WB
IH 94 EB
INDUSTRIAL AVE.
INL
SI
SIGN
POST
3055
3055A
3060
3060A
3065
3065A
3070
3070A
3075
3075A
3080
3080A

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.2-IH94_EC.DWG
LAYOUT NAME - 04
PLOT DATE : 6/7/2022 2:34 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

IH 94 WB

3085A

3090A

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3085

3090

3095

IH 94 EB

IH 94 EB

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3095

3100

3105

IH 94 EB

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- WETLAND

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.2-IH94_EC.DWG
LAYOUT NAME - 05

PLOT DATE : 6/7/2022 2:35 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3110

3115

IH 94 EB

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3120

IH 94 EB

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3125

IH 94 EB

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3130

3135

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.2-IH94_EC.DWG
LAYOUT NAME - 06

PLOT DATE : 6/7/2022 2:35 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- WETLAND

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

POST

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

IH 94 WB

3110A

3115A

IH 94 WB

3120A

POST POST POST POST POST POS

CRANBERRY BOG

CRANBERRY BOG

CRANBERRY BOG

CRANBERRY BOG

SIGN

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

POST

3150A

3155A

3160A

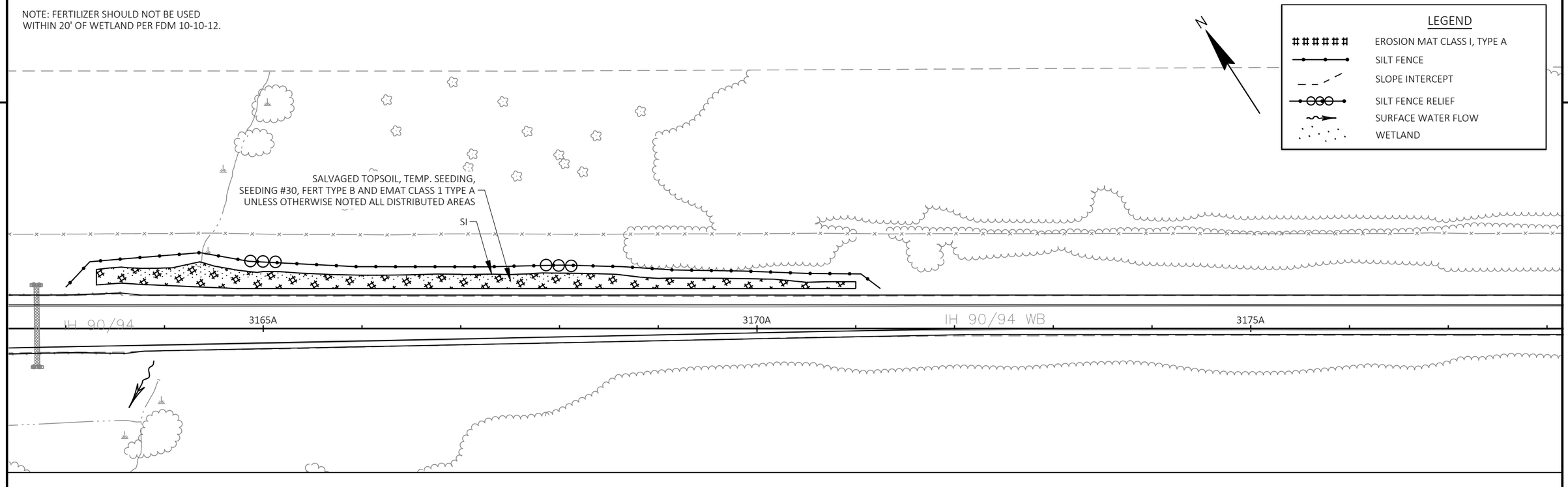
2430C

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.2-IH94_EC.DWG
LAYOUT NAME - 07

PLOT DATE : 6/7/2022 2:36 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.2-IH94_EC.DWG
LAYOUT NAME - 08
PLOT DATE : 6/7/2022 2:37 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- WETLAND

N

3170 3175 3180

IH 90/94 EB

IH 90/

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

N

3180A

IH 90/94 WB

3185A

3190A

IH 90

SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

3195A

3185 3190 3195

IH 90/94 EB

IH 90/94 EB

SIGN

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/18/2022 4:23 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- CULVERT PIPE CHECKS
- WETLAND

SIGN

SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

IH 90/94 WB

3195A 3200A 3205A

INL

3200 3205 3210

IH 90/94 EB

IH 90/9

SIGN

SIGN

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

IH 90/94 WB 3210A 3215A

IH 90/94 WB 3220A

INL

3210 3215 3220 3225

IH 90/94 EB

IH 90/94 EB

SIGN

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/18/2022 4:24 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- CULVERT PIPE CHECKS
- WETLAND

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3225A IH 90/94 WB 3230A 3235A IH 90/94 WB

3225 3230 3235

IH 90/94 EB IH 90/94 EB

SIGN SIGN

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

SIGN

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

3235A IH 90/94 WB 3240A IH 90/94 WB 3245A 3250A

3240 3245 3250

IH 90/94 EB IH 90/94 EB

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/18/2022 4:25 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

SIGN

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- WETLAND

N

3250A IH 90/94 WB 3255A 3260A

3250 3255 3260

IH 90/94 EB

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

CTH N

SIGN

N

60A IH 90/94 WB 3265A 3270A IH 90/94 WB 3275A

3265 3270 3275

IH 90/94 EB IH 90/94 EB

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

CTH N

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 04

PLOT DATE : 7/18/2022 4:26 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- WETLAND

N

SIGN

3275A 3280A IH 90/94 WB 3285A

3280 3285 3290

IH 90/94 EB

SI
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

SIGN

N

SIGN

3285A 3290A IH 90/94 WB 3295A IH 90

3290 3295 3300

IH 90/94 EB IH 90

SI
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/18/2022 4:27 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- WETLAND

N

SIGN

IH 90/94 WB

3300A

3305A

IH 90/94 WB

3310A

3300

3305

3310

IH 90/94 EB

IH 90/94 EB

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

N

SIGN

3315A

IH 90/94 WB

3320A

3325A

IH 90

3315

3320

3325

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

IH 90/94 EB

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

IH 9

SIGN

SIGN

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- WETLAND

3325A IH 90/94 WB 3330A 3335A 3340A

3330 IH 90/94 EB 3335 3340

SI
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN RIPRAP CTH PP SIGN I INL W FLAG

3340A IH 90/94 WB 3345A 3350A

3345 IH 90/94 EB 3350 3355

SI
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

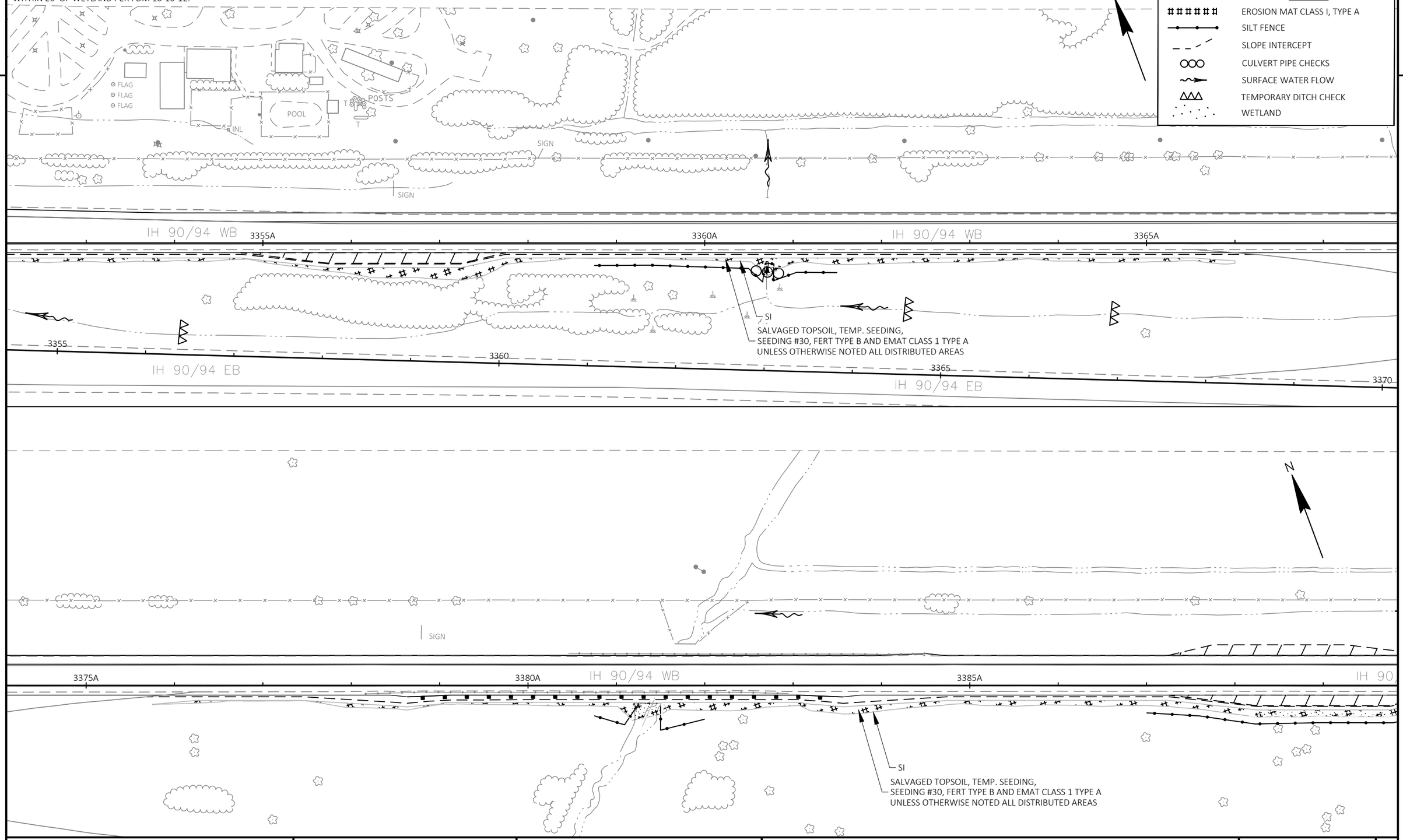
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 07

PLOT DATE : 7/18/2022 4:28 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 08
PLOT DATE : 7/18/2022 4:29 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- WETLAND

SIGN

IH 90/94 WB

3390A

3395A

IH 90/94 WB 3400A

SI
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

3405A

IH 90/94 WB

3410A

3415A

SI
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

GROVER RD

SIGN

IH 90/94 WB

3420A

3425A

IH 90/94 WB

3430A

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

GROVER RD

3430A

3435A

IH 90/94 WB

3440A

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

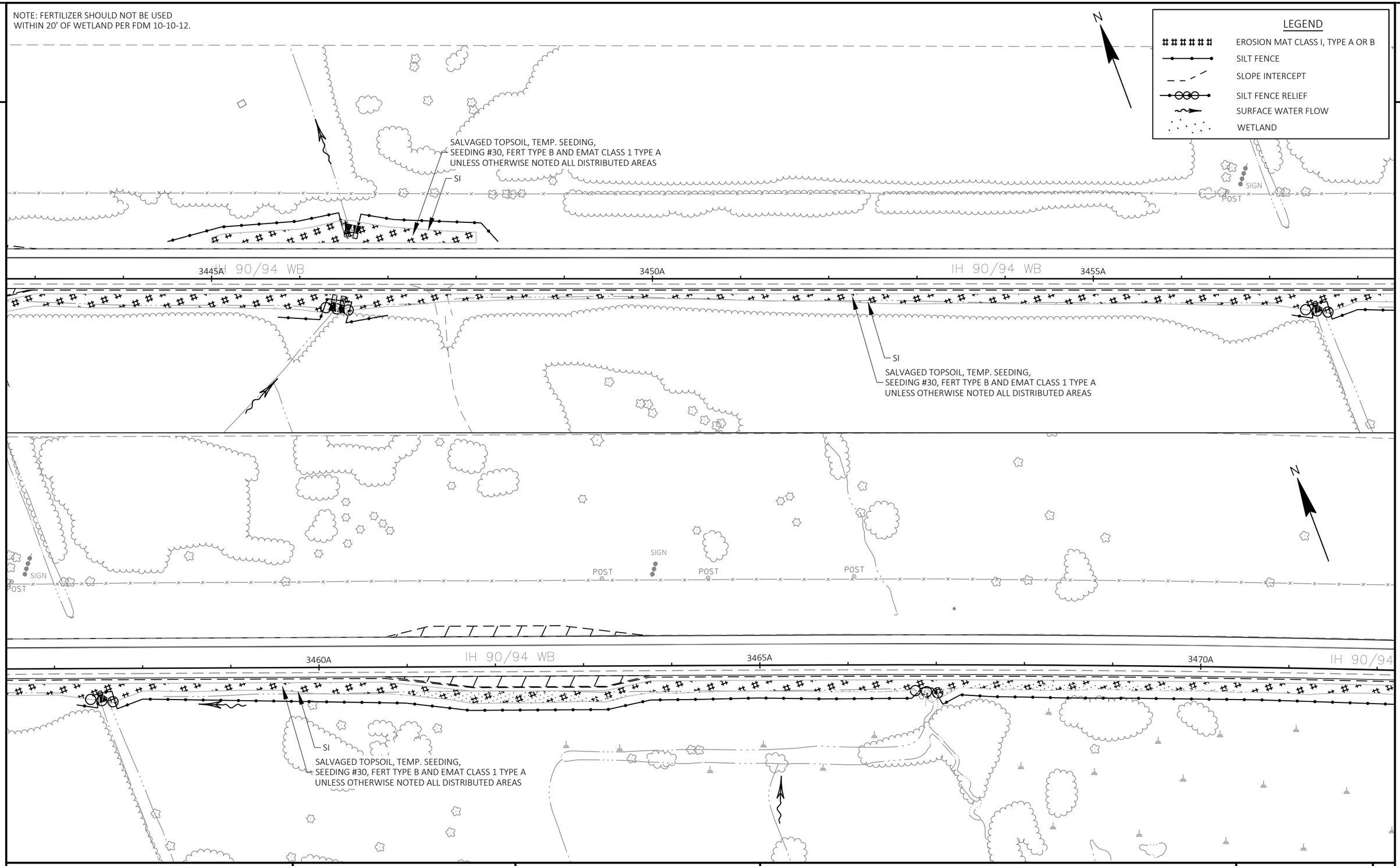
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 10

PLOT DATE : 7/18/2022 4:31 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2



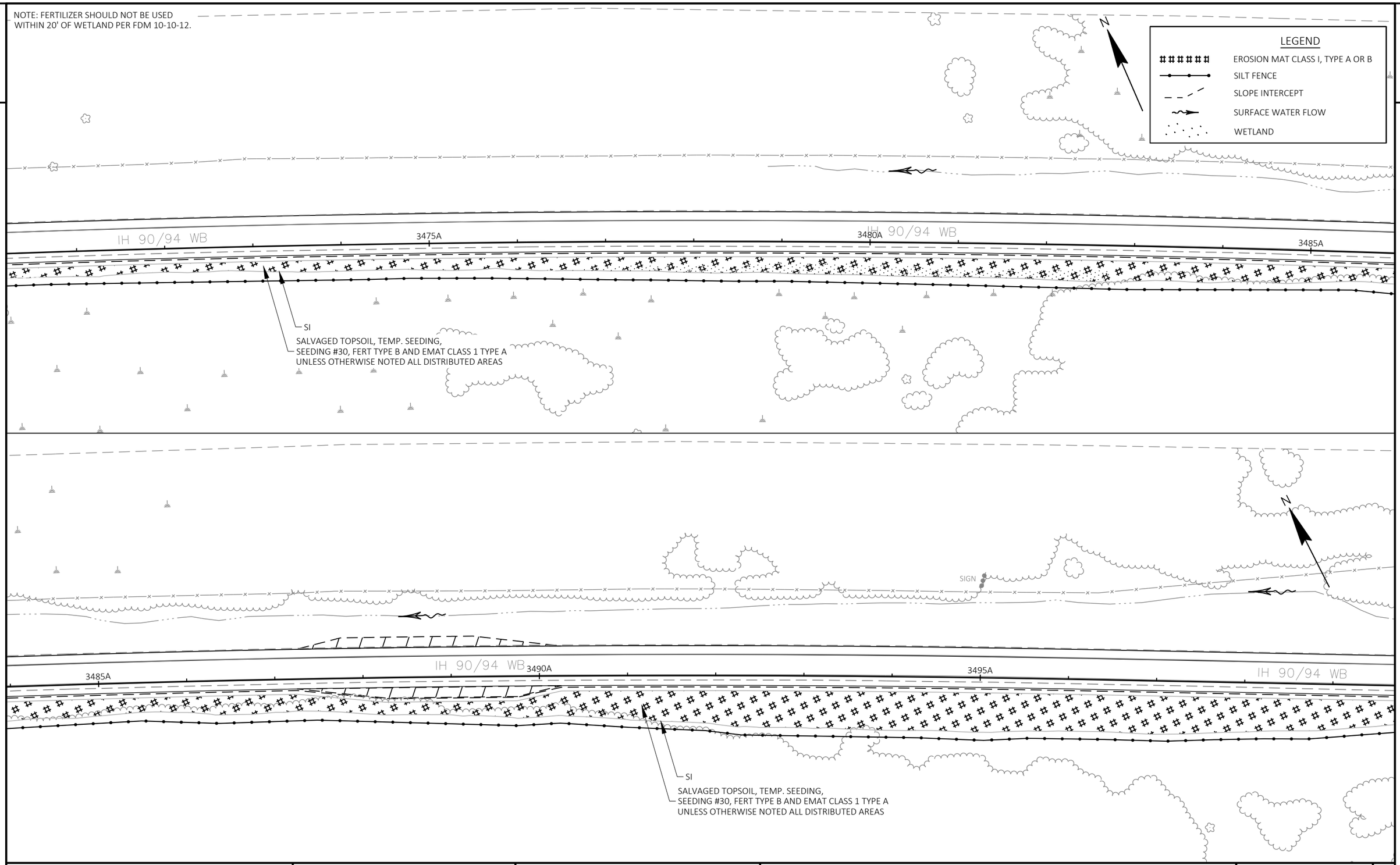
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 11

PLOT DATE : 7/18/2022 4:32 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 12

PLOT DATE : 7/18/2022 4:32 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW

IH 90/94 WB

3500A

3505A

IH 90/94 WB

3510A

SI

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

RIPRAP MEDIUM GEOTEXTILE TYPE HR REQ'D

SI

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

FUNNEL RD

MATCH LINE 3498+75

3500

IH 90/94 EB

3505

3510

IH 90/94 EB

SI

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

FUNNEL RD

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 13

PLOT DATE : 7/18/2022 4:33 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- SILT FENCE RELIEF
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- WETLAND

N

3510A

3515A

IH 90/94 WB

3520A

RIPRAP MEDIUM
GEOTEXTILE TYPE HR
REQ'D

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

SIGN

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

SIGN

N

3525A

IH 90/94 WB

3530A

IH 90/94 WB

3535A

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- WETLAND

N

3540A IH 90/94 3545A 3550A IH 90/94

SI
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

OT

SIGN

N

IH 90/94 3555A 3560A IH 90/94 3565A

SI
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

3570
3565
3560
3555
IH 90/94
IH 90/94

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 15

PLOT DATE : 7/18/2022 4:35 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- WETLAND

N

IH 90/94

3570A

3570

3575A

3575

3580A

3580

TECHNICAL COLLEGE RD

INL

W

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SIGN

3585A

3585

3590A

3590

3595A

3595

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 16

PLOT DATE : 7/18/2022 4:35 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECK
- WETLAND

SIGN

IH 90/94

3595A 3600A 3605A

3600 3605 3610

SI

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SEPV SEPTIC

3610A 3615A 3620A

3610 3615 3620 3625

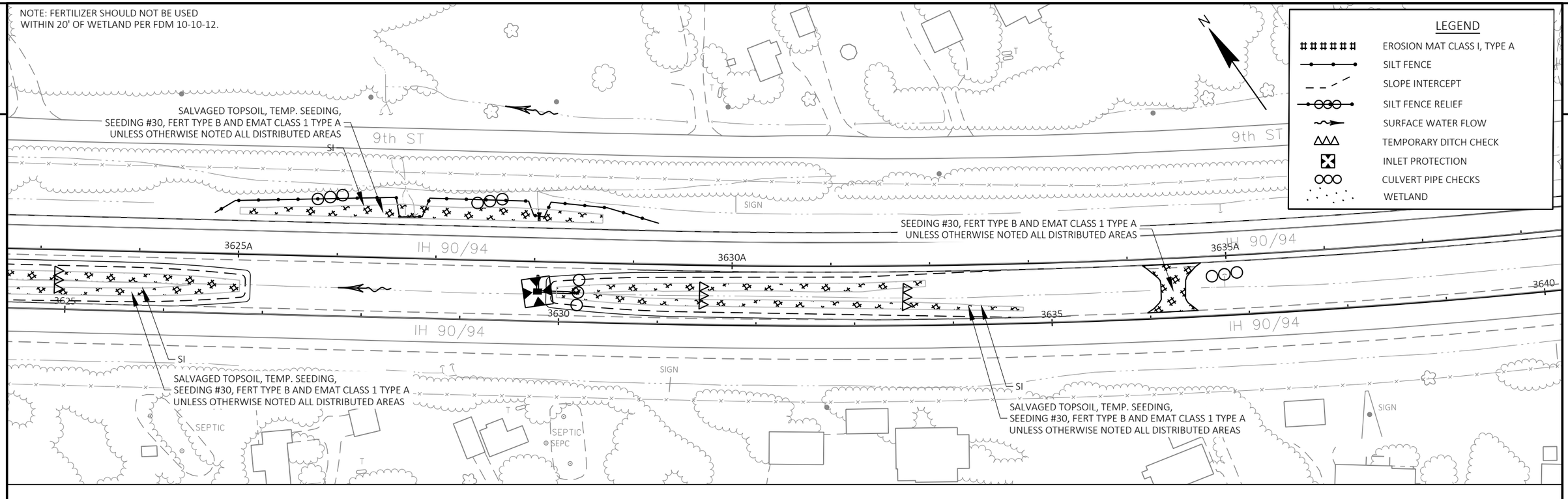
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 17

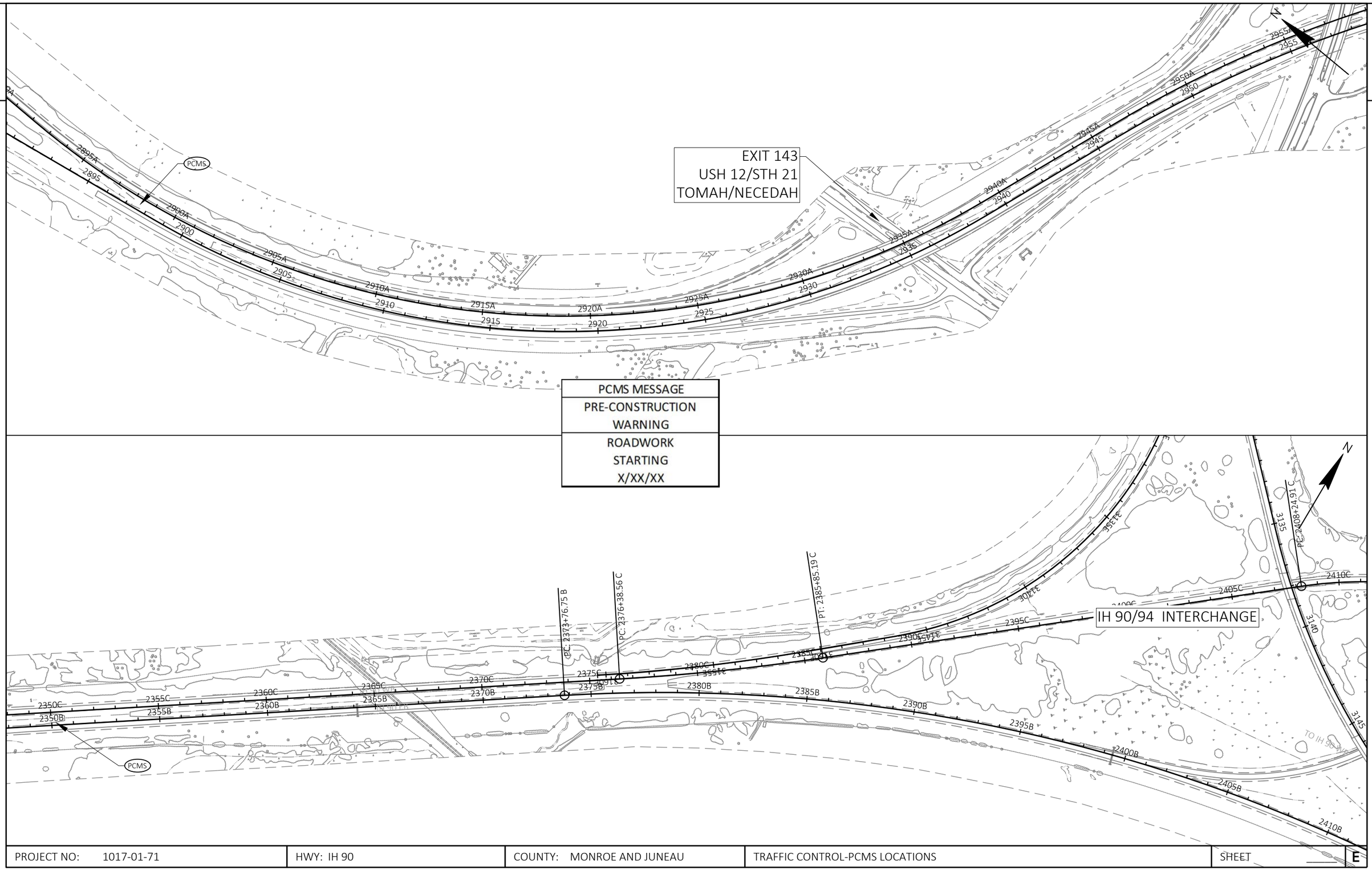
PLOT DATE : 7/18/2022 4:35 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: FERTILIZER SHOULD NOT BE USED
WITHIN 20' OF WETLAND PER FDM 10-10-12.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	IH 90/94 EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\022001.3-IH90-94_EC.DWG
LAYOUT NAME - 18
PLOT DATE : 7/18/2022 4:36 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

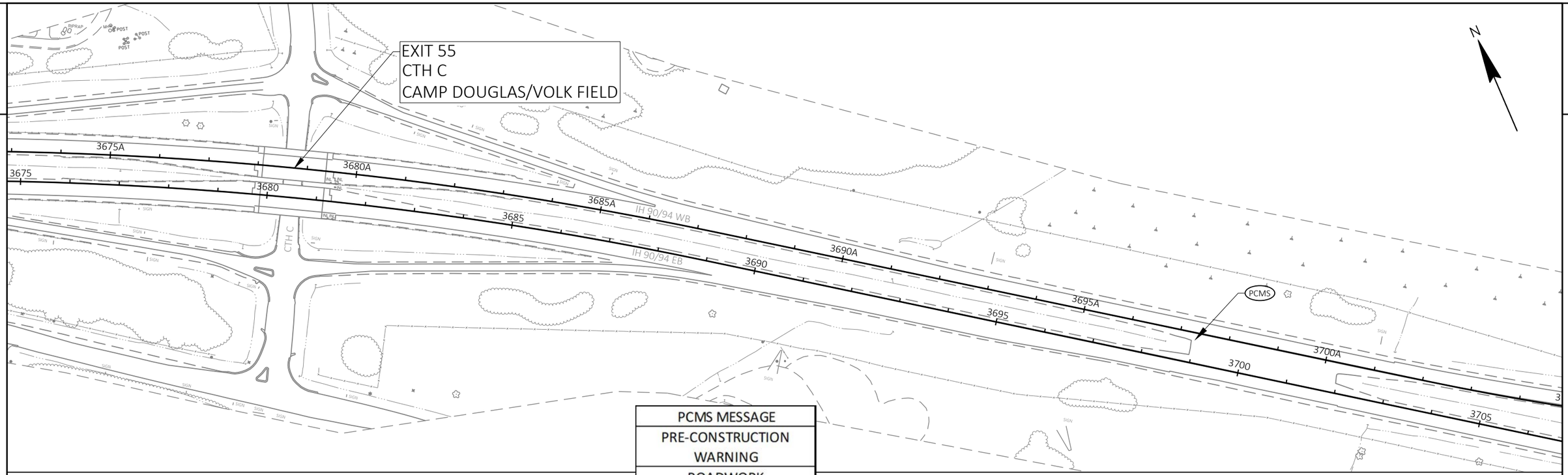


PCMS MESSAGE
PRE-CONSTRUCTION WARNING
ROADWORK STARTING X/XX/XX

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-PCMS LOCATIONS	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\025000_AW.DWG
LAYOUT NAME - IH 94 EB

PLOT DATE : 6/15/2022 12:46 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : _____ PLOT SCALE : 1 IN:400 FT



PCMS MESSAGE
PRE-CONSTRUCTION WARNING
ROADWORK STARTING X/XX/XX

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-PCMS LOCATIONS	SHEET _____	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\025000_AW.DWG
LAYOUT NAME - IH 94 WB

PLOT DATE : 6/15/2022 12:46 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

COMPLETE STAGE

CURRENT STAGE

N

12

EXIT 143
USH 12/STH 21
TOMAH/NECEDAH

21

STA. 2950

FOLEY AVE.

STA. 3000

INTERSTATE 94

WB IH 94
'A' LINE

EB IH 94

COUNTY ET

STA. 3050

EXIT 145
INDUSTRIAL AVE.

STA. 3100

EB IH 94 TO WB IH 90
'E' LINE

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

EB IH 90 TO WB IH
94 'D' LINE

STA. 3200

STA. 3150

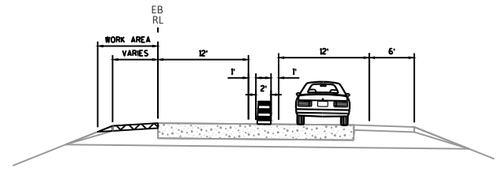
INTERSTATE 90

TOMAH

NOTE: WORK ON EB IH 94 TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS.

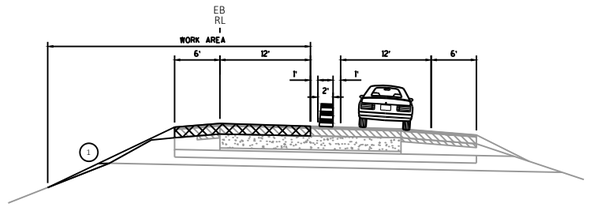
ENTRANCE AND EXIT RAMPS ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.

① TYP. 4:1 SLOPE REQ'S SLOPE CORRECTION IN AREAS STEEPER THAN 4:1



EB IH 94 STAGE 1A

STA. 2925+50 - 2945+72

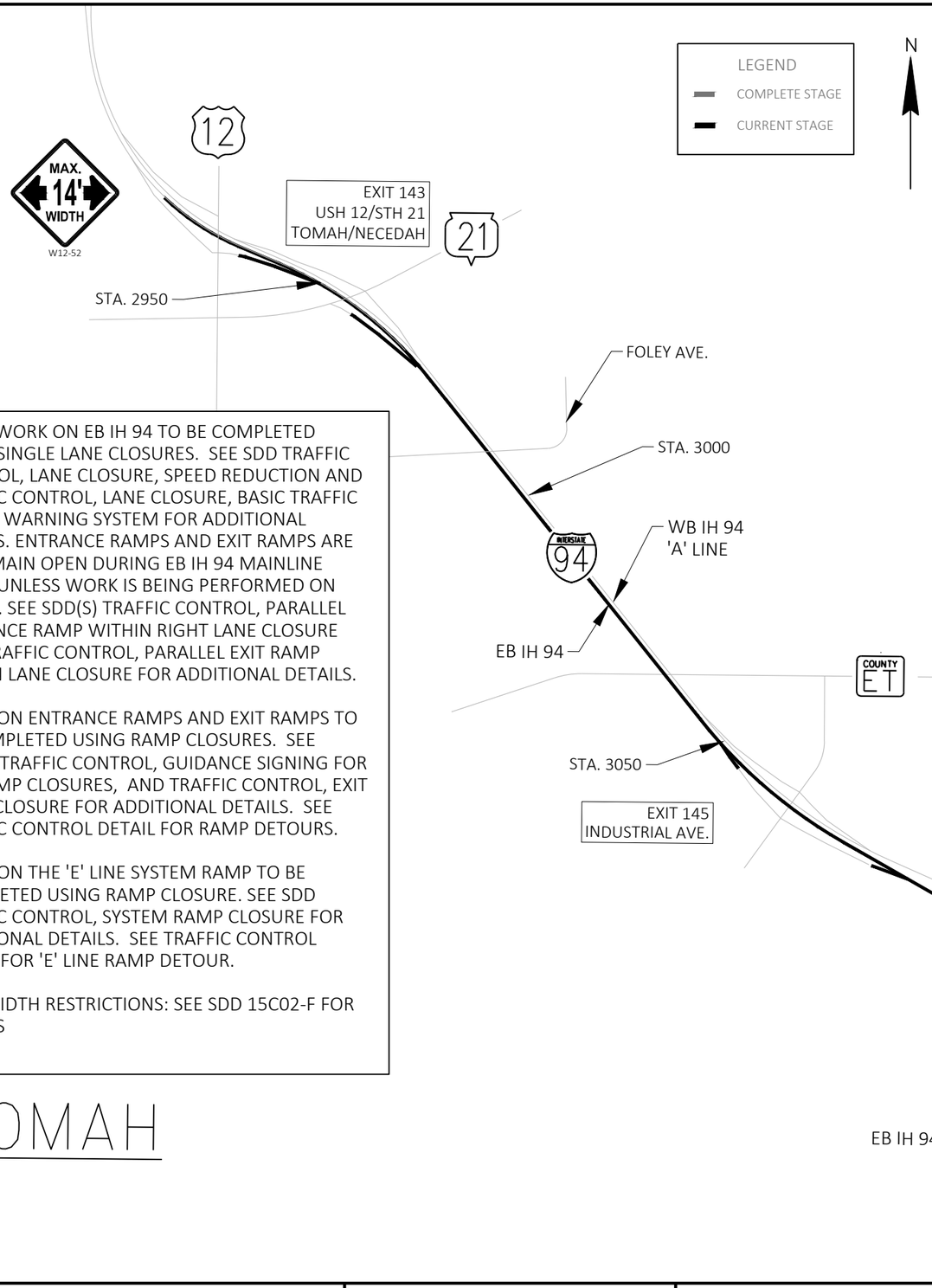


EB IH 94 STAGE 1A

STA. 2945+72 - 3145+00

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 1A OVERVIEW	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S1A.DWG
LAYOUT NAME - TC STG 1 MEDIAN
PLOT DATE : 7/19/2022 11:39 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42



NOTE: WORK ON EB IH 94 TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS. ENTRANCE RAMPS AND EXIT RAMPS ARE TO REMAIN OPEN DURING EB IH 94 MAINLINE WORK UNLESS WORK IS BEING PERFORMED ON RAMPS. SEE SDD(S) TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE FOR ADDITIONAL DETAILS.

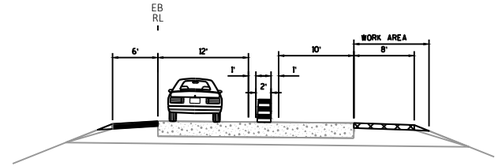
WORK ON ENTRANCE RAMPS AND EXIT RAMPS TO BE COMPLETED USING RAMP CLOSURES. SEE SDD(S) TRAFFIC CONTROL, GUIDANCE SIGNING FOR ON-RAMP CLOSURES, AND TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR RAMP DETOURS.

WORK ON THE 'E' LINE SYSTEM RAMP TO BE COMPLETED USING RAMP CLOSURE. SEE SDD TRAFFIC CONTROL, SYSTEM RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR 'E' LINE RAMP DETOUR.

MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR DETAILS

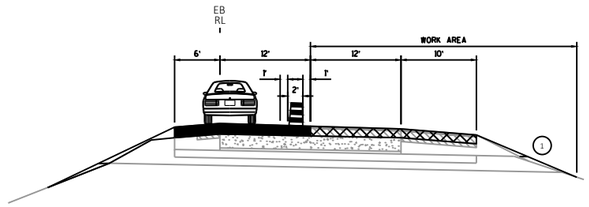
TOMAH

① TYP. 4:1 SLOPE REQ'S SLOPE CORRECTION IN AREAS STEEPER THAN 4:1



EB IH 94 STAGE 1B

STA. 2925+50 - 2945+72



EB IH 94 STAGE 1B

STA. 2945+72 - 3145+00

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 1B OVERVIEW	SHEET	E

2

TOMAH

LEGEND
- COMPLETE STAGE
- CURRENT STAGE

N

EB IH 94 TO WB IH 90 'E' LINE

EB IH 90 TO WB IH 94 'D' LINE

STA. 3200A

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

INTERSTATE 90

EB IH 90 'B' LINE

STA. 3250A

INTERSTATE 90

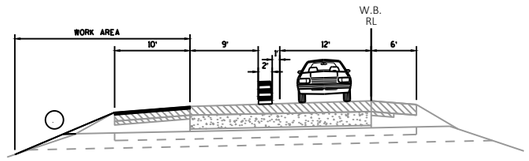
INTERSTATE 94

COUNTY N

STA. 3300A

NOTE WO ON IH 90/94 WB TO BE OLETED
IN INLE LANE LOE EE DD TAI
ONTOL LANE LOE EED EDTION AND
TAI ONTOL LANE LOE BAI TAI
EE WANIN TE O ADDITIONAL
DETAIL ENTANE A AND EIT A AE
TO EAIN OEN WHILE IH 90/94 WB HOLDE
WO I OLETED EE DD TAI
ONTOL AALLEL ENTANE A WITHIN
IHT LANE LOE AND TAI ONTOL
AALLEL EIT A WITHIN LANE LOE O
ADDITIONAL DETAIL

1 TYP. 4:1 SLOPE REQ'S SLOPE CORRECTION IN AREAS STEEPER THAN 4:1



WB IH 90/94 STAGE 2A

STA. 3170+00A - 3653+04A

EXIT 48
CTH PP
OAKDALE

WB IH 90/94 'A' LINE

STA. 3350A

EB IH 90/94

GROVER RD.

STA. 3400A

OAKDALE

EB

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 2A OVERVIEW	HEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S2A.DWG
LAYOUT NAME - TC STG 2 OUTSIDE SHLD

PLOT DATE : 7/19/2022 11:45 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 42

2

2

LEEND

OLETE TAE

ENT TAE

N

OE D

TA 40A

WB IH 90/94
'A' LINE

NNEL D

TA 00A

EB IH 90/94

MONROE COUNTY

JUNEAU COUNTY

EIHINE D

TA 0A

TA 00A

TA 0A

NOTE WO ON IH 90/94 WB TO BE OLETED
IN INLE LANE LOE EE DD TAI
ONTOL LANE LOE EED EDTION AND
TAI ONTOL LANE LOE BAI TAI
EE WANIN TE O ADDITIONAL
DETAIL ENTANE A AND EIT A AE
TO EAIN OEN WHILE IH 90/94 WB HOLDE
WO I OLETED EE DD TAI
ONTOL AALLEL ENTANE A WITHIN
IHT LANE LOE AND TAI ONTOL
AALLEL EIT A WITHIN LANE LOE O
ADDITIONAL DETAIL

INTERSTATE 90

INTERSTATE 94

COUNTY H

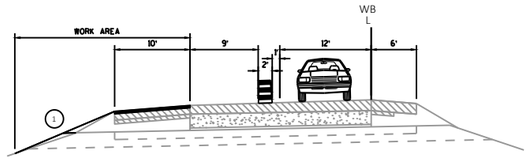
COUNTY C

EIT
TH
A DOLA/OL IELD

CAMP DOUGLAS

TO
NEW LIBON

① TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN
AREAS STEEPER THAN 4:1



WB IH 90/94 TAE A

TA 000A 04A

OET NO 00	HW IH 90	ONT ONOE AND NEA	TAI ONTOLTAE A OEIEW	HEET E

ILE NAE NDD000HEETLAN00 E000ADW
LAOT NAE T T OTIDE HLD

LOT DATE /9/0 4 A

LOT B E BANDN W

LOT NAE

LOT ALE IN000 T

WIDOT/ADD HEET 4

2

TOMAH

LEGEND
COMPLETE STAGE
CURRENT STAGE

N

EB IH 94
TO WB IH 90
'E' LINE

EB IH 90 TO WB IH
94 'D' LINE

STA. 3160 OR
STA. 2420B

STA. 2400B

WB IH 90
'C' LINE

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

STA. 2350B

EB IH 90 'B' LINE

STA. 3200

TO
SPARTA

EXIT 43
USH 12/STH 16
TOMAH

MAX.
14'
WIDTH
W12-52

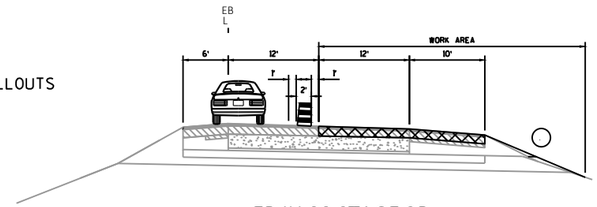
NOTE WO ON IH 90 EB TO BE OLETED
IN A INLE LANE LOE EE DD TAI
ONTOL LANE LOE EED EDTION O
ADDITIONAL DETAIL
WO ON IH 90 EB ENTANE A AND EIT
A TO BE OLETED IN A LOE
EE DD TAI ONTOL IDANE ININ
O ONA LOE AND TAI ONTOL
EIT A LOE O ADDITIONAL DETAIL EE
TAI ONTOL DETAIL O A DETO

TEOA WIDENIN ON IH 90/94 EB TO BE
OLETED IN LTILANE HIT EE DD
TAI ONTOL LANE HIT LTILANE
DIIDED O ADDITIONAL DETAIL

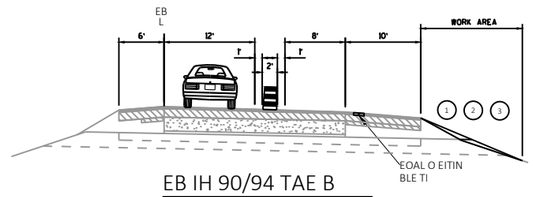
LOE OETION AND EEEN LLOT
ONTTION ON IH 90/94 EB TO BE OLETED
IN INLE LANE LOE EE DD TAI
ONTOL LANE LOE EED EDTION O
ADDITIONAL DETAIL

A WIDTH ETITION EE DD 0 O
DETAIL

1. TYP. 4:1 SLOPE REQ'S
   SLOPE CORRECTION IN
   AREAS STEEPER THAN 4:1
2. CONSTRUCT EMERGENCY PULLOUTS
3. TEMPORARY WIDENING



EB IH 90 STAGE 2B
STA. 2329+80B - 2420+00B



EB IH 90/94 TAE B
TA 000 0

COUNTY
N

STA. 3250

WB IH 90/94
'A' LINE

EB IH 90/94

EXIT 48
CTH PP
OAKDALE

STA. 3300

OAKDALE

OET NO 00	HW IH 90	ONT ONOE AND NEA	TAI ONTOLTAE B OEIEW	HEET E

ILE NAE NDD000HEETLAN00 E000BDW
LAOT NAE T T A
LOT DATE /9/0
LOT B E BANDN W
LOT NAE
LOT ALE IN000 T
WIDOT/ADD HEET 4

2

OE D

WB IH 90/94
'A' LINE

TA 40

EB IH 90/94

NNEL D

MONROE COUNTY

JUNEAU COUNTY

TA 00

EIHINE D

TA 0

NOTE LOE OETION AND EEEN
LLOT ONTTION ON IH 90/94 EB TO BE
OLETED IN INLE LANE LOE EE
DD TAI ONTOL LANE LOE EED
EDTION O ADDITIONAL DETAIL

LEEND

OLETE TAE

ENT TAE

N

INTERSTATE 90

INTERSTATE 94

TA 00

COUNTY H

TA 0

COUNTY C

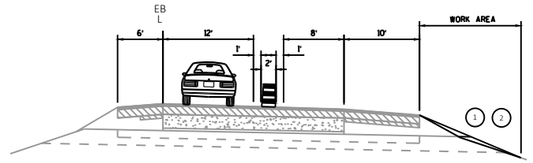
EIT
TH
A DOLA/OL IELD

CAMP DOUGLAS

TO
NEW LIBON

1 TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN
AREAS STEEPER THAN 4:1

2 CONSTRUCT EMERGENCY PULLOUTS



EB IH 90/94 TAE A

TA 00 0

2

OET NO 00	HW IH 90	ONT ONOE AND NEA	TAI ONTOLTAE A OEIEW	HEET	E

ILE NAE NDD000HEETLAN00 E000BDW
LAOT NAE T T A

LOT DATE /9/0 LOT B E BANDN W LOT NAE LOT ALE IN000 T

WIDOT/ADD HEET 4

2

2

TOMAH

LEGEND
COMPLETE STAGE
CURRENT STAGE

N

EB IH 94
TO WB IH 90
'E' LINE

EB IH 90 TO WB IH
94 'D' LINE

STA. 3160 OR
STA. 2420B

WB IH 90
'C' LINE

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

STA. 2350B

EB IH 90 'B' LINE

STA. 2350B

TO
SPARTA

EXIT 43
USH 12/STH 16
TOMAH

NOTE WO ON IH 90 EB TO BE OLETED
IN A INLE LANE LOE EE DD TAI
ONTOL LANE LOE EED EDTION O
ADDITIONAL DETAIL

IH 90 EB ENTANE A AND EIT A AE
TO EAIN OEN DIN EDIAN LANE AND
EDIAN HOLDE LOE EE TAI
ONTOL ENTANE A WITHIN LET LANE
LOE O ADDITIONAL DETAIL

WO ON THE 'D' LINE TE A TO BE
OLETED IN A LOE EE DD
TAI ONTOL TE A LOE O
ADDITIONAL DETAIL EE TAI ONTOL
DETAIL O 'D' LINE A DETO

EDIAN WIDENIN AND AINLINE OOE
ONTTION ON IH 90/94 TO BE OLETED
IN LTILANE HIT EE DD TAI
ONTOL LANE HIT LTILANE DIIDED AND
TAI ONTOL LANE LOE BAI TAI
EE WANIN TE O ADDITIONAL
DETAIL

STA. 3250A

WB IH 90/94
'A' LINE

STA. 3300A

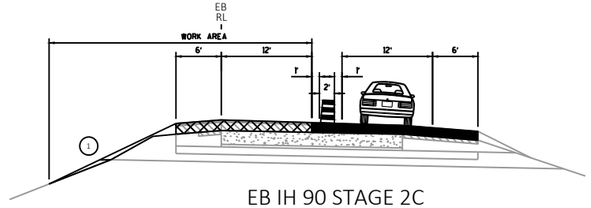
EB IH 90/94

EXIT 48
CTH PP
OAKDALE

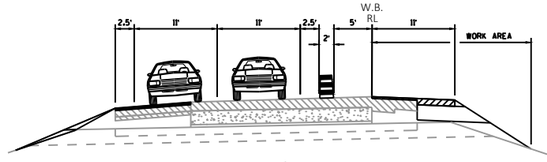
STA.3350A

OAKDALE

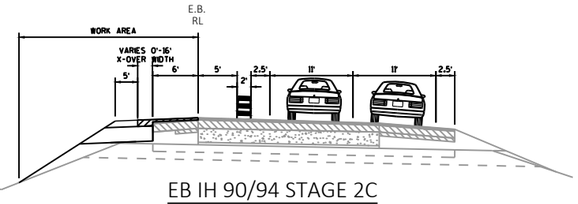
○ TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN
AREAS STEEPER THAN 4:1



EB IH 90 STAGE 2C
STA. 2329+80B - 2420+00B



WB IH 90/94 STAGE 2C
STA. 3211+25'A' - 3633+28'A'
(MEDIAN WIDENING AND MAINLINE CROSSOVER LOCATIONS)



EB IH 90/94 STAGE 2C
STA. 3201+00 - 3234+00
STA. 3607+50 - 3640+50
(MEDIAN WIDENING AND MAINLINE CROSSOVER LOCATIONS)
STA. 3425+00 - 3447+00
(BOX CULVERT B-41-45 EXTENSION)

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 2C OVERVIEW	HEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S2C.DWG
LAYOUT NAME - TC STG 2B
PLOT DATE : 7/19/2022 11:47 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT

2

OE D

LEEND
OLETE TAE
ENT TAE

WB IH 90/94
'A' LINE

TA 40A

NNEL D

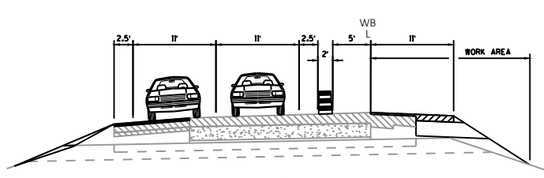
TA 00A

EB IH 90/94

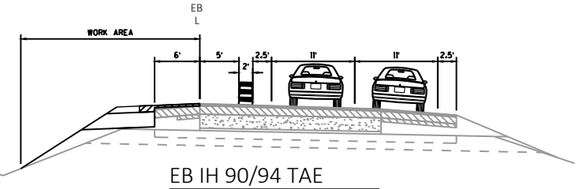
MONROE COUNTY
JUNEAU COUNTY

N

NOTE EDIAN WIDENIN AND AINLINE
OOE ONTTION ON IH 90/94 TO BE
OLETED IN LTILANE HIT EE DD
TAI ONTOL LANE HIT LTILANE
DIIDED AND TAI ONTOL LANE LOE
BAI TAI EE WANIN TE O
ADDITIONAL DETAIL



WB IH 90/94 TAE
TA 'A' 'A'
EDIAN WIDENIN AND AINLINE OOE LOATION



EB IH 90/94 TAE
TA 000 400
TA 00 400
EDIAN WIDENIN AND AINLINE OOE LOATION
TA 400 4400
BO LET B44 ETENION

TA 0A

EIHINE D

TA 00A

INTERSTATE 90
INTERSTATE 94

COUNTY H

TA 0A

COUNTY C

EIT
TH
A DOLA/OL IELD

CAMP DOUGLAS

TO
NEW LIBON

2

OET NO 00	HW IH 90	ONT ONOE AND NEA	TAI ONTOLTAE OEIEW	HEET	E

ILE NAE NDD000HEETLAN00 E000DW
LAOT NAE T T B

LOT DATE /9/0 4 A LOT B E BANDN W LOT NAE LOT ALE IN000 T

WIDOT/ADD HEET 4

2

TOMAH

LEGEND
COMPLETE STAGE
CURRENT STAGE

N

STA. 3150A

EB IH 94
TO WB IH 90
'E' LINE

EB IH 90 TO WB IH
94 'D' LINE

WB IH 90
'C' LINE

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

STA. 3200A

STA. 3250A

EB IH 90 'B' LINE

INTERSTATE 90

INTERSTATE 94

COUNTY N

WB IH 90/94
'A' LINE

STA. 3300A

EB IH 90/94

EXIT 48
CTH PP
OAKDALE

STA. 3350A

GROVER RD.

STA. 3400A

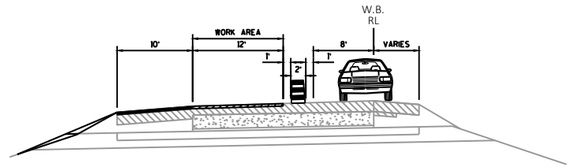
STA. 3700A

TO
NEW LISBON

INTERSTATE 94

80

MAX. 12' WIDTH
W12-52



WB IH 90/94 STAGE 3A

STA. 3170+00A 3669+08A

NOTE: WORK ON WB IH90/94 TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS.

WORK ON WB IH 90/94 ENTRANCE RAMPS AND EXIT RAMPS TO BE COMPLETED USING NIGHT RAMP CLOSURES. SEE SDD(S) TRAFFIC CONTROL, GUIDANCE SIGNING FOR ON-RAMP CLOSURES, AND TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR RAMP DETOURS.

MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR DETAILS

OAKDALE

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 3A OVERVIEW	HEET	E

2

2

GROVER RD.

3400A

WB IH 90/94
'A' LINE

STA. 3450A

FUNNEL RD.

STA. 3500A

EB IH 90/94

MONROE COUNTY

JUNEAU COUNTY

STA. 3550A

KEICHINGER RD.

STA. 3600A

STA. 3650A

EXIT 55
CTH C
CAMP DOUGLAS/VOLK FIELD

STA. 3700A

TO
NEW LISBON

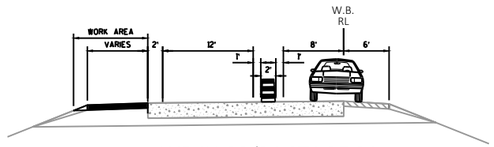
CAMP DOUGLAS

LEGEND

COMPLETE STAGE

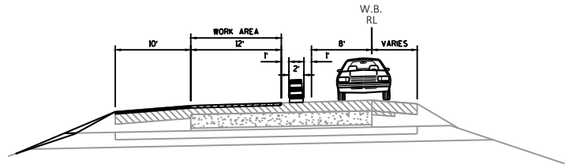
CURRENT STAGE

N



WB IH 90/94 STAGE 3A

STA. 3669+08A-3693+00A



WB IH 90/94 STAGE 3A

STA. 3170+00A 3669+08A

NOTE` WORK ON WB IH90/94 TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS.

WORK ON WB IH 90/94 ENTRANCE RAMPS AND EXIT RAMPS TO BE COMPLETED USING NIGHT RAMP CLOSURES. SEE SDD(S) TRAFFIC CONTROL, GUIDANCE SIGNING FOR ON-RAMP CLOSURES, AND TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR RAMP DETOURS.

MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR DETAILS

STA. 3700A

TO
NEW LISBON

INTERSTATE 94

80

MAX. 12' WIDTH

W12-52

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 3A OVERVIEW	HEET`	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S3A.DWG
LAYOUT NAME - TC STG 3 (2)

PLOT DATE : 6/29/2022 3:34 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 42

2

TOMAH

LEGEND
COMPLETE STAGE
CURRENT STAGE

N

EB IH 90 TO WB IH 94 'D' LINE

EB IH 94 TO WB IH 90 'E' LINE

STA. 3150A

STA. 3200A

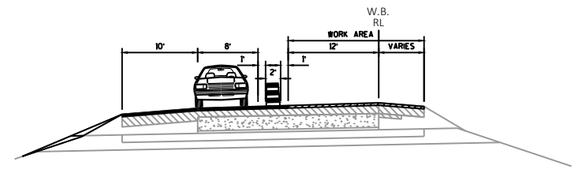
WB IH 90 'C' LINE

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

EB IH 90 'B' LINE

STA. 3250A

NOTE: WORK ON WB IH 90/94 TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS. ENTRANCE RAMPS AND EXIT RAMPS ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.



WB IH 90/94 STAGE 3B

STA. 3170+00A 3669+08A

WB IH 90/94 'A' LINE

STA. 3300A

EB IH 90/94

EXIT 48
CTH PP
OAKDALE

STA. 3350A

GROVER RD.

STA. 3400A

OAKDALE

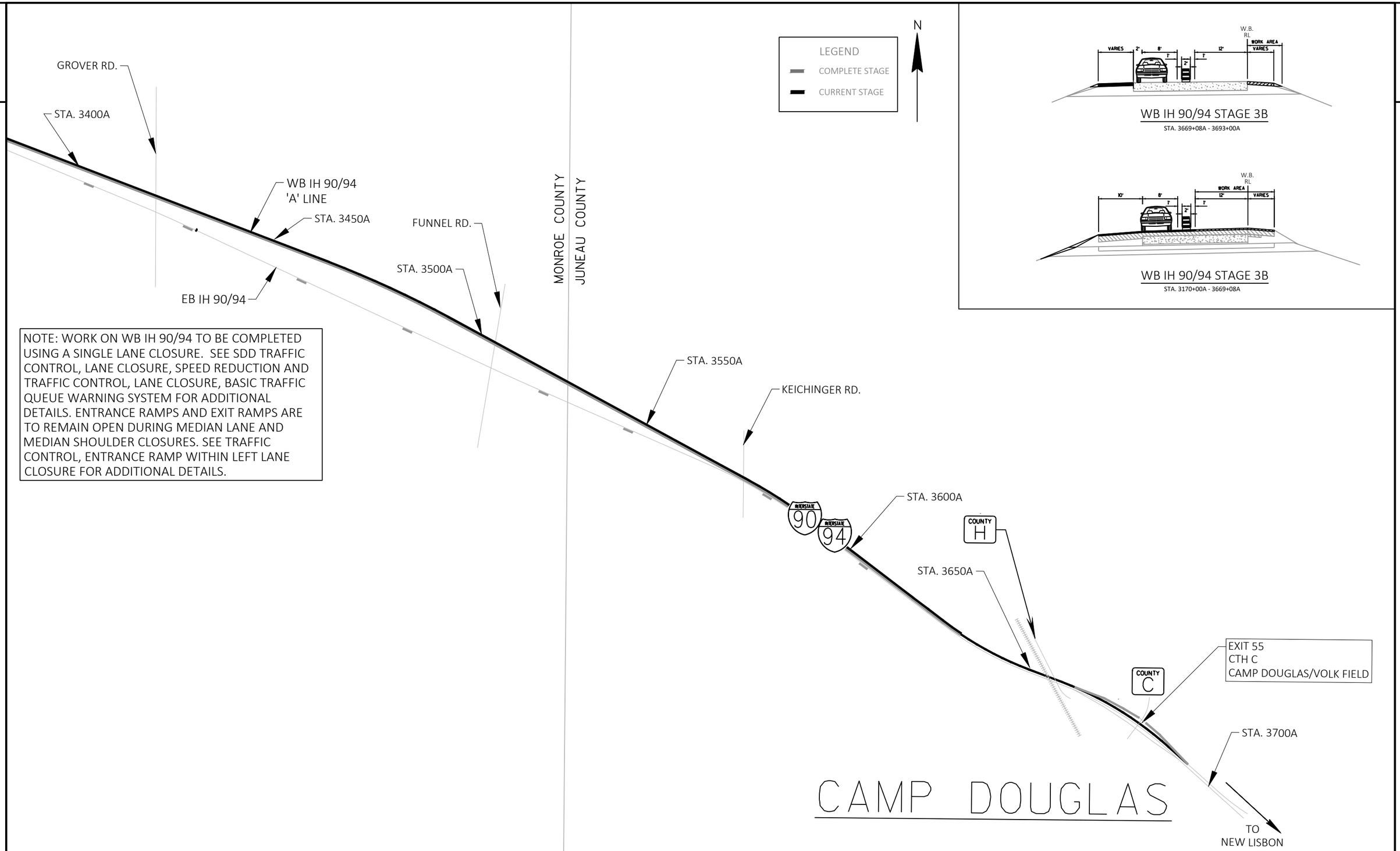
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 3B OVERVIEW	HEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S3B.DWG
LAYOUT NAME - TC STG 3A

PLOT DATE : 7/19/2022 11:49 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 42

2



NOTE: WORK ON WB IH 90/94 TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS. ENTRANCE RAMPS AND EXIT RAMPS ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.

WB IH 90/94 STAGE 3B

STA. 3669+08A - 3693+00A

WB IH 90/94 STAGE 3B

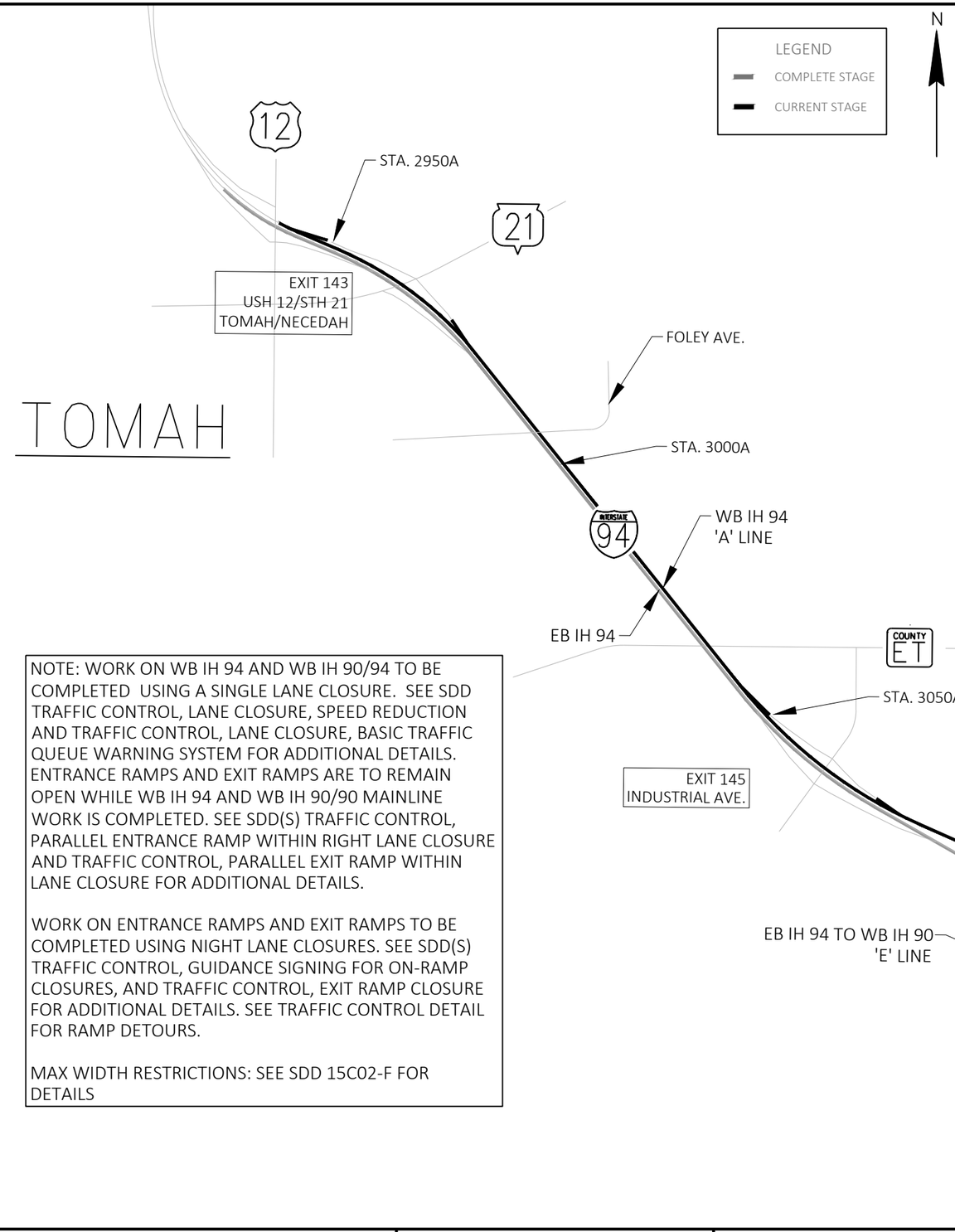
STA. 3170+00A - 3669+08A

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 3B OVERVIEW	HEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S3B.DWG
LAYOUT NAME - TC STG 3A (2)

PLOT DATE : 7/19/2022 11:49 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

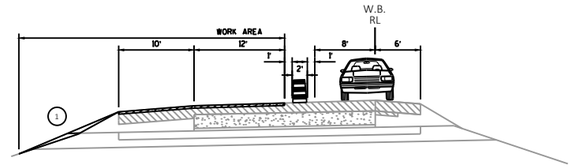


NOTE: WORK ON WB IH 94 AND WB IH 90/94 TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS. ENTRANCE RAMPS AND EXIT RAMPS ARE TO REMAIN OPEN WHILE WB IH 94 AND WB IH 90/90 MAINLINE WORK IS COMPLETED. SEE SDD(S) TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE FOR ADDITIONAL DETAILS.

WORK ON ENTRANCE RAMPS AND EXIT RAMPS TO BE COMPLETED USING NIGHT LANE CLOSURES. SEE SDD(S) TRAFFIC CONTROL, GUIDANCE SIGNING FOR ON-RAMP CLOSURES, AND TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR RAMP DETOURS.

MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR DETAILS

① TYP. 4:1 SLOPE REQ'S SLOPE CORRECTION IN AREAS STEEPER THAN 4:1



WB IH 94 STAGE 4A

STA. 2936+03A - 3155+00A

WB IH 90/94 STAGE 4A

STA. 3155+00A - 3170+00A

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 4A OVERVIEW	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S4A.DWG
LAYOUT NAME - TC STG 4
PLOT DATE : 6/29/2022 3:43 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

EXIT 143
USH 12/STH 21
TOMAH/NECEDAH

STA. 2950A

21

FOLEY AVE.

STA. 3000A

TOMAH

INTERSTATE 94

WB IH 94
'A' LINE

EB IH 94

STA. 3050A

COUNTY ET

EXIT 145
INDUSTRIAL AVE.

N

LEGEND
- COMPLETE STAGE
- CURRENT STAGE

STA. 3100A

STA. 3135D

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

EB IH 94 TO WB IH 90
'E' LINE

STA. 3150A

STA. 2430C

STA. 3150D

WB IH 90
'C' LINE

STA. 3200A

INTERSTATE 90

EB IH 90 TO WB IH
94 'D' LINE

STA. 2400C

MAX. 14' WIDTH
W12-52

EXIT 43
USH 12/STH 16
TOMAH

12 16

TO
SPARTA

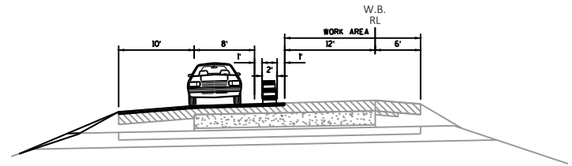
NOTE: WORK ON WB IH 90, WB IH 94 AND WB IH 90/94 ARE TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION AND TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM FOR ADDITIONAL DETAILS.

ENTRANCE RAMPS ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.

WORK ON THE 'D' LINE SYSTEM RAMP TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SUPPLEMENTAL TRAFFIC CONTROL DETAIL DRAWING FOR ADDITIONAL DETAILS.

MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR DETAILS

① TYP. 4:1 SLOPE REQ'S SLOPE CORRECTION IN AREAS STEEPER THAN 4:1

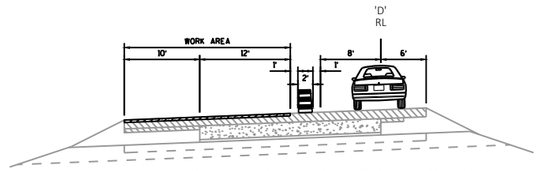


WB IH 94 STAGE 4B

STA. 2936+03A - 3155+00A

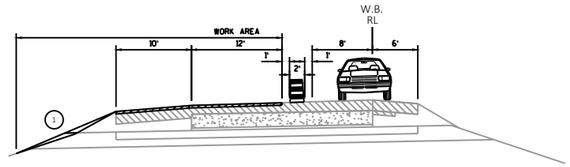
WB IH 90/94 STAGE 4B

STA. 3155+00A - 3165+00A



EB IH 90 TO WB IH 94 STAGE 4B

STA. 3132+27D - 3144+05D



WB IH 90 STAGE 4B

STA. 2400+00C - 2430+00C

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 4B OVERVIEW	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S4B.DWG
LAYOUT NAME - TC STG 4A
PLOT DATE : 6/29/2022 3:53 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

EXIT 143
USH 12/STH 21
TOMAH/NECEDAH

STA. 2950A

21

N

LEGEND
COMPLETE STAGE
CURRENT STAGE

TOMAH

STA. 3000A

FOLEY AVE.

INTERSTATE 94

WB IH 94
'A' LINE

EB IH 94

STA. 3050A

COUNTY ET

EXIT 145
INDUSTRIAL AVE.

NOTE: WORK ON WB IH 90, WB IH 94 AND WB IH 90/94 ARE TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL DETAILS.

ENTRANCE RAMPS ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.

WORK ON THE 'D' LINE SYSTEM RAMP TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SUPPLEMENTAL TRAFFIC CONTROL DETAIL DRAWING FOR ADDITIONAL DETAILS.

STA. 3100A

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

STA. 3435D

EB IH 94 TO WB IH 90
'E' LINE

STA. 3150A

STA. 2400C

WB IH 90
'C' LINE

STA. 3200A

STA. 2430C

EB IH 90 TO WB IH
94 'D' LINE

STA. 2350C

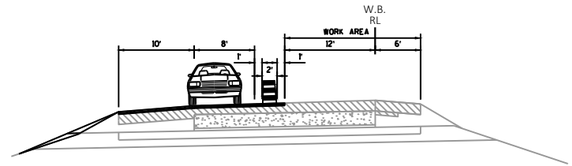
INTERSTATE 90

EXIT 43
USH 12/STH 16
TOMAH

12 16

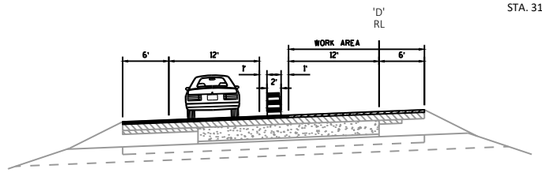
TO
SPARTA

① TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN
AREAS STEEPER THAN 4:1

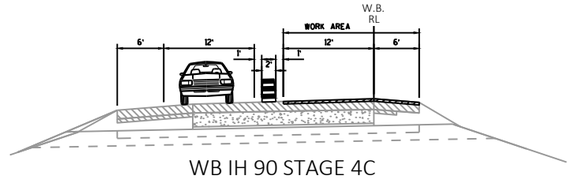


WB IH 94 STAGE 4C
STA. 3121+00A - 3134+00A

WB IH 90/94 STAGE 4C
STA. 3165+00A - 3170+00A



EB IH 90 TO WB IH 94 STAGE 4C
STA. 3132+27D - 3144+05D



WB IH 90 STAGE 4C
STA. 2328+25C - 2430+00C

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 4C OVERVIEW	SHEET	E

EXIT 143
USH 12/STH 21
TOMAH/NECEDAH

TOMAH

21

LEGEND
COMPLETE STAGE
CURRENT STAGE

N

FOLEY AVE.

INTERSTATE 94

WB IH 94
'A' LINE

EB IH 94

COUNTY ET

EXIT 145
INDUSTRIAL AVE.

NOTE: WORK ON WB IH 90 TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SUPPLEMENTAL TRAFFIC CONTROL DETAIL DRAWING FOR ADDITIONAL DETAILS. RAMPS ARE TO REMAIN OPEN DURING OUTSIDE LANE AND OUTSIDE SHOULDER CLOSURES. SEE SDD(S) TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE FOR ADDITIONAL DETAILS.

WORK ON ENTRANCE RAMPS AND EXIT RAMPS TO BE COMPLETED USING RAMP CLOSURES. SEE SDD(S) TRAFFIC CONTROL, GUIDANCE SIGNING FOR ON-RAMP CLOSURES, AND TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR RAMP DETOURS.

WORK ON THE 'E' LINE SYSTEM RAMP TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SUPPLEMENTAL TRAFFIC CONTROL DETAIL DRAWING FOR ADDITIONAL DETAILS.

MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR DETAILS

EB IH 94 TO WB IH 90
'E' LINE

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

EB IH 90 TO WB IH
94 'D' LINE

STA. 3130E

WB IH 90
'C' LINE

STA. 2390C OR
STA 3145E

STA. 2400C

INTERSTATE 90

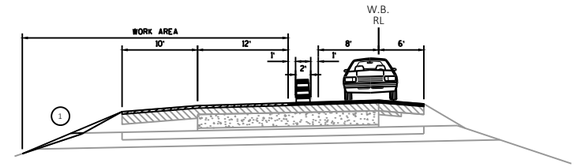
STA. 2350C

EXIT 43
USH 12/STH 16
TOMAH

12 16

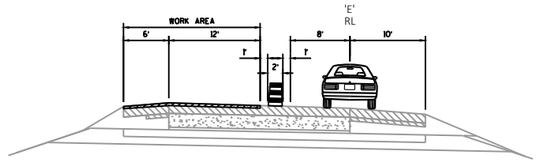
TO
SPARTA

① TYP. 4:1 SLOPE REQ'S
SLOPE CORRECTION IN
AREAS STEEPER THAN 4:1



WB IH 90 STAGE 5A

STA. 2328+25C - 2339+63C
STA. 2380+78C - 2400+00C



EB IH 94 TO WB IH 90 STAGE 5A

STA. 3122+00E - 3145+00E

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 5A OVERVIEW	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S5A.DWG
LAYOUT NAME - TC STG 5
PLOT DATE : 6/29/2022 4:07 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

EXIT 143
USH 12/STH 21
TOMAH/NECEDAH

TOMAH

21

LEGEND
COMPLETE STAGE
CURRENT STAGE

N

FOLEY AVE.

INTERSTATE 94

WB IH 94
'A' LINE

EB IH 94

COUNTY ET

EXIT 145
INDUSTRIAL AVE.

NOTE: WORK ON WB IH 90 TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SUPPLEMENTAL TRAFFIC CONTROL DETAIL DRAWING FOR ADDITIONAL DETAILS. RAMPS ARE TO REMAIN OPEN DURING OUTSIDE LANE AND OUTSIDE SHOULDER CLOSURES. SEE SDD(S) TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE FOR ADDITIONAL DETAILS.

WORK ON ENTRANCE RAMPS AND EXIT RAMPS TO BE COMPLETED USING RAMP CLOSURES. SEE SDD(S) TRAFFIC CONTROL, GUIDANCE SIGNING FOR ON-RAMP CLOSURES, AND TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL DETAILS. SEE TRAFFIC CONTROL DETAIL FOR RAMP DETOURS.

WORK ON THE 'E' LINE SYSTEM RAMP TO BE COMPLETED USING A SINGLE LANE CLOSURE. SEE SUPPLEMENTAL TRAFFIC CONTROL DETAIL DRAWING FOR ADDITIONAL DETAILS.

EB IH 94 TO WB IH 90
'E' LINE

STA. 3130E

WB IH 90
'C' LINE

STA. 2390C OR
STA. 3145E

STA. 2350C

INTERSTATE 90

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

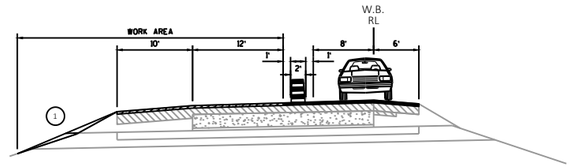
EB IH 90 TO WB IH
94 'D' LINE

EXIT 43
USH 12/STH 16
TOMAH

12 16

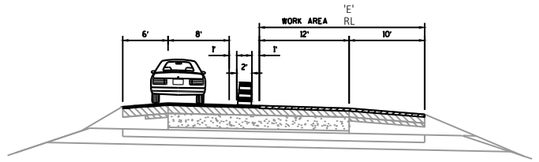
TO
SPARTA

① TYP. 4:1 SLOPE REQ'S SLOPE CORRECTION IN AREAS STEEPER THAN 4:1



WB IH 90 STAGE 5B

STA. 2339+63C - 2380+78C



EB IH 94 TO WB IH 90 STAGE 5B

STA. 3122+00E - 3145+00E

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL-STAGE 5B OVERVIEW	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026001_S5B.DWG
LAYOUT NAME - TC STG 5A
PLOT DATE : 6/29/2022 4:08 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

2

2

N

SEE SDD:TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL

IH 94 WB

3130A

3125A

3120A

POST

LANE CLOSED
R11-2L
48"X30"

16'(MIN)

'D' LINE

LANE CLOSED
R11-2L
48"X30"

SEE SDD:TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE DETAIL

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

EXIT
E5-1 (MOD)
72"X60"

921

LANE CLOSED
R11-2L
48"X30"

160

90/94

TO IH 90 WB

3165A

3170A

IH 90/94 WB

3175A

LANE CLOSED
R11-2L
48"X30"

IH 90/94 WB

SEE SDD:TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

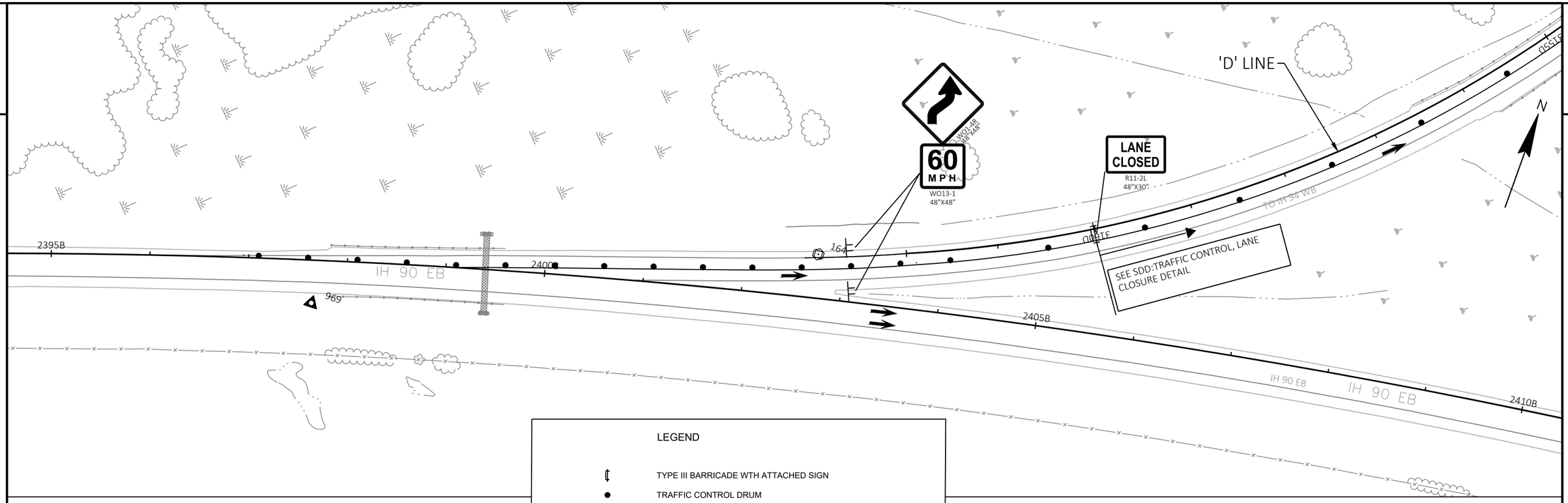
SEE SDD:TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 4B	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026002_4A.DWG
LAYOUT NAME - INTERCHANGE RAMP STG 4A

PLOT DATE : 7/19/2022 12:52 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 4B	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026002_4A.DWG
LAYOUT NAME - INTERCHANGE RAMP STG 4A (2)
PLOT DATE : 7/19/2022 12:52 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : ##########

2

2

LANE CLOSED
R11-2L
48"X30"

POST

3120A

IH 94 WB

3130A

WO4-1R

WO4-5
48"X48"

'D' LINE

LANE CLOSED
R11-2L
48"X30"

SEE SDD:TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE DETAIL

N

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

CRANBERRY BOG

EXIT

LANE CLOSED
R11-2L
48"X30"

E5-1 (MOD)
72"X60"

276

3155A

TO IH 90 WB

24-30C

3160A

921

IH 90/94

3165A

IH 90/94 WB

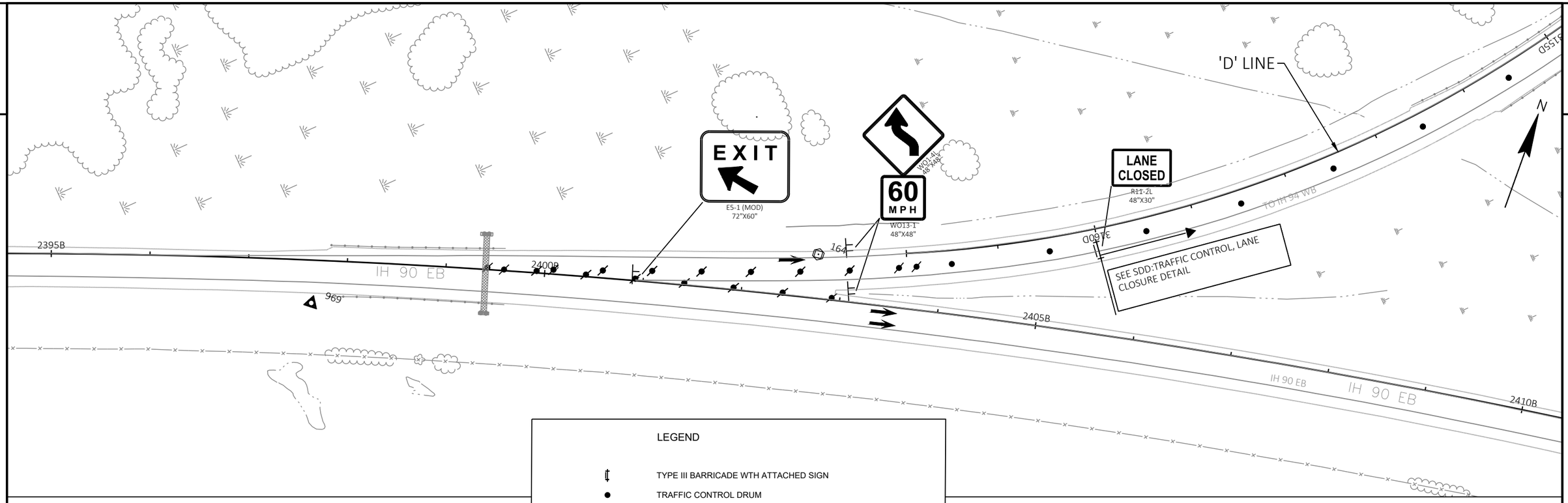
160

SEE SDD:TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

SEE SDD:TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 4C	SHEET	E

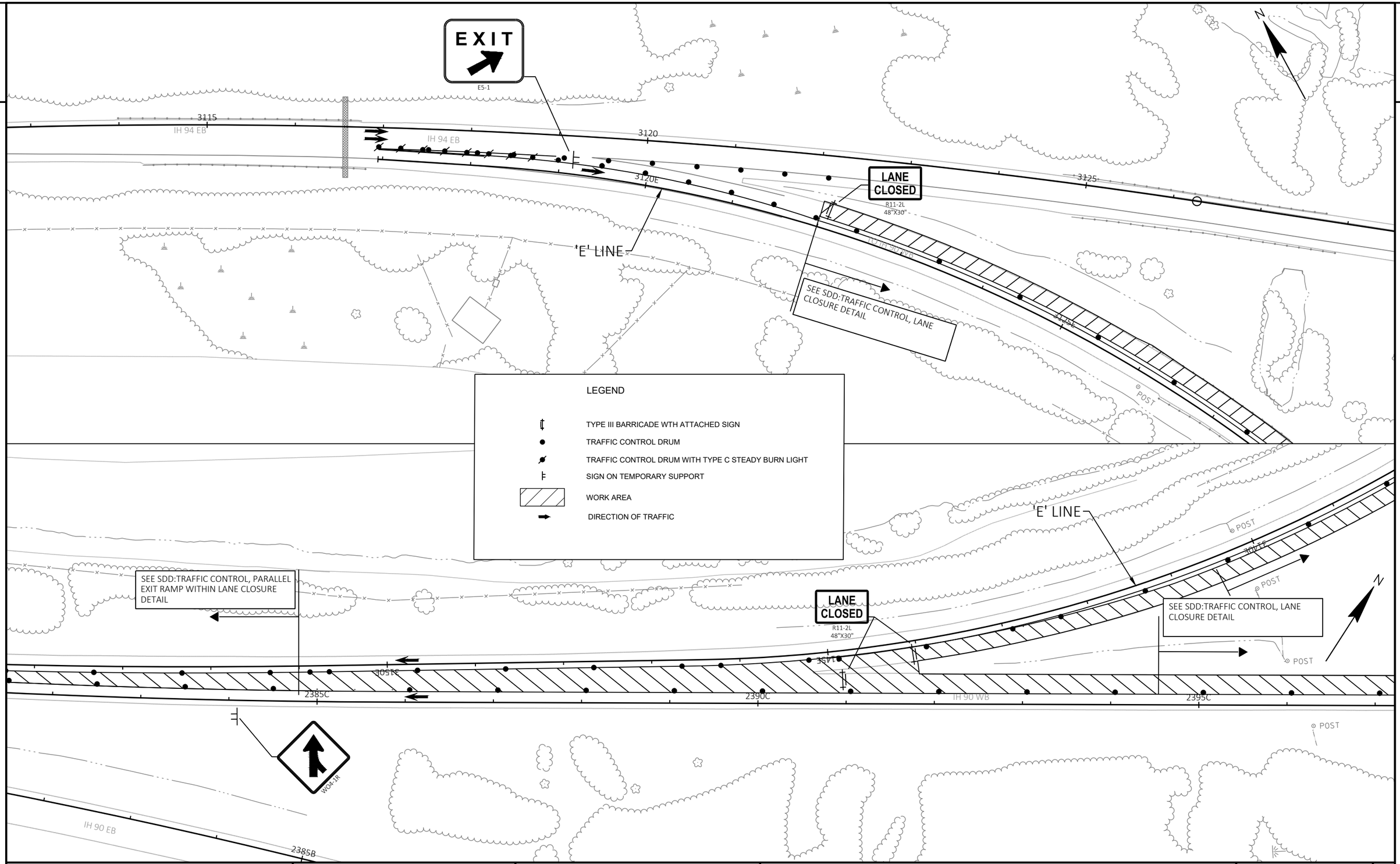
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026002_4B.DWG
LAYOUT NAME - INTERCHANGE RAMP STG 4B
PLOT DATE : 7/19/2022 12:57 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 5A	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026002_S5.DWG
LAYOUT NAME - INTERCHANGE RAMP STG 5

PLOT DATE : 6/16/2022 5:22 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

BOG

CRANBERRY BOG

SEE SDD:TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE DETAIL

E' LINE

W04-5
48"X48"

2370C

IH 90 WB

2375C

2380C

2370B

IH 90 EB

2375B

2380B

LANE CLOSED

R11-2L
48"X30"

LEGEND

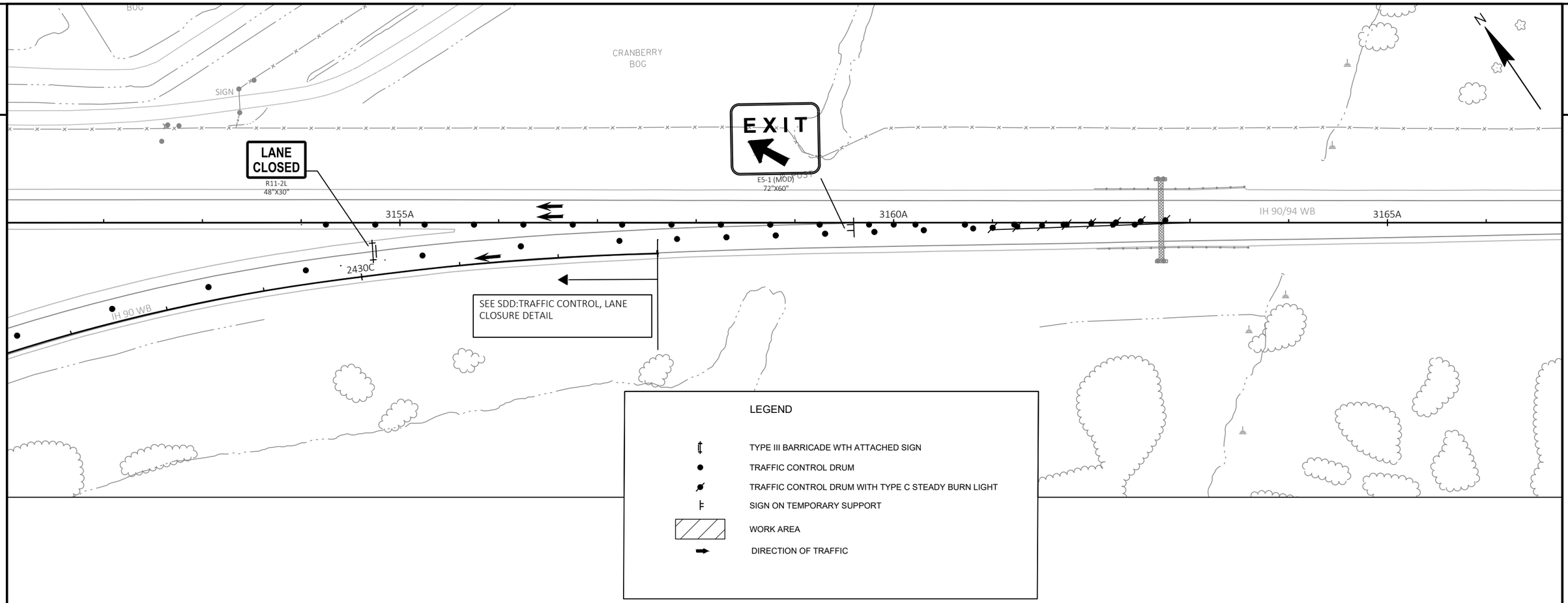
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 5A	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026002_S5.DWG
LAYOUT NAME - INTERCHANGE RAMP STG 5 (2)

PLOT DATE : 6/16/2022 5:22 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



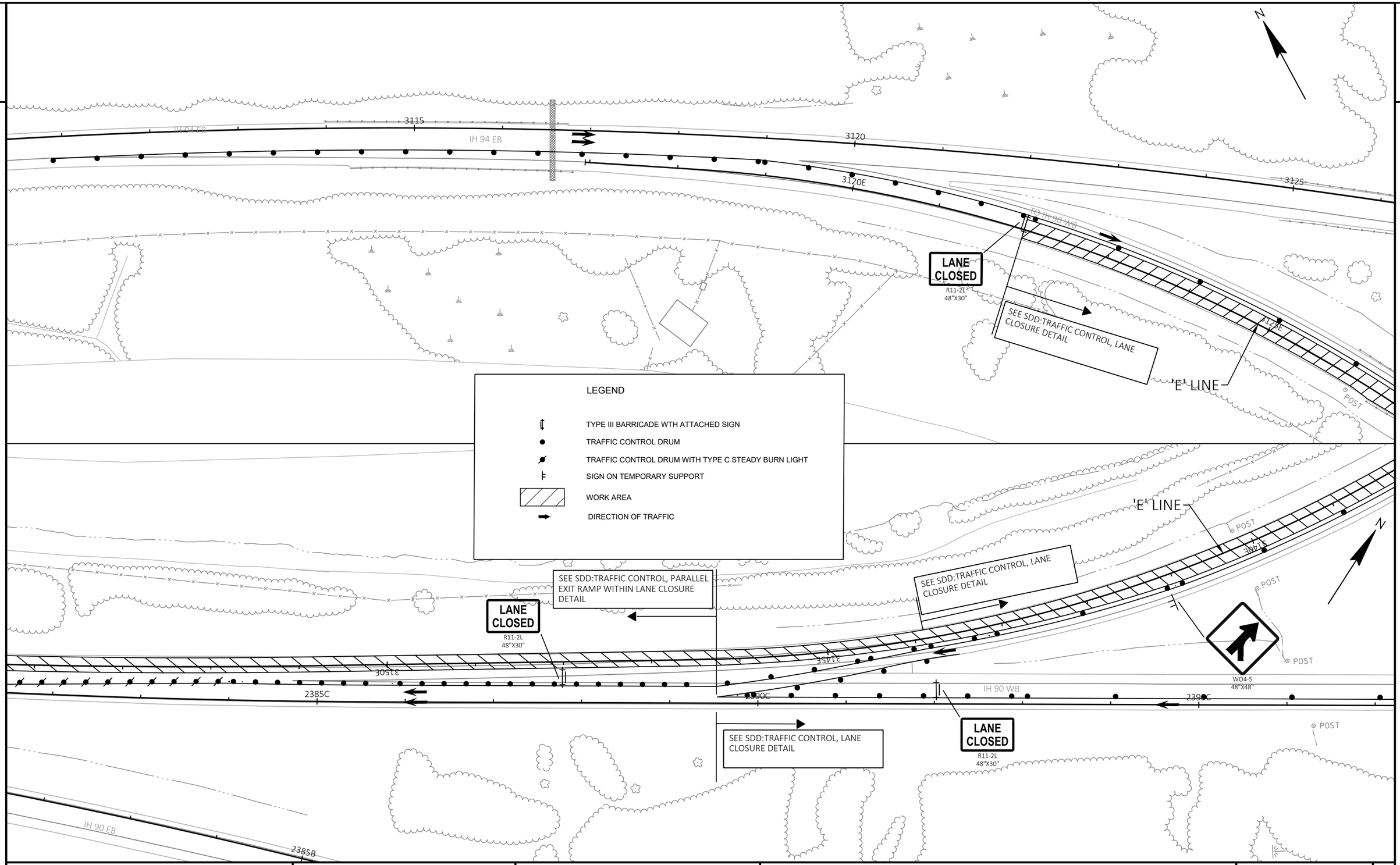
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 5A & 5B	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026002_S5.DWG
LAYOUT NAME - INTERCHANGE RAMP STG 5 (3)

PLOT DATE : 6/16/2022 5:23 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1IN:100 FT

2

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 5B	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\026002_S5A.DWG
LAYOUT NAME - INTERCHANGE RAMP STG 5A
PLOT DATE : 6/17/2022 9:39 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

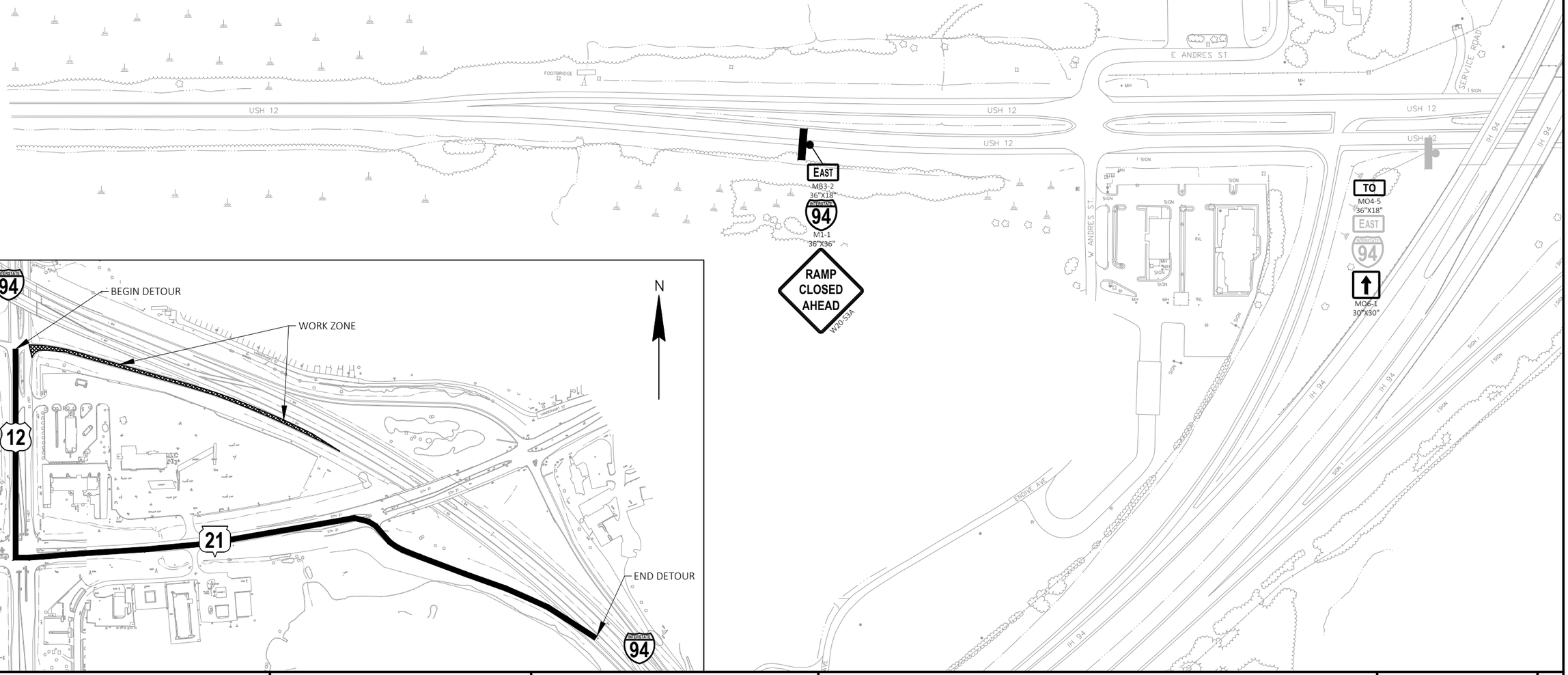
2

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/IH 94 EB ON RAMP	SHEET	E

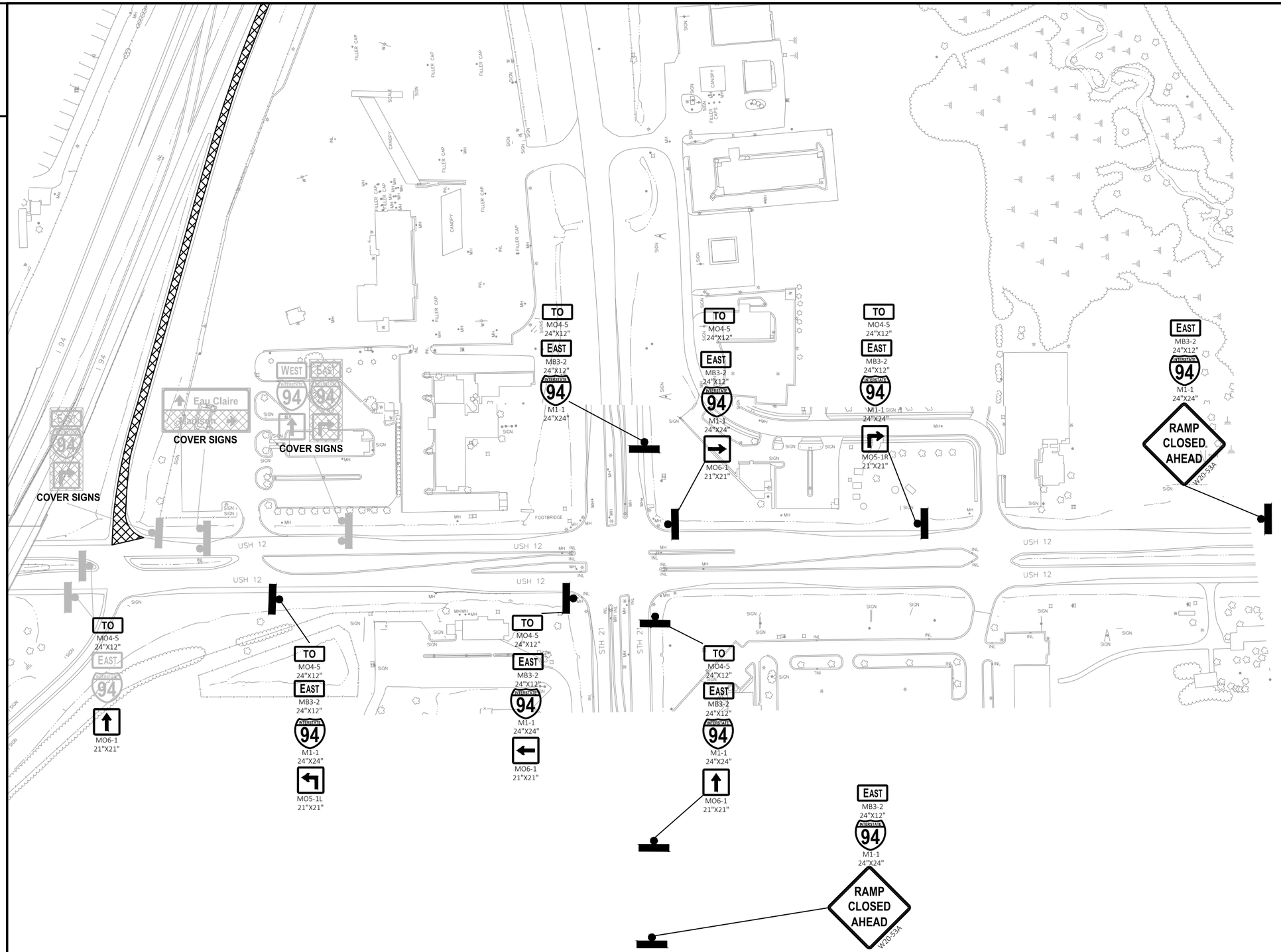
2

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/IH 94 EB ON RAMP	SHEET	E

2

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

VANDERVORT ST

I 94

STH 21

FILLER CAP

SIGN

CANOPY

A/C

INL

MH

W

COVER SIGNS

EAST
MB3-2
24"X12"
INTERSTATE 94
M1-1
24"X24"
RAMP CLOSED AHEAD
W20-53A

TO
MO4-5
24"X12"
EAST
INTERSTATE 94

MO6-1
21"X21"

WEST
EAST
INTERSTATE 94

Wyeville
Eau Claire
Madison

N

INTERSTATE 94

WORK ZONE

BEGIN DETOUR

21

END DETOUR

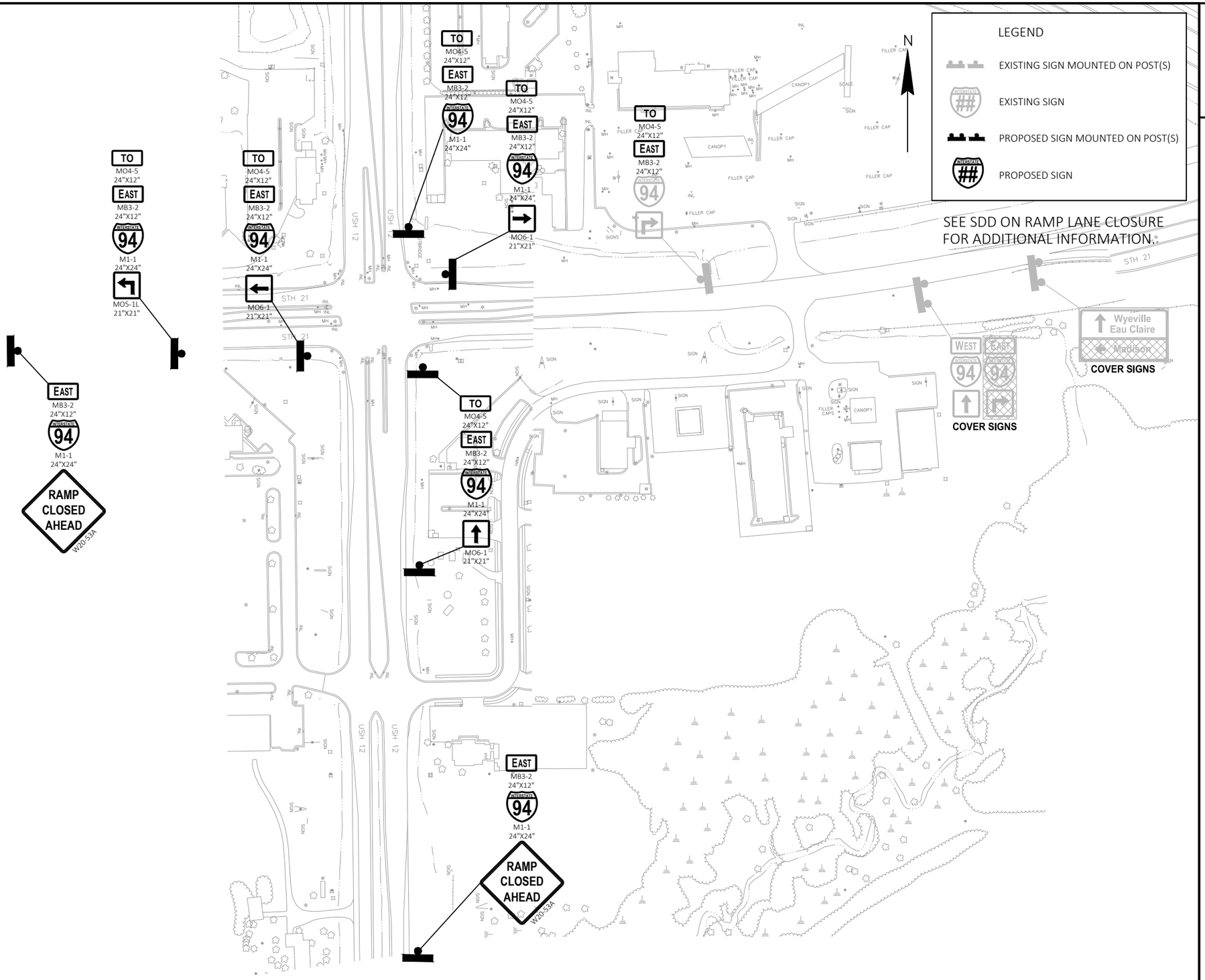
12

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 EB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027003_DT.DWG
LAYOUT NAME - 01

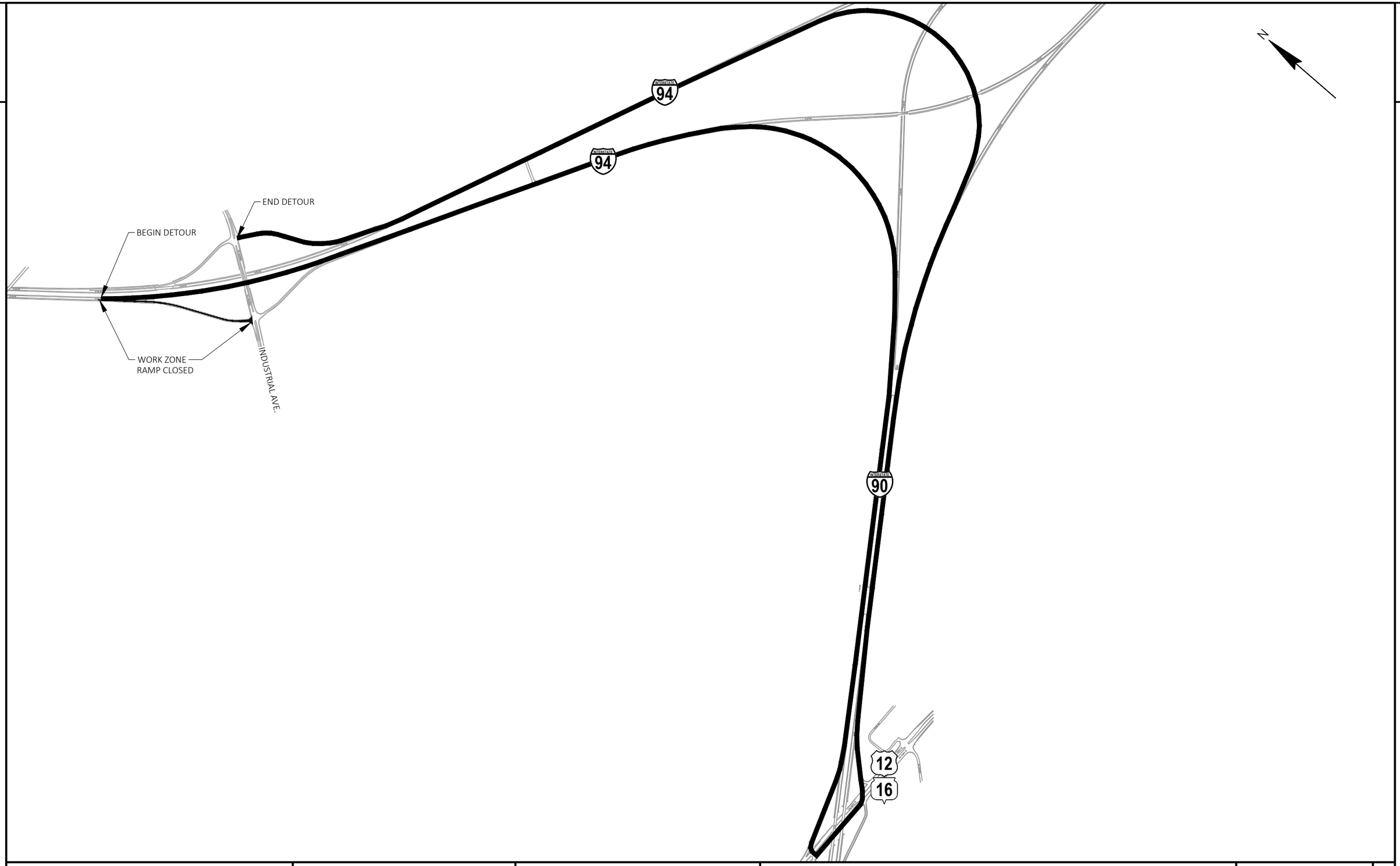
PLOT DATE : 7/19/2022 5:32 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 EB ON RAMP	SHEET	E

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH94 EB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027005_DT.DWG
LAYOUT NAME - 01
PLOT DATE : 7/19/2022 3:12 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

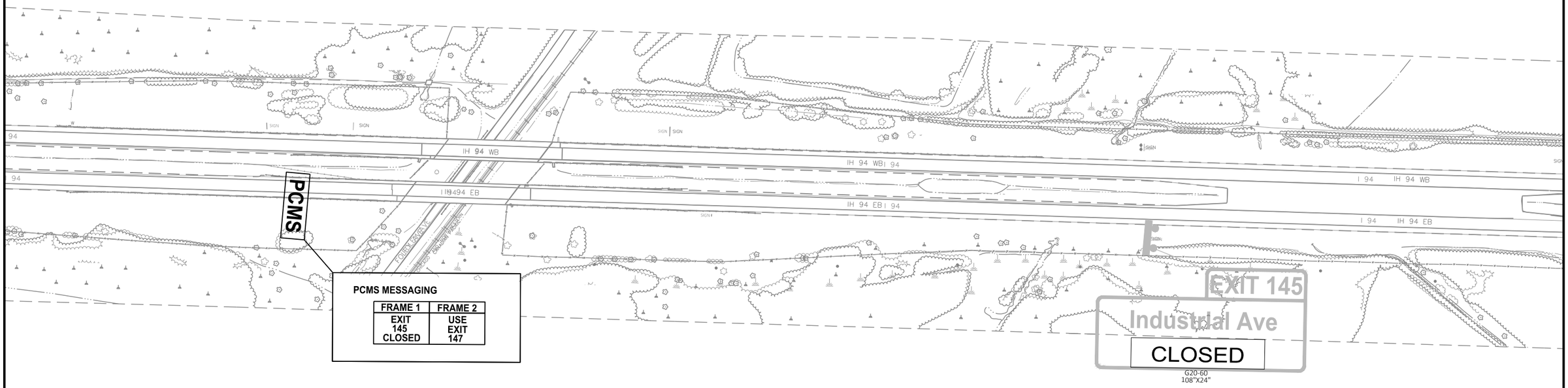
EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH94 EB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027005_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/19/2022 3:13 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

I 94 WB

I 94 EB

VETERANS ST CTH ET

IH 94 WB

IH 94 EB

DH5454

TO
MO4-5
36"X18"

Industrial Ave
M1-94
VARIESX15"

MO6-1
30"X30"

EXIT 145
Industrial Ave

CLOSED
G20-61
120"X30"

TO
MO4-5
36"X18"

Industrial Ave
M1-94
VARIESX15"

MO6-1
30"X30"

EXIT
145

COVER SIGNS

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH94 EB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027005_DT.DWG
LAYOUT NAME - 05

PLOT DATE : 7/19/2022 3:14 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

IH 94 WB
I 94

IH 94 EB
I 94

TO
MO4-5
36"X18"

Industrial Ave
M1-94
VARIESX15"

MO5-2R
30"X30"

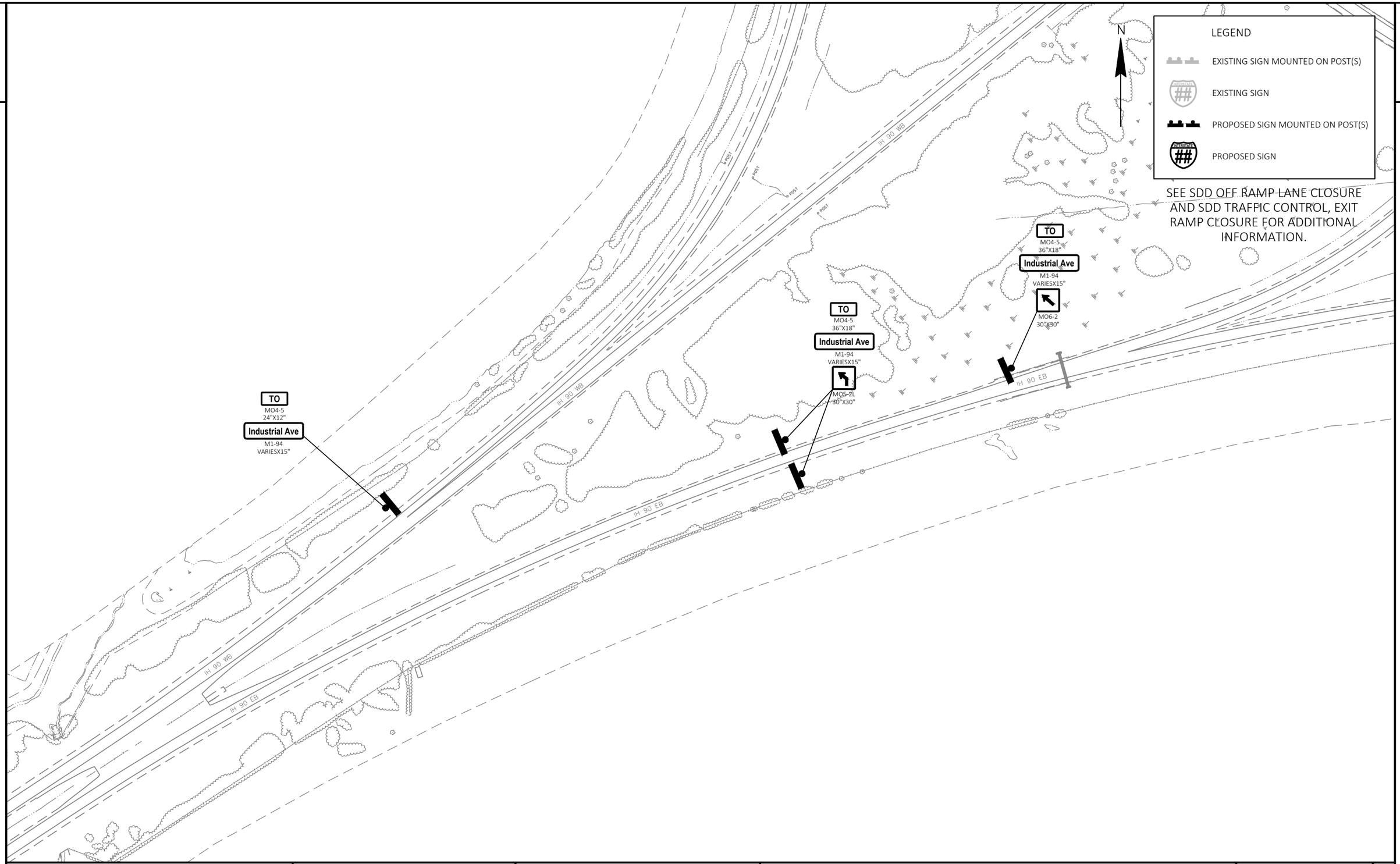
MO6-2
30"X30"

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH94 EB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027005_DT.DWG
LAYOUT NAME - 07

PLOT DATE : 7/19/2022 3:15 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

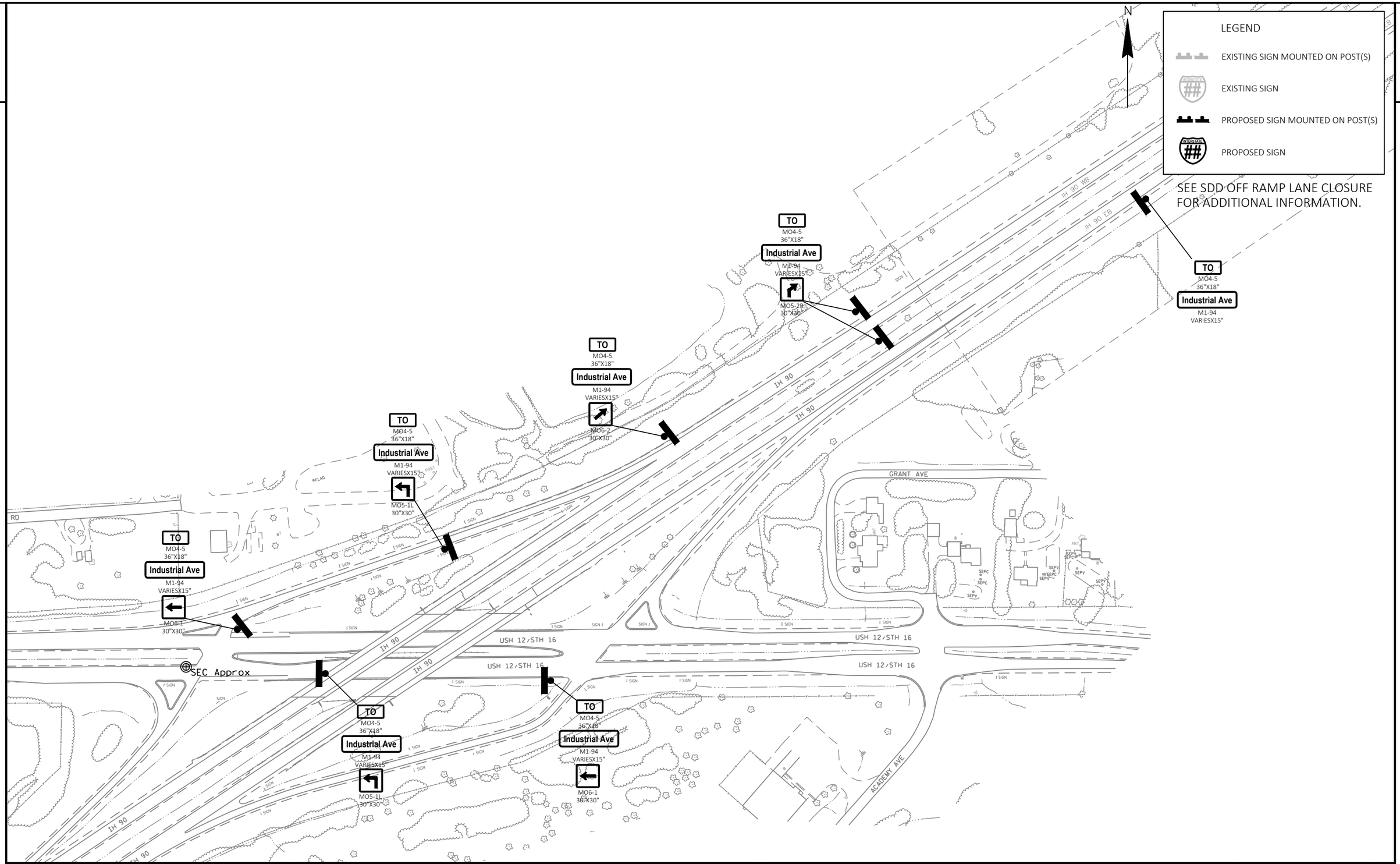
2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH94 EB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027005_DT.DWG
LAYOUT NAME - 09
PLOT DATE : 7/19/2022 3:15 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

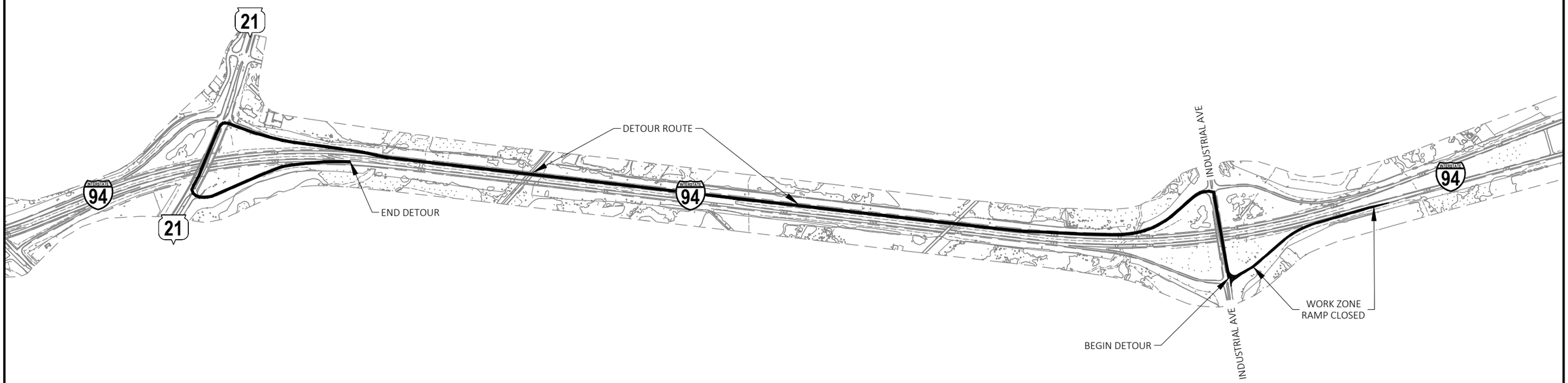


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH94 EB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027005_DT.DWG
LAYOUT NAME - 11

PLOT DATE : 7/19/2022 3:16 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

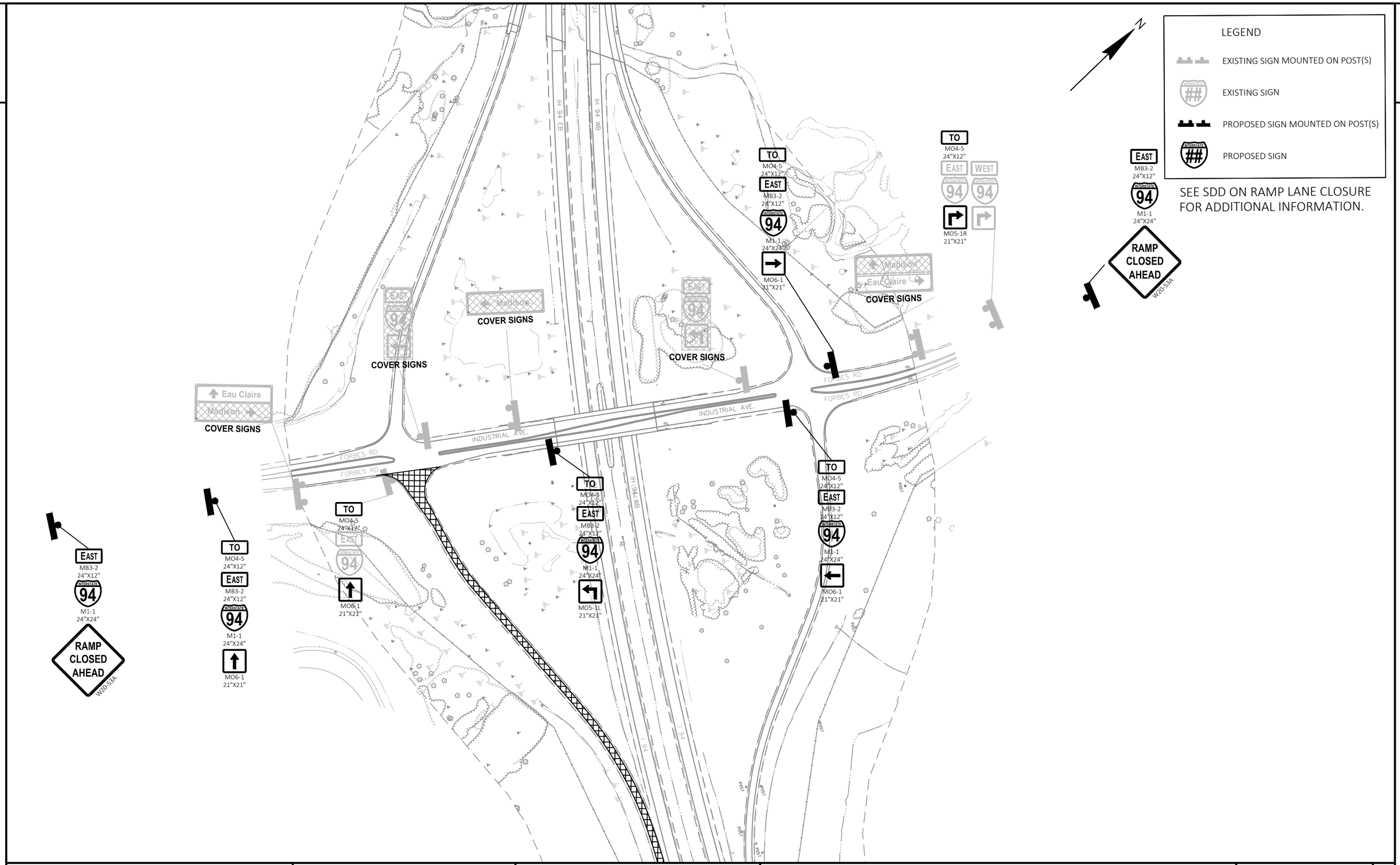
2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 EB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027007_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 8:49 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:1000 FT

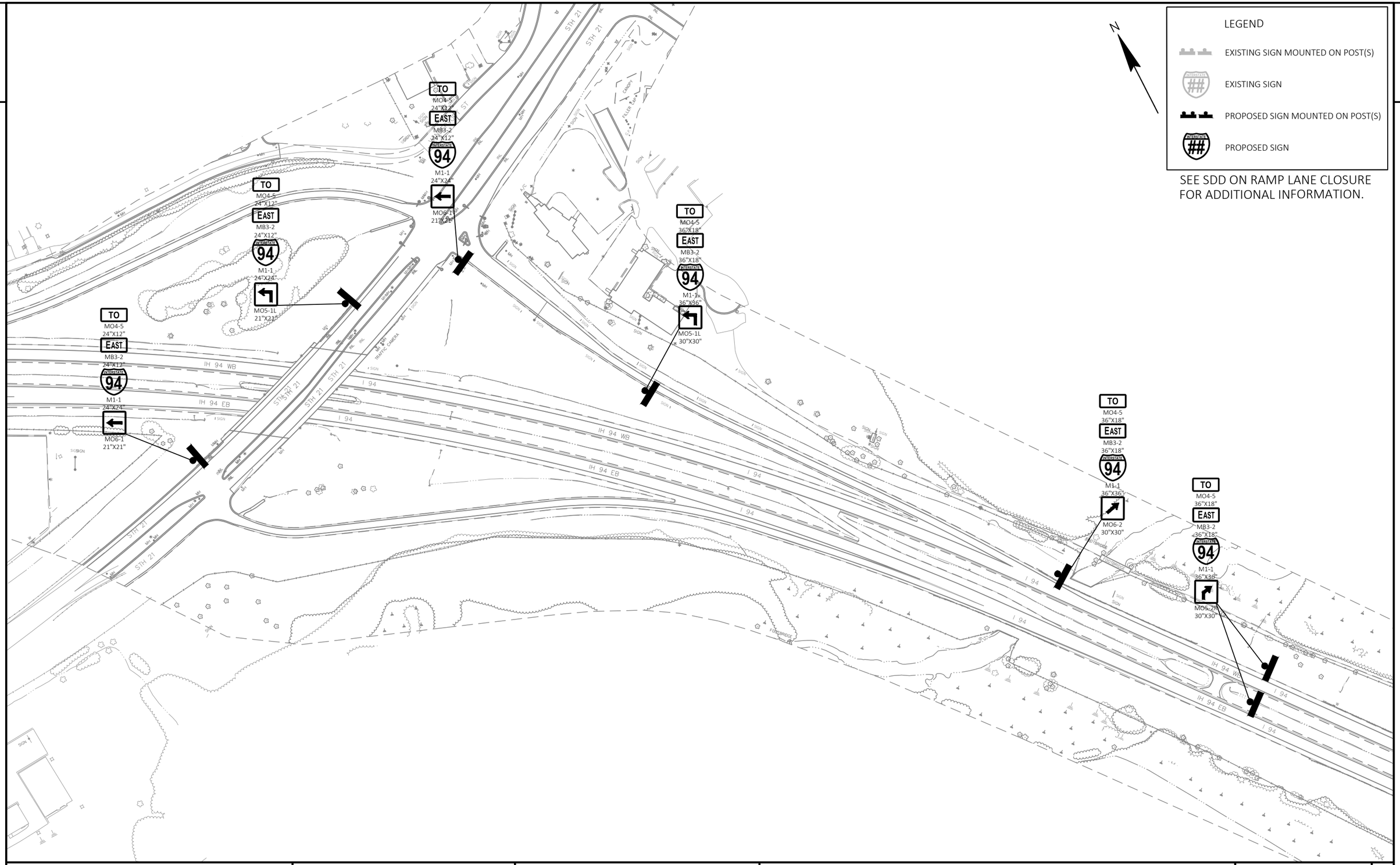


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 EB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027007_DT.DWG
LAYOUT NAME - 02

PLOT DATE : 7/20/2022 8:50 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 EB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027007_DT.DWG
LAYOUT NAME - 03
PLOT DATE : 7/20/2022 8:51 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

WORK ZONE
RAMP CLOSED

BEGIN DETOUR

END DETOUR

12 16

131

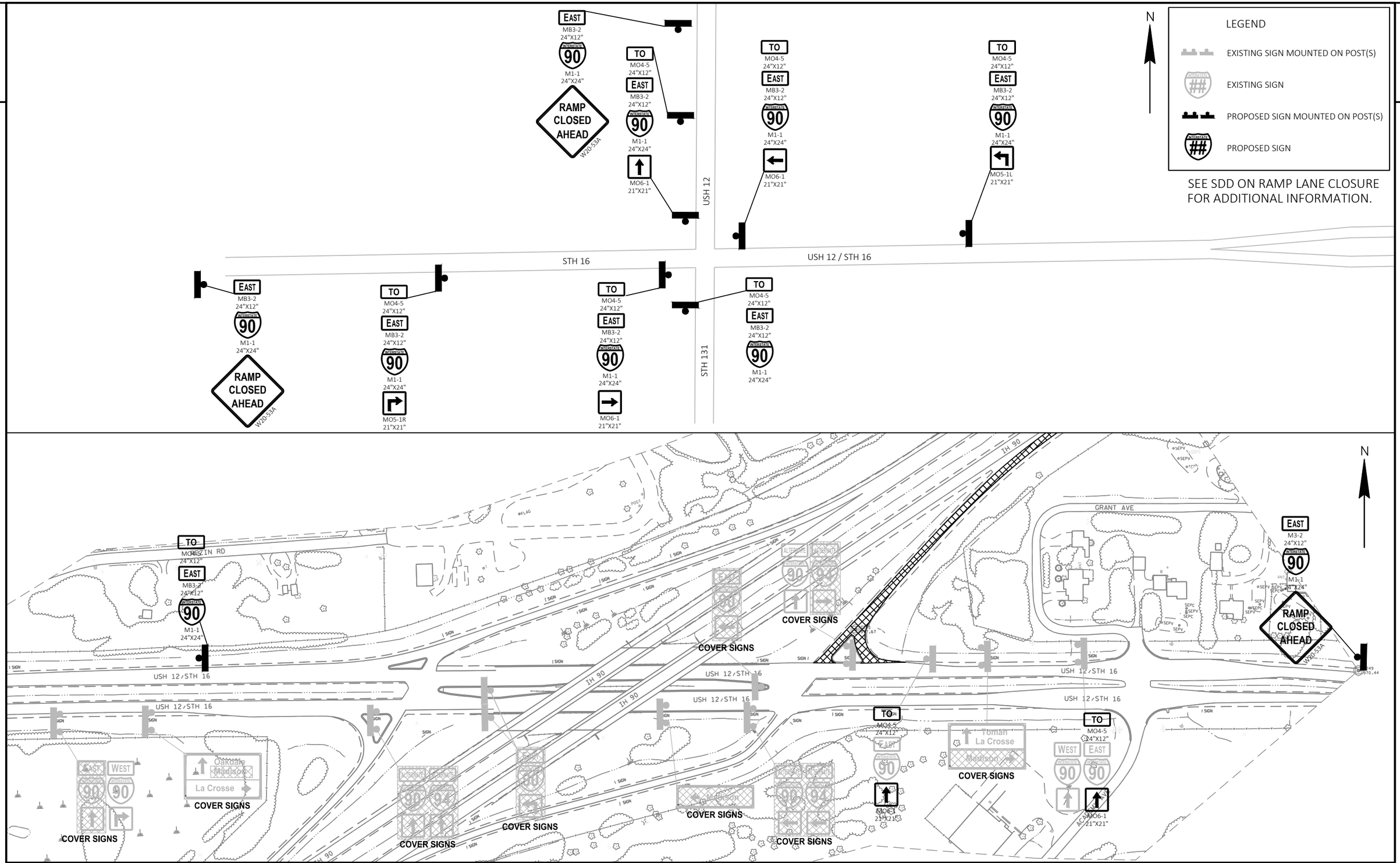
INTERSTATE 90

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH12/STH 16/IH 90 EB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027009_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 9:41 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : ############

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH12/STH 16/IH 90 EB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027009_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 9:44 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

CEMETERY

IH 90 WB

IH 90 EB

IH 90

CP #947

PCMS

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT 43 CLOSED	USE EXIT 41

N

TO MO4-5 36"X18"

12 M1-4 36"X36"

16 M1-6 36"X36"

MO6-2 30"X30"

MO5-2R 30"X30"

TO MO4-5 24"X12"

MO5-1L 21"X21"

MO6-1 21"X21"

M1-4 24"X24"

M1-6 24"X24"

STH 131

QUARRY

SIGN

MCMULLEN DR

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH12/STH 16/IH 90 EB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027011_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 9:57 AM

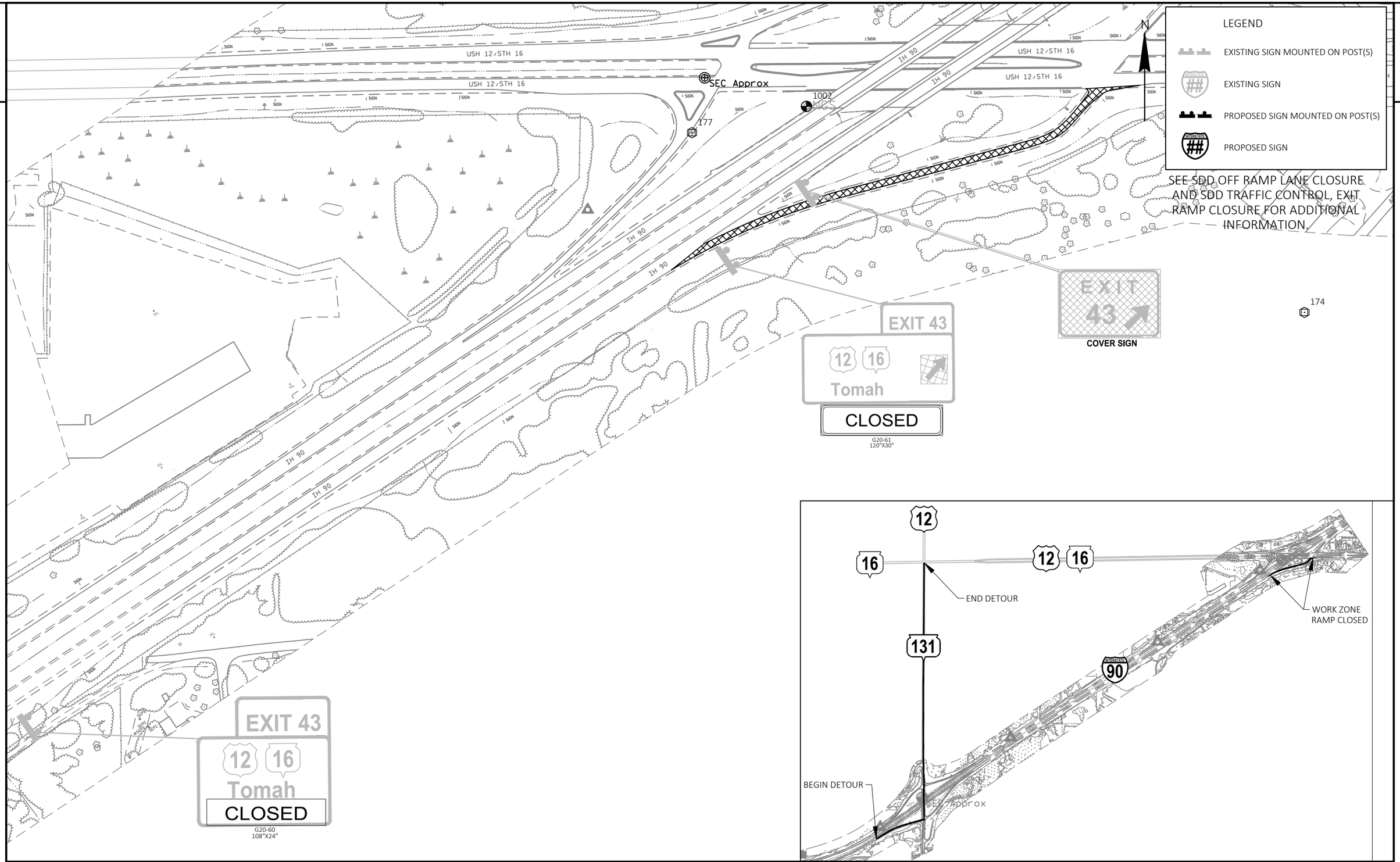
PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

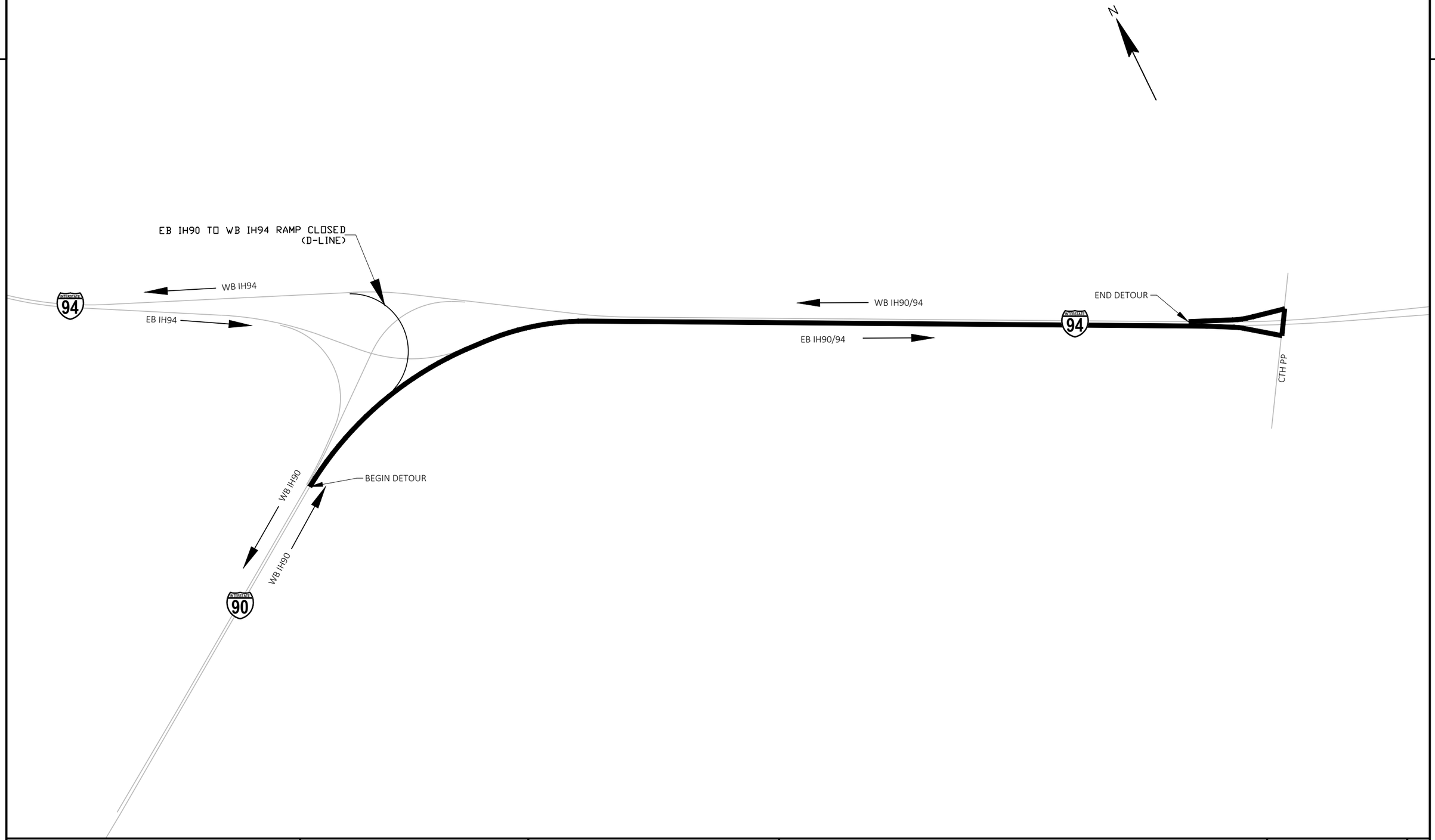
SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH12/STH 16/IH 90 EB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027011_DT.DWG
LAYOUT NAME - 02

PLOT DATE : 7/20/2022 9:59 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING D-LINE SYSTEM RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027019_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 10:11 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

SEE SDD OFF RAMP LANE CLOSURE, TRAFFIC CONTROL, EXIT RAMP CLOSURE AND TRAFFIC CONTROL, SYSTEM RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

LEGEND
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

PCMS MESSAGING

ONE WEEK IN ADVANCE OF CLOSURE:		DURING CLOSURE:	
FRAME 1	FRAME 2	FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX	HWY 94 RAMP CLOSED	USE ALT ROUTE

OR

RAMP CLOSED BEGINNING XXX-XX
G20-58
90"X48"

MOVE PCMS SIGN DURING CLOSURE TO BE ADVANCED WARNING

EB IH90 TO WB IH94 RAMP CLOSED (D-LINE)

WB IH94

EB IH94

PCMS

WB IH90/94

EB IH90/94

WB IH90

WB IH90

EXIT 45
COVER SIGNS

LEFT EXIT 45

WEST
Eau Claire
St Paul

CLOSED
G20-61
120"X30"

TO MO4-5 36"X18" / WEST MB3-4 36"X18" / INTERSTATE 94 M1-1 36"X36" / MO5-2R 30"X30"

TO MO4-5 36"X18" / WEST MB3-4 36"X18" / INTERSTATE 94 M1-1 36"X36" / MO6-2 30"X30"

TO MO4-5 36"X18" / WEST MB3-4 36"X18" / INTERSTATE 94 M1-1 36"X36" / MO6-1 30"X30"

TO MO4-5 36"X18" / WEST MB3-4 36"X18" / INTERSTATE 94 M1-1 36"X36" / MO5-2R 30"X30"

TO MO4-5 36"X18" / WEST MB3-4 36"X18" / INTERSTATE 94 M1-1 36"X36" / MO6-2 30"X30"

TO MO4-5 36"X18" / WEST MB3-4 36"X18" / INTERSTATE 94 M1-1 36"X36" / MO5-1L 30"X30"

TO MO4-5 24"X12" / WEST MB3-4 24"X12" / INTERSTATE 94 M1-1 24"X24" / MO6-1 21"X21"

COUNTY PP

TO MO4-5 24"X12" / WEST MB3-4 24"X12" / INTERSTATE 94 M1-1 24"X24" / MO5-1L 21"X21"

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING D-LINE SYSTEM RAMP	SHEET	E

2

2

N

BEGIN DETOUR

WB IH94

EB IH94

WB IH90/94

EB IH90/94

CTH PP

END DETOUR

EB IH94 TO WB IH 90 RAMP CLOSED
(E-LINE)

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING E-LINE SYSTEM RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027021_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 10:27 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 42

SEE SDD OFF RAMP LANE CLOSURE, TRAFFIC CONTROL, EXIT RAMP CLOSURE AND TRAFFIC CONTROL, SYSTEM RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

PCMS MESSAGING

ONE WEEK IN ADVANCE OF CLOSURE:		DURING CLOSURE:	
FRAME 1	FRAME 2	FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX	HWY 94 RAMP CLOSED	USE ALT ROUTE

MOVE PCMS SIGN DURING CLOSURE TO BE ADVANCED WARNING

OR

RAMP CLOSED BEGINNING XXX-XX
G20-58
90"X48"

EXIT 147
WEST
La Crosse
Albert Lea
CLOSED
G20-61
120"X30"

EXIT 147
COVER SIGNS

WB IH94
EB IH94
WB IH90/94
EB IH90/94
WB IH90
WB IH90

PCMS

EB IH94 TO WB IH90 RAMP CLOSED
(E-LINE)

TO MO4-5 36"X18"
WEST MB3-4 36"X18"
90 M1-1 36"X36"
MO6-1 30"X30"

TO MO4-5 36"X18"
WEST MB3-4 36"X18"
90 M1-1 36"X36"
MO6-1 30"X30"

EXIT 147
WEST
La Crosse
Albert Lea
CLOSED
G20-61
120"X30"

TO MO4-5 24"X12"
WEST MB3-4 24"X12"
90 M1-1 24"X24"
MO6-1 21"X21"

TO MO4-5 24"X12"
WEST MB3-4 24"X12"
90 M1-1 24"X24"
MO5-1L 21"X21"

COUNTY PP

TO MO4-5 36"X18"
WEST MB3-4 36"X18"
90 M1-1 36"X36"
MO5-2R 30"X30"

TO MO4-5 36"X18"
WEST MB3-4 36"X18"
90 M1-1 36"X36"
MO6-2 30"X30"

TO MO4-5 36"X18"
WEST MB3-4 36"X18"
90 M1-1 36"X36"
MO5-1L 30"X30"

TO MO4-5 24"X12"
WEST MB3-4 24"X12"
90 M1-1 24"X24"
MO6-1 21"X21"

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING E-LINE SYSTEM RAMP	SHEET	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 94
M1-1
24"X24"

TO
MO4-5
24"X12"
WEST
INTERSTATE 94
MO6-1
21"X21"

Madison
Eau Claire
COVER SIGNS

TO
MO4-5
24"X12"
EAST
WEST
INTERSTATE 94
MO6-1
21"X21"

WEST
MB3-4
24"X12"
INTERSTATE 94
M1-1
24"X24"
RAMP CLOSED AHEAD
W20-53A

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 94
M1-1
24"X24"
MO6-1
21"X21"

WEST
EAST
INTERSTATE 94
COVER SIGNS

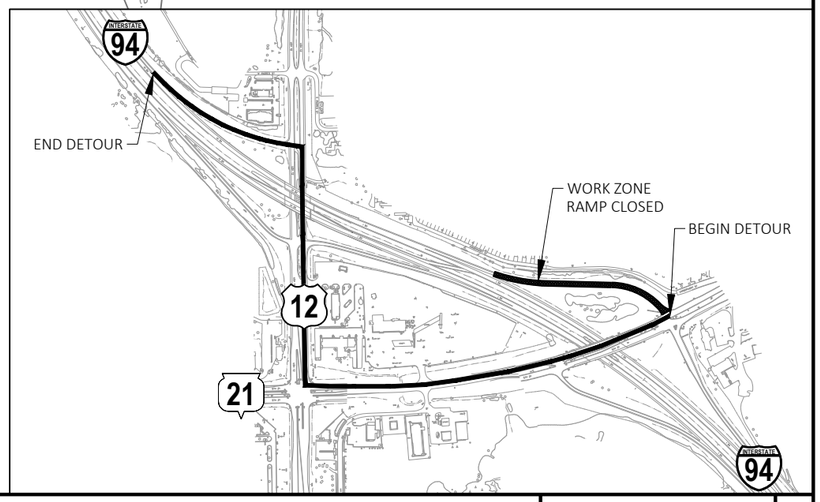
Wyeville
Eau Claire
Madison
COVER SIGNS

WEST
EAST
INTERSTATE 94
21
COVER SIGNS

WEST
INTERSTATE 94
COVER SIGNS

Eau Claire
COVER SIGNS

VANDERVORT ST
STH 21
I 94
Vandervort St.
Eaton Ave.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027023_DT.DWG
LAYOUT NAME - 01

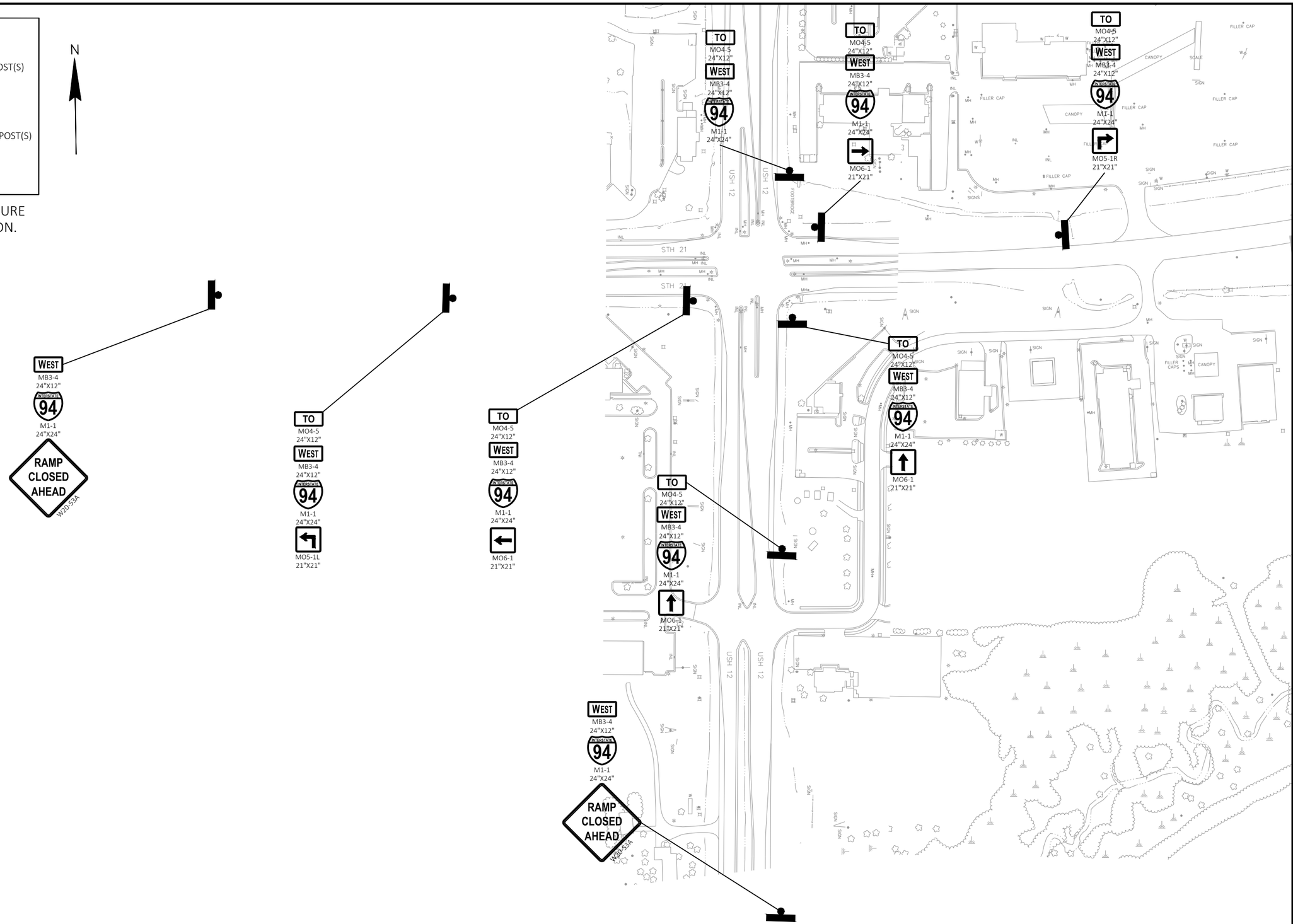
PLOT DATE : 7/20/2022 10:37 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

N

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

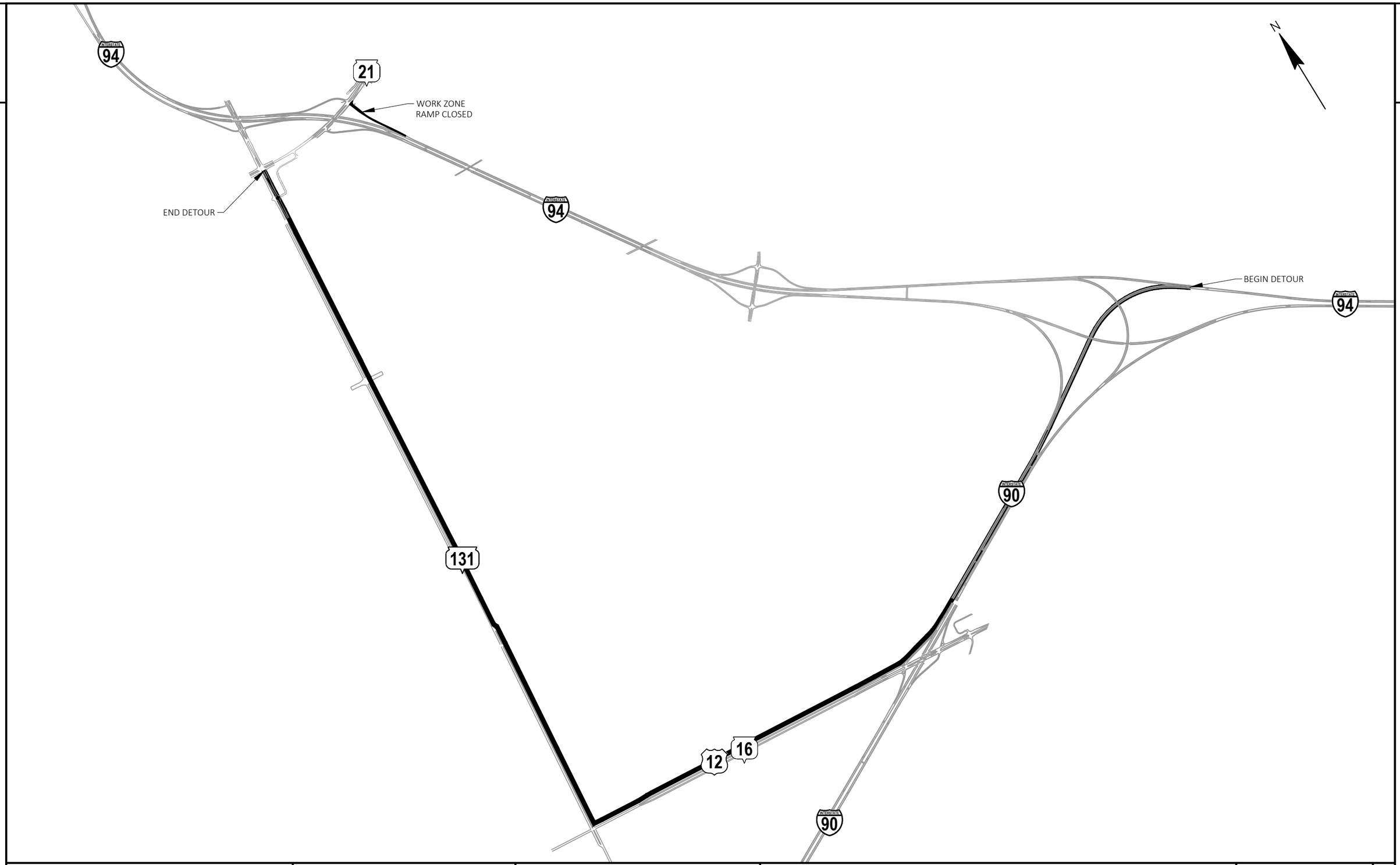


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027023_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 10:37 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027025_DT.DWG
LAYOUT NAME - 01
PLOT DATE : 7/20/2022 12:59 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT 143 CLOSED	USE EXIT 45

PCMS

925
301
183
927
254
926
921
160
923
922

IH 90/94 WB
IH 90/94 EB
IH 90/94

TO
MO4-5
36"X18"
21
M1-6
36"X36"
MO6-2
30"X30"

TO
MO4-5
36"X18"
21
M1-6
36"X36"
M5-2L
30"X30"

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027025_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 1:00 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

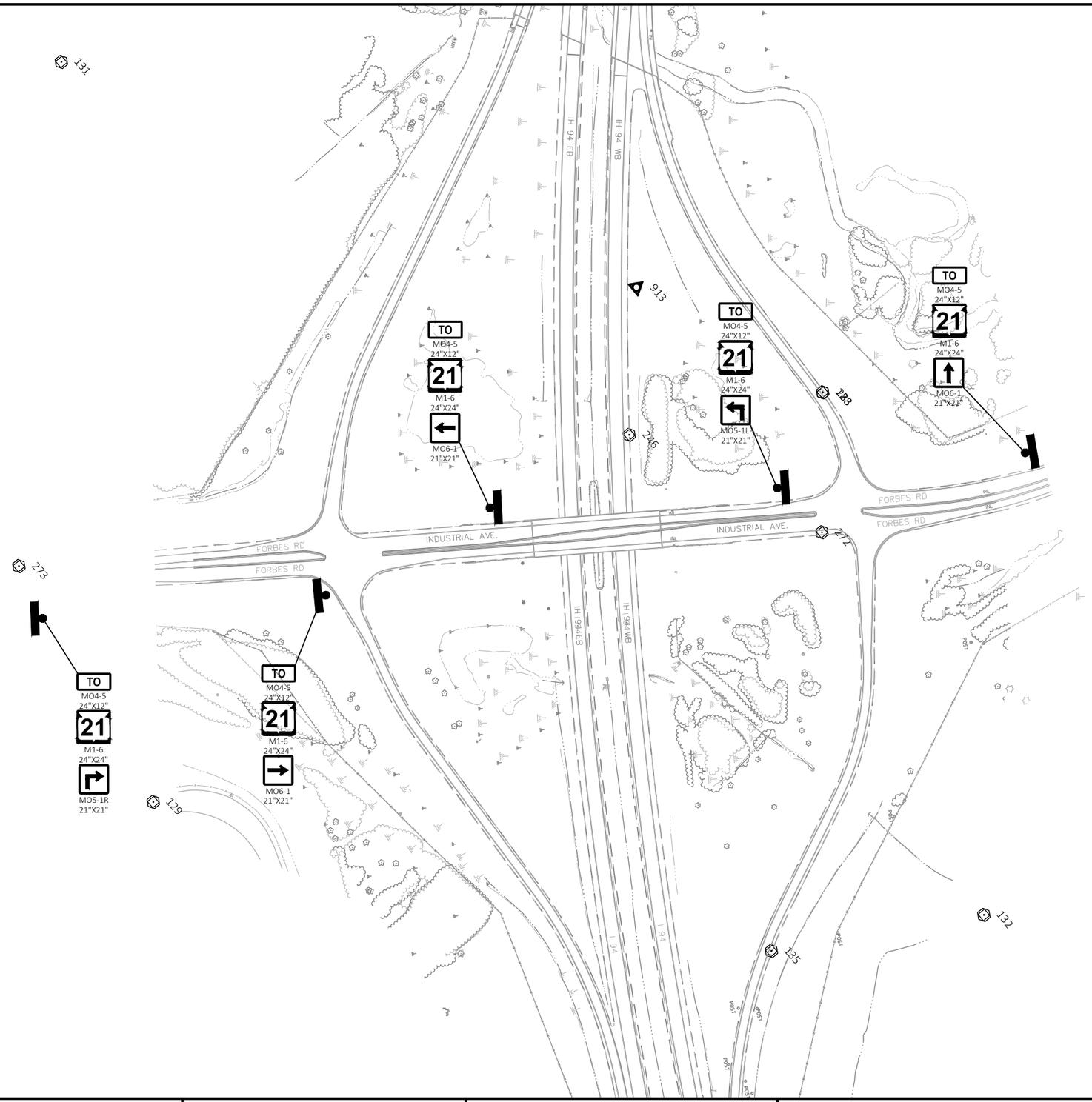
2

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB OFF RAMP	SHEET	E

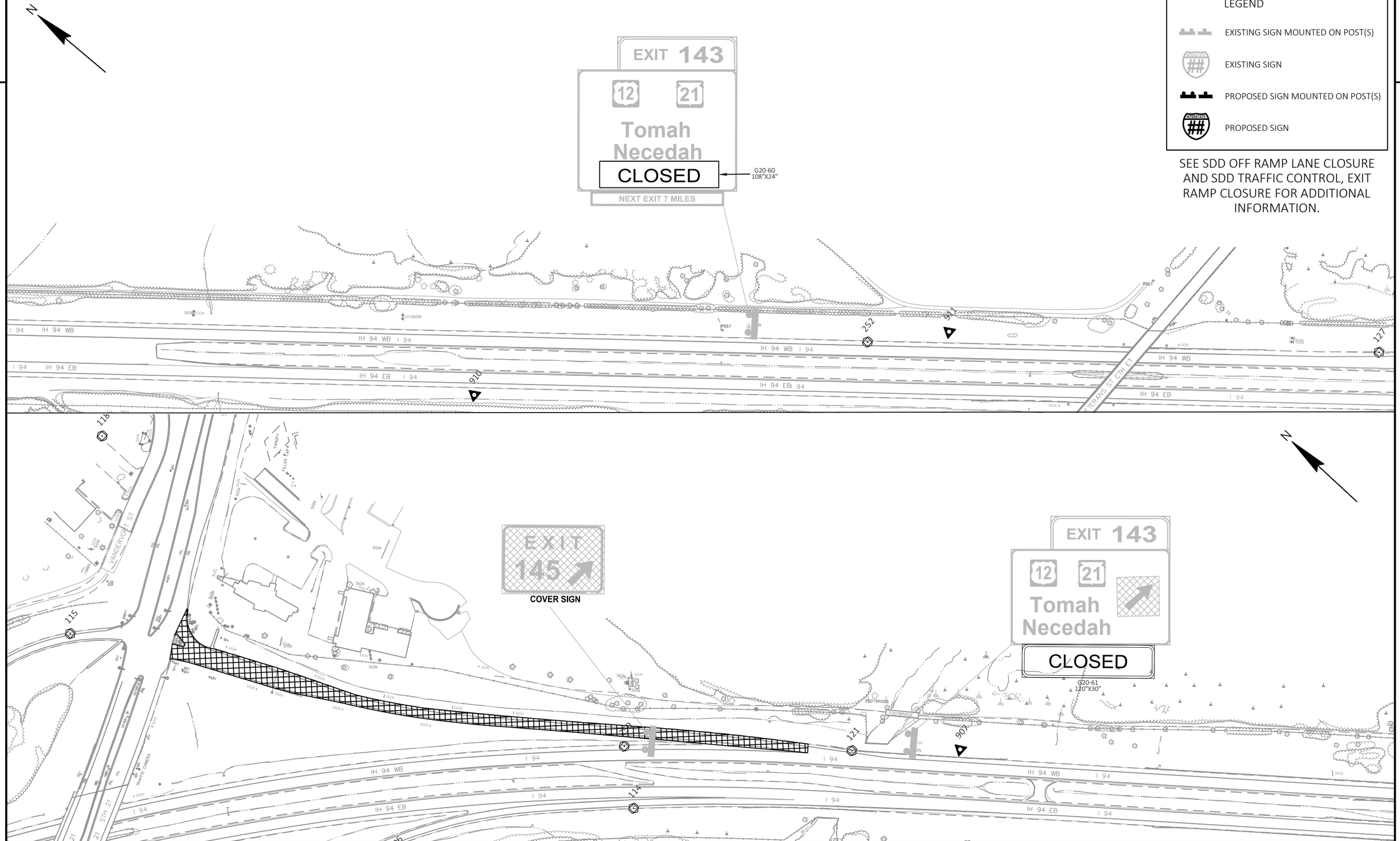
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027025_DT.DWG
LAYOUT NAME - 05
PLOT DATE : 7/20/2022 1:02 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027025_DT.DWG
LAYOUT NAME - 07

PLOT DATE : 7/20/2022 1:04 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

IH 94 EB I 94

915

TO
M04-5
36"X18"
21
M1-6
36"X36"
M05-2R
30"X30"

TO
M04-5
36"X18"
21
M1-6
36"X36"
M06-2
30"X30"

N

964

IH 90 EB

IH 90 WB

TO
M04-5
36"X18"
21
M1-6
36"X36"
M06-1
30"X30"

CRANBERRY
BOG

965

170

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027025_DT.DWG
LAYOUT NAME - 09

PLOT DATE : 7/20/2022 1:06 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

REZIN RD

USH 12/STH 16

IH 90

GRANT AVE

ACADEMY AVE

SEC Approx

1003 NGS

175 176 177 174 967 968

TO
MO4-5
24"X12"
21
M1-6
24"X24"
MO6-1
21"X21"

TO
MO4-5
24"X12"
21
M1-6
24"X24"
MO5-1R
24"X24"

TO
MO4-5
36"X18"
21
M1-6
36"X36"
MO6-2
30"X30"

TO
MO4-5
36"X18"
21
M1-6
36"X36"
MO5-2R
30"X30"

TO
MO4-5
24"X12"
21
M1-6
24"X24"
MO6-1
21"X21"

TO
MO4-5
24"X12"
21
M1-6
24"X24"
MO5-1L
21"X21"

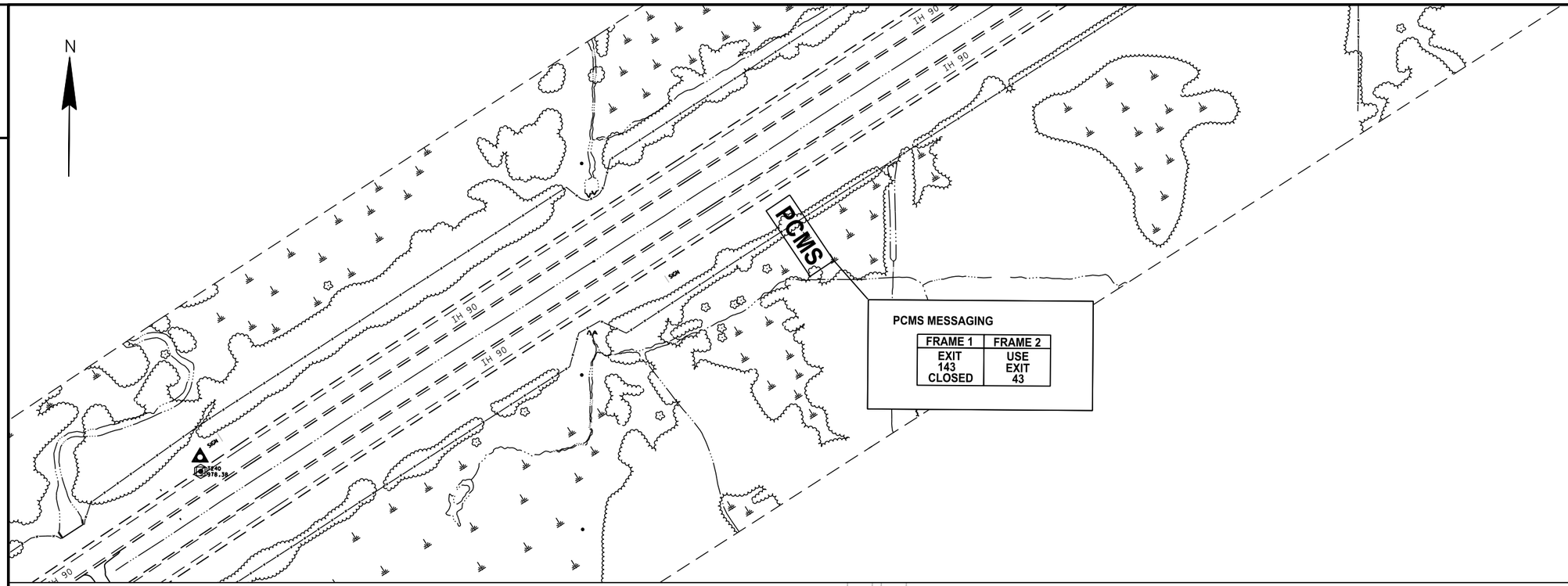
TO
MO4-5
36"X18"
21
M1-6
36"X36"
MO6-2
30"X30"

TO
MO4-5
36"X18"
21
M1-6
36"X36"
MO5-2R
30"X30"

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027025_DT.DWG
LAYOUT NAME - 11

PLOT DATE : 7/20/2022 1:07 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

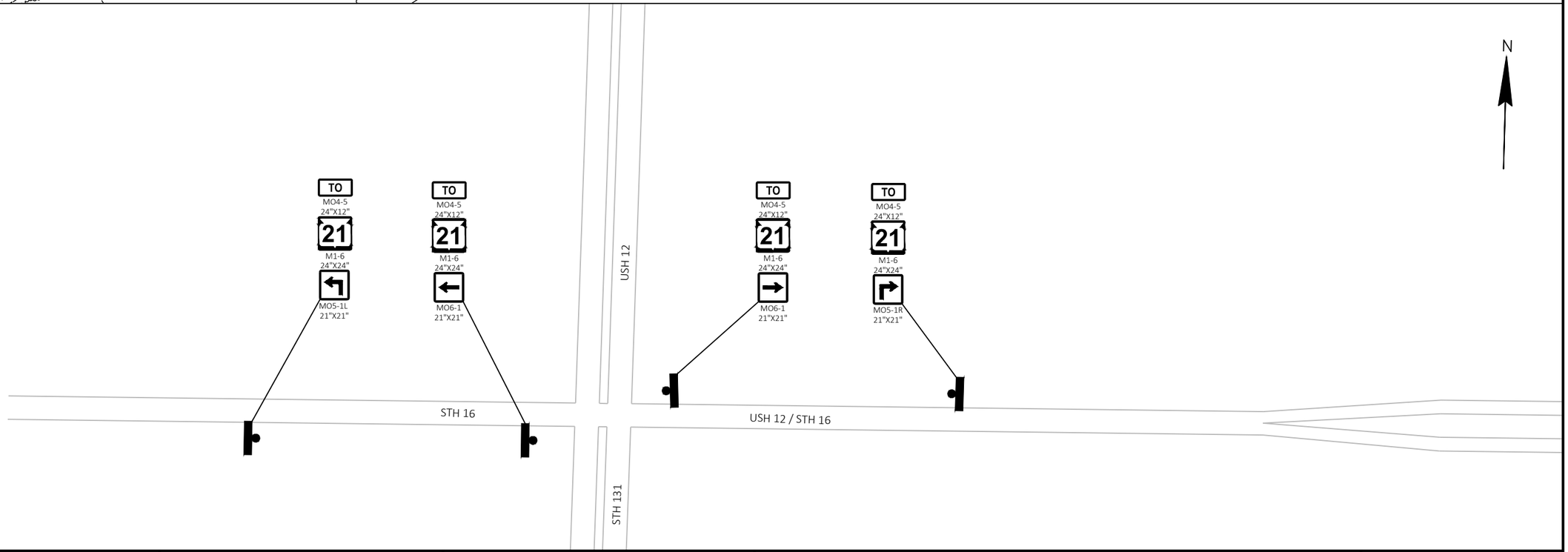


LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027025_DT.DWG
LAYOUT NAME - 13

PLOT DATE : 7/20/2022 1:09 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

TO
MO4-5
24"X12"
21
M1-6
24"X24"

USH 12

W Washington St.

E Washington St.

USH 12

N

TO
MO4-5
24"X12"
21
M1-6
24"X24"

USH 12

Julie St.

Julie St.

USH 12

2

N

STH 21

USH 12

USH 12

STH 21

STH 21

STH 21

STH 21

STH 21

I 94

I 94

273

21
M1-6
24"X24"
MO6-4
21"X21"

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

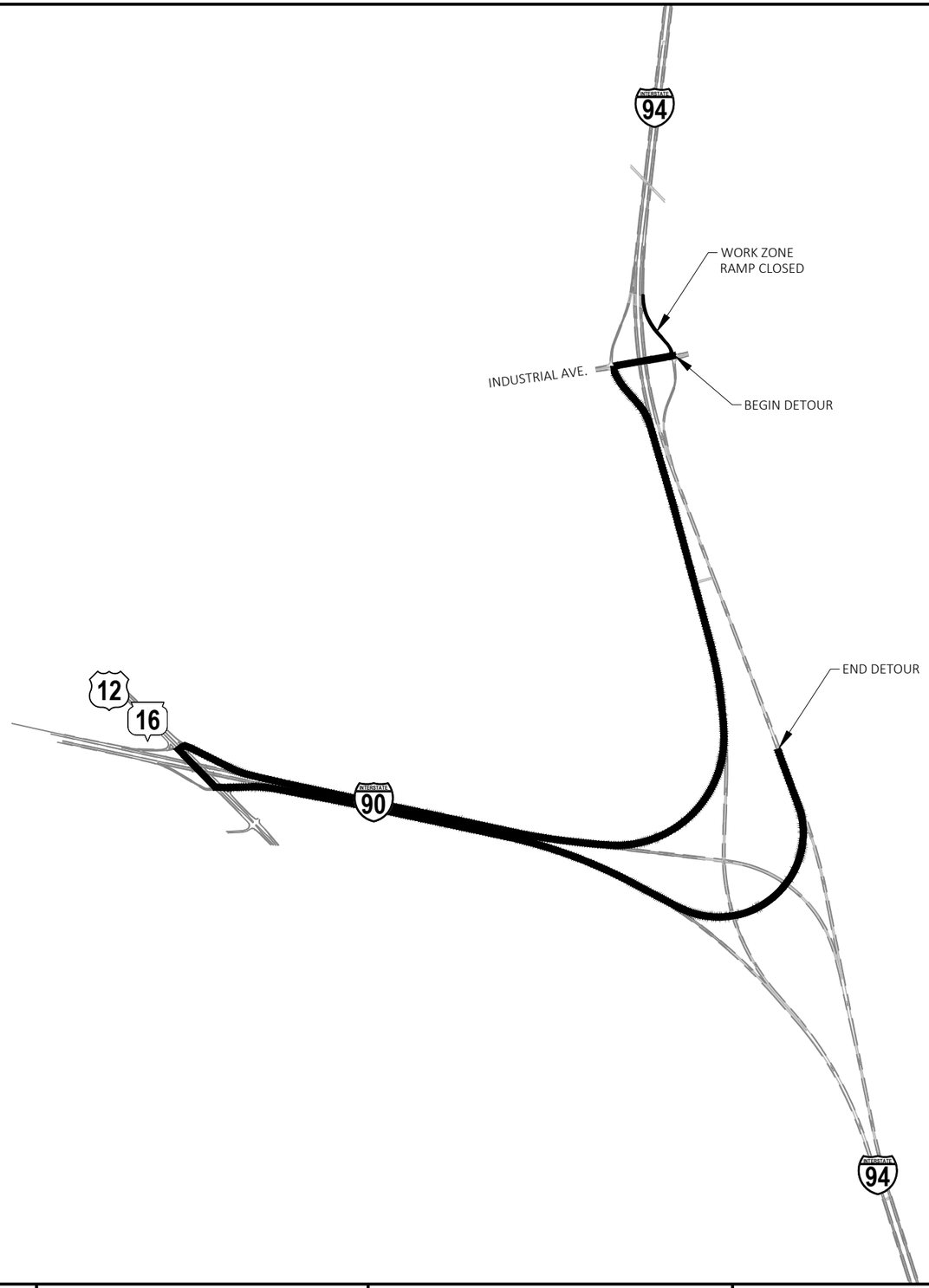
SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING STH 21/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027025_DT.DWG
LAYOUT NAME - 15

PLOT DATE : 7/20/2022 1:13 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027027_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 4:05 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

IH 94 EB

IH 94 WB

131

913

283

246

272

273

129

132

135

INDUSTRIAL AVE.

FORBES RD

TO
MO4-5
24"X12"

WEST
MB3-4
24"X12"

INTERSTATE 94
M1-1
24"X24"

MO6-1
21"X21"

MO5-1L
21"X21"

MO5-1R
21"X21"

Madison
Eau Claire
COVER SIGNS

RAMP CLOSED AHEAD
W20-53A

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027027_DT.DWG
LAYOUT NAME - 03
PLOT DATE : 7/20/2022 4:06 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

IH 94 EB
I 94

TO
MO4-5
36"X18"
WEST
MB3-4
36"X18"
INTERSTATE
94
M1-1
36"X36"
MO5-2R
30"X30"

TO
MO4-5
36"X18"
WEST
MB3-4
36"X18"
INTERSTATE
94
M1-1
36"X36"
MO6-2
30"X30"

138

918

166

IH 90 WB
IH 90 EB

TO
MO4-5
36"X18"
WEST
MB3-4
36"X18"
INTERSTATE
94
M1-1
36"X36"
MO6-1
30"X30"

TO
MO4-5
36"X18"
WEST
MB3-4
36"X18"
INTERSTATE
94
M1-1
36"X36"
M5-2L
30"X30"

TO
MO4-5
36"X18"
WEST
MB3-4
36"X18"
INTERSTATE
94
M1-1
36"X36"
MO6-2R
30"X30"

163

964

969

164

965

CRANBERRY BOG

POST

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027027_DT.DWG
LAYOUT NAME - 05

PLOT DATE : 7/20/2022 4:07 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

REZIN RD

TH 16

SEC. Approx

IH 90

USH 12/STH 16

GRANT AVE

IH 90 WB

IH 90 EB

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 94
M1-1
24"X24"
MO6-1
21"X21"

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 94
M1-1
24"X24"
MO5-1L
21"X21"

TO
MO4-5
36"X18"
WEST
MB3-4
36"X18"
INTERSTATE 94
M1-1
36"X36"
MO6-2
30"X30"

TO
MO4-5
36"X18"
WEST
MB3-4
36"X18"
INTERSTATE 94
M1-1
36"X36"
MO5-2R
30"X30"

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 94
M1-1
24"X24"
MO5-1L
21"X21"

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 94
M1-1
24"X24"
MO6-1
21"X21"

TO
MO4-5
36"X18"
WEST
MB3-4
36"X18"
INTERSTATE 94
M1-1
36"X36"
MO6-1
30"X30"

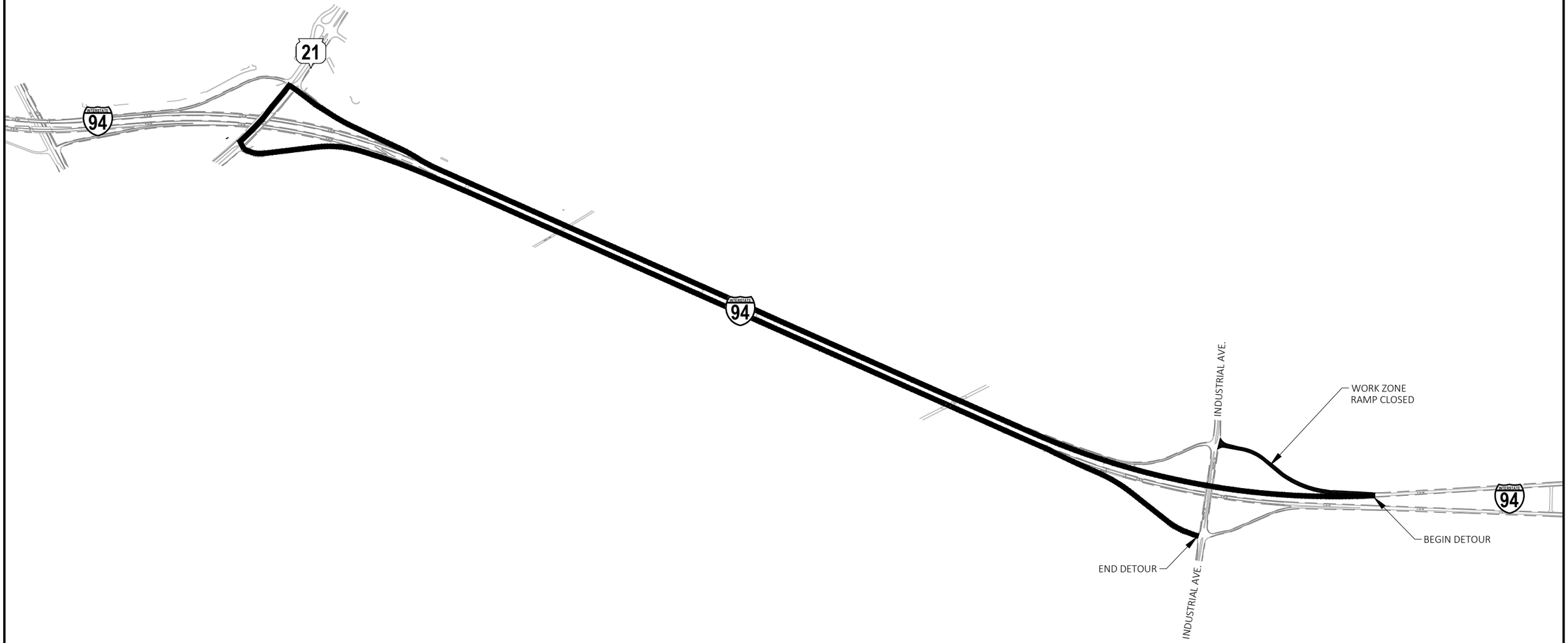
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027027_DT.DWG
LAYOUT NAME - 07

PLOT DATE : 7/20/2022 4:08 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027029_DT.DWG
LAYOUT NAME - 01
PLOT DATE : 7/20/2022 12:51 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

165

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT 145 CLOSED	USE EXIT 143

PCMS

919

253

IH 94 WB

I 94

IH 94 WB

IH 94 WB

POST

276

PCMS

167

IH 90 WB

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT 145 CLOSED	USE EXIT 143

CRANBERRY BOG

SIGN

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027029_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 12:52 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

EXIT 145
Industrial Ave
CLOSED
G20-60
108"X24"

137 141 147 290 IH 94 WB I 94 POST SIGN

EXIT 145
Industrial Ave
CLOSED
G20-61
120"X30"

TO
MO4-5
36"X18"
Industrial Ave
M1-94
VARIESX15"
MO6-1
30"X30"

EXIT 145
COVER SIGN

132 133 135 246 914 FORBES RD INDUSTRIAL AVE IH 94 WB IH 94 EB I 94 POST

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027029_DT.DWG
LAYOUT NAME - 05

PLOT DATE : 7/20/2022 12:53 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

TO
MO4-5
24"X12"
Industrial Ave
M1-94
VARIESX15"
MO6-1
21"X21"

TO
MO4-5
24"X12"
Industrial Ave
M1-94
VARIESX15"
MO5-1L
21"X21"

TO
MO4-5
24"X12"
Industrial Ave
M1-94
VARIESX15"
MO5-1L
21"X21"

TO
MO4-5
24"X12"
Industrial Ave
M1-94
VARIESX15"
MO6-1
21"X21"

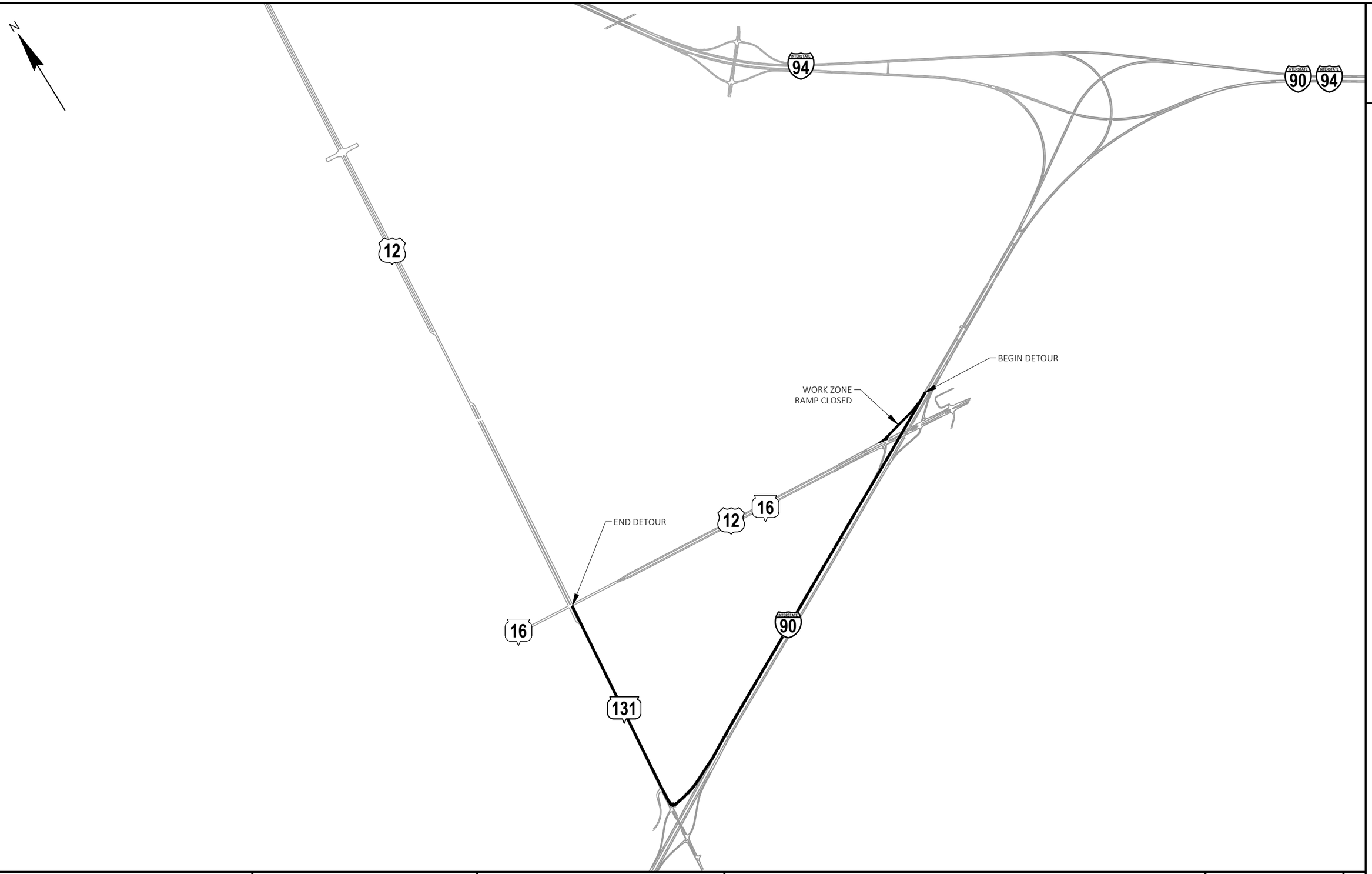
TO
MO4-5
36"X18"
Industrial Ave
M1-94
VARIESX15"
MO6-2
30"X30"

TO
MO4-5
36"X18"
Industrial Ave
M1-94
VARIESX15"
MO5-2R
30"X30"

TO
MO4-5
36"X18"
Industrial Ave
M1-94
VARIESX15"

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING INDUSTRIAL AVENUE/IH 94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027029_DT.DWG
LAYOUT NAME - 07
PLOT DATE : 7/20/2022 12:54 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/STH 16/IH 90 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027031_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 1:45 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

PCMS

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT 43 CLOSED	USE EXIT 41

PCMS

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT 43 CLOSED	USE EXIT 41

EXIT 43

12 21

Tomah

CLOSED

G20-60 108"X24"

IH 90 WB

IH 90 EB

248

164

163

959

169

156

964

2

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/STH 16/IH 90 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027031_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 1:46 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

EXIT 43
COVER SIGN

EXIT 43
12 16
Tomah
CLOSED
G20-61
120"X30"

TO TO
M04-5 M04-5
36"X18" 36"X18"
12 16
M1-4 M1-6
36"X36" 36"X36"
M06-1 M06-1
30"X30" 30"X30"

REZIN RD
USH 12/STH 16
IH 90
IH 90 WB
IH 90 EB
GRANT AVE
SEC Approx
1002 AGS
175
176
177
967
1250 928.19
1251 927.67

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/STH 16/IH 90 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027031_DT.DWG
LAYOUT NAME - 05
PLOT DATE : 7/20/2022 1:48 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

TO MO4-5 24"X12" | TO MO4-5 24"X12"
12 M1-4 24"X24" | 16 M1-6 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

TO MO4-5 24"X12" | TO MO4-5 24"X12"
12 M1-4 24"X24" | 16 M1-6 24"X24"
M5-1R 21"X21" | M5-1R 21"X21"

TO MO4-5 36"X18" | TO MO4-5 36"X18"
12 M1-4 36"X36" | 16 M1-6 36"X36"
MO6-2 30"X30" | MO6-2 30"X30"

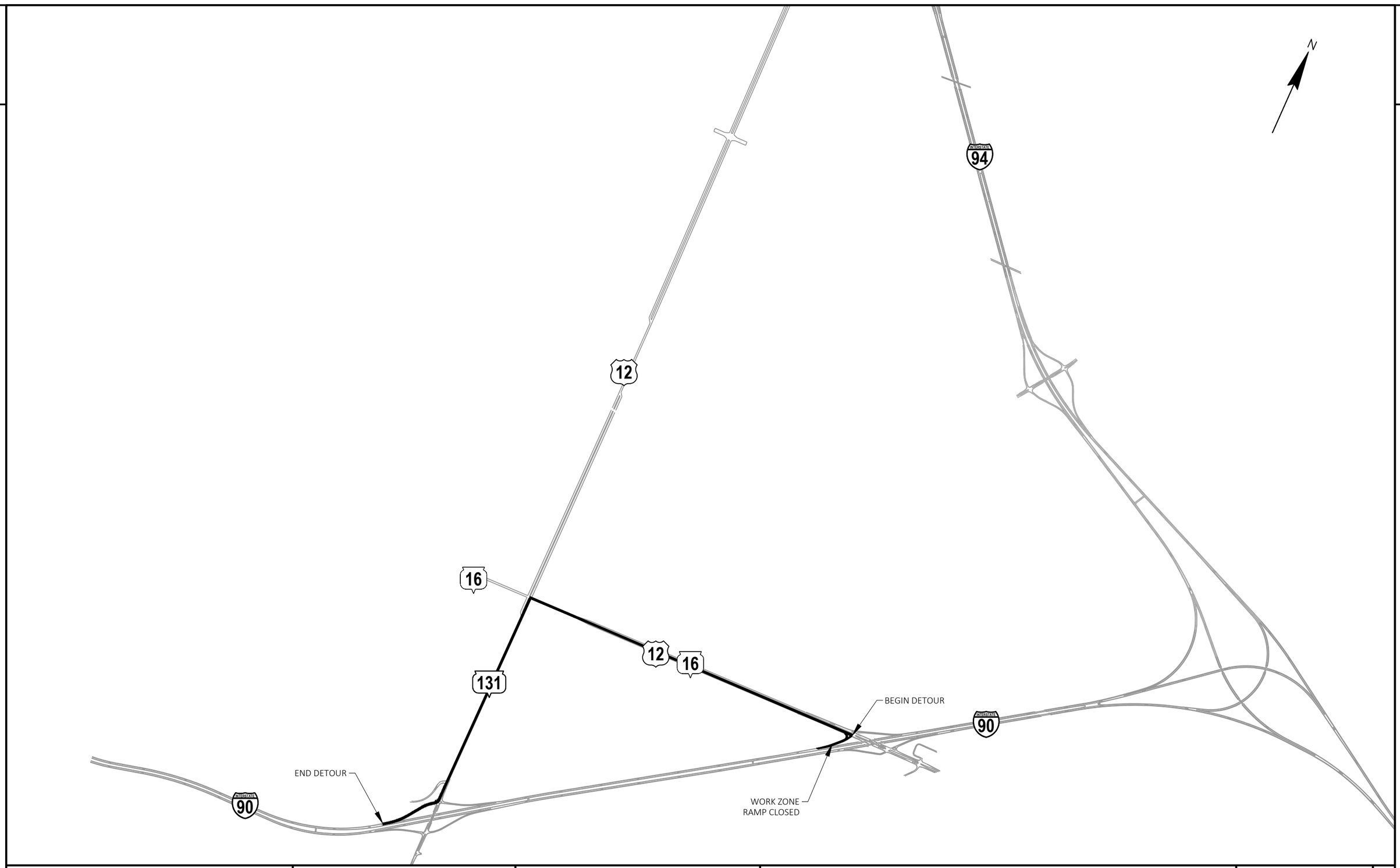
TO MO4-5 36"X18" | TO MO4-5 36"X18"
12 M1-4 36"X36" | 16 M1-6 36"X36"
MO5-2R 30"X30" | MO5-2R 30"X30"

GOPHER AVE
SIGN
IH 90
TRAFFIC CAMERA
SEE ADDITIONAL
STH 131
MATHA AVE

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/STH 16/IH 90 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027031_DT.DWG
LAYOUT NAME - 07
PLOT DATE : 7/20/2022 1:49 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/STH 16/IH 90 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027033_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 2:21 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:2000 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

REZIN RD

USH 12/STH 16

IH 90

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE
90
M1-1
24"X24"
MO6-1
21"X21"

COVER SIGNS

EAST
WEST
INTERSTATE
90

Oakdale
Madison

SEC APPROX

100'
NGS

GRANT AVE

ACADEMY AVE

EAST
MB3-2
24"X12"

RAMP
CLOSED
AHEAD
W20.5R-48

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/STH 16/IH 90 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027033_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 2:22 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

STH 16

USH 12

USH 12 / STH 16

STH 131

WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
RAMP CLOSED AHEAD
W20-53A

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
MO6-1
21"X21"

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
MO6-1
21"X21"

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
MO6-1
21"X21"

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
MO5-1R
21"X21"

TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
MO6-1
21"X21"

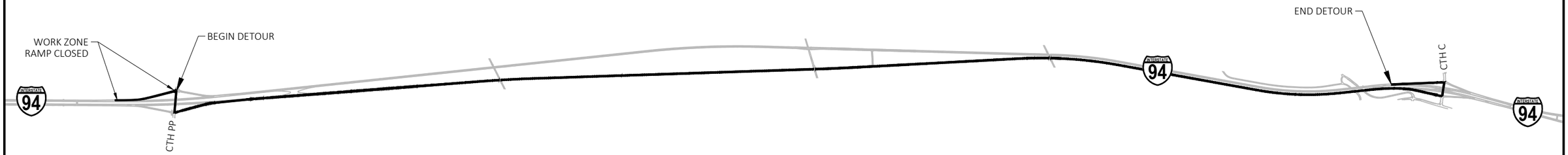
TO
MO4-5
24"X12"
WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
MO5-1L
21"X21"

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING USH 12/STH 16/IH 90 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027033_DT.DWG
LAYOUT NAME - 05
PLOT DATE : 7/20/2022 2:23 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

2

N



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH PP/IH 90/94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027035_DT.DWG
LAYOUT NAME - 01

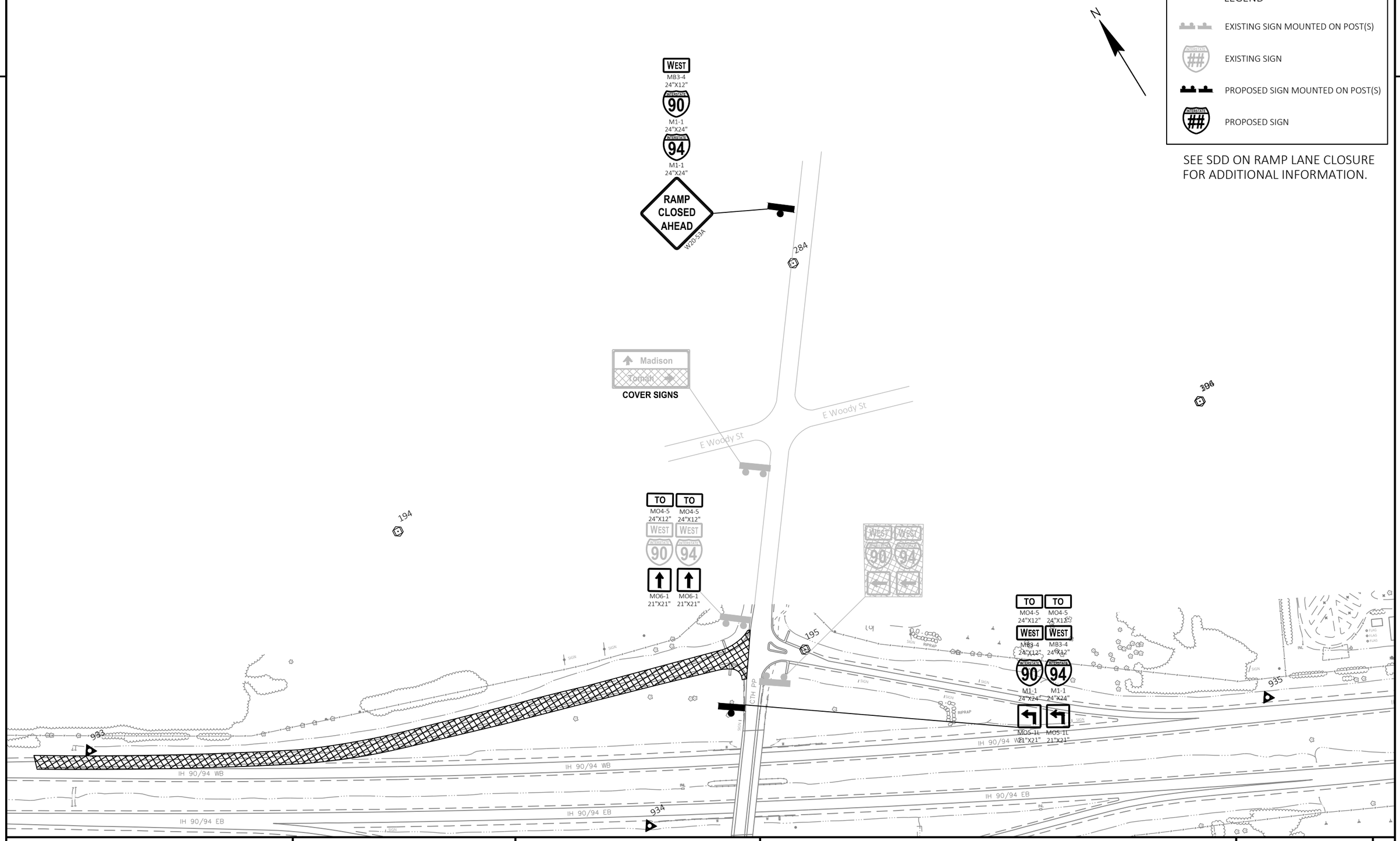
PLOT DATE : 7/20/2022 2:39 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

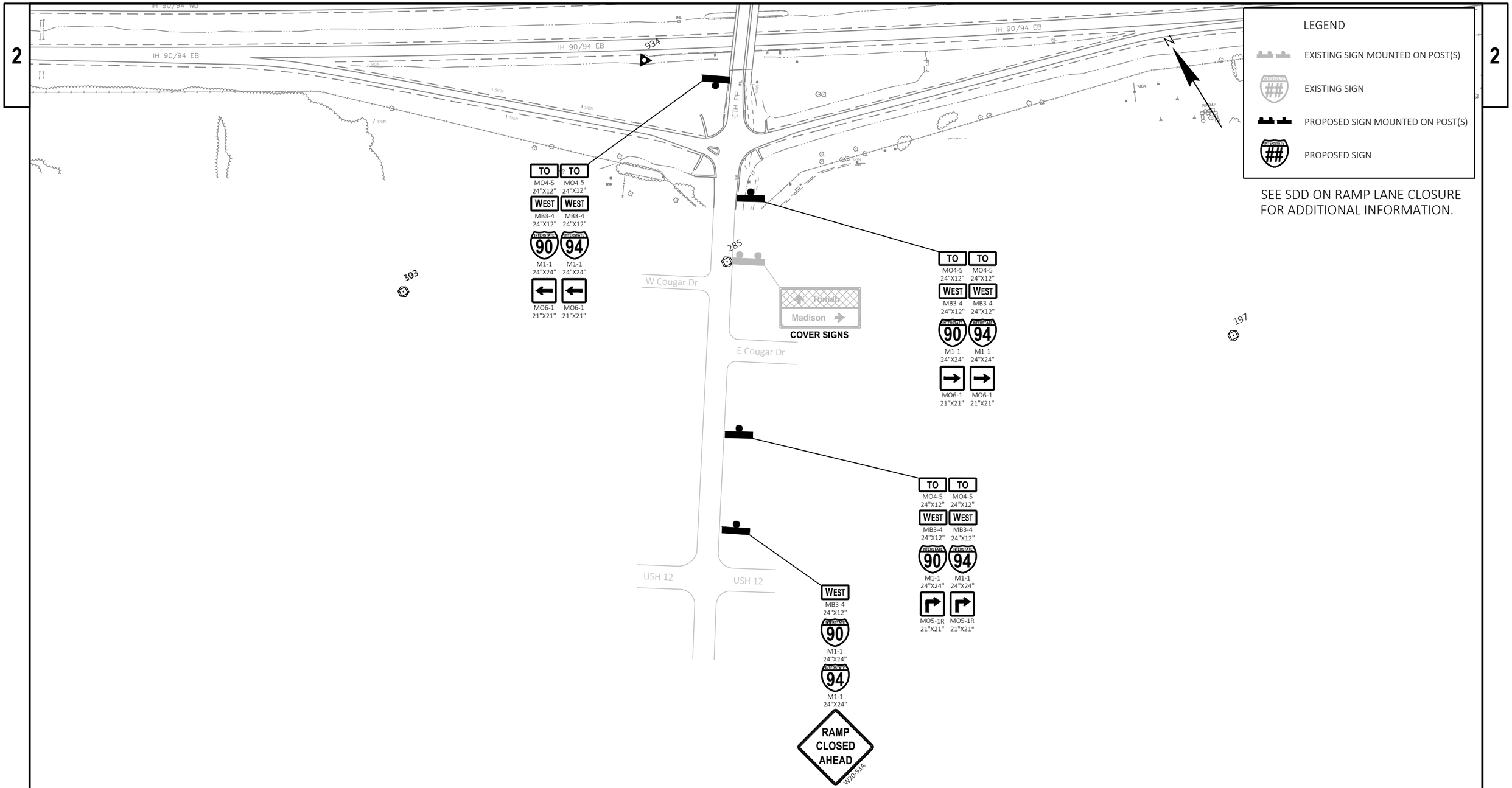
SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH PP/IH 90/94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027035_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 2:39 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH PP/IH 90/94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027035_DT.DWG
LAYOUT NAME - 05

PLOT DATE : 7/20/2022 2:40 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

IH 90/94

CTH H

CTH C

USH 12/STH 16

RIPRAP

POST

SIGN

958

959

960

961

962

963

964

965

966

967

968

969

970

971

972

973

974

975

976

977

978

979

980

981

982

983

984

985

986

987

988

989

990

991

992

993

994

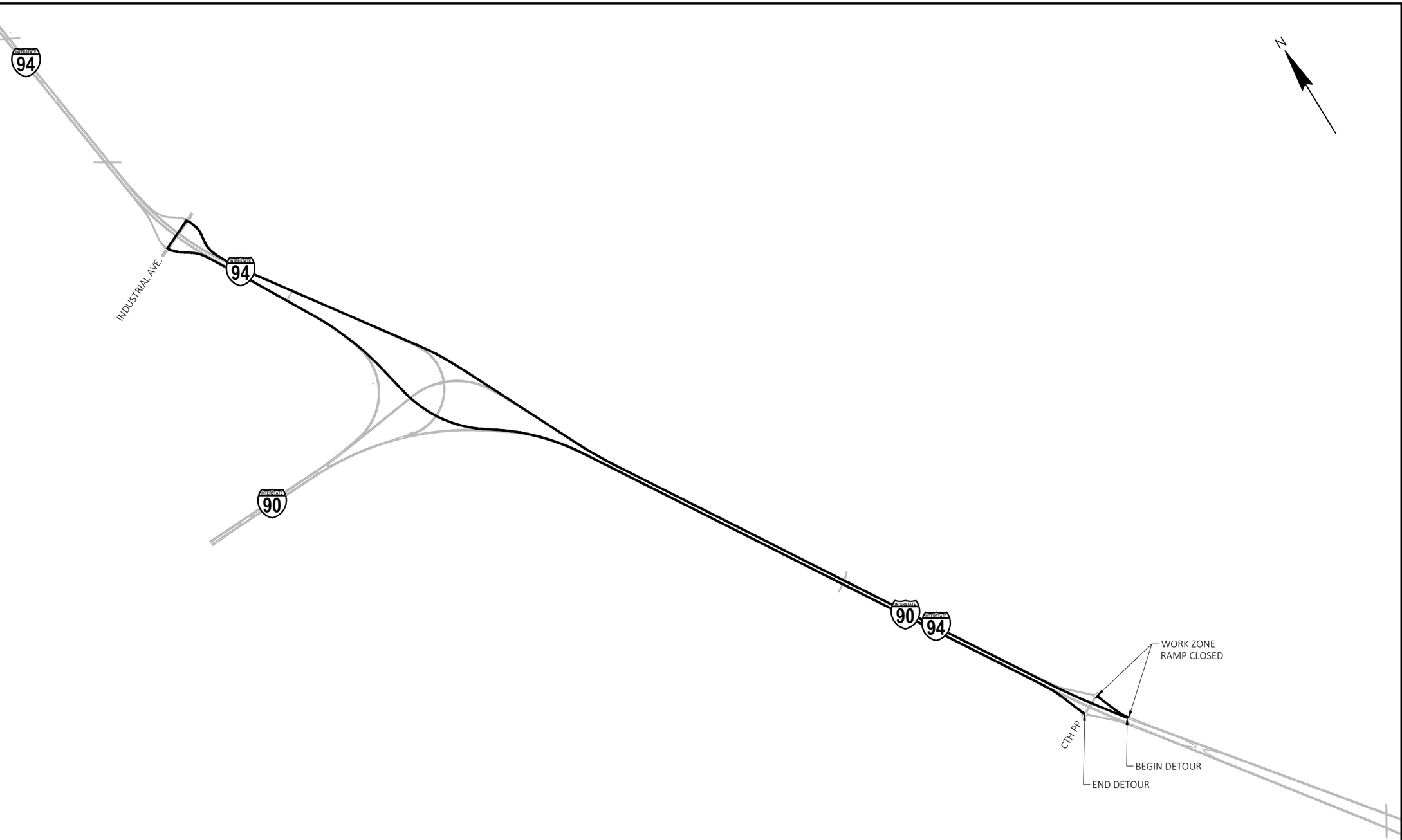
995

996

997

2

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH PP/IH 90/94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027037_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 3:10 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

EXIT 48
COUNTY PP
Oakdale
CLOSED
G20-60
108"X24"

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT 48 CLOSED	USE EXIT 145

PCMS

EXIT 48
COUNTY PP
Oakdale
CLOSED
G20-61
120"X30"

TO
MO4-5
36"X18"
COUNTY PP
M1-5A
36"X36"
MO6-1
36"X30"

EXIT 48
COVER SIGN

IH 90/94 WB
IH 90/94 EB
GROVER RD
CTH PP
RIPRAP
POND
POOL
FLAG
SIGN

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH PP/IH 90/94 WB OFF RAMP	SHEET	E

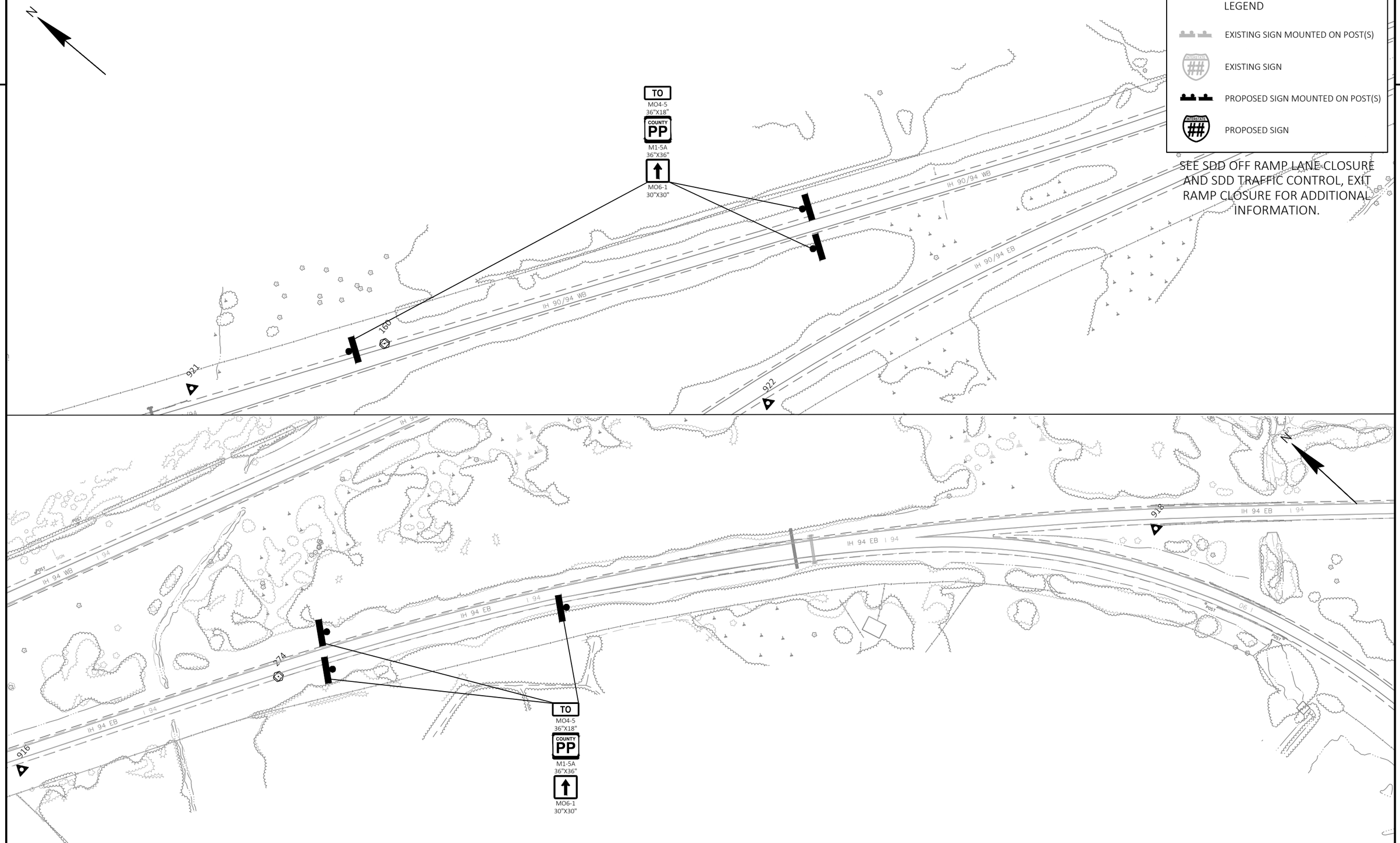
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027037_DT.DWG
LAYOUT NAME - 03
PLOT DATE : 7/20/2022 3:10 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH PP/IH 90/94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027037_DT.DWG
LAYOUT NAME - 05

PLOT DATE : 7/20/2022 3:12 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

TO
MO4-5
24"X12"
COUNTY PP
M1-5A
24"X24"
MO6-1
21"X21"

TO
MO4-5
24"X12"
COUNTY PP
M1-5A
24"X24"
MO5-1L
21"X21"

TO
MO4-5
36"X18"
COUNTY PP
M1-5A
36"X36"
MO6-2
30"X30"

TO
MO4-5
36"X18"
COUNTY PP
M1-5A
36"X36"
MO5-2R
30"X30"

TO
MO4-5
24"X12"
COUNTY PP
M1-5A
24"X24"
MO5-1L
21"X21"

TO
MO4-5
24"X12"
COUNTY PP
M1-5A
24"X24"
MO6-1
21"X21"

TO
MO4-5
36"X18"
COUNTY PP
M1-5A
36"X36"

FORBES RD
INDUSTRIAL AVE.
IH 94 WB
IH 94 EB
I 94
POST
SIGN

133
132
135
134
272
288
246
913
914

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH PP/IH 90/94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027037_DT.DWG
LAYOUT NAME - 07
PLOT DATE : 7/20/2022 3:14 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

INTERSTATE 94

INTERSTATE 90

12 16

END DETOUR

CTH PP

INTERSTATE 90

INTERSTATE 94

12

16

WORK ZONE
RAMP CLOSED

CTH C

BEGIN DETOUR

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH C/IH 90/94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027039_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 3:45 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:0.75 MI

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
INTERSTATE 94
M1-1
24"X24"

RAMP CLOSED AHEAD
W20-53A

237

Camp Douglas
Madison
Tomah
COVER SIGNS

298
221.810
TGT T151

TO
MO4-5
24"X12"
WEST
INTERSTATE 90
INTERSTATE 94

MO6-1
21"X21"

RIPRAP
MH
POST
POST
POST

IH 90/94
CTH C
IH 90/94
IH 90/94
IH 90/94
IH 90/94

TO TO
MO4-5 MO4-5
24"X12" 24"X12"
WEST WEST
MB3-4 MB3-4
24"X12" 24"X12"
INTERSTATE 90 INTERSTATE 94
M1-1 M1-1
24"X24" 24"X24"
MO6-1 MO6-1
21"X21" 21"X21"

USH 12/STH 16
IH 90/94
IH 90/94

241
221.680
TGT T236_16

TO TO
MO4-5 MO4-5
24"X12" 24"X12"
WEST WEST
MB3-4 MB3-4
24"X12" 24"X12"
INTERSTATE 90 INTERSTATE 94
M1-1 M1-1
24"X24" 24"X24"
MO6-1 MO6-1
21"X21" 21"X21"

WEST
MB3-4
24"X12"
INTERSTATE 90
M1-1
24"X24"
INTERSTATE 94
M1-1
24"X24"

RAMP CLOSED AHEAD
W20-53A

216
P30.260
TGT T236_16

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH C/IH 90/94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027039_DT.DWG
LAYOUT NAME - 03
PLOT DATE : 7/20/2022 3:46 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN

N

SEE SDD ON RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

IH 90/94 WB

IH 90/94 EB

CTH PP

195

934

935

393

285

197

RIPRAP

TO MO4-5 24"X12"

TO MO4-5 24"X12"

WEST MB3-4 24"X12"

WEST MB3-4 24"X12"

INTERSTATE 90 M1-1 24"X24"

INTERSTATE 94 M1-1 24"X24"

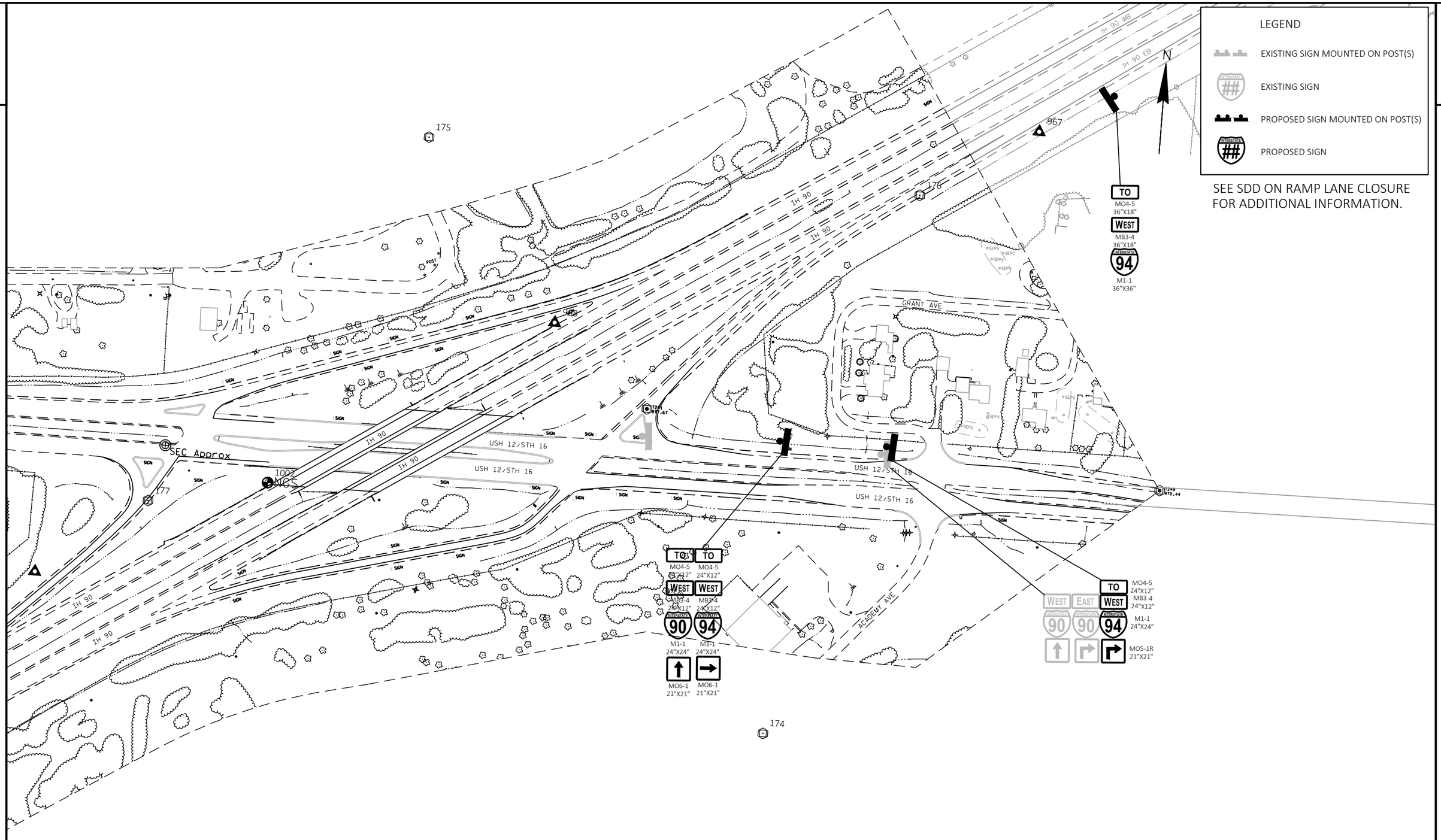
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH C/IH 90/94 WB ON RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027039_DT.DWG
LAYOUT NAME - 05

PLOT DATE : 7/20/2022 3:46 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH C/IH 90/94 WB ON RAMP	SHEET	E

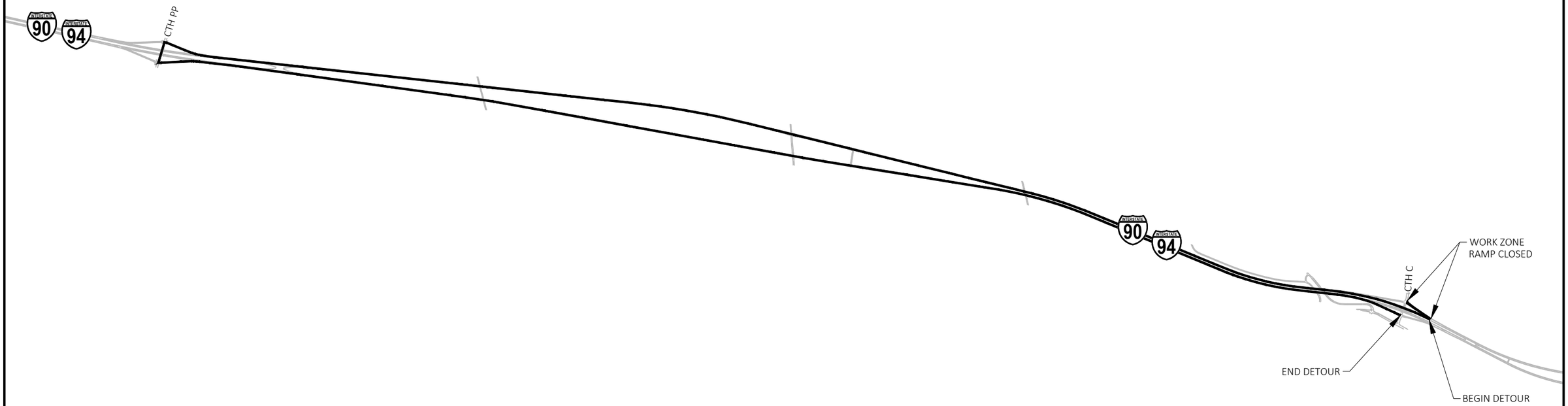
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027039_DT.DWG
LAYOUT NAME - 07

PLOT DATE : 7/20/2022 3:47 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N



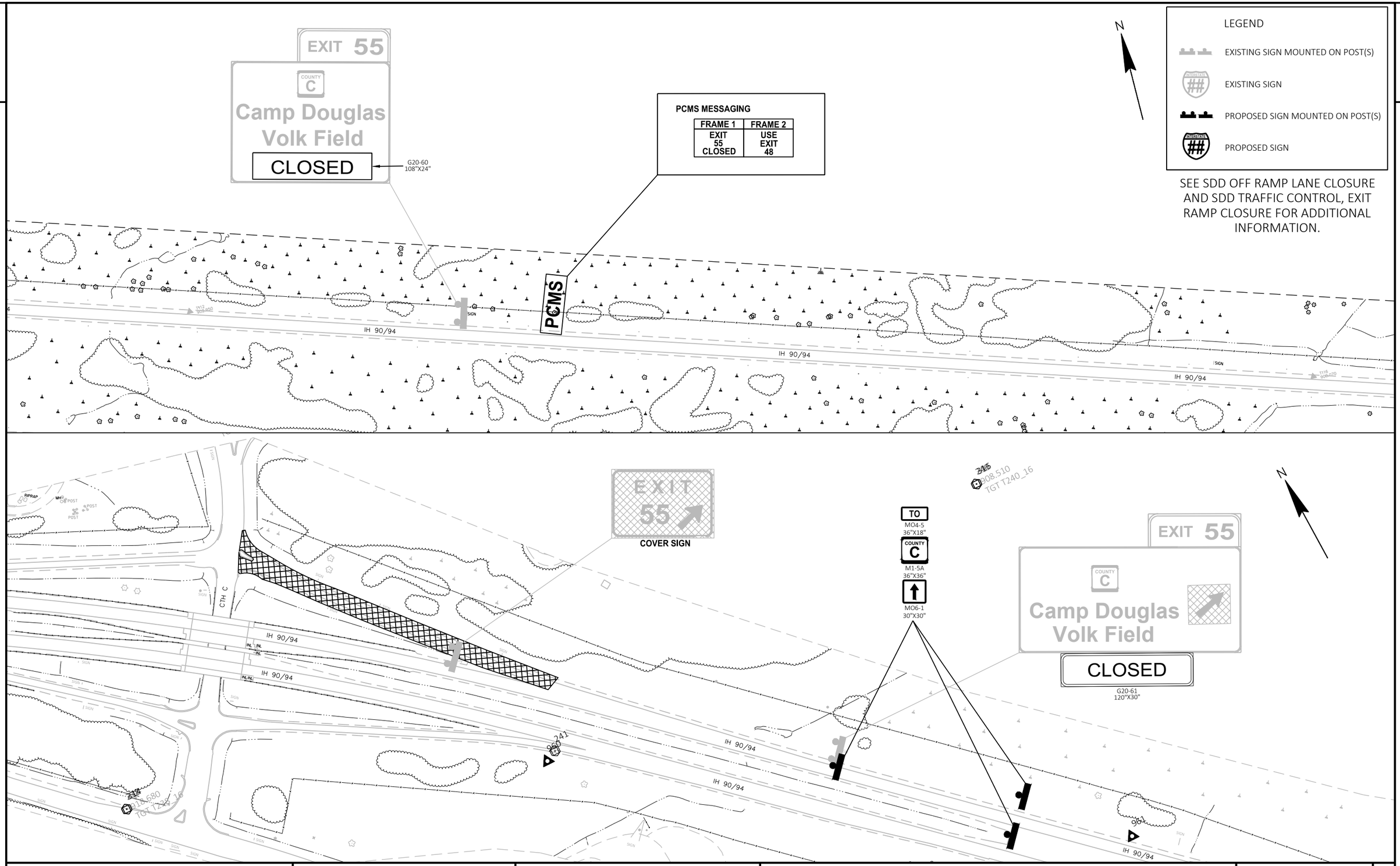
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH C/IH 90/94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027041_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 4:15 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH C/IH 90/94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027041_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 4:17 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE AND SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE FOR ADDITIONAL INFORMATION.

N

TO
MO4-5
24"X12"
COUNTY C
M1-5A
24"X24"
MO6-1
21"X21"

TO
MO4-5
24"X12"
COUNTY C
M1-5A
24"X24"
MO5-1L
21"X21"

TO
MO4-5
24"X12"
COUNTY C
M1-5A
24"X24"
MO5-1L
21"X21"

TO
MO4-5
24"X12"
COUNTY C
M1-5A
24"X24"
MO6-1
21"X21"

TO
MO4-5
36"X18"
COUNTY C
M1-5A
36"X36"
MO6-2
30"X30"

TO
MO4-5
36"X18"
COUNTY C
M1-5A
36"X36"
MO5-2R
30"X30"

TO
MO4-5
36"X18"
COUNTY C
M1-5A
36"X36"

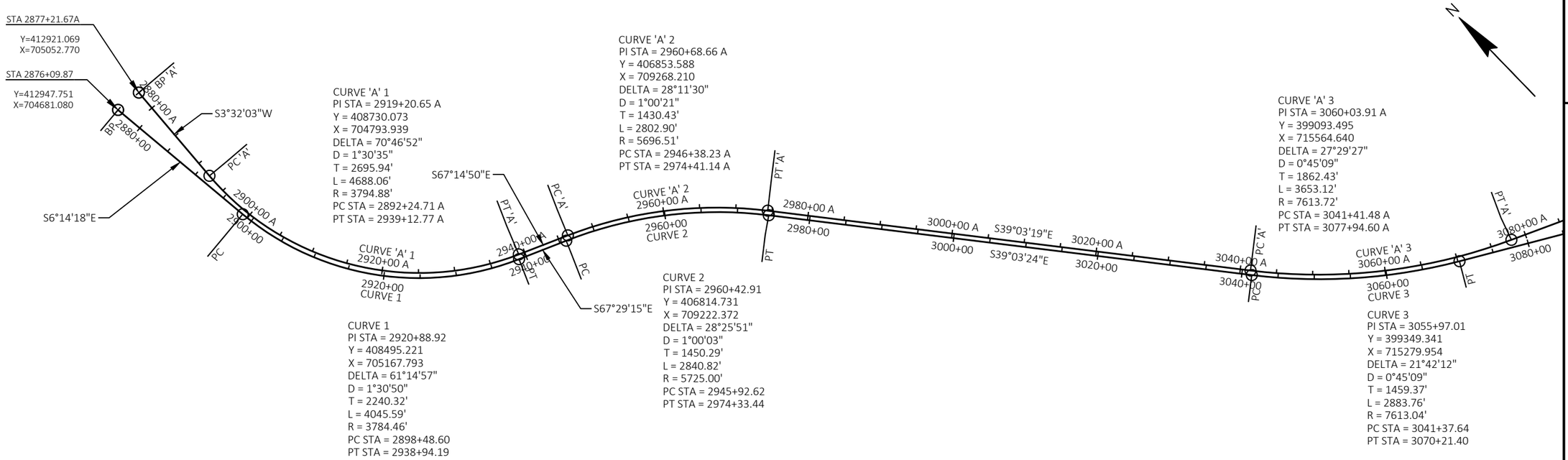
IH 90/94 WB
IH 90/94 EB
CTH PP
RIPRAP
SIGN
POOL

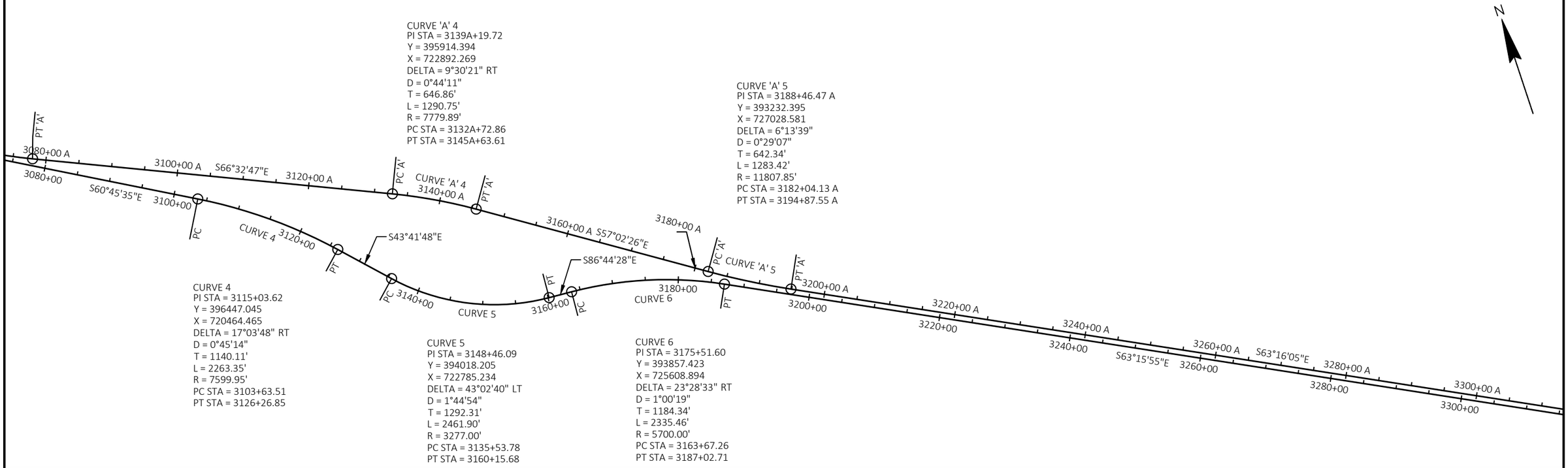
934
935
936
195
196
197
285
286

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL - DETOUR SIGNING CTH C/IH 90/94 WB OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027041_DT.DWG
LAYOUT NAME - 05

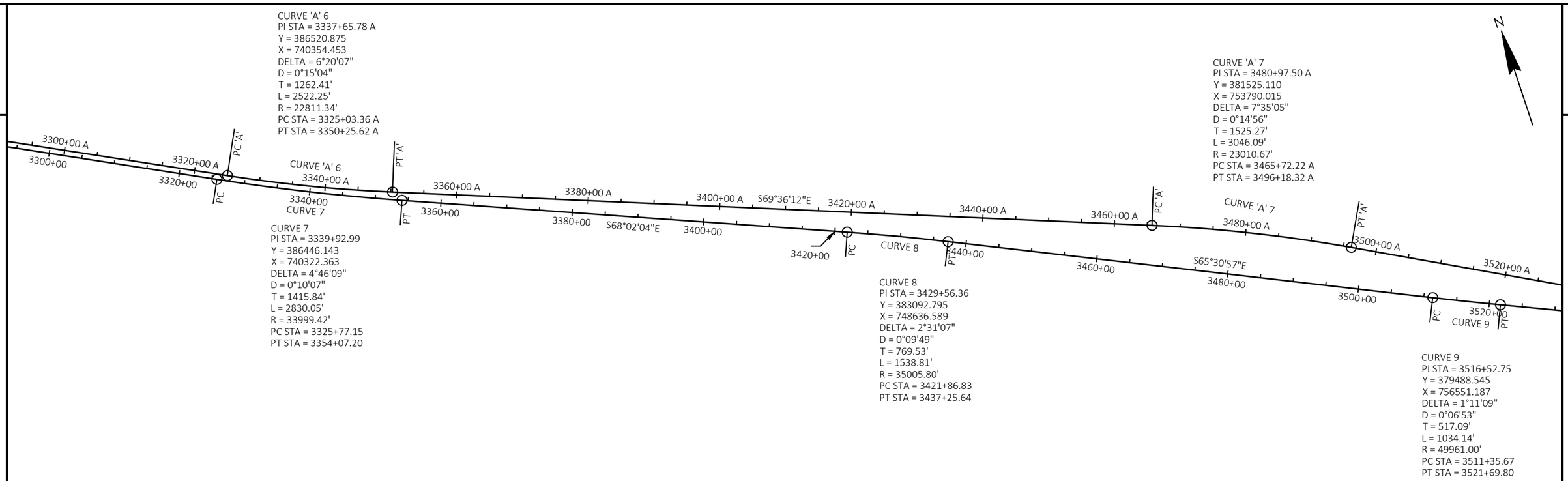
PLOT DATE : 7/20/2022 4:17 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

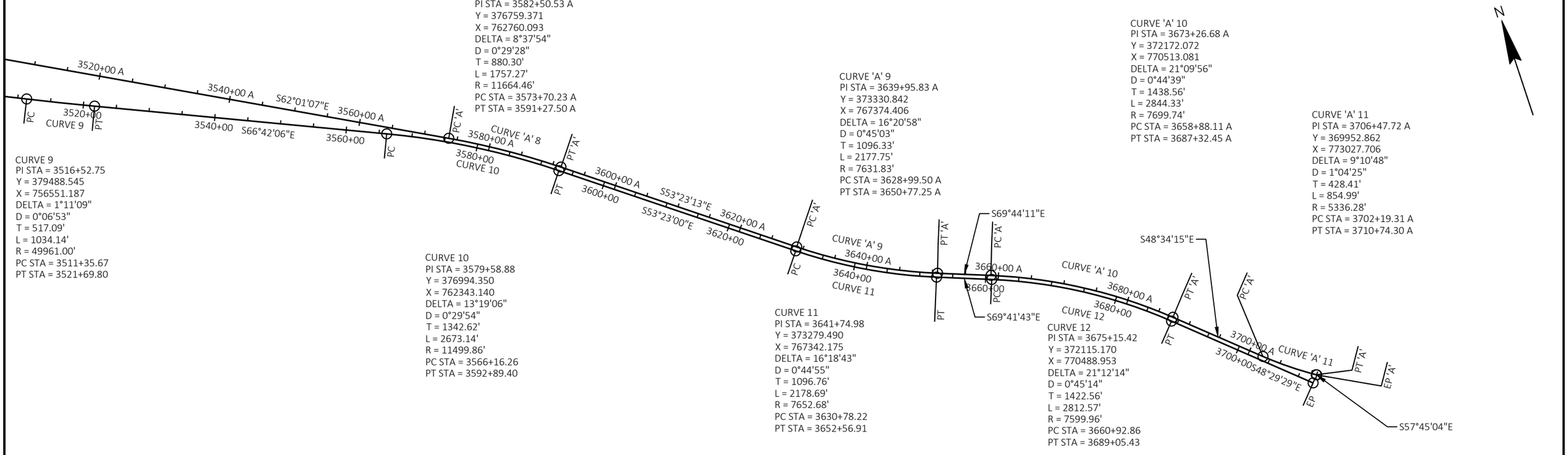




PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	ALIGNMENT PLAN	SHEET	E

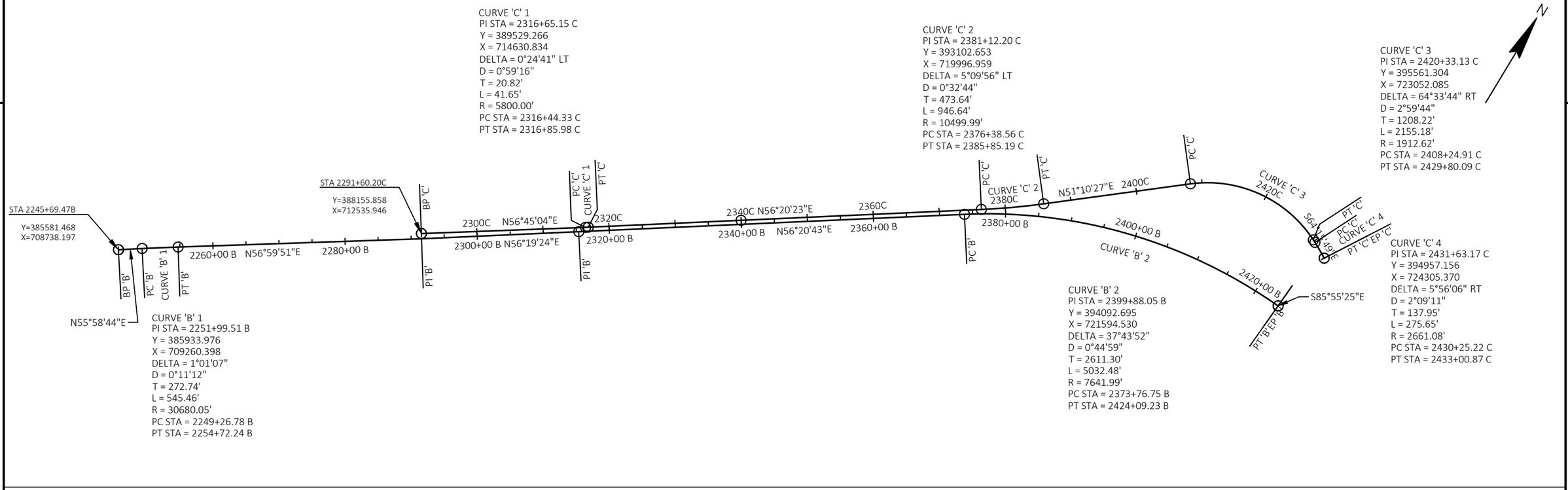
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027201.1_AD.DWG
LAYOUT NAME - IH 94
PLOT DATE : 3/22/2022 10:24 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:1500 FT
WISDOT/CADDS SHEET 42

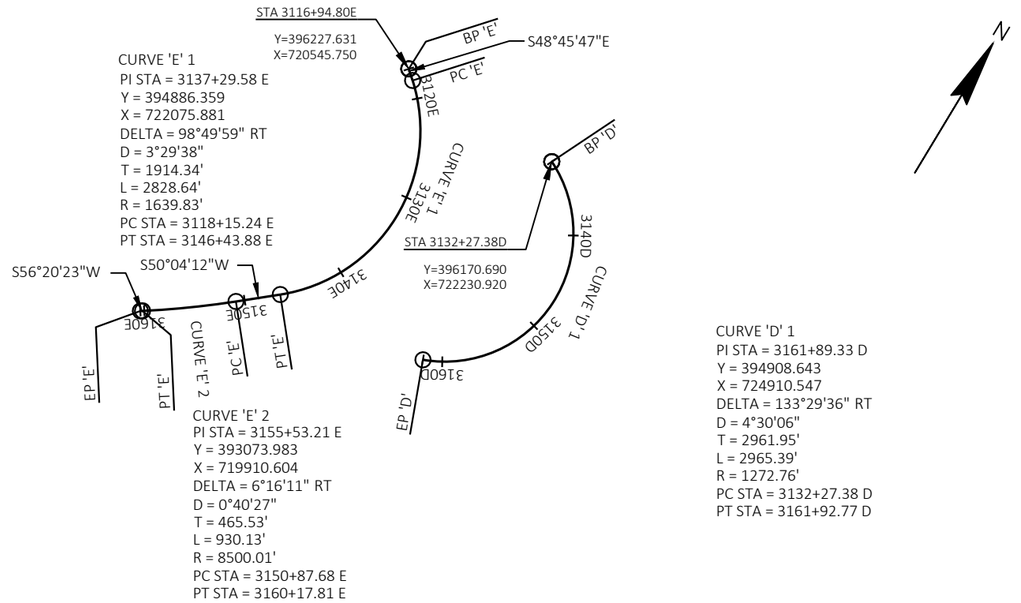




PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	ALIGNMENT PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027201.1_AD.DWG
LAYOUT NAME - IH 94 (2)
PLOT DATE : 3/22/2022 10:24 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ############
WISDOT/CADDS SHEET 42





PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	ALIGNMENT PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027202.1_AD.DWG
LAYOUT NAME - IH 90
PLOT DATE : 3/22/2022 10:42 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:1500FT

CURVE 'RCC' 1
PI STA = 2937+89.42 RCC
Y = 407761.396
X = 707179.419
DELTA = 2°53'00"
D = 0°59'49"
T = 144.63'
L = 289.19'
R = 5746.81'
PC STA = 2936+44.79 RCC
PT STA = 2939+33.98 RCC

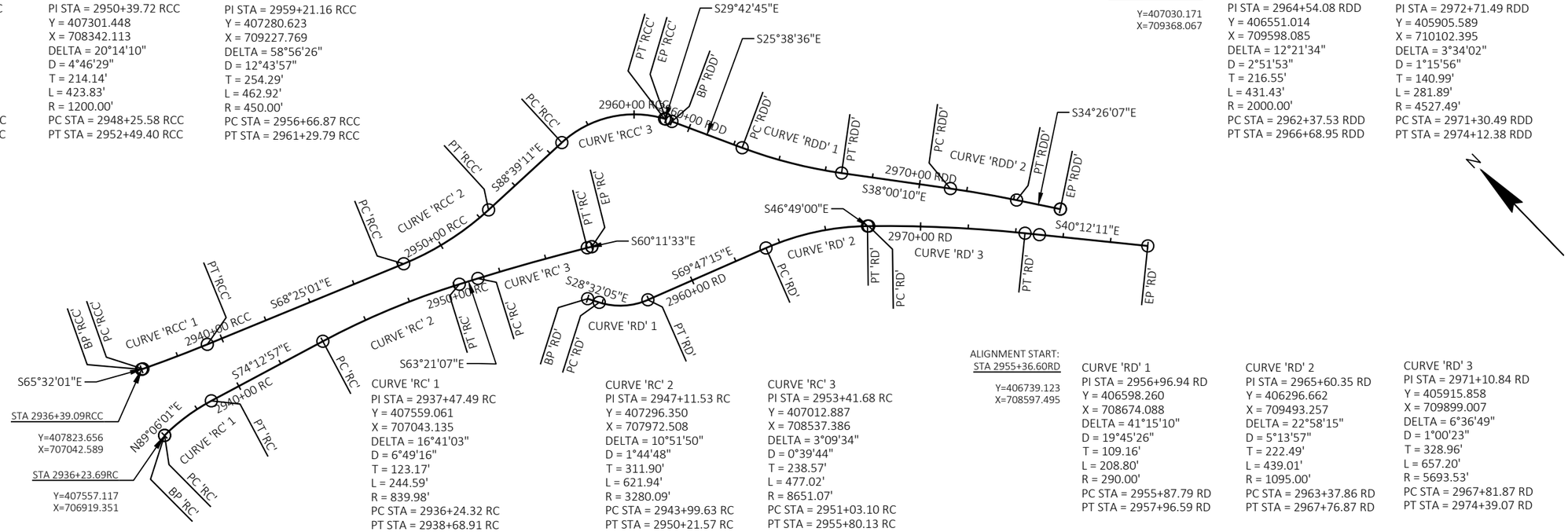
CURVE 'RCC' 2
PI STA = 2950+39.72 RCC
Y = 407301.448
X = 708342.113
DELTA = 20°14'10"
D = 4°46'29"
T = 214.14'
L = 423.83'
R = 1200.00'
PC STA = 2948+25.58 RCC
PT STA = 2952+49.40 RCC

CURVE 'RCC' 3
PI STA = 2959+21.16 RCC
Y = 407280.623
X = 709227.769
DELTA = 58°56'26"
D = 12°43'57"
T = 254.29'
L = 462.92'
R = 450.00'
PC STA = 2956+66.87 RCC
PT STA = 2961+29.79 RCC

ALIGNMENT START:
STA 2959+22.57RDD
Y=407030.171
X=709368.067

CURVE 'RDD' 1
PI STA = 2964+54.08 RDD
Y = 406551.014
X = 709598.085
DELTA = 12°21'34"
D = 2°51'53"
T = 216.55'
L = 431.43'
R = 2000.00'
PC STA = 2962+37.53 RDD
PT STA = 2966+68.95 RDD

CURVE 'RDD' 2
PI STA = 2972+71.49 RDD
Y = 405905.589
X = 710102.395
DELTA = 3°34'02"
D = 1°15'56"
T = 140.99'
L = 281.89'
R = 4527.49'
PC STA = 2971+30.49 RDD
PT STA = 2974+12.38 RDD



CURVE 'RC' 1
PI STA = 2937+47.49 RC
Y = 407559.061
X = 707043.135
DELTA = 16°41'03"
D = 6°49'16"
T = 123.17'
L = 244.59'
R = 839.98'
PC STA = 2936+24.32 RC
PT STA = 2938+68.91 RC

CURVE 'RC' 2
PI STA = 2947+11.53 RC
Y = 407296.350
X = 707972.508
DELTA = 10°51'50"
D = 1°44'48"
T = 311.90'
L = 621.94'
R = 3280.09'
PC STA = 2943+99.63 RC
PT STA = 2950+21.57 RC

CURVE 'RC' 3
PI STA = 2953+41.68 RC
Y = 407012.887
X = 708537.386
DELTA = 3°09'34"
D = 0°39'44"
T = 238.57'
L = 477.02'
R = 8651.07'
PC STA = 2951+03.10 RC
PT STA = 2955+80.13 RC

ALIGNMENT START:
STA 2955+36.60RD
Y=406739.123
X=708597.495

CURVE 'RD' 1
PI STA = 2956+96.94 RD
Y = 406598.260
X = 708674.088
DELTA = 41°15'10"
D = 19°45'26"
T = 109.16'
L = 208.80'
R = 290.00'
PC STA = 2955+87.79 RD
PT STA = 2957+96.59 RD

CURVE 'RD' 2
PI STA = 2965+60.35 RD
Y = 406296.662
X = 709493.257
DELTA = 22°58'15"
D = 5°13'57"
T = 222.49'
L = 439.01'
R = 1095.00'
PC STA = 2963+37.86 RD
PT STA = 2967+76.87 RD

CURVE 'RD' 3
PI STA = 2971+10.84 RD
Y = 405915.858
X = 709899.007
DELTA = 6°36'49"
D = 1°00'23"
T = 328.96'
L = 657.20'
R = 5693.53'
PC STA = 2967+81.87 RD
PT STA = 2974+39.07 RD

ALIGNMENT START:
STA 3060+03.55RFF
Y=399584.414
X=716023.835

CURVE 'RFF' 1
PI STA = 3063+89.19 RFF
Y = 399355.579
X = 716334.232
DELTA = 29°33'24"
D = 10°54'49"
T = 138.50'
L = 270.83'
R = 525.00'
PC STA = 3062+50.69 RFF
PT STA = 3065+21.51 RFF

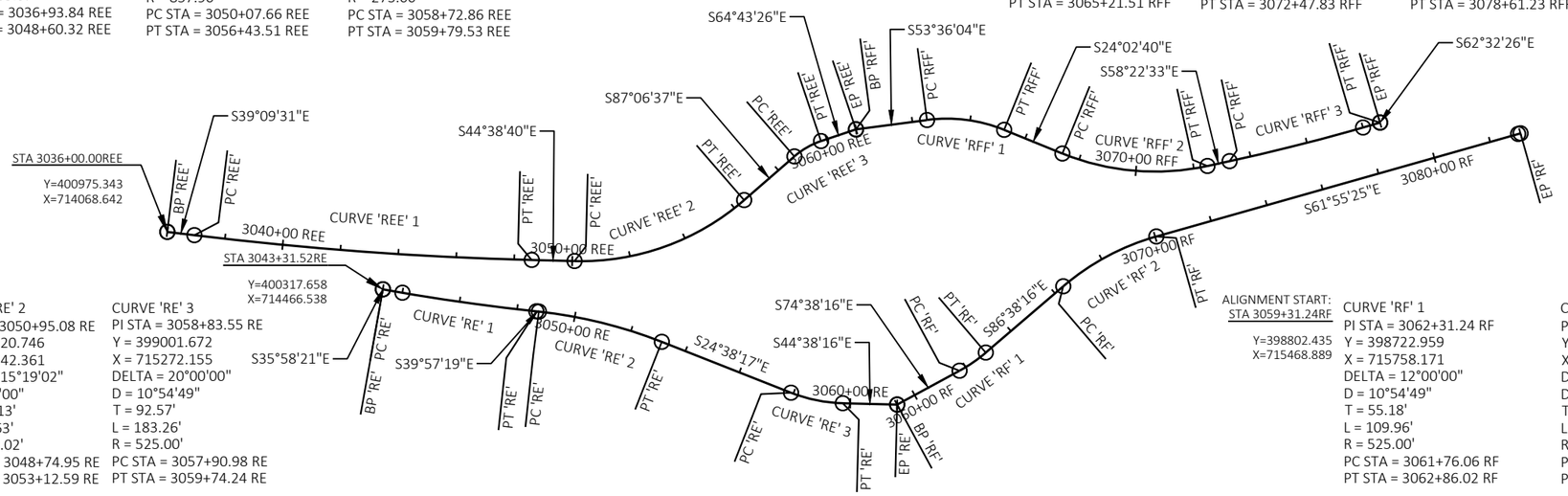
CURVE 'RFF' 2
PI STA = 3070+01.07 RFF
Y = 398791.151
X = 716586.057
DELTA = 34°19'53"
D = 6°44'26"
T = 262.56'
L = 509.32'
R = 850.00'
PC STA = 3067+38.51 RFF
PT STA = 3072+47.83 RFF

CURVE 'RFF' 3
PI STA = 3075+93.55 RFF
Y = 398472.199
X = 717104.018
DELTA = 4°09'53"
D = 0°46'39"
T = 267.91'
L = 535.59'
R = 7368.51'
PC STA = 3073+25.64 RFF
PT STA = 3078+61.23 RFF

CURVE 'REE' 1
PI STA = 3042+77.52 REE
Y = 400449.990
X = 714496.476
DELTA = 5°29'09"
D = 0°28'13"
T = 583.69'
L = 1166.48'
R = 12183.07'
PC STA = 3036+93.84 REE
PT STA = 3048+60.32 REE

CURVE 'REE' 2
PI STA = 3053+40.99 REE
Y = 399692.718
X = 715244.404
DELTA = 42°27'57"
D = 6°40'43"
T = 333.33'
L = 635.85'
R = 857.90'
PC STA = 3050+07.66 REE
PT STA = 3056+43.51 REE

CURVE 'REE' 3
PI STA = 3059+26.88 REE
Y = 399661.627
X = 715860.314
DELTA = 22°23'11"
D = 20°59'15"
T = 54.02'
L = 106.67'
R = 273.00'
PC STA = 3058+72.86 REE
PT STA = 3059+79.53 REE



CURVE 'RE' 1
PI STA = 3045+99.16 RE
Y = 400101.062
X = 714623.745
DELTA = 3°58'57"
D = 0°44'43"
T = 267.27'
L = 534.32'
R = 7686.99'
PC STA = 3043+31.89 RE
PT STA = 3048+66.21 RE

CURVE 'RE' 2
PI STA = 3050+95.08 RE
Y = 399720.746
X = 714942.361
DELTA = 15°19'02"
D = 3°30'00"
T = 220.13'
L = 437.63'
R = 1637.02'
PC STA = 3048+74.95 RE
PT STA = 3053+12.59 RE

CURVE 'RE' 3
PI STA = 3058+83.55 RE
Y = 399001.672
X = 715272.155
DELTA = 20°00'00"
D = 10°54'49"
T = 92.57'
L = 183.26'
R = 525.00'
PC STA = 3057+90.98 RE
PT STA = 3059+74.24 RE

ALIGNMENT START:
STA 3059+31.24RF
Y=398802.435
X=715468.889

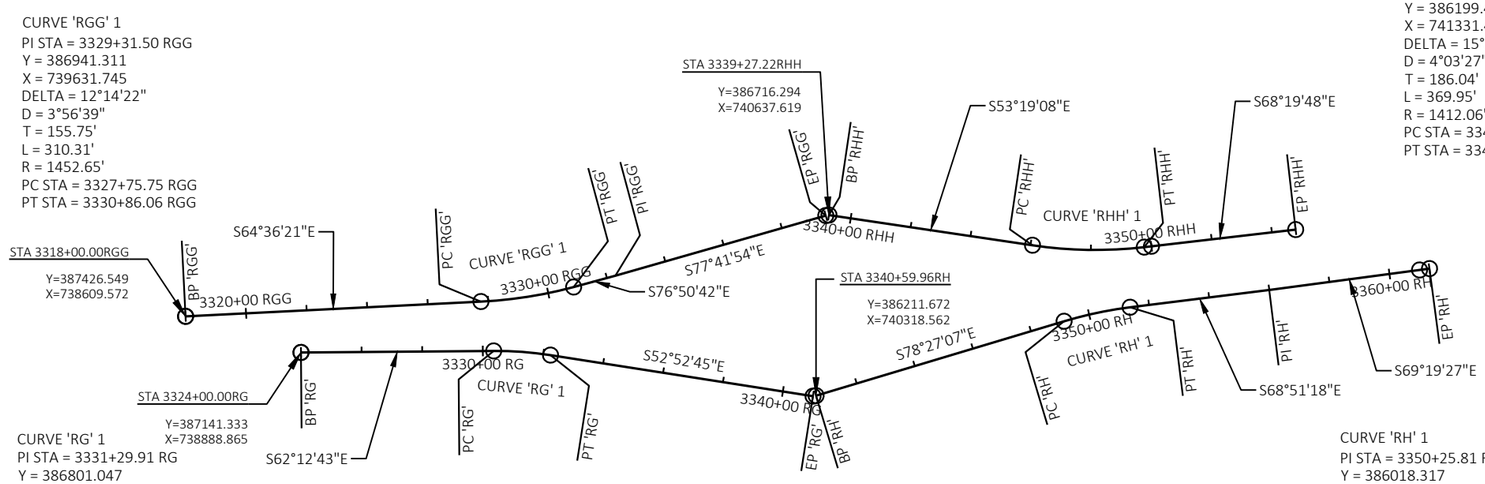
CURVE 'RF' 1
PI STA = 3062+31.24 RF
Y = 398722.959
X = 715758.171
DELTA = 12°00'00"
D = 10°54'49"
T = 55.18'
L = 109.96'
R = 525.00'
PC STA = 3061+76.06 RF
PT STA = 3062+86.02 RF

CURVE 'RF' 2
PI STA = 3068+23.56 RF
Y = 398688.198
X = 716349.873
DELTA = 24°42'52"
D = 6°44'26"
T = 186.22'
L = 366.64'
R = 850.00'
PC STA = 3066+37.34 RF
PT STA = 3070+03.99 RF

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	ALIGNMENT PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027203_AD.DWG
LAYOUT NAME - 01
PLOT DATE : 3/22/2022 10:46 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

2

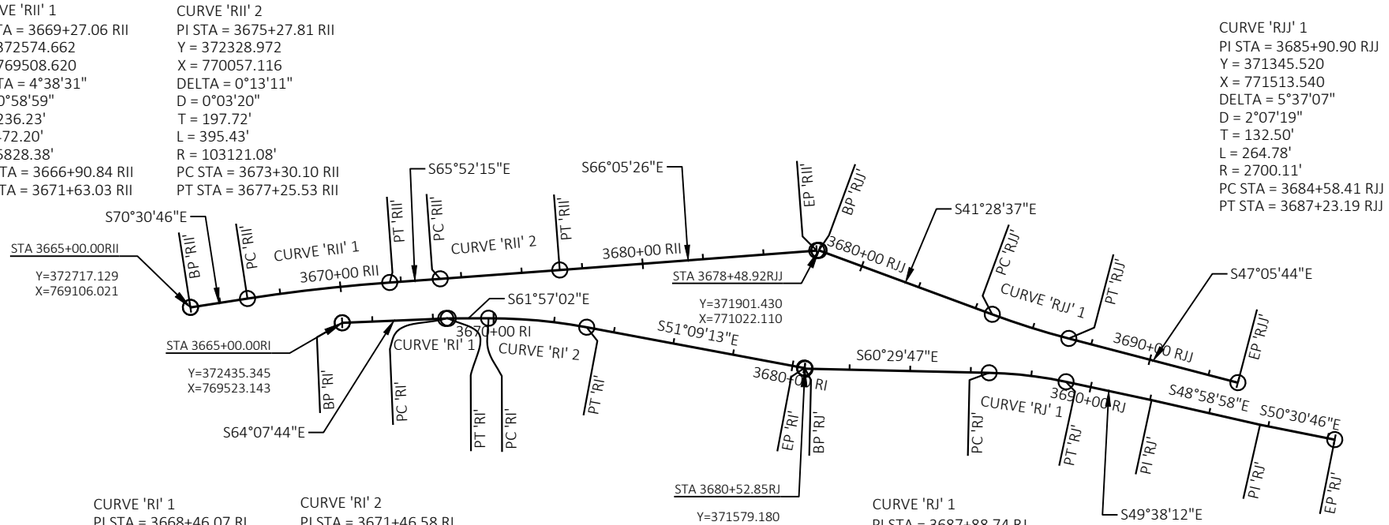


CURVE 'RGG' 1
PI STA = 3329+31.50 RGG
Y = 386941.311
X = 739631.745
DELTA = 12°14'22"
D = 3°56'39"
T = 155.75'
L = 310.31'
R = 1452.65'
PC STA = 3327+75.75 RGG
PT STA = 3330+86.06 RGG

CURVE 'RHH' 1
PI STA = 3347+92.39 RHH
Y = 386199.474
X = 741331.463
DELTA = 15°00'40"
D = 4°03'27"
T = 186.04'
L = 369.95'
R = 1412.06'
PC STA = 3346+06.36 RHH
PT STA = 3349+76.30 RHH

CURVE 'RG' 1
PI STA = 3331+29.91 RG
Y = 386801.047
X = 739534.601
DELTA = 9°19'58"
D = 4°57'37"
T = 94.28'
L = 188.15'
R = 1155.10'
PC STA = 3330+35.63 RG
PT STA = 3332+23.78 RG

CURVE 'RH' 1
PI STA = 3350+25.81 RH
Y = 386018.317
X = 741264.862
DELTA = 9°35'49"
D = 4°18'23"
T = 111.68'
L = 222.85'
R = 1330.45'
PC STA = 3349+14.13 RH
PT STA = 3351+36.97 RH



CURVE 'RII' 1
PI STA = 3669+27.06 RII
Y = 372574.662
X = 769508.620
DELTA = 4°38'31"
D = 0°58'59"
T = 236.23'
L = 472.20'
R = 5828.38'
PC STA = 3666+90.84 RII
PT STA = 3671+63.03 RII

CURVE 'RII' 2
PI STA = 3675+27.81 RII
Y = 372328.972
X = 770057.116
DELTA = 0°13'11"
D = 0°03'20"
T = 197.72'
L = 395.43'
R = 103121.08'
PC STA = 3673+30.10 RII
PT STA = 3677+25.53 RII

CURVE 'RJJ' 1
PI STA = 3685+90.90 RJJ
Y = 371345.520
X = 771513.540
DELTA = 5°37'07"
D = 2°07'19"
T = 132.50'
L = 264.78'
R = 2700.11'
PC STA = 3684+58.41 RJJ
PT STA = 3687+23.19 RJJ

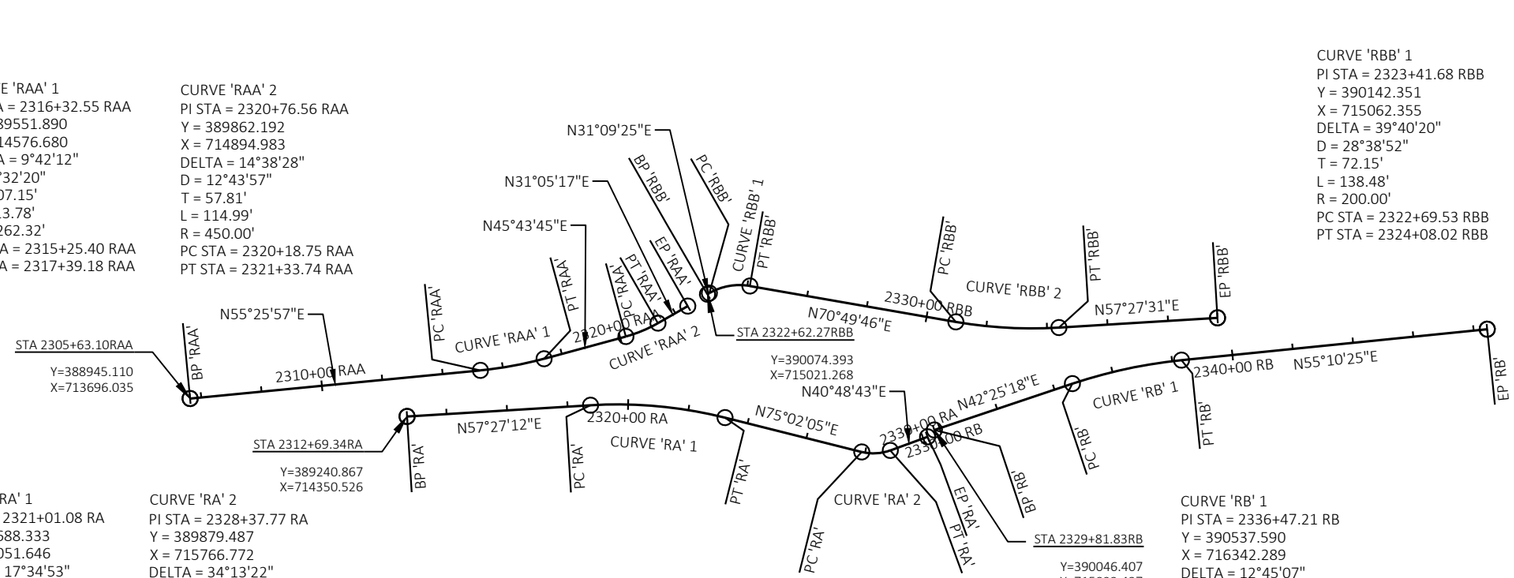
CURVE 'RI' 1
PI STA = 3668+46.07 RI
Y = 372284.339
X = 769834.527
DELTA = 2°10'42"
D = 28°38'52"
T = 3.80'
L = 7.60'
R = 200.00'
PC STA = 3668+42.27 RI
PT STA = 3668+49.87 RI

CURVE 'RI' 2
PI STA = 3671+46.58 RI
Y = 372143.026
X = 770099.747
DELTA = 10°47'49"
D = 3°19'12"
T = 163.08'
L = 325.20'
R = 1725.74'
PC STA = 3669+83.50 RI
PT STA = 3673+08.70 RI

CURVE 'RJ' 1
PI STA = 3687+88.74 RJ
Y = 371216.770
X = 771437.200
DELTA = 10°51'34"
D = 4°14'40"
T = 128.31'
L = 255.85'
R = 1349.87'
PC STA = 3686+60.43 RJ
PT STA = 3689+16.28 RJ

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	ALIGNMENT PLAN	SHEET	E

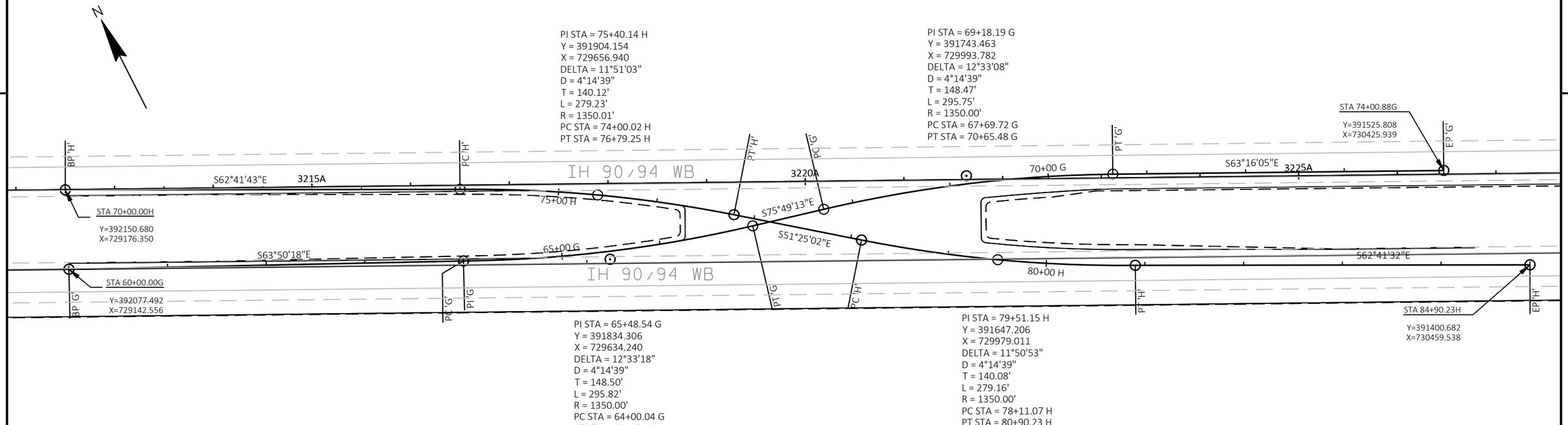
2

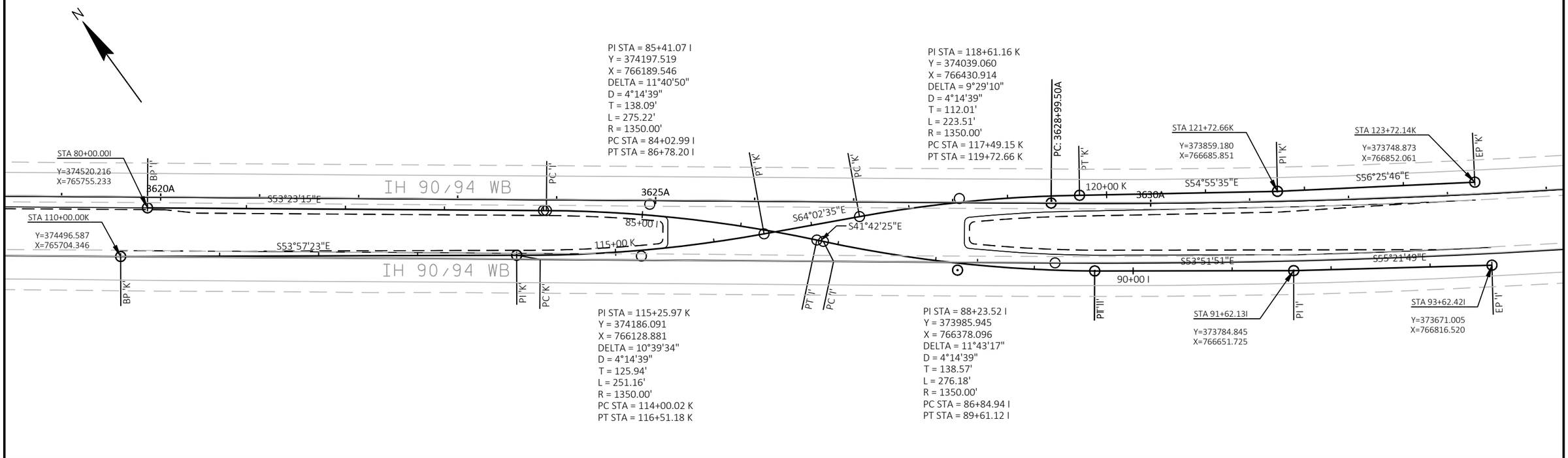


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	ALIGNMENT PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027203_AD.DWG
LAYOUT NAME - 03
PLOT DATE : 3/22/2022 10:46 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

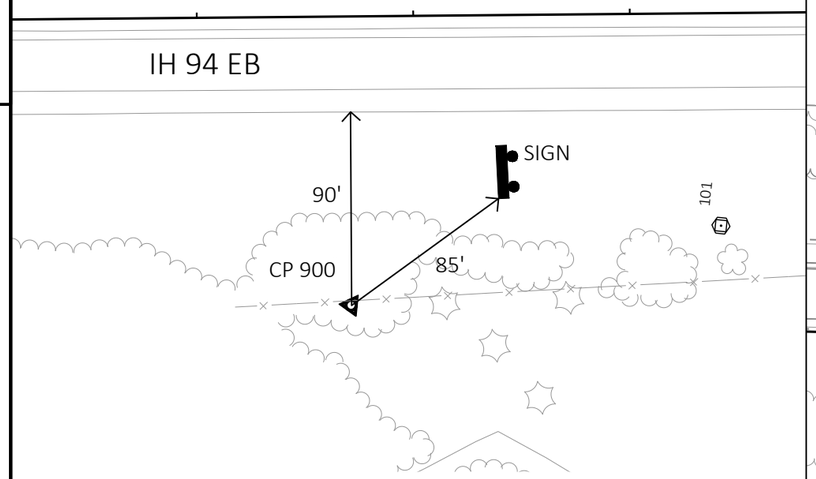
2



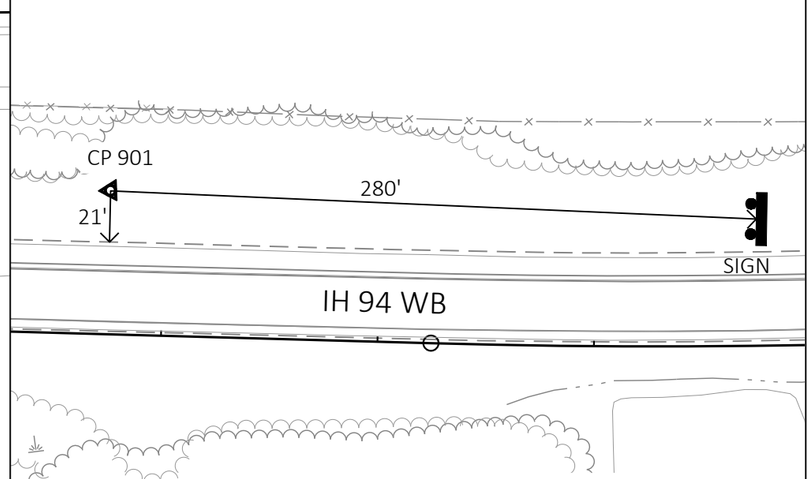


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSSOVER ALIGNMENTS	SHEET	E

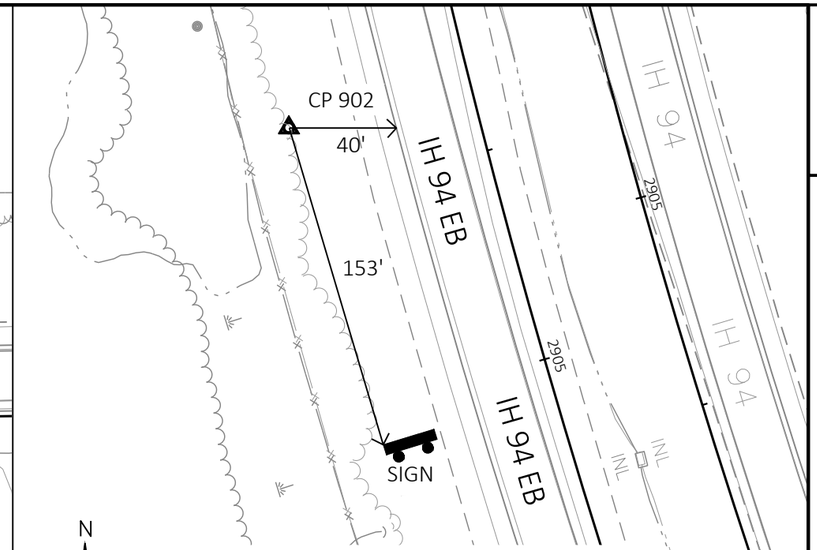
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027205_AD.DWG
LAYOUT NAME - 01
PLOT DATE : 3/22/2022 10:53 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



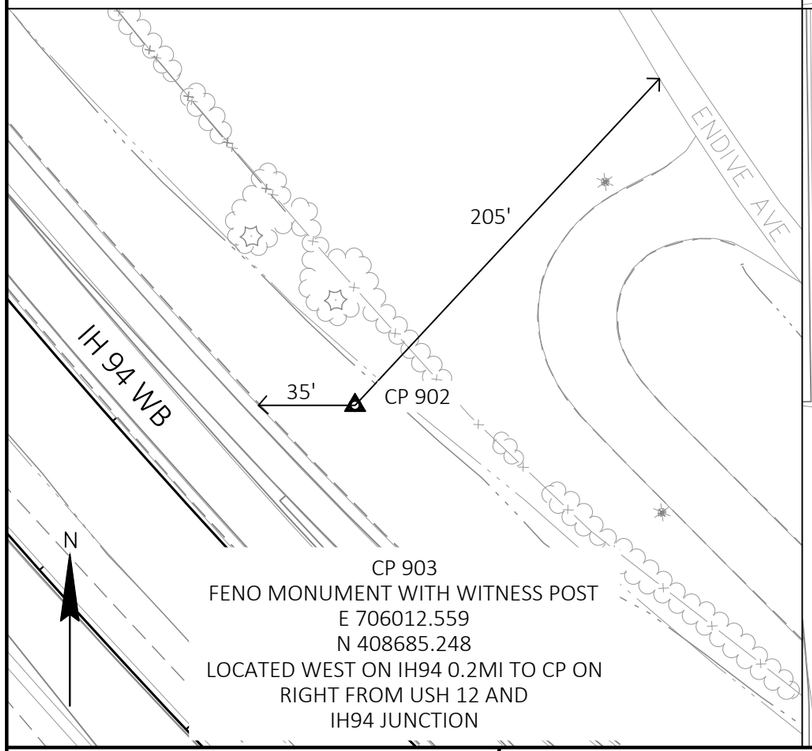
CP 900
FENO MONUMENT WITH WITNESS POST
E 704565.860
N 412774.011
LOCATED EAST ON IH94 6.6MI TO CP ON
RIGHT FROM CTH EW AND
IH94 JUNCTION



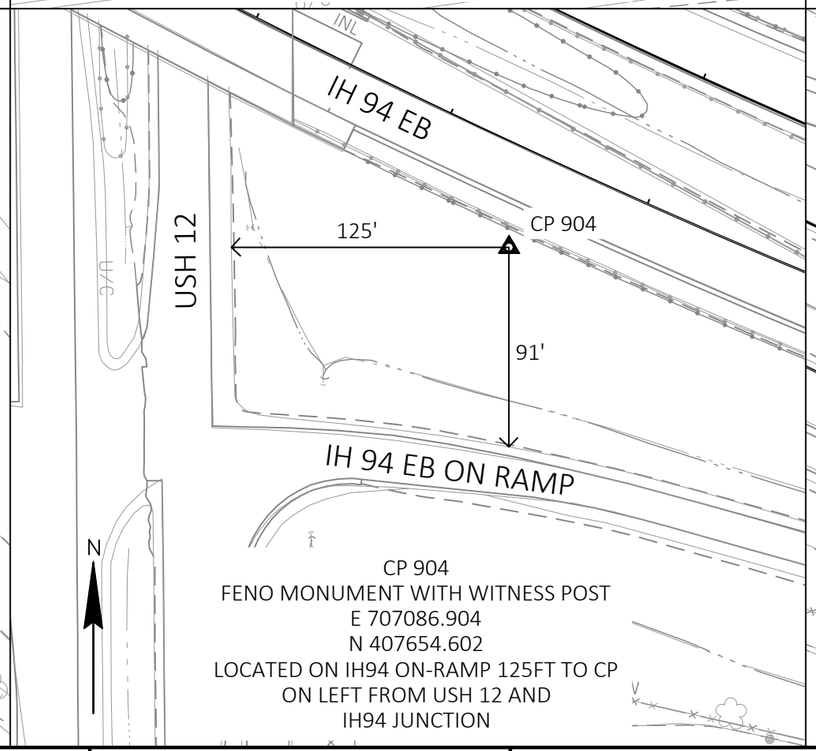
CP 901
FENO MONUMENT WITH WITNESS POST
E 705035.637
N 411566.447
LOCATED WEST ON IH94 0.8MI TO CP ON
RIGHT FROM USH 12 AND
IH94 JUNCTION



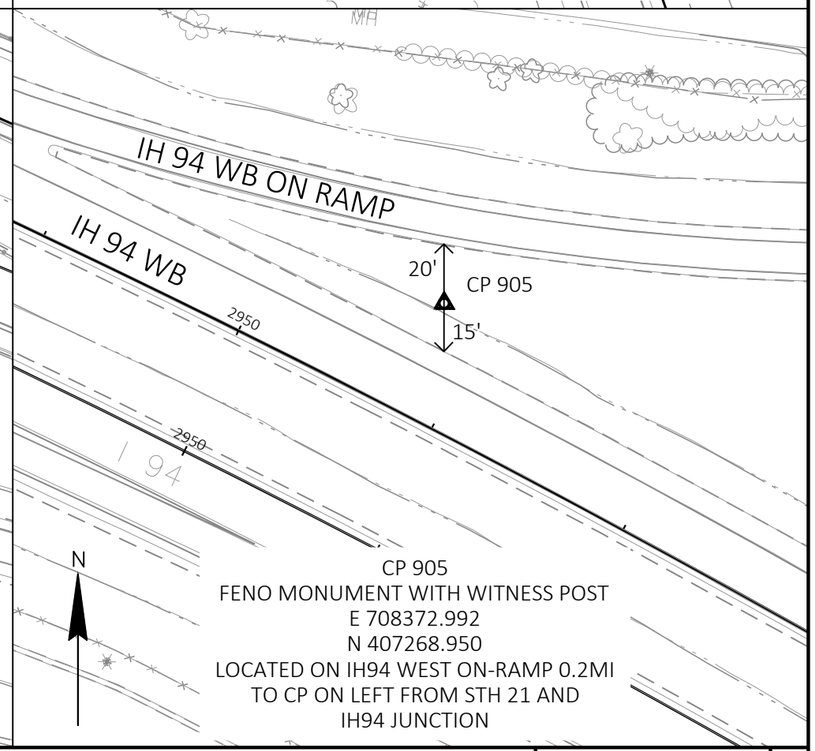
CP 902
FENO MONUMENT WITH WITNESS POST
E 704932.230
N 410190.938
LOCATED EAST ON IH94 7.1MI TO CP ON
RIGHT FROM CTH EW AND
IH94 JUNCTION



CP 903
FENO MONUMENT WITH WITNESS POST
E 706012.559
N 408685.248
LOCATED WEST ON IH94 0.2MI TO CP ON
RIGHT FROM USH 12 AND
IH94 JUNCTION



CP 904
FENO MONUMENT WITH WITNESS POST
E 707086.904
N 407654.602
LOCATED ON IH94 ON-RAMP 125FT TO CP
ON LEFT FROM USH 12 AND
IH94 JUNCTION

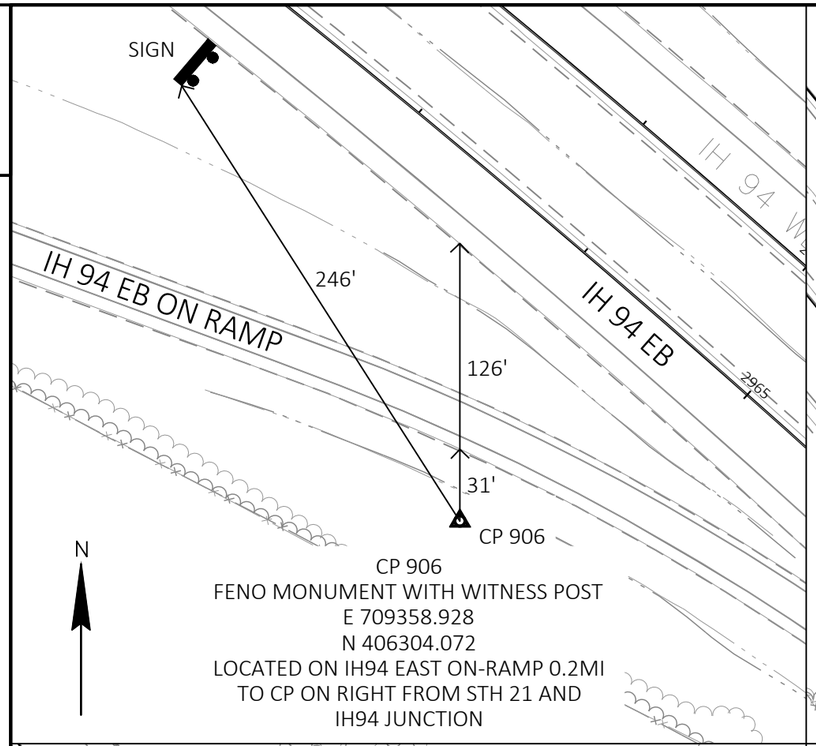


CP 905
FENO MONUMENT WITH WITNESS POST
E 708372.992
N 407268.950
LOCATED ON IH94 WEST ON-RAMP 0.2MI
TO CP ON LEFT FROM STH 21 AND
IH94 JUNCTION

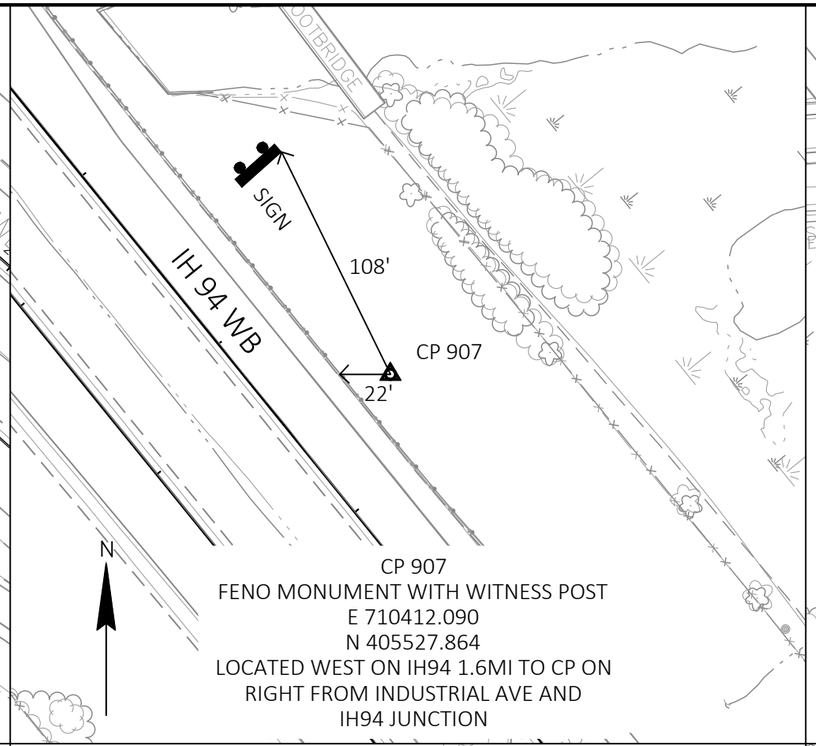
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 01
PLOT DATE : 3/22/2022 11:04 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1" = 70'-0"
WISDOT/CADDS SHEET 42

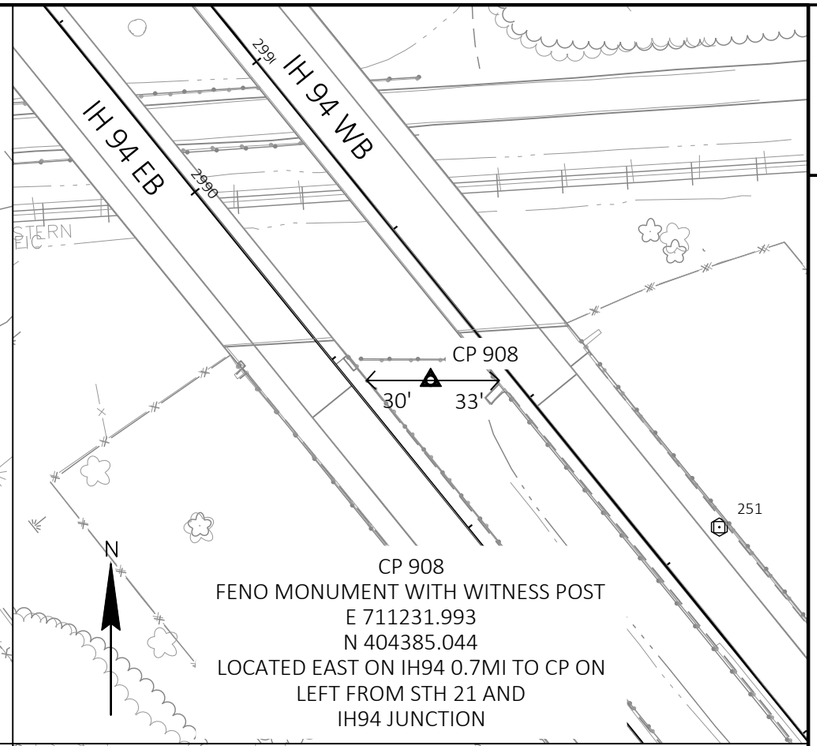
2



CP 906
FENO MONUMENT WITH WITNESS POST
E 709358.928
N 406304.072
LOCATED ON IH94 EAST ON-RAMP 0.2MI
TO CP ON RIGHT FROM STH 21 AND
IH94 JUNCTION

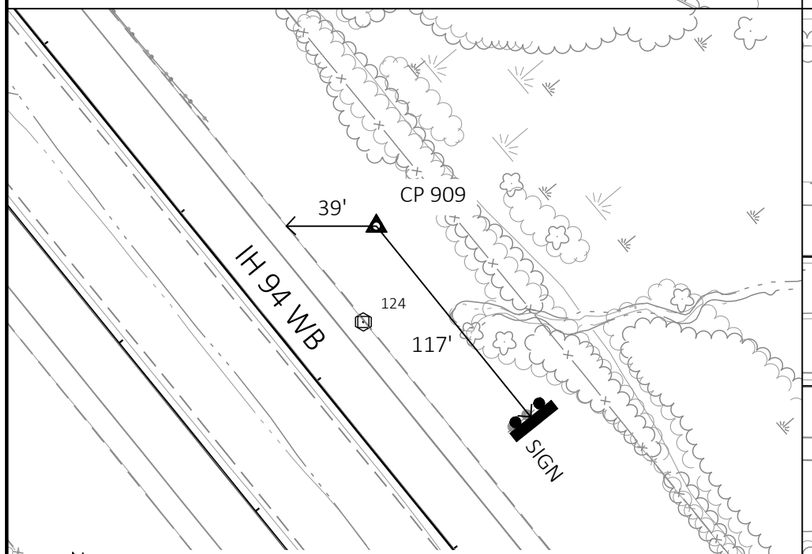


CP 907
FENO MONUMENT WITH WITNESS POST
E 710412.090
N 405527.864
LOCATED WEST ON IH94 1.6MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION

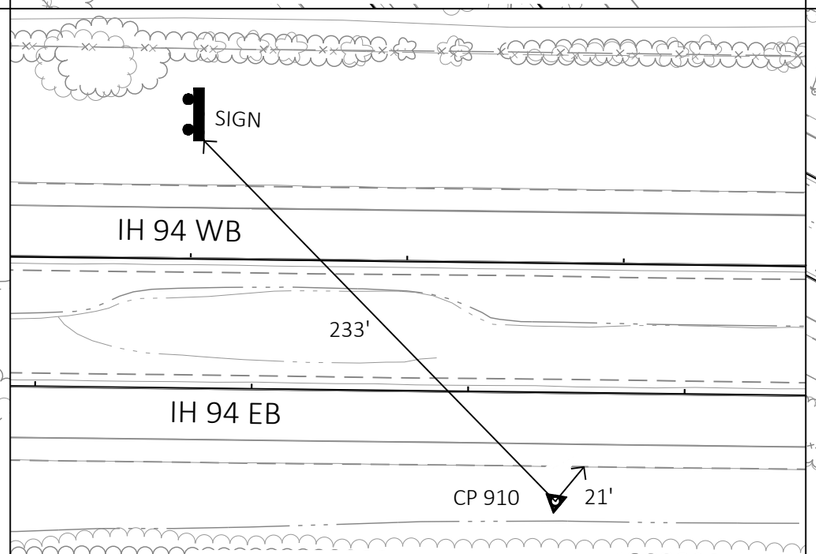


CP 908
FENO MONUMENT WITH WITNESS POST
E 711231.993
N 404385.044
LOCATED EAST ON IH94 0.7MI TO CP ON
LEFT FROM STH 21 AND
IH94 JUNCTION

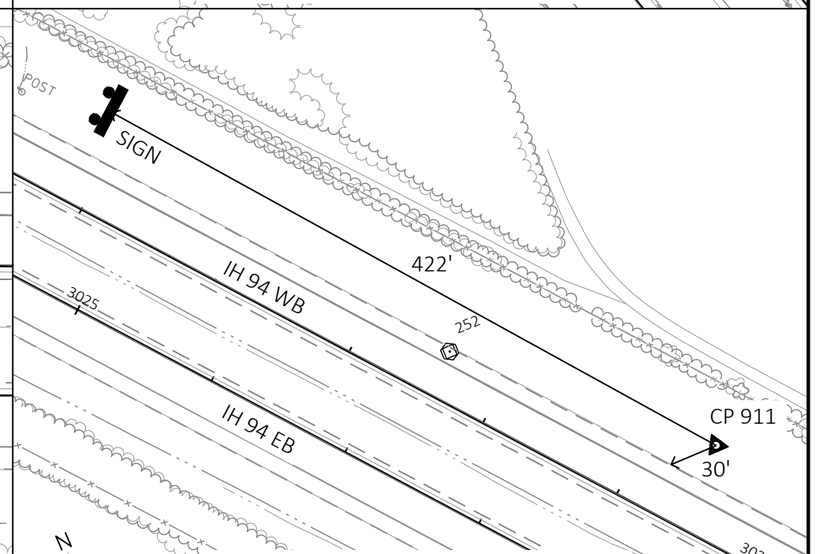
2



CP 909
FENO MONUMENT WITH WITNESS POST
E 711998.312
N 403594.347
LOCATED WEST ON IH94 1.1MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION



CP 910
FENO MONUMENT WITH WITNESS POST
E 712874.335
N 402234.462
LOCATED EAST ON IH94 1.2MI TO CP ON
RIGHT FROM STH 21 AND
IH94 JUNCTION

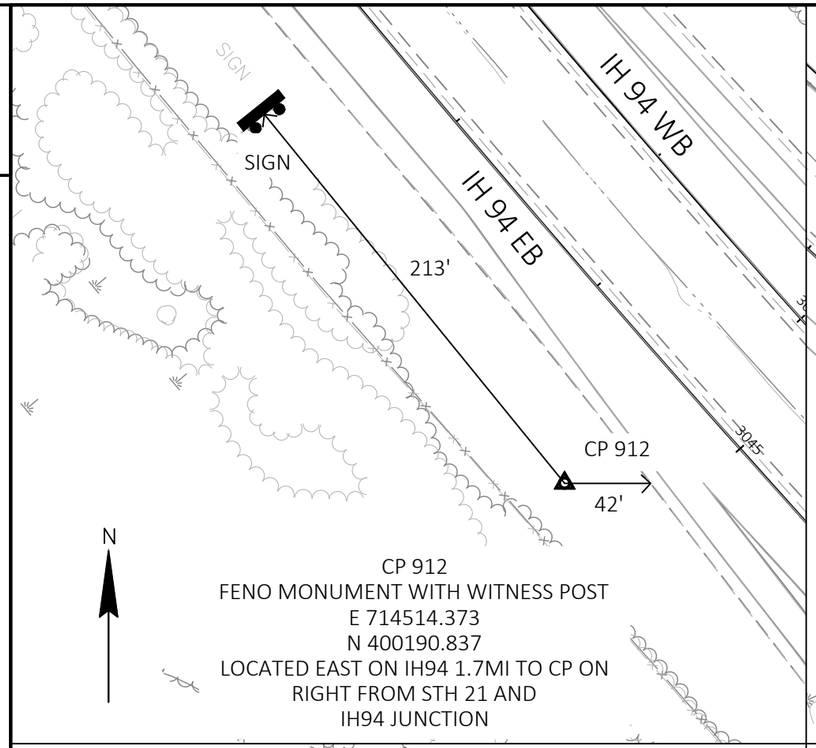


SCALE 1 IN:100 FT

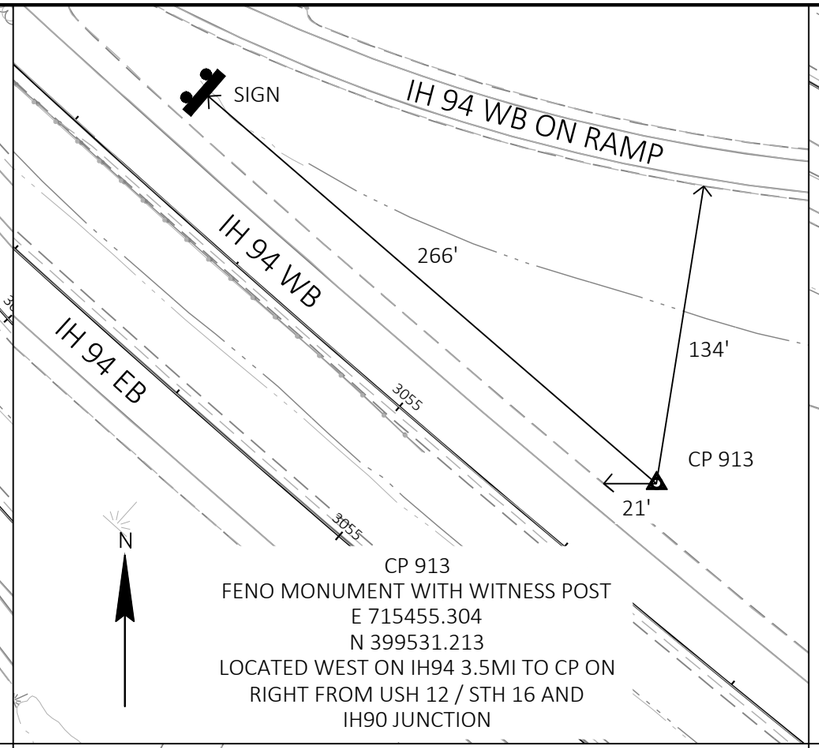
CP 911
FENO MONUMENT WITH WITNESS POST
E 713681.878
N 401507.826
LOCATED WEST ON IH94 0.6MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

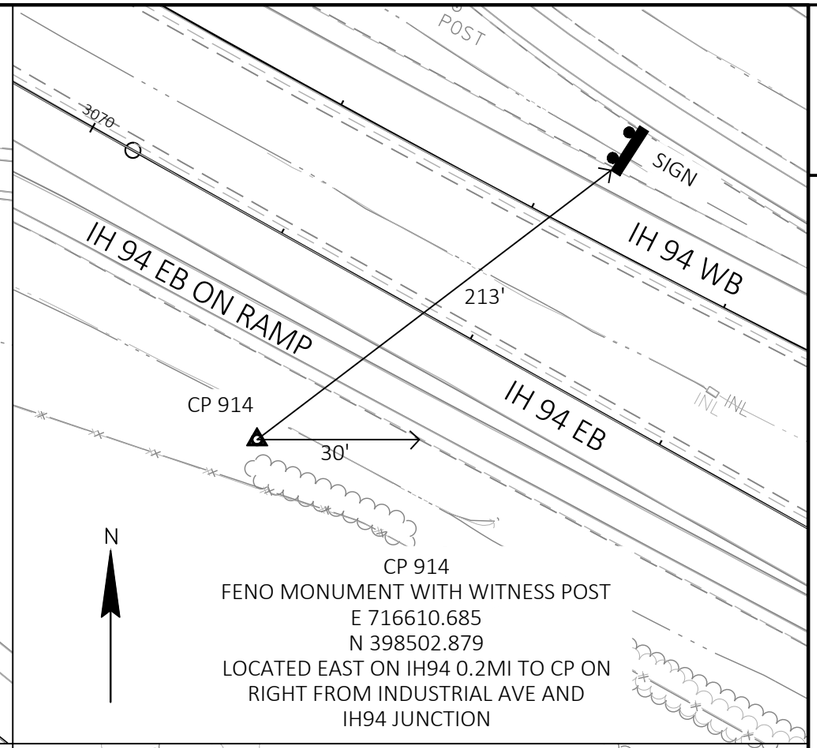
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 03
PLOT DATE : 3/22/2022 11:10 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



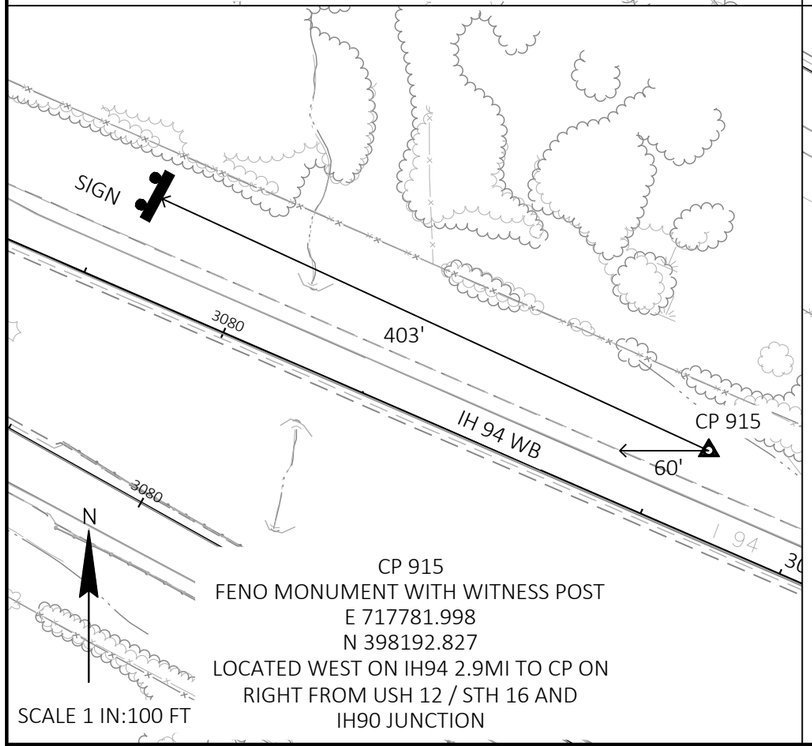
CP 912
FENO MONUMENT WITH WITNESS POST
E 714514.373
N 400190.837
LOCATED EAST ON IH94 1.7MI TO CP ON
RIGHT FROM STH 21 AND
IH94 JUNCTION



CP 913
FENO MONUMENT WITH WITNESS POST
E 715455.304
N 399531.213
LOCATED WEST ON IH94 3.5MI TO CP ON
RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION

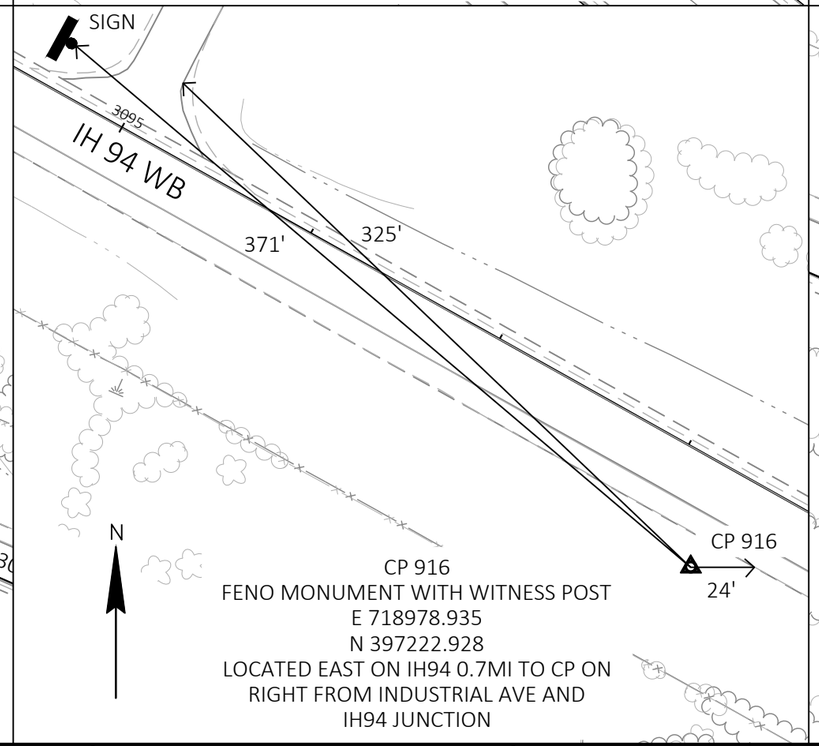


CP 914
FENO MONUMENT WITH WITNESS POST
E 716610.685
N 398502.879
LOCATED EAST ON IH94 0.2MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION

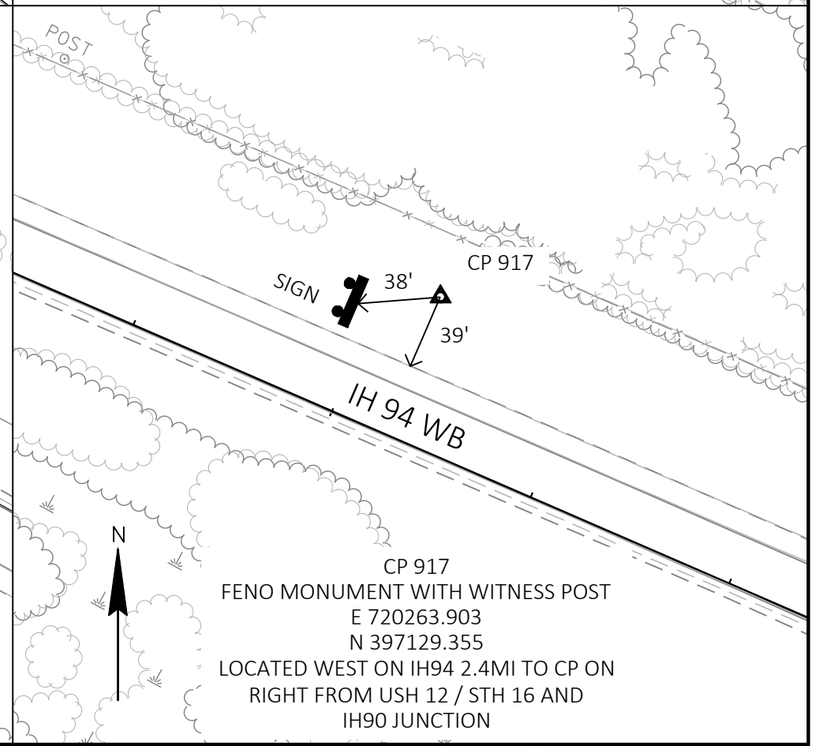


CP 915
FENO MONUMENT WITH WITNESS POST
E 717781.998
N 398192.827
LOCATED WEST ON IH94 2.9MI TO CP ON
RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION

SCALE 1 IN:100 FT



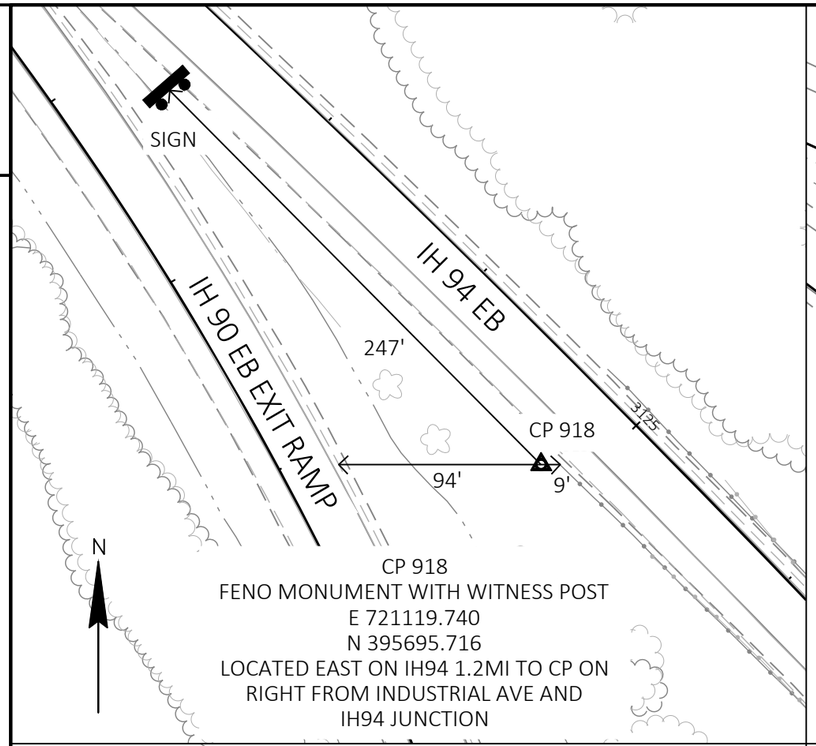
CP 916
FENO MONUMENT WITH WITNESS POST
E 718978.935
N 397222.928
LOCATED EAST ON IH94 0.7MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION



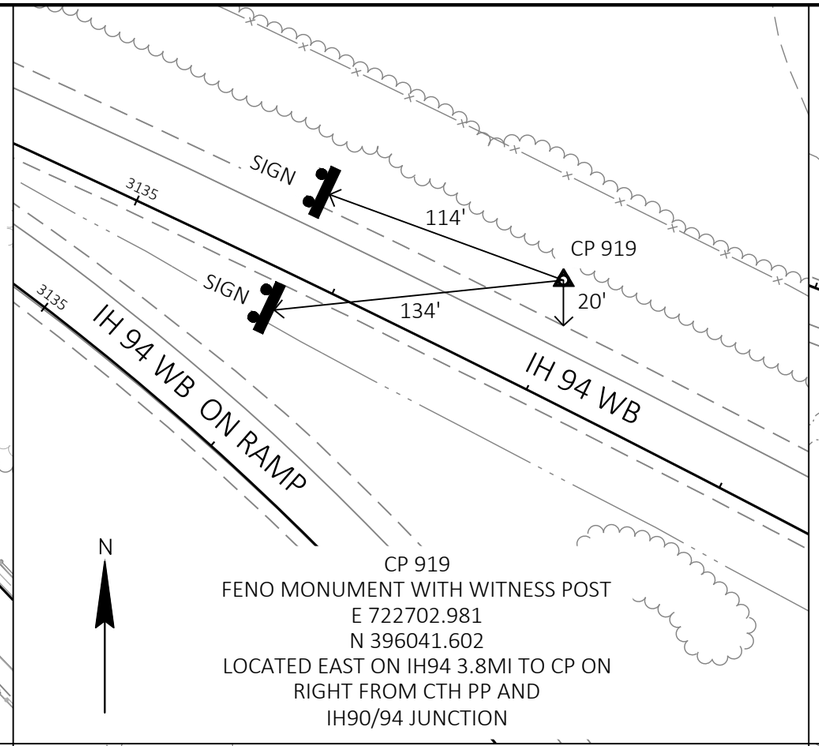
CP 917
FENO MONUMENT WITH WITNESS POST
E 720263.903
N 397129.355
LOCATED WEST ON IH94 2.4MI TO CP ON
RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

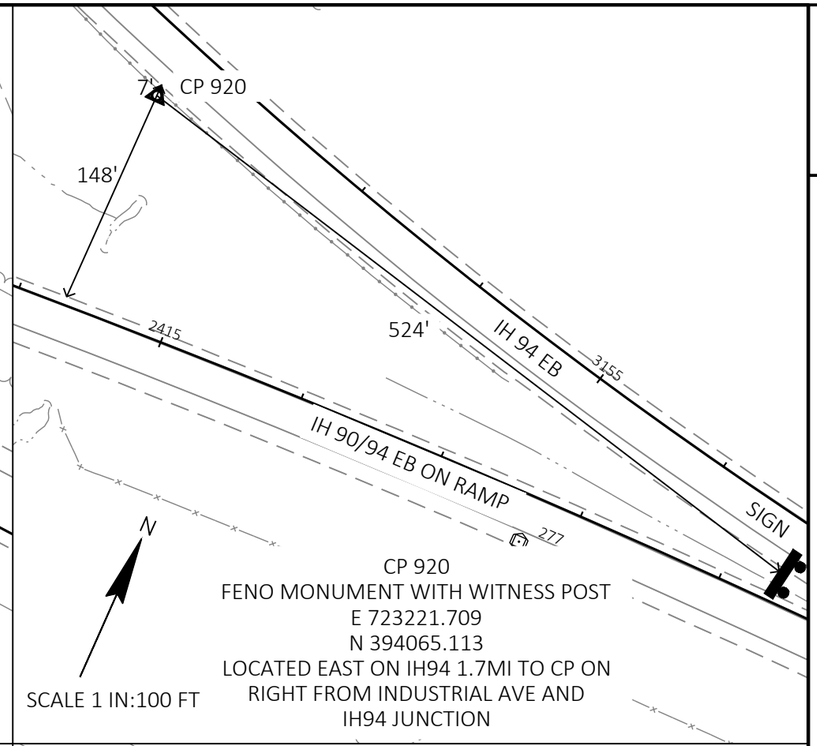
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 05
PLOT DATE : 3/22/2022 11:17 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



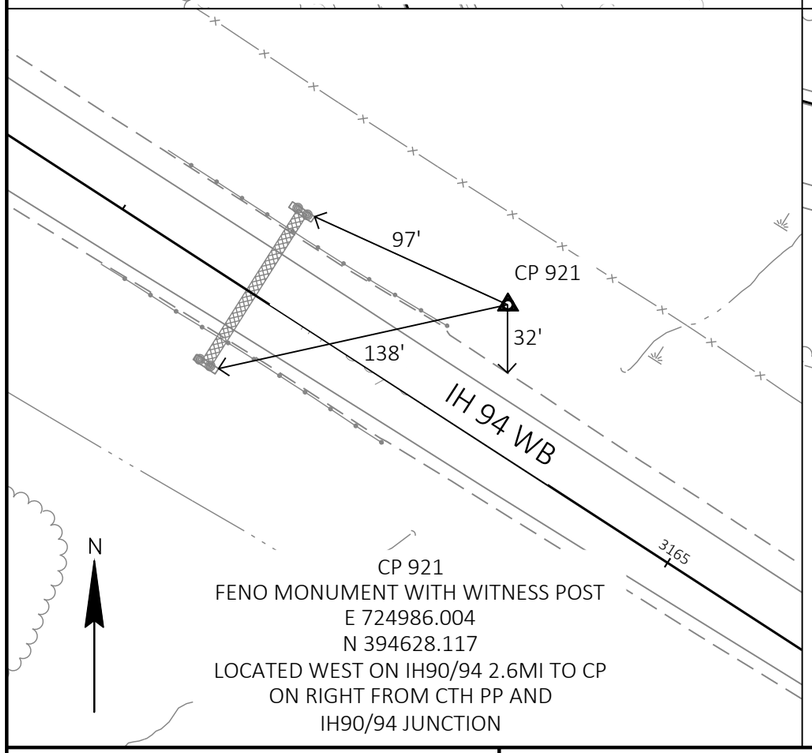
CP 918
FENO MONUMENT WITH WITNESS POST
E 721119.740
N 395695.716
LOCATED EAST ON IH94 1.2MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION



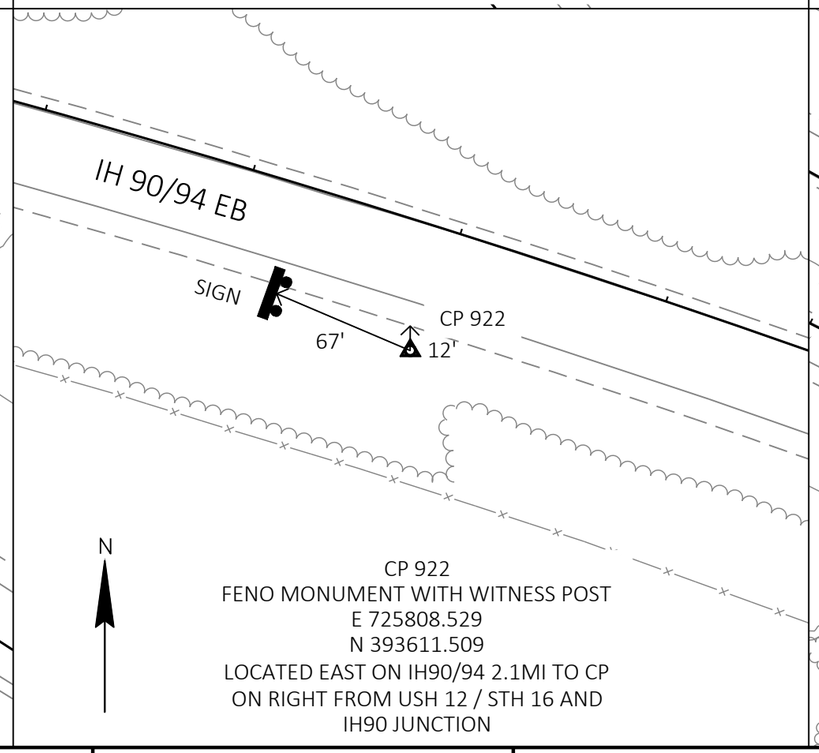
CP 919
FENO MONUMENT WITH WITNESS POST
E 722702.981
N 396041.602
LOCATED EAST ON IH94 3.8MI TO CP ON
RIGHT FROM CTH PP AND
IH90/94 JUNCTION



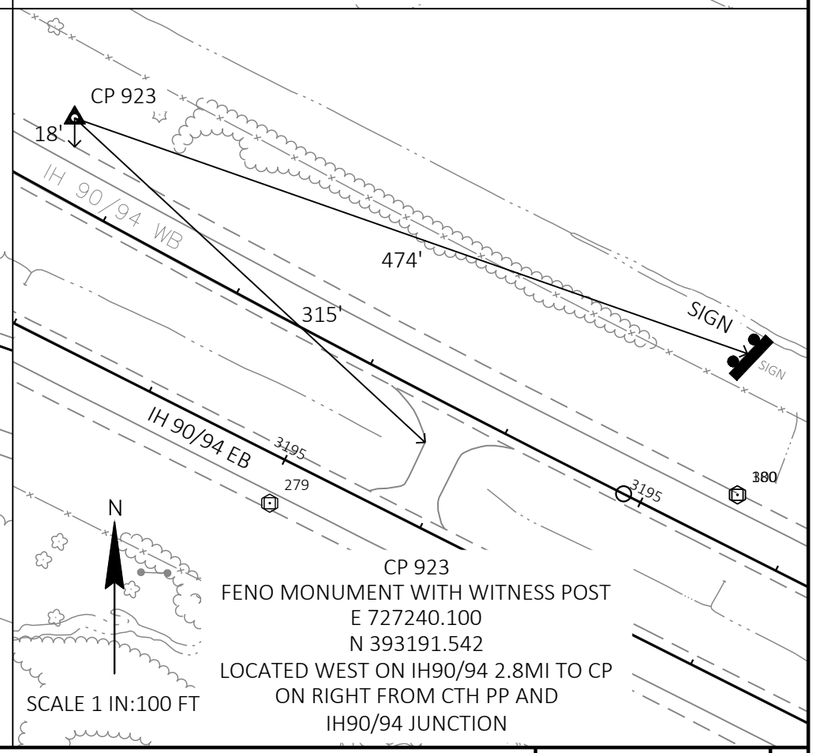
CP 920
FENO MONUMENT WITH WITNESS POST
E 723221.709
N 394065.113
LOCATED EAST ON IH94 1.7MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION



CP 921
FENO MONUMENT WITH WITNESS POST
E 724986.004
N 394628.117
LOCATED WEST ON IH90/94 2.6MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



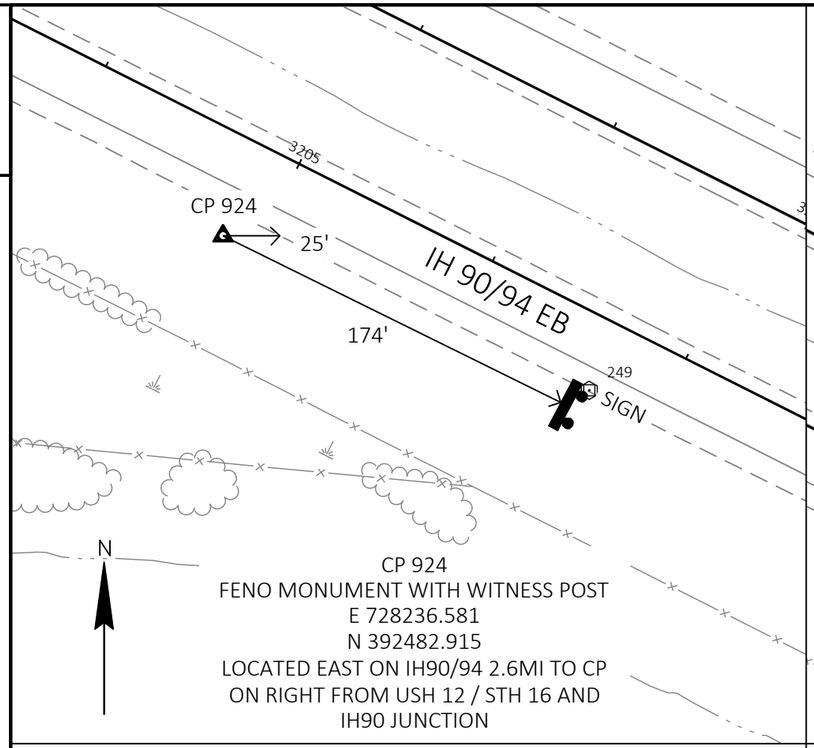
CP 922
FENO MONUMENT WITH WITNESS POST
E 725808.529
N 393611.509
LOCATED EAST ON IH90/94 2.1MI TO CP
ON RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION



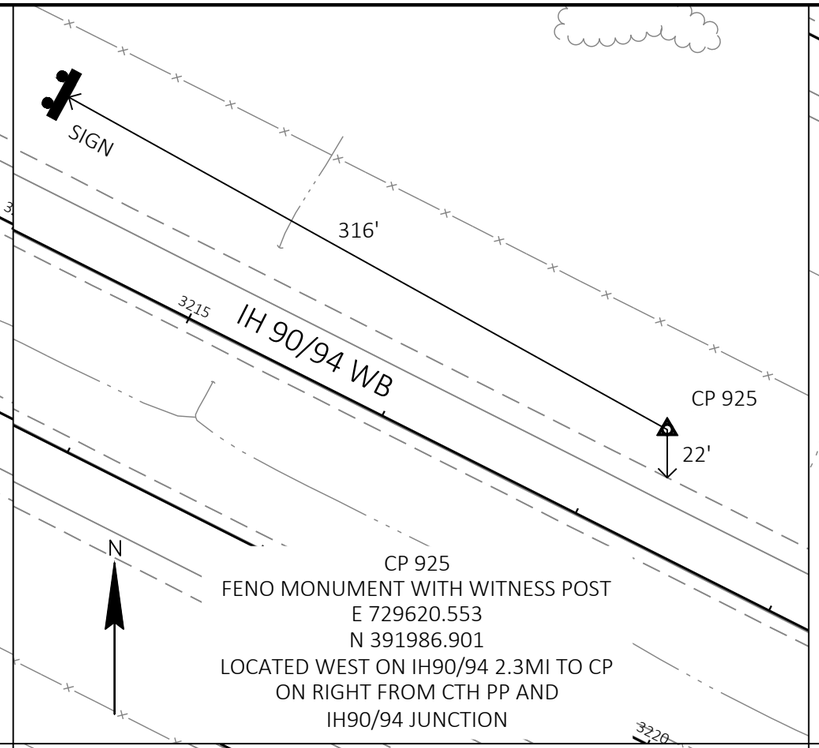
CP 923
FENO MONUMENT WITH WITNESS POST
E 727240.100
N 393191.542
LOCATED WEST ON IH90/94 2.8MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

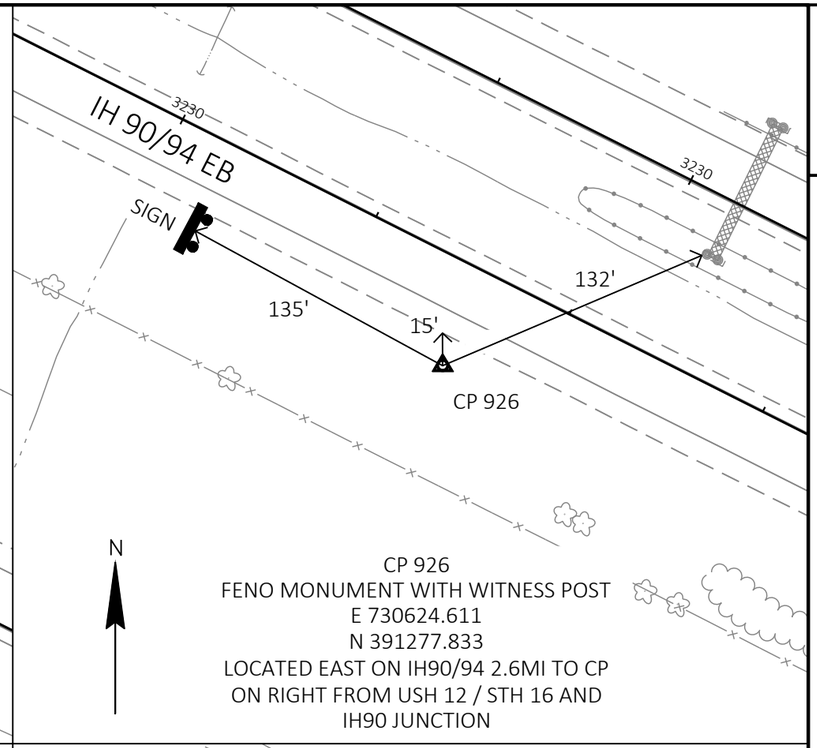
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 07
PLOT DATE : 3/22/2022 11:22 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



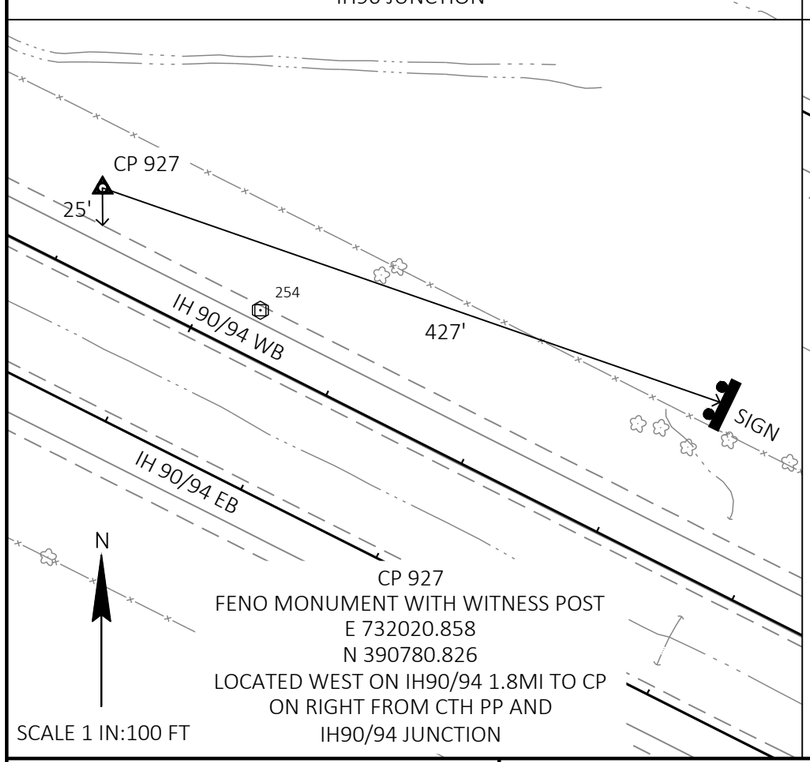
CP 924
FENO MONUMENT WITH WITNESS POST
E 728236.581
N 392482.915
LOCATED EAST ON IH90/94 2.6MI TO CP
ON RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION



CP 925
FENO MONUMENT WITH WITNESS POST
E 729620.553
N 391986.901
LOCATED WEST ON IH90/94 2.3MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION

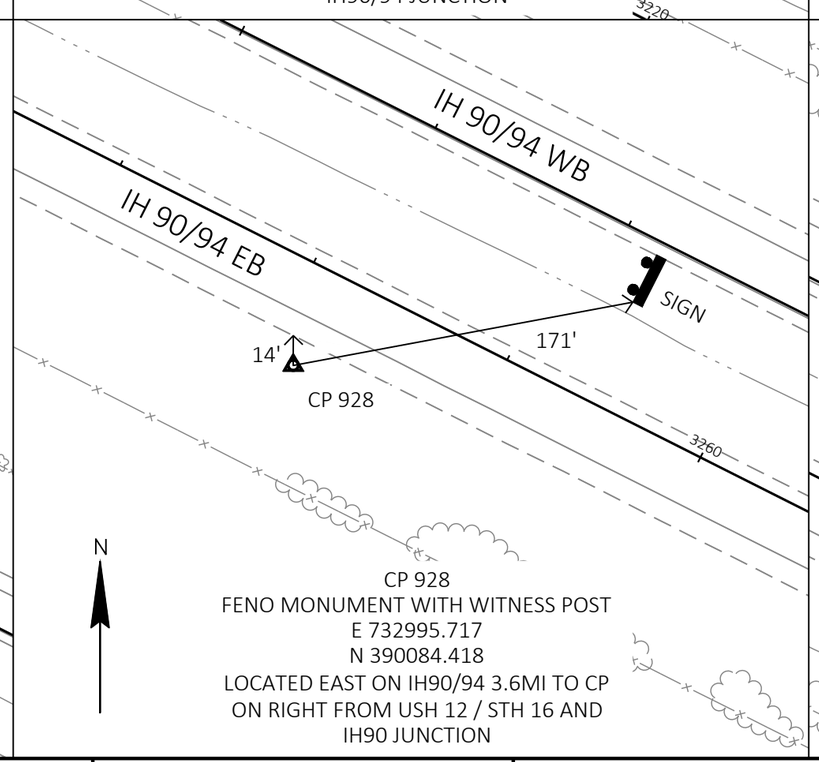


CP 926
FENO MONUMENT WITH WITNESS POST
E 730624.611
N 391277.833
LOCATED EAST ON IH90/94 2.6MI TO CP
ON RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION

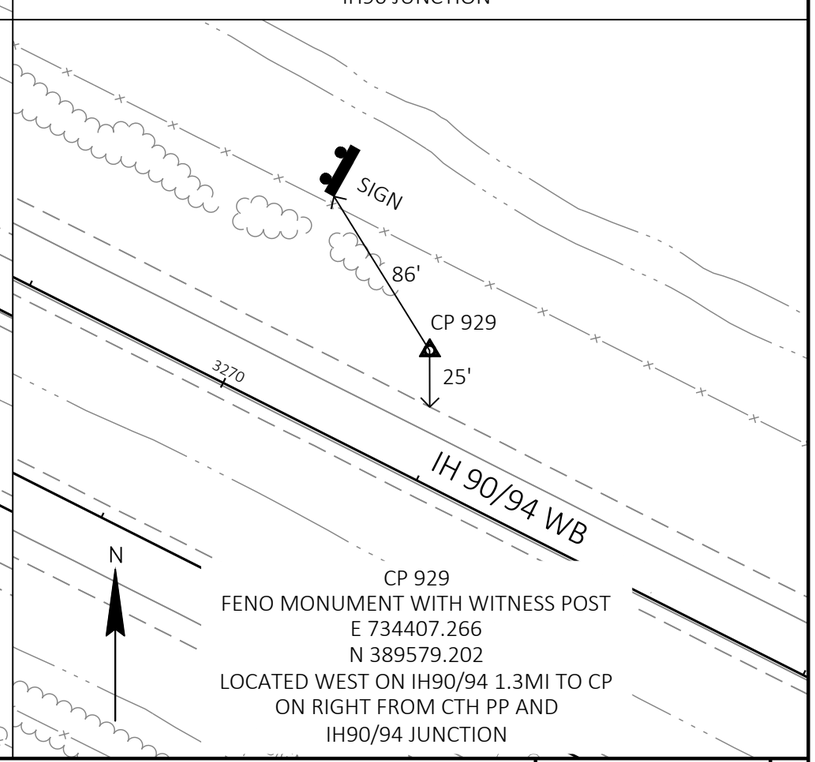


CP 927
FENO MONUMENT WITH WITNESS POST
E 732020.858
N 390780.826
LOCATED WEST ON IH90/94 1.8MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION

SCALE 1 IN:100 FT



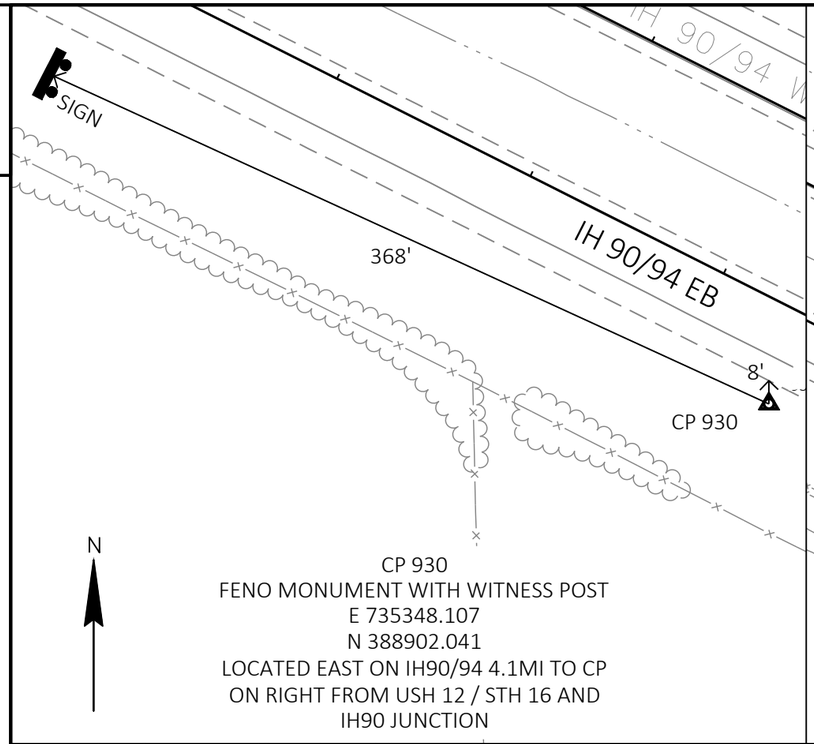
CP 928
FENO MONUMENT WITH WITNESS POST
E 732995.717
N 390084.418
LOCATED EAST ON IH90/94 3.6MI TO CP
ON RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION



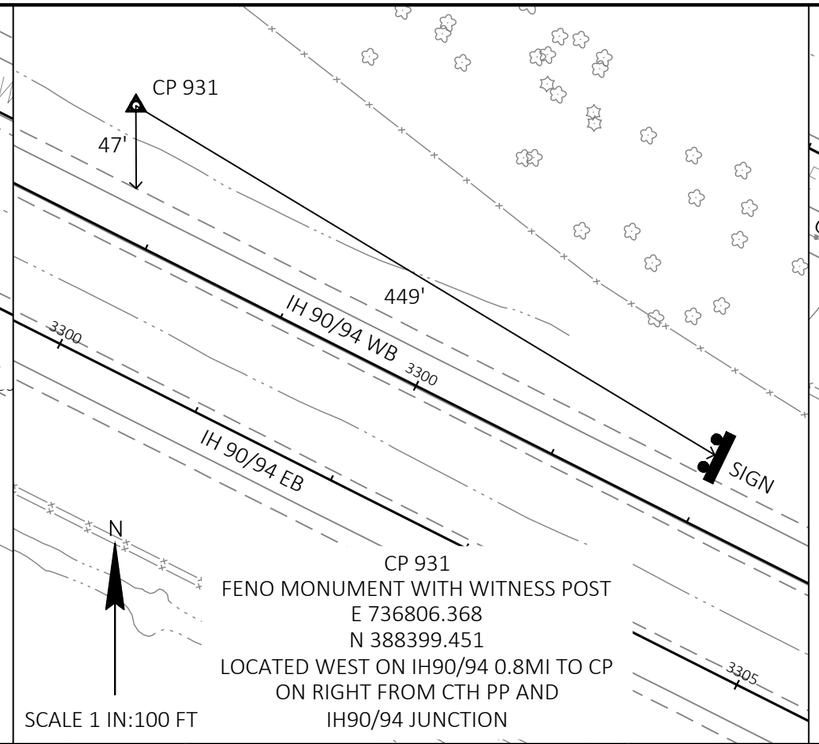
CP 929
FENO MONUMENT WITH WITNESS POST
E 734407.266
N 389579.202
LOCATED WEST ON IH90/94 1.3MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 09
PLOT DATE : 3/22/2022 11:26 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

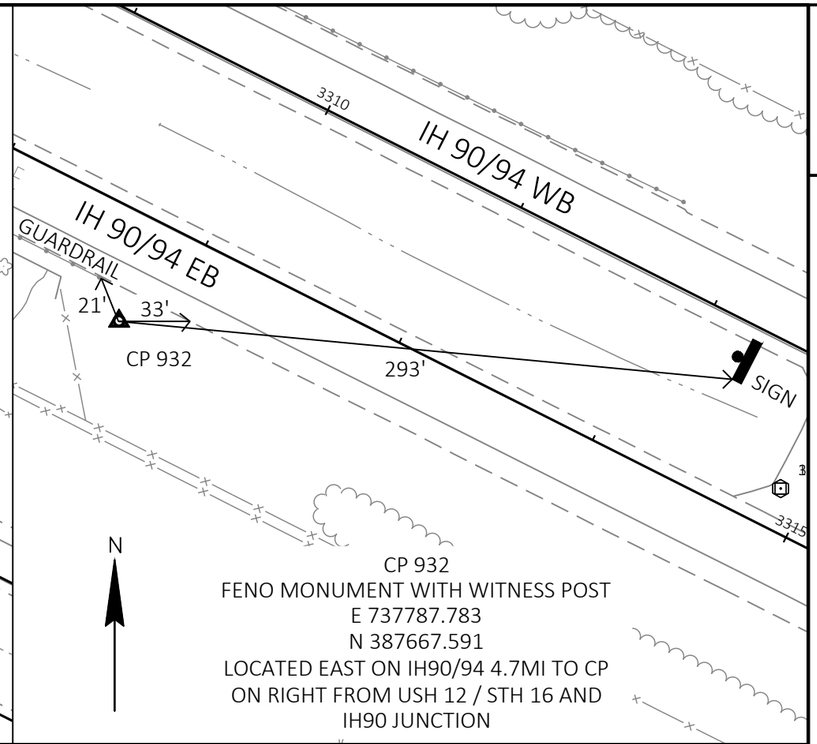


CP 930
FENO MONUMENT WITH WITNESS POST
E 735348.107
N 388902.041
LOCATED EAST ON IH90/94 4.1MI TO CP
ON RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION

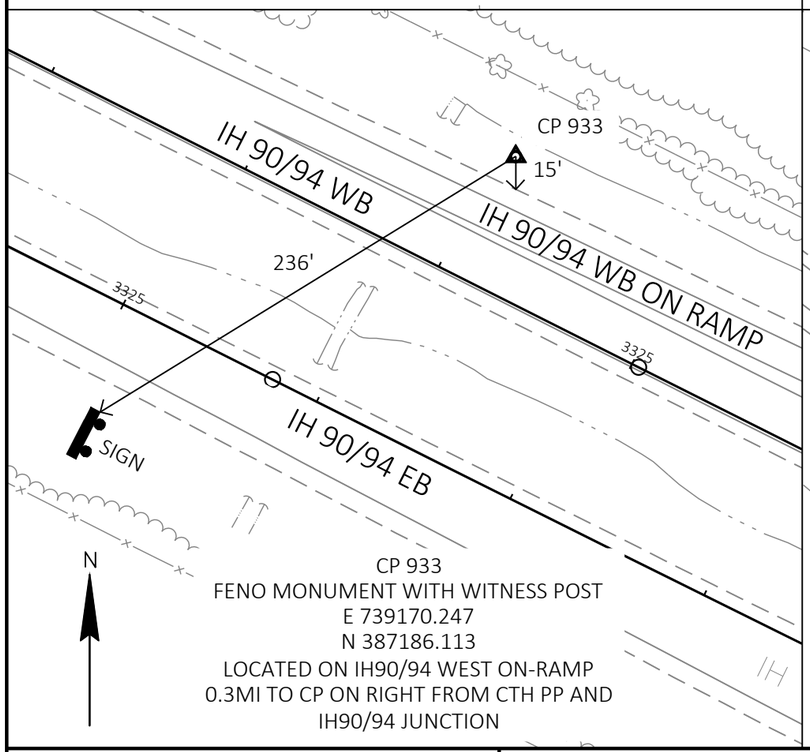


SCALE 1 IN:100 FT

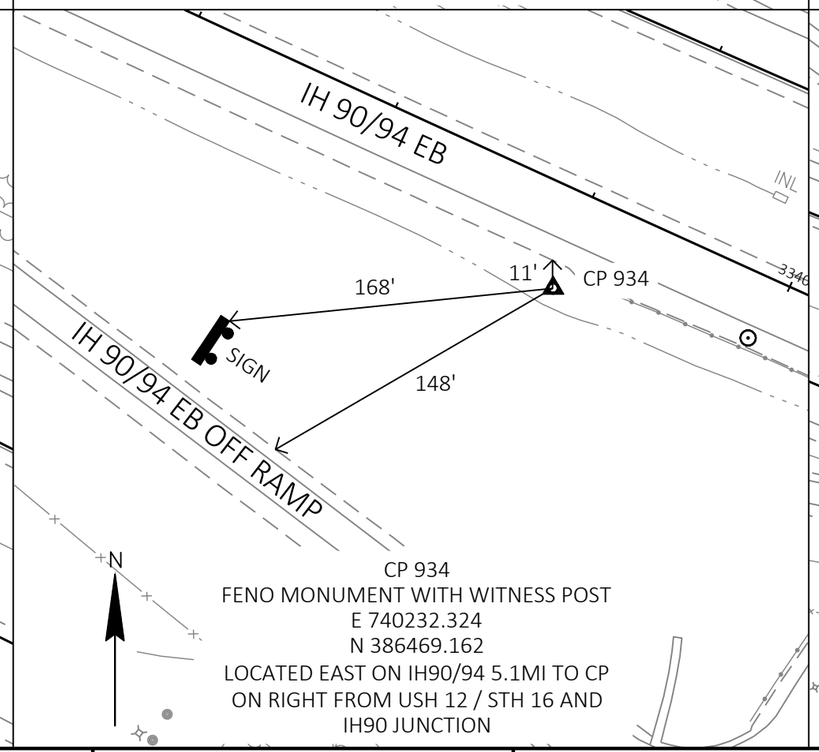
CP 931
FENO MONUMENT WITH WITNESS POST
E 736806.368
N 388399.451
LOCATED WEST ON IH90/94 0.8MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



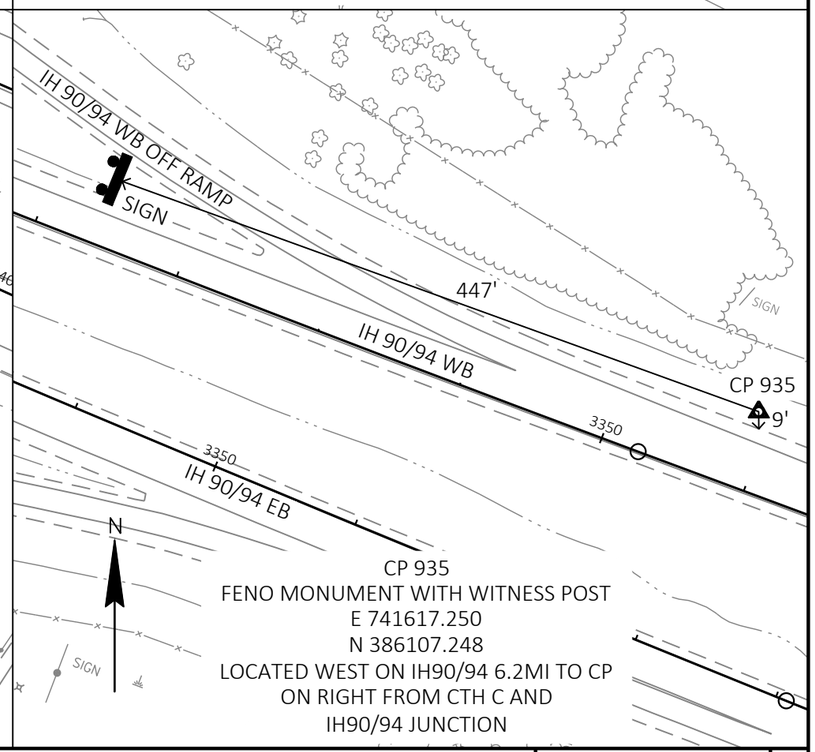
CP 932
FENO MONUMENT WITH WITNESS POST
E 737787.783
N 387667.591
LOCATED EAST ON IH90/94 4.7MI TO CP
ON RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION



CP 933
FENO MONUMENT WITH WITNESS POST
E 739170.247
N 387186.113
LOCATED ON IH90/94 WEST ON-RAMP
0.3MI TO CP ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



CP 934
FENO MONUMENT WITH WITNESS POST
E 740232.324
N 386469.162
LOCATED EAST ON IH90/94 5.1MI TO CP
ON RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION

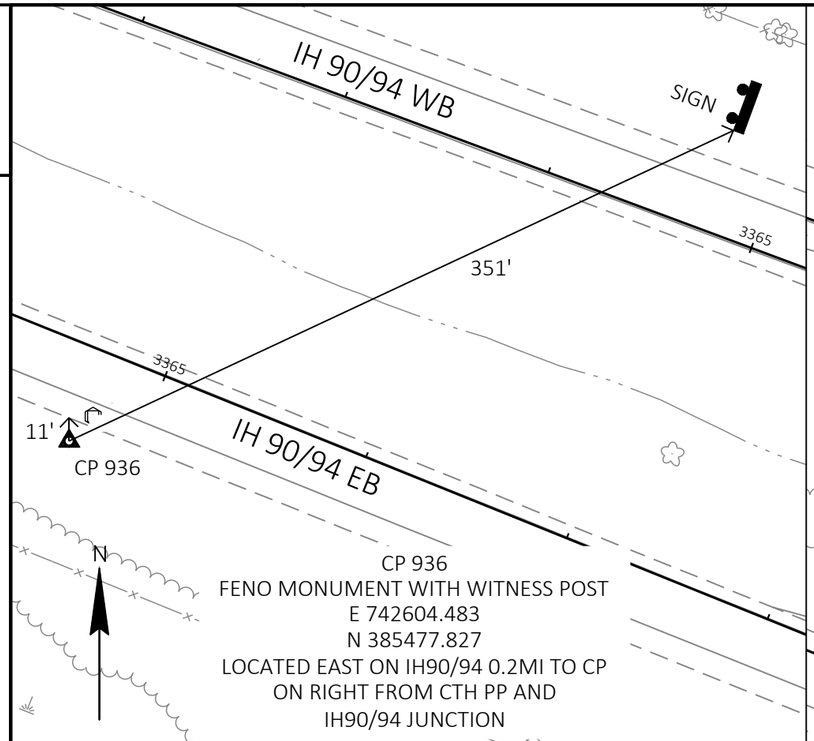


CP 935
FENO MONUMENT WITH WITNESS POST
E 741617.250
N 386107.248
LOCATED WEST ON IH90/94 6.2MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION

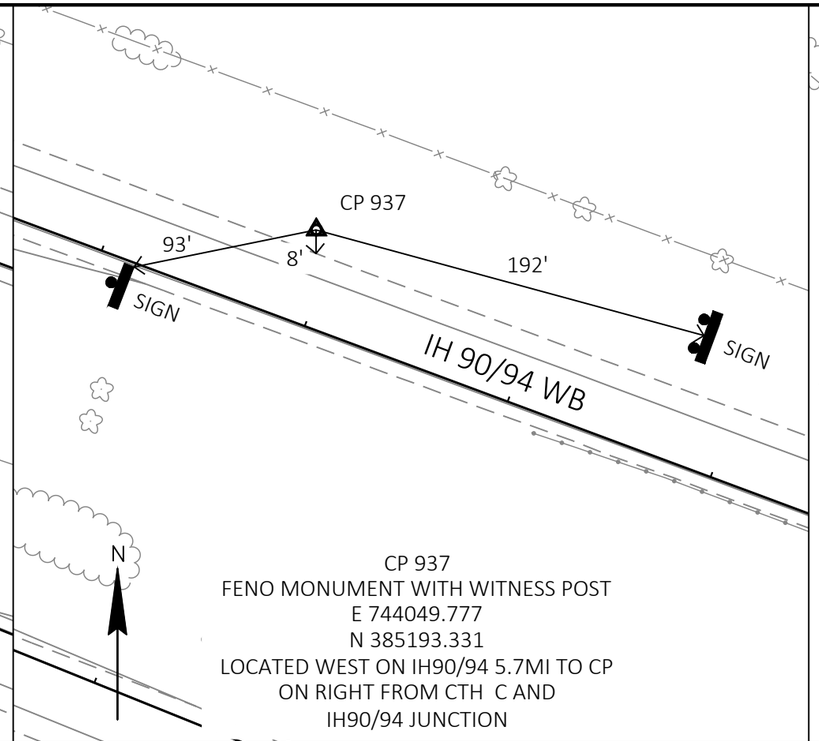
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 11
PLOT DATE : 3/22/2022 11:28 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

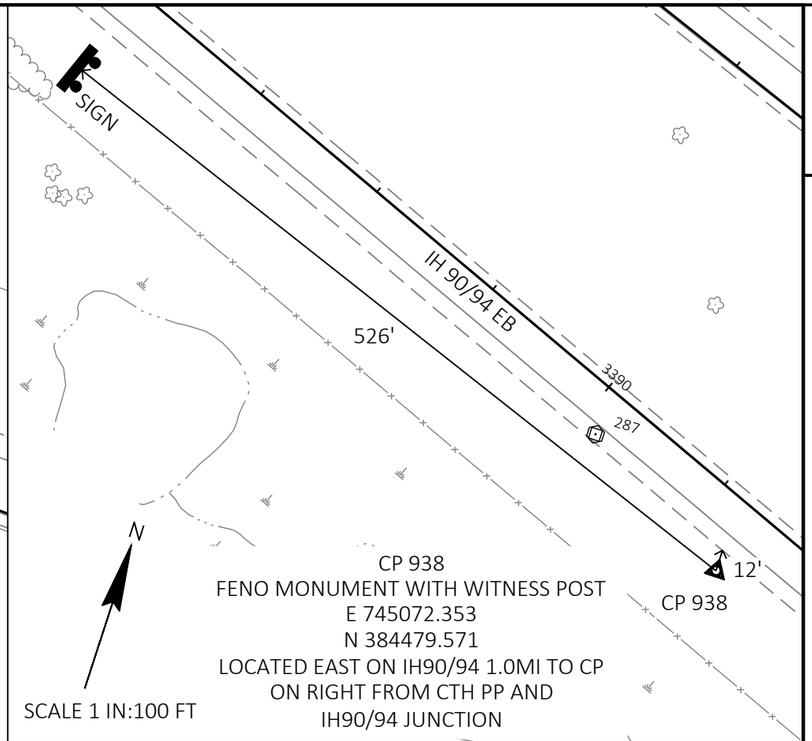
2



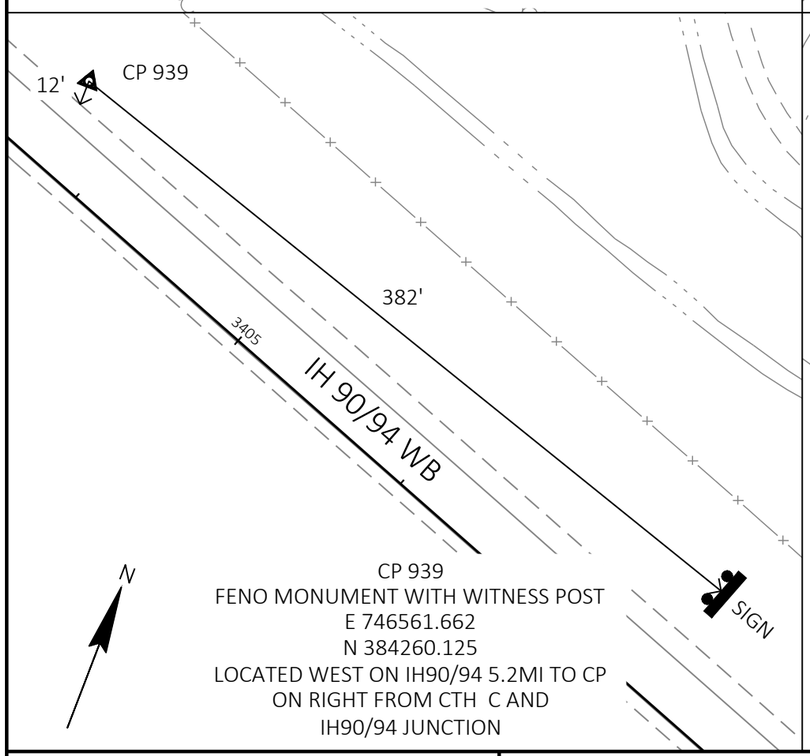
CP 936
FENO MONUMENT WITH WITNESS POST
E 742604.483
N 385477.827
LOCATED EAST ON IH90/94 0.2MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



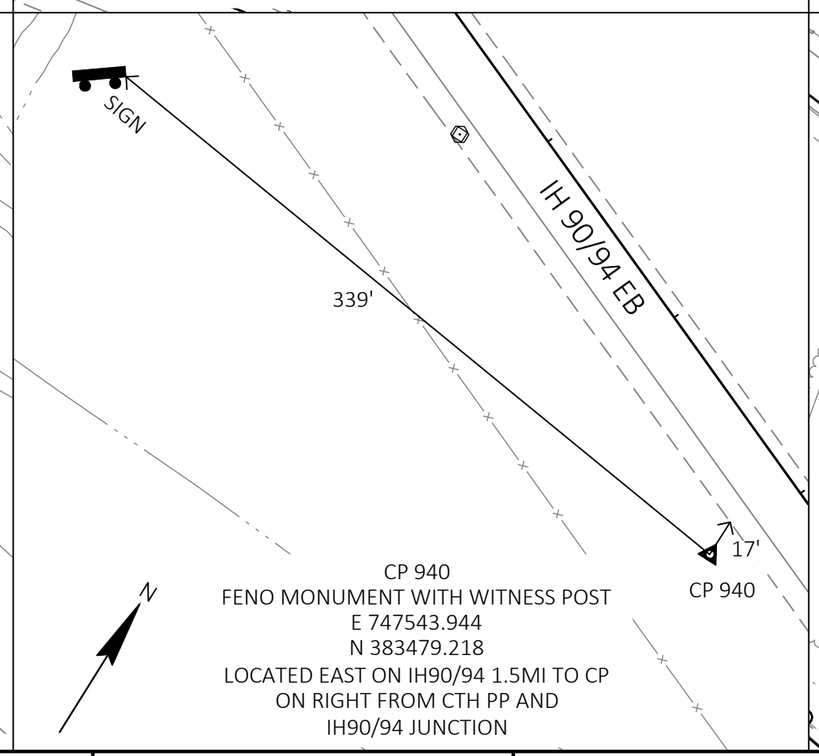
CP 937
FENO MONUMENT WITH WITNESS POST
E 744049.777
N 385193.331
LOCATED WEST ON IH90/94 5.7MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION



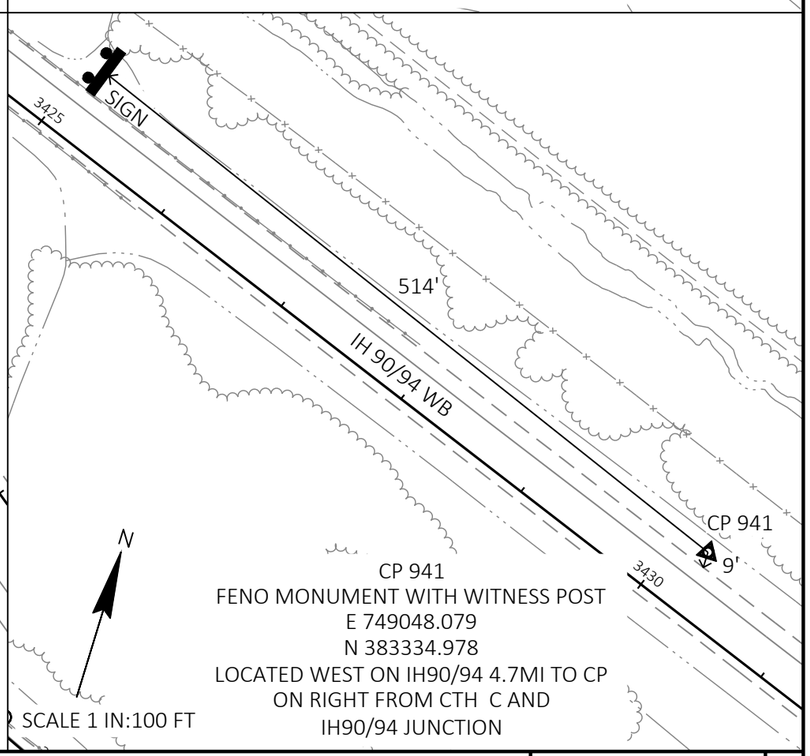
CP 938
FENO MONUMENT WITH WITNESS POST
E 745072.353
N 384479.571
LOCATED EAST ON IH90/94 1.0MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



CP 939
FENO MONUMENT WITH WITNESS POST
E 746561.662
N 384260.125
LOCATED WEST ON IH90/94 5.2MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION



CP 940
FENO MONUMENT WITH WITNESS POST
E 747543.944
N 383479.218
LOCATED EAST ON IH90/94 1.5MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION

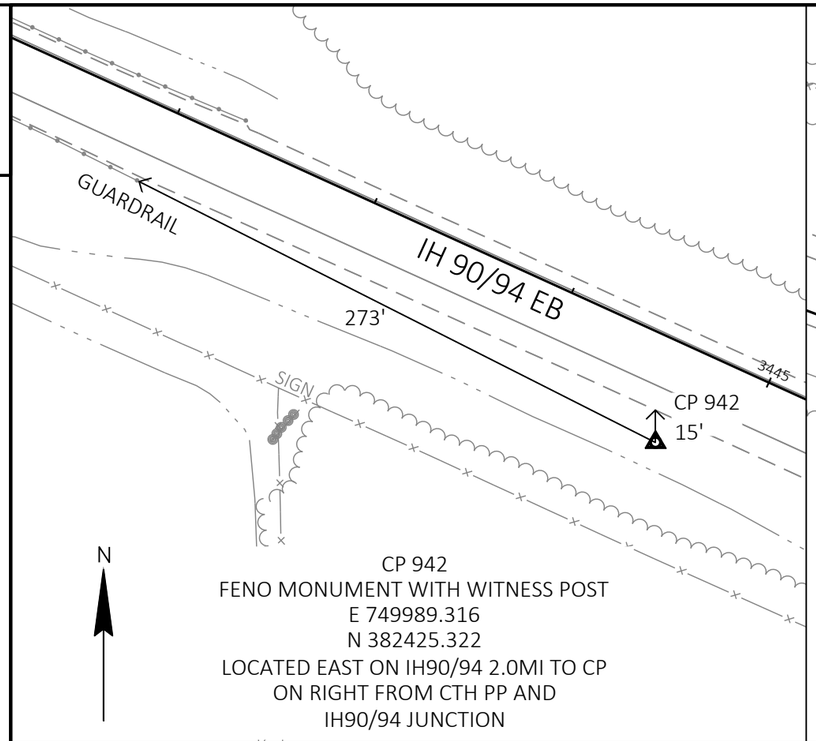


CP 941
FENO MONUMENT WITH WITNESS POST
E 749048.079
N 383334.978
LOCATED WEST ON IH90/94 4.7MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION

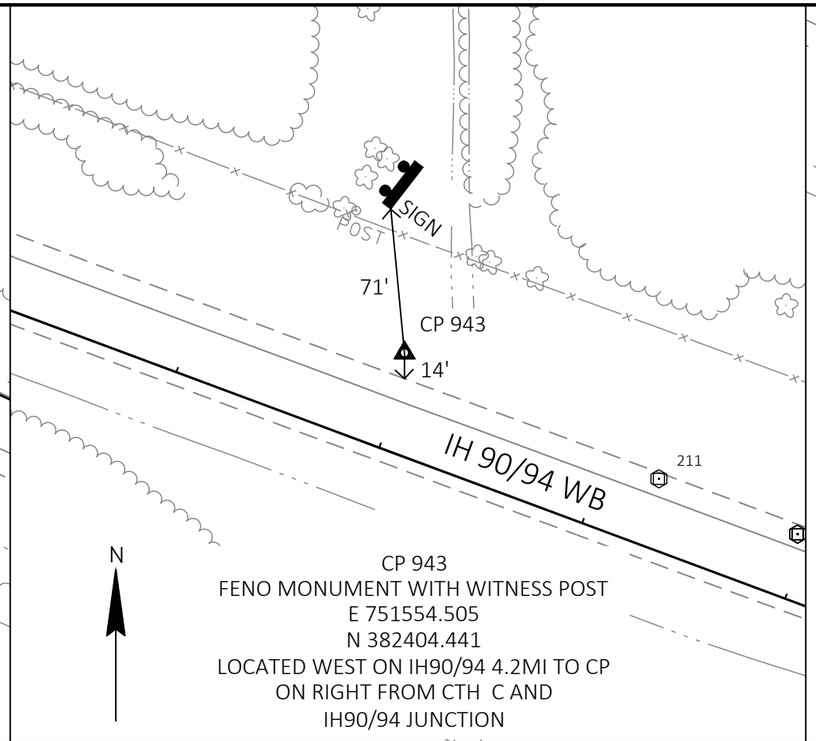
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 13
PLOT DATE : 3/22/2022 11:30 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

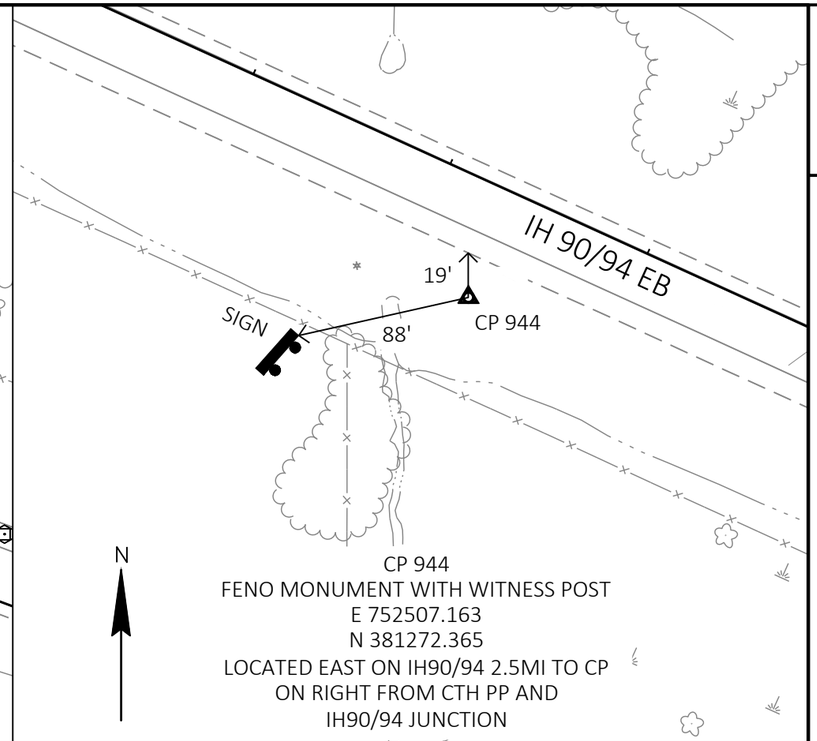
2



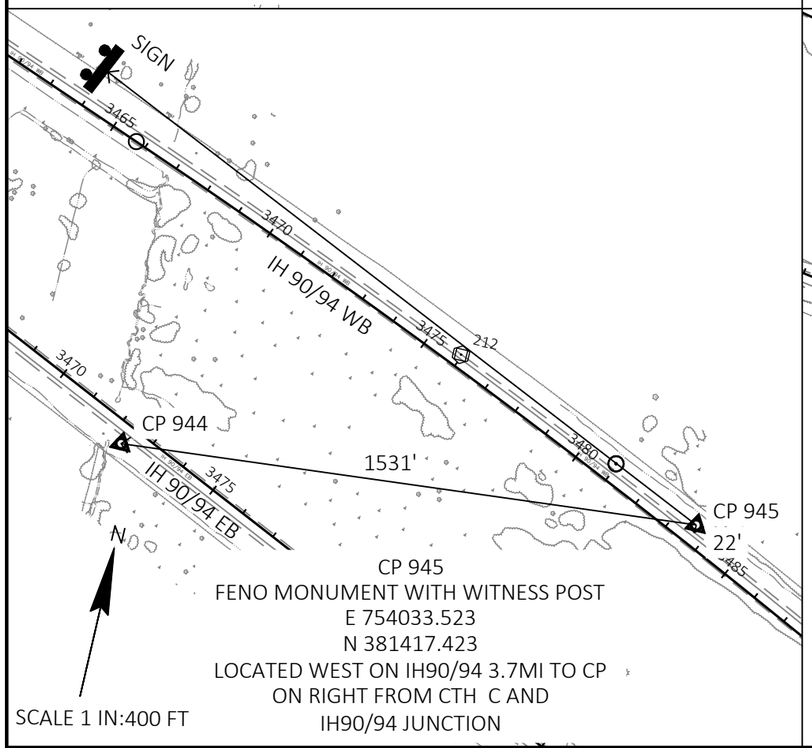
CP 942
FENO MONUMENT WITH WITNESS POST
E 749989.316
N 382425.322
LOCATED EAST ON IH90/94 2.0MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



CP 943
FENO MONUMENT WITH WITNESS POST
E 751554.505
N 382404.441
LOCATED WEST ON IH90/94 4.2MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION

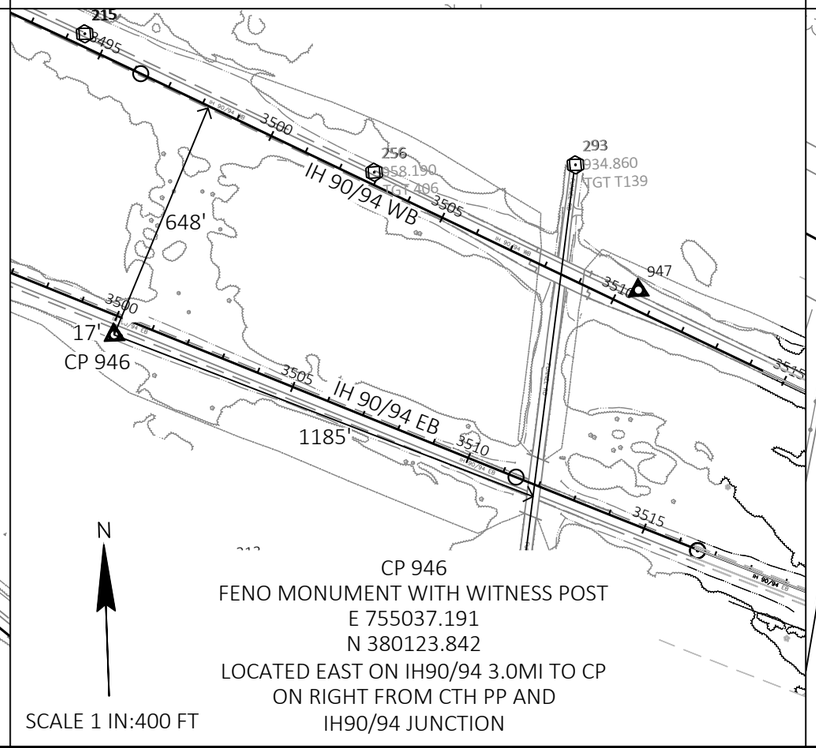


CP 944
FENO MONUMENT WITH WITNESS POST
E 752507.163
N 381272.365
LOCATED EAST ON IH90/94 2.5MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



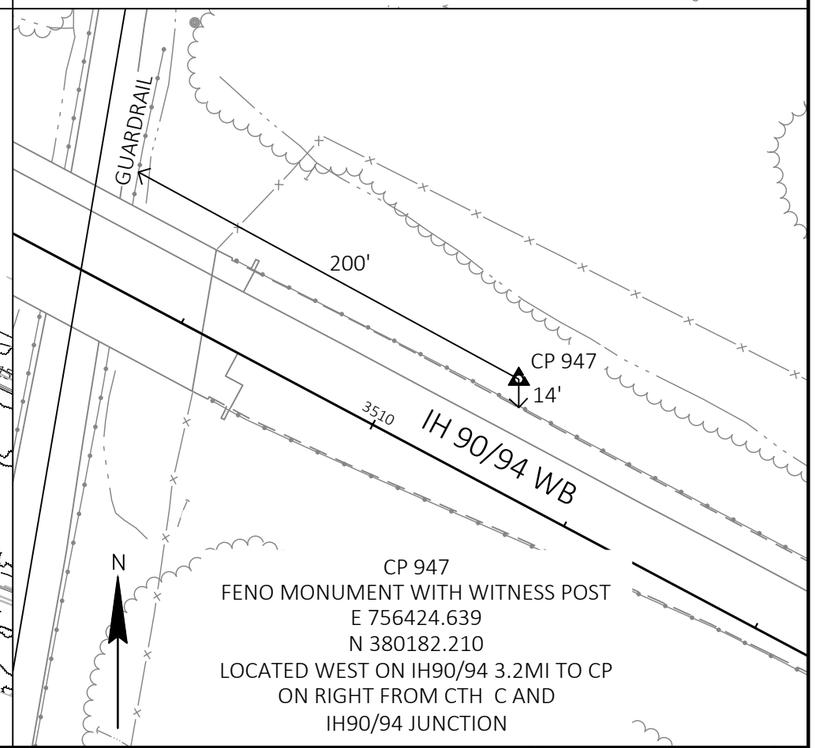
CP 945
FENO MONUMENT WITH WITNESS POST
E 754033.523
N 381417.423
LOCATED WEST ON IH90/94 3.7MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION

SCALE 1 IN:400 FT



CP 946
FENO MONUMENT WITH WITNESS POST
E 755037.191
N 380123.842
LOCATED EAST ON IH90/94 3.0MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION

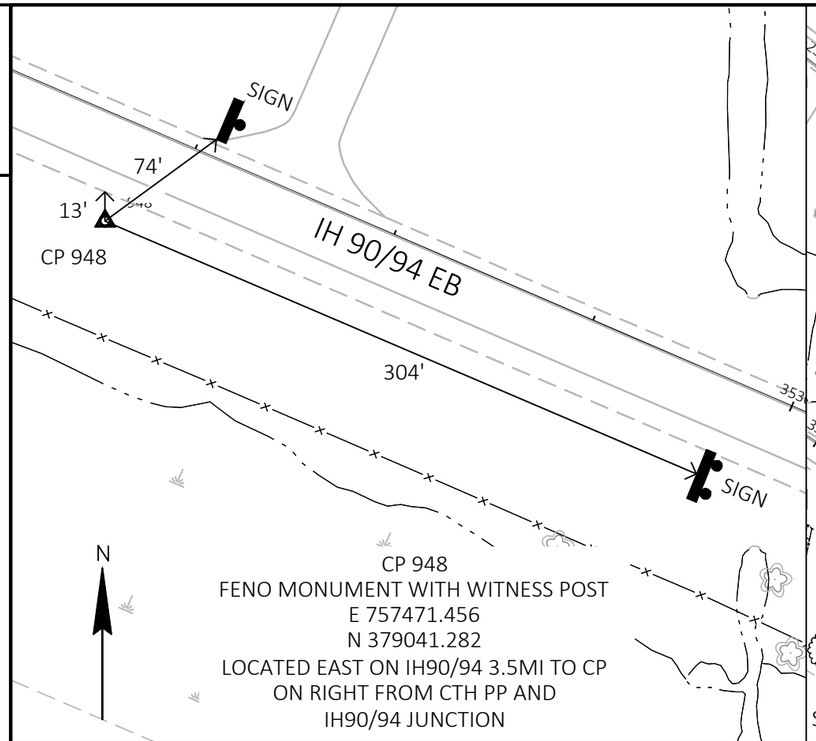
SCALE 1 IN:400 FT



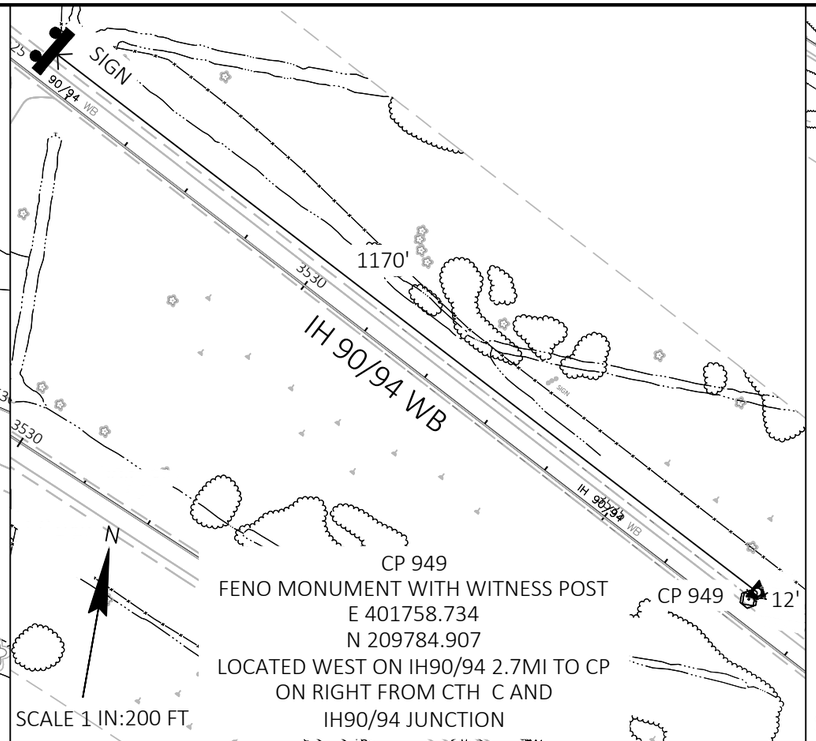
CP 947
FENO MONUMENT WITH WITNESS POST
E 756424.639
N 380182.210
LOCATED WEST ON IH90/94 3.2MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

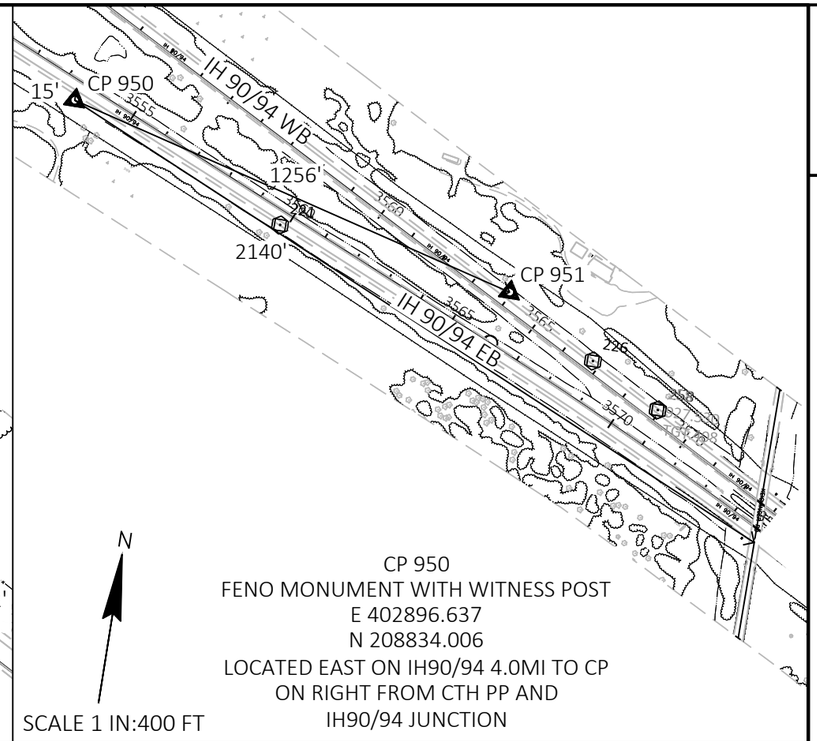
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 15
PLOT DATE : 3/22/2022 11:34 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : ##########



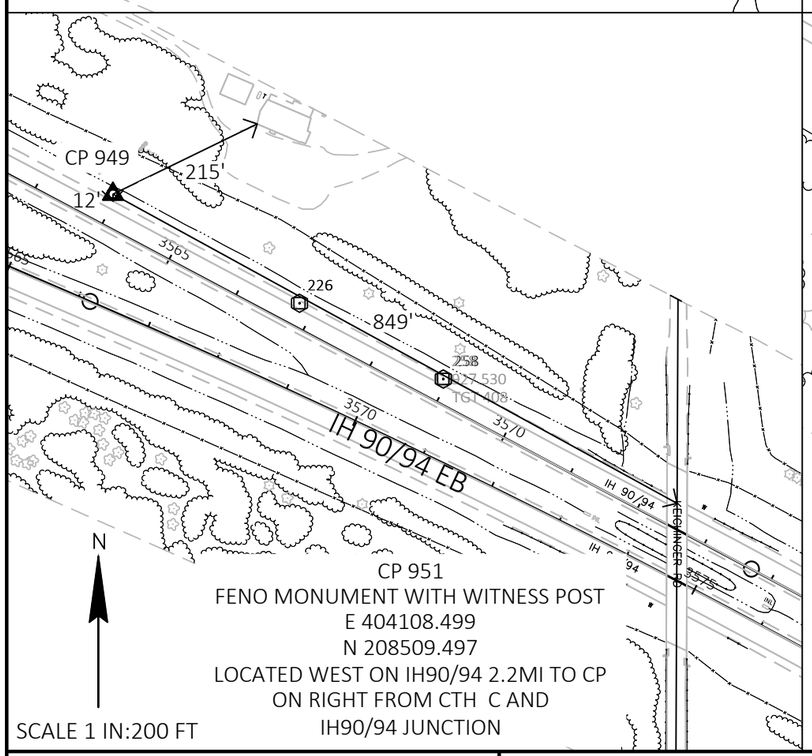
CP 948
FENO MONUMENT WITH WITNESS POST
E 757471.456
N 379041.282
LOCATED EAST ON IH90/94 3.5MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



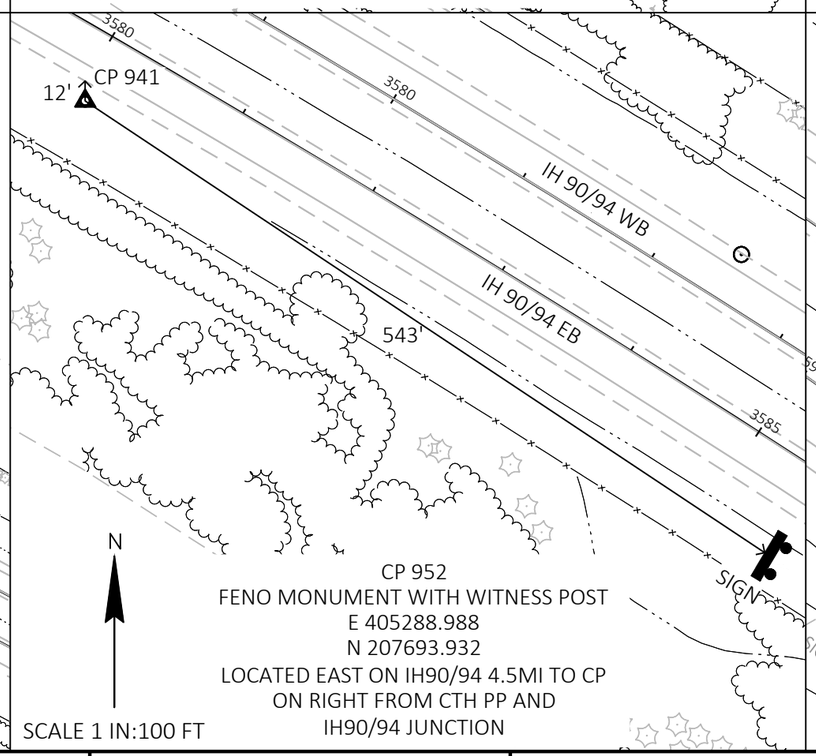
CP 949
FENO MONUMENT WITH WITNESS POST
E 401758.734
N 209784.907
LOCATED WEST ON IH90/94 2.7MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION



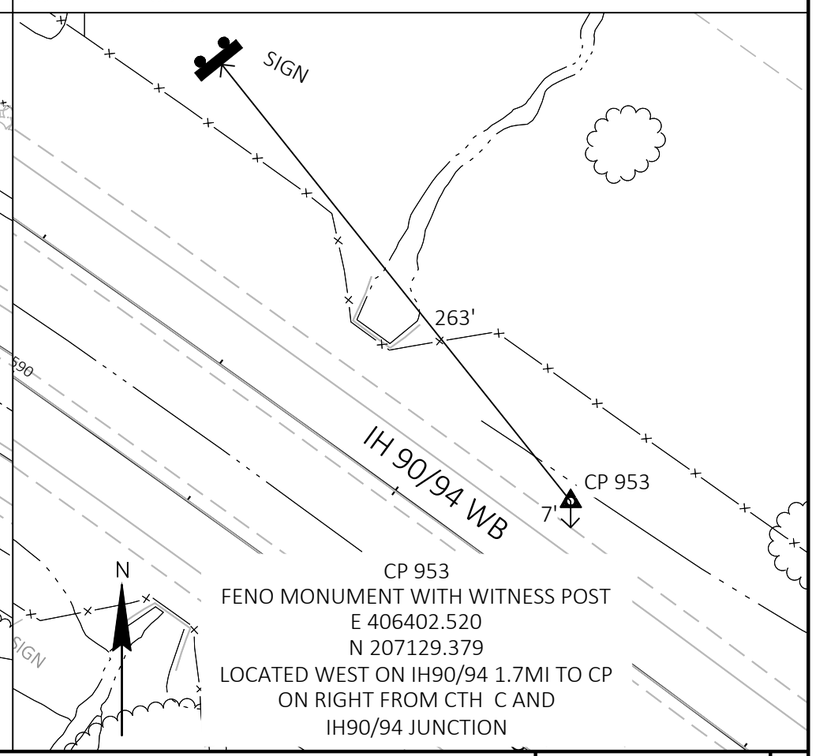
CP 950
FENO MONUMENT WITH WITNESS POST
E 402896.637
N 208834.006
LOCATED EAST ON IH90/94 4.0MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



CP 951
FENO MONUMENT WITH WITNESS POST
E 404108.499
N 208509.497
LOCATED WEST ON IH90/94 2.2MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION



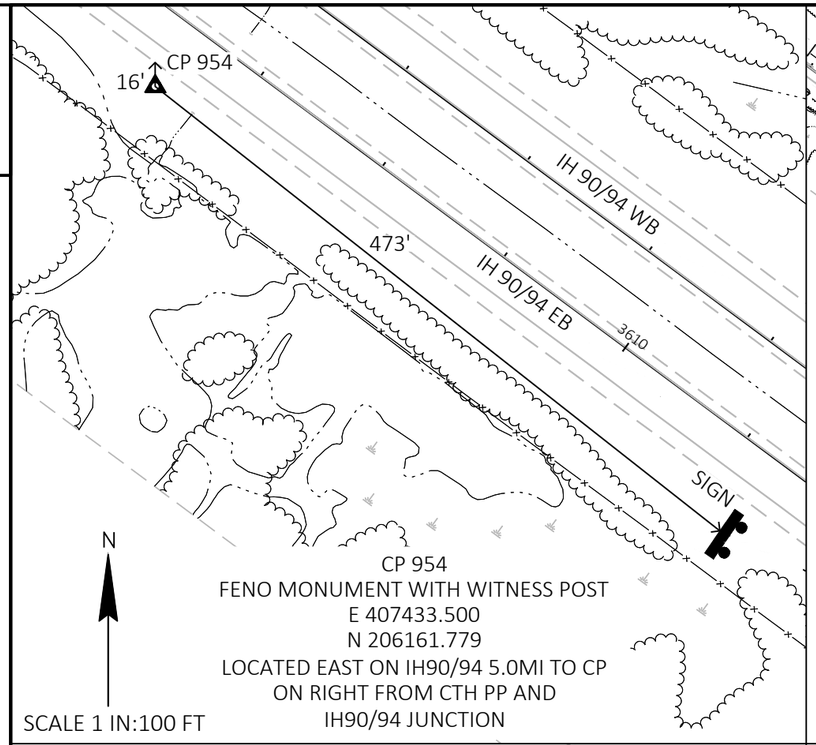
CP 952
FENO MONUMENT WITH WITNESS POST
E 405288.988
N 207693.932
LOCATED EAST ON IH90/94 4.5MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



CP 953
FENO MONUMENT WITH WITNESS POST
E 406402.520
N 207129.379
LOCATED WEST ON IH90/94 1.7MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION

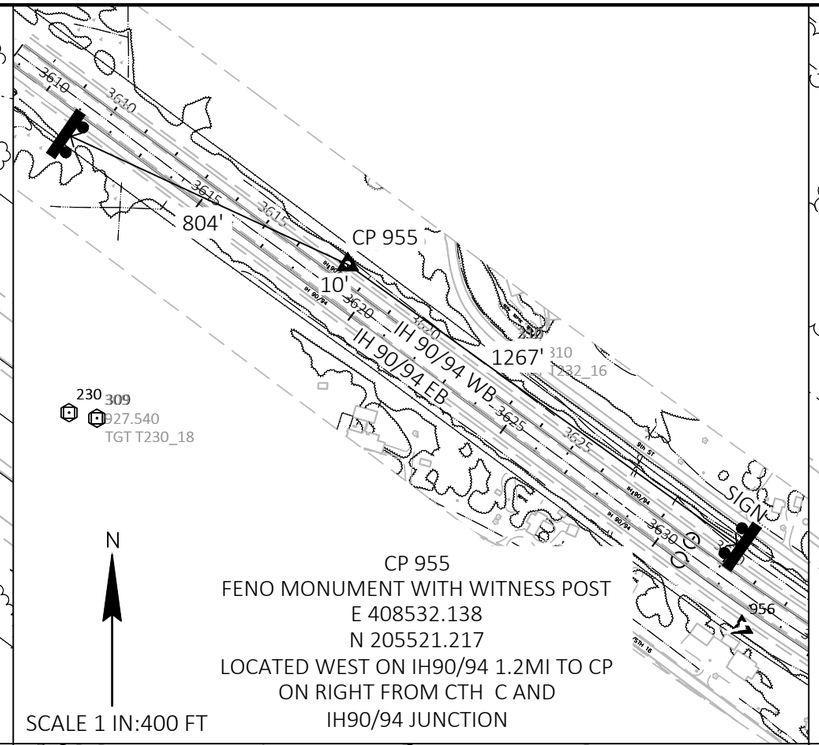
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 17
PLOT DATE : 3/22/2022 11:37 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



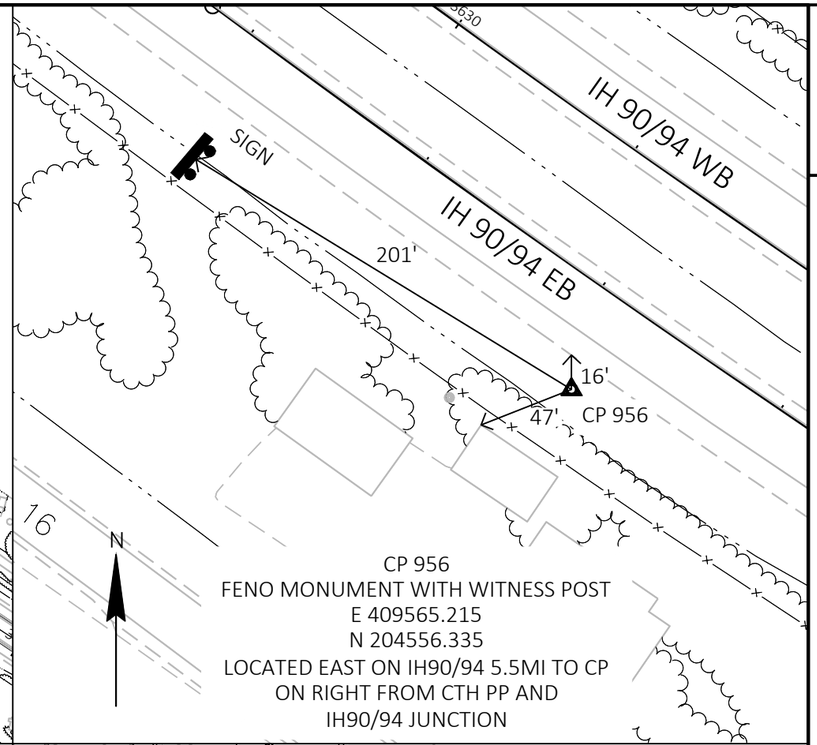
CP 954
FENO MONUMENT WITH WITNESS POST
E 407433.500
N 206161.779
LOCATED EAST ON IH90/94 5.0MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION

SCALE 1 IN:100 FT

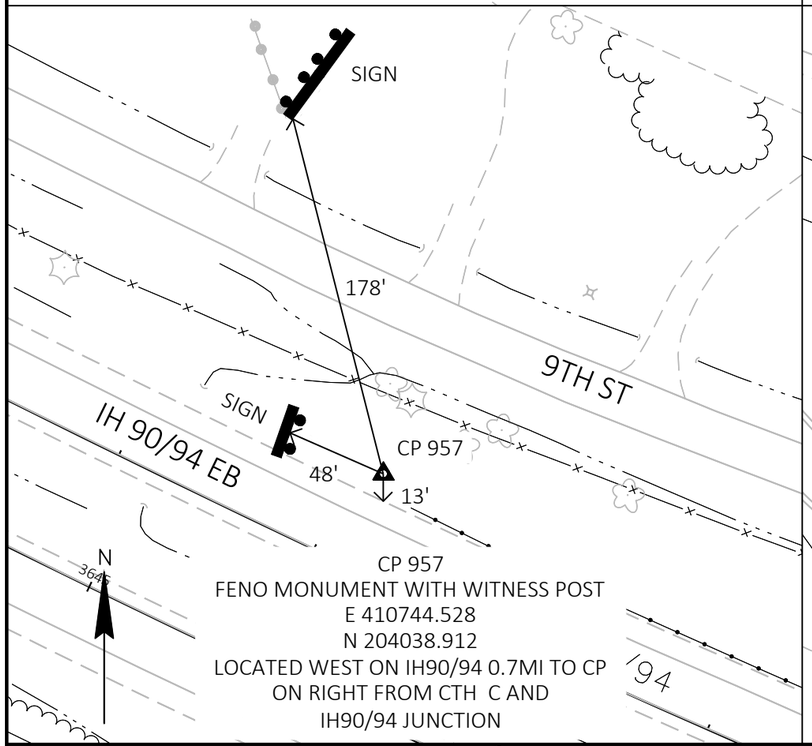


CP 955
FENO MONUMENT WITH WITNESS POST
E 408532.138
N 205521.217
LOCATED WEST ON IH90/94 1.2MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION

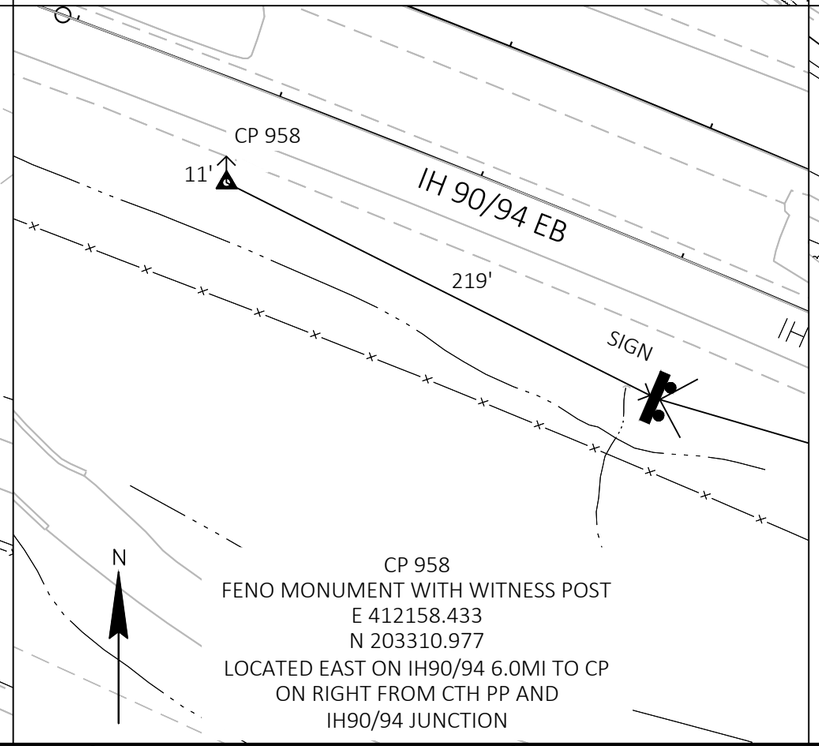
SCALE 1 IN:400 FT



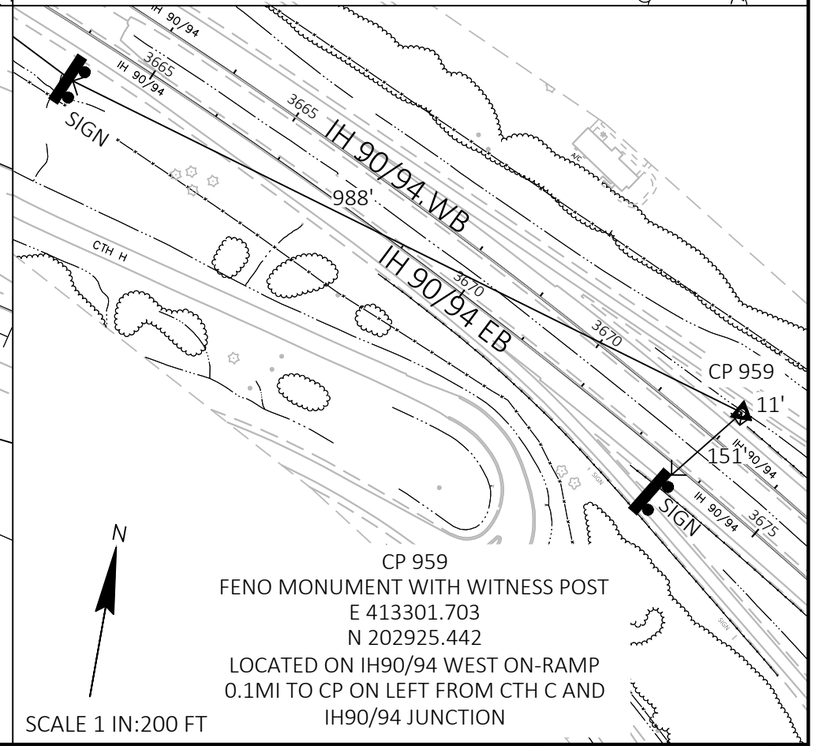
CP 956
FENO MONUMENT WITH WITNESS POST
E 409565.215
N 204556.335
LOCATED EAST ON IH90/94 5.5MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION



CP 957
FENO MONUMENT WITH WITNESS POST
E 410744.528
N 204038.912
LOCATED WEST ON IH90/94 0.7MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION



CP 958
FENO MONUMENT WITH WITNESS POST
E 412158.433
N 203310.977
LOCATED EAST ON IH90/94 6.0MI TO CP
ON RIGHT FROM CTH PP AND
IH90/94 JUNCTION

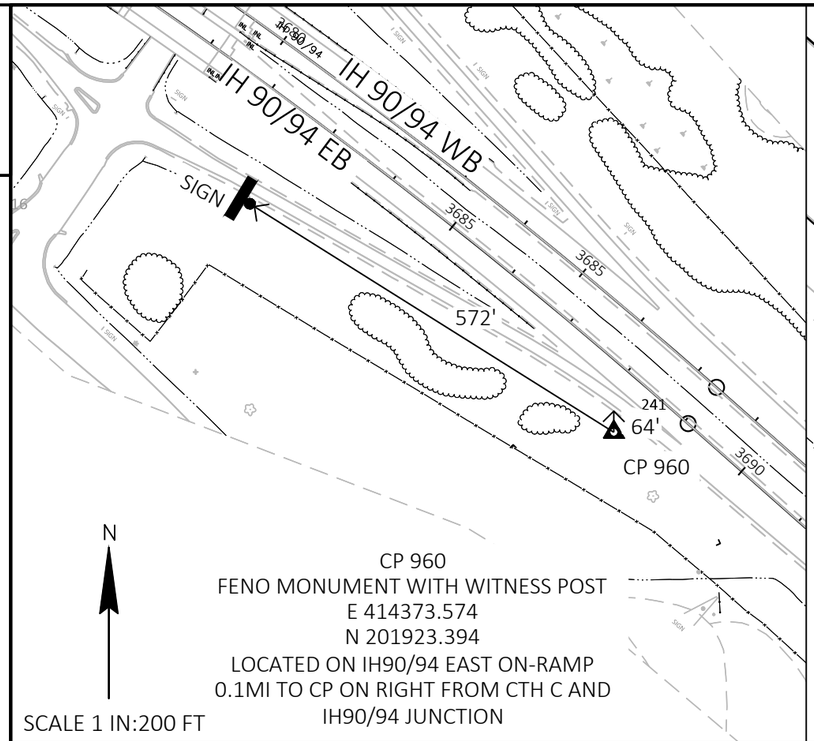


CP 959
FENO MONUMENT WITH WITNESS POST
E 413301.703
N 202925.442
LOCATED ON IH90/94 WEST ON-RAMP
0.1MI TO CP ON LEFT FROM CTH C AND
IH90/94 JUNCTION

SCALE 1 IN:200 FT

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

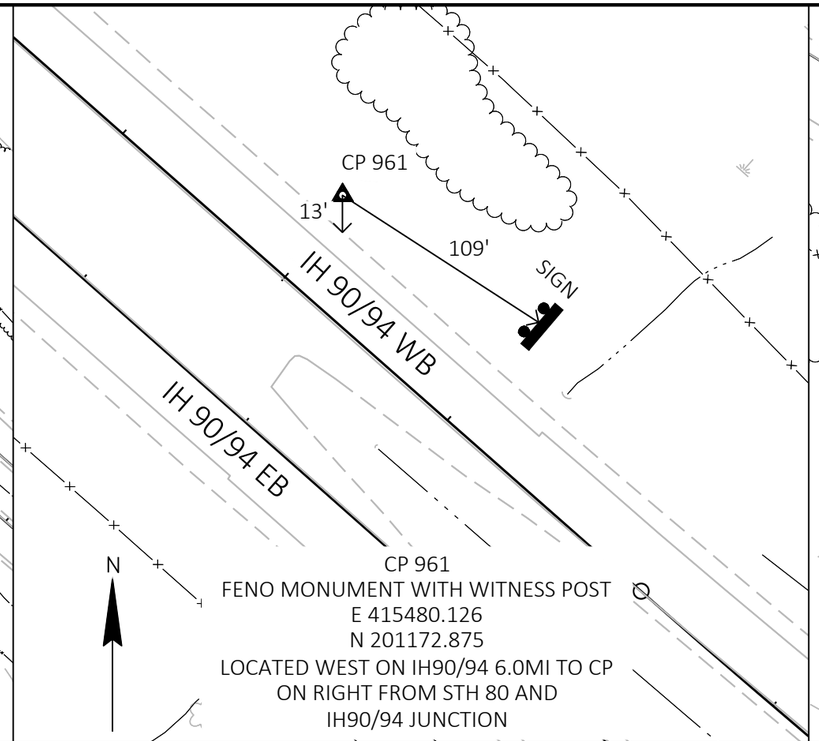
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 19
PLOT DATE : 3/22/2022 11:40 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



N

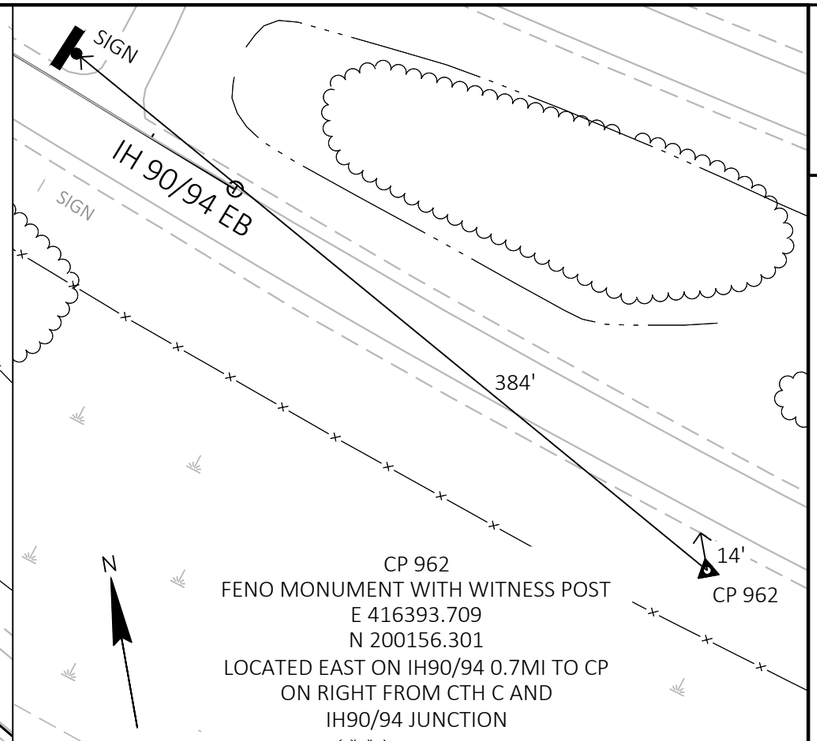
CP 960
FENO MONUMENT WITH WITNESS POST
E 414373.574
N 201923.394
LOCATED ON IH90/94 EAST ON-RAMP
0.1MI TO CP ON RIGHT FROM CTH C AND
IH90/94 JUNCTION

SCALE 1 IN:200 FT



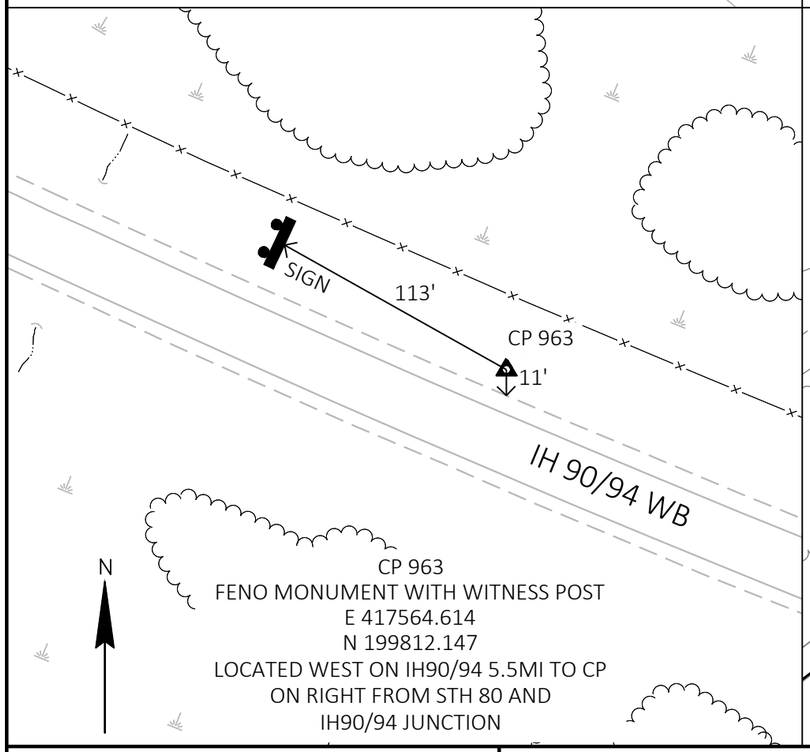
N

CP 961
FENO MONUMENT WITH WITNESS POST
E 415480.126
N 201172.875
LOCATED WEST ON IH90/94 6.0MI TO CP
ON RIGHT FROM STH 80 AND
IH90/94 JUNCTION



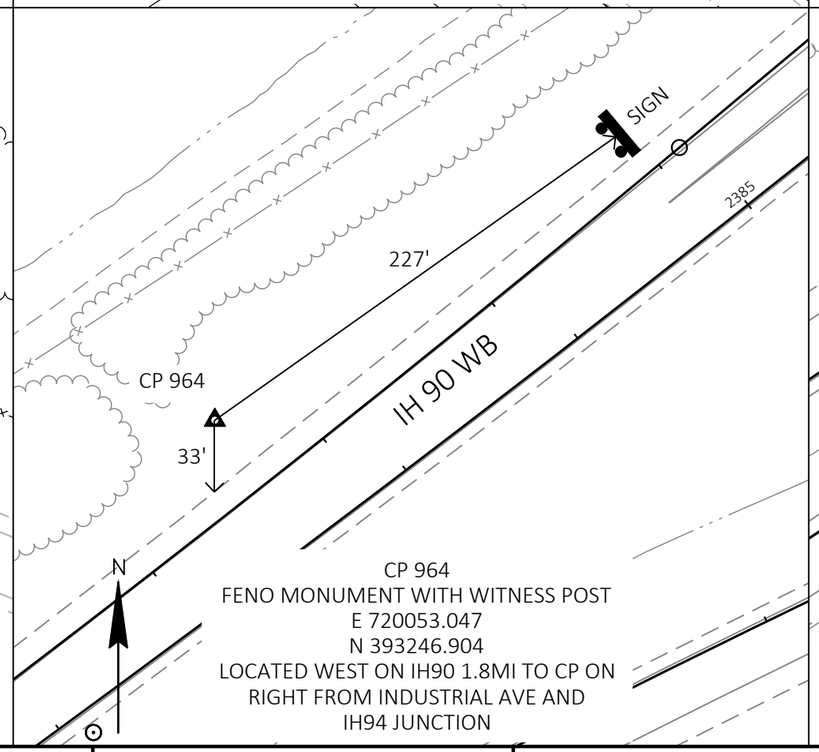
N

CP 962
FENO MONUMENT WITH WITNESS POST
E 416393.709
N 200156.301
LOCATED EAST ON IH90/94 0.7MI TO CP
ON RIGHT FROM CTH C AND
IH90/94 JUNCTION



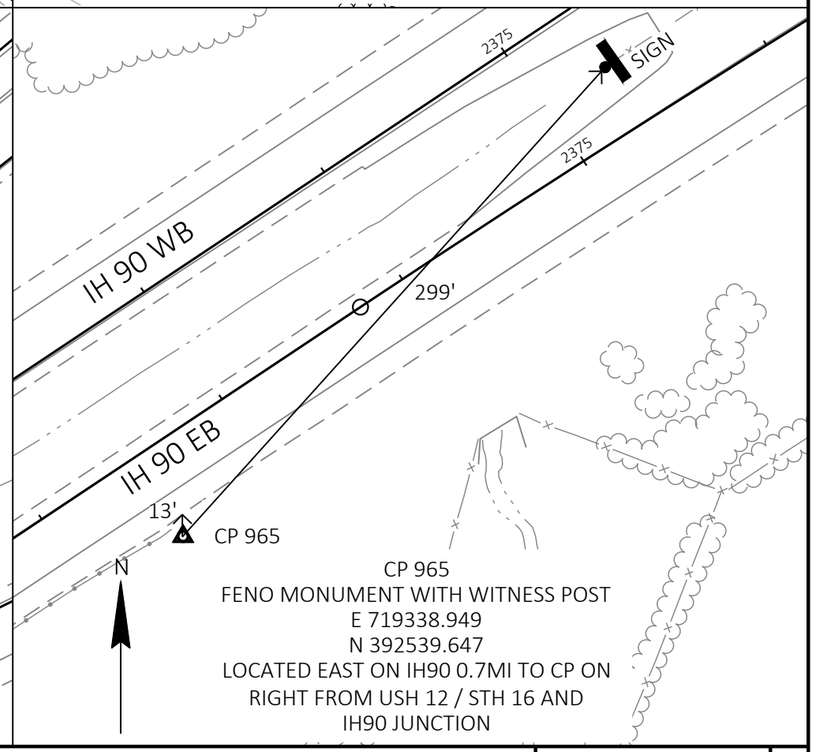
N

CP 963
FENO MONUMENT WITH WITNESS POST
E 417564.614
N 199812.147
LOCATED WEST ON IH90/94 5.5MI TO CP
ON RIGHT FROM STH 80 AND
IH90/94 JUNCTION



N

CP 964
FENO MONUMENT WITH WITNESS POST
E 720053.047
N 393246.904
LOCATED WEST ON IH90 1.8MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION

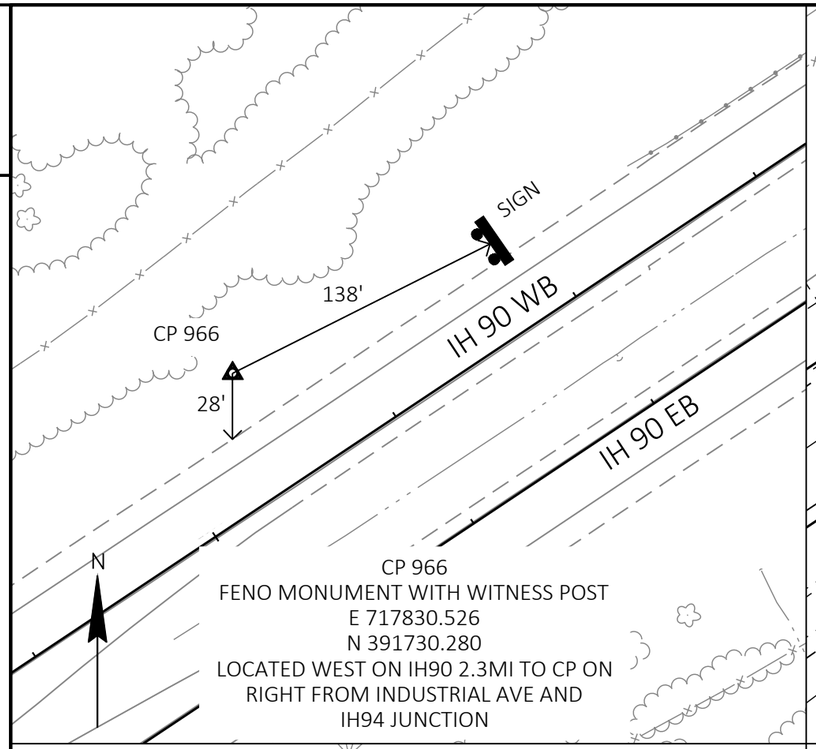


N

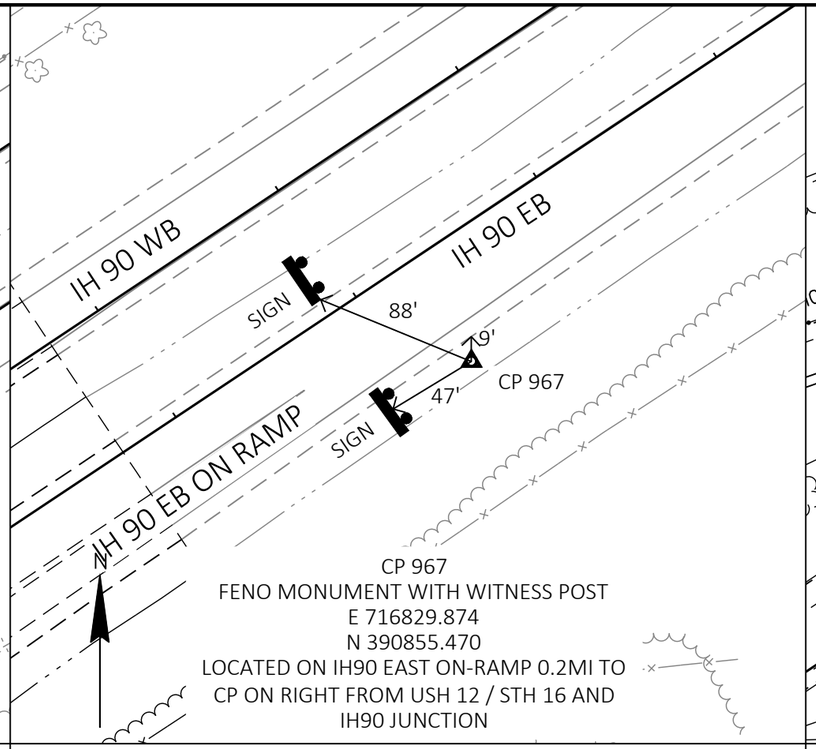
CP 965
FENO MONUMENT WITH WITNESS POST
E 719338.949
N 392539.647
LOCATED EAST ON IH90 0.7MI TO CP ON
RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

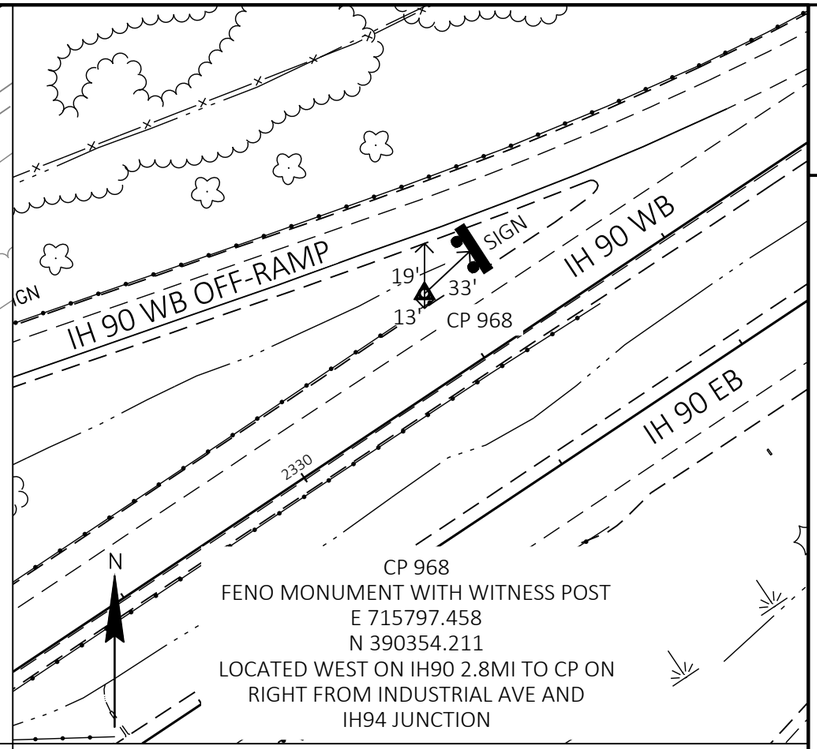
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 21
PLOT DATE : 3/22/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



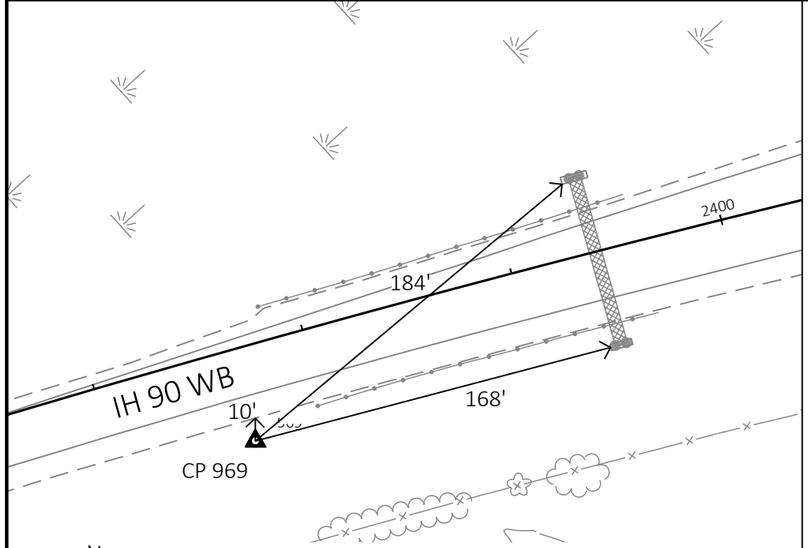
CP 966
FENO MONUMENT WITH WITNESS POST
E 717830.526
N 391730.280
LOCATED WEST ON IH90 2.3MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION



CP 967
FENO MONUMENT WITH WITNESS POST
E 716829.874
N 390855.470
LOCATED ON IH90 EAST ON-RAMP 0.2MI TO
CP ON RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION



CP 968
FENO MONUMENT WITH WITNESS POST
E 715797.458
N 390354.211
LOCATED WEST ON IH90 2.8MI TO CP ON
RIGHT FROM INDUSTRIAL AVE AND
IH94 JUNCTION



CP 969
FENO MONUMENT WITH WITNESS POST
E 721593.725
N 393597.703
LOCATED ON IH90 EAST 1.3MI TO CP ON
RIGHT FROM USH 12 / STH 16 AND
IH90 JUNCTION

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\027207_AD.DWG
LAYOUT NAME - 23
PLOT DATE : 3/22/2022 11:46 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

Estimate Of Quantities

1017-01-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	42.000	42.000
0004	203.0220	Removing Structure (structure) 01. B-41-50	EACH	1.000	1.000
0006	203.0220	Removing Structure (structure) 02. B-41-46	EACH	1.000	1.000
0008	203.0220	Removing Structure (structure) 03. C-41-24	EACH	1.000	1.000
0010	203.0220	Removing Structure (structure) 04. B-41-45	EACH	1.000	1.000
0012	203.0220	Removing Structure (structure) 05. 3080+42A	EACH	1.000	1.000
0014	204.0115	Removing Asphaltic Surface Butt Joints	SY	9,235.000	9,235.000
0016	204.0165	Removing Guardrail	LF	5,721.000	5,721.000
0018	204.0170	Removing Fence	LF	165,137.000	165,137.000
0020	204.0180	Removing Delineators and Markers	EACH	40.000	40.000
0022	204.0190	Removing Surface Drains	EACH	1.000	1.000
0024	204.0220	Removing Inlets	EACH	3.000	3.000
0026	205.0100	Excavation Common	CY	11,787.000	11,787.000
0028	206.2001	Excavation for Structures Culverts (structure) 01. B-41-50	EACH	1.000	1.000
0030	206.2001	Excavation for Structures Culverts (structure) 02. B-41-46	EACH	1.000	1.000
0032	206.2001	Excavation for Structures Culverts (structure) 03. C-41-24	EACH	1.000	1.000
0034	206.2001	Excavation for Structures Culverts (structure) 04. B-41-45	EACH	1.000	1.000
0036	208.0100	Borrow	CY	21,243.000	21,243.000
0038	208.1100	Select Borrow	CY	39,298.000	39,298.000
0040	210.2500	Backfill Structure Type B	TON	775.000	775.000
0042	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	32.000	32.000
0044	213.0100	Finishing Roadway (project) 01. 1017-01-71	EACH	1.000	1.000
0046	305.0110	Base Aggregate Dense 3/4-Inch	TON	13,909.000	13,909.000
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	41,811.000	41,811.000
0050	311.0110	Breaker Run	TON	197.000	197.000
0052	390.0403	Base Patching Concrete Shes	SY	60.000	60.000
0054	416.0620	Drilled Dowel Bars	EACH	108.000	108.000
0056	416.1010	Concrete Surface Drains	CY	3.500	3.500
0058	455.0605	Tack Coat	GAL	57,178.000	57,178.000
0060	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0062	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0064	460.0115.S	HMA Pavement Test Strips Volumetrics	EACH	1.000	1.000
0066	460.0120.S	HMA Pavement Test Strips Density	EACH	1.000	1.000
0068	460.2000	Incentive Density HMA Pavement	DOL	41,460.000	41,460.000
0070	460.2005	Incentive Density PWL HMA Pavement	DOL	23,860.000	23,860.000
0072	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	45,580.000	45,580.000
0074	460.2010	Incentive Air Voids HMA Pavement	DOL	40,040.000	40,040.000
0076	460.7223	HMA Pavement 3 HT 58-28 S	TON	35,318.000	35,318.000
0078	460.7224	HMA Pavement 4 HT 58-28 S	TON	17,035.000	17,035.000
0080	460.7423	HMA Pavement 3 HT 58-28 H	TON	14,762.000	14,762.000
0082	460.7424	HMA Pavement 4 HT 58-28 H	TON	4,286.000	4,286.000
0084	460.8624	HMA Pavement 4 SMA 58-28 V	TON	44,411.000	44,411.000
0086	460.9000.S	Material Transfer Vehicle 01. 1017-01-71	EACH	1.000	1.000
0088	465.0400	Asphaltic Shoulder Rumble Strips	LF	133,850.000	133,850.000
0090	502.4205	Adhesive Anchors No. 5 Bar	EACH	228.000	228.000
0092	504.0100	Concrete Masonry Culverts	CY	164.100	164.100
0094	505.0400	Bar Steel Reinforcement HS Structures	LB	32,920.000	32,920.000
0096	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	2,500.000	2,500.000
0098	511.1200	Temporary Shoring (structure) 01. B-41-50	SF	767.000	767.000

1017-01-71

Line	Item	Item Description	Unit	Total	Qty
0100	511.1200	Temporary Shoring (structure) 02. B-41-46	SF	783.000	783.000
0102	511.1200	Temporary Shoring (structure) 03. C-41-24	SF	649.000	649.000
0104	511.1200	Temporary Shoring (structure) 04. B-41-45	SF	403.000	403.000
0106	516.0500	Rubberized Membrane Waterproofing	SY	61.000	61.000
0108	520.3415	Culvert Pipe Class III-A Non-metal 15-Inch	LF	108.000	108.000
0110	520.3618	Culvert Pipe Class III-B Non-metal 18-Inch	LF	33.000	33.000
0112	520.8000	Concrete Collars for Pipe	EACH	39.000	39.000
0114	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	1.000	1.000
0116	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	1.000	1.000
0118	521.1615	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 15-Inch 10 to 1	EACH	2.000	2.000
0120	521.1618	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 10 to 1	EACH	1.000	1.000
0122	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	12.000	12.000
0124	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	76.000	76.000
0126	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	30.000	30.000
0128	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	34.000	34.000
0130	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	26.000	26.000
0132	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	4.000	4.000
0134	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	46.000	46.000
0136	522.0160	Culvert Pipe Reinforced Concrete Class III 60-Inch	LF	6.000	6.000
0138	522.0418	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	14.000	14.000
0140	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	28.000	28.000
0142	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	14.000	14.000
0144	522.0442	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	12.000	12.000
0146	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	10.000	10.000
0148	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	7.000	7.000
0150	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	7.000	7.000
0152	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	4.000	4.000
0154	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	2.000	2.000
0156	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	6.000	6.000
0158	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	1.000	1.000
0160	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	2.000	2.000
0162	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	220.000	220.000
0164	531.2024	Drilling Shaft 24-Inch	LF	16.000	16.000
0166	606.0200	Riprap Medium	CY	1.800	1.800
0168	606.0300	Riprap Heavy	CY	81.000	81.000
0170	611.0642	Inlet Covers Type MS	EACH	6.000	6.000
0172	611.0654	Inlet Covers Type V	EACH	2.000	2.000
0174	611.3220	Inlets 2x2-FT	EACH	2.000	2.000
0176	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
0178	611.3902	Inlets Median 2 Grate	EACH	2.000	2.000
0180	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	70.000	70.000
0182	614.0115	Anchorages for Steel Plate Beam Guard Type 2	EACH	1.000	1.000
0184	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	12.000	12.000
0186	614.0230	Steel Thrie Beam	LF	1,050.000	1,050.000
0188	614.0305	Steel Plate Beam Guard Class A	LF	639.000	639.000
0190	614.2300	MGS Guardrail 3	LF	3,708.000	3,708.000
0192	614.2500	MGS Thrie Beam Transition	LF	79.000	79.000
0194	614.2610	MGS Guardrail Terminal EAT	EACH	11.000	11.000
0196	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0198	616.0100	Fence Woven Wire (height) 01. 4-FT	LF	165,137.000	165,137.000
0200	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1017-01-71	EACH	1.000	1.000
0202	619.1000	Mobilization	EACH	1.000	1.000
0204	624.0100	Water	MGAL	570.000	570.000
0206	625.0500	Salvaged Topsoil	SY	122,420.000	122,420.000
0208	628.1504	Silt Fence	LF	44,863.000	44,863.000
0210	628.1520	Silt Fence Maintenance	LF	44,863.000	44,863.000
0212	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0214	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0216	628.2002	Erosion Mat Class I Type A	SY	122,862.000	122,862.000
0218	628.7010	Inlet Protection Type B	EACH	7.000	7.000
0220	628.7504	Temporary Ditch Checks	LF	1,224.000	1,224.000
0222	628.7555	Culvert Pipe Checks	EACH	154.000	154.000
0224	628.7560	Tracking Pads	EACH	1.000	1.000
0226	628.7570	Rock Bags	EACH	1,156.000	1,156.000
0228	629.0210	Fertilizer Type B	CWT	130.000	130.000
0230	630.0130	Seeding Mixture No. 30	LB	3,712.000	3,712.000
0232	630.0200	Seeding Temporary	LB	2,802.000	2,802.000
0234	630.0500	Seed Water	MGAL	4,613.000	4,613.000
0236	633.0200	Delineators Flexible	EACH	16.000	16.000
0238	633.5200	Markers Culvert End	EACH	39.000	39.000
0240	633.5350	Markers Permanent Flexible	EACH	110.000	110.000
0242	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	4.000	4.000
0244	635.0200	Sign Supports Structural Steel HS	LB	1,020.000	1,020.000
0246	637.2210	Signs Type II Reflective H	SF	48.000	48.000
0248	638.2101	Moving Signs Type I	EACH	1.000	1.000
0250	638.2102	Moving Signs Type II	EACH	30.000	30.000
0252	638.2602	Removing Signs Type II	EACH	4.000	4.000
0254	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0256	638.3100	Removing Structural Steel Sign Supports	EACH	2.000	2.000
0258	638.4000	Moving Small Sign Supports	EACH	31.000	31.000
0260	642.5001	Field Office Type B	EACH	1.000	1.000
0262	643.0300	Traffic Control Drums	DAY	33,985.000	33,985.000
0264	643.0420	Traffic Control Barricades Type III	DAY	1,677.000	1,677.000
0266	643.0705	Traffic Control Warning Lights Type A	DAY	3,312.000	3,312.000
0268	643.0715	Traffic Control Warning Lights Type C	DAY	4,634.000	4,634.000
0270	643.0800	Traffic Control Arrow Boards	DAY	230.000	230.000
0272	643.0900	Traffic Control Signs	DAY	6,660.000	6,660.000
0274	643.0910	Traffic Control Covering Signs Type I	EACH	11.000	11.000
0276	643.0920	Traffic Control Covering Signs Type II	EACH	53.000	53.000
0278	643.1050	Traffic Control Signs PCMS	DAY	150.000	150.000
0280	643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	35.000	35.000
0282	643.1205.S	Basic Traffic Queue Warning System	DAY	121.000	121.000
0284	643.4100	Traffic Control Interim Lane Closure	EACH	61.000	61.000
0286	643.5000	Traffic Control	EACH	1.000	1.000
0288	645.0105	Geotextile Type C	SY	288.000	288.000
0290	645.0120	Geotextile Type HR	SY	129.500	129.500
0292	646.1020	Marking Line Epoxy 4-Inch	LF	291,146.000	291,146.000
0294	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	171,035.000	171,035.000

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Line	Item	Item Description	Unit	Total	Qty
0296	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	20,192.000	20,192.000
0298	646.3020	Marking Line Epoxy 8-Inch	LF	19,030.000	19,030.000
0300	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	18,422.000	18,422.000
0302	646.5420	Marking Aerial Enforcement Bar Epoxy	EACH	10.000	10.000
0304	646.7220	Marking Chevron Epoxy 24-Inch	LF	1,179.000	1,179.000
0306	650.6000	Construction Staking Pipe Culverts	EACH	40.000	40.000
0308	650.8000	Construction Staking Resurfacing Reference	LF	131,722.000	131,722.000
0310	650.9911	Construction Staking Supplemental Control (project) 01. 1017-01-71	EACH	1.000	1.000
0312	650.9920	Construction Staking Slope Stakes	LF	74,826.000	74,826.000
0314	690.0250	Sawing Concrete	LF	194.000	194.000
0316	715.0502	Incentive Strength Concrete Structures	DOL	985.000	985.000
0318	740.0440	Incentive IRI Ride	DOL	91,380.000	91,380.000
0320	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,100.000	2,100.000
0322	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	6,480.000	6,480.000
0324	SPV.0060	Special 01. Temporary Emergency Pullout 7-FT	EACH	12.000	12.000
0326	SPV.0060	Special 02. Temporary Emergency Pullout 12-FT	EACH	11.000	11.000
0328	SPV.0090	Special 01. Concrete Joint And Crack Cleaning	LF	150.000	150.000
0330	SPV.0090	Special 02. Asphaltic Rumble Strip Filling	LF	9,685.000	9,685.000
0332	SPV.0180	Special 01. Removing Asphaltic Surface Milling	SY	563,061.000	563,061.000

CULVERT PIPE SUMMARY

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS *EACH*	520.8000 CONCRETE COLLARS FOR PIPE *EACH*	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH *EACH*	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH *EACH*	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS *EACH*	STEEL THICKNESS (INCHES)	INLET** ELEVATION	OUTLET** ELEVATION
0010	2356+99B	IH 90 EB OUTSIDE	1	-	12	-	-	-	-	1	-	-	-	-	1	0.064	955.75	955.38
0010	2954+99	IH 94 EB MEDIAN	1	1	-	10	-	-	-	-	1	-	-	-	1	-	955.34	955.29
0010	3030+98	IH 94 EB MEDIAN	1	1	-	8	-	-	-	-	1	-	-	-	1	-	945.28	945.22
0010	3057+99	IH 94 EB MEDIAN	1	1	-	6	-	-	-	-	1	-	-	-	1	-	940.10	940.08
0010	3062+98	IH 94 EB OUTSIDE	1	1	-	-	2	-	-	-		1	-	-	1	-	940.59	940.57
0010	3215+23A	IH 90/94 MEDIAN	1	1	-	4	-	-	-	-	1	-	-	-	1	-	936.40	936.38
0010	3227+75A	IH 90/94 MEDIAN	1	1	-	-	10	-	-	-	-	1	-	-	1	-	935.45	935.34
0010	3248+74A	IH 90/94 MEDIAN	1	1	-	-	-	-	6	-	-	-	-	1	1	-	933.98	933.95
0010	3259+74A	IH 90/94 MEDIAN	1	1	-	-	-	6	-	-	-	-	1	-	1	-	933.12	933.09
0010	3274+75A	IH 90/94 MEDIAN	1	1	-	6	-		-	-	1	-	-	-	1	-	935.63	935.60
0010	3294+73A	IH 90/94 MEDIAN	1	1	-	-	-	2	-	-	-	-	1	-	1	-	934.81	934.80
0010	3303+71A	IH 90/94 MEDIAN	1	1	-	4	-	-	-	-	1	-	-	-	1	-	933.20	933.18
0010	3317+73A	IH 90/94 MEDIAN	1	1	-	-	-	-	8	-	-	-	-	1	1	-	934.90	934.86
0010	3323+72A	IH 90/94 MEDIAN	1	1	-	-	-	-	6	-	-	-	-	1	1	-	935.50	935.47
0010	3323+78A	IH 90/94 MEDIAN	1	1	-	-	-	-	6	-	-	-	-	1	1	-	935.50	935.47
0010	3360+71A	IH 90/94 MEDIAN	1	1	-	-	6	-	-	-	-	1	-	-	1	-	925.82	925.79
0010	3390+65A	IH 90/94 MEDIAN	1	1	-	-	-	6	-	-	-	-	1	-	1	-	923.05	923.02
0010	3403+18A	IH 90/94 MEDIAN	1	1	-	-	-	12	-	-	-	-	1	-	1	-	922.37	922.31
0010	3543+00A	IH 90/94 MEDIAN	1	1	-	-	-	4	-	-	-	-	1	-	1	-	914.78	914.76
0010	3571+87A	IH 90/94 MEDIAN	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	3575+97A	IH 90/94 MEDIAN	1	1	-	-	6	-	-	-	-	1	-	-	1	-	919.80	919.77
0010	3577+79	IH 90/94 MEDIAN	1	1	-	-	6	-	-	-	-	1	-	-	1	-	920.01	919.98
0010	3584+06A	IH 90/94 MEDIAN	1	1	-	6	-	-	-	-	1	-	-	-	1	-	920.21	920.18
0010	3592+04A	IH 90/94 MEDIAN	1	1	-	8	-	-	-	-	1	-	-	-	1	-	920.31	920.27
0010	3605+03A	IH 90/94 MEDIAN	1	1	-	-	-	4	-	-	-	-	1	-	1	-	921.33	921.31
0010	3618+03A	IH 90/94 MEDIAN	1	1	-	6	-	-	-	-	1	-	-	-	1	-	923.95	923.92
0010	3628+03A	IH 90/94 WB OUTSIDE	1	1	-	2	-	-	-	-	1	-	-	-	1	-	927.26	927.26
0010	3628+03A	IH 90/94 MEDIAN	1	1	-	16	-	-	-	-	-	-	-	-	1	-	928.07	927.91
		TOTALS	*28*	*26*	12	76	30	34	26	1	10	*5*	*6*	4	*27*			

*BID ITEM LISTED ELSEWHERE

**PIPE INVERT AT END OF PIPE FOR INFORMATION ONLY. FIELD VERIFY

CULVERT PIPE SUMMARY (CONT.)

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS *EACH*	203.0220.05 REMOVING STRUCTURE (STRUCTURE) (3080+42A) EACH	520.8000 CONCRETE COLLARS FOR PIPE *EACH*	522.0142 CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.0160 CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH LF	522.0418 CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	522.0442 CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH *EACH*	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH *EACH*	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	522.1060 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS *EACH*	INLET** ELEVATION	OUTLET** ELEVATION
0010	3001+82	IH 94 EB OUTSIDE	1	-	1	-	6	-	-	-	-	-	-	-	-	1	-	1	942.21	942.16
0010	3102+00	IH 94 EB MEDIAN	1	-	1	-	8	-	-	-	-	-	-	-	-	1	-	1	938.94	938.87
0010	3192+95	IH 94 EB OUTSIDE	1	-	1	-	-	-	-	16	-	-	1	-	-	-	-	1	938.04	937.91
0010	3209+64	IH 94 EB OUTSIDE	1	-	1	-	-	-	-	-	-	12	-	-	1	-	-	1	934.53	934.47
0010	3229+97	IH 94 EB OUTSIDE	1	-	1	-	-	-	-	12	-	-	1	-	-	-	-	1	935.98	935.87
0010	3080+42A	IH 94 WB OUTSIDE	-	1	1	-	-	6	-	-	-	-	-	-	-	-	1	1	936.50	936.41
0010	3221+72A	IH 90/94 MEDIAN	1	-	1	-	-	-	14	-	-	-	-	-	-	-	-	1	936.40	936.33
0010	3446+39A	IH 90/94 MEDIAN	1	-	1	-	10	-	-	-	-	-	-	-	-	1	-	1	928.18	928.13
0010	3446+49A	IH 90/94 MEDIAN	1	-	1	-	10	-	-	-	-	-	-	-	-	1	-	1	928.18	928.13
0010	3446+53A	IH 90/94 WB OUTSIDE	1	-	1	-	6	-	-	-	-	-	-	-	-	1	-	1	927.31	927.28
0010	3446+63A	IH 90/94 WB OUTSIDE	1	-	1	-	6	-	-	-	-	-	-	-	-	1	-	1	927.31	927.28
0010	3457+52A	IH 90/94 MEDIAN	1	-	1	4	-	-	-	-	-	-	-	-	1	-	-	1	925.33	925.31
0010	3516+59A	IH 90/94 MEDIAN	1	-	1	-	-	-	-	-	14	-	-	1	-	-	-	1	919.32	919.03
0010	3572+70A	IH 90/94 MEDIAN	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		TOTALS	*13*	1	*13*	4	46	6	14	28	14	12	*2*	*1*	2	6	1	*13*		

*BID ITEM LISTED ELSEWHERE

**PIPE INVERT AT END OF PIPE FOR INFORMATION ONLY. FIELD VERIFY

INFO FOR REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	SIZE (INCH)	MATERIAL	LENGTH (FT)
2356+99B	IH 90 EB OUTSIDE	18	STEEL	3
2954+99	IH 94 EB MEDIAN	18	CONCRETE	6
3030+98	IH 94 EB MEDIAN	18	CONCRETE	6
3057+99	IH 94 EB MEDIAN	18	CONCRETE	6
3062+98	IH 94 EB OUTSIDE	24	CONCRETE	6
3225+23A	IH 90/94 MEDIAN	18	CONCRETE	6
3227+75A	IH 90/94 MEDIAN	24	CONCRETE	6
3248+74A	IH 90/94 MEDIAN	36	CONCRETE	8
3259+74A	IH 90/94 MEDIAN	30	CONCRETE	6
3274+75A	IH 90/94 MEDIAN	18	CONCRETE	6
3294+73A	IH 90/94 MEDIAN	30	CONCRETE	6
3303+71A	IH 90/94 MEDIAN	18	CONCRETE	6
3317+73A	IH 90/94 MEDIAN	36	CONCRETE	8
3323+72A	IH 90/94 MEDIAN	36	CONCRETE	8
3323+78A	IH 90/94 MEDIAN	36	CONCRETE	8
3360+71A	IH 90/94 MEDIAN	24	CONCRETE	6
3390+65A	IH 90/94 MEDIAN	30	CONCRETE	6
3403+18A	IH 90/94 MEDIAN	30	CONCRETE	6
3543+00A	IH 90/94 MEDIAN	30	CONCRETE	6
3571+87A	IH 90/94 MEDIAN	30	CONCRETE	2
3575+97A	IH 90/94 MEDIAN	24	CONCRETE	6
3577+79A	IH 90/94 MEDIAN	24	CONCRETE	6
3584+06A	IH 90/94 MEDIAN	18	CONCRETE	6
3592+04A	IH 90/94 MEDIAN	18	CONCRETE	6
3605+03A	IH 90/94 MEDIAN	30	CONCRETE	6
3628+03A	IH 90/94 MEDIAN	18	CONCRETE	6
3628+03A	IH 90/94 WB OUTSIDE	18	CONCRETE	6
3628+03A	IH 90/94 MEDIAN	18	CONCRETE	6
3001+82	IH 94 EB OUTSIDE	48	CONCRETE	8
3102+00	IH 94 EB MEDIAN	48	CONCRETE	8
3192+95	IH 94 EB OUTSIDE	24	CONCRETE	6
3209+64	IH 94 EB OUTSIDE	42	CONCRETE	8
3229+97	IH 94 EB OUTSIDE	24	CONCRETE	6
3221+72A	IH 90/94 MEDIAN	18	CONCRETE	6
3446+39A	IH 90/94 MEDIAN	48	CONCRETE	8
3446+49A	IH 90/94 MEDIAN	48	CONCRETE	8
3446+53A	IH 90/94 WB OUTSIDE	48	CONCRETE	8
3446+63A	IH 90/94 WB OUTSIDE	48	CONCRETE	8
3457+52A	IH 90/94 MEDIAN	42	CONCRETE	8
3516+59A	IH 90/94 MEDIAN	30	CONCRETE	6
3509+27A	IH 90/94 MEDIAN	12	PLASTIC	40
3572+70A	IH 90/94 MEDIAN	12	STEEL	257

NOTE: FOR INFORMATIONAL PURPOSES ONLY.

FENCE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF	616.0100.01 FENCE WOVEN WIRE (HEIGHT) (01. 4-FT) LF
STG 1						
0010	2937+50	-	2954+29	IH 94 EB	1,685	1,685
0010	2957+36	-	2988+55	IH 94 EB	3,232	3,232
0010	2990+68	-	3031+93	IH 94 EB	4,465	4,465
0010	3032+32		3049+74	IH 94 EB	1,800	1,800
0010	3062+06	-	3120+92	IH 94 EB	6,028	6,028
				STG 1 TOTAL	17,210	17,210
STG 2						
0010	3170+00A	-	3200+42A	IH 90/94 WB	3,075	3,075
0010	3200+58A		3263+98A	IH 90/94 WB	6,355	6,355
0010	3264+31A	-	3265+61A	IH 90/94 WB	160	160
0010	3265+87A	-	3309+00A	IH 90/94 WB	4,608	4,608
0010	3309+24A	-	3337+57A	IH 90/94 WB	2,868	2,868
0010	3341+16A	-	3381+64A	IH 90/94 WB	4,094	4,094
0010	3381+92A		3423+92A	IH 90/94 WB	4,220	4,220
0010	3424+23A	-	3435+61A	IH 90/94 WB	1,155	1,155
0010	3435+85A	-	3507+71A	IH 90/94 WB	7,290	7,290
0010	3508+98A	-	3572+05A	IH 90/94 WB	6,405	6,405
0010	3572+37A	-	3653+16A	IH 90/94 WB	8,140	8,140
0010	3656+88A		3678+15A	IH 90/94 WB	2,232	2,232
0010	3679+28A	-	3693+00A	IH 90/94 WB	1,403	1,403
				STG 2 TOTAL	52,005	52,005
STG 2A						
0010	2334+95B	-	2365+50B	IH 90 EB	3,790	3,790
0010	2367+54B		2373+83B	IH 90 EB	730	730
0010	2374+11B	-	2424+00B	IH 90 EB	4,998	4,998
				STG 2A TOTAL	9,518	9,518
STG 2B						
0010	3161+35	-	3201+50	IH 90/94 EB	3,975	3,975
0010	3201+66		3266+40	IH 90/94 EB	6,500	6,500
0010	3266+71	-	3267+59	IH 90/94 EB	114	114
0010	3267+86	-	3311+29	IH 90/94 EB	4,385	4,385
0010	3311+49	-	3339+26	IH 90/94 EB	2,831	2,831
0010	3342+30	-	3382+19	IH 90/94 EB	4,033	4,033
0010	3382+49		3428+17	IH 90/94 EB	4,603	4,603
0010	3428+45	-	3440+33	IH 90/94 EB	1,220	1,220
0010	3440+63	-	3511+91	IH 90/94 EB	7,351	7,351
0010	3512+29	-	3574+98	IH 90/94 EB	6,300	6,300
0010	3575+31	-	3656+28	IH 90/94 EB	8,250	8,250
0010	3660+13	-	3679+20	IH 90/94 EB	1,958	1,958
0010	3681+41	-	3694+69	IH 90/94 FB	1,454	1,454
0010				FUNNEL RD	495	495
0010				FUNNEL RD	465	465
				SIG 2B TOTAL	53,934	53,934

FENCE SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF	616.0100.01 FENCE WOVEN WIRE (HEIGHT) (01. 4-FT) LF
STG 4						
0010	2936+45A	-	2959+23A	IH 94 WB	2,425	2,425
0010	2961+28A	-	2975+48A	IH 94 WB	1,580	1,580
0010	2976+04A	-	2989+71A	IH 94 WB	1,490	1,490
0010	2991+84A	-	3033+95A	IH 94 WB	4,290	4,290
0010	3034+34A	-	3050+68A	IH 94 WB	1,660	1,660
0010	3052+38A	-	3059+05A	IH 94 WB	835	835
0010	3063+07A	-	3124+34A	IH 94 WB	6,210	6,210
0010	3124+87A	-	3170+00A	IH 94 WB	4,560	4,560
				STG 4 TOTAL	23,050	23,050
STG 5						
0010	2121+05E	-	3127+85E	E RAMP	675	675
0010	3128+07E	-	3145+00E	E RAMP	1,625	1,625
0010	2322+51C	-	2364+19C	IH 90 WB	4,270	4,270
0010	2366+27C	-	2375+22C	IH 90 WB	1,310	1,310
0010	2375+43C	-	2390+70C	IH 90 WB	1,540	1,540
				STG 5 TOTAL	9,420	9,420
				TOTAL 0010	165,137	165,137

RIPRAP

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	* 645.0120 GEOTEXTILE TYPE HR SY	REMARKS
0010	3509+77A	IH 90/94 WB MEDIAN	1.8	8.5	
		TOTAL 0010	1.8	8.5	

PAVING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 1A (MEDIAN)													
0010	2925+50	-	2925+60	IH 94 EB	7	0.3	0.8	0.0	0.0	0.7	0.0	0	MEDIAN SHOULDER
0010	2925+60	-	2933+81	IH 94 EB	0	40.7	102.7	0.0	0.0	79.9	0.0	815	MEDIAN SHOULDER
0010	2933+81	-	2934+03	IH 94 EB	43	2.1	5.4	0.0	0.0	4.2	0.0	0	MEDIAN SHOULDER
0010	2936+12	-	2936+59	IH 94 EB	73	3.6	9.1	0.0	0.0	7.1	0.0	0	MEDIAN SHOULDER
0010	2936+59	-	2945+75	IH 94 EB	0	41.5	104.5	0.0	0.0	81.2	0.0	829	MEDIAN SHOULDER
0010	2945+75	-	2947+90	IH 94 EB	212	17.6	0.0	0.0	0.0	0.0	30.8	0	MEDIAN LANE/MEDIAN SHOULDER
0010	2947+90	-	2966+18	IH 94 EB	0	658.6	563.0	0.0	504.9	0.0	433.9	3874	MEDIAN LANE/MEDIAN SHOULDER
				STG 1 TOTAL	335	764.4	785.5	0.0	504.9	173.1	464.7	5518	
STG 1B (OUTSIDE)													
0010	2926+63	-	2926+73	IH 94 EB	9	0.4	1.1	0.0	0.0	0.9	0.0	0	OUTSIDE SHOULDER
0010	2926+73	-	2934+32	IH 94 EB	0	39.4	99.2	0.0	0.0	77.2	0.0	788	OUTSIDE SHOULDER
0010	2934+32	-	2934+42	IH 94 EB	14	0.7	1.8	0.0	0.0	1.4	0.0	0	OUTSIDE SHOULDER
0010	2936+53	-	2936+63	IH 94 EB	11	0.6	1.4	0.0	0.0	1.1	0.0	0	OUTSIDE SHOULDER
0010	2936+63	-	2945+75	IH 94 EB	0	45.3	114.2	0.0	0.0	88.8	0.0	906	OUTSIDE SHOULDER
0010	2945+75	-	2946+81	IH 94 EB	141	11.8	0.0	0.0	0.0	0.0	20.5	0	OUTSIDE LANE
0010	2946+81	-	2956+00	IH 94 EB	0	514.3	544.3	100.7	278.2	0.0	237.1	3025	OUTSIDE LANE
0010	2956+00	-	2966+18	IH 94 EB	0	421.2	523.3	126.0	170.5	0.0	151.5	2478	OUTSIDE LANE/OUTSIDE SHOULDER
0010				HWY 12 EXIT RAMP	0	2.5	0.0	0.0	0.0	8.4	0.0	50	RAMP SHOULDER REPAIR
0010	2938+29RC	-	2938+79RC	HWY 12 ENT. RAMP	156	10.9	0.0	4.4	0.0	10.9	0.0	0	RAMP AND SHOULDERS
0010	2938+79RC	-	2945+79RC	HWY 12 ENT. RAMP	0	259.0	0.0	267.3	0.0	159.5	0.0	2207	RAMP AND SHOULDERS
0010	2945+79RC	-	2946+84RC	HWY 12 ENT. RAMP	0	32.4	0.0	61.0	0.0	18.6	0.0	270	RAMP THICKNESS TRANSITION
0010	2946+84RC	-	2948+91RC	HWY 12 ENT. RAMP	0	90.0	0.0	168.8	0.0	38.7	0.0	529	RAMP AND OUTSIDE SHOULDER
				STG 1A TOTAL	331	1428.5	1285.3	728.2	448.7	405.5	409.1	10253	
STG 1.1A (MEDIAN)													
0010	2966+18	-	2987+41	IH 94 EB	0	718.7	769.8	0.0	556.7	0.0	473.5	4228	MEDIAN LANE/MEDIAN SHOULDER
0010	2987+41	-	2988+47	IH 94 EB	243	19.8	0.0	0.0	0.0	0.0	34.3	0	MEDIAN LANE/MEDIAN SHOULDER
0010	2978+82	-	2979+56	IH 94 EB	0	6.1	0.0	9.8	0.0	0.0	0.0	88	MAINTENANCE CROSSOVER
				SUB TOTAL	243	744.6	769.8	9.8	556.7	0.0	507.8	4316	
0010	2991+15	-	2992+21	IH 94 EB	212	17.6	0.0	0.0	0.0	0.0	30.8	0	MEDIAN LANE/MEDIAN SHOULDER
0010	2992+21	-	3008+00	IH 94 EB	7	537.3	650.3	0.0	421.9	0.0	354.4	3157	MEDIAN LANE/MEDIAN SHOULDER
				SUB TOTAL	219	554.9	650.3	0.0	421.9	0.0	385.2	3157	
				STG 1.1 TOTAL	462	1299.5	1420.1	9.8	978.6	0.0	893.0	7473	
STG 1.1B (OUTSIDE)													
0010	2966+18	-	2967+18	IH 94 EB	0	41.4	51.4	12.4	16.7	0.0	14.9	244	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2967+18	-	2979+21	IH 94 EB	0	272.2	258.1	0.0	201.7	0.0	179.3	1601	OUTSIDE LANE
0010	2979+21	-	2987+29	IH 94 EB	0	335.6	404.3	100.5	148.3	0.0	120.6	1974	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2987+29	-	2988+35	IH 94 EB	275	22.7	0.0	19.1	0.0	0.0	20.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2956+25RD	-	2964+50RD	HWY 21 ENT. RAMP	0	13.5	0.0	0.0	0.0	45.2	0.0	269	RAMP SHOULDER REPAIR
0010	2964+50RD	-	2965+00RD	HWY 21 ENT. RAMP	128	9.0	0.0	2.7	0.0	9.8	0.0	0	RAMP AND SHOULDERS
0010	2965+00RD	-	2966+17RD	HWY 21 ENT. RAMP	0	31.2	0.0	27.3	0.0	26.9	0.0	301	RAMP AND SHOULDERS
0010	2966+17RD	-	2967+17RD	HWY 21 ENT. RAMP	0	51.3	0.0	63.5	0.0	25.5	0.0	302	RAMP THICKNESS TRANSITION
0010	2967+17RD	-	2979+24RD	HWY 21 ENT. RAMP	0	427.3	291.4	402.3	101.1	100.7	89.8	2514	RAMP AND OUTSIDE SHOULDER
				SUB TOTAL	403	1204.2	1005.2	627.8	467.8	208.1	425.1	7205	
0010	2991+15	-	2992+21	IH 94 EB	311	25.2	0.0	23.0	0.0	0.0	20.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2992+21	-	3008+00	IH 94 EB	0	656.0	823.2	196.5	277.9	0.0	235.7	3859	OUTSIDE LANE/OUTSIDE SHOULDER
				SUB TOTAL	311	681.2	823.2	219.5	277.9	0.0	256.2	3859	
				STG 1.1A TOTAL	714	1885.4	1828.4	847.3	745.7	208.1	681.3	11064	
STG 1.2A (MEDIAN)													
0010	3008+00	-	3048+75	IH 94 EB	0	1386.9	1664.0	0.0	1044.7	0.0	913.7	8158	MEDIAN LANE/MEDIAN SHOULDER
0010	3048+75	-	3049+81	IH 94 EB	232	19.0	0.0	0.0	0.0	0.0	33.0	0	MEDIAN LANE/MEDIAN SHOULDER
				STG 1.2 TOTAL	232	1405.9	1664.0	0.0	1044.7	0.0	946.7	8158	

PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 1.2B (OUTSIDE)													
0010	3008+00	-	3045+58	IH 94 EB	0	1532.7	1989.3	455.7	623.4	0.0	554.1	9016	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3045+58	-	3047+66	IH 94 EB	0	141.6	161.4	29.5	71.7	0.0	63.8	833	OUTSIDE LANE/GORE
0010	3047+66	-	3048+75	IH 94 EB	0	74.5	59.4	32.8	29.6	0.0	16.3	438	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3048+75	-	3049+81	IH 94 EB	292	24.4	0.0	22.2	0.0	0.0	20.6	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3043+32RE	-	3047+92RE	INDUSTRIAL AVE EXIT RAMP	0	88.3	0.0	159.9	0.0	43.6	0.0	520	RAMP, OUTSIDE SHOULDER
0010	3047+92RE	-	3048+80RE	INDUSTRIAL AVE EXIT RAMP	0	37.7	0.0	49.9	0.0	15.4	0.0	222	RAMP THICKNESS TRANSITION
0010	3048+80RE	-	3049+18RE	INDUSTRIAL AVE EXIT RAMP	0	14.0	0.0	5.0	0.0	12.1	0.0	117	RAMP AND OUTSIDE SHOULDER
0010	3049+18RE	-	3049+68RE	INDUSTRIAL AVE EXIT RAMP	166	11.6	0.0	5.3	0.0	11.0	0.0	0	RAMP AND OUTSIDE SHOULDER
				STG 1.2A TOTAL	458	1924.8	2210.1	760.3	724.7	82.1	654.8	11146	
STG 1.3A (MEDIAN)													
0010	3051+82	-	3052+88	IH 94 EB	225	18.5	0.0	0.0	0.0	0.0	32.2	0	MEDIAN LANE/MEDIAN SHOULDER
0010	3052+88	-	3093+00	IH 94 EB	0	1366.1	1503.6	0.0	1029.4	0.0	900.0	8036	MEDIAN LANE/MEDIAN SHOULDER
				STG 1.3 TOTAL	225	1384.6	1503.6	0.0	1029.4	0.0	932.2	8036	
STG 1.3B (OUTSIDE)													
0010	3051+82	-	3052+88	IH 94 EB	294	24.0	0.0	21.0	0.0	0.0	20.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3052+88	-	3069+12	IH 94 EB	0	677.2	809.8	203.0	284.9	0.0	243.2	3983	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3069+12	-	3082+75	IH 94 EB	0	309.0	312.2	0.0	229.0	0.0	203.6	1818	OUTSIDE LANE
0010	3082+75	-	3093+00	IH 94 EB	0	426.1	557.2	127.7	172.2	0.0	153.1	2507	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3067+35RF	-	3067+85RF	INDUSTRIAL AVE ENT. RAMP	128	8.9	0.0	2.7	0.0	9.8	0.0	0	RAMP AND SHOULDERS
0010	3067+85RF	-	3069+12RF	INDUSTRIAL AVE ENT. RAMP	0	39.3	0.0	30.5	0.0	29.0	0.0	328	RAMP AND SHOULDERS
0010	3069+12RF	-	3070+12RF	INDUSTRIAL AVE ENT. RAMP	0	119.6	31.4	159.5	0.0	58.6	0.0	704	RAMP THICKNESS TRANSITION
0010	3070+12RF	-	3083+09RF	INDUSTRIAL AVE ENT. RAMP	0	396.8	292.2	330.9	115.5	73.8	102.6	2334	RAMP AND OUTSIDE SHOULDER
				STG 1.3A TOTAL	422	2000.9	2002.8	875.3	801.6	171.2	723.0	11674	
STG 1.4A (MEDIAN)													
0010	3093+00	-	3136+06	IH 94 EB	0	1466.4	1529.1	0.0	1107.4	0.0	966.1	8626	MEDIAN LANE/MEDIAN SHOULDER
0010	3136+06	-	3137+12	IH 94 EB	212	17.6	0.0	0.0	0.0	0.0	30.8	0	MEDIAN LANE/MEDIAN SHOULDER
0010	3094+65	-	3095+39	IH 94 EB	0	6.6	0.0	10.5	0.0	0.0	0.0	94	MAINTENANCE CROSSOVER
				SUB TOTAL	212	1490.6	1529.1	10.5	1107.4	0.0	996.9	8720	
0010	3138+82	-	3139+88	IH 94 EB	212	17.6	0.0	0.0	0.0	0.0	30.8	0	MEDIAN LANE/MEDIAN SHOULDER
0010	3139+88	-	3144+34	IH 94 EB	0	151.8	70.2	0.0	146.2	0.0	100.0	893	MEDIAN LANE/MEDIAN SHOULDER
0010	3144+34	-	3145+40	IH 94 EB	212	17.7	0.0	0.0	0.0	0.0	30.8	0	MEDIAN LANE/MEDIAN SHOULDER
				SUB TOTAL	424	187.1	70.2	0.0	146.2	0.0	161.6	893	
				STG 1.4 TOTAL	636	1677.7	1599.3	10.5	1253.6	0.0	1158.5	9613	
STG 1.4B (OUTSIDE)													
0010	3093+00	-	3111+00	IH 94 EB	0	747.1	955.5	223.7	302.1	0.0	268.5	4395	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3111+00	-	3119+35E	INTERCHANGE	0	304.4	392.2	103.5	109.2	0.0	97.1	1791	RAMP AND OUTSIDE SHOULDER
0010	3119+35E	-	3121+44E	INTERCHANGE	0	47.4	24.6	13.6	31.9	0.0	17.6	279	RAMP AND OUTSIDE SHOULDER
0010	3121+44E	-	3121+50E	INTERCHANGE	271	22.5	0.0	18.0	0.0	0.0	21.3	0	RAMP AND OUTSIDE SHOULDER
				SUB TOTAL	271	1121.4	1372.3	358.8	443.2	0.0	404.5	6465	
0010	3111+00	-	3121+12	IH 94 EB	0	228.7	207.2	0.0	169.5	0.0	150.7	1345	OUTSIDE LANE
0010	3121+12	-	3125+86	IH 94 EB	0	199.4	248.8	60.6	79.5	0.0	70.7	1173	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3117+26	-	3121+12	IH 94 EB	0	32.5	44.7	13.6	8.8	0.0	7.8	191	RAMP TAPER AND GORE
0010	3119+35E	-	3120+44E	INTERCHANGE	0	21.1	0.0	0.0	25.2	0.0	13.9	124	RAMP
0010	3120+44E	-	3121+50E	INTERCHANGE	168	13.5	0.0	0.0	0.0	0.0	23.3	0	RAMP
				SUB TOTAL	168	495.2	500.7	74.2	283.0	0.0	266.4	2833	

PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 1.4B (OUTSIDE, CONT.)													
0010	3125+86	-	3136+06	IH 94 EB	0	425.3	517.0	127.8	183.4	0.0	152.3	2502	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3136+06	-	3137+12	IH 94 EB	282	23.2	0.0	12.4	0.0	0.0	20.6	0	OUTSIDE LANE/OUTSIDE SHOULDER
				SUB TOTAL	282	448.5	517.0	140.2	183.4	0.0	172.9	2502	
0010	3138+82	-	3139+88	IH 94 EB	290	23.7	0.0	20.4	0.0	0.0	20.6	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3139+88	-	3144+34	IH 94 EB	0	186.8	165.8	56.0	97.9	0.0	67.0	1099	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3144+34	-	3145+60	IH 94 EB	283	23.2	0.0	19.7	0.0	0.0	20.7	0	OUTSIDE LANE/OUTSIDE SHOULDER
				SUB TOTAL	573	233.7	165.8	96.1	97.9	0.0	108.3	1099	
				STG 1.4A TOTAL	1294	2298.8	2555.8	669.3	1007.5	0.0	952.1	12899	
				STG 1 (IH 94 EB) TOTAL	5108.7	16070.5	16854.9	3900.7	8539.4	1040.0	7815.4	95834.0	
STG 2A													
0010	3170+00A	-	3241+00A	IH 90/94 WB	0	553.1	0.0	884.9	0.0	0.0	0.0	7901	OUTSIDE SHOULDER
0010	3241+00A	-	3294+00A	IH 90/94 WB	0	412.8	0.0	660.4	0.0	0.0	0.0	5897	OUTSIDE SHOULDER
0010	3294+00A	-	3317+50A	IH 90/94 WB	0	183.3	0.0	293.3	0.0	0.0	0.0	2619	OUTSIDE SHOULDER
				SUB TOTAL	0	1149.2	0.0	1838.6	0.0	0.0	0.0	16417	
0010	3356+00A	-	3404+00A	IH 90/94 WB	0	373.9	0.0	598.2	0.0	0.0	0.0	5341	OUTSIDE SHOULDER
0010	3404+00A	-	3457+00A	IH 90/94 WB	0	413.3	0.0	661.3	0.0	0.0	0.0	5904	OUTSIDE SHOULDER
0010	3457+00A	-	3503+00A	IH 90/94 WB	0	358.1	0.0	572.9	0.0	0.0	0.0	5115	OUTSIDE SHOULDER
0010	3503+00A	-	3507+53A	IH 90/94 WB	0	35.5	141.9	0.0	0.0	0.0	0.0	507	OUTSIDE SHOULDER
0010	3507+53A	-	3507+63A	IH 90/94 WB	12	0.8	3.3	0.0	0.0	0.0	0.0	0	OUTSIDE SHOULDER
				SUB TOTAL	12	1181.6	145.2	1832.4	0.0	0.0	0.0	16867	
0010	3509+03A	-	3509+13A	IH 90/94 WB	14	1.0	3.8	0.0	0.0	0.0	0.0	0	OUTSIDE SHOULDER
0010	3509+13A	-	3520+00A	IH 90/94 WB	0	105.3	421.1	0.0	0.0	0.0	0.0	1504	OUTSIDE SHOULDER
0010	3520+00A	-	3563+00A	IH 90/94 WB	0	334.4	0.0	535.1	0.0	0.0	0.0	4777	OUTSIDE SHOULDER
0010	3563+00A	-	3616+00A	IH 90/94 WB	0	413.1	0.0	661.0	0.0	0.0	0.0	5902	OUTSIDE SHOULDER
0010	3616+00A	-	3653+04A	IH 90/94 WB	11	287.5	0.0	459.9	0.0	0.0	0.0	4095	OUTSIDE SHOULDER
				SUB TOTAL	25	1141.3	424.9	1656.0	0.0	0.0	0.0	16278	
				STG 2 TOTAL	37	3472.1	570.1	5327.0	0.0	0.0	0.0	49562	
STG 2B													
0010	2321+45RA	-	2321+95RA	HWY 12 EXIT RAMP	140	9.8	0.0	2.7	0.0	11.0	0.0	0	RAMP AND SHOULDERS
0010	2321+95RA	-	2329+12RA	HWY 12 EXIT RAMP	0	227.3	0.0	214.9	0.0	163.3	0.0	1982	RAMP AND SHOULDERS
0010	2329+12RA	-	2329+62RA	HWY 12 EXIT RAMP	148	10.4	0.0	2.7	0.0	11.9	0.0	0	RAMP AND SHOULDERS
				SUB TOTAL	288	247.5	0.0	220.3	0.0	186.2	0.0	1982	
0010	2329+80B	-	2330+86B	IH 90 EB	260	21.6	0.0	17.1	0.0	0.0	20.6	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2330+86B	-	2336+31B	IH 90 EB	0	226.5	270.9	67.8	104.3	0.0	81.4	1332	OUTSIDE LANE
0010	2336+31B	-	2348+45B	IH 90 EB	0	292.3	310.0	11.1	204.1	0.0	181.4	1719	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2348+45B	-	2363+89B	IH 90 EB	0	642.5	805.9	192.9	271.8	0.0	230.4	3780	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2363+89B	-	2364+95B	IH 90 EB	313	25.4	0.0	23.1	0.0	0.0	20.6	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2331+48RB	-	2331+98RB	HWY 12 ENT. RAMP	208	14.5	0.0	1.1	0.0	19.3	0.0	0	RAMP AND SHOULDERS
0010	2331+98RB	-	2336+34RB	HWY 12 ENT. RAMP	0	153.8	0.0	163.7	0.0	105.8	0.0	1406	RAMP AND SHOULDERS
0010	2336+34RB	-	2337+22RB	HWY 12 ENT. RAMP	0	49.6	0.0	63.9	0.0	21.9	0.0	292	RAMP THICKNESS TRANSITION
0010	2337+22RB	-	2348+45RB	HWY 12 ENT. RAMP	0	422.6	420.0	334.3	90.9	48.4	80.8	2486	RAMP, OUTSIDE SHOULDER AND GORE
				SUB TOTAL	781	1848.8	1806.8	875.0	671.1	195.4	615.2	11015	

PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 2B (CONT.)													
0010	2367+60B	-	2368+66B	IH 90 EB	266	22.0	0.0	17.8	0.0	0.0	20.6	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2368+66B	-	2420+00B	IH 90 EB	0	2130.3	2625.8	638.5	873.4	0.0	765.1	12532	OUTSIDE LANE/OUTSIDE SHOULDER
				SUB TOTAL	266	2152.3	2625.8	656.3	873.4	0.0	785.7	12532	
				STG 2A (IH 90 EB) TOTAL	1335	4248.6	4432.6	1751.6	1544.5	381.6	1400.9	25529	
STG 2B													
0010	3172+24	-	3238+00	IH 90/94 EB	0	385.5	2159.0	0.0	0.0	0.0	0.0	0	OUTSIDE SHOULDER WIDENING
				STG 2A (IH 90/94 EB) TOTAL	0	385.5	2159.0	0.0	0.0	0.0	0.0	0.0	
				STG 2A TOTAL	1335.0	4634.1	6591.6	1751.6	1544.5	381.6	1400.9	25529.0	
STG 2C													
0010	2329+80B	-	2330+86B	IH 90 EB	212	17.7	0.0	0.0	0.0	0.0	30.8	0	MEDIAN LANE/MEDIAN SHOULDER
0010	2330+86B	-	2363+89B	IH 90 EB	0	1124.4	1366.7	0.0	881.6	0.0	740.8	6614	MEDIAN LANE/MEDIAN SHOULDER
0010	2363+89B	-	2364+89B	IH 90 EB	224	18.5	0.0	0.0	0.0	0.0	32.1	0	MEDIAN LANE/MEDIAN SHOULDER
				SUB TOTAL	436	1160.6	1366.7	0.0	881.6	0.0	803.7	6614	
0010	2367+60B	-	2368+66B	IH 90 EB	242	19.7	0.0	0.0	0.0	0.0	34.1	0	MEDIAN LANE/MEDIAN SHOULDER
0010	2368+66B	-	2374+17B	IH 90 EB	0	187.3	182.8	0.0	163.0	0.0	123.4	1102	MEDIAN LANE/MEDIAN SHOULDER
0010	2374+17B	-	2394+93B	IH 90 EB	0	705.6	639.2	0.0	522.9	0.0	464.8	4150	MEDIAN LANE
0010	2402+95B	-	2420+00B	IH 90 EB	0	579.5	524.9	0.0	429.5	0.0	381.8	3409	MEDIAN LANE/MEDIAN SHOULDER
0010	2394+93B	-	2403+61B	INTERCHANGE	0	543.0	526.4	30.7	367.9	0.0	327.1	3194	RAMP, OUTSIDE SHOULDER AND GORE
0010	3145+85D	-	3146+91D	INTERCHANGE	523	42.9	0.0	21.7	0.0	0.0	52.8	0	RAMP AND SHOULDERS
0010	3146+91D	-	3162+00D	INTERCHANGE	0	1147.2	1188.3	191.1	663.4	0.0	564.6	6748	RAMP AND SHOULDERS
				SUB TOTAL	765	3225.2	3061.6	243.5	2146.7	0.0	1948.6	18603	
				STG 2B (IH 90 EB) TOTAL	1201	4385.8	4428.3	243.5	3028.3	0.0	2752.3	25217	
STG 2C													
0010	3214+55	-	3227+55	IH 90/94 MEDIAN	0	350.1	0.0	37.3	929.2	0.0	80.3	1050	WEST TRAFFIC CROSSOVER
0010	3223+25A	-	3366+00A	IH 90/94 MEDIAN	0	1459.3	2220.6	0.0	0.0	0.0	1065.9	9517	MEDIAN WIDENING
0010	3312+37A	-	3313+12A	IH 90/94 MEDIAN	0	6.9	11.0	0.0	0.0	0.0	0.0	98	MAINTENANCE CROSSOVER
0010	3366+00A	-	3375+90A	IH 90/94 MEDIAN	0	46.2	0.0	0.0	0.0	0.0	73.9	660	EXISTING TRAFFIC CROSSOVER
0010	3375+90A	-	3503+00A	IH 90/94 MEDIAN	0	1305.5	1994.6	0.0	0.0	0.0	949.0	8535	MEDIAN WIDENING
0010	3503+00A	-	3507+49A	IH 90/94 MEDIAN	0	92.3	258.5	0.0	0.0	0.0	0.0	546	MEDIAN WIDENING
0010	3507+49A	-	3507+83A	IH 90/94 MEDIAN	55	5.5	15.3	0.0	0.0	0.0	0.0	0	MEDIAN WIDENING
				SUB TOTAL	55	97.8	273.8	0.0	0.0	0.0	0.0	546	
0010	3509+31A	-	3509+50A	IH 90/94 MEDIAN	40	4.0	11.2	0.0	0.0	0.0	0.0	0	MEDIAN WIDENING
0010	3509+50A	-	3520+00A	IH 90/94 MEDIAN	0	110.6	309.7	0.0	0.0	0.0	0.0	596	MEDIAN WIDENING
				SUB TOTAL	40	114.6	320.9	0.0	0.0	0.0	0.0	596	
0010	3520+00A	-	3619+50A	IH 90/94 MEDIAN	0	1017.8	1549.2	0.0	0.0	0.0	743.2	6635	MEDIAN WIDENING
0010	3525+10A	-	3525+85A	IH 90/94 MEDIAN	0	6.8	10.9	0.0	0.0	0.0	0.0	97	MAINTENANCE CROSSOVER
0010	3621+34	-	3633+19	IH 90/94 MEDIAN	0	300.4	0.0	34.5	721.0	0.0	102.9	1227	EAST TRAFFIC CROSSOVER
				STG 2B (IH 90/94 WB) TOTAL	95	4705.4	6381.0	71.8	1650.2	0.0	3015.2	28961	
				STG 2B TOTAL	1296.0	9091.2	10809.3	315.3	4678.5	0.0	5767.5	54178.0	

PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 3A													
0010	3170+00A	-	3241+00A	IH 90/94 WB	0	662.5	0.0	0.0	0.0	0.0	1060.0	9464	OUTSIDE LANE
0010	3241+00A	-	3294+00A	IH 90/94 WB	0	494.7	0.0	0.0	0.0	0.0	791.5	7067	OUTSIDE LANE
0010	3294+00A	-	3347+00A	IH 90/94 WB	0	656.6	0.0	259.4	0.0	0.0	791.2	9381	OUTSIDE LANE
0010	3318+00RGG		3329+43RGG	CTH PP ENT. RAMP	0	168.6	0.0	114.8	0.0	155.0	0.0	2409	RAMP/OUTSIDE SHOULDER
0010	3329+43RGG	-	3337+76RGG	CTH PP ENT. RAMP	0	180.8	0.0	84.4	0.0	204.9	0.0	2582	RAMP/OUTSIDE SHOULDER
0010	3337+76RGG	-	3337+86RGG	CTH PP ENT. RAMP	31	2.1	0.0	0.7	0.0	2.7	0.0	0	INSIDE SHOULDER
				SUB TOTAL	31	2165.3	0.0	459.3	0.0	362.6	2642.7	30903	
0010	3347+00A	-	3404+00A	IH 90/94 WB	0	554.6	0.0	36.3	0.0	0.0	851.2	7923	OUTSIDE LANE
0010	3340+86RHH	-	3340+96RHH	CTH PP EXIT RAMP	31	2.2	0.0	1.0	0.0	2.5	0.0	0	INSIDE SHOULDER
0010	3340+96RHH	-	3347+39RHH	CTH PP EXIT RAMP	0	139.9	0.0	63.5	0.0	160.3	0.0	1998	INSIDE SHOULDER
0010	3347+39RHH	-	3356+00A	CTH PP EXIT RAMP	0	104.2	0.0	89.6	0.0	77.0	0.0	1488	RAMP/OUTSIDE SHOULDER
0010	3404+00A	-	3457+00A	IH 90/94 WB	0	494.7	0.0	0.0	0.0	0.0	791.5	7067	OUTSIDE LANE
0010	3457+00A	-	3502+90A	IH 90/94 WB	0	428.6	0.0	0.0	0.0	0.0	685.8	6123	OUTSIDE LANE
0010	3502+90A		3503+00A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	OUTSIDE LANE
				SUB TOTAL	44	1725.1	0.0	190.4	0.0	239.8	2330.0	24599	
0010	3520+00A	-	3520+10A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	OUTSIDE LANE
0010	3520+10A	-	3563+00A	IH 90/94 WB	0	400.4	0.0	0.0	0.0	0.0	640.6	5720	OUTSIDE LANE
0010	3563+00A		3616+00A	IH 90/94 WB	0	494.9	0.0	0.0	0.0	0.0	791.9	7070	OUTSIDE LANE
0010	3616+00A	-	3653+02A	IH 90/94 WB	0	345.0	0.0	0.0	0.0	0.0	552.1	4929	OUTSIDE LANE
0010	3653+02A	-	3653+12A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	OUTSIDE LANE
				SUB TOTAL	26	1242.1	0.0	0.0	0.0	0.0	1987.6	17719	
0010	3657+41A	-	3657+51A	IH 90/94 WB	49	3.4	0.0	4.0	0.0	0.0	1.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3657+51A	-	3659+01A	IH 90/94 WB	0	19.2	0.0	8.3	0.0	0.0	22.4	274	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3659+01A	-	3668+98A	IH 90/94 WB	0	93.3	0.0	0.0	0.0	0.0	149.2	1332	OUTSIDE LANE
0010	3668+98A	-	3669+08A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	OUTSIDE LANE
0010	3666+84A	-	3677+90A	IH 90/94 WB	0	138.4	127.8	26.7	0.0	99.4	0.0	1253	OUTSIDE SHOULDER
0010	3677+90A	-	3678+00A	IH 90/94 WB	11	1.3	1.4	0.0	0.0	1.1	0.0	0	OUTSIDE SHOULDER
0010	3665+00RII	-	3676+29RII	CTH C ENT. RAMP	0	159.8	0.0	114.5	0.0	141.1	0.0	2282	RAMP/OUTSIDE SHOULDER
0010	3676+29RII	-	3684+52RII	CTH C ENT. RAMP	0	181.4	0.0	82.9	0.0	207.3	0.0	2592	INSIDE SHOULDER
0010	3684+52RII	-	3684+72RII	CTH C ENT. RAMP	31	2.2	0.0	1.0	0.0	2.5	0.0	0	INSIDE SHOULDER
				SUB TOTAL	104	599.9	129.2	237.4	0.0	451.4	174.6	7733	
0010	3679+57A		3679+67A	IH 90/94 WB	12	1.5	1.5	0.0	0.0	1.2	0.0	0	OUTSIDE SHOULDER
0010	3679+67A	-	3686+28A	IH 90/94 WB	0	93.7	98.4	0.0	0.0	76.5	0.0	781	OUTSIDE SHOULDER
0010	3686+28A	-	3686+38A	IH 90/94 WB	3	0.3	0.3	0.0	0.0	0.3	0.0	0	
0010	3680+44RJJ	-	3680+54RJJ	CTH C EXIT. RAMP	9	0.6	0.0	0.0	0.0	1.4	0.0	0	INSIDE SHOULDER
0010	3680+54RJJ	-	3684+64RJJ	CTH C EXIT. RAMP	0	25.4	0.0	0.0	0.0	61.1	0.0	363	INSIDE SHOULDER
0010	3680+44RJJ		3680+54RJJ	CTH C EXIT. RAMP	8	0.5	0.0	0.0	0.0	1.3	0.0	0	OUTSIDE SHOULDER
0010	3680+54RJJ	-	3692+90RJJ	CTH C EXIT. RAMP	0	76.9	0.0	0.0	0.0	184.6	0.0	1099	OUTSIDE SHOULDER
0010	3692+90RJJ	-	3693+00RJJ	CTH C EXIT. RAMP	9	0.6	0.0	0.0	0.0	1.5	0.0	0	OUTSIDE SHOULDER
				SUB TOTAL	41	199.5	100.2	0.0	0.0	327.9	0.0	2243	
				STG 3 TOTAL	246	5932	229	887	0	1382	7135	83197	

PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 3B													
0010	3170+00A	-	3212+50A	IH 90/94 WB	0	598.6	0.0	0.0	0.0	0.0	957.8	8552	INSIDE LANE/INSIDE SHOULDER
0010	3193+31A	-	3194+05A	IH 90/94 WB	0	0.0	0.0	0.0	0.0	0.0	0.0	263	MAINTENANCE CROSSOVER
0010	3212+50A	-	3241+00A	IH 90/94 WB	0	266.0	0.0	0.0	0.0	0.0	425.6	3800	INSIDE LANE
0010	3241+00A	-	3294+00A	IH 90/94 WB	0	494.7	0.0	0.0	0.0	0.0	791.5	7067	INSIDE LANE
0010	3294+00A	-	3347+00A	IH 90/94 WB	0	494.6	0.0	0.0	0.0	0.0	791.4	7066	INSIDE LANE
				SUB TOTAL	0	1853.9	0.0	0.0	0.0	0.0	2966.3	26748	
0010	3347+00A	-	3404+00A	IH 90/94 WB	0	532.0	0.0	0.0	0.0	0.0	851.2	7600	INSIDE LANE
0010	3404+00A	-	3457+00A	IH 90/94 WB	0	494.7	0.0	0.0	0.0	0.0	791.5	7067	INSIDE LANE
0010	3457+00A	-	3502+90A	IH 90/94 WB	0	428.5	0.0	0.0	0.0	0.0	685.6	6121	INSIDE LANE
0010	3502+90A	-	3503+00A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	INSIDE LANE
				SUB TOTAL	13	1456.1	0.0	0.0	0.0	0.0	2329.8	20788	
0010	3520+00A	-	3520+10A	IH 90/94 WB	13	0.9	0.0	0.0	0.0	0.0	1.5	0	INSIDE LANE
0010	3520+10A	-	3563+00A	IH 90/94 WB	0	400.4	0.0	0.0	0.0	0.0	640.6	5720	INSIDE LANE
0010	3563+00A	-	3616+00A	IH 90/94 WB	0	494.8	0.0	0.0	0.0	0.0	791.6	7068	INSIDE LANE
0010	3616+00A	-	3633+28A	IH 90/94 WB	0	161.3	0.0	0.0	0.0	0.0	258.0	2304	INSIDE LANE
0010	3633+28A	-	3653+02A	IH 90/94 WB	0	276.3	0.0	0.0	0.0	0.0	442.0	3947	INSIDE LANE/INSIDE SHOULDER
0010	3653+02A	-	3653+12A	IH 90/94 WB	49	3.4	0.0	0.0	0.0	0.0	5.4	0	INSIDE LANE/INSIDE SHOULDER
0010	3634+08A	-	3634+82A	IH 90/94 WB	0	0.0	0.0	0.0	0.0	0.0	0.0	176	MAINTENANCE CROSSOVER
				SUB TOTAL	62	1337.1	0.0	0.0	0.0	0.0	2139.1	19215	
0010	3657+41A	-	3657+51A	IH 90/94 WB	20	1.4	0.0	0.0	0.0	0.0	2.2	0	INSIDE LANE/INSIDE SHOULDER
0010	3657+51A	-	3668+98A	IH 90/94 WB	0	160.6	0.0	0.0	0.0	0.0	257.0	2295	INSIDE LANE/INSIDE SHOULDER
0010	3668+98A	-	3669+08A	IH 90/94 WB	13	1.4	0.0	0.0	0.0	0.0	2.2	7	INSIDE LANE/INSIDE SHOULDER
0010	3669+08A	-	3677+77A	IH 90/94 WB	0	102.1	107.2	0.0	0.0	83.4	0.0	851	INSIDE SHOULDER
0010	3677+77A	-	3677+87A	IH 90/94 WB	44	5.2	5.5	0.0	0.0	4.3	0.0	0	INSIDE SHOULDER
				SUB TOTAL	77	270.7	112.7	0.0	0.0	87.7	261.4	3153	
0010	3679+57A	-	3679+67A	IH 90/94 WB	33	4.0	4.2	0.0	0.0	3.2	0.0	0	INSIDE SHOULDER
0010	3679+67A	-	3692+90A	IH 90/94 WB	0	138.2	145.1	0.0	0.0	112.8	0.0	1151	INSIDE SHOULDER
0010	3692+90A	-	3693+00A	IH 90/94 WB	7	0.8	0.8	0.0	0.0	0.7	0.0	0	INSIDE SHOULDER
				SUB TOTAL	40	143.0	150.1	0.0	0.0	116.7	0.0	1151	
				STG 3A TOTAL	192	5061	263	0	0	204	7697	71055	
STG 4A													
0010	2936+03A	-	2936+15A	IH 94 WB	72	5.0	0.0	5.8	0.0	0.0	2.3	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2936+15A	-	2971+61A	IH 94 WB	0	544.6	0.0	341.3	0.0	0.0	530.0	7780	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2936+53RCC	-	2948+88RCC	HWY 21 ENT. RAMP	0	164.5	0.0	80.0	0.0	183.2	0.0	2350	RAMP/OUTSIDE SHOULDER
0010	2948+88RCC	-	2950+50RCC	HWY 21 ENT. RAMP	0	30.5	0.0	10.1	0.0	38.7	0.0	435	INSIDE SHOULDER
0010	2950+50RCC	-	2950+60RCC	HWY 21 ENT. RAMP	26	1.8	0.0	0.6	0.0	2.3	0.0	0	INSIDE SHOULDER
0010	2950+60RCC	-	2960+65RCC	HWY 21 ENT. RAMP	0	16.6	0.0	0.0	0.0	55.8	0.0	332	RAMP SHOULDER REPAIR
				SUB TOTAL	98	763.0	0.0	438.0	0.0	280.0	533.0	10897.0	
0010	2971+61A	-	1989+26A	IH 94 WB	0	288.2	0.0	197.4	0.0	0.0	263.7	4117	OUTSIDE LANE
0010	1989+26A	-	2989+36A	IH 94 WB	63	4.4	0.0	5.6	0.0	0.0	1.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2963+85RDD	-	2969+97RDD	HWY 21 EXIT RAMP	0	17.0	0.0	0.0	0.0	57.1	0.0	340	RAMP SHOULDER REPAIR
0010	2969+97RDD	-	2970+07RDD	HWY 21 EXIT RAMP	27	1.9	0.0	0.7	0.0	2.4	0.0	0	INSIDE SHOULDER
0010	2970+07RDD	-	2971+58RDD	HWY 21 EXIT RAMP	0	30.3	0.0	10.9	0.0	37.6	0.0	433	INSIDE SHOULDER
0010	2971+58RDD	-	2971+76RDD	HWY 21 EXIT RAMP	0	59.3	0.0	29.2	0.0	65.8	0.0	848	RAMP/OUTSIDE SHOULDER
				SUB TOTAL	90	401.1	0.0	243.8	0.0	162.9	265.2	5738	

PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 4A (CONT.)													
0010	2992+06A	-	2992+16A	IH 94 WB	32	2.3	0.0	2.1	0.0	0.0	1.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2992+16A	-	3050+24A	IH 94 WB	0	917.5	0.0	601.0	0.0	0.0	867.1	13107	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3050+24A	-	3050+34A	IH 94 WB	22	1.6	0.0	1.0	0.0	0.0	1.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3036+00REE	-	3050+20REE	INDUSTRIAL AVE. ENT. RAMP	0	205.0	0.0	149.0	0.0	178.9	0.0	2928	INSIDE SHOULDER
0010	3050+20REE	-	3050+30REE	INDUSTRIAL AVE. ENT. RAMP	27	1.9	0.0	1.1	0.0	1.9	0.0	0	INSIDE SHOULDER
				SUB TOTAL	81	1128.3	0.0	754.2	0.0	180.8	870.1	16035	
0010	3052+34A	-	3052+44A	IH 94 WB	92	6.5	0.0	8.9	0.0	0.0	1.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3052+44A	-	3073+63A	IH 94 WB	0	364.8	0.0	267.9	0.0	0.0	315.7	5211	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3073+63A	-	3078+44A	IH 94 WB	0	72.2	0.0	43.8	0.0	0.0	71.7	1031	OUTSIDE LANE
0010	3071+93RFF	-	3072+03RFF	INDUSTRIAL AVE. EXIT RAMP	27	1.9	0.0	0.6	0.0	2.4	0.0	0	INSIDE SHOULDER
0010	3072+03RFF	-	3073+69RFF	INDUSTRIAL AVE. EXIT RAMP	0	31.0	0.0	10.3	0.0	39.3	0.0	443	INSIDE SHOULDER
0010	3073+69RFF	-	3078+61RFF	INDUSTRIAL AVE. EXIT RAMP	0	67.1	0.0	33.0	0.0	74.3	0.0	958	RAMP/OUTSIDE SHOULDER
0010	3078+44A	-	3086+00A	IH 94 WB	0	128.2	0.0	92.4	0.0	0.0	112.7	1831	OUTSIDE LANE/OUTSIDE SHOULDER
				SUB TOTAL	119	671.7	0.0	456.9	0.0	116.0	501.6	9474	
0010	3086+00A	-	3155+00A	IH 94 WB	0	1181.3	0.0	859.7	0.0	0.0	1030.4	16876	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3155+00A	-	3170+00A	IH 90/94 WB	0	256.8	0.0	186.9	0.0	0.0	224.0	3669	OUTSIDE LANE/OUTSIDE SHOULDER
				SUB TOTAL	0	1438.1	0.0	1046.6	0.0	0.0	1254.4	20545	
				STG 4 TOTAL	388	4402.2	0.0	2939.5	0.0	739.7	3424.3	62689	
STG 4B													
0010	2936+03A	-	2936+53A	IH 94 WB	27	1.9	0.0	0.0	0.0	0.0	3.1	0	INSIDE LANE/INSIDE SHOULDER
0010	2936+53A	-	2988+86A	IH 94 WB	0	743.9	0.0	0.0	0.0	0.0	1190.2	10626	INSIDE LANE/INSIDE SHOULDER
0010	2988+86A	-	2989+36A	IH 94 WB	28	2.0	0.0	0.0	0.0	0.0	3.2	0	INSIDE LANE/INSIDE SHOULDER
0010	2979+10A	-	2979+85A	IH 94 WB	0	6.5	0.0	10.4	0.0	0.0	0.0	93	MAINTENANCE CROSSOVER
				SUB TOTAL	55	754.3	0.0	10.4	0.0	0.0	1196.5	10719	
0010	2991+92A	-	2992+42A	IH 94 WB	51	3.6	0.0	0.0	0.0	0.0	5.8	0	INSIDE LANE/INSIDE SHOULDER
0010	2992+42A	-	3049+84A	IH 94 WB	0	812.7	0.0	0.0	0.0	0.0	1300.4	11610	INSIDE LANE/INSIDE SHOULDER
0010	3049+84A	-	3050+37A	IH 94 WB	22	1.6	0.0	0.0	0.0	0.0	2.5	0	INSIDE LANE/INSIDE SHOULDER
				SUB TOTAL	73	817.9	0.0	0.0	0.0	0.0	1308.7	11610	
0010	3052+34A	-	3052+44A	IH 94 WB	40	2.8	0.0	0.0	0.0	0.0	4.4	0	INSIDE LANE/INSIDE SHOULDER
0010	3052+44A	-	3111+57A	IH 94 WB	0	827.7	0.0	0.0	0.0	0.0	1324.3	11824	INSIDE LANE/INSIDE SHOULDER
0010	3111+57A	-	3121+00A	IH 94 WB	0	88.0	0.0	0.0	0.0	0.0	140.8	1257	INSIDE LANE
0010	3094+74A		3095+48A	IH 94 WB	0	7.6	0.0	12.1	0.0	0.0	0.0	108	MAINTENANCE CROSSOVER
0010	3111+57A	-	3123+93A	INTERCHANGE	0	143.7	0.0	0.0	0.0	0.0	230.0	2053	INTERCHANGE LANE/INTERCHANGE SHOULDER
0010	3123+93A	-	3132+12A	INTERCHANGE	0	167.4	0.0	0.0	0.0	0.0	267.9	2392	INTERCHANGE LANE/INTERCHANGE SHOULDER
				SUB TOTAL	40	1237.2	0.0	12.1	0.0	0.0	1967.4	17634	
0010	3132+27D	-	3144+05D	INTERCHANGE	30	164.6	0.0	0.0	0.0	0.0	263.4	2322	INTERCHANGE LANE/INTERCHANGE SHOULDER
				SUB TOTAL	30	164.6	0.0	0.0	0.0	0.0	263.4	2322	
0010	3134+00A	-	3155+00A	IH 94 WB	0	294.1	0.0	0.0	0.0	0.0	470.5	4201	INSIDE LANE/INSIDE SHOULDER
0010	3155+00A	-	3155+33A	IH 90/94 WB	0	4.7	0.0	0.0	0.0	0.0	7.5	67	INSIDE LANE/INSIDE SHOULDER
0010	3155+33A	-	3165+00A	IH 90/94 WB	0	90.2	0.0	0.0	0.0	0.0	144.4	1289	INSIDE LANE
0010	3154+59A	-	3165+00A	INTERCHANGE	0	114.3	0.0	9.3	0.0	0.0	173.6	1633	INTERCHANGE LANE/INTERCHANGE SHOULDER
				SUB TOTAL	0	503.3	0.0	9.3	0.0	0.0	796.0	7190	
0010	2400+00C	-	2430+00C	IH 90 WB	0	518.9	0.0	379.1	0.0	0.0	451.0	7412	OUTSIDE LANE/OUTSIDE SHOULDER
				SUB TOTAL	0	518.9	0.0	379.1	0.0	0.0	451.0	7412	
				STG 4A TOTAL	198	3996	0	411	0	0	5983	56887	

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PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 4C													
0010	3121+00A	-	3134+00A	INTERCHANGE	0	166.0	0.0	0.0	0.0	0.0	265.6	2372	INSIDE LANE/INSIDE SHOULDER
0010	3154+59A	-	3170+00A	INTERCHANGE	0	192.7	0.0	0.0	0.0	0.0	308.3	2753	INSIDE LANE/INSIDE SHOULDER
0010	3165+00A	-	3170+00A	INTERCHANGE	0	59.9	0.0	0.0	0.0	0.0	95.8	855	INSIDE LANE/INSIDE SHOULDER
				SUB TOTAL	0	418.6	0.0	0.0	0.0	0.0	669.7	5980	
0010	3133+65D	-	3135+00D	INTERCHANGE	0	18.5	0.0	9.4	0.0	0.0	20.2	264	INTERCHANGE LANE/INTERCHANGE SHOULDER
0010	3135+00D	-	3143+95D	INTERCHANGE	0	155.1	0.0	112.6	0.0	0.0	135.6	2216	INTERCHANGE LANE/INTERCHANGE SHOULDER
0010	3143+95D	-	3144+05D	INTERCHANGE	43	3.0	0.0	3.2	0.0	0.0	1.5	0	INTERCHANGE LANE/INTERCHANGE SHOULDER
				SUB TOTAL	43	176.6	0.0	125.2	0.0	0.0	157.3	2480	
0010	2328+25C	-	2328+35C	IH 90 WB	21	1.4	0.0	0.0	0.0	0.0	2.3	0	INSIDE LANE/INSIDE SHOULDER
0010	2328+35C	-	2364+05C	IH 90 WB	0	500.9	0.0	0.0	0.0	0.0	801.4	7156	INSIDE LANE/INSIDE SHOULDER
0010	2364+05C	-	2364+15C	IH 90 WB	49	3.4	0.0	0.0	0.0	0.0	5.5	0	INSIDE LANE/INSIDE SHOULDER
				SUB TOTAL	70	505.7	0.0	0.0	0.0	0.0	809.2	7156	
0010	2366+78C	-	2366+88C	IH 90 WB	31	2.1	0.0	0.0	0.0	0.0	3.4	0	INSIDE LANE/INSIDE SHOULDER
0010	2366+88C	-	2430+00C	IH 90 WB	0	884.1	0.0	0.0	0.0	0.0	1414.5	12630	INSIDE LANE/INSIDE SHOULDER
				SUB TOTAL	31	886.2	0.0	0.0	0.0	0.0	1417.9	12630	
				STG 4B TOTAL	144	1987.1	0.0	125.2	0.0	0.0	3054.1	28246	
STG 5A													
0010	2314+24C	-	2314+34C	IH 90 WB	6	0.4	0.0	0.6	0.0	0.0	0.0	0	GORE
0010	2314+34C	-	2316+81C	IH 90 WB	0	18.9	0.0	30.3	0.0	0.0	0.0	270	GORE
0010	2314+25RAA	-	2314+35RAA	HWY 12 ENT. RAMP	10	0.7	0.0	0.0	0.0	1.1	0.0	0	RAMP
0010	2314+35RAA	-	2316+79RAA	HWY 12 ENT. RAMP	0	17.2	0.0	0.0	0.0	27.5	0.0	246	RAMP
0010	2316+79RAA	-	2321+96RAA	HWY 12 ENT. RAMP	0	56.8	0.0	0.0	0.0	90.8	0.0	811	RAMP/INSIDE SHOULDER
0010	2321+96RAA	-	2322+06RAA	HWY 12 ENT. RAMP	16	1.1	0.0	0.0	0.0	1.8	0.0	0	RAMP/INSIDE SHOULDER
				SUB TOTAL	32	95.1	0.0	30.9	0.0	121.2	0.0	1327	
0010	2328+25C	-	2328+35C	IH 90 WB	25	1.7	0.0	1.2	0.0	0.0	1.5	0	OUTSIDE LANE
0010	2328+35C	-	2331+92C	IH 90 WB	0	61.4	0.0	45.0	0.0	0.0	53.3	878	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2331+92C	-	2339+63C	IH 90 WB	0	72.1	0.0	0.0	0.0	0.0	115.3	1029	INTERCHANGE LANE/INTERCHANGE SHOULDER
0010	2323+32RBB	-	2331+93RBB	HWY 12 EXIT RAMP	0	97.1	0.0	0.0	0.0	155.4	0.0	1387	RAMP/INSIDE SHOULDER
0010	2331+93RBB	-	2333+05RBB	HWY 12 EXIT RAMP	0	29.7	0.0	16.4	0.0	31.1	0.0	424	INSIDE SHOULDER
				SUB TOTAL	25	262.0	0.0	62.6	0.0	186.5	170.1	3718	
0010	2380+78C	-	2400+00C	IH 90 WB	0	335.3	0.0	116.8	0.0	0.0	419.6	4790	OUTSIDE LANE/OUTSIDE SHOULDER
0010	3121+50E	-	3121+60E	INTERCHANGE	21	1.5	0.0	0.0	0.0	0.0	2.3	0	INTERCHANGE LANE/INTERCHANGE SHOULDER
0010	3121+60E	-	3141+00E	INTERCHANGE	0	275.6	0.0	0.0	0.0	0.0	441.0	3938	INTERCHANGE LANE/INTERCHANGE SHOULDER
0010	3141+00E	-	3145+00E	INTERCHANGE	0	62.3	0.0	0.0	0.0	0.0	99.6	889	INTERCHANGE LANE/INTERCHANGE SHOULDER
				SUB TOTAL	21	674.7	0.0	116.8	0.0	0.0	962.5	9617	
				STG 5 TOTAL	78	1032	0	210	0	308	1133	14662	

PAVING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.7423 HMA PAVEMENT 3 HT 58-28 H TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL) SY	REMARKS
STG 5B													
0010	2314+25RAA	-	2314+35RAA	HWY 12 ENT. RAMP	11	0.8	0.0	0.4	0.0	0.8	0.0	0	RAMP/OUSIDE SHOULDER
0010	2314+35RAA	-	2321+96RAA	HWY 12 ENT. RAMP	0	79.0	0.0	43.7	0.0	82.6	0.0	1129	RAMP/OUSIDE SHOULDER
0010	2321+96RAA	-	2321+60RAA	HWY 12 ENT. RAMP	40	2.8	0.0	0.7	0.0	3.8	0.0	0	RAMP/INSIDE SHOULDER
				SUB TOTAL	51	82.6	0.0	44.8	0.0	87.2	0.0	1129	
0010	2322+63RBB	-	2322+70RBB	HWY 12 EXIT RAMP	28	2.0	0.0	0.7	0.0	2.4	0.0	0	INSIDE SHOULDER
0010	2322+70RBB	-	2336+56RBB	HWY 12 EXIT RAMP	0	169.6	0.0	141.1	0.0	130.2	0.0	2422	INSIDE SHOULDER
0010	2336+56RBB	-	2339+64RBB	HWY 12 EXIT RAMP	0	27.2	0.0	32.1	0.0	11.5	0.0	389	RAMP/OUTSIDE SHOULDER
0010	2339+64C	-	2364+05C	IH 90 WB	0	417.5	0.0	303.5	0.0	0.0	364.4	5964	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2364+05C	-	2364+15C	IH 90 WB	37	2.6	0.0	2.7	0.0	0.0	1.4	0	OUTSIDE LANE/OUTSIDE SHOULDER
				SUB TOTAL	65	618.9	0.0	480.1	0.0	144.1	365.8	8775	
0010	2366+78C	-	2366+88C	IH 90 WB	71	4.9	0.0	6.4	0.0	0.0	1.5	0	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2366+88C	-	2375+38C	IH 90 WB	0	146.0	0.0	106.7	0.0	0.0	126.8	2085	OUTSIDE LANE/OUTSIDE SHOULDER
0010	2375+38C	-	2390+80C	IH 90 WB	0	234.7	0.0	191.6	0.0	0.0	183.9	3353	OUTSIDE LANE
				SUB TOTAL	71	385.6	0.0	304.7	0.0	0.0	312.2	5438	
0010	3121+50E	-	3121+60E	INTERCHANGE	25	1.7	0.0	1.2	0.0	0.0	1.5	0	INTERCHANGE LANE/INTERCHANGE SHOULDER
0010	3121+60E	-	3141+00E	INTERCHANGE	0	360.7	0.0	286.4	0.0	0.0	290.8	5153	INTERCHANGE LANE/INTERCHANGE SHOULDER
0010	3141+00E	-	3145+00E	INTERCHANGE	0	50.9	0.0	49.7	0.0	0.0	31.8	727	INTERCHANGE LANE/INTERCHANGE SHOULDER
				SUB TOTAL	25	413.3	0.0	337.3	0.0	0.0	324.1	5880	
				STG 5A TOTAL	212	1500	0	1167	0	231	1002	21222	
				TOTAL 0010	9235	57178	35318	17035	14762	4286	44411	563061	

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GUARDRAIL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
STG 1													
0010	2955+89	-	2958+71	IH 94 MEDIAN	542	-	2	350	-	-	-	-	-
0010	3032+13	-	3033+95	IH 94 MEDIAN	425	-	2	150	-	-	-	-	-
				STG 1 TOTAL	967	0	4	500	0	0	0	0	0
STG 2A													
0010	2371+91B	-	2374+16B	IH 90 EB OUTSIDE	50	1	-	-	225	-	-	-	-
0010	3198+15	-	3202+06	IH 90/94 EB OUTSIDE	329	-	-	-	-	337.5	-	1	1
				STG 2A TOTAL	379	1	0	0	225	338	0	1	1
STG 2B													
0010	3229+48A	-	3231+04A	IH 90/94 MEDIAN	297	-	2	100	-	-	-	-	-
0010	3263+33A	-	3265+27A	IH 90/94 MEDIAN	397	-	2	175	-	-	-	-	-
0010	3338+10A	-	3339+91A	IH 90/94 MEDIAN	372	-	2	150	-	-	-	-	-
0010	3378+63A	-	3383+57A	IH 90/94 MEDIAN	479	-	-	-	-	387.5	-	2	-
0010	3407+44A	-	3413+13A	IH 90/94 MEDIAN	-	-	-	-	-	462.5	-	2	-
0010	3420+87A	-	3428+69A	IH 90/94 MEDIAN	453	-	-	-	-	675.0	-	2	-
0010	3433+19A	-	3437+70A	IH 90/94 MEDIAN	452	-	-	-	-	344.5	-	2	-
0010	3502+15A	-	3507+83A	IH 90/94 MEDIAN	371	-	-	-	-	475.0	39.4	1	-
0010	3509+27A	-	3520+44A	IH 90/94 MEDIAN	1,083	-	-	-	-	1,025.0	39.4	1	-
0010	3571+84A	-	3573+66A	IH 90/94 MEDIAN	371	-	2	125	-	-	-	-	-
				STG 2B TOTAL	4,275	0	8	550	0	3,370	79	10	0
STG 4													
0010	2978+19A	-	2982+33A	IH 94 WB OUTSIDE	100	-	-	-	414	-	-	-	-
				STG 4 TOTAL	100	0	0	0	414	0	0	0	0
				TOTAL 0010	5,721	1	12	1,050	639	3,708	79	11	1

SURFACE DRAIN SUMMARY

CATEGORY	STATION		STATION	OFFSET	LOCATION	* 203.0100 REMOVING SMALL CULVERT PIPE EACH	204.0190 REMOVING SURFACE DRAINS EACH	416.1010 CONCRETE SURFACE DRAINS CY	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	611.0654 INLET COVERS TYPE V EACH	611.3220 INLETS 2X2-FT EACH	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF	* 690.0250 SAWING CONCRETE LF	RIM ELEVATION	SUMP ELEVATION	INLET** ELEVATION	OUTLET** ELEVATION
0010	3509+27A	-	3509+38A	22' RT	IH 90/94 MEDIAN	1	1	-	-	-	-	-	-	-	-	-	-
0010	3509+27A			22'-26' RT	IH 90/94 MEDIAN	-	-	-	-	-	-	-	4	-	-	-	-
0010	3509+27A	-	3509+37A	22'RT	IH 90/94 MEDIAN	-	-	-	-	-	-	-	10	-	-	-	-
0010	3509+03A	-	3509+84A	22' RT	IH 90/94 MEDIAN	-	-	3.5	-	-	-	-	-	-	-	-	-
0010	3509+69A			24' RT	IH 90/94 MEDIAN	-	-	-	-	1	1	-	-	953.77	950.07	-	-
0010	3509+69A	-	3509+77A	24' RT	IH 90/94 MEDIAN	-	-	-	-	-	-	8	-	-	-	950.07	949.63
0010	3509+77A			24' RT	IH 90/94 MEDIAN	-	-	-	-	1	1	-	-	953.65	949.63	-	-
0010	3509+77A			24'-36' RT	IH 90/94 MEDIAN	-	-	-	-	-	-	12	-	-	-	949.63	949.03
0010	3509+77A			36'-82' RT	IH 90/94 MEDIAN	-	-	-	-	-	-	46	-	-	-	949.03	930.36
0010	3509+77A			82'-86' RT	IH 90/94 MEDIAN	-	-	-	-	-	-	4	-	-	-	930.36	930.04
0010	3509+77A			86' RT	IH 90/94 MEDIAN	-	-	-	1	-	-	-	-	-	-	-	-
					TOTALS	1	1	3.5	1	2	2	70	14				

*BID ITEM LISTED ELSEWHERE

**PIPE INVERT AT END OF PIPE FOR INFORMATION ONLY. FIELD VERIFY

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE	MISCELLANEOUS QUANTITIES	SHEET	E

DELINEATOR SUMMARY

CATEGORY	STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	633.5200 MARKERS CULVERT END EACH	REMARKS
0010	2356+99B	IH 90 EB OUTSIDE	1	1	
0010	2954+99	IH 94 EB MEDIAN	1	1	
0010	3001+82	IH 94 EB OUTSIDE	1	1	
0010	3030+98	IH 94 EB MEDIAN	1	1	
0010	3057+99	IH 94 EB MEDIAN	1	1	
0010	3062+98	IH 94 EB OUTSIDE	1	1	
0010	3102+00	IH 94 EB MEDIAN	1	1	
0010	3192+95	IH 94 EB OUTSIDE	1	1	
0010	3209+64	IH 94 EB OUTSIDE	1	1	
0010	3080+42A	IH 90/94 MEDIAN	1	1	
0010	3215+23A	IH 90/94 MEDIAN	1	1	
0010	3221+72A	IH 90/94 MEDIAN	1		
0010	3227+75A	IH 90/94 MEDIAN	1	1	
0010	3229+97	IH 94 EB OUTSIDE	1	1	
0010	3248+74A	IH 90/94 MEDIAN	1	1	
0010	3259+74A	IH 90/94 MEDIAN	1	1	
0010	3274+75A	IH 90/94 MEDIAN	1	1	
0010	3294+73A	IH 90/94 MEDIAN	1	1	
0010	3303+71A	IH 90/94 MEDIAN	1	1	
0010	3317+73A	IH 90/94 MEDIAN	1	1	
0010	3323+72A	IH 90/94 MEDIAN	1	1	
0010	3323+78A	IH 90/94 MEDIAN	1	1	
0010	3360+71A	IH 90/94 MEDIAN	1	1	
0010	3390+65A	IH 90/94 MEDIAN	1	1	
0010	3403+18A	IH 90/94 MEDIAN	1	1	
0010	3446+39A	IH 90/94 MEDIAN	1	1	
0010	3446+49A	IH 90/94 MEDIAN	1	1	
0010	3446+53A	IH 90/94 WB OUTSIDE	1	1	
0010	3446+63A	IH 90/94 WB OUTSIDE	1	1	
0010	3457+52A	IH 90/94 MEDIAN	1	1	
0010	3509+27A	IH 90/94 MEDIAN	1	1	
0010	3516+59A	IH 90/94 MEDIAN	1	1	
0010	3543+00A	IH 90/94 MEDIAN	1	1	
0010	3575+97A	IH 90/94 MEDIAN	1	1	
0010	3584+06A	IH 90/94 MEDIAN	1	1	
0010	3592+04A	IH 90/94 MEDIAN	1	1	
0010	3605+03A	IH 90/94 MEDIAN	1	1	
0010	3618+03A	IH 90/94 MEDIAN	1	1	
0010	3628+03A	IH 90/94 WB OUTSIDE	1	1	
0010	3628+37A	IH 90/94 MEDIAN	1	1	
		TOTAL 0010	40	39	

BASE PATCHING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	390.0403 BASE PATCHING CONCRETE SHES SY	416.0620 DRILLED DOWEL BARS EACH	* 690.0250 SAWING CONCRETE LF	SPV.0090.01 SPECIAL (01. CONCRETE JOINT AND CRACK CLEANING) LF	REMARKS
0010	2321+45RA	-	2329+62RA	IH 90 EB OFF RAMP	20	36	60	30	
0010	2331+48RB	-	2336+50RB	IH 90 EB ON RAMP	20	36	60	30	
0010	2938+29RC	-	2945+00RC	IH 94 EB ON RAMP	20	36	60	30	
0010	2964+50RD	-	2966+25RD	IH 94 EB ON RAMP	-	-	-	30	
0010	3067+35RF	-	3069+25RF	IH 94 EB ON RAMP	-	-	-	30	
				TOTAL 0010	60	108	180	150	

*BID ITEM LISTED ELSEWHERE

TRACKING PADS

CATEGORY	LOCATION	628.7560 TRACKING PADS EACH	REMARKS
0010	MONROE COUNTY STOCKYARD	1	AGGREGATE STOCKPILE
	TOTAL 0010	1	

CROSSOVER PROTECTION

CATEGORY	STATION	TO	STATION	LOCATION	633.0200 DELINEATORS FLEXIBLE EACH	633.5350 MARKERS PERMANENT FLEXIBLE EACH	REMARKS
0010	3220+82	-	3224+17	WEST TRAFFIC CROSSOVER	8	55	
0010	3626+69	-	3630+04	EAST TRAFFIC CROSSOVER	8	55	
				TOTAL 0010	16	110	

DRAINAGE SUMMARY

CATEGORY	STATION	OFFSET	LOCATION	204.0220 REMOVING INLETS EACH	520.3415 CULVERT PIPE CLASS III-A NON-METAL 15-INCH LF	520.3618 CULVERT PIPE CLASS III-B NON-METAL 18-INCH LF	521.1615 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 15-INCH 10 TO 1 EACH	521.1618 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1 EACH	611.0642 INLET COVERS TYPE MS EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	RIM ELEVATION	SUMP ELEVATION	INLET** ELEVATION	OUTLET** ELEVATION	REMARKS
0010	3221+72A	30' RT	IH 90/94 MEDIAN	-	-	-	-	-	1	1	-	941.46	936.00	-	-	EAST TRAFFIC CROSSOVER
0010	3265+66A	41'RT	IH 90/94 MEDIAN	1	52	-	1	-	2	-	1	938.40	934.97	936.16	935.27	MEDIAN
0010	3572+00A	35' RT	IH 90/94 MEDIAN	-	56	-	1	-	2	-	1	924.36	920.86	922.90	921.00	MEDIAN
0010	3628+04A	30' RT	IH 90/94 MEDIAN	-	-	33	-	-	1	1	-	931.84	926.07	928.67	928.20	WEST TRAFFIC CROSSOVER
0010	3628+37A	30' RT	IH 90/94 MEDIAN	-	-	-	-	1	-	-	-	945.28	945.22	928.67	945.22	WEST TRAFFIC CROSSOVER
0010	3571+46A	35' RT	IH 90/94 MEDIAN	1	-	-	-	-	-	-	-	-	-	-	-	MEDIAN PIPE REMOVAL
0010	3574+11A	37' RT	IH 90/94 MEDIAN	1	-	-	-	-	-	-	-	-	-	-	-	MEDIAN PIPE REMOVAL
			TOTALS	3	108	33	2	1	6	2	2					

*BID ITEM LISTED ELSEWHERE

**PIPE INVERT AT END OF PIPE FOR INFORMATION ONLY. FIELD VERIFY

PERMANENT SIGNING TYPE I

CATEGORY	STATION	LOCATION	531.1100 CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS CY	531.1140 STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS LB	531.2024 DRILLING SHAFT 24-INCH LF	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	638.2101 MOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	SIGN CODE	DESCRIPTION	REMARKS
0010	3237+00	IH 90/94 EB OUTSIDE	1	110	8	505	1	1	D2-3	DESTINATION/DISTANCE	W8-21, 18.11'
0010	3237+00	IH 90/94 EB OUTSIDE	1	110	8	515	-	1	-	DESTINATION/DISTANCE	W8-21, 18.58'
		TOTAL 0010	2	220	16	1,020	1	2			

PERMANENT SIGNING TYPE II

CATEGORY	STATION	LOCATION	SIGN CODE	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	3196+25	IH 90/94 MEDIAN	-	-	-	-	1	1	-	
0010	3224+30	IH 90/94 MEDIAN	R3-4B	1	12	-	-	-	-	
0010	3630+00	IH 90/94 MEDIAN	R3-4B	1	12	-	-	-	-	
0010	3636+45	IH 90/94 MEDIAN	-	-	-	-	1	1	-	
0010	3197+00	IH 90/94 OUTSIDE	-	-	-	1	-	-	2	
0010	3193+30A	IH 90/94 MEDIAN	-	-	-	-	1	1	-	
0010	3218+50A	IH 90/94 MEDIAN	R3-4B	1	12	-	-	-	-	
0010	3624+90A	IH 90/94 MEDIAN	R3-4B	1	12	-	-	-	-	
0010	3634+20A	IH 90/94 MEDIAN	-	-	-	-	1	1	-	
0010		IH 90/94 WB MEDIAN	-	-	-	29	-	-	29	MILE MARKERS
		TOTAL 0010		4	48	30	4	4	31	

EARTHWORK SUMMARY

DIVISION	STATION	TO	STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	208.1100 SELECT BORROW	COMMENT
DIVISION 1															
STG 1															
	2953+50		2970+25	IH 94 EB	0	0	0	0	534	668	668	0	668	0	MEDIAN SHOULDER SLOPE CORRECTION
	3020+00	-	3027+00	IH 94 EB	0	0	0	0	245	306	-306	0	306	0	MEDIAN SHOULDER SLOPE CORRECTION
	3030+00	-	3045+25	IH 94 EB	0	0	0	0	306	383	-383	0	383	0	MEDIAN SHOULDER SLOPE CORRECTION
	3053+00	-	3057+00	IH 94 EB	0	0	0	0	24	30	-30	0	30	0	MEDIAN SHOULDER SLOPE CORRECTION
	3057+00	-	3059+25	IH 94 EB	0	0	0	0	41	51	-51	0	51	0	MEDIAN SHOULDER SLOPE CORRECTION
	3067+75	-	3078+25	IH 94 EB	0	0	0	0	89	111	-111	0	111	0	MEDIAN SHOULDER SLOPE CORRECTION
	3085+75	-	3089+75	IH 94 EB	0	0	0	0	91	114	-114	0	114	0	MEDIAN SHOULDER SLOPE CORRECTION
	3095+75	-	3114+48	IH 94 EB	0	0	0	0	733	916	-916	0	916	0	MEDIAN SHOULDER SLOPE CORRECTION
	3116+75	-	3125+22	IH 94 EB	0	0	0	0	438	548	-548	0	548	0	MEDIAN SHOULDER SLOPE CORRECTION
	3129+00		3135+44	IH 94 EB	0	0	0	0	275	344	-344	0	344	0	MEDIAN SHOULDER SLOPE CORRECTION
STAGE 1 TOTAL					0	0	0	0	2,776	3,471	-3,471	0	3,471	0	
STG 1A															
	2995+32	-	3005+10	IH 94 EB	0	0	0	0	2,144	2,680	-2,680	0	2,680	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3010+75	-	3017+25	IH 94 EB	0	0	0	0	223	279	-279	0	279	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3020+75	-	3026+25	IH 94 EB	0	0	0	0	159	199	-199	0	199	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3034+75	-	3038+25	IH 94 EB	0	0	0	0	80	100	-100	0	100	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3062+00	-	3067+75	IH 94 EB	0	0	0	0	134	168	-168	0	168	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3097+00	-	3101+25	IH 94 EB	0	0	0	0	45	56	-56	0	56	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3128+00	-	3132+00	IH 94 EB	0	0	0	0	155	194	-194	0	194	0	OUTSIDE SHOULDER SLOPE CORRECTION
STAGE 1A TOTAL					0	0	0	0	2,940	3,676	3,676	0	3,676	0	
STG 2															
	3244+75A	-	3249+75A	IH 90/94 WB	0	0	0	0	76	95	-95	0	95	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3444+75A	-	3448+25A	IH 90/94 WB	0	0	0	0	67	84	-84	0	84	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3522+25A	-	3530+75A	IH 90/94 WB	0	0	0	0	614	768	-768	0	768	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3532+75A	-	3536+25A	IH 90/94 WB	0	0	0	0	51	64	-64	0	64	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3624+76A	-	3629+00A	IH 90/94 WB	0	0	0	0	73	91	-91	0	91	0	OUTSIDE SHOULDER SLOPE CORRECTION
STG 2 TOTAL					0	0	0	0	881	1,102	1,102	0	1,102	0	
STG 2A															
	2347+00B	-	2350+25B	IH 90 EB	0	0	0	0	45	56	-56	0	56	0	OUTSIDE SHOULDER SLOPE CORRECTION
	2351+00B	-	2361+67B	IH 90 EB	0	0	0	0	4,687	5,859	-5,859	0	5,859	0	OUTSIDE SHOULDER SLOPE CORRECTION
	2374+00B	-	2398+33B	IH 90 EB	0	0	0	0	1,982	2,478	-2,478	0	2,478	0	OUTSIDE SHOULDER SLOPE CORRECTION
	2399+75B	-	2421+25B	IH 90 EB	0	0	0	0	717	896	-896	0	896	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3169+75	-	3237+75	IH 90/94 EB	1,025	0	0	1,025	5,579	6,974	-5,949	0	0	5,949	OUTSIDE SHOULDER WIDENING
	3497+75		3505+25	IH 90/94 EB	0	0	0	0	98	123	123	0	123	0	OUTSIDE SHOULDER SLOPE CORRECTION
STG 2A TOTAL					1,025	0	0	1,025	13,108	16,386	-15,361	0	9,412	5,949	

EARTHWORK SUMMARY(CONT.)

DIVISION	STATION	TO	STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	208.1100 SELECT BORROW	COMMENT
DIVISION 1(CONT.)															
STG 2B															
	2386+00B	-	2398+33B	IH 90 EB	0	0	0	0	541	676	-676	0	676	0	MEDIAN SHOULDER SLOPE CORRECTION
	2403+50B	-	2419+25B	IH 90 EB	0	0	0	0	1,237	1,546	-1,546	0	1,546	0	MEDIAN SHOULDER SLOPE CORRECTION
	3215+00	-	3229+00	IH 90/94 MEDIAN	346	1,078	0	346	3,515	4,394	-4,048	1,078	0	4,048	WEST TRAFFIC CROSSOVER
	3223+25A	-	3366+00A	IH 90/94 MEDIAN	3,289	0	0	3,289	5,248	6,561	-3,272	0	0	3,272	MEDIAN WIDENING
	3375+90A	-	3503+00A	IH 90/94 MEDIAN	2,282	0	0	2,282	9,584	11,980	-9,698	0	0	9,698	MEDIAN WIDENING
	3503+00A	-	3507+83A	IH 90/94 MEDIAN	343	0	0	343	100	125	218	218	0	0	MEDIAN WIDENING
	3509+27A	-	3520+00A	IH 90/94 MEDIAN	480	0	0	480	6,105	7,631	-7,151	0	0	7,151	MEDIAN WIDENING
	3520+00A	-	3619+50A	IH 90/94 MEDIAN	1,849	0	0	1,849	7,194	8,992	-7,143	0	0	7,143	MEDIAN WIDENING
	3621+34	-	3635+50	IH 90/94 MEDIAN	407	688	0	407	1,955	2,444	-2,037	688	0	2,037	EAST TRAFFIC CROSSOVER
STG 2B TOTAL					8,996	1,766	0	8,996	35,479	44,349	-35,353	1,984	2,222	33,349	
STG 4															
	3006+80A	-	3016+20A	IH 94 WB	0	0	0	0	197	246	-246	0	246	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3078+75A	-	3083+25A	IH 94 WB	0	0	0	0	164	205	-205	0	205	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3106+75A		3112+25A	IH 94 WB	0	0	0	0	130	163	163	0	163	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3113+75A	-	3118+25A	IH 94 WB	0	0	0	0	47	59	-59	0	59	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3150+75A	-	3162+25A	IH 94 WB	0	0	0	0	281	351	-351	0	351	0	OUTSIDE SHOULDER SLOPE CORRECTION
	3163+06A	-	3171+25A	IH 90/94 WB	0	0	0	0	269	336	-336	0	336	0	OUTSIDE SHOULDER SLOPE CORRECTION
STG 4 TOTAL					0	0	0	0	1,088	1,360	-1,360	0	1,360	0	
GRAND TOTAL															
TOTAL COMMON EXC					11,787					TOTAL BORROW			21,243	39,298	

NOTES:

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(13) EXPANDED FILL FACTOR = 1.25

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

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

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BASE AGGREGATE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STG 1									
0010	2925+50	-	2945+75	IH 94 EB	-	45	-	0.5	MEDIAN SHOULDER
0010	2945+75	-	2953+50	IH 94 EB	-	79	-	0.8	MEDIAN SHOULDER
0010	2953+50		2970+25	IH 94 EB		452		4.6	MEDIAN SHOULDER SLOPE CORRECTION
0010	2970+25	-	3020+00	IH 94 EB	-	421	-	4.3	MEDIAN SHOULDER
0010	3020+00	-	3026+25	IH 94 EB	-	130	-	1.3	MEDIAN SHOULDER SLOPE CORRECTION
0010	3026+25	-	3030+00	IH 94 EB	-	39	-	0.4	MEDIAN SHOULDER
0010	3030+00	-	3045+25	IH 94 EB	-	469	-	4.7	MEDIAN SHOULDER SLOPE CORRECTION
0010	3045+25		3053+00	IH 94 EB		64		0.7	MEDIAN SHOULDER
0010	3053+00	-	3059+25	IH 94 EB	-	82	-	0.9	MEDIAN SHOULDER SLOPE CORRECTION
0010	3059+25	-	3067+75	IH 94 EB	-	71	-	0.8	MEDIAN SHOULDER
0010	3067+75	-	3078+25	IH 94 EB	-	185	-	1.9	MEDIAN SHOULDER SLOPE CORRECTION
0010	3078+25	-	3095+75	IH 94 EB	-	178	-	1.8	MEDIAN SHOULDER
0010	3095+75		3114+48	IH 94 EB		429		4.3	MEDIAN SHOULDER SLOPE CORRECTION
0010	3114+48	-	3116+75	IH 94 EB	-	24	-	0.3	MEDIAN SHOULDER
0010	3116+75	-	3125+22	IH 94 EB	-	140	-	1.4	MEDIAN SHOULDER SLOPE CORRECTION
0010	3125+22	-	3129+00	IH 94 EB	-	39	-	0.4	MEDIAN SHOULDER
0010	3129+00	-	3135+44	IH 94 EB	-	122	-	1.3	MEDIAN SHOULDER SLOPE CORRECTION
0010	3135+44		3145+40	IH 94 EB		85		0.9	MEDIAN SHOULDER
				STG 1 TOTAL	0	3,054	0	32	
STG 1A									
0010	2926+63	-	2945+75	IH 94 EB	-	74	-	0.8	OUTSIDE SHOULDER
0010	2945+75	-	2995+32	IH 94 EB	-	348	-	3.5	OUTSIDE SHOULDER
0010	2995+32		3005+10	IH 94 EB		130		1.3	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3005+10	-	3010+75	IH 94 EB	-	47	-	0.5	OUTSIDE SHOULDER
0010	3010+75	-	3017+25	IH 94 EB	-	66	-	0.7	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3017+25	-	3020+75	IH 94 EB	-	26	-	0.3	OUTSIDE SHOULDER
0010	3020+75	-	3026+25	IH 94 EB	-	71	-	0.8	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3026+25		3034+75	IH 94 EB		63		0.7	OUTSIDE SHOULDER
0010	3034+75	-	3038+25	IH 94 EB	-	44	-	0.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3038+25	-	3062+00	IH 94 EB	-	163	-	1.7	OUTSIDE SHOULDER
0010	3062+00	-	3067+75	IH 94 EB	-	105	-	1.1	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3067+75	-	3096+75	IH 94 EB	-	213	-	2.2	OUTSIDE SHOULDER
0010	3096+75		3101+25	IH 94 EB		40		0.4	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3101+25	-	3128+00	IH 94 EB	-	197	-	2.0	OUTSIDE SHOULDER
0010	3128+00	-	3132+25	IH 94 EB	-	94	-	1.0	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3132+25	-	3145+60	IH 94 EB	-	89	-	0.9	OUTSIDE SHOULDER
0010	2938+29RC	-	2945+00RC	IH 94 EB & USH 12 ENT RAMP	-	62	-	0.7	SHOULDER
0010	2964+50RD		2966+24RD	IH 94 EB & USH 21 ENT RAMP		17		0.2	SHOULDER
0010	3048+91RF	-	3049+68RF	IH 94 EB & INDUSTRIAL AVE EXIT RAMP	-	8	-	0.1	SHOULDER
0010	3067+35RF	-	3069+12RF	IH 94 EB & INDUSTRIAL AVE ENT RAMP	-	17	-	0.2	SHOULDER
				STG 1A TOTAL	0	1,869	0	20	

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BASE AGGREGATE SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STG 2									
0010	3171+25A	-	3244+75A	IH 90/94 WB	-	100	-	1.0	OUTSIDE SHOULDER
0010	3244+75A	-	3249+75A	IH 90/94 WB	-	61	-	0.7	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3249+75A	-	3444+75A	IH 90/94 WB	-	265	-	2.7	OUTSIDE SHOULDER
0010	3444+75A	-	3448+25A	IH 90/94 WB	-	49	-	0.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3448+25A	-	3507+83A	IH 90/94 WB	5	81	-	0.9	OUTSIDE SHOULDER
0010	3509+03A	-	3521+75A	IH 90/94 WB	11	18	-	0.2	OUTSIDE SHOULDER
0010	3521+75A		3530+75A	IH 90/94 WB		161		1.7	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3530+75A	-	3532+75A	IH 90/94 WB	-	3	-	0.1	OUTSIDE SHOULDER
0010	3532+75A	-	3536+25A	IH 90/94 WB	-	23	-	0.3	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3536+25A	-	3624+76A	IH 90/94 WB	-	120	-	1.2	OUTSIDE SHOULDER
0010	3624+76A	-	3629+00A	IH 90/94 WB	-	42	-	0.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3629+00A		3653+12A	IH 90/94 WB		33		0.4	OUTSIDE SHOULDER
				STG 2 TOTAL	16	956	0	11	
STG 2A									
0010	2329+80B	-	2347+00B	IH 90 EB	-	127	-	1.3	OUTSIDE SHOULDER
0010	2347+00B	-	2361+67B	IH 90 EB	-	308	-	3.1	OUTSIDE SHOULDER SLOPE CORRECTION
0010	2361+67B	-	2374+00B	IH 90 EB	-	76	-	0.8	OUTSIDE SHOULDER
0010	2374+00B	-	2398+33B	IH 90 EB	-	737	-	7.4	OUTSIDE SHOULDER SLOPE CORRECTION
0010	2398+33B	-	2421+25B	IH 90 EB	-	517	-	5.2	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3169+75	-	3238+00	IH 90/94 EB	-	196	5,736	59.4	OUTSIDE SHOULDER WIDENING
0010	3497+75	-	3505+25	IH 90/94 EB	-	70	-	0.7	OUTSIDE SHOULDER SLOPE CORRECTION
0010	2321+45RA	-	2329+62RA	IH 90 EB & USH 12 EXIT RAMP	-	76	-	0.8	SHOULDER
0010	2331+48RB	-	2336+36RB	IH 90 EB & USH 12 ENT RAMP	-	46	-	0.5	SHOULDER
				STG 2A TOTAL	0	2,153	5,736	80	
STG 2B									
0010	2329+80B	-	2386+00B	IH 90 EB	-	520	-	5.2	MEDIAN SHOULDER
0010	2386+00B	-	2398+33B	IH 90 EB	-	212	-	2.2	MEDIAN SHOULDER SLOPE CORRECTION
0010	2398+33B	-	2403+50B	IH 90 EB	-	53	-	0.6	MEDIAN SHOULDER
0010	2403+50B	-	2419+25B	IH 90 EB	-	394	-	4.0	MEDIAN SHOULDER SLOPE CORRECTION
0010	3171+25A	-	3212+50A	IH 90/94 MEDIAN	-	56	-	0.6	MEDIAN SHOULDER
0010	3214+55	-	3229+25	IH 90/94 MEDIAN	-	234	2,821	30.6	WEST TRAFFIC CROSSOVER
0010	3223+32A	-	3366+00A	IH 90/94 MEDIAN	-	628	10,880	115.1	MEDIAN WIDENING
0010	3375+75A	-	3503+00A	IH 90/94 MEDIAN	-	804	9,806	106.1	MEDIAN WIDENING
0010	3503+00A	-	3507+83A	IH 90/94 MEDIAN	5	58	678	7.4	MEDIAN WIDENING
0010	3509+27A	-	3520+00A	IH 90/94 MEDIAN	11	128	1,166	13.0	MEDIAN WIDENING
0010	3520+00A	-	3619+50A	IH 90/94 MEDIAN	-	454	8,122	85.8	MEDIAN WIDENING
0010	3621+34	-	3633+19	IH 90/94 MEDIAN	-	315	2,602	29.2	EAST TRAFFIC CROSSOVER
0010	3145+52D	-	3162+00D	IH 90 EB TO IH 94 WB	-	181	-	1.9	SHOULDER
				STG 2B TOTAL	16	4,037	36,075	402	

BASE AGGREGATE SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STG 3									
0010	3657+41A	-	3669+08A	IH 94 WB	-	16	-	0.2	OUTSIDE SHOULDER
0010	3669+08A		3678+00A	IH 94 WB		20		0.2	OUTSIDE SHOULDER
0010	3679+52A	-	3693+00A	IH 94 WB	-	31	-	0.4	OUTSIDE SHOULDER
0010	3329+43RGG	-	3337+85RGG	IH 90/94 WB & CTH PP ENT RAMP	-	39	-	0.4	SHOULDER
0010	3340+86RHH	-	3347+38RHH	IH 90/94 WB & CTH PP EXIT RAMP	-	30	-	0.3	SHOULDER
0010	3676+29RII	-	3684+72RII	IH 90/94 WB & CTH C ENT RAMP	-	39	-	0.4	SHOULDER
0010	3680+44RJJ	-	3685+67RJJ	IH 90/94 WB & CTH C EXIT RAMP	-	12	-	0.2	SHOULDER
				STG 3 TOTAL	0	187	0	3	
STG 3A									
0010	3633+25A	-	3652+12A	IH 94 WB	-	26	-	0.3	MEDIAN SHOULDER
0010	3657+41A	-	3669+08A	IH 94 WB	-	11	-	0.2	MEDIAN SHOULDER
0010	3669+08A	-	3678+00A	IH 94 WB	-	21	-	0.3	MEDIAN SHOULDER
0010	3679+52A	-	3693+00A	IH 94 WB	-	31	-	0.4	MEDIAN SHOULDER
				STG 3A TOTAL	0	89	0	2	
STG 4									
0010	2936+03		2989+36	IH 94 WB		73		0.8	OUTSIDE SHOULDER
0010	2991+92A	-	3006+80	IH 94 WB	-	21	-	0.3	OUTSIDE SHOULDER
0010	3006+80A	-	3016+20A	IH 94 WB	-	52	-	0.6	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3016+20A	-	3050+34A	IH 94 WB	-	47	-	0.5	OUTSIDE SHOULDER
0010	3052+34A	-	3078+75A	IH 94 WB	-	36	-	0.4	OUTSIDE SHOULDER
0010	3078+75A		3083+25A	IH 94 WB		72		0.8	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3083+25A	-	3106+75A	IH 94 WB	-	32	-	0.4	OUTSIDE SHOULDER
0010	3106+75A	-	3112+25A	IH 94 WB	-	84	-	0.9	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3112+25A	-	3113+75A	IH 94 WB	-	3	-	0.1	OUTSIDE SHOULDER
0010	3113+75A	-	3118+25A	IH 94 WB	-	41	-	0.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3118+25A	-	3150+75A	IH 94 WB	-	45	-	0.5	OUTSIDE SHOULDER
0010	3150+75A	-	3162+25A	IH 94 WB	-	142	-	1.5	OUTSIDE SHOULDER SLOPE CORRECTION
0010	3162+25A	-	3163+00A	IH 94 WB	-	2	-	0.1	OUTSIDE SHOULDER
0010	3163+00A	-	3171+25A	IH 90/94 WB	-	152	-	1.6	OUTSIDE SHOULDER SLOPE CORRECTION
0010	2948+87RCC	-	2950+60RCC	IH 94 WB & USH 21 ENT Ramp	-	8	-	0.1	SHOULDER
0010	2969+97RDD	-	2971+58RDD	IH 94 WB & USH 21 EXIT Ramp	-	8	-	0.1	SHOULDER
0010	3071+93RFF	-	3073+68RFF	IH 94 WB & INDUSTRIAL AVE EXIT RAMP	-	9	-	0.1	SHOULDER
				STG 4 TOTAL	0	827	0	10	
STG 4A									
0010	2936+03A		2989+36A	IH 94 WB		73		0.8	MEDIAN SHOULDER
0010	2991+92A	-	3050+34A	IH 94 WB	-	80	-	0.8	MEDIAN SHOULDER
0010	3052+34A	-	3171+25A	IH 94 WB	-	162	-	1.7	MEDIAN SHOULDER
0010	3133+65D	-	3144+21D	IH 90 EB TO IH 94 WB	-	15	-	0.2	OUTSIDE SHOULDER
0010	2400+00C	-	2430+75C	IH 90 WB	-	42	-	0.5	OUTSIDE SHOULDER
				STG 4A TOTAL	0	372	0	4	
STG 4B									
0010	2328+25C	-	2364+61C	IH 90 WB	-	43	-	0.5	MEDIAN SHOULDER
0010	2366+68C	-	2430+75C	IH 90 WB	-	78	-	0.8	MEDIAN SHOULDER
0010	3133+65D	-	3144+21D	IH 90 EB TO IH 94 WB	-	15	-	0.2	MEDIAN SHOULDER
				STG 4B TOTAL	0	136	0	2	

BASE AGGREGATE SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STG 5									
0010	2328+25C	-	2339+63C	IH 90 WB	-	16	-	0.2	OUTSIDE SHOULDER
0010	2380+78C	-	2400+00C	IH 90 WB	-	27	-	0.3	OUTSIDE SHOULDER
0010	3121+35E	-	3145+19E	IH 94 EB TO IH 90 WB	-	33	-	0.4	MEDIAN SHOULDER
0010	2316+81RAA	-	2322+06RAA	IH 90 WB & USH 12 ENT RAMP	-	22	-	0.3	MEDIAN SHOULDER
0010	2323+28RBB	-	2331+94RBB	IH 90 WB & USH 12 EXIT RAMP	-	36		0.4	MEDIAN SHOULDER
				STG 5 TOTAL	0	134	0	2	
STG 5A									
0010	2339+63C	-	2364+24C	IH 90 WB	-	34	-	0.4	OUTSIDE SHOULDER
0010	2366+46C	-	2380+75C	IH 90 WB	-	20	-	0.2	OUTSIDE SHOULDER
0010	3121+35E	-	3145+19E	IH 94 EB TO IH 90 WB	-	33	-	0.4	OUTSIDE SHOULDER
0010	2314+25RAA	-	2321+40RAA	IH 90 WB & USH 12 ENT RAMP	-	4	-	0.1	OUTSIDE SHOULDER
0010	2323+28RBB	-	2331+94RBB	IH 90 WB & USH 12 EXIT RAMP	-	4	-	0.1	OUTSIDE SHOULDER
				STG 5 TOTAL	0	95	0	2	
				TOTAL 0010	32	13,909	41,811	570	

MARKING AERIAL ENFORCEMENT BAR EPOXY

CATEGORY	STATION	TO	STATION	LOCATION	646.5420 MARKING AERIAL ENFORCEMENT BAR EPOXY EACH	REMARKS
0010	3402+25A	-	3428+50A	IH 90/94 WB	10	
				TOTAL 0010	10	

ASPHALTIC SHOULDER RUMBLE STRIP

CATEGORY	STATION	TO	STATION	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
STG 1A						
0010	2926+63	-	2934+42	IH 94 EB OUTSIDE	779	
0010	2936+53	-	2944+87	IH 94 EB OUTSIDE	834	
0010	2950+50	-	2966+18	IH 94 EB OUTSIDE	1,568	
				STG 1A TOTAL	3,181	
STG 1.1A						
0010	2972+09	-	2988+47	IH 94 EB OUTSIDE	1,638	
0010	2991+15	-	3008+00	IH 94 EB OUTSIDE	1,685	
				STG 1.1A TOTAL	3,323	
STG 1.2A		-				
0010	3008+00	-	3042+31	IH 94 EB OUTSIDE	3,431	
0010	3048+95	-	3049+81	IH 94 EB OUTSIDE	86	
				STG 1.2A TOTAL	3,517	
STG 1.3A						
0010	3051+82	-	3069+12	IH 94 EB OUTSIDE	1,730	
0010	3075+75	-	3093+00	IH 94 EB OUTSIDE	1,725	
				STG 1.3A TOTAL	3,455	
STG 1.4A						
0010	3093+00	-	3116+95	IH 94 EB OUTSIDE	2,395	
0010	3121+43	-	3137+12	IH 94 EB OUTSIDE	1,569	
0010	3138+82	-	3145+40	IH 94 EB OUTSIDE	658	
0010	3116+95E	-	3122+00E	INTERCHANGE	505	
0010	3121+35E	-	3122+00E	INTERCHANGE	65	
				STG 1.4A TOTAL	5,192	
STG 1.5						
0010	2925+50	-	2934+00	IH 94 EB MEDIAN	850	
0010	2936+47	-	2988+47	IH 94 EB MEDIAN	5,200	
0010	2991+15	-	3003+00	IH 94 EB MEDIAN	1,185	
0010	3014+00	-	3049+81	IH 94 EB MEDIAN	3,581	
0010	3051+82	-	3137+12	IH 94 EB MEDIAN	8,530	
0010	3138+82	-	3145+40	IH 94 EB MEDIAN	658	
				STG 1.4A TOTAL	20,004	
STG 2A						
0010	2329+80B	-	2336+32B	IH 90 EB OUTSIDE	652	
0010	2341+57B	-	2364+95B	IH 90 EB OUTSIDE	2,338	
0010	2367+65B	-	2420+00B	IH 90 EB OUTSIDE	5,235	
				STG 2A TOTAL	8,225	
STG 2B						
0010	2329+80B	-	2348+50B	IH 90 EB MEDIAN	1,870	
0010	2356+00B	-	2364+95B	IH 90 EB MEDIAN	895	
0010	2367+65B	-	2373+50B	IH 90 EB MEDIAN	585	
0010	2381+00B	-	2403+62B	IH 90 EB MEDIAN	2,262	
0010	2402+95B	-	2420+00B	IH 90 EB MEDIAN	1,778	
0010	3145+85D	-	3161+92D	INTERCHANGE	1,607	
0010	3145+85D	-	3161+92D	INTERCHANGE	1,607	
				STG 1.4A TOTAL	10,604	

ASPHALTIC SHOULDER RUMBLE STRIP(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
STG 3						
0010	3657+42A	-	3665+30A	IH 90/94 WB OUTSIDE	789	
0010	3676+28A	-	3678+00A	IH 90/94 WB OUTSIDE	172	
0010	3679+57A	-	3684+62A	IH 90/94 WB OUTSIDE	505	
				STG 3 TOTAL	1,466	
STG 3A						
0010	3170+00A	-	3212+50A	IH 90/94 WB MEDIAN	4,250	
0010	3630+00A	-	3653+12A	IH 90/94 WB MEDIAN	2,312	
0010	3664+50A	-	3678+00A	IH 90/94 WB MEDIAN	1,350	
0010	3679+52A	-	3693+00A	IH 90/94 WB MEDIAN	1,348	
				STG 3 TOTAL	9,260	
STG 4						
0010	2936+03A	-	2941+75A	IH 94 WB OUTSIDE	572	
0010	2948+89A	-	2971+61A	IH 94 WB OUTSIDE	2,272	
0010	2977+00A	-	2989+36A	IH 94 WB OUTSIDE	1,236	
0010	2991+92A	-	3042+84A	IH 94 WB OUTSIDE	5,092	
0010	3052+60A	-	3073+63A	IH 94 WB OUTSIDE	2,103	
0010	3079+58A	-	3155+00A	IH 94 WB OUTSIDE	7,542	
0010	3155+00A	-	3190+00A	IH 90/94 WB OUTSIDE	3,500	
				STG 4 TOTAL	22,317	
STG 4A						
0010	2936+03A	-	2989+36A	IH 94 WB MEDIAN	5,333	
0010	2991+92A	-	3003+50A	IH 94 WB MEDIAN	1,158	
0010	3013+50A	-	3050+34A	IH 94 WB MEDIAN	3,684	
0010	3052+34A		3132+11A	IH 94 WB MEDIAN	7,977	
0010	3134+50A	-	3155+33A	IH 94 WB MEDIAN	2,083	
0010	3132+27D	-	3144+05D	INTERCHANGE	1,178	
0010	2400+00C	-	2430+76C	IH 90 WB OUTSIDE	3,076	
				STG 4A TOTAL	21,413	
STG 4B						
0010	3157+60A	-	3170+00A	IH 90/94 WB MEDIAN	1,240	
0010	3133+52D	-	3144+05D	INTERCHANGE	1,053	
0010	2328+25C	-	2348+50C	IH 90 WB MEDIAN	2,025	
0010	2355+50C	-	2364+17C	IH 90 WB MEDIAN	867	
0010	2366+75C		2373+50C	IH 90 WB MEDIAN	675	
0010	2380+50C	-	2433+00C	IH 90 WB MEDIAN	5,250	
				STG 4B TOTAL	11,110	
STG 5						
0010	2328+25C	-	2332+95C	IH 94 WB OUTSIDE	470	
0010	2390+61C		2400+00C	IH 94 WB OUTSIDE	939	
0010	3122+00F	-	3145+20F	INTERCHANGE	2,320	
				STG 5 TOTAL	3,729	
STG 5A						
0010	2340+64C	-	2364+17C	IH 94 WB OUTSIDE	2,353	
0010	2366+75C		2375+38C	IH 94 WB OUTSIDE	863	
0010	3122+00F	-	3160+38F	INTERCHANGE	3,838	
				STG 5A TOTAL	7,054	
				TOTAL 0010	133,850	

LANDSCAPE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	628.2002 EROSION MAT CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
STG 1												
0010	2953+78	-	2970+00	IH 94 EB MEDIAN	1,938	1,938	2.7	78	59	98	1,622	SLOPE CORRECTION
0010	3020+25	-	3026+75	IH 94 EB MEDIAN	593	593	0.9	26	20	33	650	SLOPE CORRECTION
0010	3030+02	-	3045+00	IH 94 EB MEDIAN	1,265	1,265	2.4	68	51	84	1,498	SLOPE CORRECTION
0010	3053+25	-	3056+75	IH 94 EB MEDIAN	258	258	0.5	13	10	16	350	SLOPE CORRECTION
0010	3057+30	-	3059+00	IH 94 EB MEDIAN	204	204	0.3	10	7	12	270	SLOPE CORRECTION
0010	3068+00	-	3078+00	IH 94 EB MEDIAN	601	601	1.2	34	26	43	1,000	SLOPE CORRECTION
0010	3085+86	-	3089+50	IH 94 EB MEDIAN	485	485	0.6	18	13	22	364	SLOPE CORRECTION
0010	3096+00	-	3114+25	IH 94 EB MEDIAN	3,237	3,237	3.6	102	76	127	1,825	SLOPE CORRECTION
0010	3117+00	-	3125+02	IH 94 EB MEDIAN	2,183	2,183	2.1	59	44	73	802	SLOPE CORRECTION
0010	3129+25	-	3135+29	IH 94 EB MEDIAN	1,389	1,389	1.3	38	29	48	604	SLOPE CORRECTION
				STG 1 TOTAL	12,153	12,153	15.6	446	335	556	8,885	
STG 1A												
0010	2995+57	-	3005+00	IH 94 EB OUTSIDE	3,975	3,975	3.4	96	72	120	943	SLOPE CORRECTION
0010	3011+00	-	3017+00	IH 94 EB OUTSIDE	1,616	1,616	1.5	44	33	55	600	SLOPE CORRECTION
0010	3021+00	-	3026+00	IH 94 EB OUTSIDE	863	863	1.0	28	42	21	500	SLOPE CORRECTION
0010	3035+00	-	3038+00	IH 94 EB OUTSIDE	542	542	0.6	18	13	22	300	SLOPE CORRECTION
0010	3062+10	-	3067+50	IH 94 EB OUTSIDE	632	632	0.9	25	19	31	540	SLOPE CORRECTION
0010	3097+00	-	3101+00	IH 94 EB OUTSIDE	560	560	0.7	20	15	25	400	SLOPE CORRECTION
0010	3128+25	-	3132+00	IH 94 EB OUTSIDE	745	745	0.8	23	17	29	375	SLOPE CORRECTION
				STG 1A TOTAL	8,933	8,933	8.9	254	211	303	3,658	
STG 2												
0010	3245+00A	-	3249+50A	IH 90/94 WB OUTSIDE	394	394	0.6	18	14	23	450	SLOPE CORRECTION
0010	3445+00A	-	3448+00A	IH 90/94 WB OUTSIDE	559	559	0.6	18	13	22	300	SLOPE CORRECTION
0010	3522+00A	-	3530+69A	IH 90/94 WB OUTSIDE	2,776	2,776	2.4	70	52	87	869	SLOPE CORRECTION
0010	3533+00A	-	3536+00A	IH 90/94 WB OUTSIDE	445	445	0.5	16	12	19	300	SLOPE CORRECTION
0010	3625+01A	-	3628+68A	IH 90/94 WB OUTSIDE	474	474	0.6	18	13	22	367	SLOPE CORRECTION
				STG 2 TOTAL	4,648	4,648	4.7	140	104	173	2,286	
STG 2A												
0010	2347+50B	-	2350+00B	IH 90 EB OUTSIDE	478	478	0.5	15	11	19	250	SLOPE CORRECTION
0010	2351+25B	-	2361+42B	IH 90 EB OUTSIDE	6,551	6,551	5.0	144	108	180	1,017	SLOPE CORRECTION
0010	2374+24B	-	2398+15B	IH 90 EB OUTSIDE	5,349	5,349	5.4	155	117	194	2,391	SLOPE CORRECTION
0010	2399+99B	-	2421+00B	IH 90 EB OUTSIDE	3,588	3,588	4.0	116	87	144	2,101	SLOPE CORRECTION
0010	3170+00	-	3237+50	IH 90/94 EB OUTSIDE	8,388	8,388	9.8	279	209	348	6,750	TEMPORARY WIDENING
0010	3498+00	-	3505+00	IH 90/94 EB OUTSIDE	838	838	1.2	33	25	42	700	SLOPE CORRECTION
				STG 2A TOTAL	25,192	25,192	25.9	742	557	927	13,209	
STG 2B												
0010	2386+10B	-	2398+32B	IH 90 EB MEDIAN	2,620	2,620	2.7	76	57	95	1,222	SLOPE CORRECTION
0010	2403+75B	-	2419+04B	IH 90 EB MEDIAN	3,707	3,707	3.6	102	77	127	1,529	SLOPE CORRECTION
0010	3195+59	-	3196+15	IH 90/94 MEDIAN	-	266	0.3	7	5	9	-	XOVER REMOVAL
0010	3215+06	-	3220+89	IH 90/94 MEDIAN	1,474	1,474	1.8	50	38	63	583	MEDIAN WIDENING
0010	3224+11	-	3227+98	IH 90/94 MEDIAN	772	772	0.9	26	19	32	387	MEDIAN WIDENING
0010	3621+34		3622+22	IH 90/94 MEDIAN	65	65	0.1	4	3	5	88	MEDIAN WIDENING
0010	3671+60	-	3676+76	IH 90/94 MEDIAN	821	821	1.2	33	25	41	516	MEDIAN WIDENING
0010	3629+97	-	3634+71	IH 90/94 MEDIAN	698	698	1.1	31	23	38	474	MEDIAN WIDENING
0010	3635+97	-	3636+48	IH 90/94 MEDIAN	-	176	0.2	5	4	6	-	XOVER REMOVAL
0010	3223+25A	-	3286+50A	IH 90/94 MEDIAN	9,657	9,657	11.0	301	226	376	6,325	MEDIAN WIDENING
0010	3286+50A	-	3312+30A	IH 90/94 MEDIAN	2,109	2,109	3.0	86	64	107	2,580	MEDIAN WIDENING
0010	3313+25A	-	3350+00A	IH 90/94 MEDIAN	3,007	3,007	4.5	129	97	162	3,675	MEDIAN WIDENING
0010	3350+00A	-	3366+05A	IH 90/94 MEDIAN	842	842	1.6	46	34	57	1,605	MEDIAN WIDENING
0010	3375+75A	-	3428+22A	IH 90/94 MEDIAN	3,650	3,650	5.6	161	121	201	5,247	MEDIAN WIDENING
0010	3428+22A		3507+82A	IH 90/94 MEDIAN	14,022	14,022	14.0	400	300	498	7,960	MEDIAN WIDENING
				STG 2B SUBTOTAL	43,444	43,886	51.6	1,457	1,093	1,817	32,191	

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE	MISCELLANEOUS QUANTITIES	SHEET	E

LANDSCAPE SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	628.2002 EROSION MAT CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
STG 2B(CONT.)												
0010	3509+27A	-	3525+00A	IH 90/94 MEDIAN	7,497	7,497	5.7	163	122	203	1,573	MEDIAN WIDENING
0010	3526+00A	-	3537+25A	IH 90/94 MEDIAN	1,867	1,867	1.9	55	41	69	1,125	MEDIAN WIDENING
0010	3537+25A	-	3584+70A	IH 90/94 MEDIAN	5,505	5,505	6.5	189	142	236	4,745	MEDIAN WIDENING
0010	3584+70A	-	3619+55A	IH 90/94 MEDIAN	6,998	6,998	2.1	61	46	76	3,485	MEDIAN WIDENING
				STG 2B SUBTOTAL	21,867	21,867	16.2	468	351	584	10,928	
				STG 2B TOTAL	65,311	65,753	67.8	1,925	1,444	2,401	43,119	
STG 4												
0010	3007+00A		3009+00A	IH 94 OUTSIDE	410	410	0.4	13	9	16	200	SLOPE CORRECTION
0010	3013+00A		3016+00A	IH 94 OUTSIDE	722	722	0.7	21	16	26	300	SLOPE CORRECTION
0010	3079+00A	-	3083+00A	IH 94 OUTSIDE	912	912	0.9	27	20	33	400	SLOPE CORRECTION
0010	3107+00A	-	3112+00A	IH 94 OUTSIDE	756	756	0.9	26	19	32	500	SLOPE CORRECTION
0010	3114+00A	-	3118+00A	IH 94 OUTSIDE	482	482	0.7	19	14	23	400	SLOPE CORRECTION
0010	3151+00A	-	3162+00A	IH 94 OUTSIDE	1,668	1,668	2.0	57	42	71	1,100	SLOPE CORRECTION
0010	3163+31A	-	3171+00A	IH 94 OUTSIDE	1,233	1,233	1.5	42	31	52	769	SLOPE CORRECTION
				STG 4 TOTAL	6,183	6,183	7.1	205	151	253	3,669	
				TOTAL 0010	122,420	122,862	130.0	3,712	2,802	4,613	74,826	

EROSION CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	REMARKS
STG 1											
0010	2954+75	-	2955+25	IH 94 EB MEDIAN	85	85	-	-	-	-	SLOPE CORRECTION
0010	2959+55			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	2960+80			IH 94 EB MEDIAN	-	-	-	-	3	-	SLOPE CORRECTION
0010	2965+80			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	2967+30			IH 94 EB MEDIAN	-	-	-	-	3	-	SLOPE CORRECTION
0010	2969+25			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3023+20			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3024+00			IH 94 EB MEDIAN	-	-	-	-	3	-	SLOPE CORRECTION
0010	3026+30			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3030+75	-	3031+50	IH 94 EB MEDIAN	107	107	-	-	-	-	SLOPE CORRECTION
0010	3031+75			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3035+50			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3037+75			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3041+15			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3044+45			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3054+05			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3056+30			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3057+75	-	3058+50	IH 94 EB MEDIAN	95	95	-	-	-	-	SLOPE CORRECTION
0010	3068+75			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3071+50			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3073+10			IH 94 EB MEDIAN	-	-	1	-	-	-	SLOPE CORRECTION
0010	3074+00			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3077+00			IH 94 EB MEDIAN	-	-	-	18	-	-	SLOPE CORRECTION
0010	3085+50	-	3090+00	IH 94 EB MEDIAN	454	454	-	-	-	17	SLOPE CORRECTION
0010	3095+75	-	3114+75	IH 94 EB MEDIAN	1,964	1,964	-	-	-	51	SLOPE CORRECTION
0010	3116+75	-	3125+25	IH 94 EB MEDIAN	880	880	-	-	-	34	SLOPE CORRECTION
0010	3128+75	-	3135+75	IH 94 EB MEDIAN	729	729	-	-	-	34	SLOPE CORRECTION
0010			MONROE COUNTY STOCKYARD		670	670	-	-	-	-	AGGREGATE STOCKPILE
				STG 1 TOTAL	4,984	4,984	1	288	9	136	
STG 1A											
0010	2995+00	-	3005+25	IH 94 EB OUTSIDE	1,070	1,070	-	-	-	51	SLOPE CORRECTION
0010	3010+50	-	3017+50	IH 94 EB OUTSIDE	733	733	-	-	-	34	SLOPE CORRECTION
0010	3020+50	-	3026+50	IH 94 EB OUTSIDE	609	609	-	-	-	17	SLOPE CORRECTION
0010	3034+50	-	3038+50	IH 94 EB OUTSIDE	414	414	-	-	-	17	SLOPE CORRECTION
0010	3061+75	-	3068+00	IH 94 EB OUTSIDE	664	664	-	-	-	17	SLOPE CORRECTION
0010	3096+75	-	3101+25	IH 94 EB OUTSIDE	460	460	-	-	-	17	SLOPE CORRECTION
0010	3128+00	-	3132+25	IH 94 EB OUTSIDE	454	454	-	-	-	17	SLOPE CORRECTION
				STG 1A TOTAL	4,404	4,404	0	0	0	170	
STG 2											
0010	3444+50A	-	3448+25A	IH 90/94 WB OUTSIDE	422	422	-	-	-	-	SLOPE CORRECTION
0010	3521+50A	-	3531+00A	IH 90/94 WB OUTSIDE	999	999	-	-	-	34	SLOPE CORRECTION
0010	3532+75A	-	3536+25A	IH 90/94 WB OUTSIDE	369	369	-	-	-	17	SLOPE CORRECTION
0010	3624+75A	-	3629+25A	IH 90/94 WB OUTSIDE	505	505	-	-	-	34	SLOPE CORRECTION
				STG 2 TOTAL	2,295	2,295	0	0	0	85	
STG 2A											
0010	2347+00B	-	2361+75B	IH 90 EB OUTSIDE	1,578	1,578	-	-	-	51	SLOPE CORRECTION
0010	2373+75B	-	2398+50B	IH 90 EB OUTSIDE	2,482	2,482	-	-	-	68	SLOPE CORRECTION
0010	2399+50B	-	2422+00B	IH 90 EB OUTSIDE	2,242	2,242	-	-	7	85	SLOPE CORRECTION
0010	3169+50	-	3201+50	IH 90/94 EB OUTSIDE	3,238	3,238	-	-	-	136	TEMPORARY WIDENING
0010	3201+75	-	3238+00	IH 90/94 EB OUTSIDE	3,686	3,686	-	-	-	119	TEMPORARY WIDENING
0010	3497+75	-	3505+25	IH 90/94 EB OUTSIDE	761	761	-	-	-	34	SLOPE CORRECTION
				STG 2A TOTAL	13,987	13,987	0	0	7	493	

EROSION CONTROL SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	REMARKS
STG 2B											
0010	2385+75B	-	2398+75B	IH 90 FB MEDIAN	1,317	1,317	-	-	-	51	SLOPE CORRECTION
0010	2403+50B	-	2419+50B	IH 90 EB MEDIAN	1,615	1,615	-	-	7	68	SLOPE CORRECTION
0010	3195+25			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3196+50			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3218+85			IH 90/94 MEDIAN				18			MEDIAN WIDENING
0010	3223+95			IH 90/94 MEDIAN	-	-	1	-	-	-	MEDIAN WIDENING
0010	3622+65			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3624+95			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3629+75			IH 90/94 MEDIAN	-	-	1	-	-	-	MEDIAN WIDENING
0010	3630+25			IH 90/94 MEDIAN					3		MEDIAN WIDENING
0010	3631+40			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3633+50			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3636+75			IH 90/94 MEDIAN	-	-	-	-	3	-	MEDIAN WIDENING
0010	3215+25A			IH 90/94 MEDIAN	-	-	-	-	2	-	MEDIAN WIDENING
0010	3223+70A			IH 90/94 MEDIAN				18			MEDIAN WIDENING
0010	3225+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3227+75A			IH 90/94 MEDIAN	-	-	-	-	3	-	MEDIAN WIDENING
0010	3229+50A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3231+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3234+10A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3235+00A	-	3239+25A	IH 90/94 MEDIAN	425	425	1	-	-	-	MEDIAN WIDENING
0010	3240+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3243+50A			IH 90/94 MEDIAN				18			MEDIAN WIDENING
0010	3246+50A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3247+00A	-	3263+25A	IH 90/94 MEDIAN	1,687	1,687	-	-	-	-	MEDIAN WIDENING
0010	3248+75A			IH 90/94 MEDIAN	-	-	-	-	7	-	MEDIAN WIDENING
0010	3259+75A			IH 90/94 MEDIAN	-	-	-	-	5	-	MEDIAN WIDENING
0010	3265+70A			IH 90/94 MEDIAN			1				MEDIAN WIDENING
0010	3269+60A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3273+55A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3274+50A	-	3275+00A	IH 90/94 MEDIAN	78	78	-	-	-	-	MEDIAN WIDENING
0010	3274+75A			IH 90/94 MEDIAN	-	-	-	-	3		MEDIAN WIDENING
0010	3276+50A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3279+25A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3282+00A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3289+45A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3293+55A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3294+50A	-	3295+00A	IH 90/94 MEDIAN	76	76	-	-	-	-	MEDIAN WIDENING
0010	3294+75A			IH 90/94 MEDIAN	-	-	-	-	5	-	MEDIAN WIDENING
0010	3295+75A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3299+90A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3300+50A	-	3304+00A	IH 90/94 MEDIAN	375	375	-	-	-	-	MEDIAN WIDENING
0010	3303+75A			IH 90/94 MEDIAN	-	-	-	-	2	-	MEDIAN WIDENING
0010	3304+50A			IH 90/94 MEDIAN				18			MEDIAN WIDENING
0010	3307+60A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3311+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3316+25A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3317+00A	-	3318+25A	IH 90/94 MEDIAN	163	163	-	-	-	-	MEDIAN WIDENING
0010	3317+75A			IH 90/94 MEDIAN					7		MEDIAN WIDENING
0010	3319+35A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
				STG 2B SUBTOTAL	5,736	5,736	4	522	47	119	

EROSION CONTROL SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	REMARKS
STG 2B(CONT.)											
0010	3321+85A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3323+50A	-	3325+25A	IH 90/94 MEDIAN	210	210	-	-	-	-	MEDIAN WIDENING
0010	3323+75A			IH 90/94 MEDIAN	-	-	-	-	14	-	MEDIAN WIDENING
0010	3326+80A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3331+75A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3334+00A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3337+00A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3337+50A			IH 90/94 MEDIAN	-	-	1	-	-	-	MEDIAN WIDENING
0010	3340+00A	-	3341+50A	IH 90/94 MEDIAN	156	156	-	-	-	-	MEDIAN WIDENING
0010	3342+95A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3345+05A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3347+15A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3349+60A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3354+10A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3358+75A	-	3361+50A	IH 90/94 MEDIAN	322	322	-	-	-	-	MEDIAN WIDENING
0010	3360+70A			IH 90/94 MEDIAN	-	-	-	-	3	-	MEDIAN WIDENING
0010	3362+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3364+70A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3380+75A	-	3381+25A	IH 90/94 MEDIAN	64	64	-	-	-	-	MEDIAN WIDENING
0010	3381+50A	-	3382+00A	IH 90/94 MEDIAN	78	78	-	-	-	-	MEDIAN WIDENING
0010	3387+00A	-	3391+00A	IH 90/94 MEDIAN	428	428	-	-	-	-	MEDIAN WIDENING
0010	3390+65A			IH 90/94 MEDIAN	-	-	-	-	5	-	MEDIAN WIDENING
0010	3402+75A	-	3403+75A	IH 90/94 MEDIAN	136	136	-	-	-	-	MEDIAN WIDENING
0010	3403+20A			IH 90/94 MEDIAN	-	-	-	-	5	-	MEDIAN WIDENING
0010	3410+00A	-	3410+75A	IH 90/94 MEDIAN	78	78	-	-	3	-	MEDIAN WIDENING
0010	3435+50A	-	3435+90A	IH 90/94 MEDIAN	57	57	-	-	-	-	MEDIAN WIDENING
0010	3436+25A	-	3436+75A	IH 90/94 MEDIAN	72	72	-	-	-	-	MEDIAN WIDENING
0010	3445+75A	-	3447+00A	IH 90/94 MEDIAN	174	174	-	-	20	-	MEDIAN WIDENING
0010	3457+25A	-	3458+00A	IH 90/94 MEDIAN	108	108	-	-	8	-	MEDIAN WIDENING
0010	3458+00A	-	3508+00A	IH 90/94 MEDIAN	5,067	5,067	-	-	8	-	MEDIAN WIDENING
0010	3509+00A	-	3525+25A	IH 90/94 MEDIAN	1,782	1,782	-	-	5	34	MEDIAN WIDENING
0010	3525+75A	-	3527+25A	IH 90/94 MEDIAN	152	152	-	-	-	-	MEDIAN WIDENING
0010	3538+75A	-	3545+00A	IH 90/94 MEDIAN	664	664	-	-	5	-	MEDIAN WIDENING
0010	3571+88A			IH 90/94 MEDIAN	-	-	1	-	-	-	MEDIAN WIDENING
0010	3577+20A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3580+75A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3584+05A			IH 90/94 MEDIAN	-	-	-	-	2	-	MEDIAN WIDENING
0010	3586+75A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3590+90A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3591+75A	-	3592+25A	IH 90/94 MEDIAN	79	79	-	-	2	-	MEDIAN WIDENING
0010	3593+05A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3594+80A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3596+75A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3601+90A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3605+00A			IH 90/94 MEDIAN	-	-	-	-	5	-	MEDIAN WIDENING
0010	3607+80A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
				STG 2B SUBTOTAL	9,627	9,627	2	378	85	34	

EROSION CONTROL SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	REMARKS
STG 2B(CONT.)											
0010	3610+10A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3612+50A			IH 90/94 MEDIAN	-	-	-	-	3	-	MEDIAN WIDENING
0010	3616+30A			IH 90/94 MEDIAN	-	-	-	18	-	-	MEDIAN WIDENING
0010	3617+75A	-	3618+25A	IH 90/94 MEDIAN	79	79	-	-	3	-	MEDIAN WIDENING
				STG 2B SUBTOTAL	79	79	0	36	6	0	
				STG 2B TOTAL	15,442	15,442	6	936	138	153	
STG 4											
0010	3006+72A	-	3009+25A	IH 94 OUTSIDE	270	270	-	-	-	-	SLOPE CORRECTION
0010	3012+75A	-	3016+30A	IH 94 OUTSIDE	369	369	-	-	-	-	SLOPE CORRECTION
0010	3078+75A	-	3083+25A	IH 94 OUTSIDE	520	520	-	-	-	17	SLOPE CORRECTION
0010	3106+75A	-	3118+25A	IH 94 OUTSIDE	1,198	1,198	-	-	-	34	SLOPE CORRECTION
0010	3150+50A	-	3162+25A	IH 94 OUTSIDE	1,190	1,190	-	-	-	34	SLOPE CORRECTION
0010	3163+00A	-	3171+25A	IH 94 OUTSIDE	843	843	-	-	-	34	SLOPE CORRECTION
				STG 4 TOTAL	3,751	3,751	0	0	0	119	
				TOTAL 0010	44,863	44,863	7	1,224	154	1,156	

TRAFFIC CONTROL SUMMARY

CAT	STATION	TO	STATION	STAGE	DURATION	DRUMS	643.0300 TRAFFIC CONTROL DRUMS DAY	BARRICADES	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A TYPE A	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C TYPE C	DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS ARROW BOARDS	DAY	* 643.0900 TRAFFIC CONTROL SIGNS SIGNS	DAY	643.1051 TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATIONS PCMS	DAY	643.1205.S BASIC TRAFFIC QUEUE WARNING SYSTEM DAY	643.4100 TRAFFIC CONTROL INTERIM LANE CLOSURE EACH	REMARKS
0010				PREWARN	7.00	0	0	0	0	0	0	0	0	0	0	0	0	3	21	0		
0010	2902+20	-	2979+00	STG 1	3.00	147	441	7	21	14	42	50	150	2	6	39	117	0	0	3	-	
0010	2893+12	-	2969+00	STG 1A	3.00	111	333	12	36	22	66	33	99	2	6	29	87	0	0	3	1.00	
0010	2922+00	-	3011+00	STG 1.1	5.00	169	845	9	45	18	90	49	245	2	10	34	170	0	0	5	1.00	
0010	2893+12	-	3011+00	STG 1.1A	4.00	180	720	13	52	26	104	45	180	2	8	35	140	0	0	4	1.00	
0010	2978+90	-	3053+00	STG 1.2	5.00	98	490	9	45	18	90	25	125	2	10	27	135	0	0	5	1.00	
0010	2978+90	-	3053+00	STG 1.2A	4.00	98	392	9	36	18	72	25	100	2	8	26	104	0	0	4	1.00	
0010	3021+90	-	3096+00	STG 1.3	5.00	127	635	9	45	18	90	37	185	2	10	31	155	0	0	5	1.00	
0010	3009+10	-	3096+00	STG 1.3A	5.00	127	635	9	45	26	130	33	165	2	10	31	155	0	0	5	1.00	
0010	3021+90	-	3148+00	STG 1.4	3.00	178	534	12	36	24	72	37	111	2	6	37	111	0	0	3	1.00	
0010	3009+10	-	3148+00	STG 1.4A	5.00	234	1170	12	60	24	120	37	185	2	10	37	185	0	0	5	1.00	
0010	2904+90	-	3148+00	STG 1.5	4.00	359	1436	21	84	42	168	49	196	2	8	53	212	0	0	4	1.00	
				STG SUB TOTAL			7631	122	505	250	1044	420	1741	22	92	379	1571	3	21	46	10	
0010	3165+00A	-	3260+75A	STG 2	1.00	110	110	12	12	24	24	17	17	2	2	20	20	0	0	1	0	WB OUTSIDE SHLD
0010	3236+00A	-	3313+75A	STG 2	1.00	93	93	9	9	18	18	17	17	2	2	17	17	0	0	1	1	WB OUTSIDE SHLD
0010	3289+00A	-	3378+75A	STG 2	1.00	87	87	18	18	32	32	17	17	2	2	24	24	7	7	1	1	WB OUTSIDE SHLD
0010	3342+00A	-	3423+75A	STG 2	1.00	137	137	16	16	28	28	25	25	2	2	26	26	7	7	1	1	WB OUTSIDE SHLD
0010	3400+00A	-	3476+75A	STG 2	1.00	94	94	9	9	18	18	17	17	2	2	17	17	0	0	1	1	WB OUTSIDE SHLD
0010	3452+00A	-	3529+75A	STG 2	1.00	93	93	9	9	18	18	17	17	2	2	17	17	0	0	1	1	WB OUTSIDE SHLD
0010	3505+00A	-	3582+75A	STG 2	1.00	95	95	9	9	18	18	17	17	2	2	17	17	0	0	1	1	WB OUTSIDE SHLD
0010	3557+00A	-	3635+75A	STG 2	1.00	93	93	9	9	18	18	17	17	2	2	17	17	0	0	1	1	WB OUTSIDE SHLD
0010	3611+00A	-	3717+35A	STG 2	1.00	155	155	17	17	30	30	41	41	2	2	27	27	0	0	1	1	WB OUTSIDE SHLD
0010	3137+25	-	3246+00	STG 2A	9.00	130	1170	7	63	14	126	29	261	2	18	19	171	0	0	9	1	EB OUTSIDE SHLD
0010	2400+25B	-	2424+00B	STG 2A	9.00	7	63	1	9	2	18	17	153	2	18	8	72	0	0	9	1	EB OUTSIDE SHLD
				SUBTOTAL			1233		72		144		414		36		243	0	0	18	2	
0010	3477+50	-	3510+00	STG 2A	1.00	48	48	6	6	12	12	12	12	2	2	14	14	0	0	1	1	EB OUTSIDE SHLD
0010	3198+00A	-	3646+50A	STG 2B	25.00	447	11175	1	25	2	50	0	0	0	0	24	600	0	0	1	0	WB LANE SHIFT
0010	3201+00	-	3234+00	STG 2B	5.00	48	240	1	5	2	10	0	0	0	0	15	75	0	0	1	4	EB LANE SHIFT
0010	3425+00	-	2447+00	STG 2B	5.00	36	180	1	5	2	10	0	0	0	0	15	75	0	0	1	4	EB LANE SHIFT
0010	3607+50	-	3640+50	STG 2B	5.00	48	240	1	5	2	10	0	0	0	0	15	75	0	0	1	4	EB LANE SHIFT
				STG SUB TOTAL			14073	118	226	224	440	197	611	20	56	265	1264	14	14	32	23	
0010	3165+00A	-	3267+25A	STG 3	1.00	122	122	10	10	20	20	26	26	2	2	24	24	0	0	1	0	WB OUTSIDE LANE
0010	3165+00A	-	3267+25A	STG 3A	1.00	122	122	10	10	20	20	26	26	2	2	24	24	0	0	1	1	WB INSIDE LANE
0010	3236+00A	-	3317+05A	STG 3	1.00	104	104	9	9	18	18	26	26	2	2	27	27	0	0	1	1	WB OUTSIDE LANE
0010	3236+00A	-	3317+05A	STG 3A	1.00	104	104	9	9	18	18	26	26	2	2	27	27	0	0	1	1	WB INSIDE LANE
0010	3291+00A	-	3386+25A	STG 3	1.00	168	168	12	12	20	20	58	58	2	2	24	24	0	0	1	2	WB OUTSIDE LANE
0010	3291+00A	-	3375+25A	STG 3A	1.00	104	104	9	9	18	18	26	26	2	2	27	27	0	0	1	1	WB INSIDE LANE
0010	3342+00A	-	3430+25A	STG 3	1.00	138	138	9	9	18	18	34	34	2	2	24	24	0	0	1	2	WB OUTSIDE LANE
0010	3342+00A	-	3430+25A	STG 3A	1.00	106	106	9	9	18	18	26	26	2	2	23	23	0	0	1	1	WB INSIDE LANE
0010	3399+00A	-	3483+25A	STG 3	1.00	102	102	9	9	18	18	26	26	2	2	23	23	0	0	1	1	WB OUTSIDE LANE
0010	3399+00A	-	3483+25A	STG 3A	1.00	102	102	9	9	18	18	26	26	2	2	23	23	0	0	1	1	WB INSIDE LANE

TRAFFIC CONTROL SUMMARY(CONT.)

CAT	STATION	TO	STATION	STAGE	DURATION	DRUMS	643.0300 TRAFFIC CONTROL DRUMS DAY	BARRICADES	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	TYPE A	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	TYPE C	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	ARROW BOARDS	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	SIGNS	* 643.0900 TRAFFIC CONTROL SIGNS DAY	PCMS	643.1051 TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATIONS DAY	643.1205.S BASIC TRAFFIC QUEUE WARNING SYSTEM DAY	643.4100 TRAFFIC CONTROL INTERIM LANE CLOSURE EACH	REMARKS
0010	3452+00A	-	3536+25A	STG 3	1.00	102	102	9	9	18	18	26	26	2	2	23	23	0	0	1	1	WB OUTSIDE LANE
0010	3452+00A	-	3536+25A	STG 3A	1.00	102	102	9	9	18	18	26	26	2	2	23	23	0	0	1	1	WB INSIDE LANE
0010	3520+00A	-	3589+25A	STG 3	1.00	91	91	8	8	18	18	26	26	2	2	22	22	0	0	1	1	WB OUTSIDE LANE
0010	3520+00A	-	3589+25A	STG 3A	1.00	91	91	8	8	18	18	26	26	2	2	22	22	0	0	1	1	WB INSIDE LANE
0010	3560+00A	-	3642+25A	STG 3	1.00	102	102	9	9	18	18	26	26	2	2	23	23	0	0	1	1	WB OUTSIDE LANE
0010	3560+00A	-	3642+25A	STG 3A	1.00	102	102	9	9	18	18	26	26	2	2	23	23	0	0	1	1	WB INSIDE LANE
0010	3611+00A	-	3717+35A	STG 3	1.00	146	146	15	15	28	28	24	24	2	2	31	31	0	0	1	1	WB OUTSIDE LANE
0010	3611+00A	-	3687+45A	STG 3A	1.00	120	120	9	9	18	18	26	26	2	2	27	27	0	0	1	1	WB INSIDE LANE
				STG SUB TOTAL			2,028		171		340		506		36		440		0	18	19	
0010	2934+00A	-	3197+00A	STG 4	6.00	362	2172	24	144	46	276	54	324	2	12	46	276	0	0	6	0	WB OUTSIDE LANE
0010	2949+00A	-	3197+00A	STG 4	2.00	337	674	26	52	46	92	42	84	2	4	47	94	0	0	2	1	WB OUTSIDE LANE
0010	2949+00A	-	3197+00A	STG 4	1.00	367	367	29	29	44	44	46	46	2	2	50	50	0	0	1	1	WB OUTSIDE LANE
				SUB TOTAL			3213		225		412		454		18		420		0	9	2	
0010	2934+00A	-	3201+65A	STG 4A	9.00	345	3105	22	198	44	396	55	495	2	18	46	414	0	0	9	0	WB INSIDE LANE
0010	3132+27D	-	3162+00D	STG 4A	9.00	53	477	7	63	14	126	8	72	0	0	10	90	0	0	0	0	INTERCHANGE
0010	2398+00C	-	2433+00C	STG 4A	9.00	35	315	3	27	6	54	0	0	0	0	5	45	0	0	0	0	WB OUTSIDE LANE
				SUB TOTAL			3897		288		576		567		18		549		0	9	0	
0010	3114+00A	-	3201+65A	STG 4B	5.00	149	745	12	60	24	120	43	215	2	10	26	130	0	0	5	1	WB INSIDE LANE
0010	3132+27D	-	3162+00D	STG 4B	5.00	56	280	7	35	14	70	26	130	0	0	9	45	0	0	0	1	INTERCHANGE
0010	2309+00C	-	2433+00C	STG 4B	5.00	124	620	9	45	18	90	0	0	0	0	11	55	0	0	0	1	WB INSIDE LANE
				SUB TOTAL			1645		140		280		345		10		230		0	5	3	
				STG SUB TOTAL			8,755		653		1,268		1,366		46		1,199		0	23	5	
0010	3154+00A	-	3162+50A	STG 5	2.00	33	66	0	0	0	0	15	30	0	0	0	0	0	0	2	0	MEDIAN EDGELINE
0010	2317+00C	-	2433+00C	STG 5	2.00	149	298	10	20	20	40	28	56	0	0	16	32	0	0	0	0	WB OUTSIDE LANE
0010	3115+50	-	3120+00	STG 5	2.00	22	44	0	0	0	0	14	28	0	0	0	0	0	0	0	0	MEDIAN EDGELINE
0010	3120+00E	-	3145+00E	STG 5	2.00	25	50	3	6	6	12	0	0	0	0	3	6	0	0	0	0	INTERCHANGE
				SUB TOTAL			458		26		52		114		0		38		0	2	0	
0010	3154+00A	-	3162+50A	STG 5A	4.00	33	132	0	0	0	0	15	60	0	0	0	0	0	0	0	1	MEDIAN EDGELINE
0010	2309+00C	-	2433+00C	STG 5A	4.00	183	732	21	84	36	144	59	236	0	0	24	96	0	0	0	1	WB OUTSIDE LANE
0010	3110+75	-	3120+00	STG 5A	4.00	19	76	0	0	0	0	0	0	0	0	0	0	0	0	0	1	OUTSIDE EDGELINE
0010	3120+00E	-	3145+00E	STG 5A	4.00	25	100	3	12	6	24	0	0	0	0	3	12	0	0	0	1	INTERCHANGE
				SUB TOTAL			1040		96		168		296		0		108		0	0	4	
				STG SUB TOTAL			1,498		122		220		410		0		146		0	2	4	
				TOTAL 0010			33,985		1,677		3,312		4,634		230		4,620		35	121	61	

*BID ITEM LISTED ELSEWHERE

DETOUR SIGNING

CATEGORY	LOCATION	DURATION	SIGNS	* 643.0900 TRAFFIC CONTROL SIGNS DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	PCMS	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	REMARKS
0010	USH 12/IH 94 EB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/IH 94 EB ON RAMP	4	40	160	-	3	-	-	CLOSURE
0010	STH 21/IH 94 EB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	STH 21/IH 94 EB ON RAMP	4	38	152	-	6	-	-	CLOSURE
0010	INDUSTRIAL AVE/IH 94 EB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	INDUSTRIAL AVE/IH 94 EB OFF RAMP	4	55	220	1	1	1	4	CLOSURE
0010	INDUSTRIAL AVE/IH 94 EB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	INDUSTRIAL AVE/IH 94 EB ON RAMP	4	54	216	-	5	-	-	CLOSURE
0010	USH 12/STH 16/IH 90 EB ON RAMP	7					1	7	PREWARN
0010	USH 12/STH 16/IH 90 EB ON RAMP	4	43	172	-	9	-	-	CLOSURE
0010	USH 12/STH 16/IH 90 EB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/STH 16/IH 90 EB OFF RAMP	4	32	128	1	1	1	4	CLOSURE
0010	D-LINE SYSTEM RAMP	7	-	-	-	-	1	7	PREWARN
0010	D-LINE SYSTEM RAMP	4	45	180	1	1	1	4	CLOSURE
0010	E-LINE SYSTEM RAMP	7	-	-	-	-	1	7	PREWARN
0010	E-LINE SYSTEM RAMP	4	54	216	2	1	1	4	CLOSURE
0010	STH 21/IH 94 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	STH 21/IH 94 WB ON RAMP	1	47	47	-	6	-	-	CLOSURE
0010	STH 21/IH 94 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	STH 21/IH 94 WB OFF RAMP	1	91	91	1	1	2	2	CLOSURE
0010	INDUSTRIAL AVE/IH 94 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	INDUSTRIAL AVE/IH 94 WB ON RAMP	1	85	85	-	5	-	-	CLOSURE
0010	INDUSTRIAL AVE/IH 94 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	INDUSTRIAL AVE/IH 94 WB OFF RAMP	1	34	34	1	1	2	2	CLOSURE
0010	USH 12/STH 16/IH 90 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/STH 16/IH 90 WB OFF RAMP	1	54	54	2	1	2	2	CLOSURE
0010	USH 12/STH 16/IH 90 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	USH 12/STH 16/IH 90 WB ON RAMP	1	46	46	-	4	-	-	CLOSURE
0010	CTH PP/IH90/94 WB ON RAMP	7	-	-	-	-	1	7	PREWARN
0010	CTH PP/IH90/94 WB ON RAMP	1	100	100	-	3	-	-	CLOSURE
0010	CTH PP/IH90/94 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	CTH PP/IH90/94 WB OFF RAMP	1	52	52	1	1	1	1	CLOSURE
0010	CTH C/IH90/94 WB ON RAMP	7					1	7	PREWARN
0010	CTH C/IH90/94 WB ON RAMP	1	53	53	-	3	-	-	CLOSURE
0010	CTH C/IH90/94 WB OFF RAMP	7	-	-	-	-	1	7	PREWARN
0010	CTH C/IH90/94 WB OFF RAMP	1	34	34	1	1	1	1	CLOSURE
	TOTAL 0010			2,040	11	53		150	

*BID ITEM LISTED ELSEWHERE

*NOTE: EACH SIGN WILL BE COVERED FOR 1 CYCLE.

CONSTRUCTION STAKING RESURFACING REFERENCE

CATEGORY	STATION	TO	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	REMARKS
0010	2925-50	-	2934-42	IH 94 EB	892	
0010	2936-47	-	2988-47	IH 90/94 EB	5,200	
0010	2991-15	-	3049-81	IH 90/94 EB	5,866	
0010	3051-82	-	3137-12	IH 90/94 EB	8,530	
0010	3138-81	-	3145-40	IH 90/94 EB	659	
0010	2936+03A	-	2989+36A	IH 94 WB	5,333	
0010	2991+92A	-	3050+34A	IH 94 WB	5,842	
0010	3052+34A	-	3507+76A	IH 90/94 WB	45,542	
0010	3509+03A	-	3653+12A	IH 90/94 WB	14,409	
0010	3657+41A	-	3678+00A	IH 90/94 WB	2,059	
0010	3679+52A	-	3693+00A	IH 90/94 WB	1,348	
0010	2329+80B	-	2364+95B	IH 90 EB	3,515	
0010	2367+65B	-	2420+00B	IH 90 EB	5,235	
0010	2328+25C	-	2364+19C	IH 90 WB	3,594	
0010	2366+75C	-	2430+75C	IH 90 WB	6,400	
0010	3133+50D	-	3144+05D	IH 90 EB TO IH 94 WB	1,055	
0010	3145+85D	-	3161+92D	IH 90 EB TO IH 94 WB	1,607	
0010	3120-00E	-	3151-37E	IH 94 EB TO IH 90 WB	3,137	
0010	2321+45RA	-	2329+62RA	IH 90 EB & USH 12 EXIT RAMP	817	
0010	2314-25RAA	-	2322-06RAA	IH 90 WB & USH 12 ENT RAMP	781	
0010	2331+48RB	-	2339+78RB	IH 90 EB & USH 12 ENT RAMP	830	
0010	2322-64RBB	-	2333+45RBB	IH 90 WB & USH 12 EXIT RAMP	1,081	
0010	2938+29RC	-	2948+91RC	IH 94 EB & USH 12 ENT RAMP	1,062	
0010	2944-15RCC	-	2950-60RCC	IH 94 WB & USH 21 ENT Ramp	645	
0010	2964+50RD	-	2971+14RD	IH 94 EB & USH 21 ENT RAMP	664	
0010	2969+97RDD	-	2973+76RDD	IH 94 WB & USH 21 EXIT Ramp	379	
0010	3045-58RE	-	3049+68RE	IH 94 EB & INDUSTRIAL AVE EXIT RAMP	410	
0010	3067-35RF	-	3074+07RF	IH 94 EB & INDUSTRIAL AVE ENT RAMP	672	
0010	3071+93RFF	-	3076+31RFF	IH 94 WB & INDUSTRIAL AVE EXIT RAMP	438	
0010	3325+43RGG	-	3337+85RGG	IH 90/94 WB & CTH PP ENT RAMP	1,242	
0010	3340+86RHH	-	3348+68RHH	IH 90/94 WB & CTH PP EXIT RAMP	782	
0010	3673+69RII	-	3684+71RII	IH 90/94 WB & CTH C ENT RAMP	1,102	
0010	3680+44RJJ	-	3686+38RJJ	IH 90/94 WB & CTH C EXIT RAMP	594	
				TOTAL 0010	131,722	

PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE LF	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	REMARKS
STG 1													
0010	2945+75	-	2966+18	CENTERLINE	511	-	-	-	511	-	-	-	
0010	2945+75	-	2966+18	MEDIAN EDGELINE	-	2043	-	2043	-	-	-	-	
				STG 1 TOTAL	511	2,043	0	2,043	511	0	0	0	
STG 1A													
0010	2945+75	-	2950+48	GORE	-	-	-	-	-	473	473	-	
0010	2938+29RC	-	2944+40RC	HWY 12 ENTRANCE RAMP	-	611	-	611	-	-	-	-	
0010	2944+40RC	-	2950+51RC	GORE	-	-	-	-	-	611	611	-	
0010	2938+29RC	-	2956+00RC	HWY 12 ENTRANCE RAMP	1,771	-	1,771	-	-	-	-	-	
0010	2956+00	-	2965+68	OUTSIDE EDGELINE	968	-	968	-	-	-	-	-	
0010	2965+68	-	2966+18	GORE	-	-	-	-	-	50	50	-	
				STG 1A TOTAL	2,739	611	2,739	611	0	1,134	1,134	0	
STG 1.1													
0010	2966+18	-	3008+00	CENTERLINE	1,046	-	-	-	1,046	-	-	-	
0010	2966+18	-	3008+00	MEDIAN EDGELINE	-	4182	-	4182	-	-	-	-	
				STG 1.1 TOTAL	1,046	4,182	0	4,182	1,046	0	0	0	
STG 1.1A													
0010	2966+18	-	2972+05	GORE	-	-	-	-	-	587	587	-	
0010	2964+50RD	-	2965+78RD	HWY 21 ENTRANCE RAMP	-	128	-	128	-	-	-	-	
0010	2965+78RD	-	2972+09RD	GORE	-	-	-	-	-	631	631	-	
0010	2964+50RD	-	2979+57RD	HWY 21 ENTRANCE RAMP	1,507	-	1,507	-	-	-	-	-	
0010	2979+54	-	3008+00	OUTSIDE EDGELINE	2,846	-	2,846	-	-	-	-	-	
				STG 1.1A TOTAL	4,353	128	4,353	128	0	1,218	1,218	0	
STG 1.2													
0010	3008+00	-	3050+00	CENTERLINE	1,050	-	-	-	1,050	-	-	-	
0010	3008+00	-	3050+00	MEDIAN EDGELINE	-	4200	-	4200	-	-	-	-	
				STG 1.2 TOTAL	1,050	4,200	0	4,200	1,050	0	0	0	
STG 1.2A													
0010	3008+00	-	3043+32	OUTSIDE EDGELINE	3,532	-	3,532	-	-	-	-	-	
0010	3043+32	-	3045+20	RAMP SKIPS	-	-	-	-	47	-	-	-	
0010	3045+20	-	3049+39	GORE	-	-	-	-	-	419	419	-	
0010	3045+59	-	3048+99	GORE	-	-	-	-	-	-	-	270	
0010	3049+39	-	3050+00	OUTSIDE EDGELINE	61	-	61	-	-	-	-	-	
0010	3043+32RE	-	3050+00RE	INDUSTRIAL AVE. EXIT RAMP	668	-	668	-	-	-	-	-	
0010	3045+20RE	-	3049+41RE	GORE	-	-	-	-	-	421	421	-	
0010	3049+41RE	-	3050+00RE	INDUSTRIAL AVE. EXIT RAMP	-	59	-	59	-	-	-	-	
				STG 1.2A TOTAL	4,261	59	4,261	59	47	840	840	270	
STG 1.3													
0010	3050+00	-	3093+00	CENTERLINE	1,075	-	-	-	1,075	-	-	-	
0010	3050+00	-	3093+00	MEDIAN EDGELINE	-	4300	-	4300	-	-	-	-	
				STG 1.3 TOTAL	1,075	4,300	0	4,300	1,075	0	0	0	
STG 1.3A													
0010	3050+00	-	3068+62	OUTSIDE EDGELINE	1,862	-	1,862	-	-	-	-	-	
0010	3068+62	-	3075+71	GORE	-	-	-	-	-	709	709	-	
0010	3067+35RF	-	3068+64RF	INDUSTRIAL AVE ENT. RAMP	-	129	-	129	-	-	-	-	
0010	3068+64RF	-	3075+70RF	GORE	-	-	-	-	-	706	706	-	
0010	3067+35RF	-	3083+08RF	INDUSTRIAL AVE ENT. RAMP	1,573	-	1,573	-	-	-	-	-	
0010	3083+09	-	3093+00	OUTSIDE EDGELINE	991	-	991	-	-	-	-	-	
				STG 1.3A TOTAL	4,426	129	4,426	129	0	1,415	1,415	0	

PAVEMENT MARKING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE LF	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	REMARKS
STG 1.4													
0010	3093+00	-	3145+40	CENTERLINE	1,310	-	-	-	1,310	-	-	-	
0010	3093+00	-	3145+40	MEDIAN EDGELINE	-	5240	-	5240	-	-	-	-	
				STG 1.4 TOTAL	1,310	5,240	0	5,240	1,310	0	0	0	
STG 1.4A													
0010	3093+00	-	3110+89	OUTSIDE EDGELINE	1,789	-	1,789	-	-	-	-	-	
0010	3110+89	-	3116+95	OUTSIDE EDGELINE	606	-	606	-	-	-	-	-	
0010	3110+89	-	3119+25	INTERCHANGE SKIPS	-	-	-	-	-	-	209	-	
0010	3119+25	-	3121+60	GORE	-	-	-	-	-	235	235	-	
0010	3120+00	-	3121+08	GORE	-	-	-	-	-	-	-	64	
0010	3121+60	-	3145+40	OUTSIDE EDGELINE	2,380	-	2,380	-	-	-	-	-	
0010	3119+72E	-	3121+55E	GORE	-	-	-	-	-	183	183	-	
0010	3121+55E	-	3122+00E	INTERCHANGE	-	45	-	45	-	-	-	-	
0010	3119+23E	-	3122+00E	INTERCHANGE CENTERLINE	70	-	-	-	70	-	-	-	
0010	3116+95E	-	3122+00E	INTERCHANGE	505	-	505	-	-	-	-	-	
				STG 1.2A TOTAL	5,350	45	5,280	45	70	418	627	64	
STG 2A													
0010	2321+45RA	-	2329+62RA	HWY 12 EXIT RAMP	817	-	817	-	-	-	-	-	
0010	2321+45RA	-	2321+95RA	GORE	-	-	-	-	-	50	50	-	
0010	2321+95RA	-	2329+62RA	HWY 12 EXIT RAMP	-	767	-	767	-	-	-	-	
0010	2329+80B	-	2335+81B	OUTSIDE EDGELINE	601	-	601	-	-	-	-	-	
0010	2335+81B	-	2341+12B	GORE	-	-	-	-	-	531	531	-	
0010	2331+48RB	-	2335+84RB	HWY 12 ENTRANCE RAMP	-	436	-	436	-	-	-	-	
0010	2335+84RB	-	2341+12RB	GORE	-	-	-	-	-	528	528	-	
0010	2331+48RB	-	2348+45RB	HWY 12 ENTRANCE RAMP	1,697	-	1,697	-	-	-	-	-	
0010	2348+45B	-	2420+00B	OUTSIDE EDGELINE	7,155	-	7,155	-	-	-	-	-	
				STG 2A TOTAL	10,270	1,203	10,270	1,203	0	1,109	1,109	0	
STG 2B													
0010	2329+80B	-	2395+48B	MEDIAN EDGELINE	-	6,568	-	6,568	-	-	-	-	
0010	2395+48B	-	2403+70B	INTERCHANGE	-	822	-	822	-	-	-	-	
0010	2395+48B	-	2400+39B	INTERCHANGE SKIPS	-	-	-	-	-	-	123	-	
0010	2400+39B	-	2403+45B	GORE	-	-	-	-	-	306	306	-	
0010	2400+89B	-	2403+43B	GORE	-	-	-	-	-	254	254	-	
0010	2401+35B	-	2402+97B	GORE	-	-	-	-	-	-	-	103	
0010	2403+43B	-	2403+70B	INTERCHANGE	27	-	27	-	-	-	-	-	
0010	2400+39B	-	2403+70B	INTERCHANGE CENTERLINE	83	-	-	-	83	-	-	-	
0010	2403+45B	-	2420+00B	MEDIAN EDGELINE	-	1,655	-	1,655	-	-	-	-	
0010	2329+80B	-	2420+00B	CENTERLINE	2,255	-	-	-	2,255	-	-	-	
0010	3145+00D	-	3161+93D	INTERCHANGE	-	1,693	-	1,693	-	-	-	-	
0010	3145+00D	-	3161+93D	INTERCHANGE CENTERLINE	424	-	-	-	424	-	-	-	
0010	3145+00D	-	3161+93D	INTERCHANGE	1,693	-	1,693	-	-	-	-	-	
0010	3170+00	-	3238+00	OUTSIDE EDGELINE	6,800	-	-	-	-	-	-	-	
0010	3214+55	-	3227+55	MEDIAN EDGELINE	-	1,300	-	-	-	-	-	-	
0010	3621+34	-	3633+19	MEDIAN EDGELINE	-	1,185	-	-	-	-	-	-	
				STG 2B TOTAL	11,282	13,223	1,720	10,738	2,762	560	683	103	

PAVEMENT MARKING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE LF	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	REMARKS
STG 3													
0010	3170+00A	-	3212+50A	OUTSIDE EDGELINE	4,250	-	4,250	-	-	-	-	-	
0010	3212+50A	-	3318+00A	OUTSIDE EDGELINE	10,550	-	-	-	-	-	-	-	
0010	3324+43A	-	3329+93A	GORE	-	-	-	-	-	550	-	-	
0010	3329+93A	-	3347+00A	OUTSIDE EDGELINE	1,707	-	-	-	-	-	-	-	
0010	3318+00RGG	-	3337+86RGG	CTH PP ENT. RAMP	1,986	-	1,986	-	-	-	-	-	
0010	3324+42RGG	-	3329+90RGG	GORE	-	-	-	-	-	548	-	-	
0010	3329+90RGG	-	3337+86RGG	CTH PP ENT. RAMP	-	796	-	796	-	-	-	-	
				SUB TOTAL	18,493	796	6,236	796	0	1,098	0	0	
0010	3340+86RHH	-	3354+79RHH	CTH PP EXIT RAMP	1,393	-	1,393	-	-	-	-	-	
0010	3340+86RHH	-	3346+94RHH	CTH PP EXIT RAMP	-	608	-	608	-	-	-	-	
0010	3346+94RHH	-	3348+94RHH	GORE	-	-	-	-	-	200	-	-	
0010	3347+00A	-	3348+94A	GORE	-	-	-	-	-	194	-	-	
0010	3354+80A	-	3520+00A	OUTSIDE EDGELINE	16,520	-	-	-	-	-	-	-	
				SUB TOTAL	17,913	608	1,393	608	0	394	0	0	
0010	3520+00A	-	3633+28A	OUTSIDE EDGELINE	11,328	-	-	-	-	-	-	-	
0010	3633+28A	-	3658+18A	OUTSIDE EDGELINE	2,490	-	2,490	-	-	-	-	-	
0010	3666+13A	-	3669+93A	GORE	-	-	-	-	-	380	380	-	
0010	3669+93A	-	3683+88A	OUTSIDE EDGELINE	1,395	-	1,395	-	-	-	-	-	
0010	3683+88A	-	3686+49A	GORE	-	-	-	-	-	261	261	-	
0010	3684+38A	-	3686+24A	GORE	-	-	-	-	-	-	-	164	
0010	3686+49A	-	3693+00A	RAMP SKIPS	-	-	-	-	163	-	-	-	
0010	3665+00RII	-	3684+72RII	CTH C ENT. RAMP	1,972	-	1,972	-	-	-	-	-	
0010	3672+98RII	-	3676+79RII	GORE	-	-	-	-	-	381	381	-	
0010	3676+79RII	-	3684+72RII	CTH C ENT. RAMP	-	793	-	793	-	-	-	-	
0010	3680+44RJJ	-	3693+00RJJ	CTH C EXIT RAMP	-	-	1,256	-	-	-	-	-	
0010	3680+44RJJ	-	3683+90RJJ	CTH C EXIT RAMP	-	-	-	346	-	-	-	-	
0010	3683+90RJJ	-	3686+50RJJ	GORE	-	-	-	-	-	-	260	-	
				SUB TOTAL	17,185	793	7,113	1,139	163	1,022	1,282	164	
				STG 3 TOTAL	53,591	2,197	14,742	2,543	163	2,514	1,282	164	
STG 3A													
0010	3170+00A	-	3212+50A	CENTERLINE	1,063	-	-	-	1,063	-	-	-	
0010	3170+00A	-	3212+50A	MEDIAN EDGELINE	-	4250	-	4,250	-	-	-	-	
0010	3212+50A	-	3347+00A	CENTERLINE	3,363	-	-	-	-	-	-	-	
0010	3212+50A	-	3347+00A	MEDIAN EDGELINE	-	13450	-	-	-	-	-	-	
				SUB TOTAL	4,426	17,700	0	4,250	1,063	0	0	0	
0010	3347+00A	-	3520+00A	CENTERLINE	4,325	-	-	-	-	-	-	-	
0010	3347+00A	-	3520+00A	MEDIAN EDGELINE	-	17300	-	-	-	-	-		
				SUB TOTAL	4,325	17,300	0	0	0	0	0	0	
0010	3520+00A	-	3633+28A	CENTERLINE	2,832	-	-	-	-	-	-	-	
0010	3520+00A	-	3633+28A	MEDIAN EDGELINE	-	11328	-	-	-	-	-	-	
0010	3633+28A	-	3693+00A	CENTERLINE	1,493	-	-	-	1,493	-	-	-	
0010	3633+28A	-	3693+00A	MEDIAN EDGELINE	-	5972	-	5,972	-	-	-	-	
				SUB TOTAL	4,325	17,300	0	5,972	1,493	0	0	0	
				STG 3A TOTAL	13,076	52,300	0	10,222	2,556	0	0	0	

PAVEMENT MARKING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE LF	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	REMARKS
STG 4													
0010	2936+03A	-	2936+39A	OUTSIDE EDGELINE	36	-	36	-	-	-	-	-	
0010	2936+39RCC	-	2950+60RCC	HWY 21 ENT. RAMP	1,421	-	1,421	-	-	-	-	-	
0010	2942+66RCC	-	2949+31RCC	GORE	-	-	-	-	-	665	665	-	
0010	2949+31RCC	-	2950+60RCC	HWY 21 ENT. RAMP	-	129	-	129	-	-	-	-	
0010	2942+66A	-	2949+39A	GORE	-	-	-	-	-	673	673	-	
0010	2949+39A	-	2971+26A	OUTSIDE EDGELINE	2,187	-	2,187	-	-	-	-	-	
0010	2971+26A	-	2974+11A	GORE	-	-	-	-	-	285	285	-	
0010	2971+66A	-	2973+80A	GORE	-	-	-	-	-	-	-	143	
0010	2974+11A	-	2976+00A	RAMP SKIPS	-	-	-	-	48	-	-	-	
0010	2969+97RDD	-	2976+00RDD	HWY 21 EXIT RAMP	603	-	603	-	-	-	-	-	
0010	2969+97RDD	-	2971+24RDD	HWY 21 EXIT RAMP	-	127	-	127	-	-	-	-	
0010	2971+24RDD	-	2974+11RDD	GORE	-	-	-	-	-	287	287	-	
0010	2976+00A	-	3036+00A	OUTSIDE EDGELINE	6,000	-	6,000	-	-	-	-	-	
0010	3036+00REE	-	3053+00REE	INDUSTRIAL AVE. ENT. RAMP	1,700	-	1,700	-	-	-	-	-	
0010	3043+11REE	-	3053+00REE	GORE	-		-		-	989	989	-	
0010	3043+11A	-	3053+00A	GORE	-	-	-	-	-	989	989	-	
0010	3053+00A	-	3073+13A	OUTSIDE EDGELINE	2,013	-	2,013	-	-	-	-	-	
0010	3073+13A	-	3076+46A	GORE	-	-	-	-	-	333	333	-	
0010	3073+75A	-	3076+13A	GORE	-	-	-	-	-	-	-	194	
0010	3076+46A	-	3078+59A	RAMP SKIPS	-	-	-	-	54	-	-	-	
0010	3071+93RFF	-	3078+61RFF	HWY 21 EXIT RAMP	668	-	668	-	-	-	-	-	
0010	3071+93RFF	-	3073+19RFF	HWY 21 EXIT RAMP	-	126	-	126	-	-	-	-	
0010	3073+19RFF	-	3076+50RFF	GORE	-	-	-	-	-	331	331	-	
0010	3078+59A	-	3170+00A	OUTSIDE EDGELINE	9,141	-	9,141	-	-	-	-	-	
				STG 4 TOTAL	23,769	382	23,769	382	102	4,552	4,552	337	
STG 4A													
0010	2936+03A	-	3121+00A	CENTERLINE	4,625	-	-	-	4,625	-	-	-	
0010	2936+03A	-	3121+00A	MEDIAN EDGELINE	-	18497	-	18,497	-	-	-	-	
0010	3121+00A	-	3132+27A	INTERCHANGE EDGELINE	-	1127	-	1,127	-	-	-	-	
0010	3122+34A	-	3130+00A	GORE	-	-	-	-	-	766	766	-	
0010	3122+34A	-	3132+11A	GORE	-	-	-	-	-	977	977	-	
0010	3134+00A	-	3165+00A	CENTERLINE	775	-	-	-	775	-	-	-	
0010	3134+00A	-	3155+05A	MEDIAN EDGELINE	-	2105	-	2,105	-	-	-	-	
0010	3155+05A	-	3160+00A	GORE	-	-	-	-	-	495	495	-	
0010	3155+62A	-	3158+72A	GORE	-	-	-	-	-	-	-	171	
0010	3155+06A	-	3159+50A	GORE	-	-	-	-	-	444	444	-	
0010	3160+00A	-	3165+00A	INTERCHANGE SKIPS	-	-	-	-	-	-	125	-	
0010	3135+50D	-	3145+00D	INTERCHANGE CENTERLINE	238	-	-	-	238	-	-	-	
0010	3132+27D	-	3145+00D	INTERCHANGE	-	1273	-	1,273	-	-	-	-	
0010	2400+00C	-	2430+48C	OUTSIDE EDGELINE	3,048	-	3,048	-	-	-	-	-	
				STG 4A TOTAL	8,686	23,002	3,048	23,002	5,638	2,682	2,807	171	
STG 4B													
0010	3121+00A	-	3134+00A	CENTERLINE	325	-	-	-	325	-	-	-	
0010	3130+00A	-	3134+00A	GORE	-	-	-	-	-	400	400	-	
0010	3165+00A	-	3170+00A	CENTERLINE	125	-	-	-	125	-	-	-	
0010	3165+00A	-	3170+00A	INTERCHANGE SKIPS	-	-	-	-	-	-	125	-	
0010	3155+06A	-	3170+00A	INTERCHANGE EDGELINE	-	1494	-	1,494	-	-	-	-	
0010	3132+27D	-	3134+14D	GORE	-	-	-	-	-	187	187	-	
0010	3134+14D	-	3145+00D	INTERCHANGE	1,086	-	1,086	-	-	-	-	-	
0010	3157+60A	-	3164+10A	INTERCHANGE CENTERLINE	163	-	-	-	163	-	-	-	
0010	2328+25C	-	2433+00C	CENTERLINE	2,619	-	-	-	2,619	-	-	-	
0010	2328+25C	-	2430+48C	MEDIAN EDGELINE	-	10223	-	10,223	-	-	-	-	
				STG 4B TOTAL	4,318	11,717	1,086	11,717	3,232	587	712	0	

PAVEMENT MARKING SUMMARY(CONT.)

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE LF	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	REMARKS
STG 5													
0010	2314+25RAA	-	2317+29RAA	HWY 12 ENT. RAMP	-	-	-	-	-	304	304	-	
0010	2317+29RAA	-	2322+06RAA	HWY 12 ENT. RAMP	-	477	-	477	-	-	-	-	
0010	2328+25C	-	2331+42C	OUTSIDE EDGELINE	317	-	317	-	-	-	-	-	
0010	2331+42C	-	2333+46C	GORE	-	-	-	-	-	204	204	-	
0010	2332+03C	-	2333+14C	GORE	-	-	-	-	-	-	-	70	
0010	2333+46C	-	2337+00C	RAMP SKIPS	-	-	-		89	-	-	-	
0010	2323+29RBB	-	2331+44RBB	HWY 12 EXIT RAMP	-	815	-	815	-	-	-	-	
0010	2331+44RBB	-	2333+47RBB	GORE	-	-	-	-	-	203	203	-	
0010	2384+42C	-	2391+12C	GORE	-	-	-	-	-	670	670	-	
0010	2391+12C	-	2400+00C	OUTSIDE EDGELINE	888	-	888	-	-	-	-	-	
0010	3122+00E	-	3144+70E	INTERCHANGE	-	2270	-	2,270	-	-	-	-	
0010	3122+00E	-	3141+00E	INTERCHANGE CENTERLINE	475	-	-	-	475	-	-	-	
0010	3144+70E		3150+90E	INTERCHANGE GORE	-	-	-	-	-	620	620	-	
				STG 5 TOTAL	1,680	3,562	1,205	3,562	564	2,001	2,001	70	
STG 5A													
0010	2314+25RAA	-	2321+42RAA	HWY 12 ENT. RAMP	717	-	717	-	-	-	-	-	
0010	2322+63RBB	-	2339+64RBB	HWY 12 EXIT RAMP	1,701	-	1,701	-	-	-	-	-	
0010	2322+63RBB	-	2323+05RBB	ISLAND GORE	-	-	-	-	-	-	42	-	
0010	2337+00C	-	2339+64C	RAMP SKIPS	-	-	-	-	66	-	-	-	
0010	2339+64C	-	2375+38C	OUTSIDE EDGELINE	3,574	-	3,574	-	-	-	-	-	
0010	3122+00E	-	3160+38E	INTERCHANGE	3,838	-	3,838	-	-	-	-	-	WHITE
				STG 5A TOTAL	9,830	0	9,830	0	66	0	42	0	
				TOTAL 0010	162,623	128,523	86,729	84,306	20,192	19,030	18,422	1,179	
				TOTAL 0010	291,146		171,035		20,192	19,030	18,422	1,179	

TEMPORARY EMERGENCY PULLOUT 7-FT

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.01 SPECIAL (01. EMERGENCY PULLOUT 7-FT) EACH	* FILL CY	* FILL (1.25) CY	* EXCAVATION COMMON CY	* SALVAGED TOPSOIL SY	* FERTILIZER TYPE B CWT	* SEEDING MIX NO. 30 LB	* SEEDING TEMPORARY LB	* EROSION MAT CLASS 1 TYPE A SY	* BASE AGGREGATE DENSE 1 1/4-INCH TON
STG 2A														
0010	3251+50	-	3253+75	IH 90/94 EB OUTSIDE	1	24	30	-	221	0.25	7	10	221	94
0010	3278+00	-	3280+25	IH 90/94 EB OUTSIDE	1	20	25	-	207	0.25	6	9	207	78
0010	3304+50	-	3306+75	IH 90/94 EB OUTSIDE	1	-	-	-	146	0.20	5	8	146	96
0010	3386+00	-	3388+25	IH 90/94 EB OUTSIDE	1	41	51	-	257	0.25	7	11	257	102
0010	3410+50	-	3412+75	IH 90/94 EB OUTSIDE	1	92	115	-	314	0.30	8	12	314	102
0010	3435+00	-	3437+25	IH 90/94 EB OUTSIDE	1	-	-	-	136	0.20	5	8	136	96
0010	3463+50	-	3465+75	IH 90/94 EB OUTSIDE	1	35	44	-	228	0.25	7	10	228	100
0010	3490+00	-	3492+25	IH 90/94 EB OUTSIDE	1	53	66	-	271	0.25	8	11	271	106
0010	3524+00	-	3526+25	IH 90/94 EB OUTSIDE	1	166	208	-	450	0.40	11	16	450	116
0010	3545+00	-	3547+25	IH 90/94 EB OUTSIDE	1	85	106	-	271	0.25	8	11	271	106
0010	3580+00	-	3582+25	IH 90/94 EB OUTSIDE	1	38	48	-	232	0.25	7	10	232	92
0010	3607+00	-	3609+25	IH 90/94 EB OUTSIDE	1	28	35	-	219	0.25	7	10	219	86
				TOTAL 0010	12	582	728	0	2952	3.1	86	126	2952	1174

*ITEMS AND QUANTITIES FOR INFORMATION ONLY.

TEMPORARY EMERGENCY PULLOUT 12-FT

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.02 SPECIAL (02. EMERGENCY PULLOUT 12-FT) EACH	* FILL CY	* FILL (1.25) CY	* EXCAVATION COMMON CY	* SALVAGED TOPSOIL SY	* FERTILIZER TYPE B CWT	* SEEDING MIX NO. 30 LB	* SEEDING TEMPORARY LB	* EROSION MAT CLASS 1 TYPE A SY	* BASE AGGREGATE DENSE 1 1/4-INCH TON
STG 2														
0010	3251+50A	-	3254+50A	IH 90/94 WB OUTSIDE	1	155	194	-	383	0.35	10	15	383	216
0010	3277+00A	-	3280+00A	IH 90/94 WB OUTSIDE	1	-	-	-	100	0.20	5	8	100	84
0010	3305+00A	-	3308+00A	IH 90/94 WB OUTSIDE	1	-	-	-	236	0.30	8	11	236	204
0010	3387+25A	-	3390+25A	IH 90/94 WB OUTSIDE	1	49	61	-	225	0.25	8	11	225	198
0010	3440+00A	-	3443+00A	IH 90/94 WB OUTSIDE	1	120	150	-	290	0.30	9	13	290	180
0010	3460+75A	-	3463+75A	IH 90/94 WB OUTSIDE	1	63	79	-	247	0.30	8	12	247	180
0010	3487+25A	-	3490+25A	IH 90/94 WB OUTSIDE	1	308	385	-	678	0.55	16	23	678	146
0010	3527+25A	-	3530+25A	IH 90/94 WB OUTSIDE	1	-	-	-	-	-	-	-	-	212
0010	3553+00A	-	3556+00A	IH 90/94 WB OUTSIDE	1	292	365	-	464	0.40	12	18	464	228
0010	3577+25A	-	3580+25A	IH 90/94 WB OUTSIDE	1	139	174	-	417	0.40	11	16	417	144
0010	3597+00A	-	3600+00A	IH 90/94 WB OUTSIDE	1	67	84	-	222	0.25	7	11	222	186
				TOTAL 0010	11									

*ITEMS AND QUANTITIES FOR INFORMATION ONLY.

MIXTURE TESTING TABLE

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
EASTBOUND								
2 - 12' Driving Lanes	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Lower Layer	Continuous Reinforced Concrete Pavement	3 HT 58-28 S	13,366	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005, Incentive Density HMA Pavement Longitudinal Joints 460.2007
6' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Lower Layer	Recycled Bituminous	3 HT 58-28 S	3,336	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Lower Layer	Recycled Bituminous / Base Aggegate Dense	3 HT 58-28 S	4,588	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
2 - 12' foot Driving Lanes	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Mid Layer	3 HT 58-28 S	3 HT 58-28 H	10,489	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005, Incentive Density HMA Pavement Longitudinal Joints 460.2007
6' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Mid Layer	3 HT 58-28 S	3 HT 58-28 H	2,623	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Mid Layer	3 HT 58-28 S	3 HT 58-28 S	3,986	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive

MIXTURE TESTING TABLE

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
2 - 12' foot Driving Lanes	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B	Upper Layer	3 HT 58-28 H	4 SMA 58-28 V	9,617	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
6' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Upper Layer	3 HT 58-28 H	4 SMA 58-28 V	2,353	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
10' Shoulder	2945+75 to 2988+47 2991+15 to 3049+81 3051+82 to 3137+15 3138+81 to 3145+40 2329+80B to 2364+95B 2367+65B to 2420+00B 3145+85D to 3161+92D	Upper Layer	3 HT 58-28 S	4 HT 58-28 S	3,533	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Maintenance Crossover	VARIOUS	Upper Layer	Existing HMA	4 HT 58-28 S	65.0	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps	2321+45RA to 2329+62RA 2331+48RB to 2339+78RB 2938+29RC to 2948+91RC 2964+50RD to 2971+14RD 3045+58RE to 3049+68RE 3067+35RF to 3074+07RF	Lower Layer	Milled Existing HMA Surface	4 HT 58-28 S	1,340	1 3/4"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps	2321+45RA to 2329+62RA 2331+48RB to 2339+78RB 2938+29RC to 2948+91RC 2964+50RD to 2971+14RD 3045+58RE to 3049+68RE 3067+35RF to 3074+07RF	Upper Layer	4 HT 58-28 S	4 HT 58-28 H	1,026	1 3/4"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps Outside Shoulder	2321+45RA to 2329+62RA 2331+48RB to 2339+78RB 2938+29RC to 2948+91RC 2964+50RD to 2971+14RD 3045+58RE to 3049+68RE 3067+35RF to 3074+07RF	Upper Layer	4 HT 58-28 S	4 HT 58-28 S	981	3 1/2 "	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000

3

MIXTURE TESTING TABLE

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
WESTBOUND								
2 - 12' Driving Lanes	2936+03A to 2989+36A 2991+92A to 3050+34A 3052+34A to 3503+00A 3520+00A to 3653+12A 3657+41A to 3669+08A 3122+00E to 3145+20E 2328+25C to 2430+00C 3133+65D to 3144+05D	Upper Layer	Milled Existing HMA Surface	4 SMA 58-28 V	25,793	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
6' Shoulder	2936+03A to 2989+36A 2991+92A to 3050+34A 3052+34A to 3503+00A 3520+00A to 3653+12A 3657+41A to 3669+08A 3122+00E to 3145+20E 2328+25C to 2430+00C 3133+65D to 3144+05D	Upper Layer	Milled Existing HMA Surface	4 SMA 58-28 V	6,648	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
10' Shoulder	2936+03A to 2989+36A 2991+92A to 3050+34A 3052+34A to 3503+00A 3520+00A to 3653+12A 3657+41A to 3669+08A 3122+00E to 3145+20E 2328+25C to 2430+00C 3133+65D to 3144+05D	Upper Layer	Milled Existing HMA Surface	4 HT 58-28 S	9,931	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Mainline Crossover	3220+95 to 3224+05 3626+80 to 3629+92	Lower Layer	Base Aggregate	3 HT 58-28 H	825	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Mainline Crossover	3220+95 to 3224+05 3626+80 to 3629+92	Upper Layer	HMA Surface	3 HT 58-28 H	825	3"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive

3

MIXTURE TESTING TABLE

Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
Ramps	2314+25RAA to 2322+06RAA 2322+64RBB to 2333+06RBB 2944+15RCC to 2950+60RCC 2969+97RDD to 2973+76RDD 3044+23REE to 3050+29REE 3071+93RFF to 3076+31RFF 3325+43RGG to 3337+85RGG 3340+86RHH to 3348+68RHH 3673+69RII to 3685+51RII	Upper Layer	Milled Existing HMA Surface	4 HT 58-28 H	2,369	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps Outside Shoulder	2314+25RAA to 2322+06RAA 2322+64RBB to 2333+06RBB 2944+15RCC to 2950+60RCC 2969+97RDD to 2973+76RDD 3044+23REE to 3050+29REE 3071+93RFF to 3076+31RFF 3325+43RGG to 3337+85RGG 3340+86RHH to 3348+68RHH 3673+69RII to 3685+51RII	Upper Layer	Milled Existing HMA Surface	4 HT 58-28 S	1,113	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000

STA 2321+46RAA
MATCH EXISTING
STA 2321+36RAA - 2321+46RAA
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 2322+64RBB
MATCH EXISTING
STA 2322+64RBB - 2322+74RBB
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

WE ENERGIES-GAS
BRIGHTSPEED-COMM
TOMAH-WATERMAIN

STA 2328+25C
MATCH EXISTING
STA 2328+25C - 3028+35C
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 2329+80B
MATCH EXISTING
STA 2329+80B - 2330+86B
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

STA 2314+25RAA
MATCH EXISTING
STA 2314+25RAA - 2314+35RAA
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 2322+06RAA
MATCH EXISTING
STA 2321+96RAA - 2322+06RAA
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

2320'RAA'
2315'RAA'
2325'RBB'
2330'RBB'
2335'RBB'
2315C
2320C
2325C
2330C
2335C
2340C
2345C
2315B
2320B
2325B
2330B
2335B
2340B
2345B
2315'RA
2320'RA'
2325'RA'
2330'RA'
2335'RB'
2340'RB'
2345'RB'
IH 90
PI
PCC
PTC
BM# 512
966

B-41-31:
NO WORK WITH
THIS CONTRACT

B-41-30:
NO WORK WITH
THIS CONTRACT

USH 12/STH 16

BEGIN PROJECT
STA 2314+22B
X=714414.992
Y=389418.947

STA 2321+45RA
MATCH EXISTING
STA 2321+45RA - 2321+95RA
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 2329+62RA
MATCH EXISTING
STA 2329+52RA - 2329+62RA
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 2331+48RB
MATCH EXISTING
STA 2331+48RB - 2331+98RB
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

LEMONWEIR VALLEY TELEPHONE COMPANY-COMM
BRIGHTSPEED-COMM
TOMAH-SANITARY SEWER

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

GRANT AVE

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
512	2325+64B	1001.134	ALUMINUM DISK

B-41-26:
NO WORK WITH
THIS CONTRACT

B-41-27:
NO WORK WITH
THIS CONTRACT

STA 2366+75C
MATCH EXISTING
STA 2366+75C - 2366+85C
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

MOVE FENCE CORNER
3 FT BACK AWAY FROM RAILROAD

STA 2364+17C
MATCH EXISTING
STA 2363+77C - 2364+17C
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

CRANBERRY BOG
CANADIAN PACIFIC

EXISTING TRAFFIC
CROSSOVER TO REMAIN

2345C
2350C
2355C
2360C
2365C
2370C
2375C
2345B
2350B
2355B
2360B
2365B
2370B
2375B
2345'RB'
IH 90 WB
IH 90 EB
965
EP'E'
PTE'
PCE'
SI

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

WETLAND
MITIGATION
SITE #9 (0.031 AC)

WETLAND
MITIGATION
SITE #10 (0.032 AC)

WETLAND
MITIGATION
SITE #11 (0.236 AC)

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
CULVERT PIPE CORRUGATED STEEL 18-INCH
PIPE LENGTH: 12'
(1) APRON ENDWALLS FOR CULVERT
PIPE STEEL 18-INCH

STA 2364+95B
MATCH EXISTING
STA 2363+89B - 2364+95B
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

MOVE FENCE CORNER
3 FT BACK AWAY FROM RAILROAD

STA 2367+65B
MATCH EXISTING
STA 2367+65B - 2368+71B
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

REMOVING GUARDRAIL
STA. 2371+91B - 2372+41B RT
STEEL PLATE BEAM GUARD
CLASS A & ANCHORAGES FOR STEEL PLATE
BEAM GUARD TYPE 2 REQ'D
STA. 2371+91B - 2374+16B RT

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 90(1)
PLOT DATE : 12/14/2022 10:28 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

964

WETLAND
MITIGATION
SITE #54 (0.098 AC)

SI

EXISTING TRAFFIC
CROSSOVER TO REMAIN

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

SI

WETLAND
MITIGATION
SITE #14 (0.151 AC)

969

B-41-44:
NO WORK WITH THIS CONTRACT

MAINTAIN VERTICAL CLEARANCE
UNDER OVERPASS

SEE PAVING DETAIL

SEE INTERCHANGE PLAN SHEET
FOR DETAILS

WETLAND
MITIGATION
SITE #56 (0.009 AC)

SI

920

WETLAND
MITIGATION
SITE #55 (0.004 AC)

SI

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

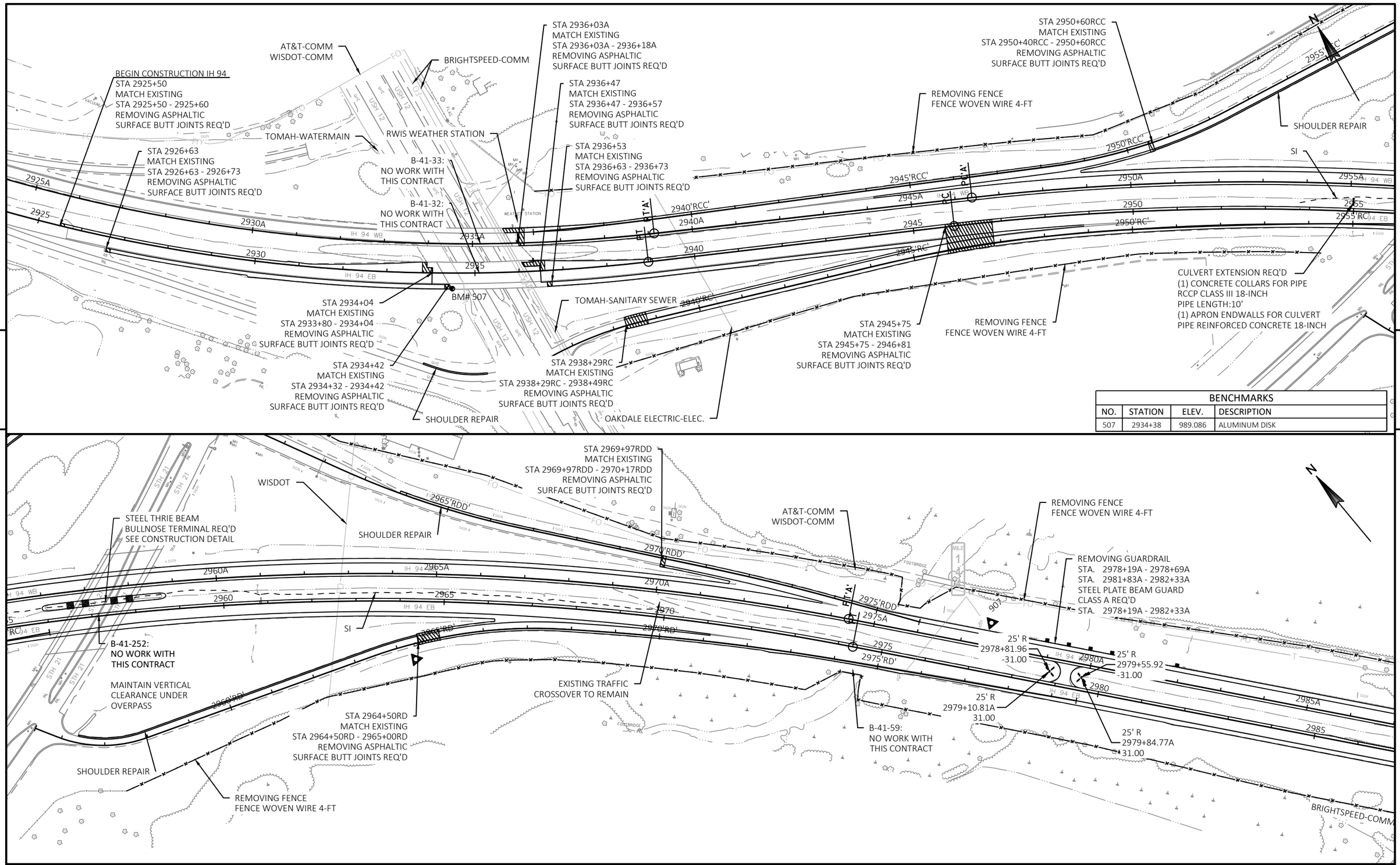
SI

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 90(2)

PLOT DATE : 12/14/2022 10:30 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
507	2934+38	989.086	ALUMINUM DISK

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 94	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 94(1)

PLOT DATE : 12/14/2022 10:31 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

STA 2988+47
MATCH EXISTING
STA 2987+41 - 2988+47
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 2989+36A
MATCH EXISTING
STA 2988+32A - 2989+22A
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

MOVE FENCE CORNER
3 FT BACK AWAY FROM RAILROAD

DAIRYLAND POWER COOP-ELEC.

AT&T-COMM
WISDOT-COMM

BRIGHTSPEED-COMM

EXISTING TRAFFIC
CROSSOVER TO REMAIN

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

N

2985A 2990A IH 94 WB 2995A IH 94 WB 3000A 3005A IH 94 WB 3010A 3015A

2985 2990 IH 94 EB 2995 IH 94 EB 3000 3005 IH 94 EB 3010 3015

SI

FOLEY AVE

CANADIAN PACIFIC

BRIGHTSPEED-COMM

B-41-28:
NO WORK WITH
THIS CONTRACT

B-41-29:
NO WORK WITH
THIS CONTRACT

STA 2991+92A
MATCH EXISTING
STA 2992+05A - 2992+15A
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 2991+15
MATCH EXISTING
STA 2991+15 - 2992+21
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

MOVE FENCE CORNER
3 FT BACK AWAY FROM RAILROAD

OAKDALE ELECTRICAL COOP-ELEC.

WETLAND
MITIGATION
SITE #1 (0.062 AC)

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 48-INCH
PIPE LENGTH:6'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 48-INCH

OAKDALE-ELEC.

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

AT&T-COMM
WISDOT-COMM

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

B-41-42:
NO WORK WITH
THIS CONTRACT

OAKDALE ELECTRIC-ELEC.

BRIGHTSPEED-COMM

MAINTAIN VERTICAL
CLEARANCE UNDER
OVERPASS

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

N

3015A IH 94 WB 3020A 3025A IH 94 WB 3030A 3035A IH 94 WB 3040A 3045A IH 94 WB

3015 IH 94 EB 3020 3025 IH 94 EB 3030 IH 94 EB 3035 IH 94 EB 3040 IH 94 EB 3045 IH 94 EB

3040'REE' 3045'REE' 3045'RE'

PC A'

SI

WETLAND
MITIGATION
SITE #50 (0.004 AC)

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

WE ENERGIES-GAS

STEEL THRIE BEAM
BULLNOSE TERMINAL REQ'D
SEE CONSTRUCTION DETAIL

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 18-INCH
PIPE LENGTH:8'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 18-INCH

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

WETLAND
MITIGATION
SITE #51 (0.019 AC)

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 94	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 94(2)

PLOT DATE : 12/14/2022 10:33 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

AT&T-COMM
WISDOT-COMM

STA 3050+34A
MATCH EXISTING
STA 3049+84A - 3050+26A
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 3052+34A
MATCH EXISTING
STA 3052+34A - 3052+44A
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

3045'REF'
3045A
3045
3045'RF'
3050'REF'
3050A
3050
3050'RF'
IH 94 WB
3055A
IH 94 EB
3055
3055'RF'
3060'REF'
3060A
3060
3060'RF'
3065'RFF'
3065A
3065
3065'RF'
3070'RFF'
3070A
3070
3070'RF'
3075'REF'
3075A
3075
3075'RF'

913

SI

STA 3051+82
MATCH EXISTING
STA 3051+82 - 3052+88
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

B-41-58:
NO WORK WITH
THIS CONTRACT

B-41-57:
NO WORK WITH
THIS CONTRACT

B-41-245:
NO WORK WITH
THIS CONTRACT

STA 3049+68RE
MATCH EXISTING
STA 3049+18RE - 3049+68RE
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

TOMAH WWTF - SEWER

STA 3049+81
MATCH EXISTING
STA 3048+75 - 3049+81
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

WETLAND
MITIGATION
SITE #52 (0.020 AC)

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 18-INCH
PIPE LENGTH:6'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 18-INCH

INDUSTRIAL AVE.

EXISTING STEEL THRIE BEAM
BULLNOSE TERMINAL
TO REMAIN

B-41-244:
NO WORK WITH
THIS CONTRACT

MAINTAIN VERTICAL
CLEARANCE UNDER
OVERPASS

OAKDALE - ELEC

WETLAND
MITIGATION
SITE #3 (0.008 AC)

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 24-INCH
PIPE LENGTH:2'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 24-INCH

WETLAND
MITIGATION
SITE #4 (0.003 AC)

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

STA 3071+93RFF
MATCH EXISTING
STA 3071+93RFF - 3072+03RFF
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

STA 3067+35RF
MATCH EXISTING
STA 3067+35RF - 3067+85RF
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

N

5

5

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

AT&T-COMM
WISDOT-COMM

3105A
3100A
IH 94 WB
3095A
3090A WB
3085A
3080A

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 60-INCH
PIPE LENGTH:6'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 60-INCH

SI

3075'RFF'
3075A
3075
3075'RF'
3080
3080'RF'
IH 94 EB
3085
3090
3095
3100
3105

P.T.A

916

PC

25' R
3094+73.62A
31.00

25' R
3095+47.98A
31.00

25' R
3095+39.00
-31.00

25' R
3094+64.98
-31.00

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 48-INCH
PIPE LENGTH:8'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 48-INCH

WETLAND
MITIGATION
SITE #53 (0.011 AC)

WETLAND
MITIGATION
SITE #5 (0.002 AC)

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

N

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 94	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 94(3)

PLOT DATE : 12/14/2022 10:35 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

5

5

AT&T-COMM
WISDOT-COMM

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

B-41-56:
NO WORK WITH
THIS CONTRACT

SI

WETLAND
MITIGATION
SITE #8 (0.001 AC)

B-41-55:
NO WORK WITH
THIS CONTRACT

BOR-7

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

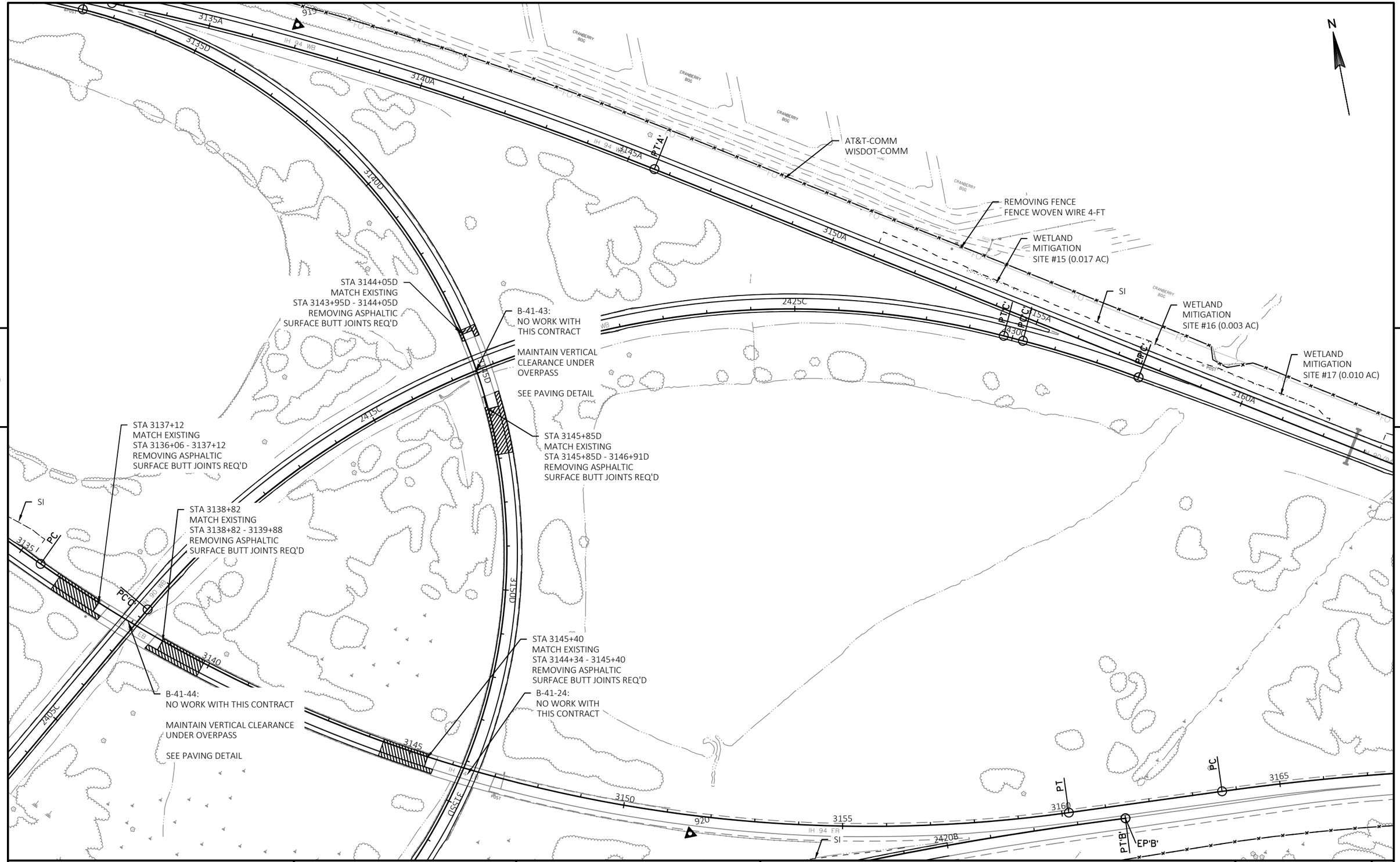
STA 3122+00E
MATCH EXISTING
STA 3122+00E TO 3122+50E
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

B-41-54:
NO WORK WITH
THIS CONTRACT

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	INTERCHANGE	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - INTERCHANGE

PLOT DATE : 12/14/2022 10:36 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : ##########

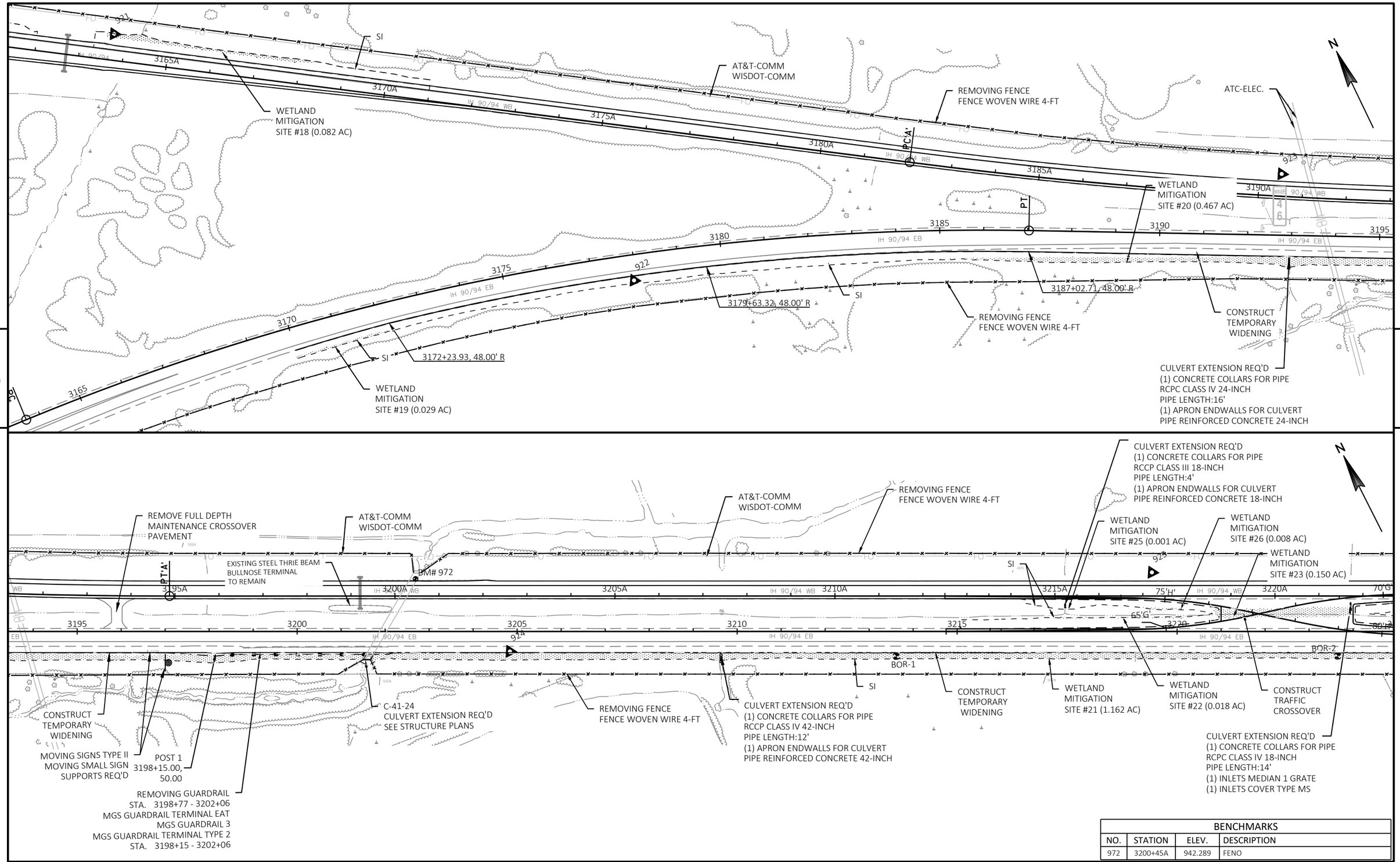


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	INTERCHANGE	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - INTERCHANGE (2)

PLOT DATE : 12/14/2022 10:36 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 44



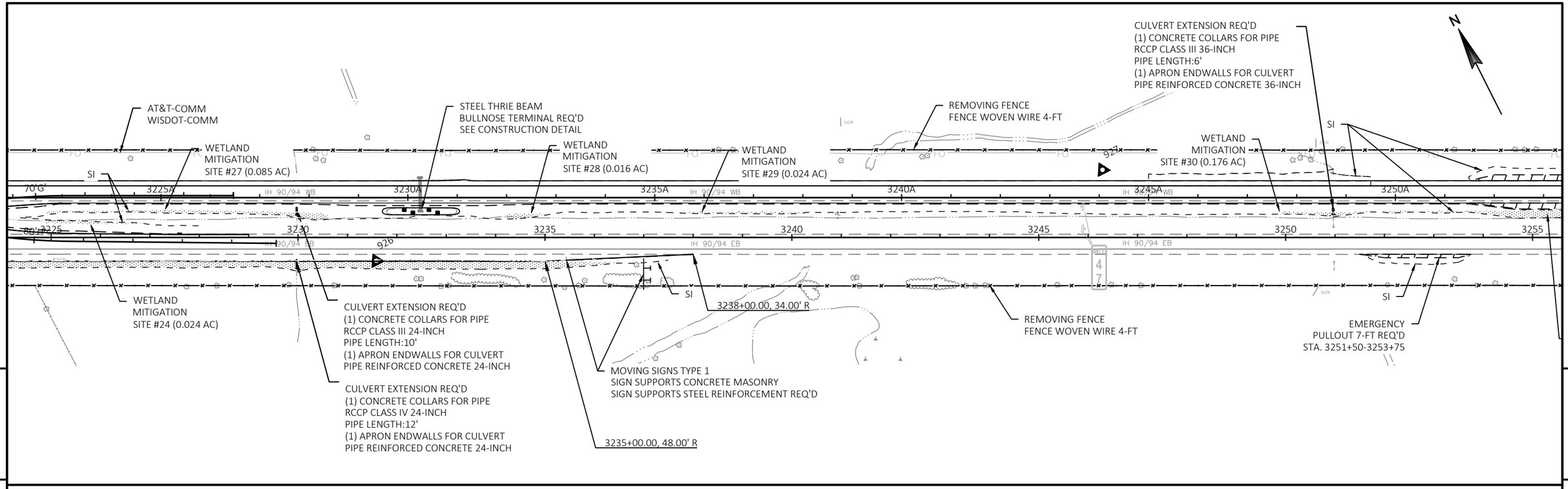
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
972	3200+45A	942.289	FENO

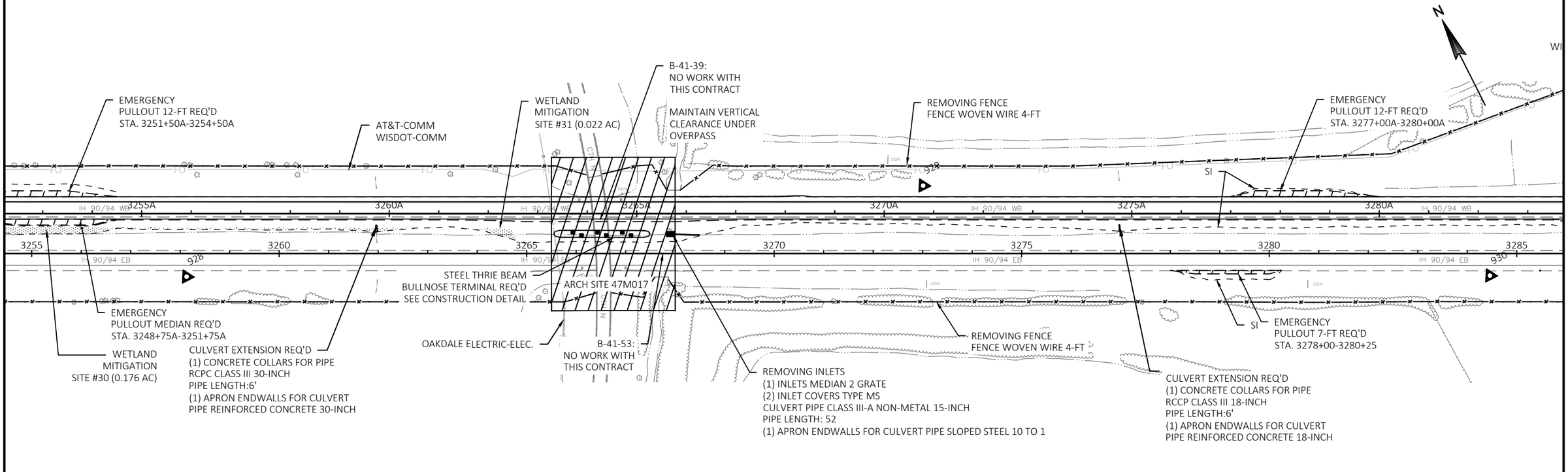
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 90.94(2)

PLOT DATE : 12/14/2022 10:37 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET	E

AT&T-COMM
WISDOT-COMM

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 30-INCH
PIPE LENGTH:2'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 30-INCH

EMERGENCY
PULLOUT MEDIAN REQ'D
STA. 3300+50A-3305+50A

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

EMERGENCY
PULLOUT 12-FT REQ'D
STA. 3305+00A-3308+00A

25' R
3313+11.58A
36.00

25' R
3312+36.80A
36.00

SI

3285A 3290A 3295A 3300A 3305A 3310A

IH 90/94 WB

3285 3290 3295 3300 3305 3310 3315

IH 90/94 EB

930 932

EMERGENCY
PULLOUT MEDIAN REQ'D
STA. 3283+50A-3286+50A

WETLAND
MITIGATION
SITE #32 (0.053 AC)

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 18-INCH
PIPE LENGTH:4'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 18-INCH

EMERGENCY
PULLOUT 7-FT REQ'D
STA. 3304+50-3306+75

5

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 36-INCH
PIPE LENGTH:8'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 36-INCH

WETLAND
MITIGATION
SITE #33 (0.008 AC)

AT&T-COMM
WISDOT-COMM

BRIGHTSPEED-COMM

EMERGENCY
PULLOUTS REQ'D
STA. 3328+25A-3331+25A

OAKDALE ELECTRIC-ELEC.

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

STA 3337+85RGG
MATCH EXISTING
STA 3337+75RGG - 3337+85RGG
REMOVING ASPHALTIC
SURFACE BUTT JOINTS REQ'D

25' R
3313+11.58A
36.00

25' R
3312+36.80A
36.00

SI

3310A 3315A 3320A 3325A 3330A 3335A 3340A

3315 3320 3325 3330 3335 3340

3320'RGG' 3325'RGG' 3330'RGG' 3335'RGG'

3340'RH

IH 90/94 WB

IH 90/94 EB

932 934

LEMONWEIR VALLEY
TELEPHONE-COMM

CTH PP

WETLAND
MITIGATION
SITE #34 (0.004 AC)
SITE #35 (0.0004 AC)
SITE #36 (0.0004 AC)

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 36-INCH
PIPE LENGTH:6'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 36-INCH

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 36-INCH
PIPE LENGTH:6'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 36-INCH

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

STEEL THRIE BEAM
BULLNOSE TERMINAL REQ'D
SEE CONSTRUCTION DETAIL

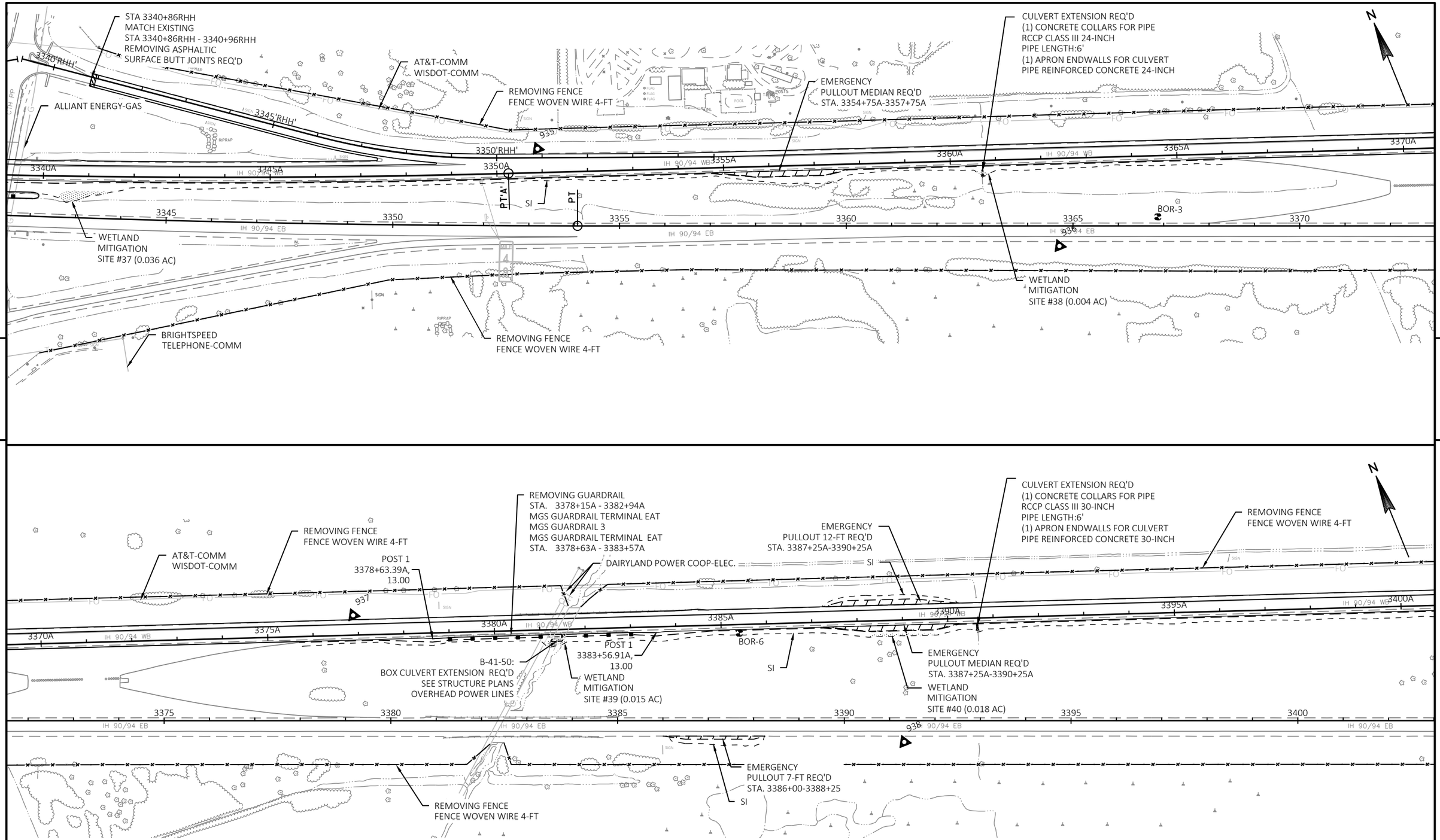
B-41-38:
NO WORK WITH
THIS CONTRACT

MAINTAIN VERTICAL
CLEARANCE UNDER
OVERPASS

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET	E

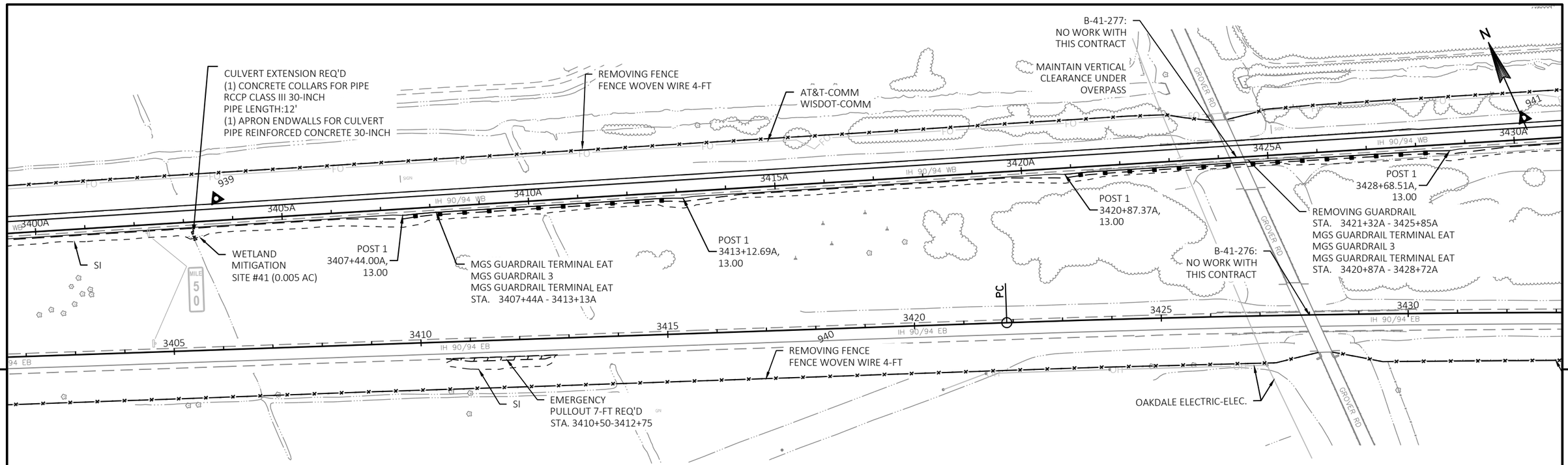
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 90.94(4)
PLOT DATE : 12/14/2022 10:39 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 90.94(5)

PLOT DATE : 12/14/2022 10:40 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

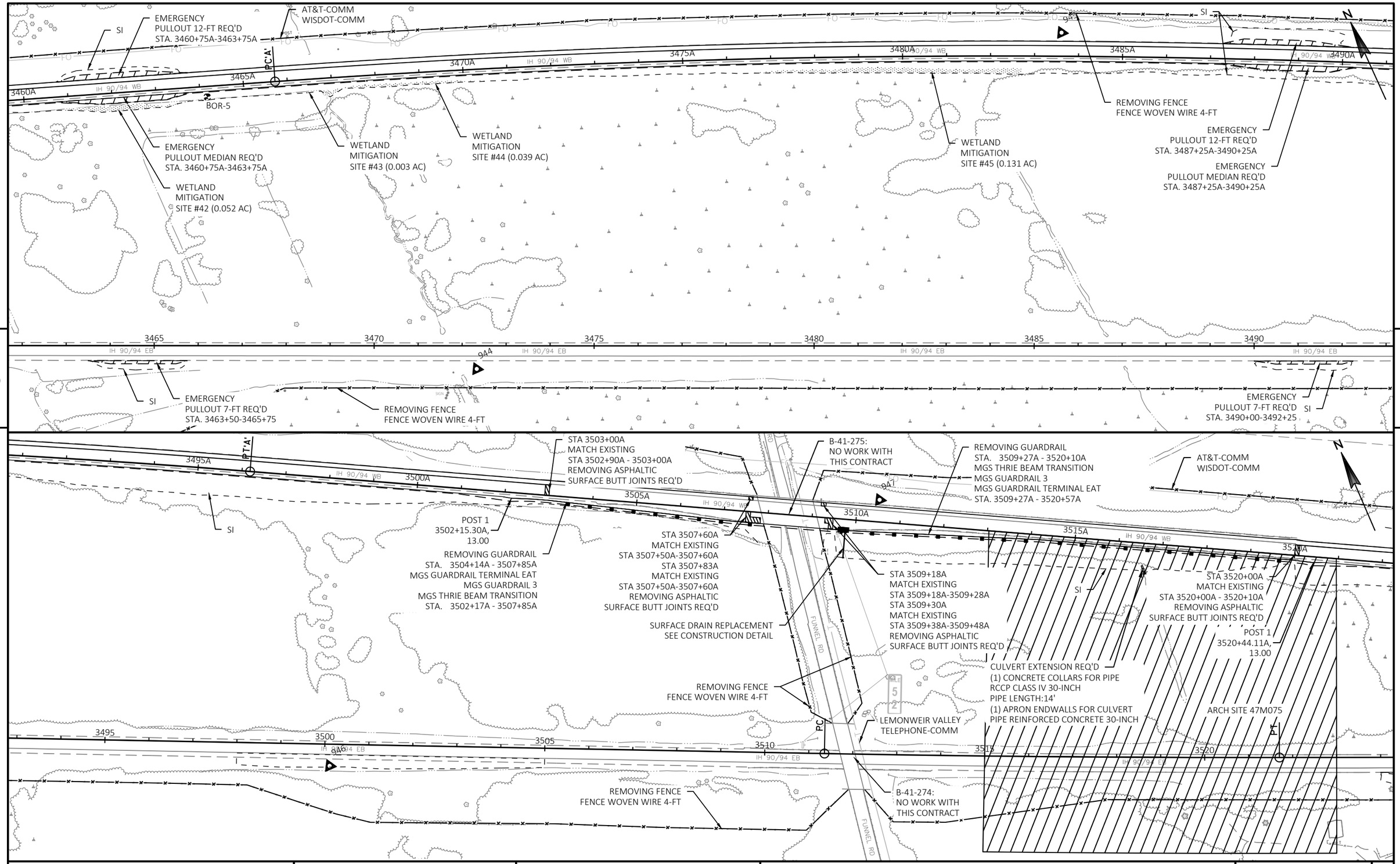


BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
971	3440+41	936.150	FENO

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 90.94(6)

PLOT DATE : 12/14/2022 10:41 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\050203.1_PN.DWG
LAYOUT NAME - IH 90.94 (7)

PLOT DATE : 12/14/2022 10:42 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

SI

EMERGENCY
PULLOUT 12-FT REQ'D
STA. 3527+25A-3530+25A

AT&T-COMM
WISDOT-COMM

SI

EMERGENCY
PULLOUT MEDIAN REQ'D
STA. 3539+50A-3542+50A

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 30-INCH
PIPE LENGTH:4'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 30-INCH

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

3525A IH 90/94 WB

3530A

3535A IH 90/94 WB

3540A

IH 90/94 3545A

3550A

IH 90/94

SI

BOR-4

25' R
3525+10.10A
36.00

25' R
3525+84.58A
36.00

EMERGENCY
PULLOUT MEDIAN REQ'D
STA. 3527+25A-3530+25A

WETLAND
MITIGATION
SITE #46 (0.102 AC)

JUNEAU CO.
MONROE CO.

WETLAND
MITIGATION
SITE #47 (0.018 AC)

3525 3530 3535 3540 3545 3550

IH 90/94 EB

IH 90/94

IH 90/94

5

EMERGENCY
PULLOUT 7-FT REQ'D
STA. 3524+00-3526+25

SI

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

EMERGENCY
PULLOUT 7-FT REQ'D
STA. 3545+00-3547+25

SI

5

EMERGENCY
PULLOUT 12-FT REQ'D
STA. 3553+00A-3556+00A

SI

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

AT&T-COMM
WISDOT-COMM

IH 90/94 3555A

3560A IH 90/94

3565A

3570A IH 90/94

3575A

3580A IH 90/94

3585

3555 3560 3565 3570 3575 3580

IH 90/94

IH 90/94

IH 90/94

PCA

REMOVING FENCE
FENCE WOVEN WIRE 4-FT

(1) APRON ENDWALLS FOR CULVERT PIPE SLOPED STEEL 10 TO 1

REMOVING SMALL CULVERT PIPE
(1) INLETS MEDIAN 2 GRATE
(2) INLET COVERS TYPE MS
CULVERT PIPE CLASS III-A NON-METAL 15-INCH
PIPE LENGTH: 56'

(2) REMOVING INLETS
REMOVING SMALL CULVERT PIPE

LEMONWEIR VALLEY
TELEPHONE-COMM

B-29-55:
NO WORK WITH
THIS CONTRACT

MAINTAIN VERTICAL
CLEARANCE UNDER
OVERPASS

EMERGENCY
PULLOUT 12-FT REQ'D
STA. 3577+25A-3580+25A

EMERGENCY
PULLOUT MEDIAN REQ'D
STA. 3577+25A-3580+25A

SI

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 24-INCH
PIPE LENGTH:6'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 24-INCH

EMERGENCY
PULLOUT 7-FT REQ'D
STA. 3580+00-3582+25

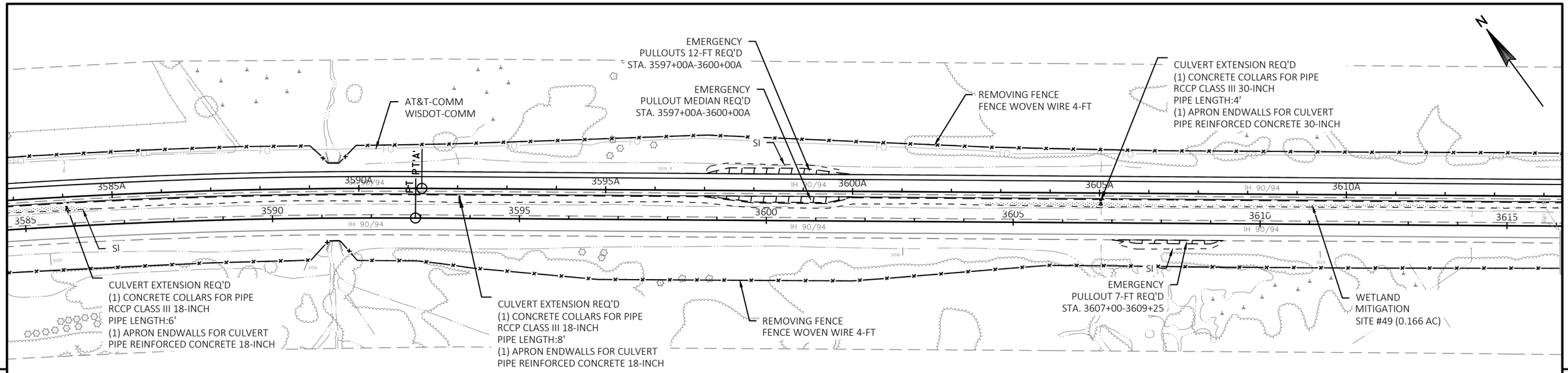
STEEL THRIE BEAM
BULLNOSE TERMINAL REQ'D
SEE CONSTRUCTION DETAIL

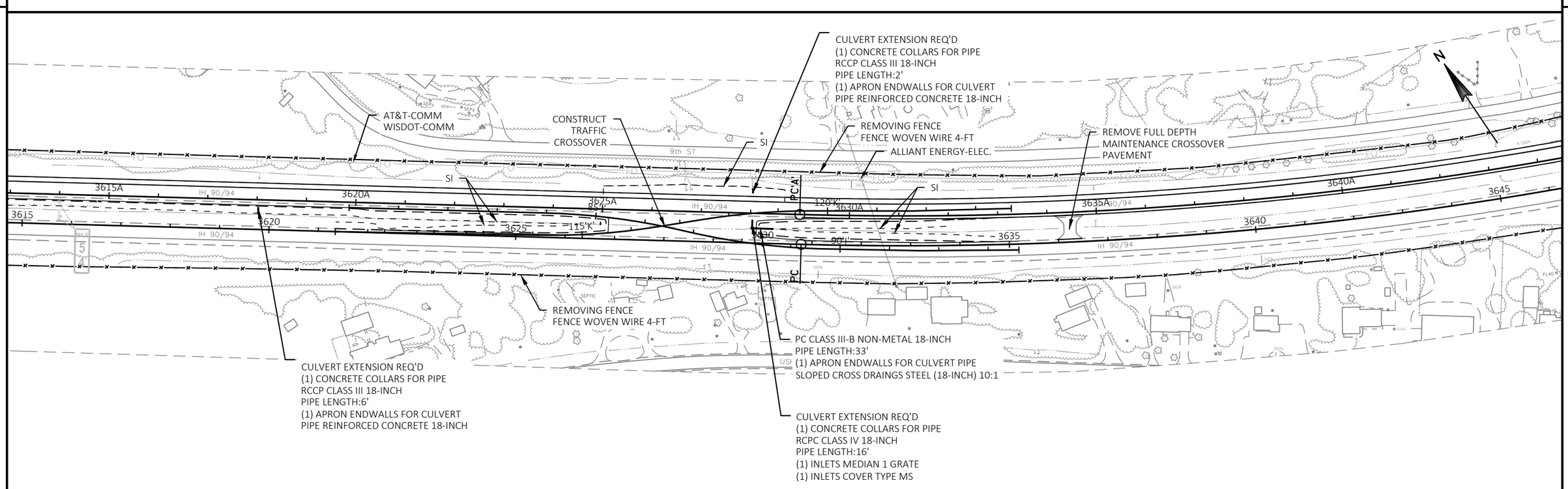
OAKDALE - ELEC

CULVERT EXTENSION REQ'D
(1) CONCRETE COLLARS FOR PIPE
RCCP CLASS III 24-INCH
PIPE LENGTH:6'
(1) APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE 24-INCH

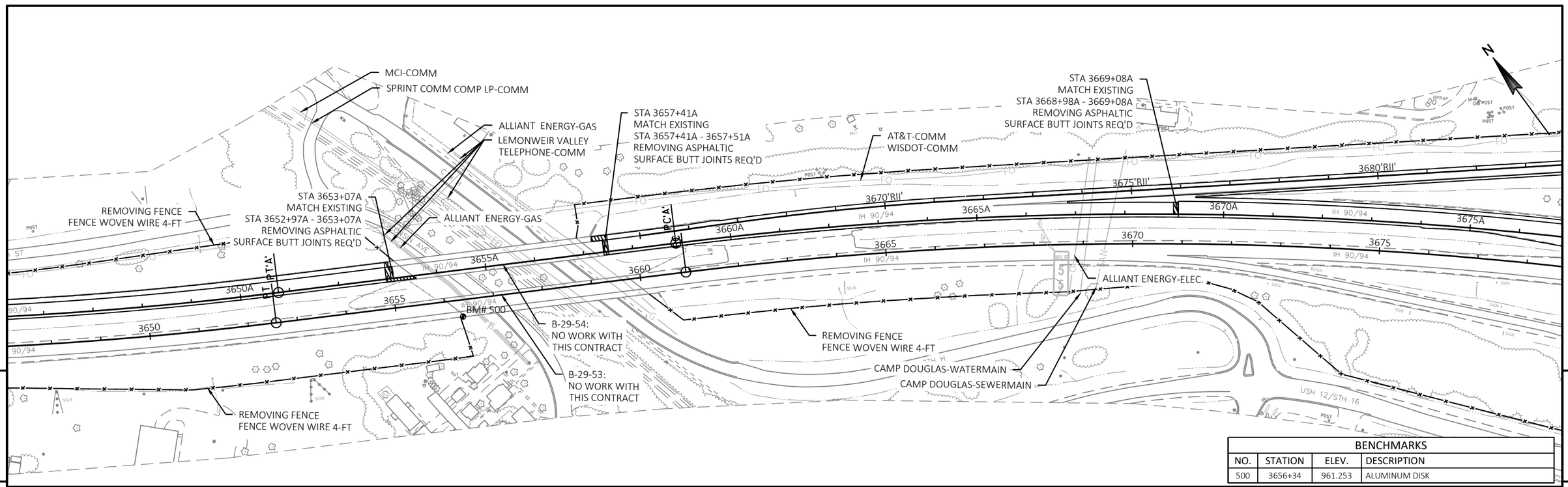
WETLAND
MITIGATION
SITE #48 (0.203 AC)

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET	E

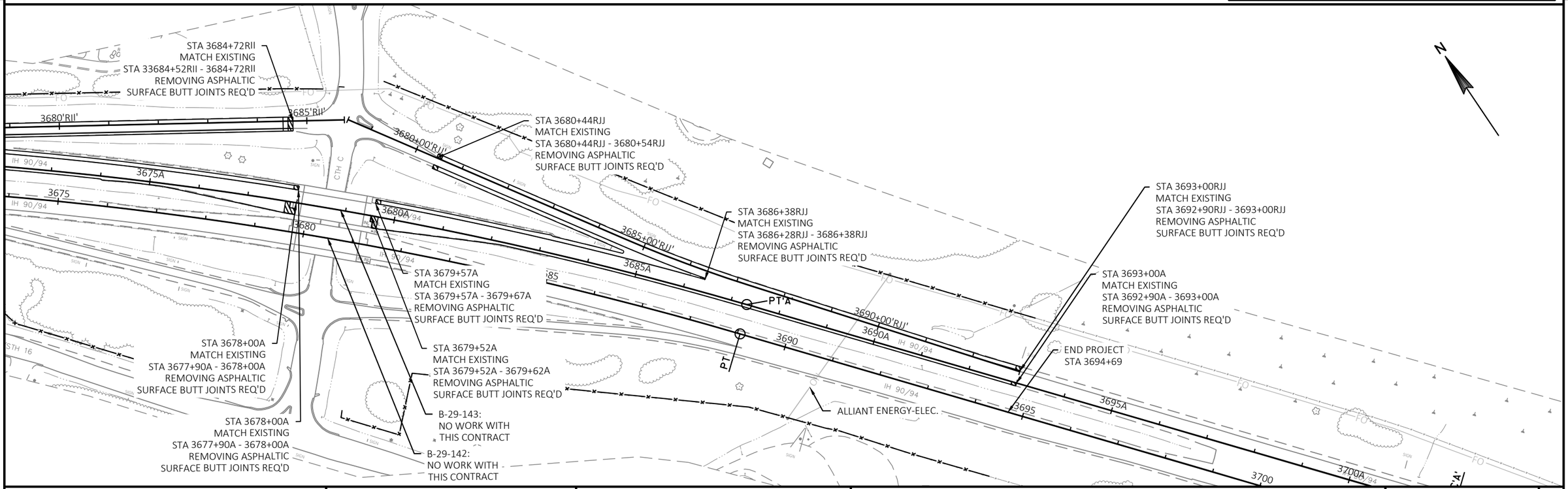




PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET	E



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
500	3656+34	961.253	ALUMINUM DISK



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN-IH 90/94	SHEET	E

Standard Detail Drawing ListStandard Detail Drawing List

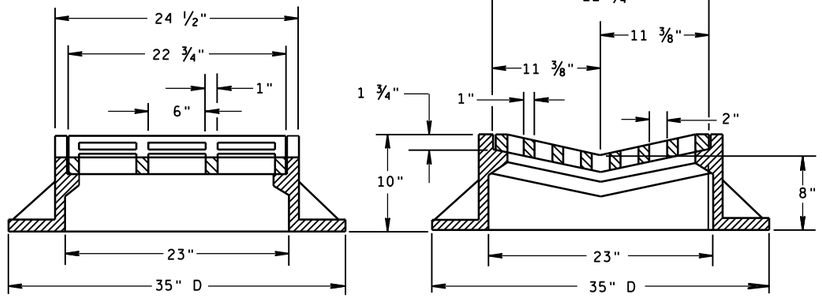
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D03-08B	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B26-05A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05F	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05G	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05H	STEEL THRIE BEAM BULLNOSE TERMINAL
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-03A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-07A	FLEXIBLE DELINEATOR POST
15A04-07D	CHANNELIZING DEVICES, PERMANENT FLEXIBLE TUBULAR MARKER POST
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

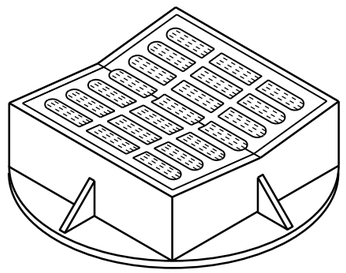
6

Standard Detail Drawing ListStandard Detail Drawing List

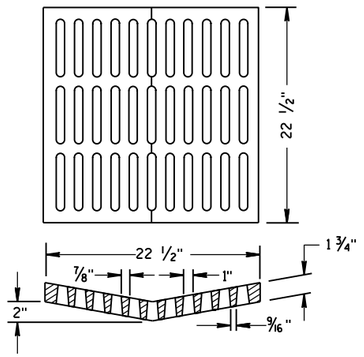
15C31-04A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-04B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-04C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-04D	PAVEMENT MARKING SERVICE INTERCHANGE LANE DROP AND LANE REDUCTION MARKING
15D12-10A	TRAFFIC CONTROL, LANE CLOSURE
15D12-10B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D12-10D	TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM
15D13-02	TEMPORARY EMERGENCY PULLOUTS
15D15-06A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-05	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D49-01	TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

6



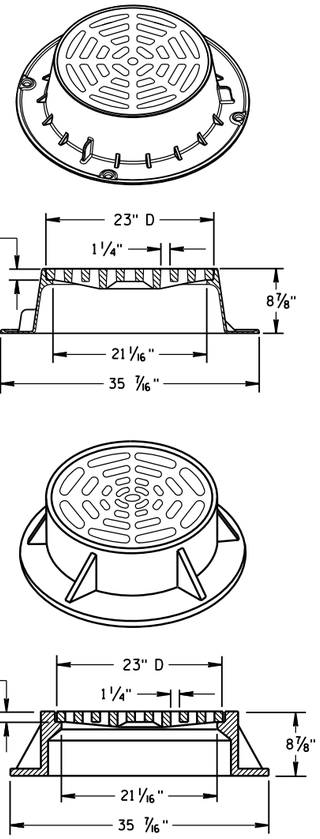


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

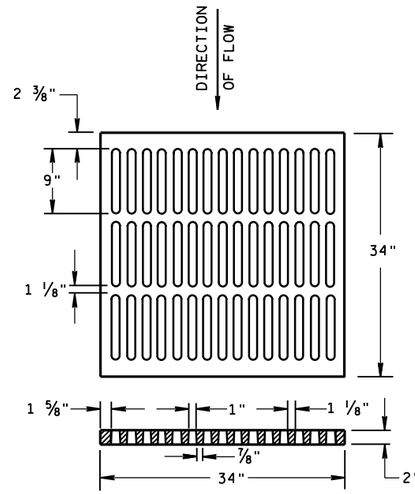
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

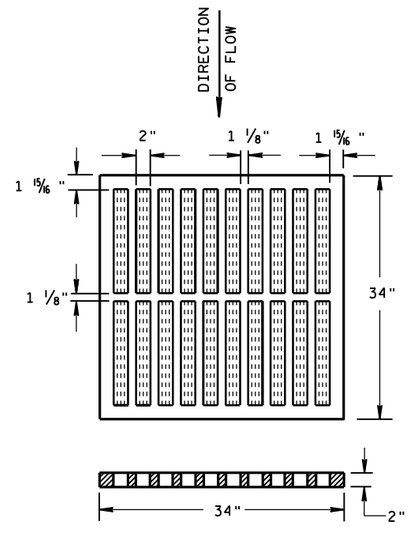
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



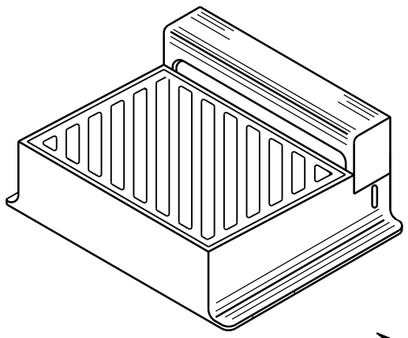
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

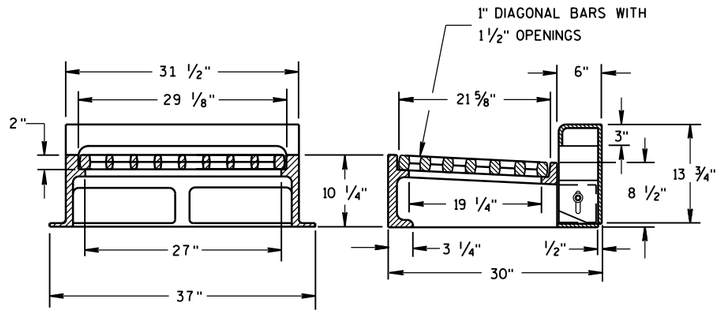


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

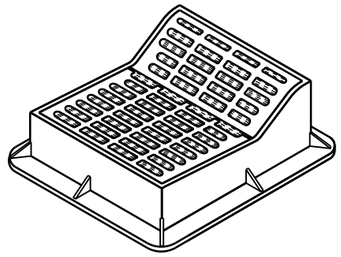
FHWA

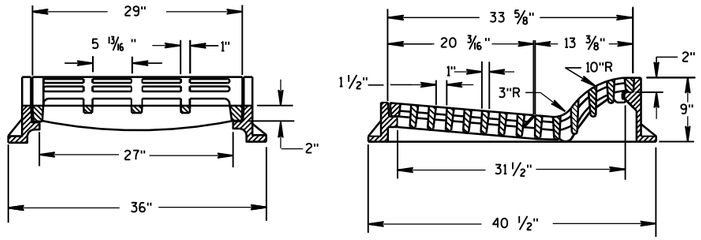
6

S.D.D. 8 A 5-19b

6

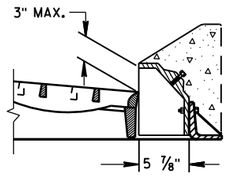
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

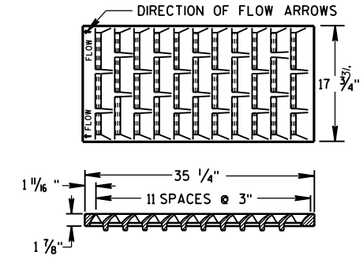
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

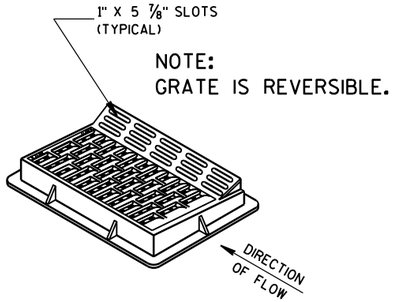
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

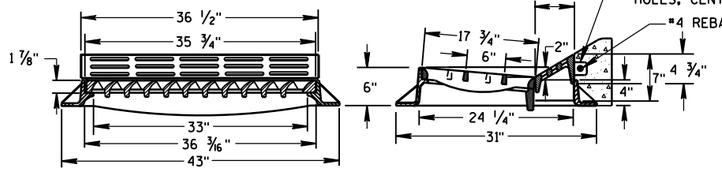
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





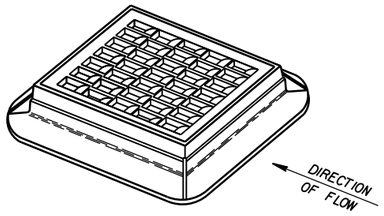
NOTE:
GRATE IS REVERSIBLE.

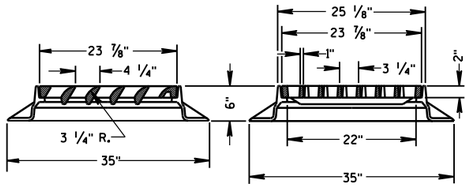


TYPE "HM"

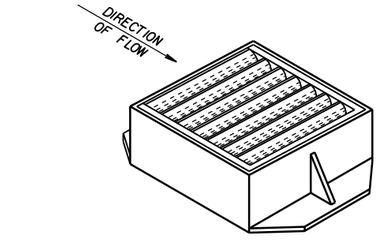
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

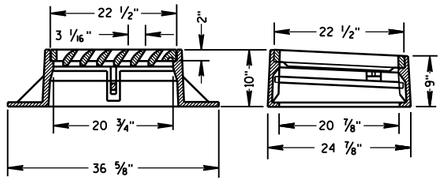
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



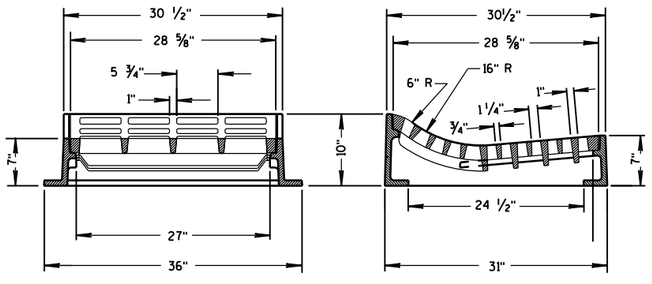


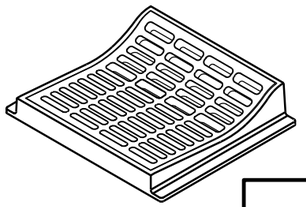
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

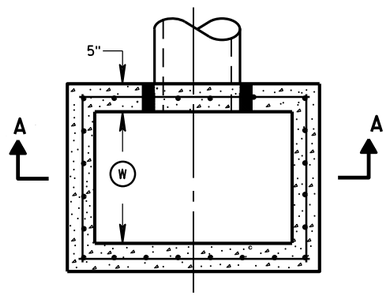
INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

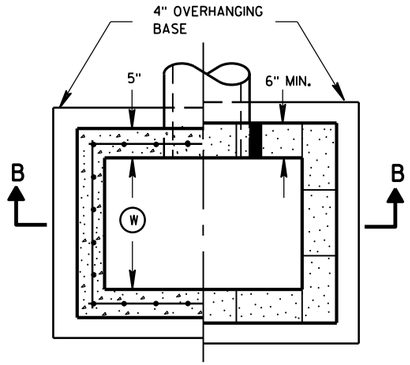
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

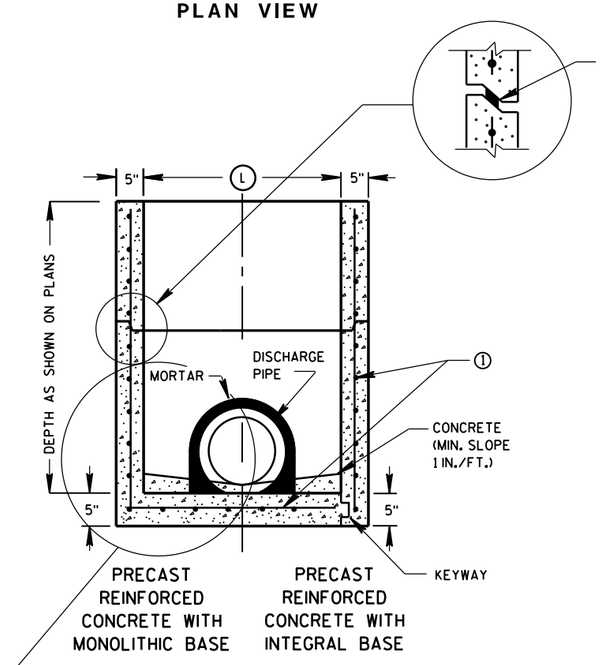
FHWA



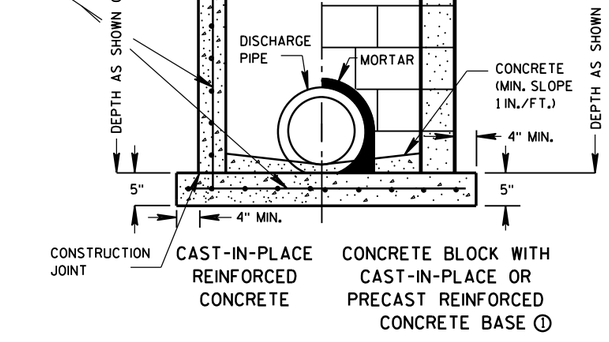
PLAN VIEW



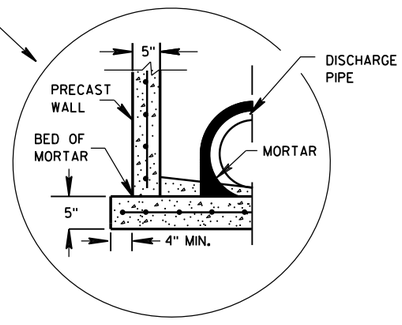
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

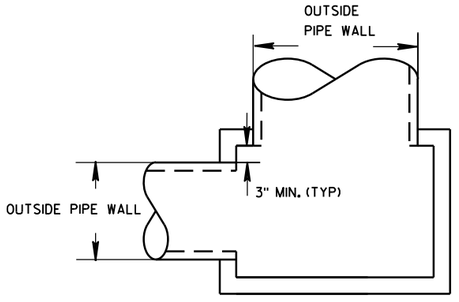
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



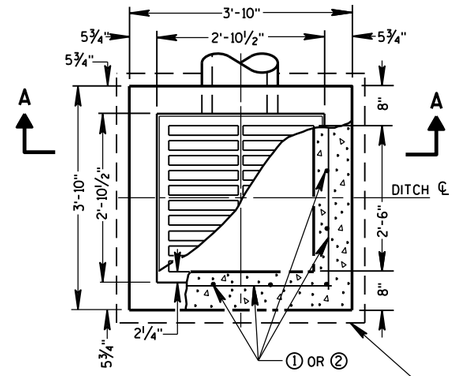
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

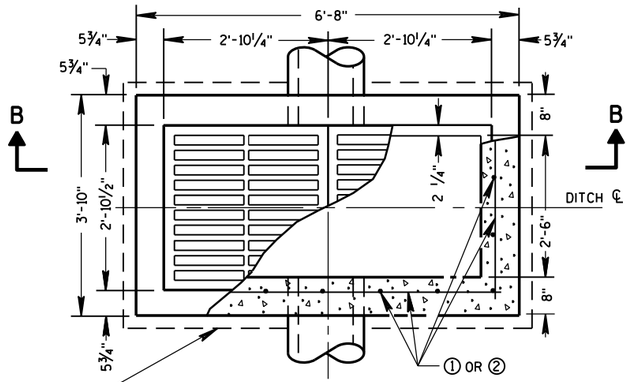
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

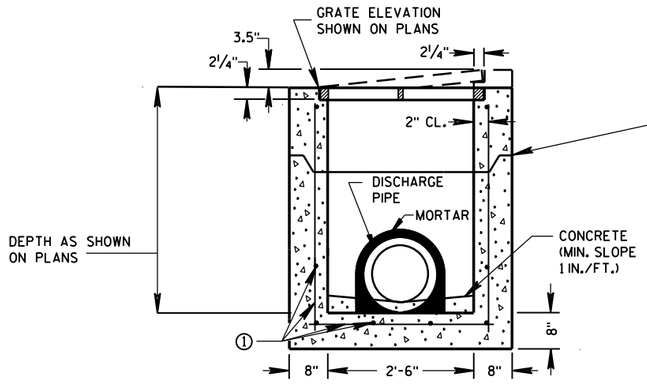


PLAN VIEW

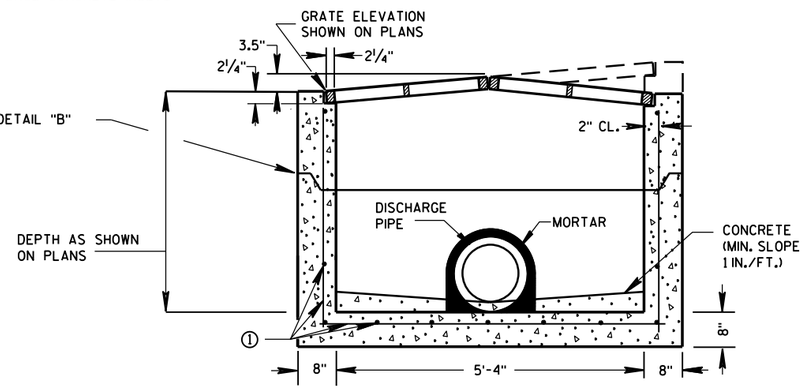


PLAN VIEW

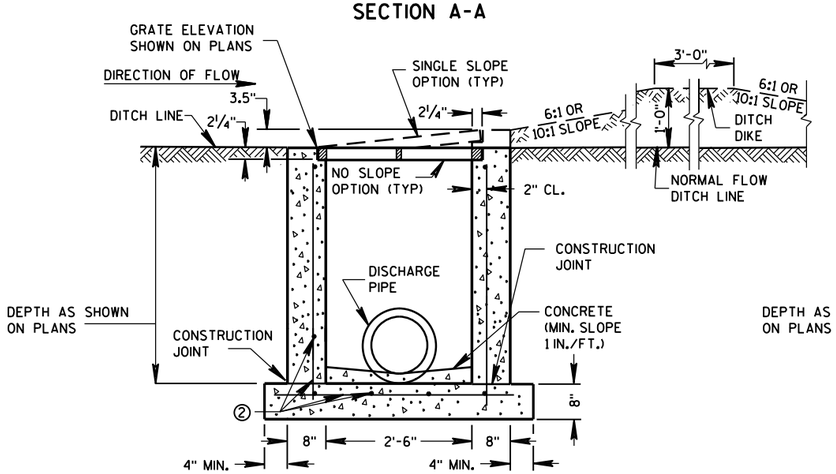
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



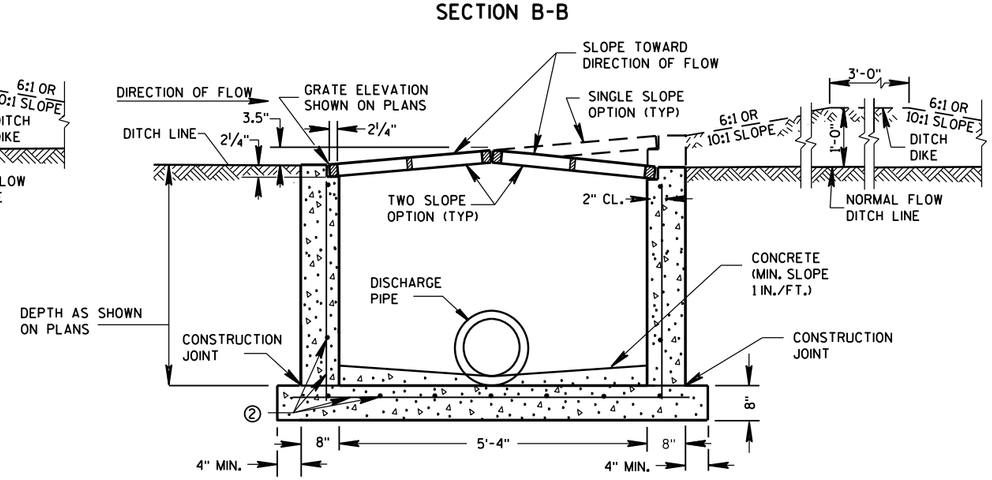
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

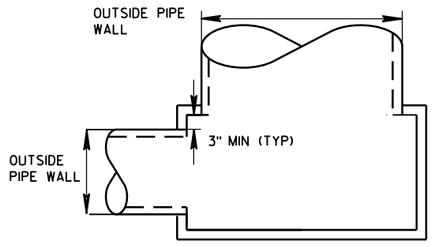
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

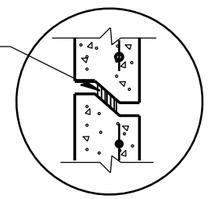
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
FHWA

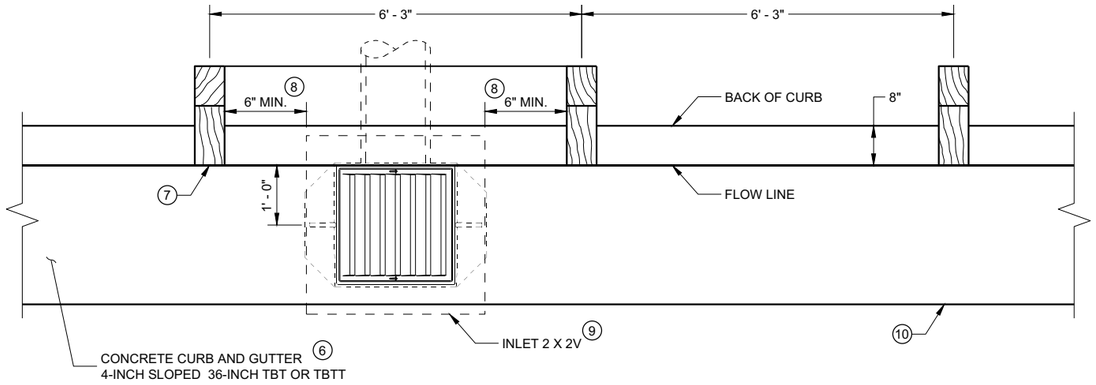
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

S.D.D. 8 C 8-2

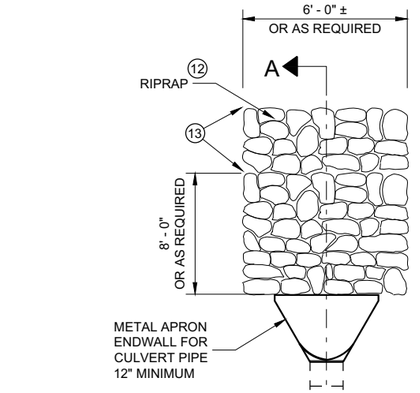
6

S.D.D. 8 C 8-2



INLET PLAN VIEW

(NOTE: RAIL NOT SHOWN FOR CLARITY)

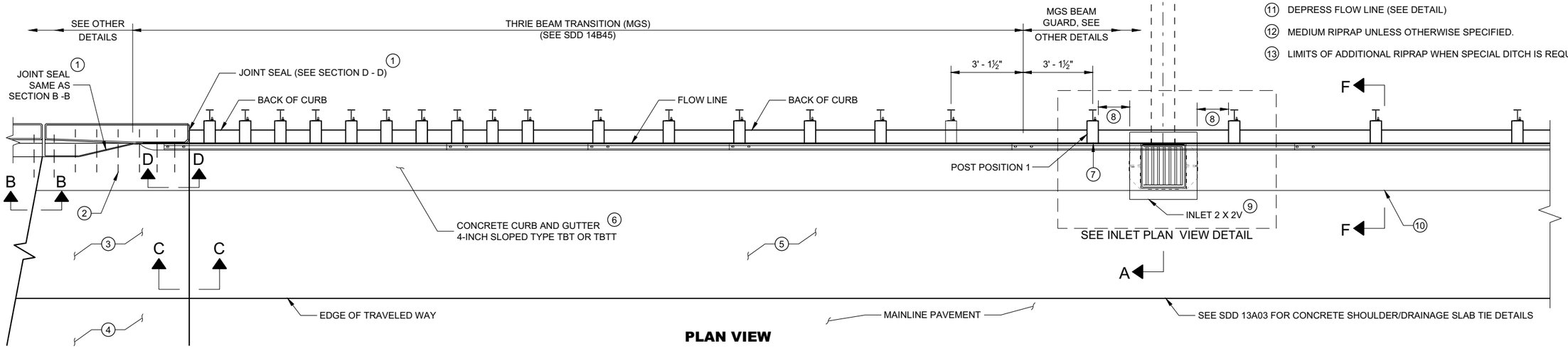


GENERAL NOTES

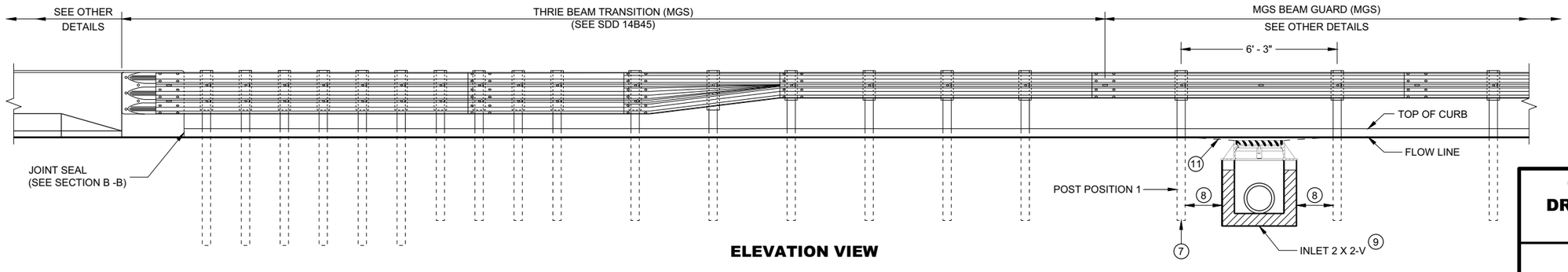
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.
9. SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.
10. START CURB AND GUTTER TRANSITION OR END SECTION.
11. DEPRESS FLOW LINE (SEE DETAIL)
12. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
13. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.



PLAN VIEW



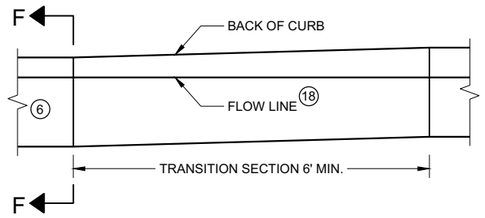
ELEVATION VIEW

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

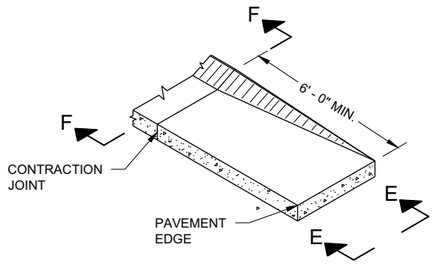
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD08D03 - 08a

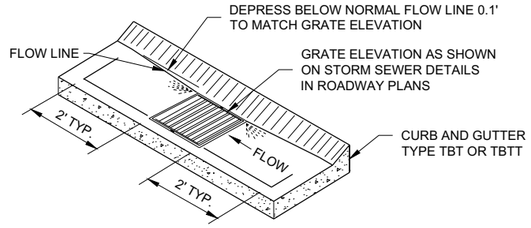
SDD08D03 - 08a



CURB AND GUTTER TRANSITION SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION AT INLETS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

GENERAL NOTES

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

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(14) GEOTEXTILE FABRIC TYPE HR.

(15) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(16) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

(17) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

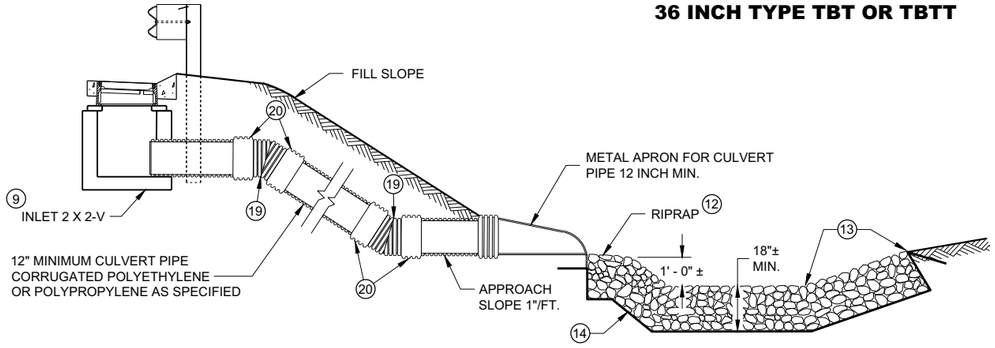
(18) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

(19) MANUFACTURER SUPPLIED BEND.

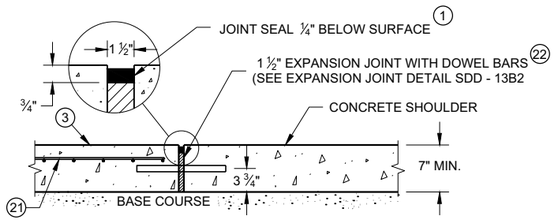
(20) MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.

(21) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

(22) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.

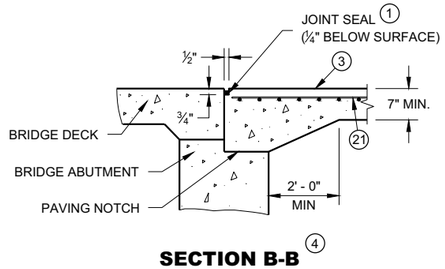


SECTION A - A

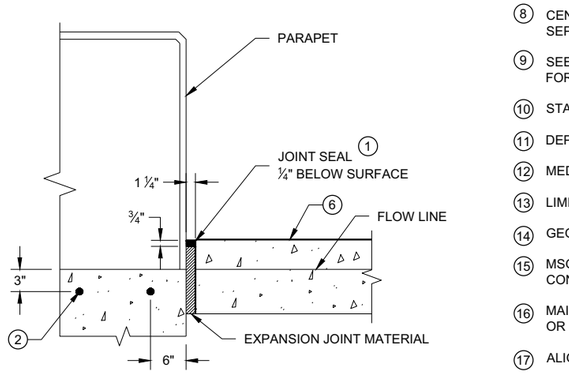


SECTION C - C

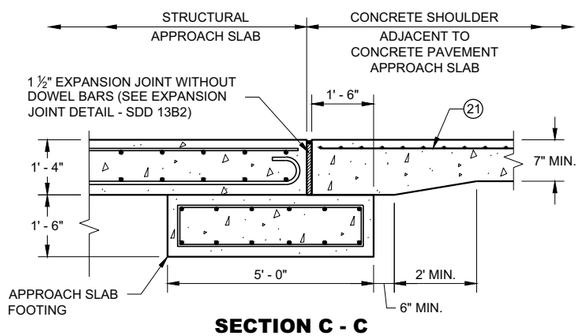
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION B-B (4)

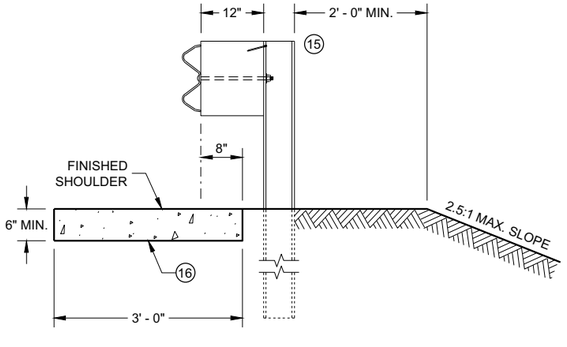


SECTION D - D

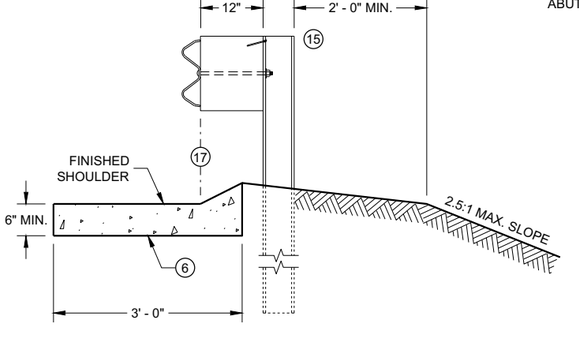


SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

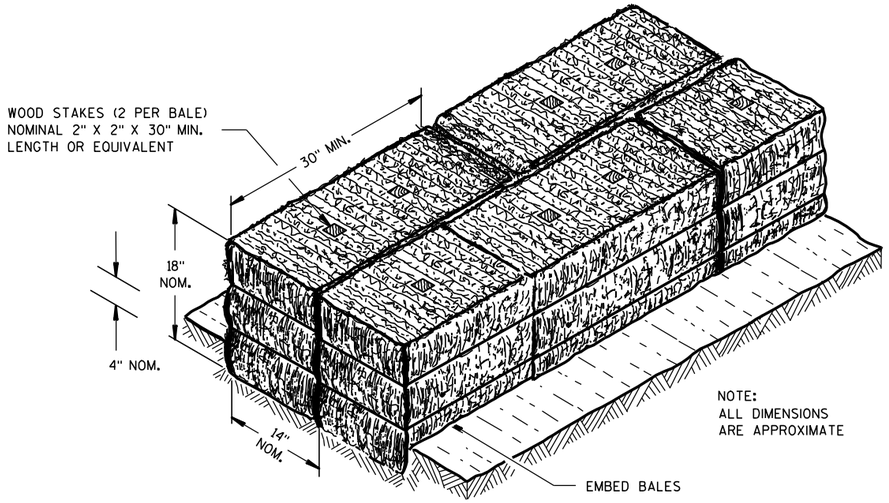
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

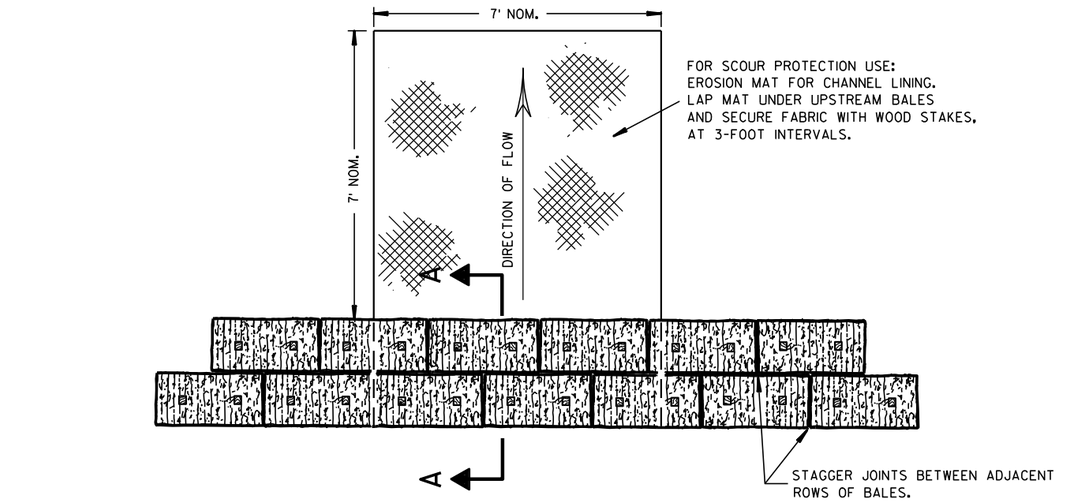
FHWA

6

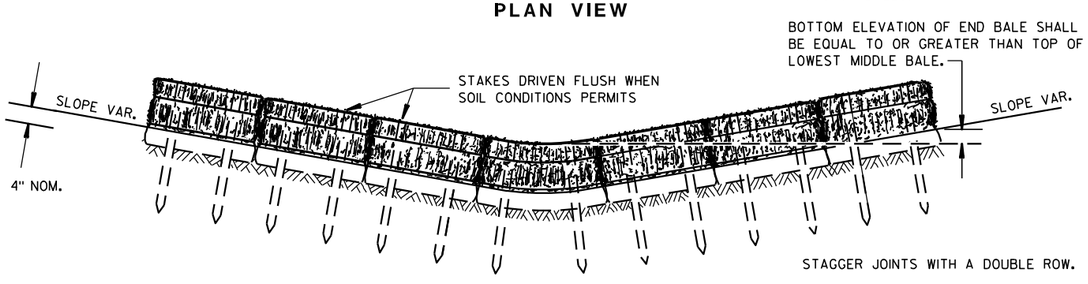
SDD 08D03 - 08b



SECTION A-A



PLAN VIEW



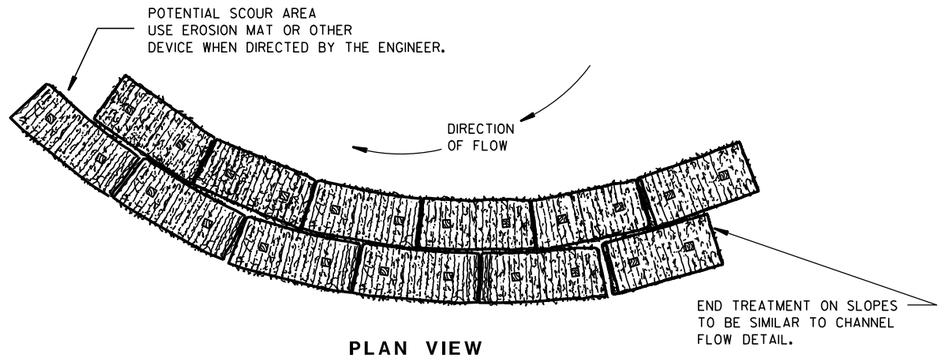
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

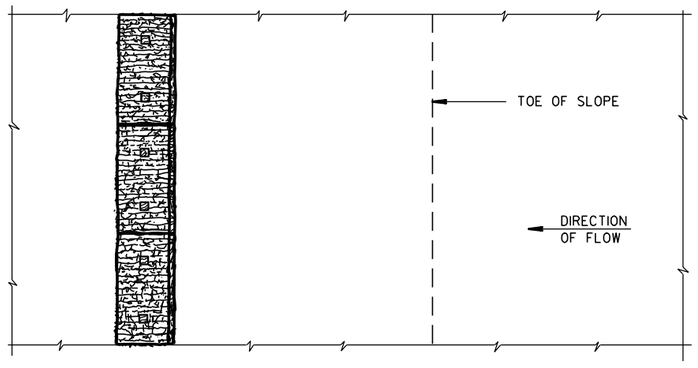
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

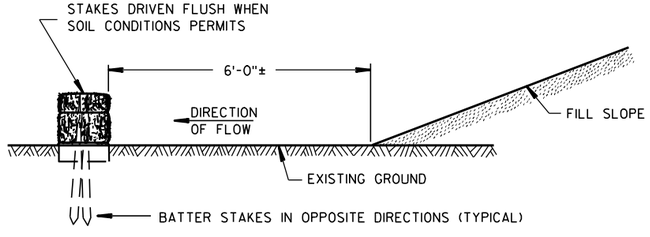


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

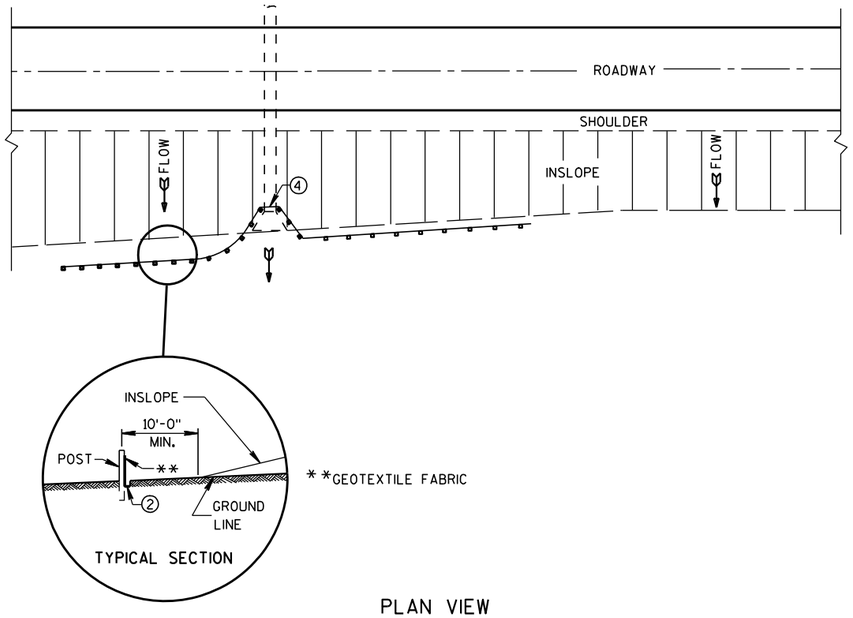
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

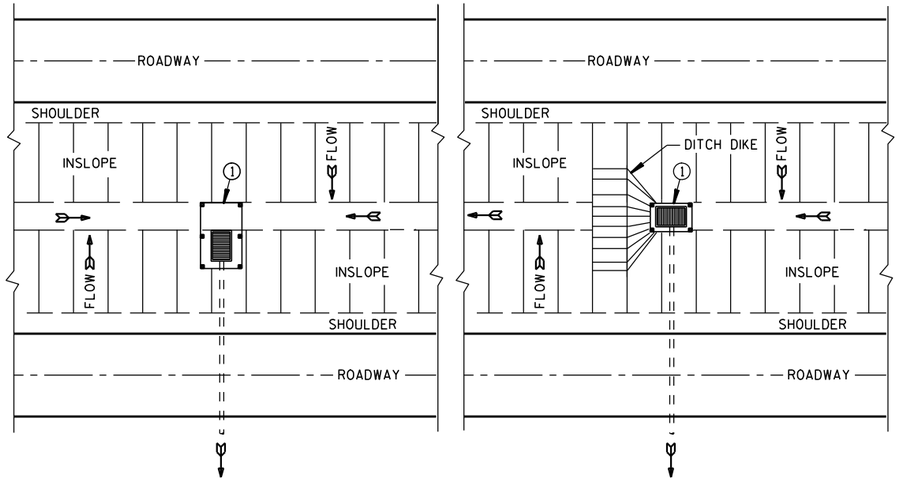
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



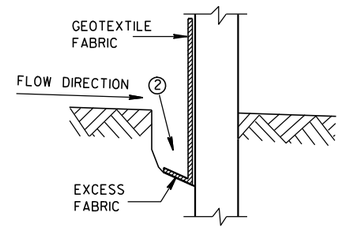
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

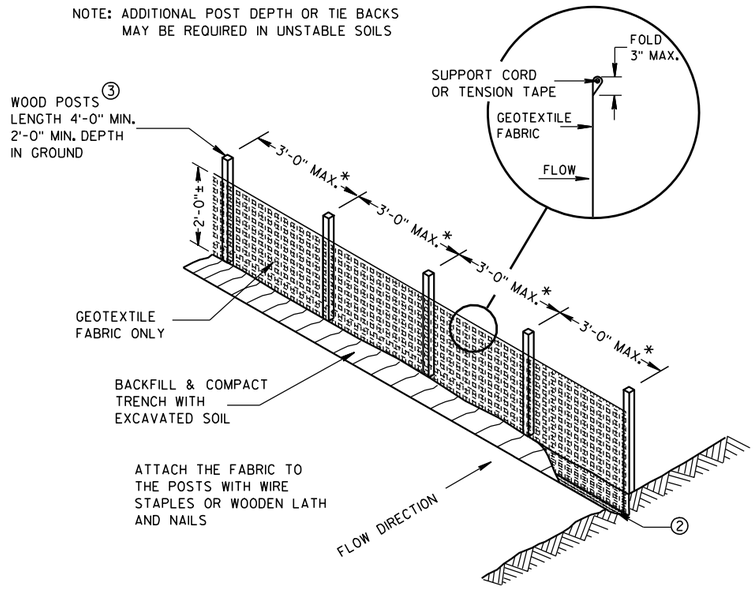
GENERAL NOTES

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

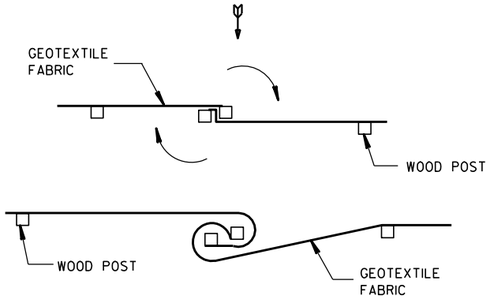
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



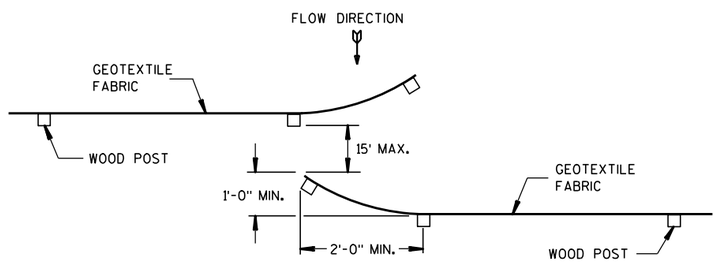
TRENCH DETAIL



SILT FENCE

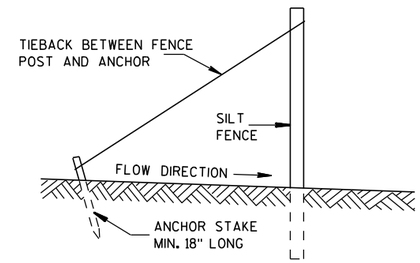


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

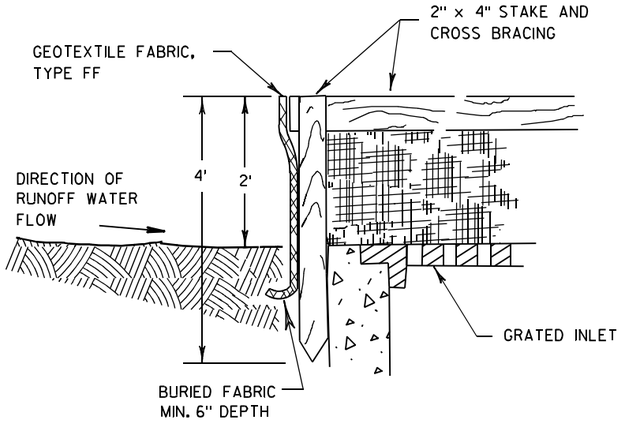
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

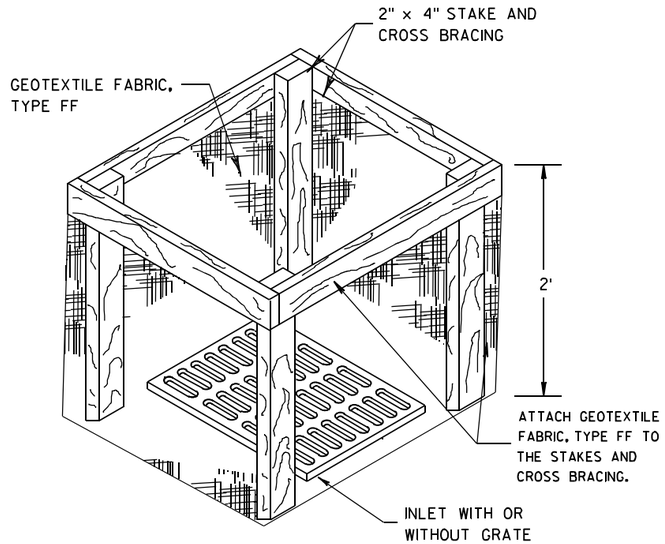
6

S.D.D. 8 E 9-6

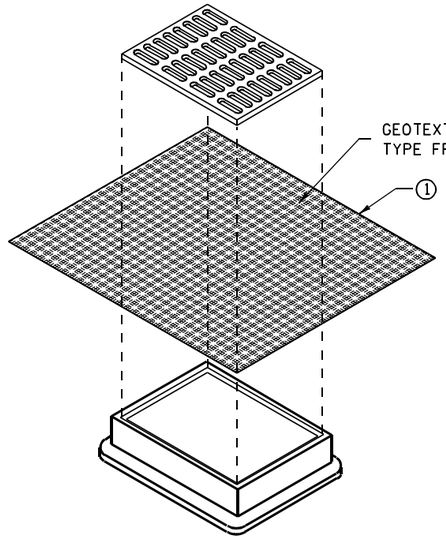
6

S.D.D. 8 E 9-6



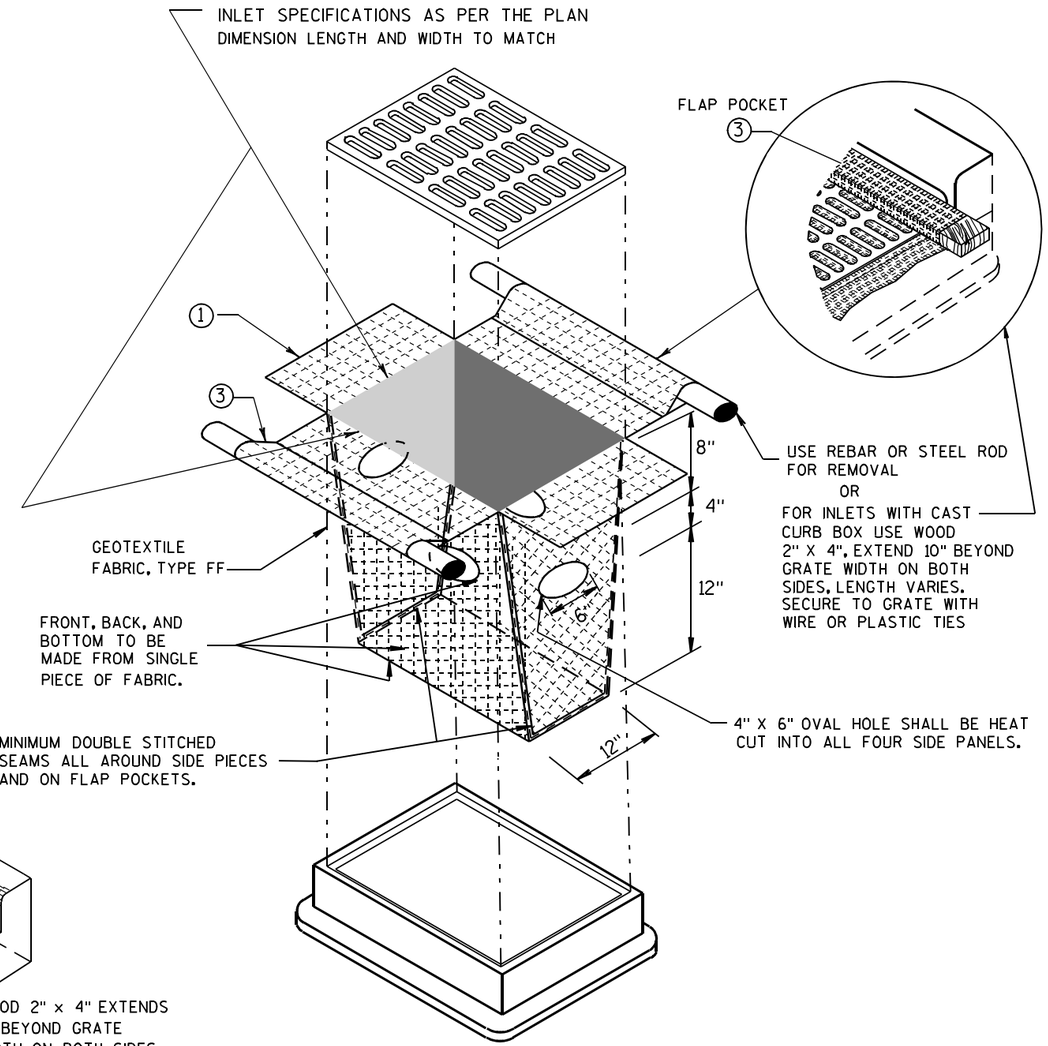


INLET PROTECTION, TYPE A



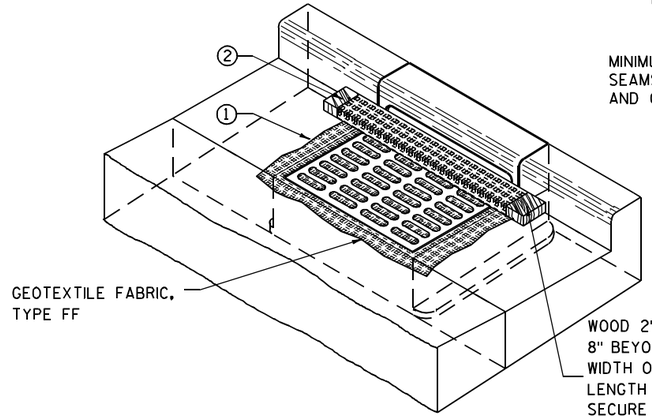
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

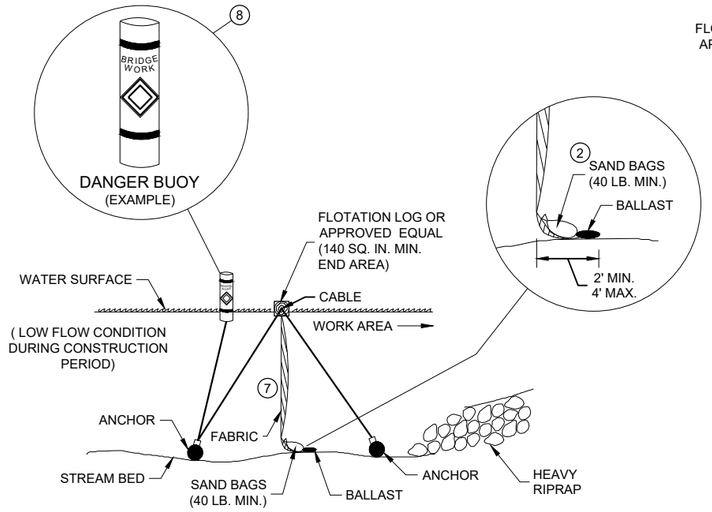
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

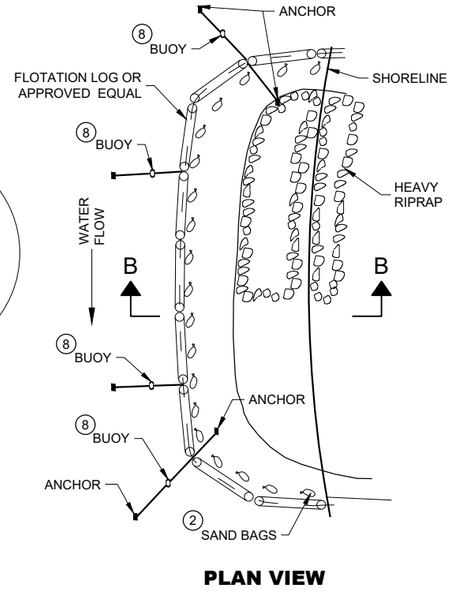
INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

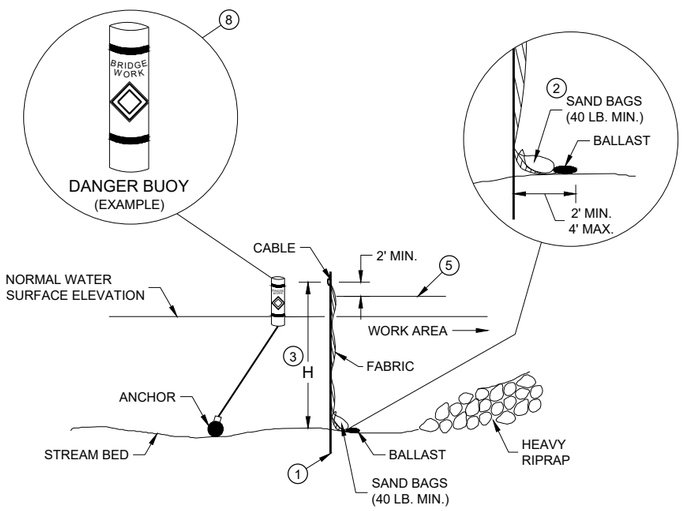


SECTION B - B

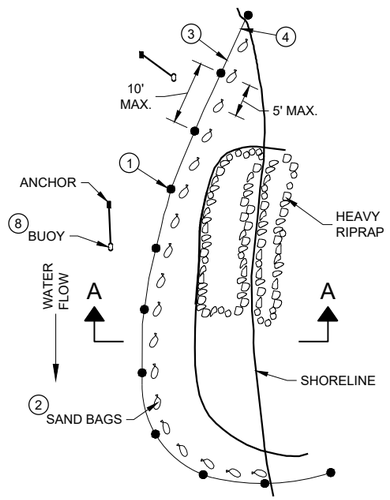


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT 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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

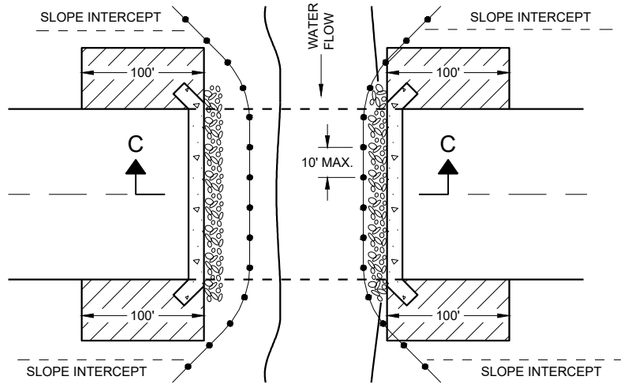
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

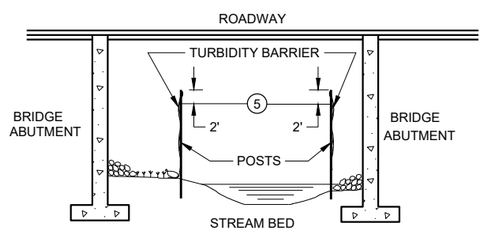
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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SDD 08E11 - 02

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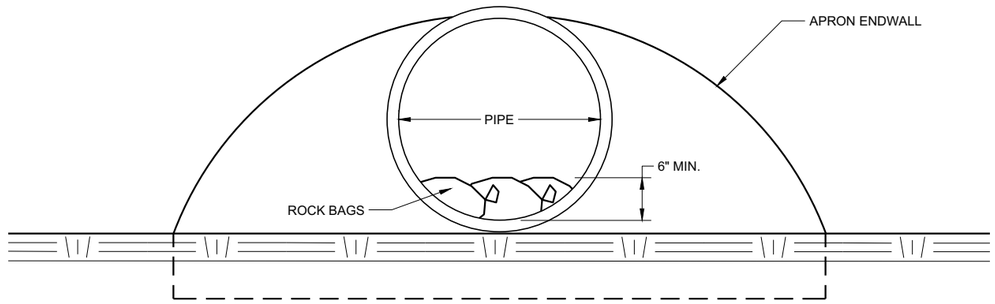
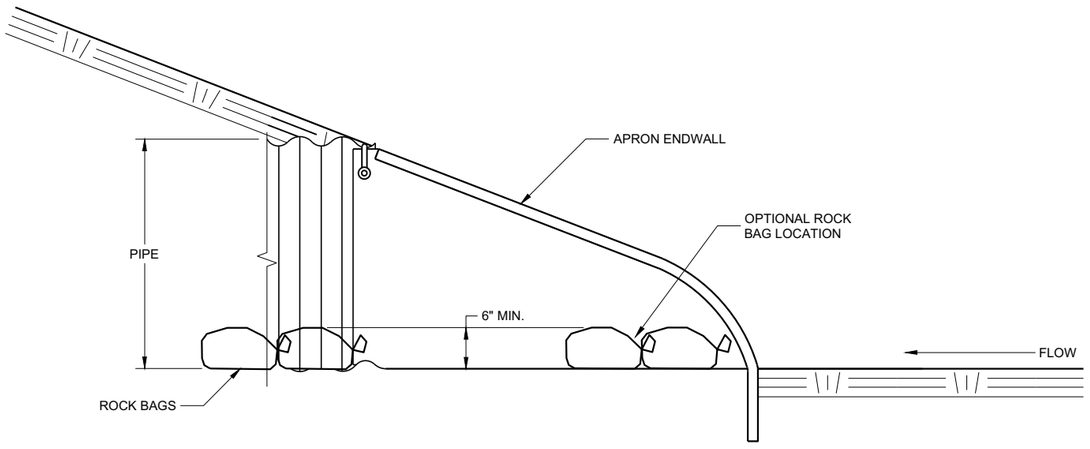
SDD 08E11 - 02



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGINEER

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

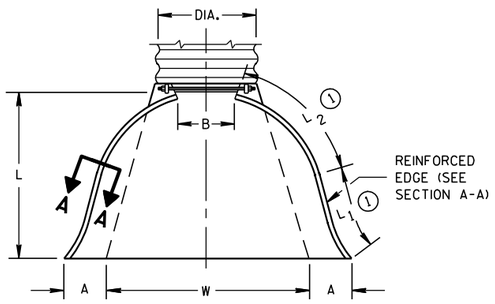
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

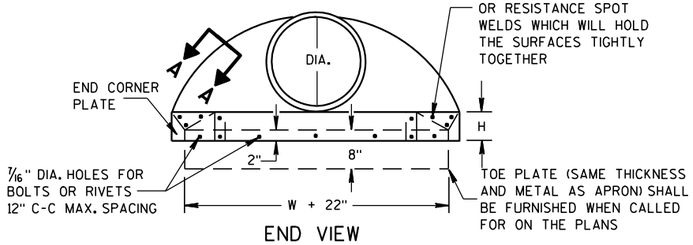
REINFORCED CONCRETE APRON ENDWALLS

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

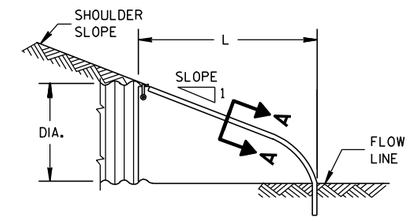
*MINIMUM
**MAXIMUM



PLAN VIEW

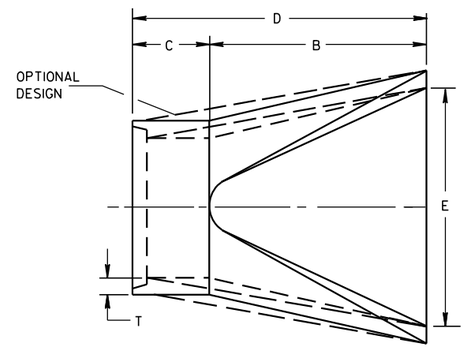


END VIEW

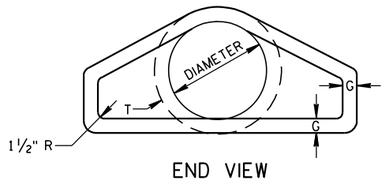


SIDE ELEVATION

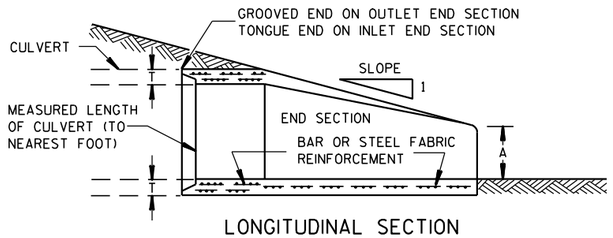
METAL ENDWALLS



PLAN

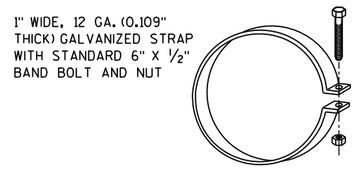


END VIEW



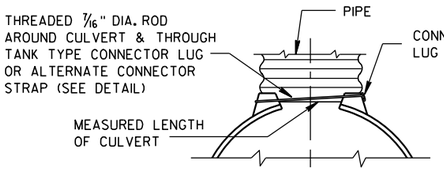
LONGITUDINAL SECTION

CONCRETE ENDWALLS

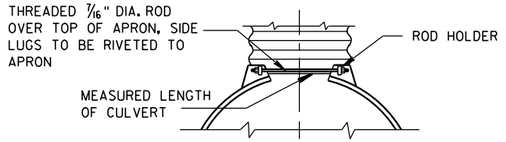


ALTERNATE FOR TYPE 1 CONNECTION

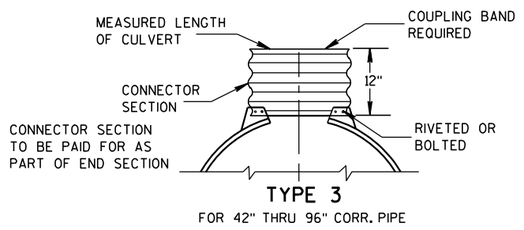
END SECTION CONNECTOR STRAP



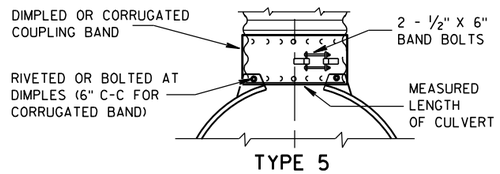
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

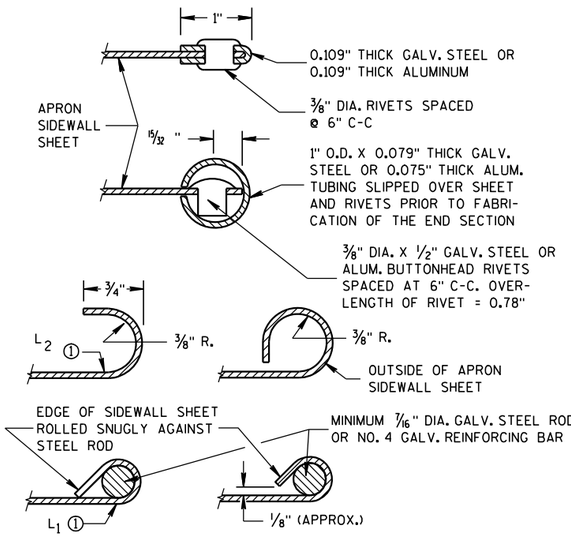
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

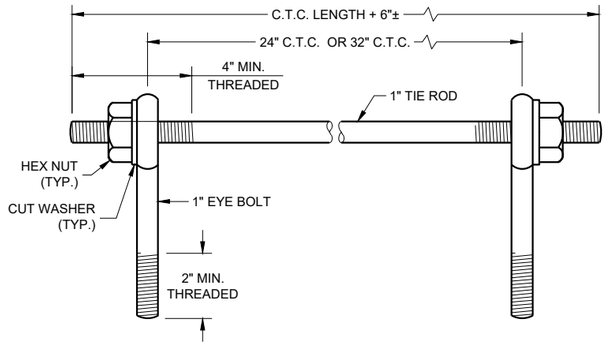
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

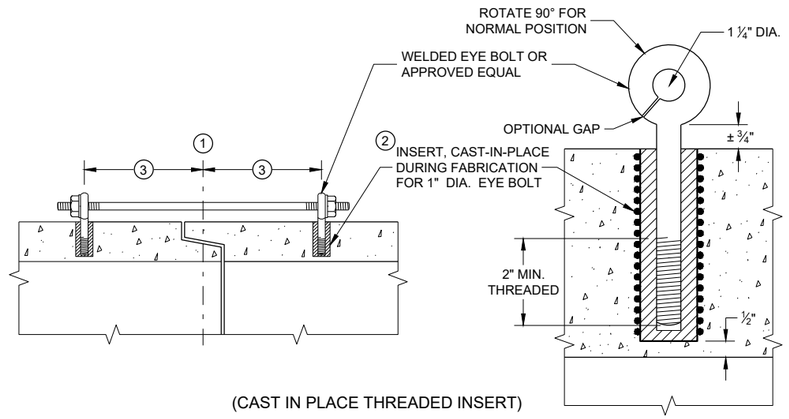
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

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

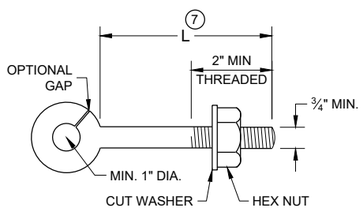
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

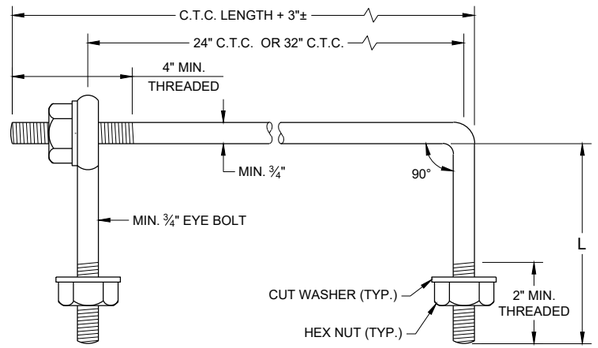
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

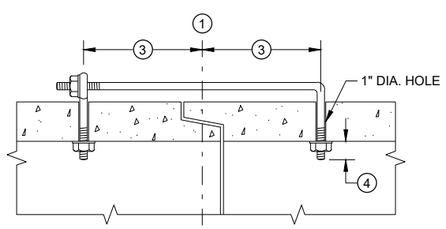


EYE BOLT (7)

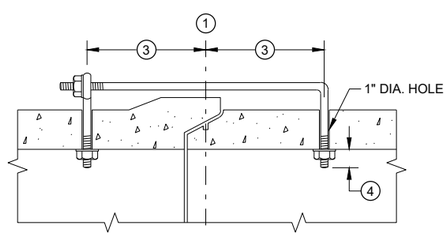
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

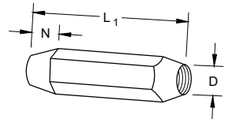
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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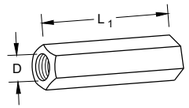
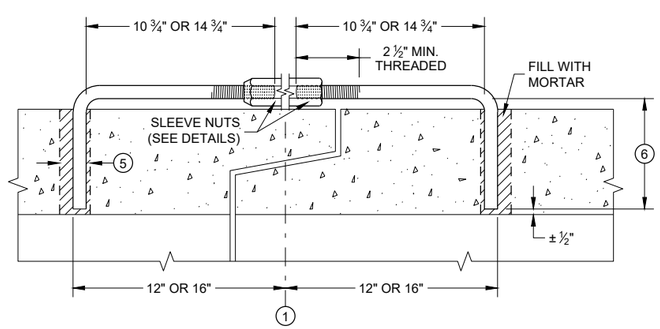


PLAIN

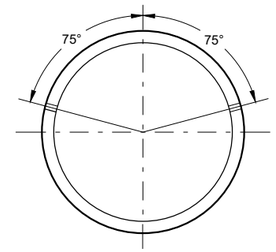
RIGHT AND LEFT THREADS

SLEEVE NUTS



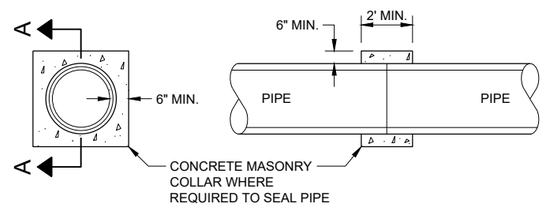
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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SDD 08F04 - 08

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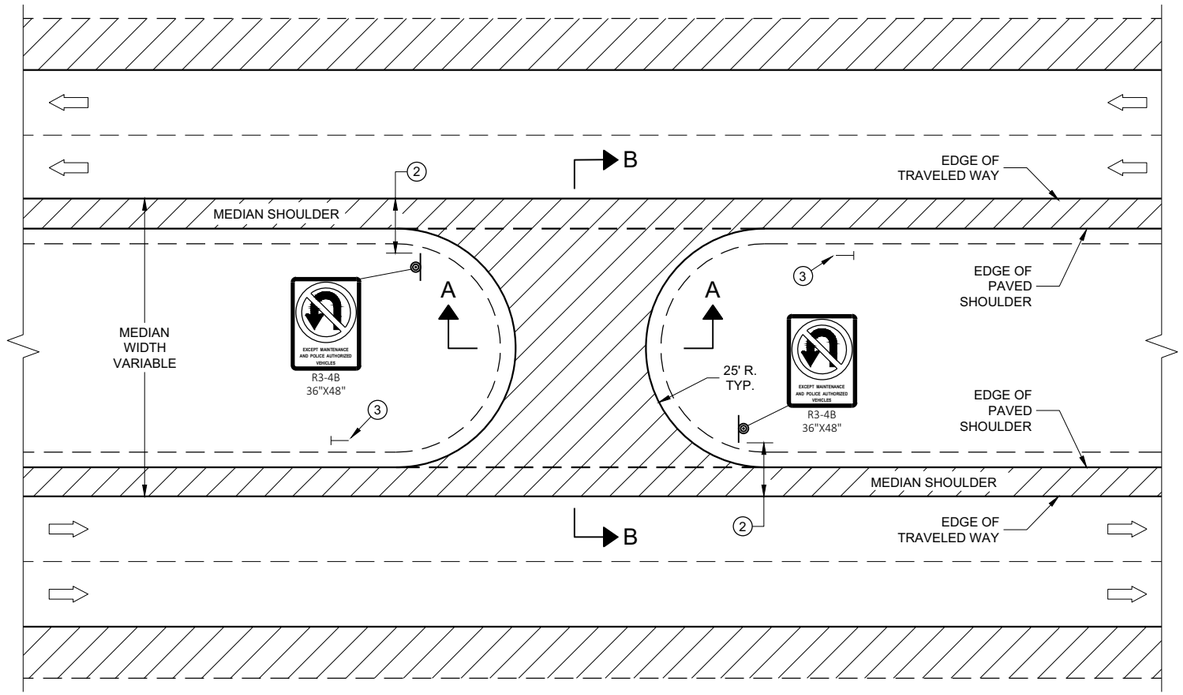
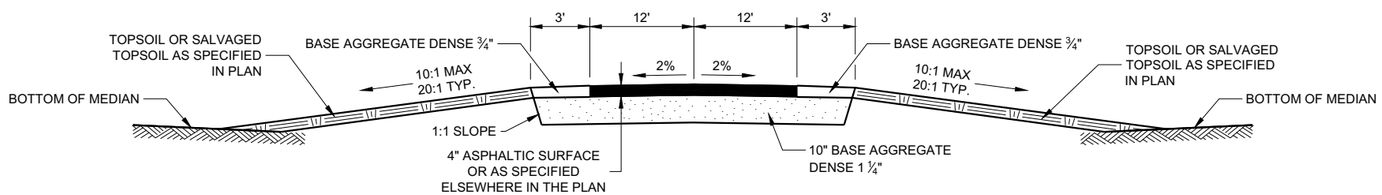
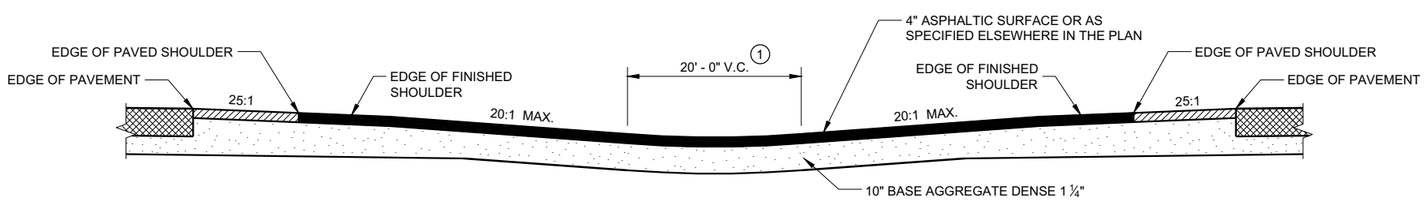
SDD 08F04 - 08



PLAN VIEW



SECTION A-A



SECTION B-B

GENERAL NOTES

1. ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
2. SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
3. INSTALL DELINEATOR. SEE STANDARD DETAIL DRAWING 15A4.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC

MAINTENANCE CROSSOVER FOR FREEWAYS

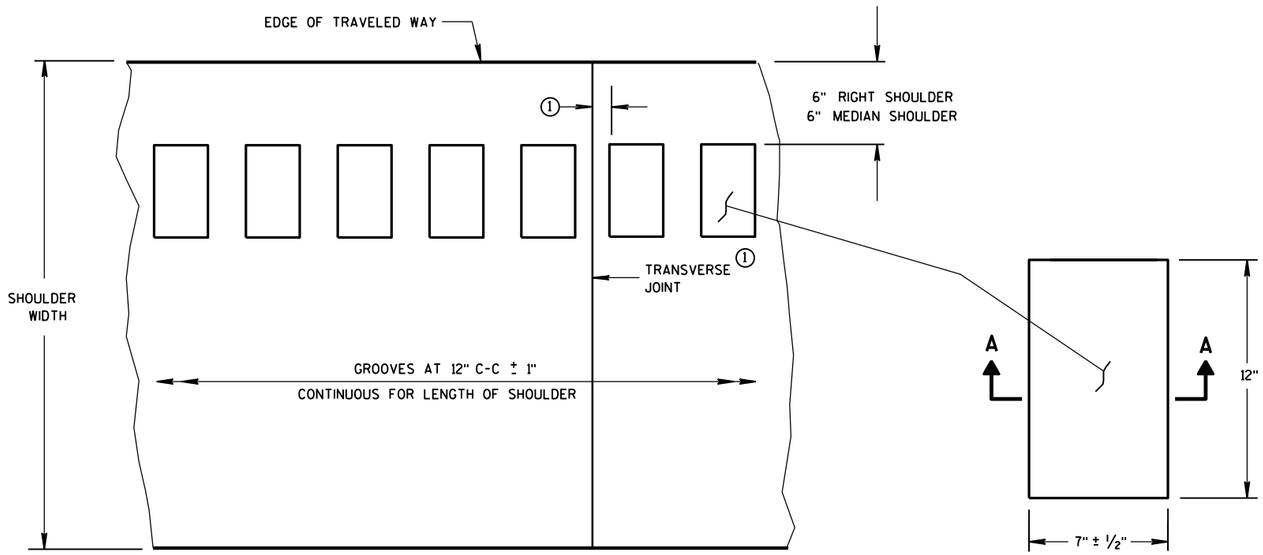
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6
SDD 11A01 - 06



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

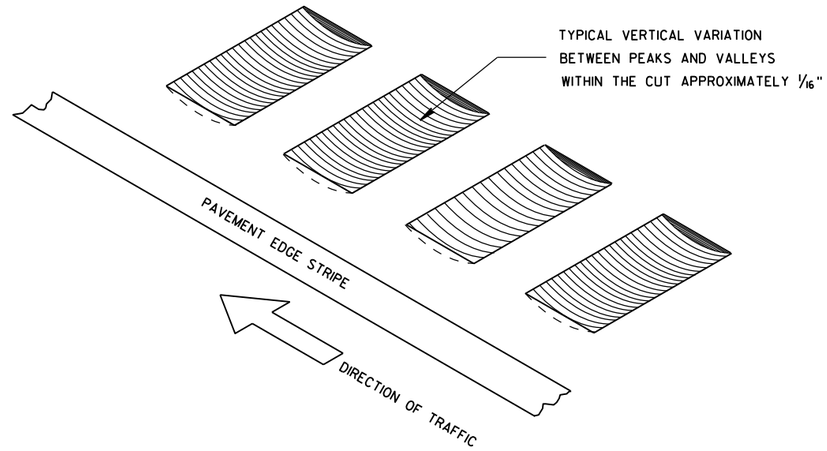
GENERAL NOTES

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

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



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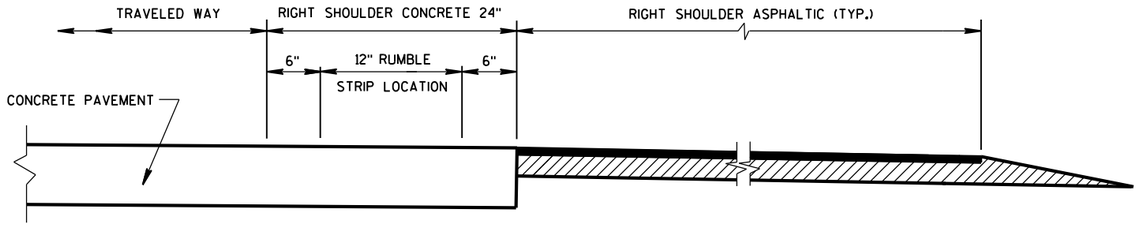
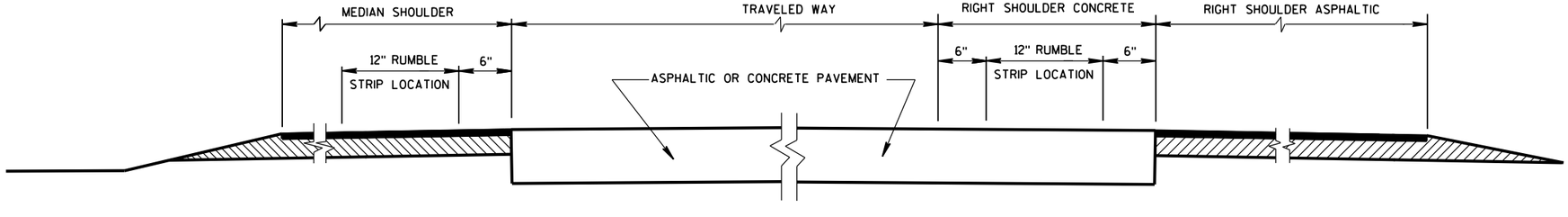


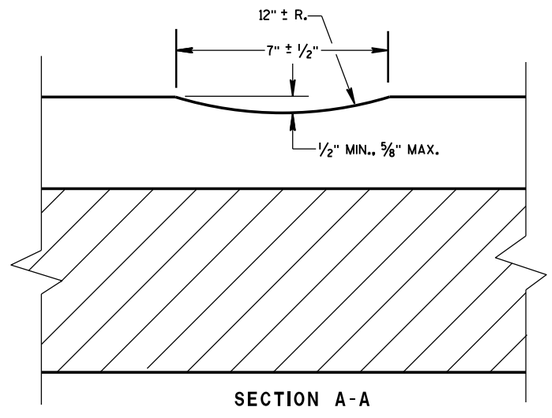
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

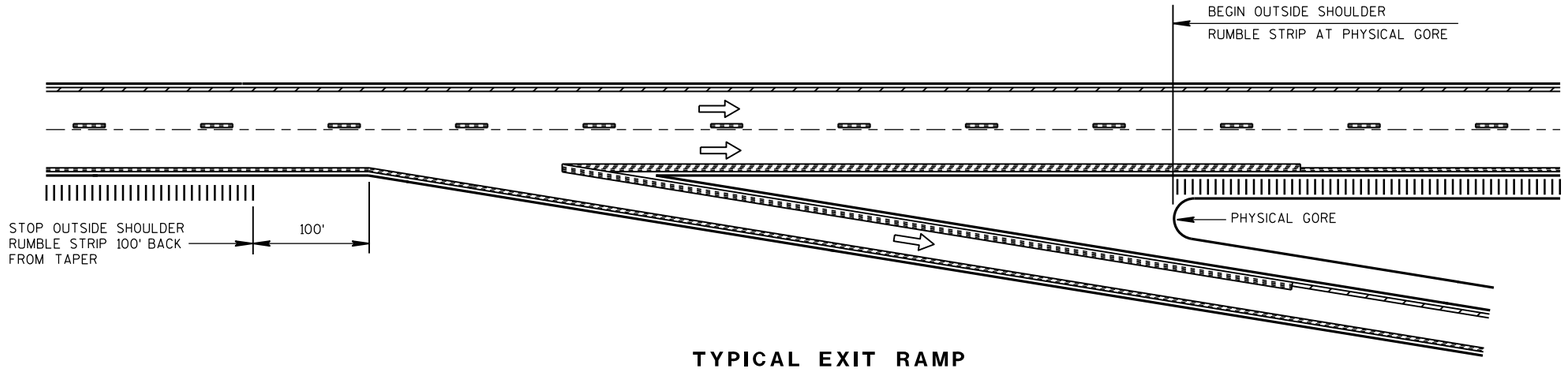
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



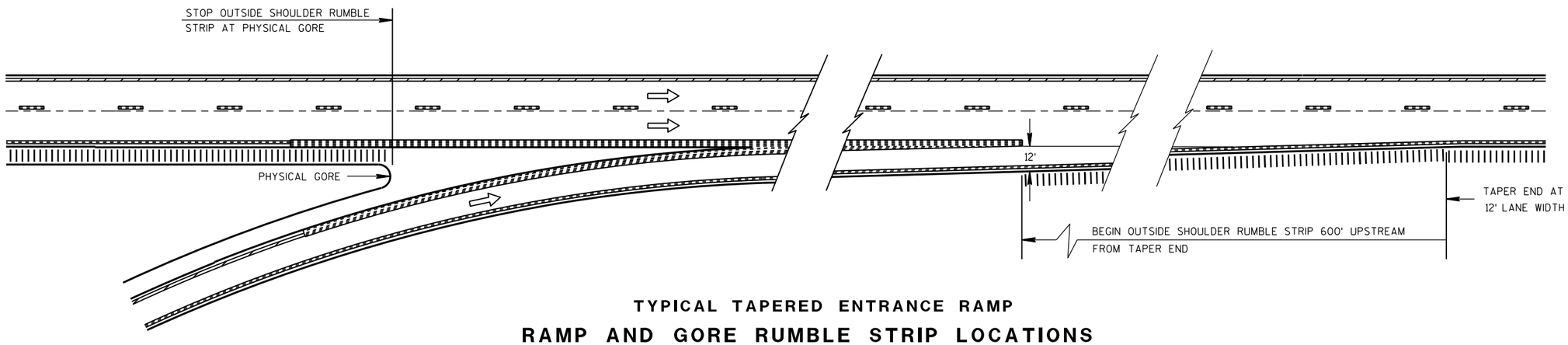
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

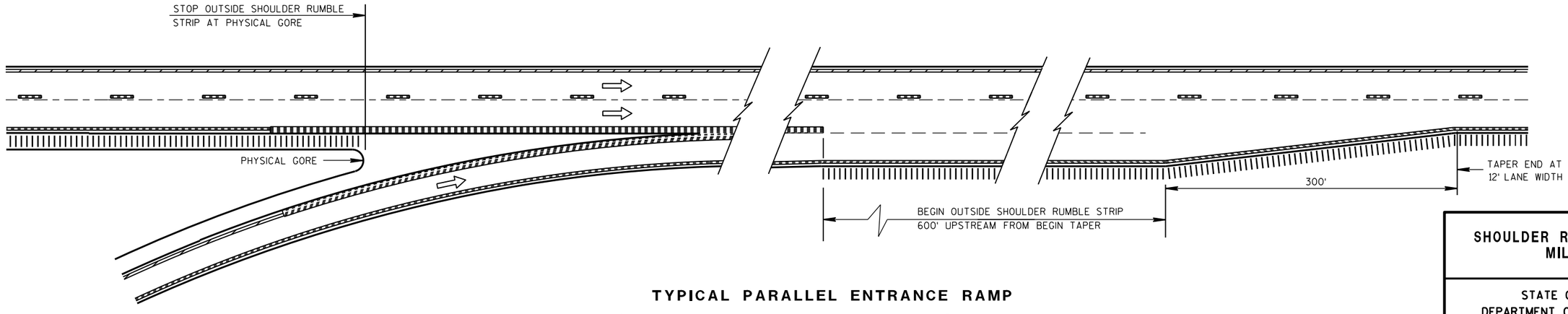
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

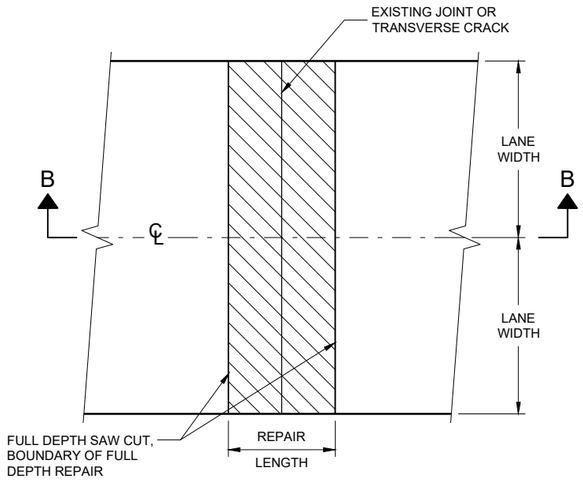
FHWA

6

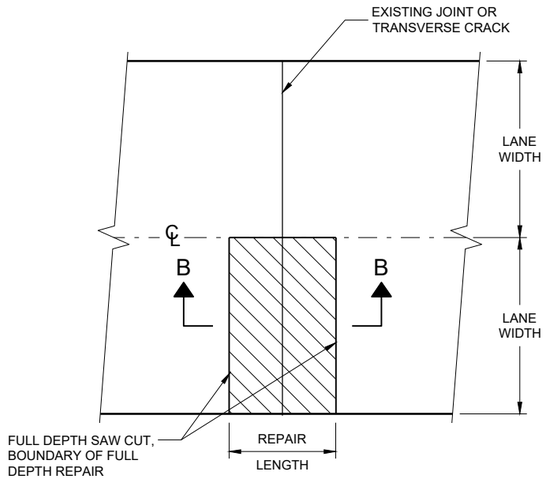
S.D.D. 13 A 5-5b

6

S.D.D. 13 A 5-5b



PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

GENERAL NOTES

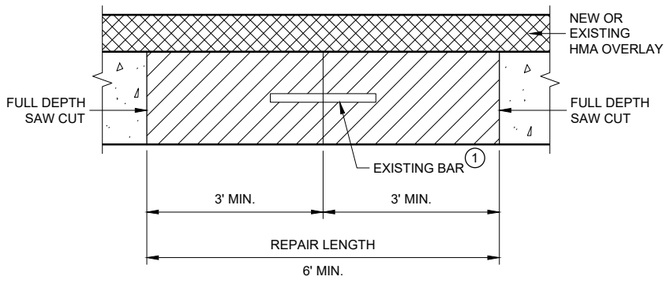
SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

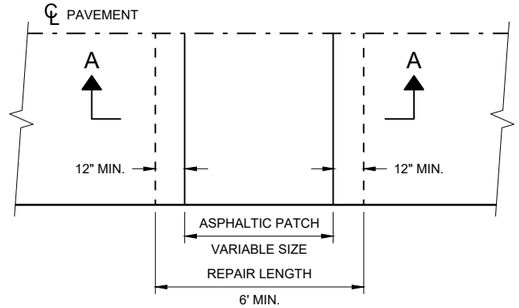
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

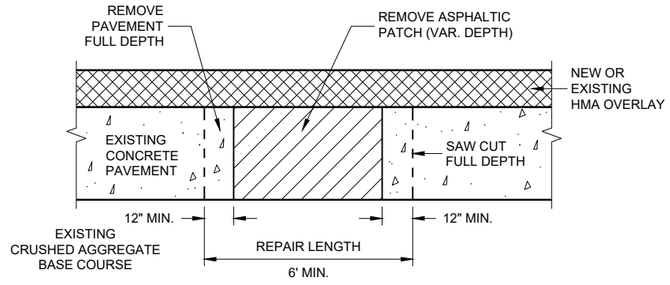
FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL



PLAN VIEW



SECTION A - A

HMA PATCH REMOVAL

BASE PATCHING CONCRETE

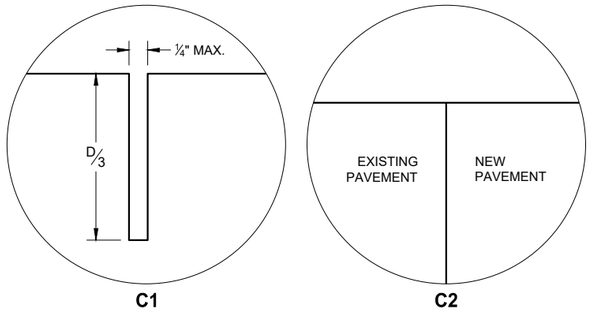
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

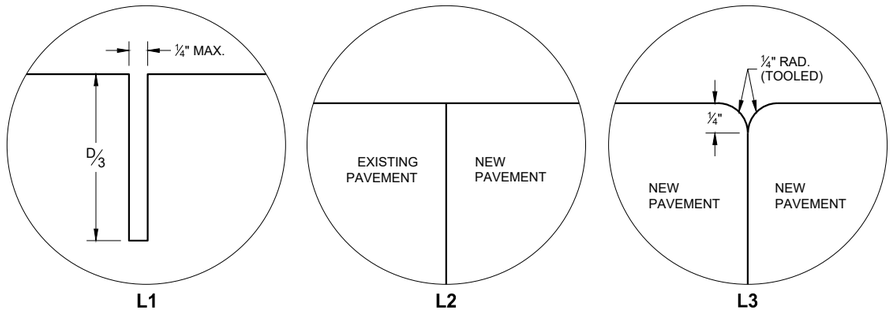
SDD 13C14 - 07a

6

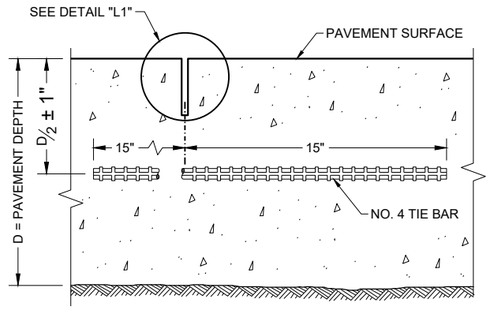
SDD 13C14 - 07a



TRANSVERSE JOINTS

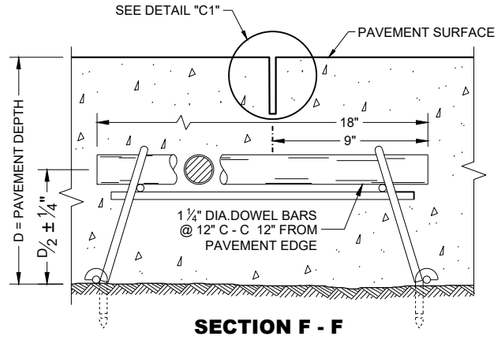


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

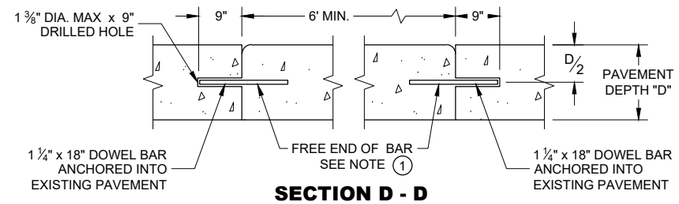
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

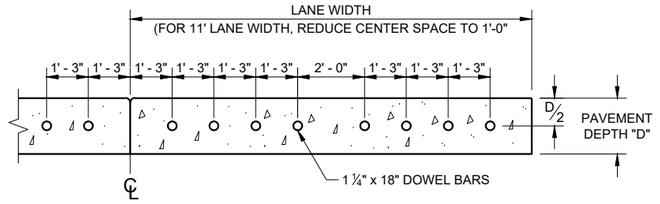
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT O EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

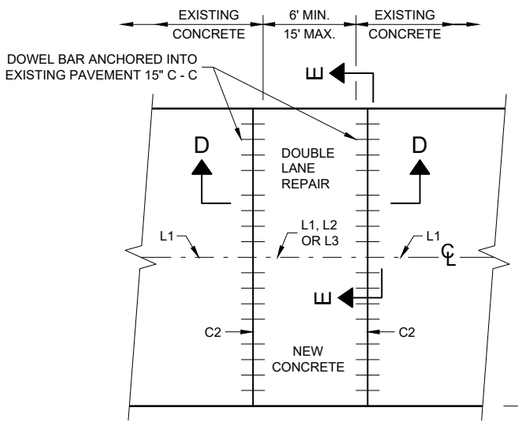


SECTION D - D



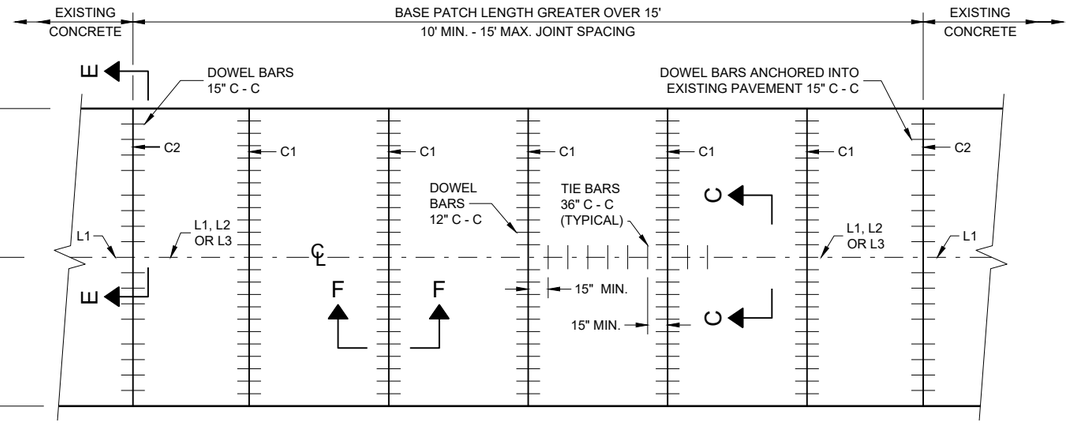
SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

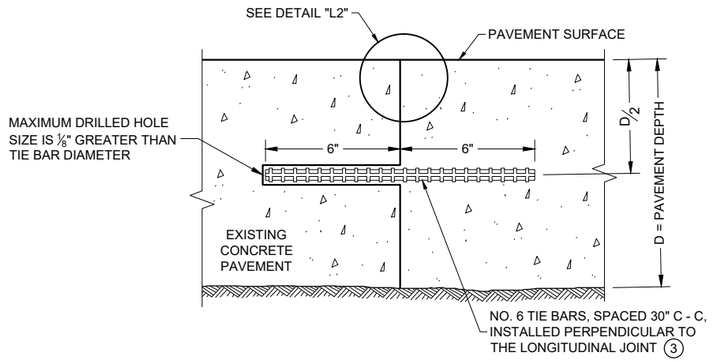
BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 13C14 - 07b

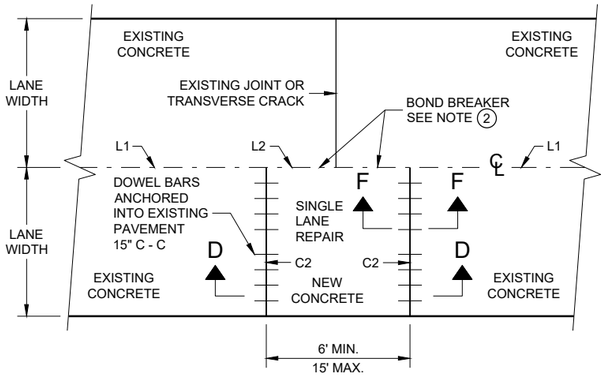
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOES WITH AN EPOXY.



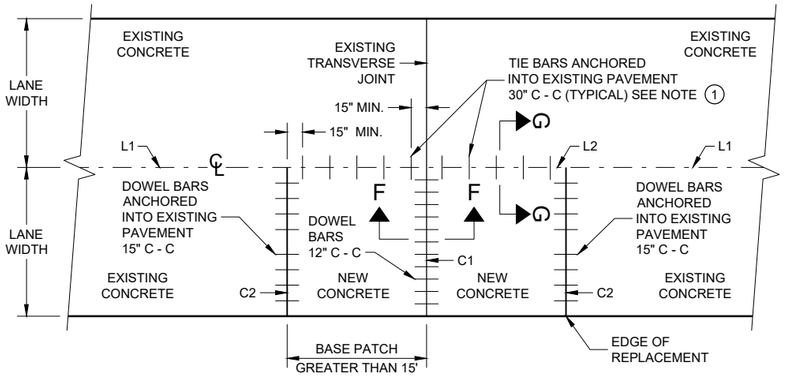
SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH
GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISOR

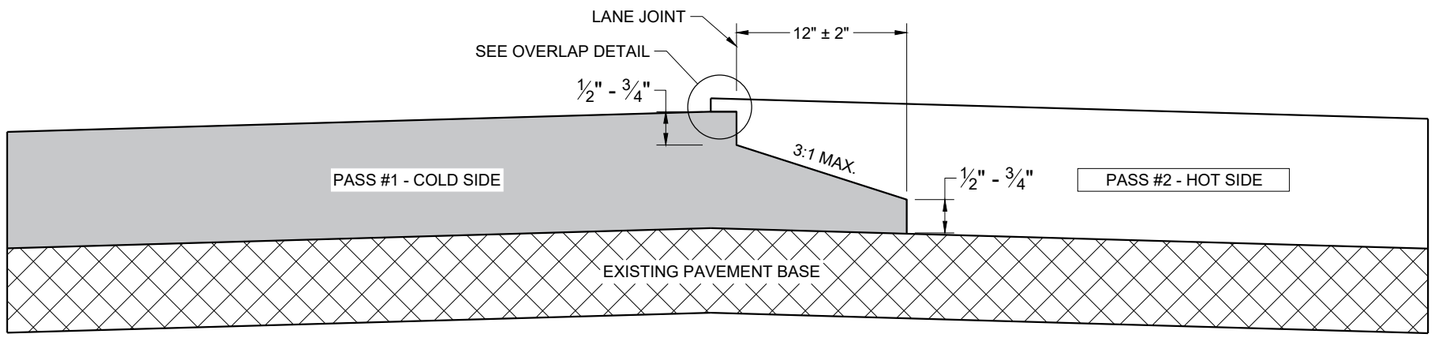
FHWA

6

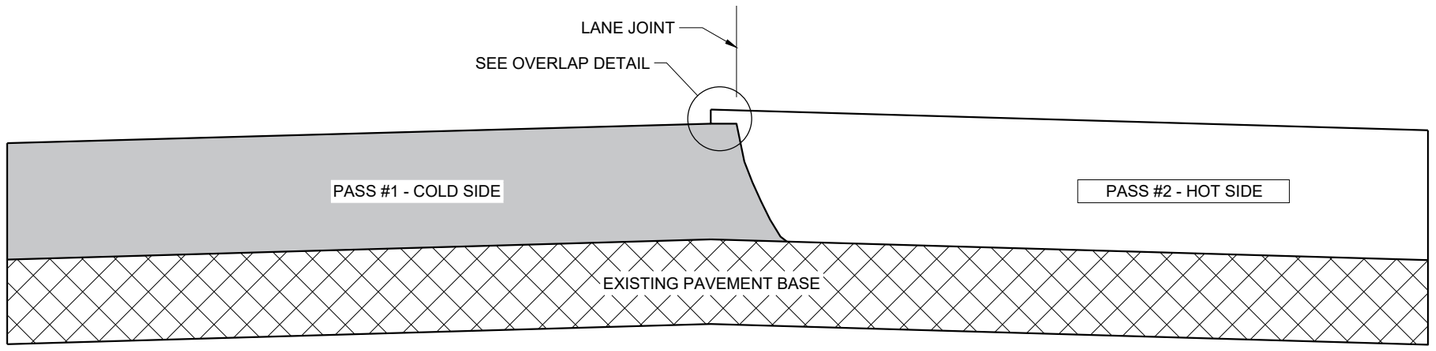
SDD 13C14 - 07c

6

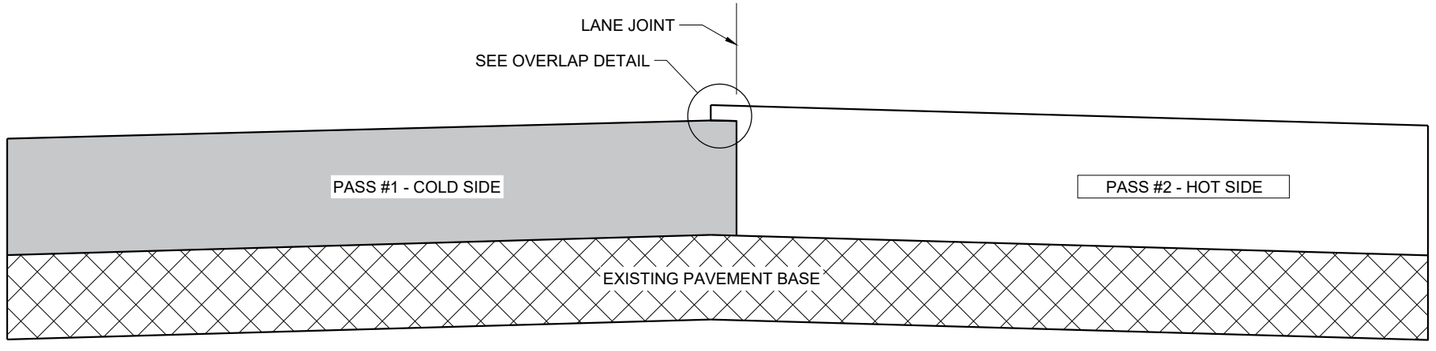
SDD 13C14 - 07c



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

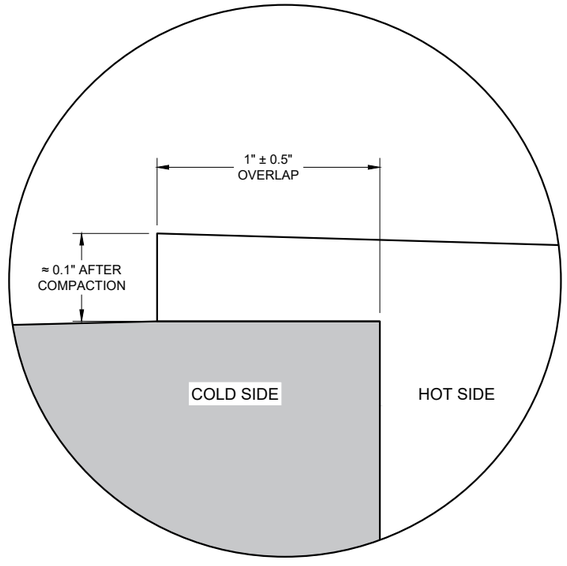
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGINEER

FHWA

GENERAL NOTES

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

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

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

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

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

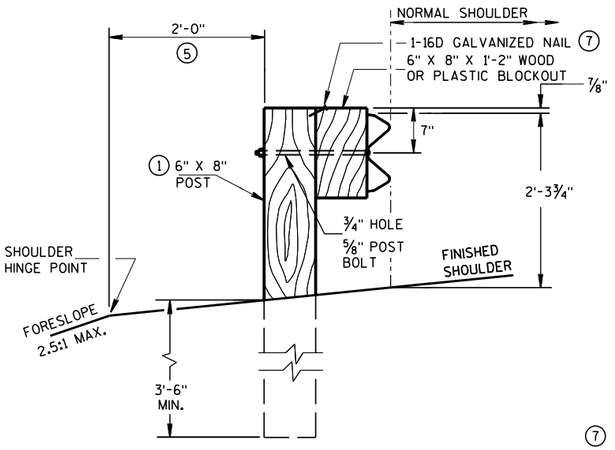
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

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

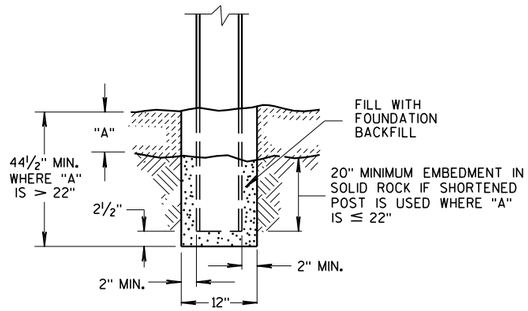
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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

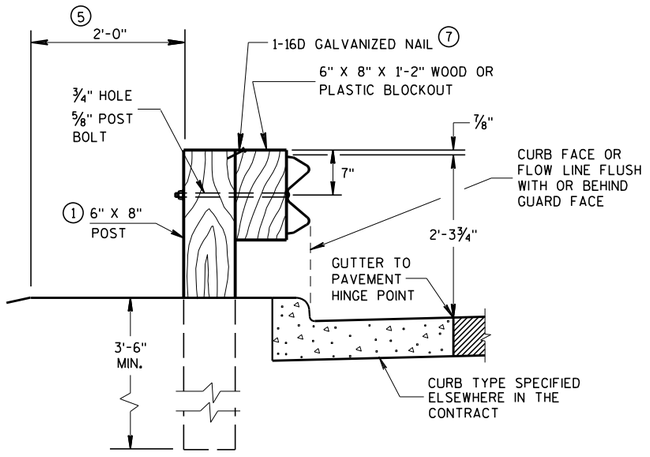
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



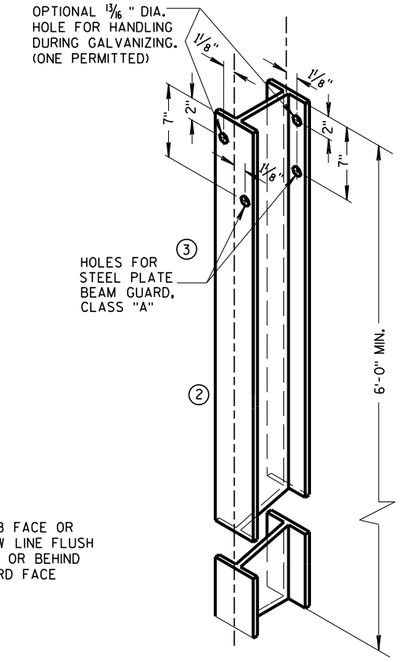
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK ⑥

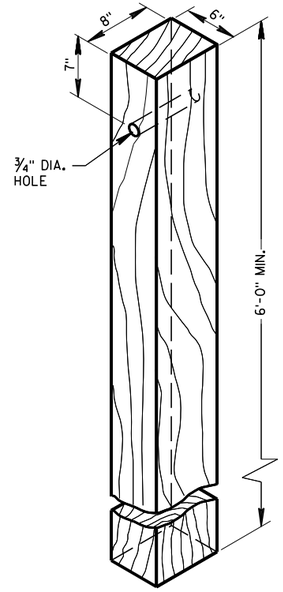


END VIEW
LOCATED ALONG A CURBED ROADWAY

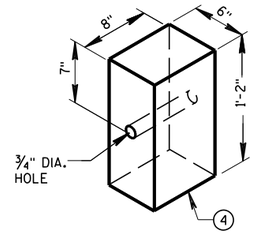


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) ①

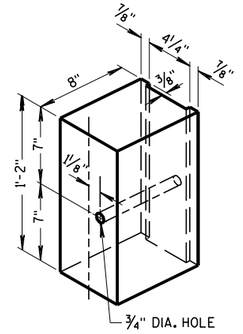
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



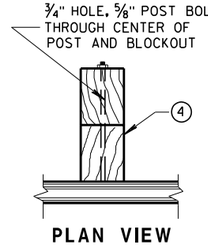
WOOD POST
(6"X8") NOMINAL



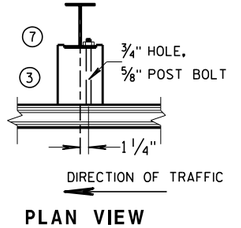
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



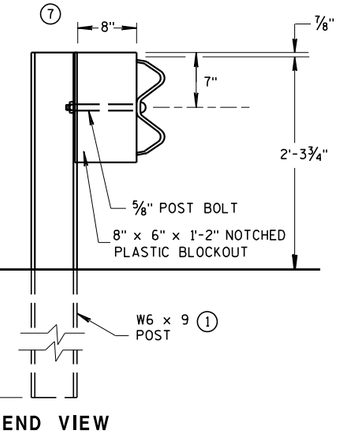
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS ①



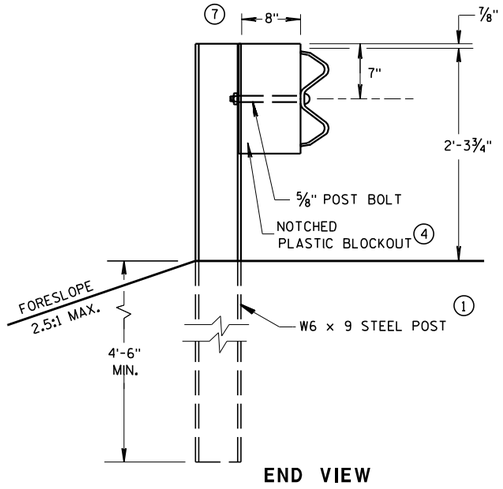
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



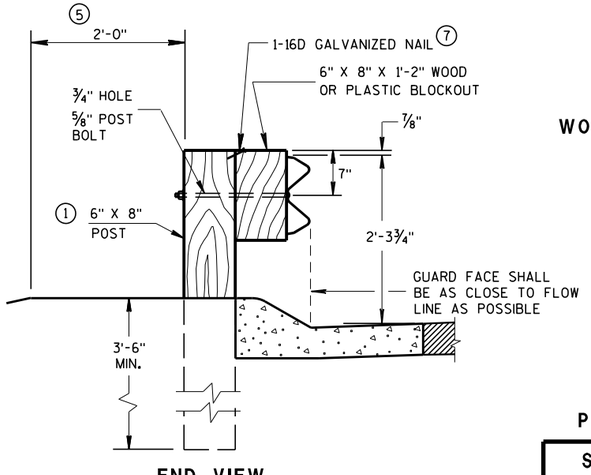
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



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



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

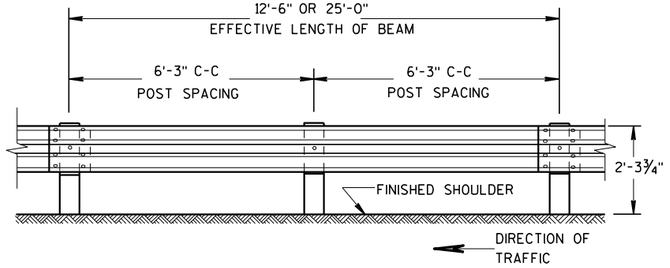
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

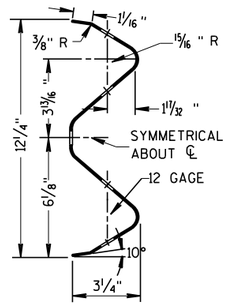
6

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

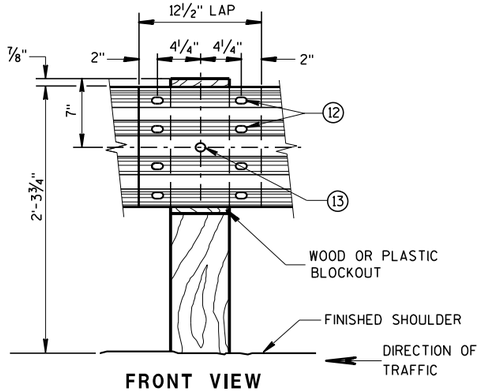


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

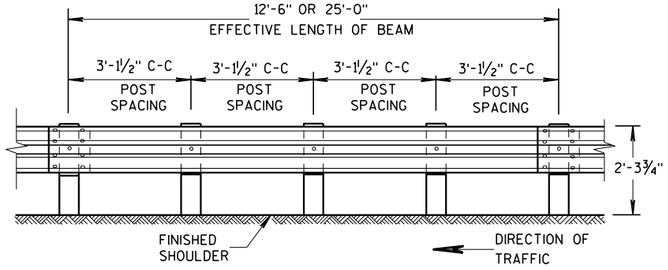
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

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

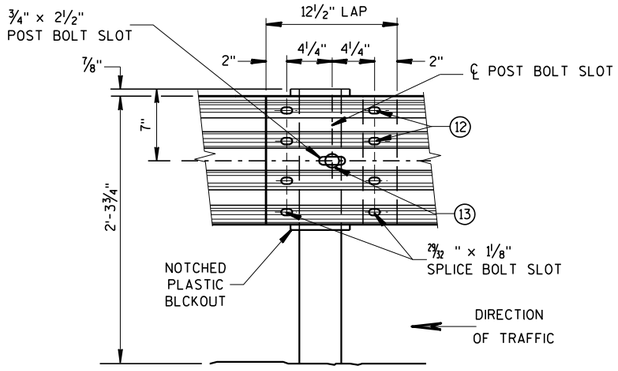
(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.



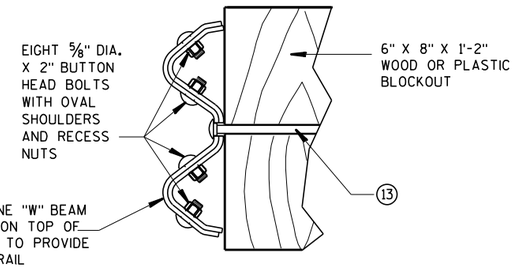
FRONT VIEW

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



FRONT VIEW

BEAM SPLICE AT STEEL POST

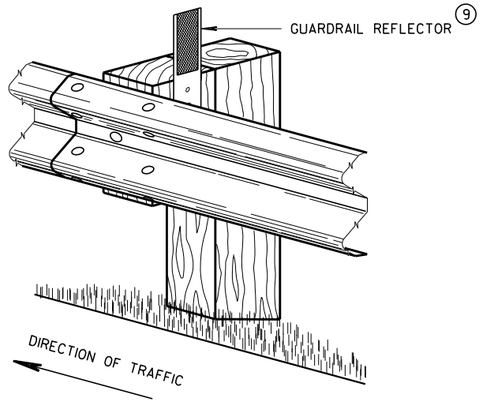


NESTED W BEAM (NW)

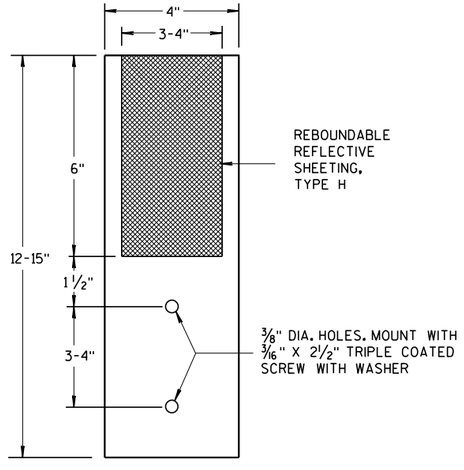
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

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



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



4"x 12" GUARDRAIL REFLECTOR

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

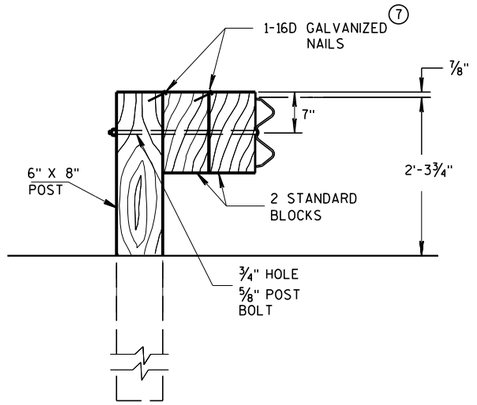
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

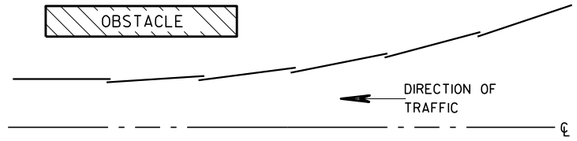
6

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

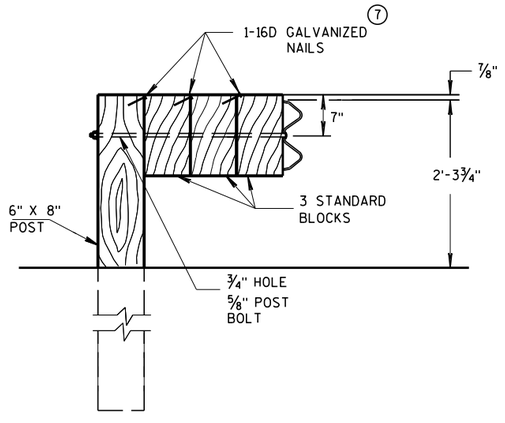


DETAIL FOR DOUBLE BLOCKS

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

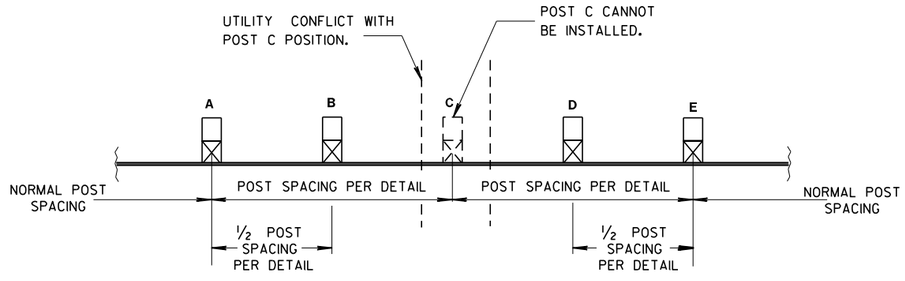


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

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



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

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

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

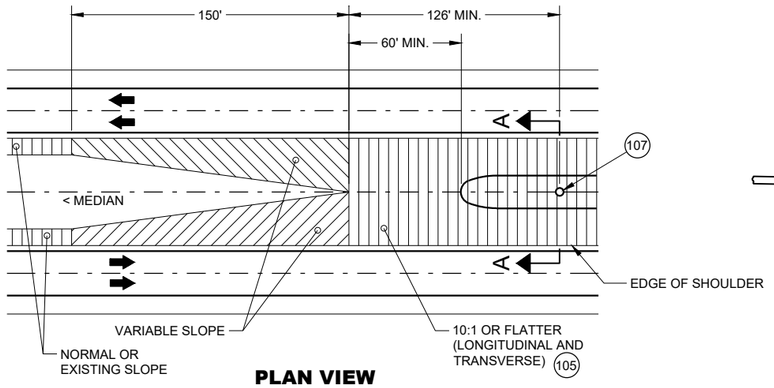
STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

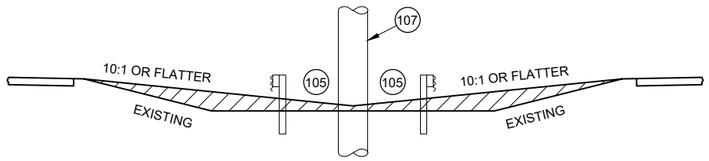
APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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



PLAN VIEW
GRADING AT BULLNOSE
(ALL INSTALLATIONS)



SECTION A -A
MEDIAN GRADING
(ALL INSTALLATIONS)

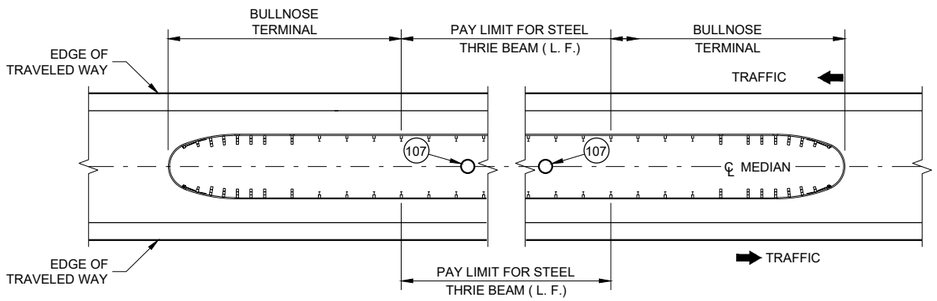
GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

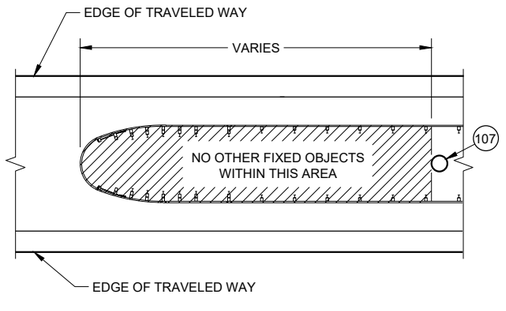
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

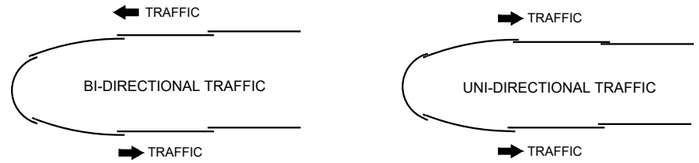
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.
- (100) DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.
- (101) U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.
- (102) NOSE CABLE WITH SWAGGED END BUTTONS.
- (103) NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).
- (104) THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.
- (105) MINIMUM WORKING WIDTH 4' - 2".
- (106) MAX. WIDTH OF SYSTEM IS 14' - 2 ½" MEASURED FROM THE BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.
- (107) FIXED OBJECT OR OTHER HAZARD.
- (108) PLAN IS TO PROVIDE STATION OFFSET TO CENTER OF POST 5 IN PLANS.



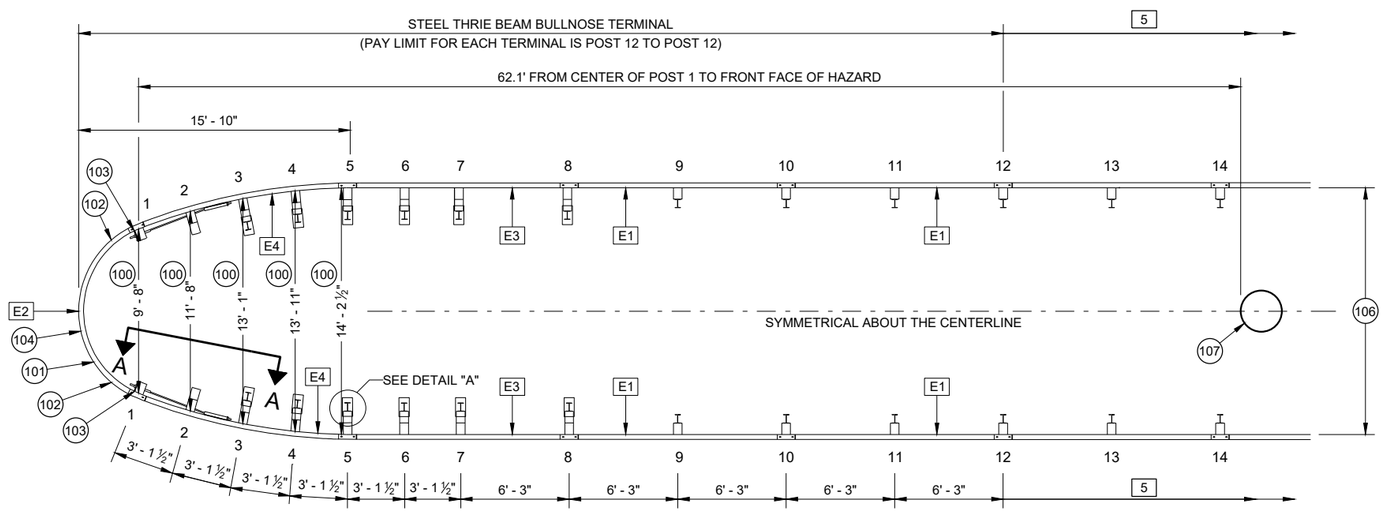
MEDIAN HAZARD PROTECTION PAY LIMITS



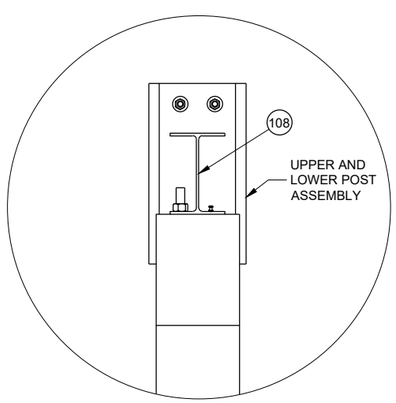
HAZARD FREE AREA
INSIDE BULLNOSE



LAPPING DETAIL



PLAN VIEW
TYPICAL BULLNOSE LAYOUT



DETAIL "A"

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 05a

SDD 14B26 - 05a

6

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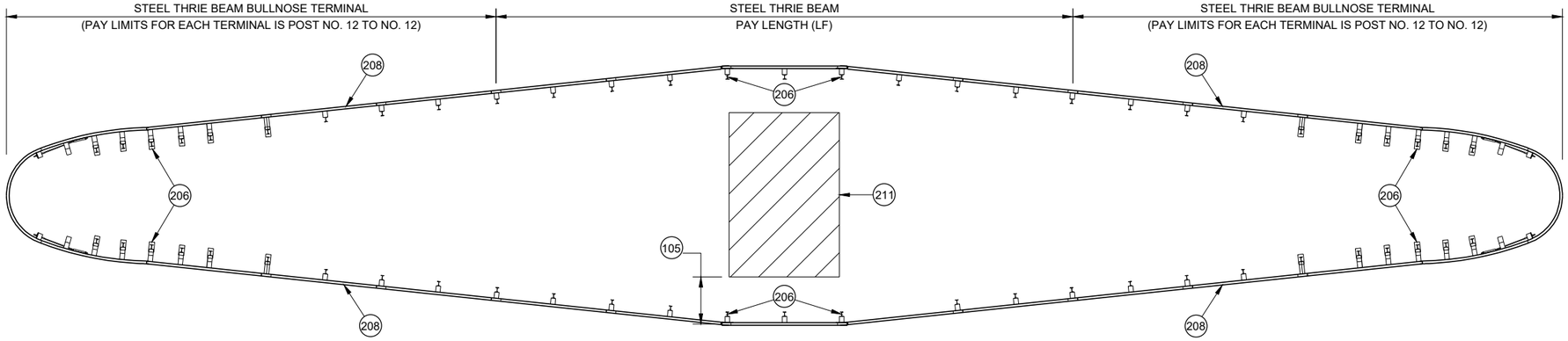


VARIABLE WIDTH BULLNOSE

GENERAL NOTES

200 6' - 3" ASYMMETRICAL 10-GAUGE W-BEAM TO THRIE BEAM GUARD TRANSITION. SEE SDD 14B45 FOR MORE INFORMATION.

201 W-BEAM RAIL. SEE SDD 14B42 FOR MORE INFORMATION.

202 SEE POST NO. 9 AND ALL STEEL THRIE BEAM POST BEYOND DETAIL.

203 SEE SDD 14B42 FOR INSTALLATION INFORMATION.

204 SEE SDD 14B45 FOR INSTALLATION DETAILS. REPLACE ASYMMETRICAL W-BEAM TO THRIE BEAM TRANSITION AND W-BEAM RAIL WITH E1. PAY FOR MODIFIED THRIE BEAM TRANSITION.

205 CONCRETE BARRIER OR BRIDGE RAIL.

206 SEE PLAN FOR STATION AND OFFSET TO CENTER OF POST.

207 SEE PLAN FOR STATION AND OFFSET TO CENTER OF SPLICE.

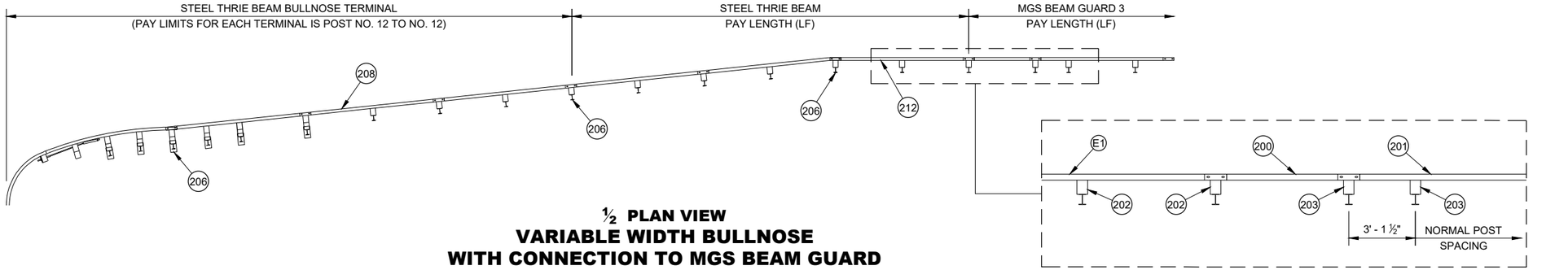
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

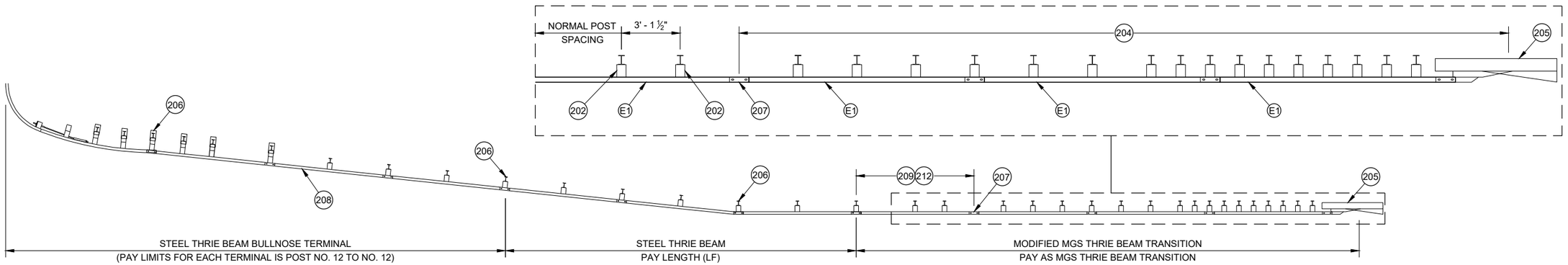
210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

211 WIDER HAZARD TO BE SHIELDED.

212 TRANSITION RAIL HEIGHT TO 31" OVER THE LENGTH OF A 12' - 6" BEAM SECTION.



½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO MGS BEAM GUARD



½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO RIGID BARRIER

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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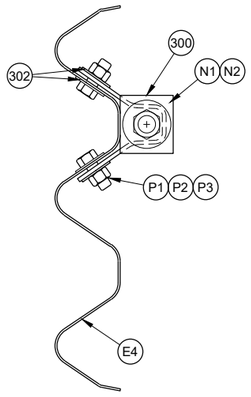
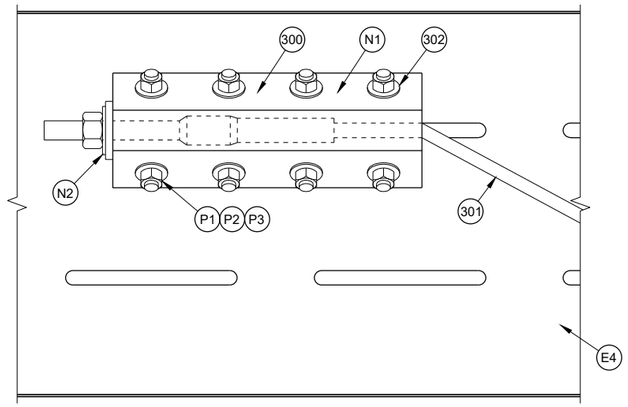
SDD 14B26 - 05b

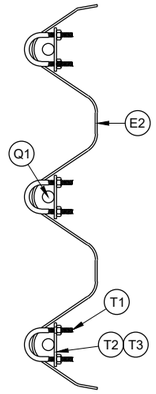


PROFILE VIEW

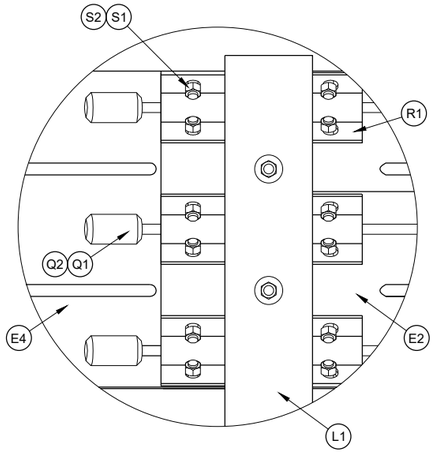
CABLE ANCHOR ASSEMBLY CONNECTION



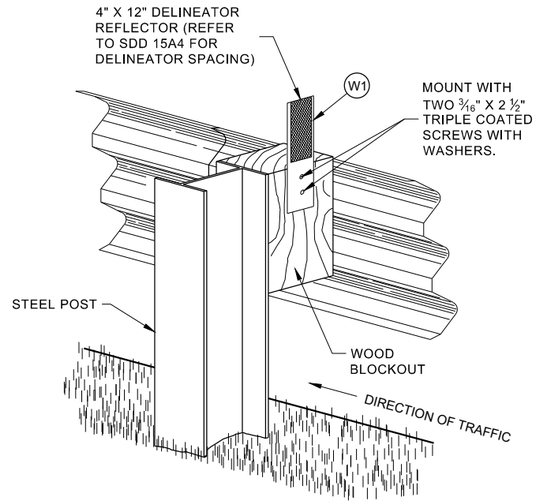
CABLE ANCHOR ASSEMBLY



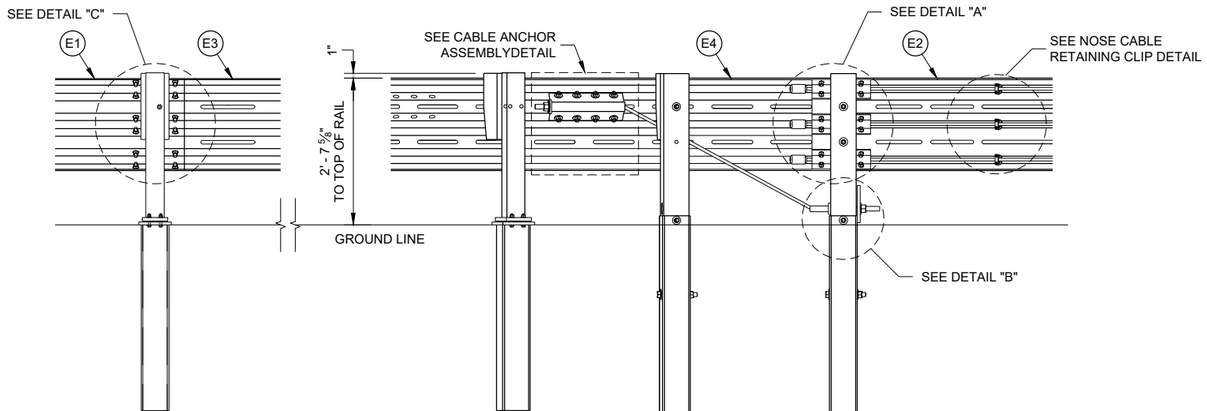
NOSE CABLE RETAINING CLIP



DETAIL "A"

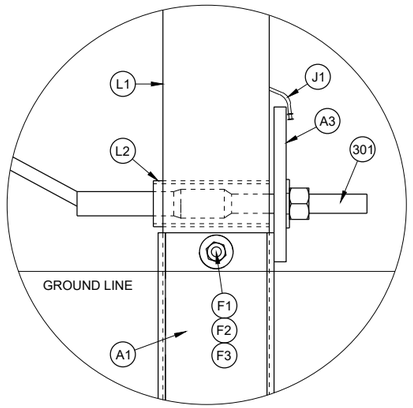


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

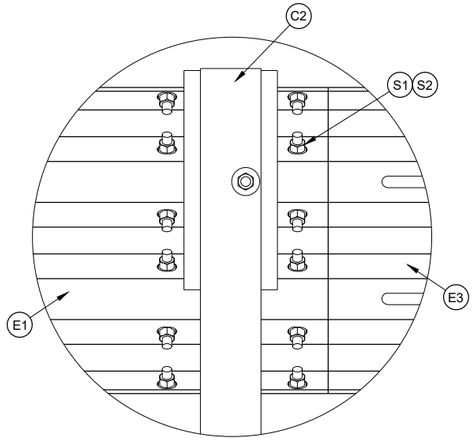


POST 8 | POST 3 | POST 2 | POST 1

CROSS SECTION A - A



DETAIL "B"



DETAIL "C" THRIE BEAM SPLICE

GENERAL NOTES

(300) SEE ANCHOR BRACKET ASSEMBLY DETAIL.

(301) SEE ANCHOR CABLE ASSEMBLY DETAIL

(302) ONE WASHER BETWEEN BOLT HEAD AND RAIL AND BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

(303) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 05c

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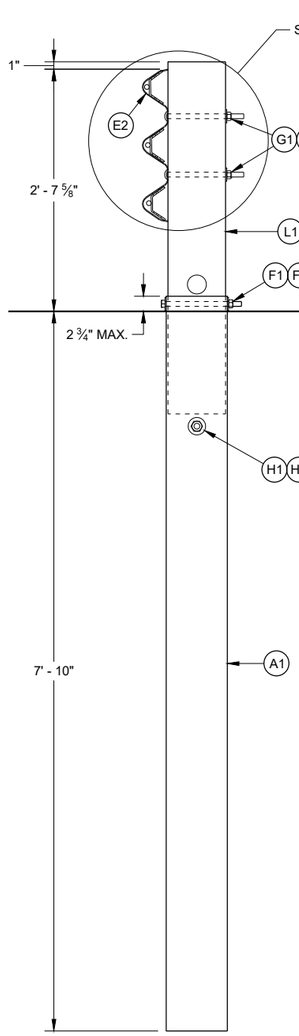
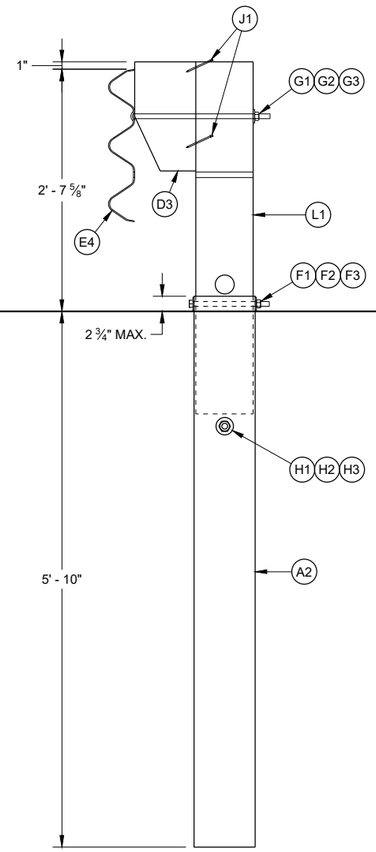
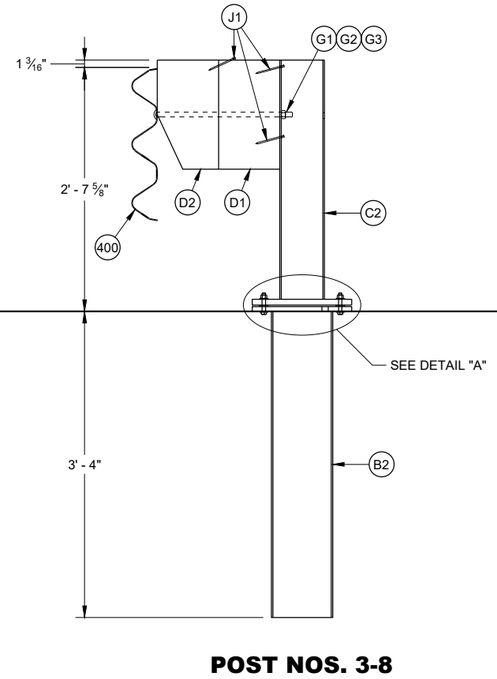
SDD 14B26 - 05c



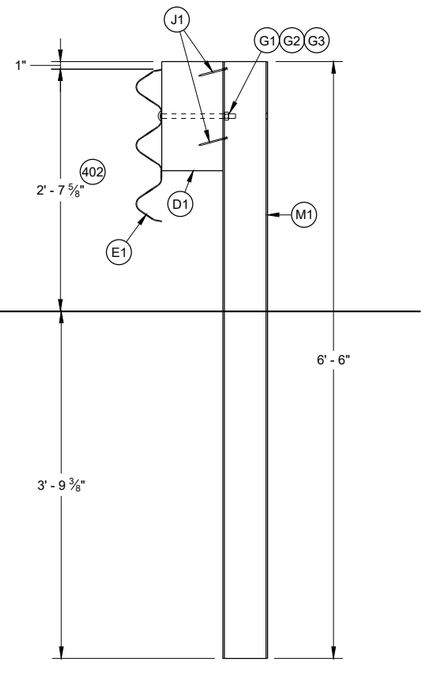
POST NO. 1



POST NO. 2



POST NOS. 3-8



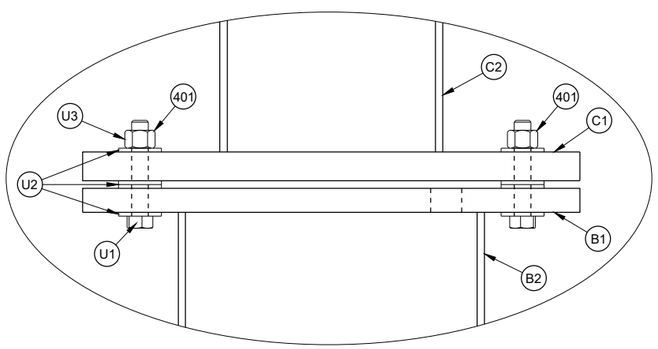
POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND

GENERAL NOTES

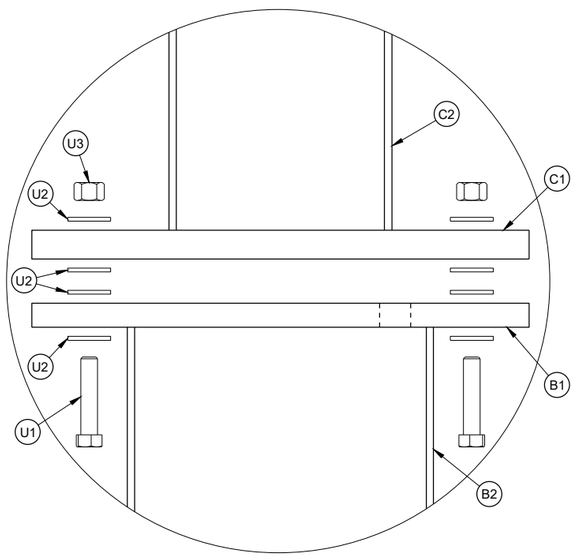
(400) RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

(401) TORQUE BOLD BETWEEN 60-75 FT-LB

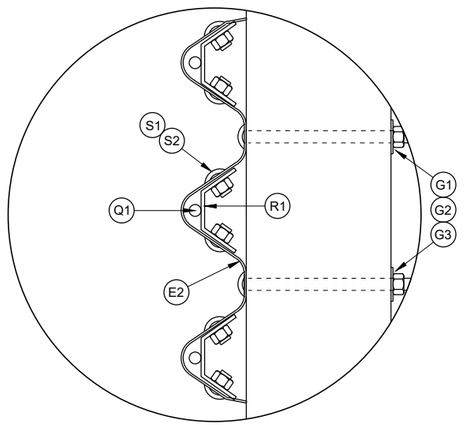
(402) HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".



DETAIL "A"



EXPLODED VIEW
DETAIL "A"



DETAIL "B"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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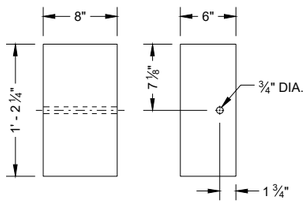
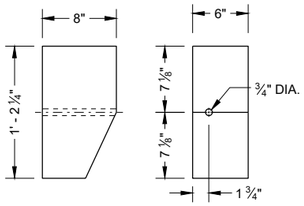


ELEVATION PROFILE

BLOCKOUT (D1)



ELEVATION PROFILE

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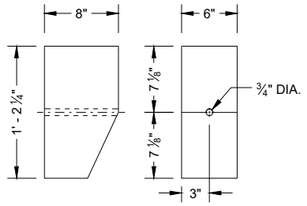

ELEVATION PROFILE

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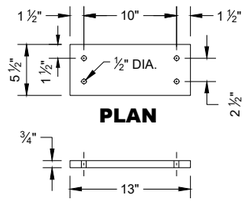
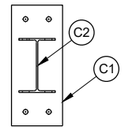


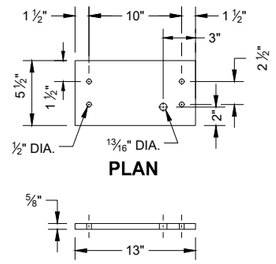
PLAN

PROFILE

UPPER SHEAR PLATE (C1)



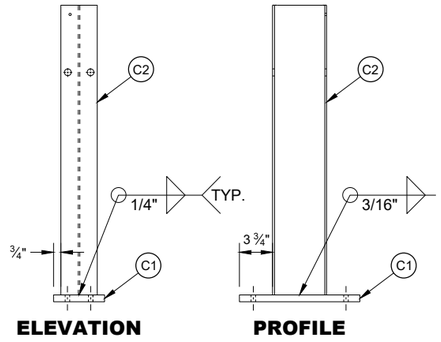
PLAN



PLAN

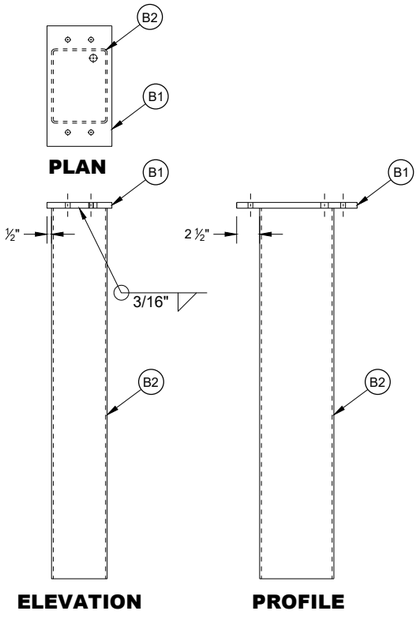
PROFILE

LOWER SHEAR PLATE (B1)



ELEVATION PROFILE

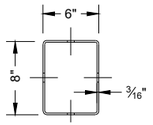
UPPER POST ASSEMBLY



PLAN

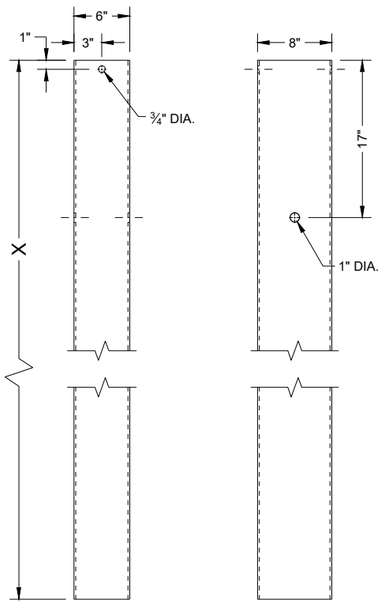
ELEVATION PROFILE

LOWER POST ASSEMBLY



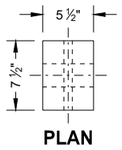
PLAN

PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 4"

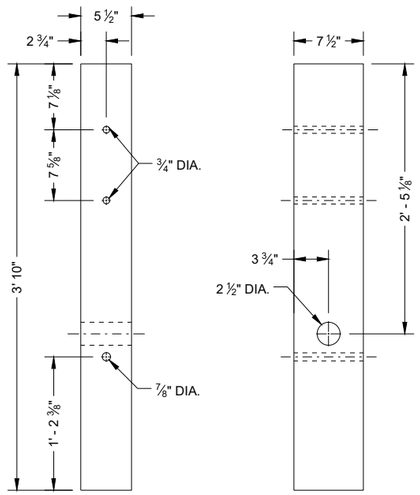


ELEVATION PROFILE

FOUNDATION TUBE

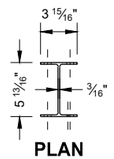


PLAN

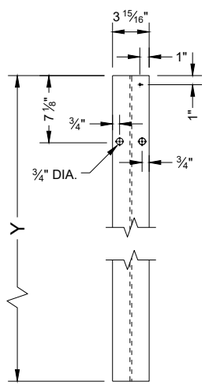


ELEVATION PROFILE

BCT POST (L1)



PLAN



ELEVATION

POST

PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 7 5/8"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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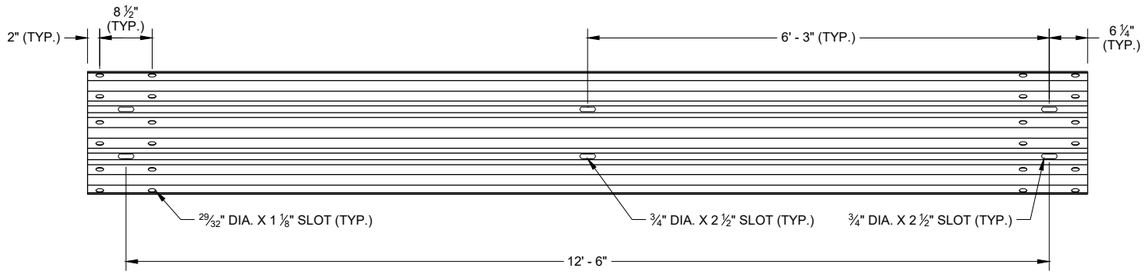
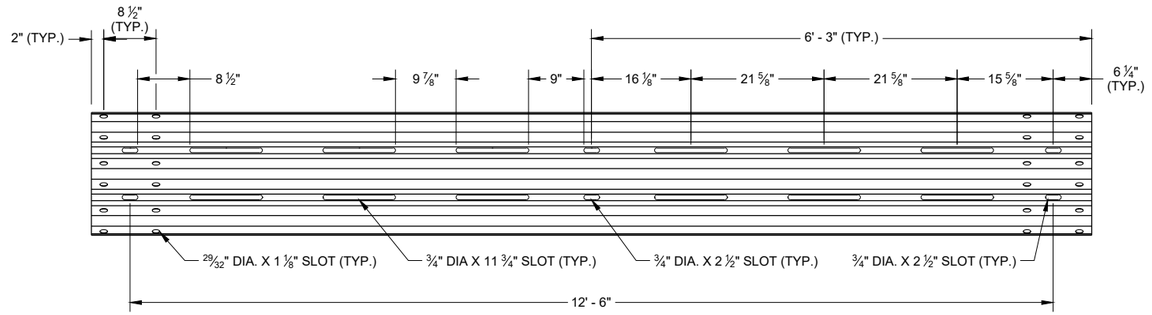
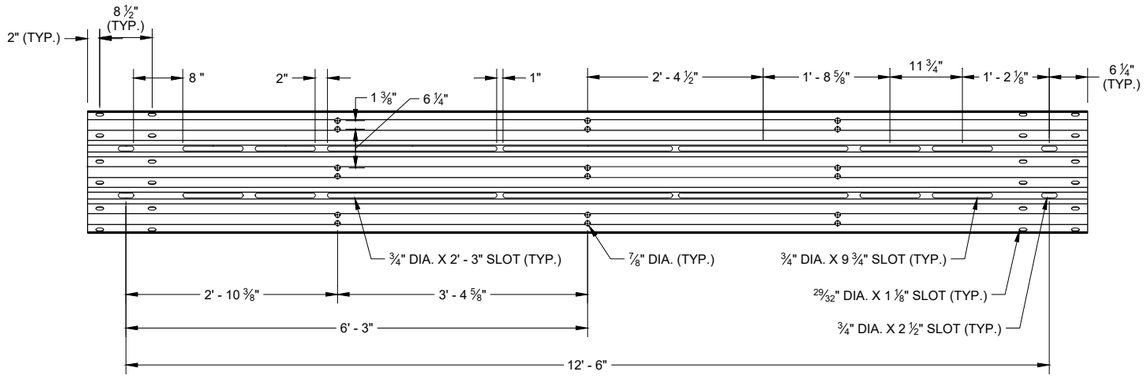
6



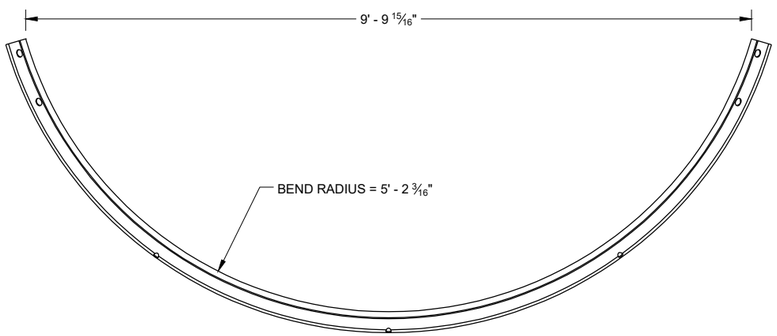
SLOTTED THRIE BEAM RAIL E1



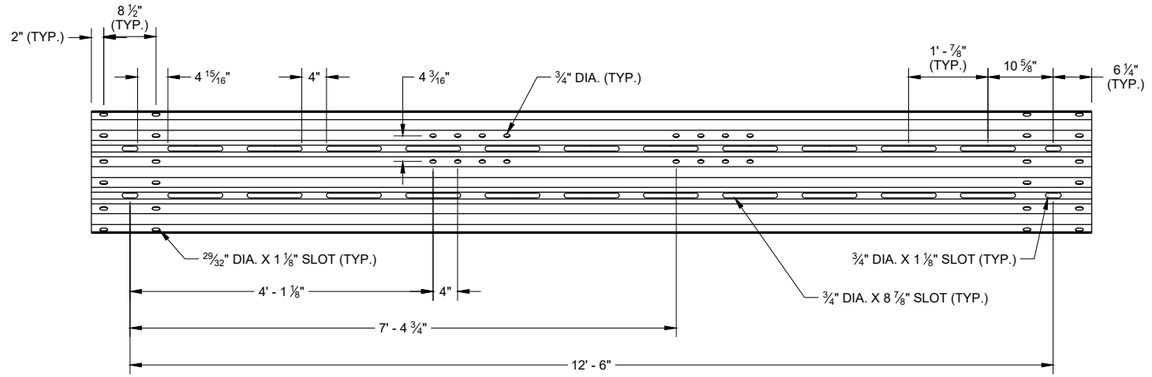
SLOTTED THRIE BEAM RAIL E3



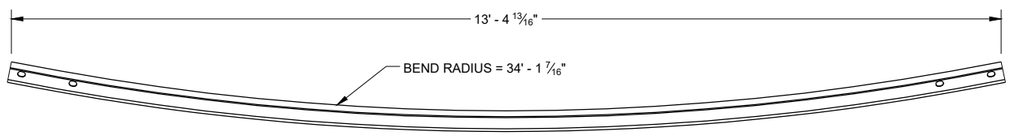
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E2



PLAN VIEW
SLOTTED THRIE BEAM RAIL E2



ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E4



PLAN VIEW
SLOTTED THRIE BEAM RAIL E4

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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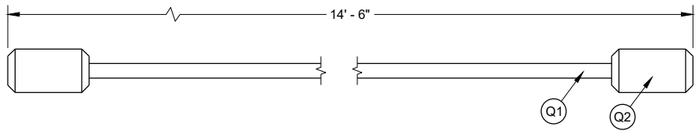
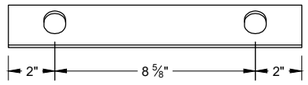
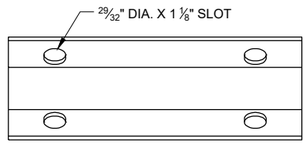


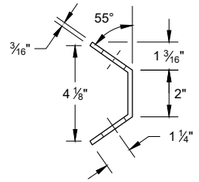
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

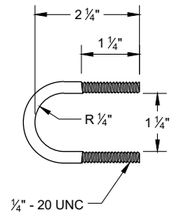


ELEVATION VIEW

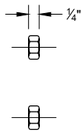


PROFILE VIEW

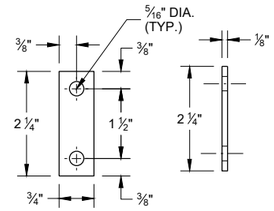
NOSE CABLE ANCHOR (R1)



U - BOLT (T1)

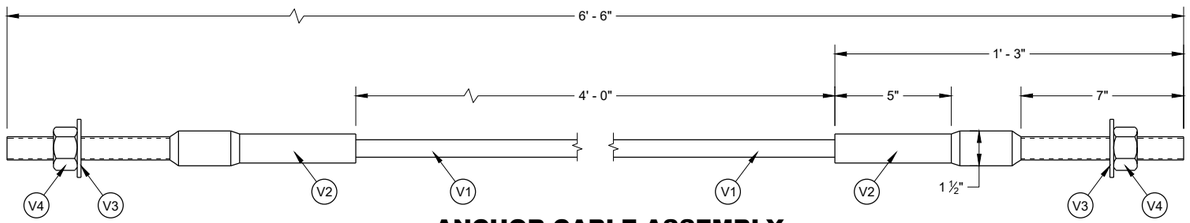


U - BOLT NUT (T3)

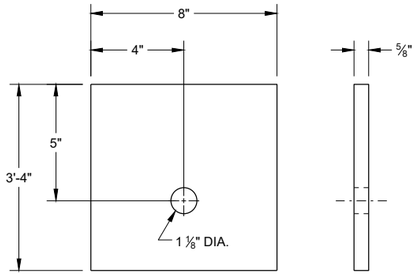


ELEVATION VIEW **PROFILE VIEW**

U - BOLT PLATE WASHER (T2)

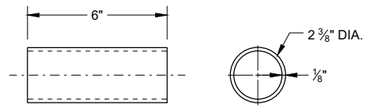


ANCHOR CABLE ASSEMBLY



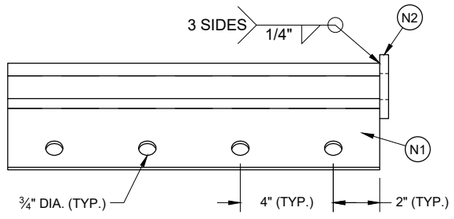
ELEVATION VIEW **PROFILE VIEW**

BCT BEARING PLATE (A3)

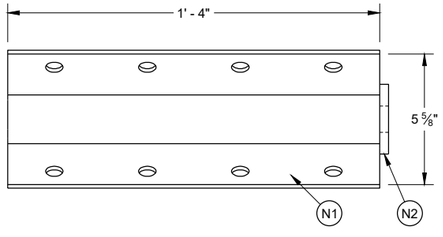


ELEVATION VIEW **PROFILE VIEW**

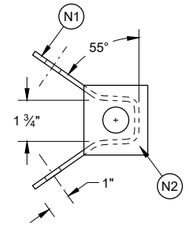
BCT POST SLEEVE (L2)



PLAN VIEW

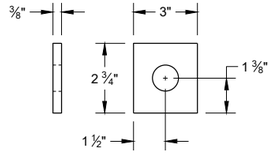


ELEVATION VIEW



PROFILE VIEW

ANCHOR BRACKET ASSEMBLY (N1)



ANCHOR BRACKET END PLATE (N2)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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BILL OF MATERIALS LIST

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B1	LOWER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B2	LOWER SLIP POST ASSEMBLY - TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
C1	UPPER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
C2	UPPER SLIP POST ASSEMBLY - POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
D1	BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D2	TAPERED BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D3	TAPERED BLOCK FOR BCT POST - WOOD	WISDOT SPEC. 614
E1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E2	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
E3	THRIE BEAM RAIL - PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E4	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
F1	5/8" DIA. HEX HEAD GROUND STRUT AND YOKE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
F2	5/8" DIA. GROUND STRUT AND YOKE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
F3	GROUND STRUT AND YOKE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
G1	5/8 " DIA. POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G2	POST BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G3	POST BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
H1	7/8" DIA. SOIL TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
H2	SOIL TUBE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDEN WASHER ONLY)
H3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
J1	16D DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)
L1	BCT TIMBER POST	WISDOT SPEC. 614 S4S FINISH ON 4 SIDE
L2	BCT POST SLEEVE	AASHTO M111/ASTM A123 2 3/8" OD ASTM 53 GRADE B
M1	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
M2	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N1	ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N2	ANCHOR BRACKET - BEARING PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
P1	5/8" DIA. ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
P2	ANCHOR BRACKET BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
P3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
Q1	5/8" DIA. NOSE CABLE	6X19 AASTHO M30 / ASTM A741 XIPS INDEPENDENT WIRE CORE (IWRC) PR 6X25 XIPS, IWRC NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
Q2	NOSE CABLE-SWAGE BUTTON	COLD TUFF BUTTON, S-409 SIZE NO. 12 STOCK NUMBER 1040395 OR ANY OTHER SIMILAR SIZED WAGED-GRIP-BUTTON FERRULES. ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FIELD SWAGED PER MANUFACTURERS RECOMMENDATION. NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
R1	NOSE CABLE ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
S1	5/8" DIA. SPLICE BOLT - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
S2	SPLICE - BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD 5/8" ASTM A563DH OR SAE J995 GRADE 5
T1	1/4" DIA. NOSE CABLE - U BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
T2	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
T3	U-BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
U1	7/16" DIA. SLIP POST ASSEMBLY - BREAKAWAY BOLT	ASTM A153 OR B695 CLASS 55 OR F2329 UNC FULLY THREADED HEX HEAD TAP BOLT ASTM A449 OR SAE J429 GRADE 5
U2	7/16" DIA. SLIP POST ASSEBLY - BREAKAWAY BOLT - WASHER	ASTM F436 TYPE I (HARDEN TYPICALLY USED WITH STEEL) GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO POST BOLT CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 55, F2329
U3	SLIP POST ASSEBLY - BREAKAWAY BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / STM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
V1	¾" DIA. BCT CABLE	AASHTO M30 / ASTM A741 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN BREAKING STRENGTH OF 42.7 KIPS
V2	ANCHOR CABLE-SWAGE FITTING	UNC ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FACTORY SWAGED. MIN. BREAKING STRENGTH OF 42.7 KIPS. ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."
V3	1" DIA. ANCHOR CABLE-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V4	1" DIA. ANCHOR CABLE-NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
W1	REFLECTOR	SEE SDD 15A4

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SDD 14B26 - 05h

SDD 14B26 - 05h

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

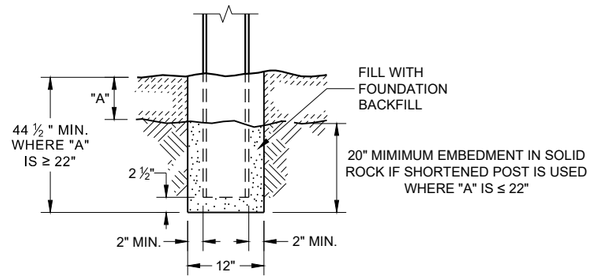
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

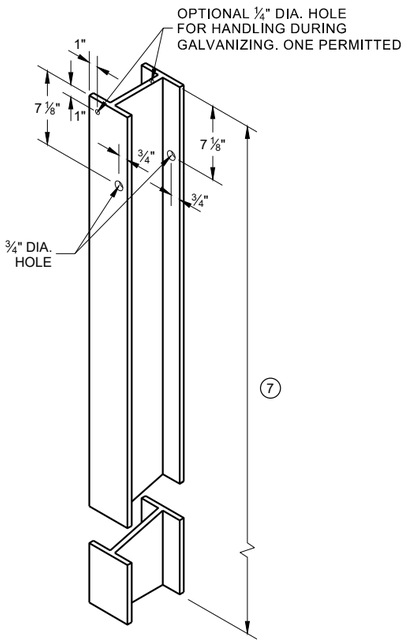
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

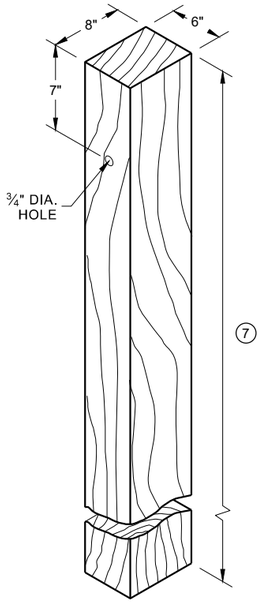
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



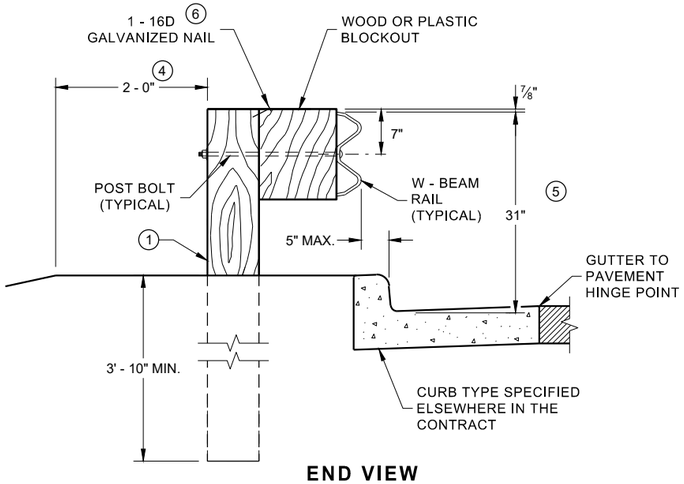
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



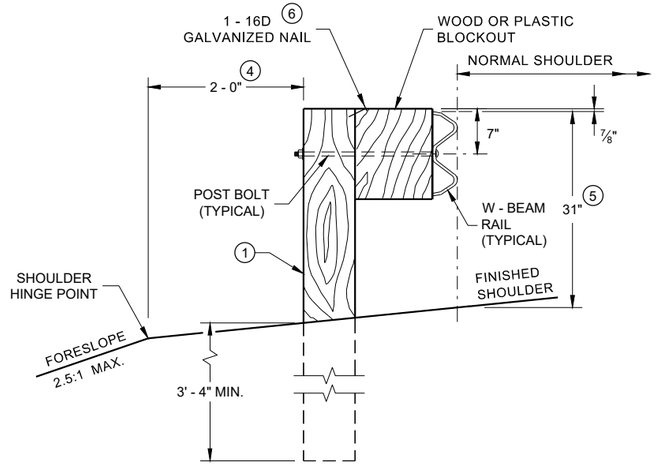
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



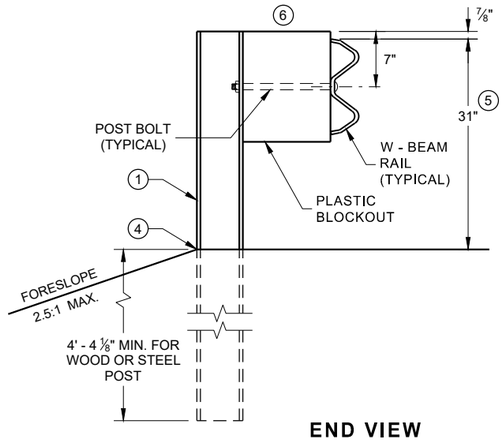
WOOD POST (6" X 8") NOMINAL (1)



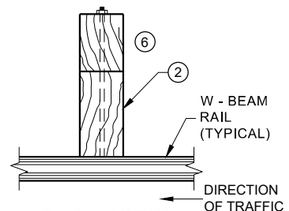
END VIEW
LOCATED ALONG A CURBED ROADWAY



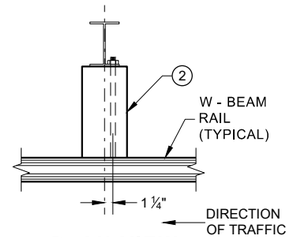
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



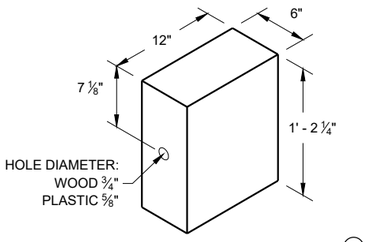
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07a

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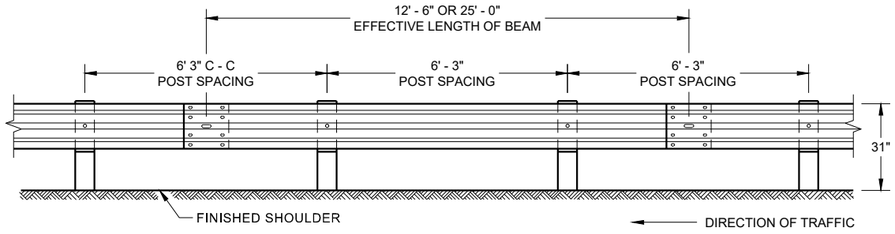
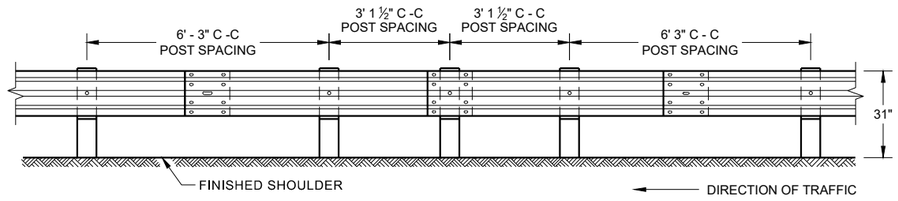
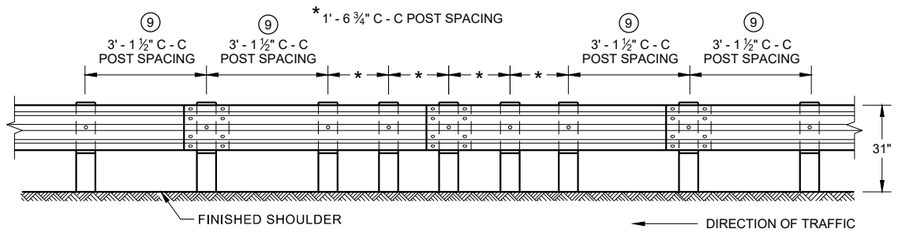


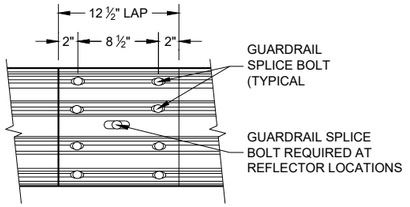
FRONT VIEW
POST SPACING STANDARD INSTALLATION



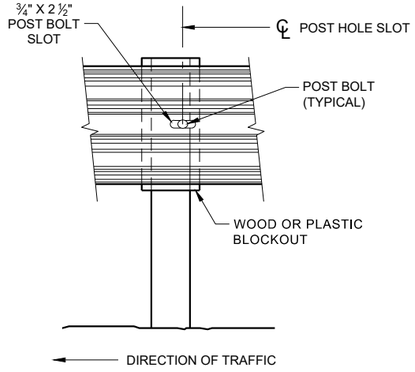
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



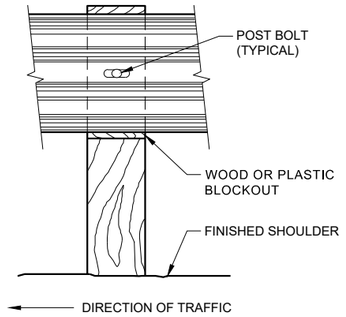
FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE



FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST

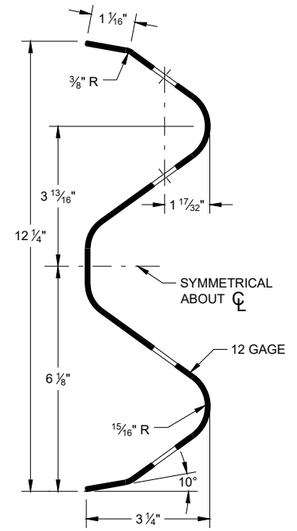
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

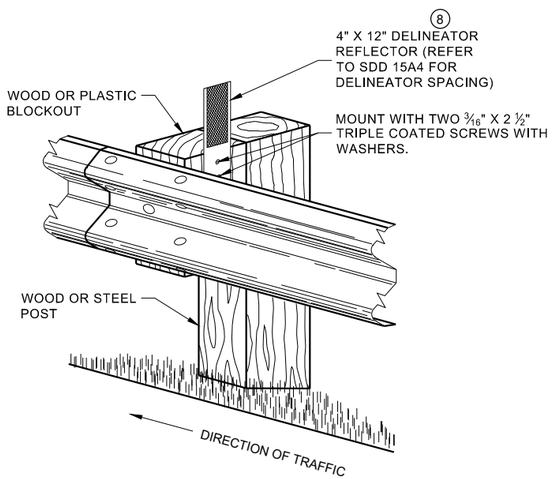
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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

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



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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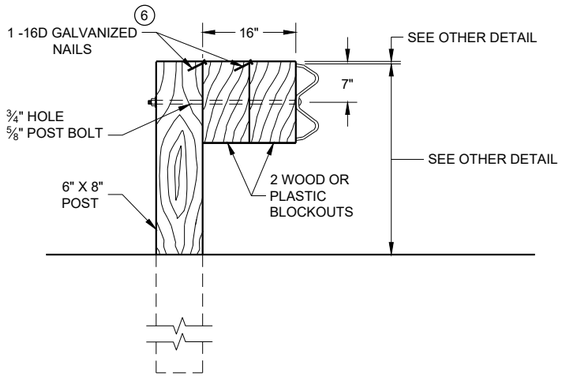
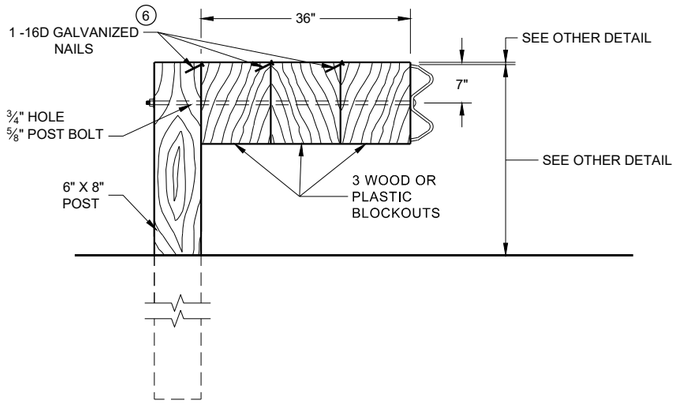


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



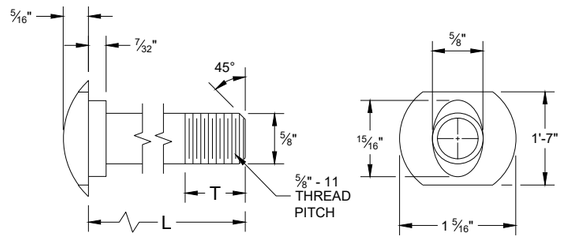
DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

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

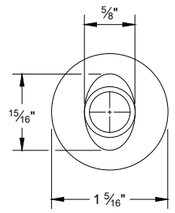
NOTE:

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

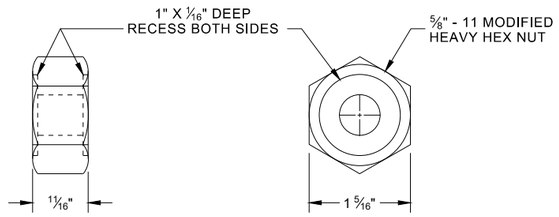


POST BOLT TABLE

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

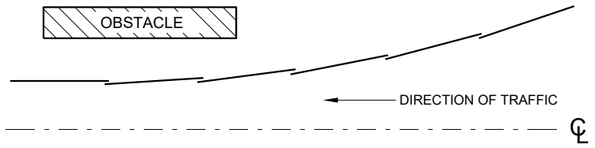


ALTERNATE BOLT HEAD

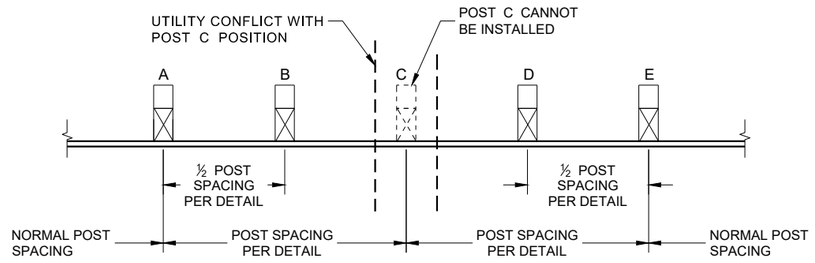


POST BOLT, SPLICE BOLT AND RECESS NUT

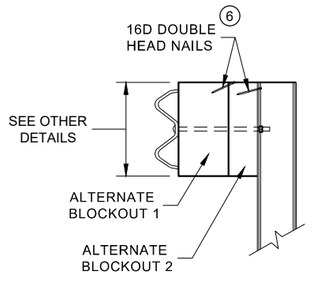
6 WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



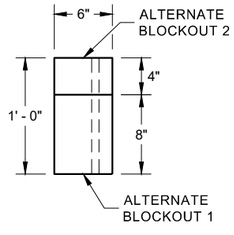
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

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SDD 14B42 - 07c

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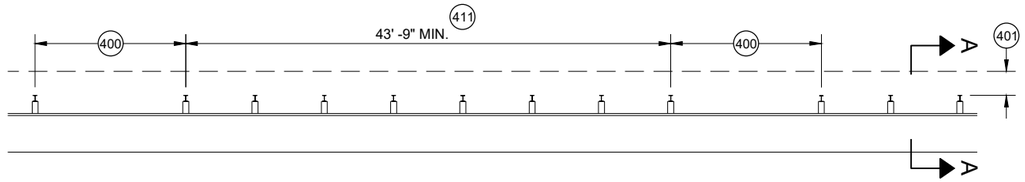
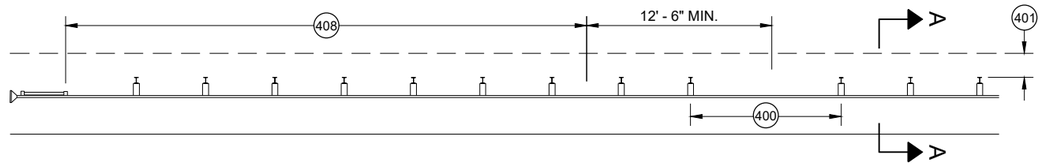
SDD 14B42 - 07c

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

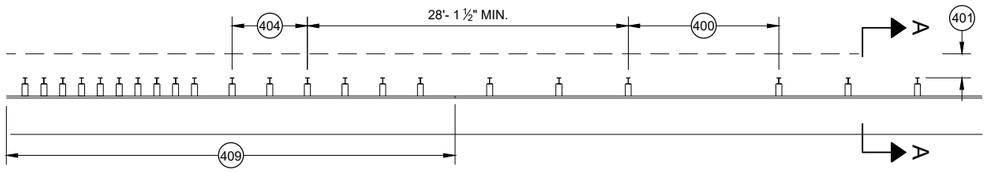
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



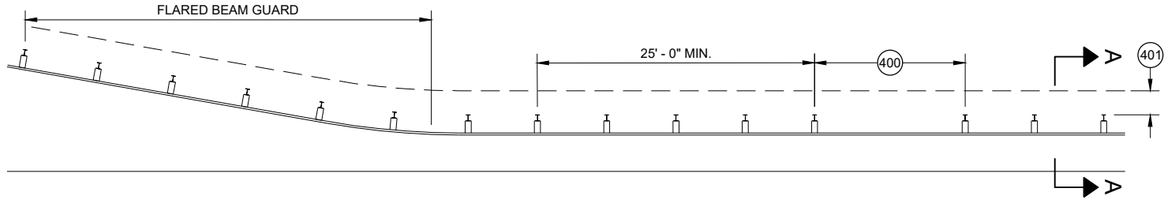
MISSING POST IN MGS GUARDRAIL



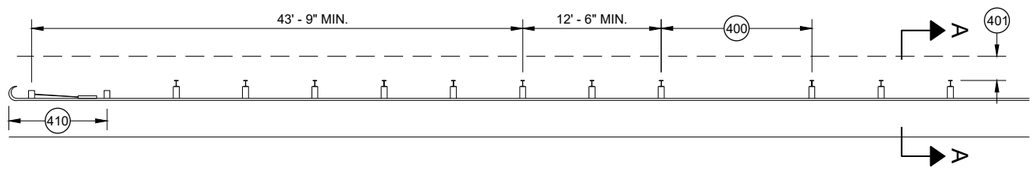
MISSING POST IN MGS GUARDRAIL NEAR EAT



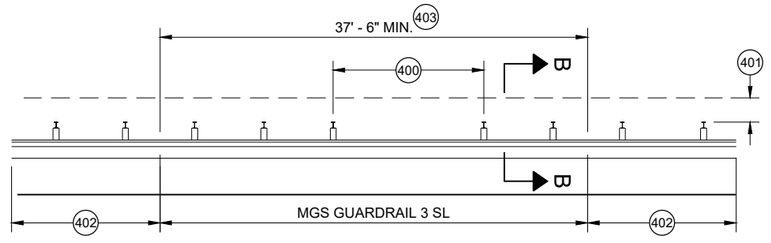
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

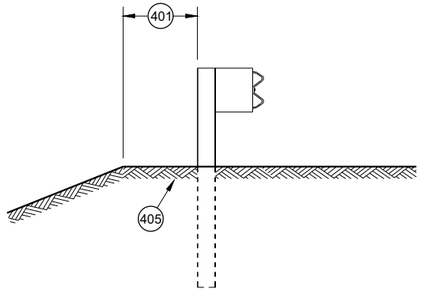


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

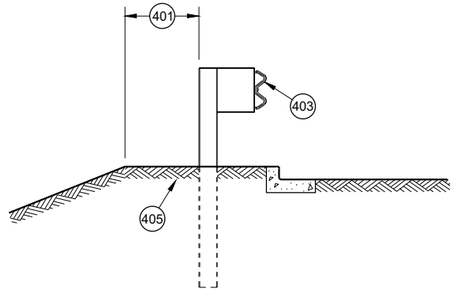


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

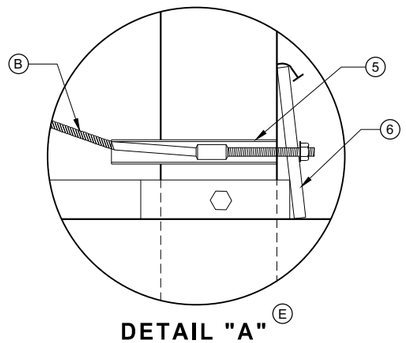
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

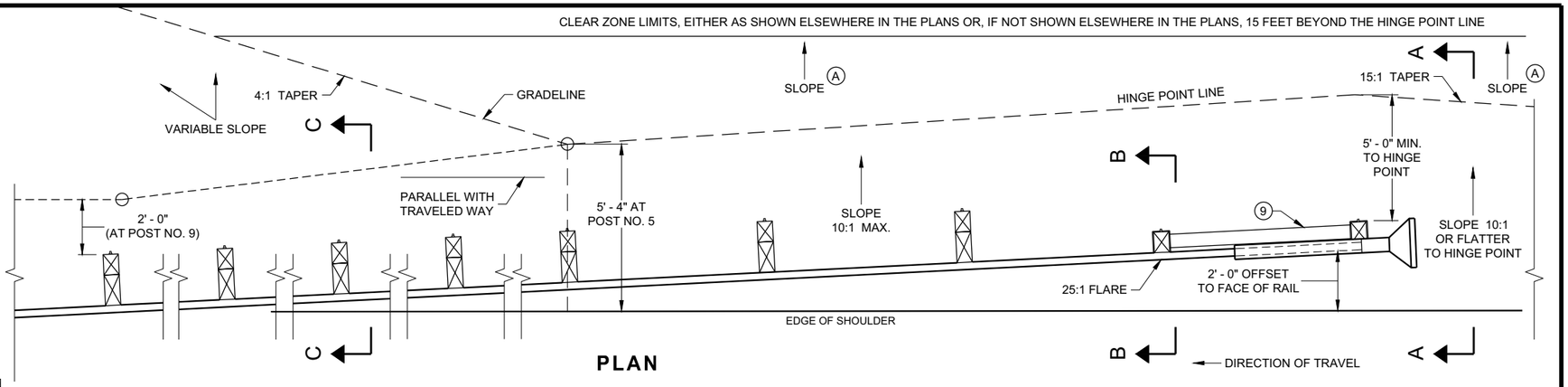
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

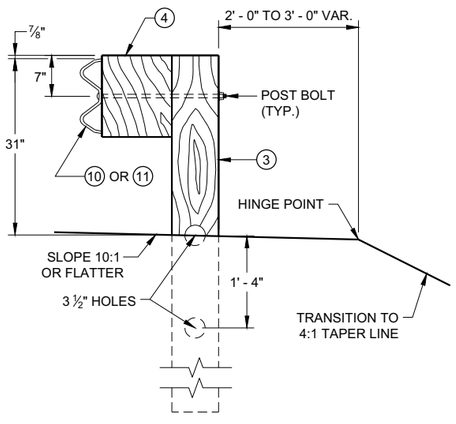
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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

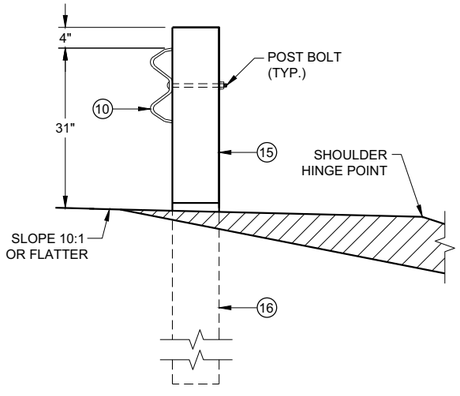


DETAIL "A" (E)

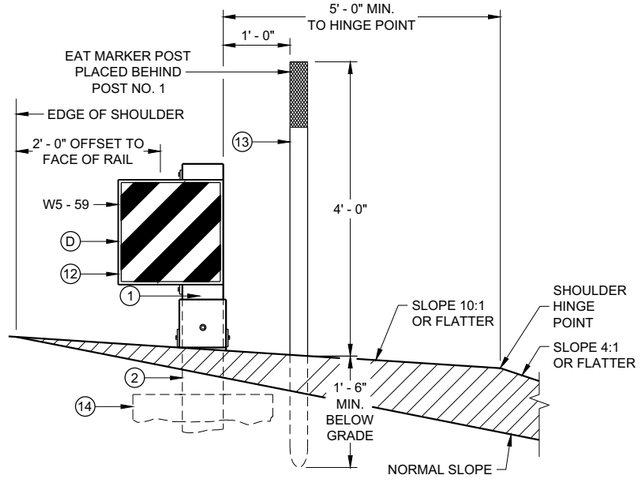




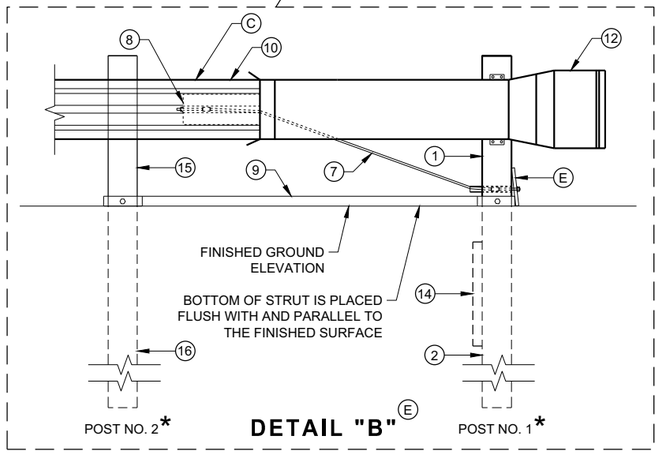
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

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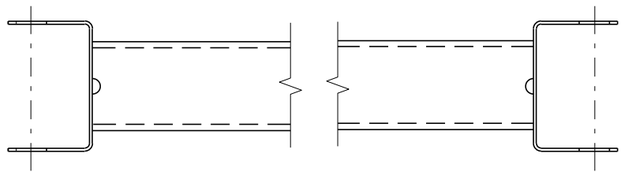
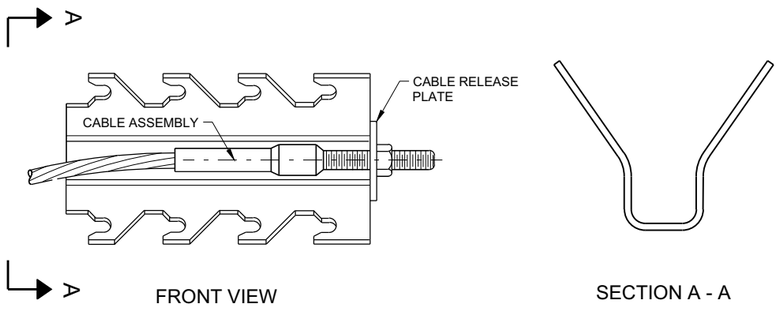
BILL OF MATERIALS

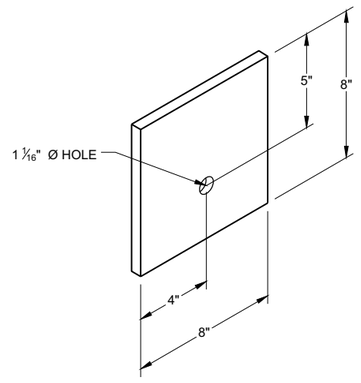
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
1	UPPER POST NO. 1 6" X 6" TUBE
2	LOWER POST NO. 1
3	WOOD CRT
4	WOOD BLOCKOUT
5	PIPE SLEEVE
6	BEARING PLATE
7	BCT CABLE ASSEMBLY
8	ANCHOR CABLE BOX
9	GROUND STRUT
10	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
11	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
12	IMPACT HEAD
13	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
14	SOIL PLATE
15	UPPER POST NO. 2
16	LOWER POST NO. 2



GENERIC GROUND STRUT (9) (E)



GENERIC ANCHOR CABLE BOX (9) (E)



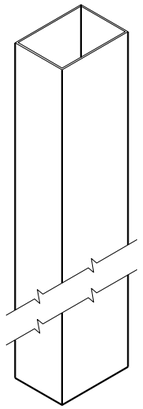
BEARING PLATE (6) (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

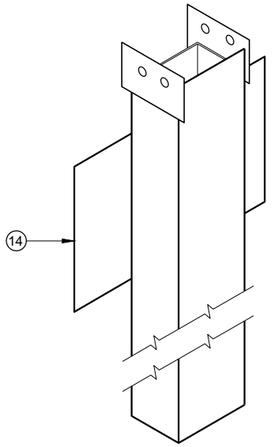
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

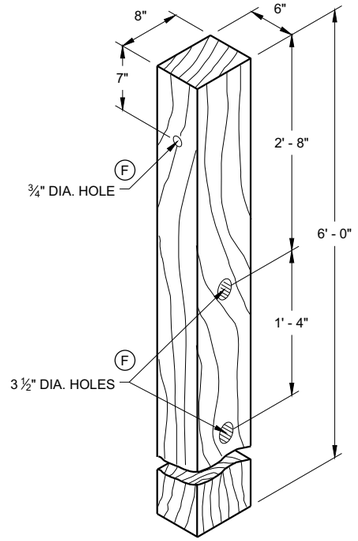
SDD 14B44 - 04b



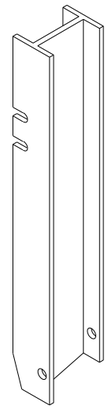
UPPER POST NO. 1 (1) (E)



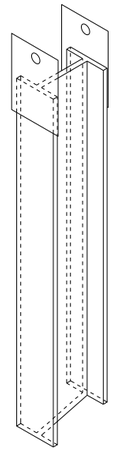
LOWER POST NO. 1 (2) (E)



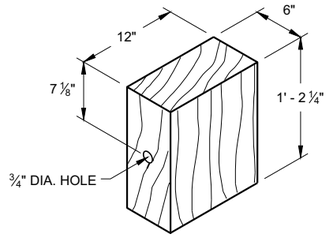
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



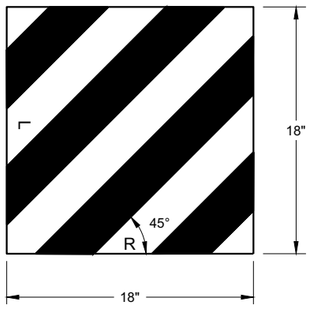
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

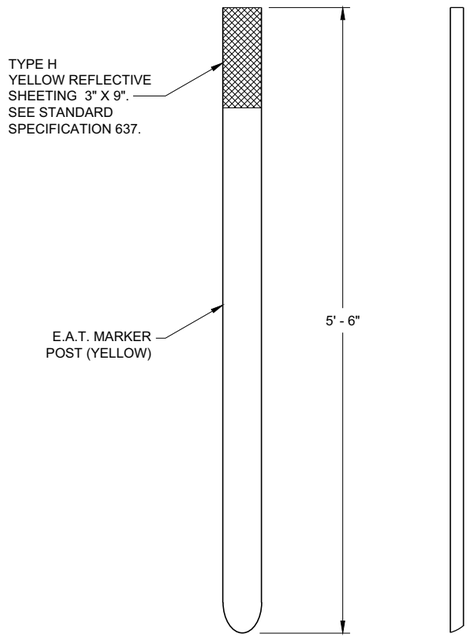


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



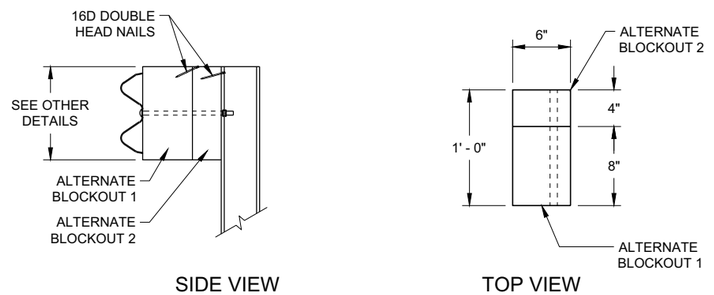
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 14B44 - 04c

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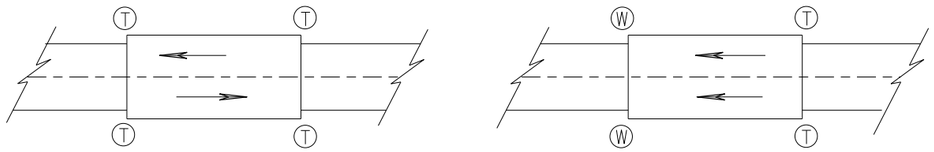
SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

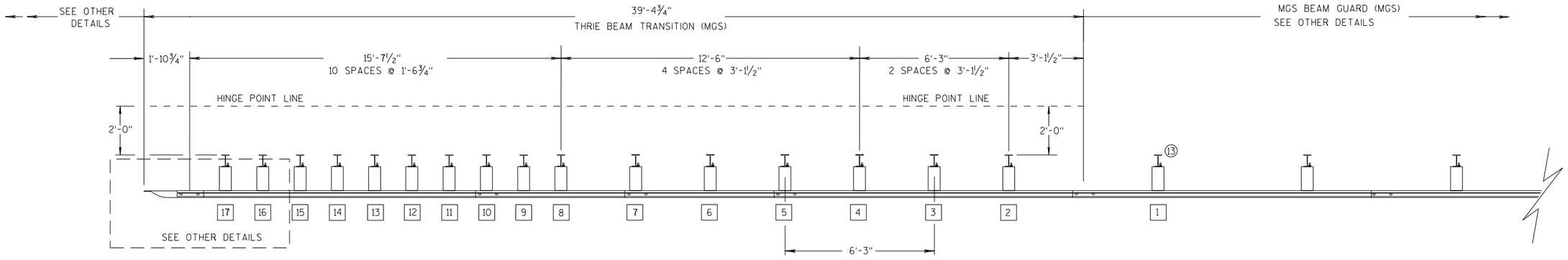
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

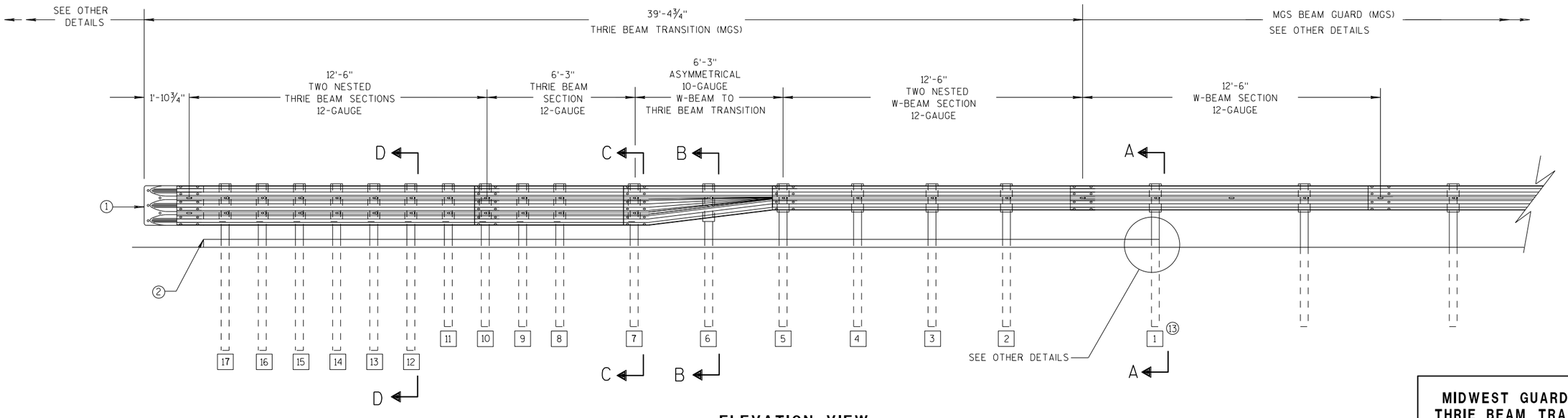
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

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

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



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

6

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

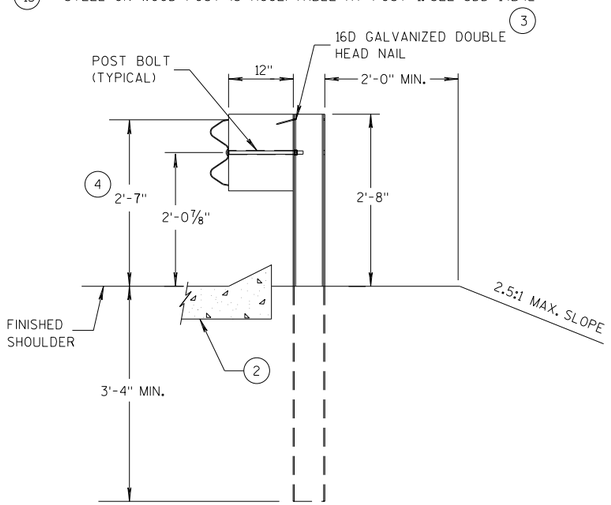
GENERAL NOTES

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

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

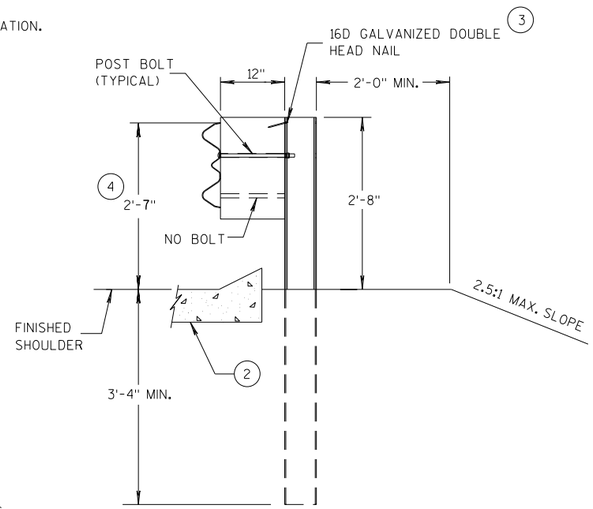
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

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



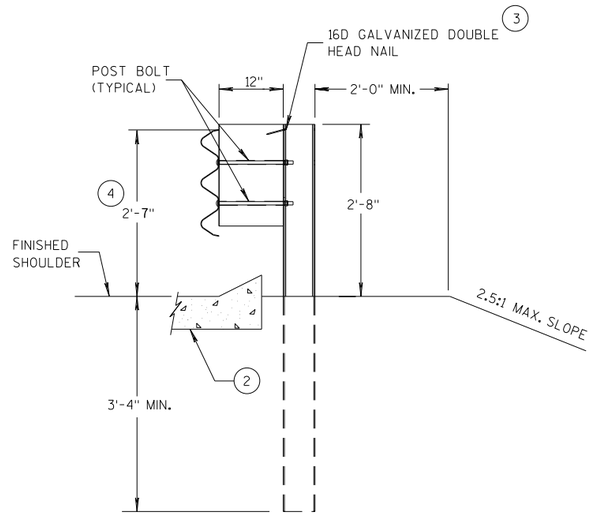
SECTION A-A (13)

POSTS 1-5



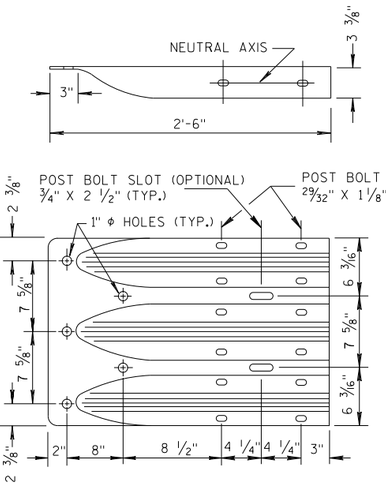
SECTION B-B

POST 6

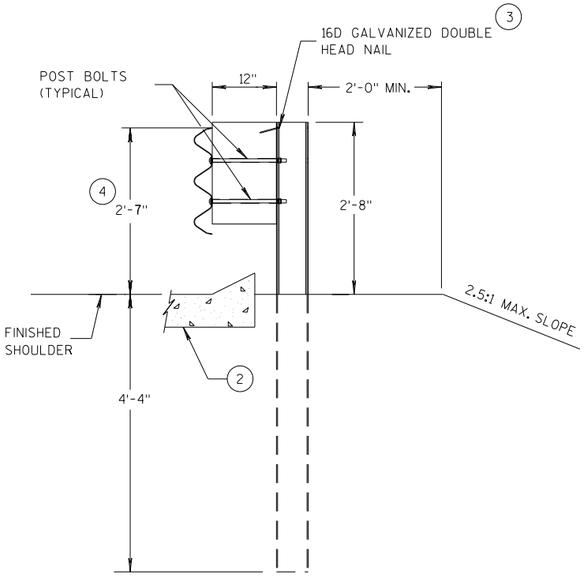


SECTION C-C

POSTS 7-11

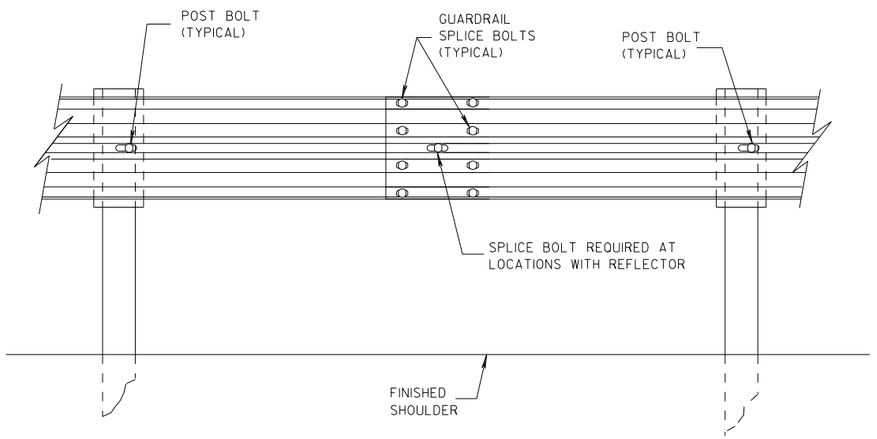


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

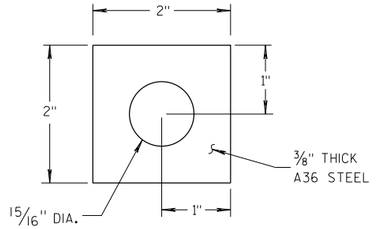
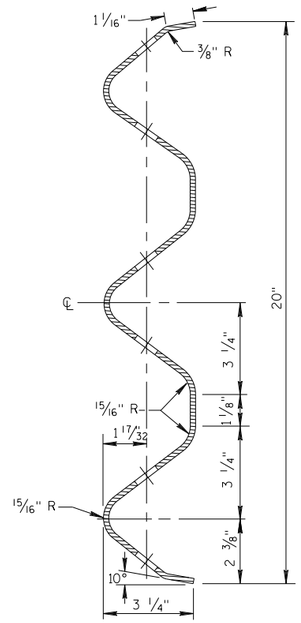


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

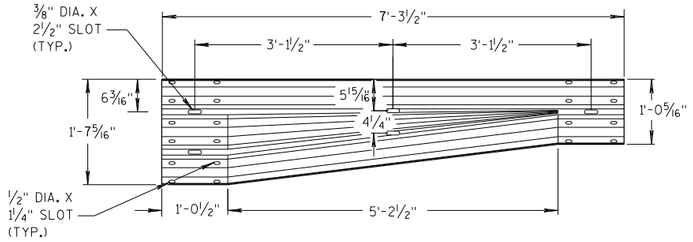
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

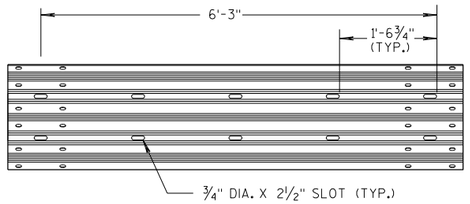
S.D.D. 14 B 45-5b

6

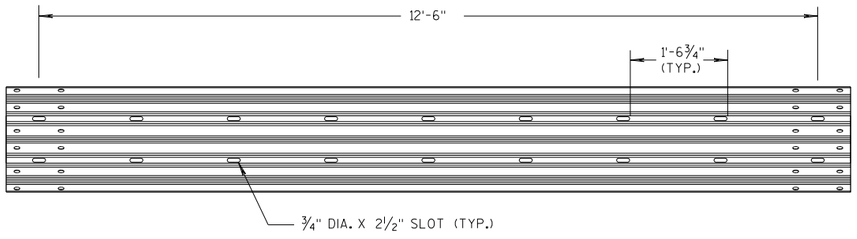
S.D.D. 14 B 45-5b



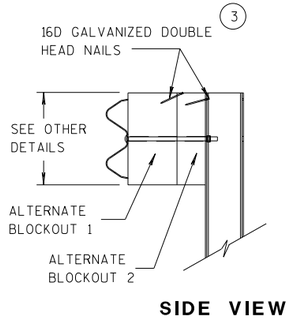
W-BEAM TO THRIE BEAM TRANSITION SECTION



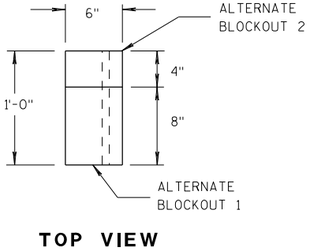
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

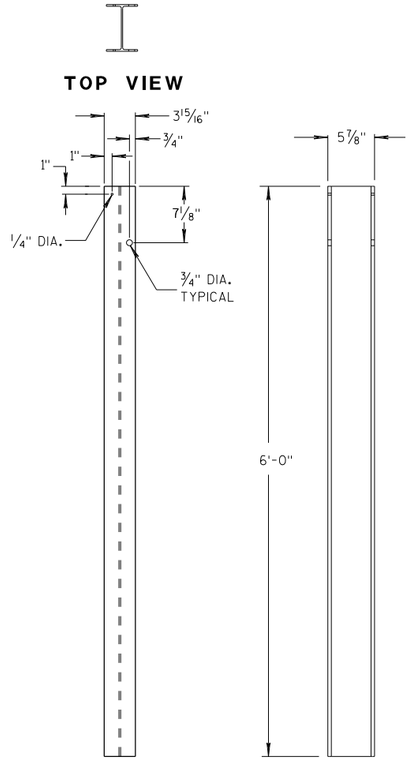


SIDE VIEW



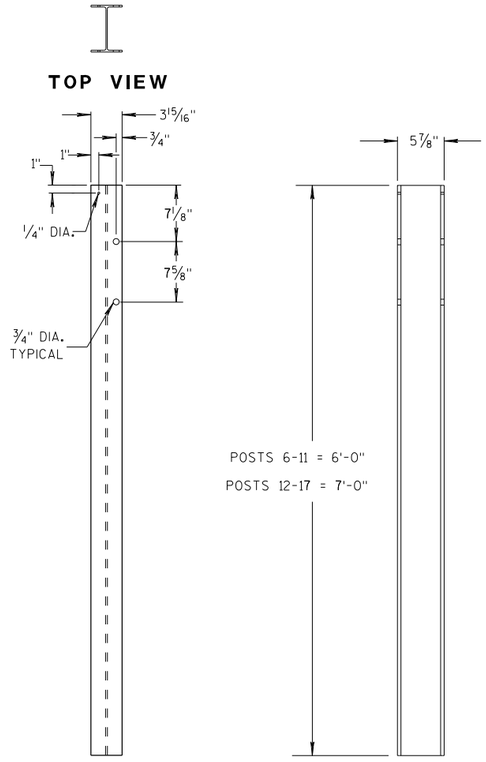
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



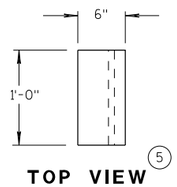
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

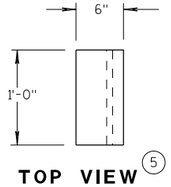


FRONT VIEW SIDE VIEW

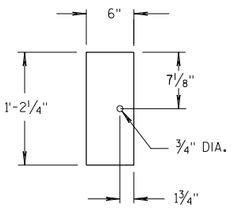
STEEL POSTS 6-17



TOP VIEW (5)

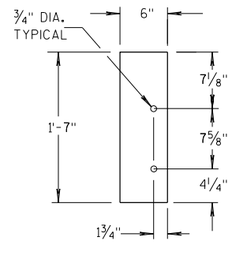


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

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

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

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

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

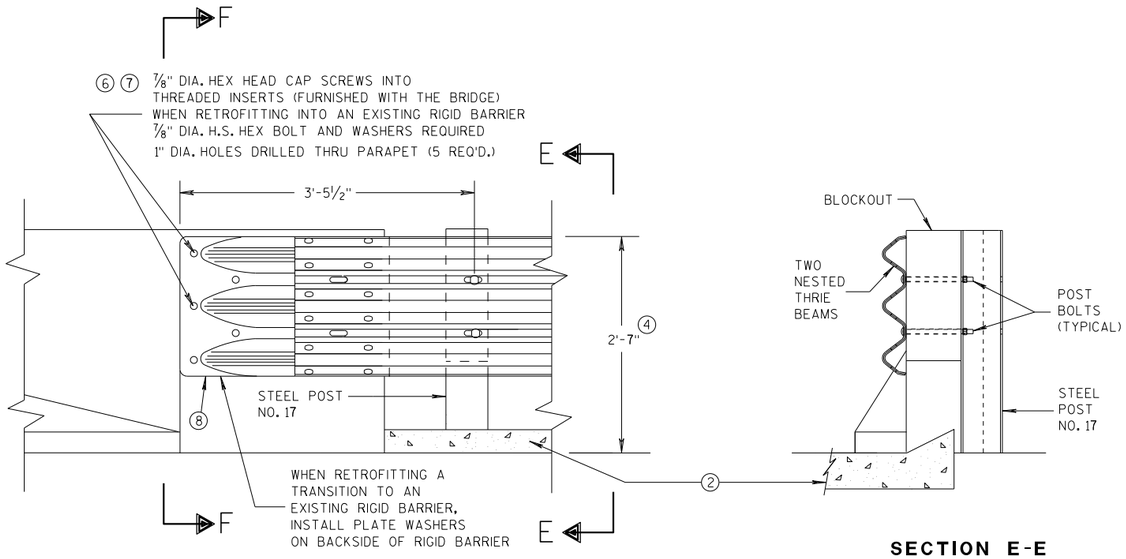
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

6

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



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

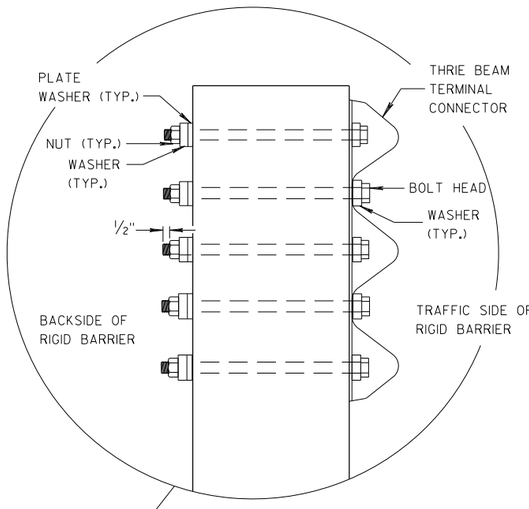
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

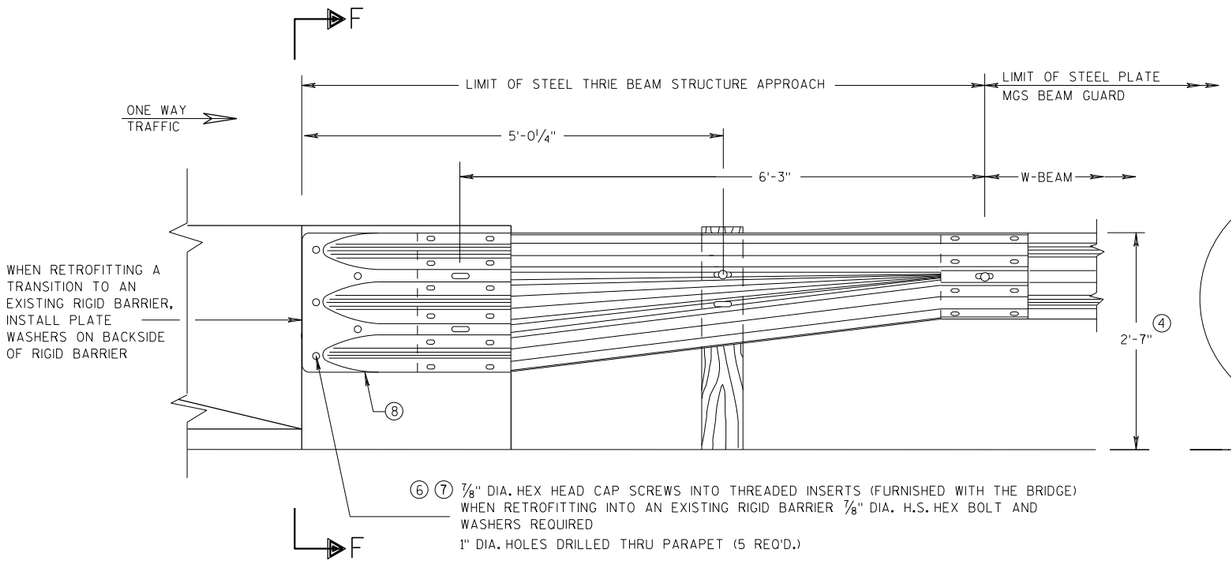
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

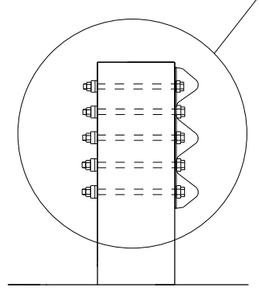
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

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

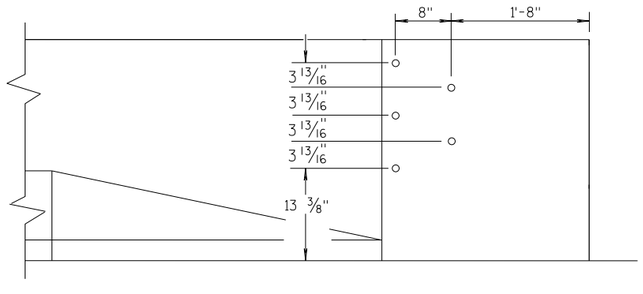




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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

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

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

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

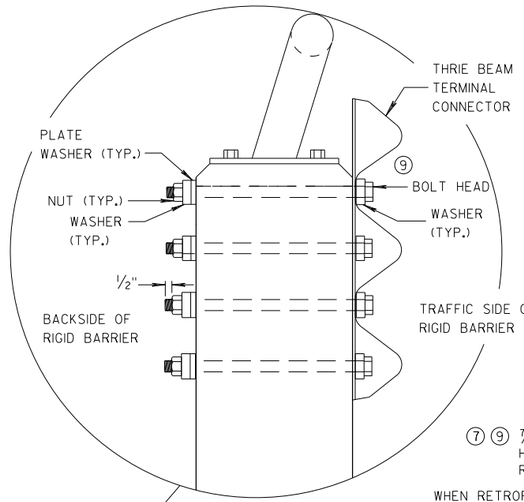
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

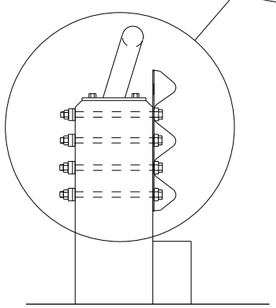
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

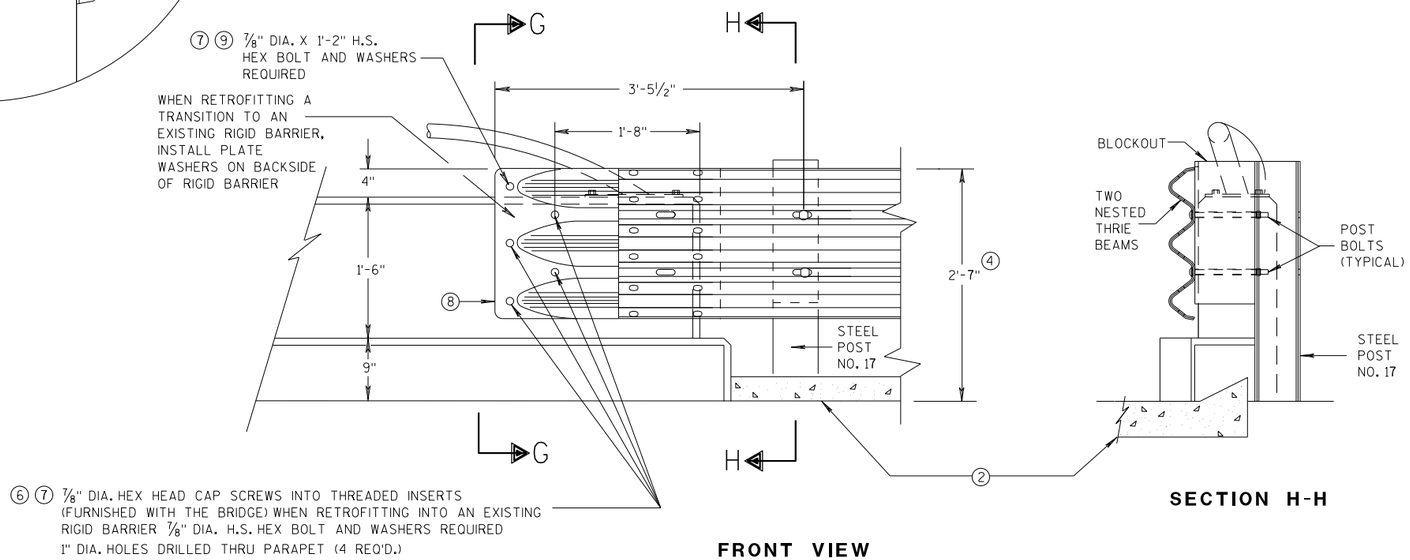
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





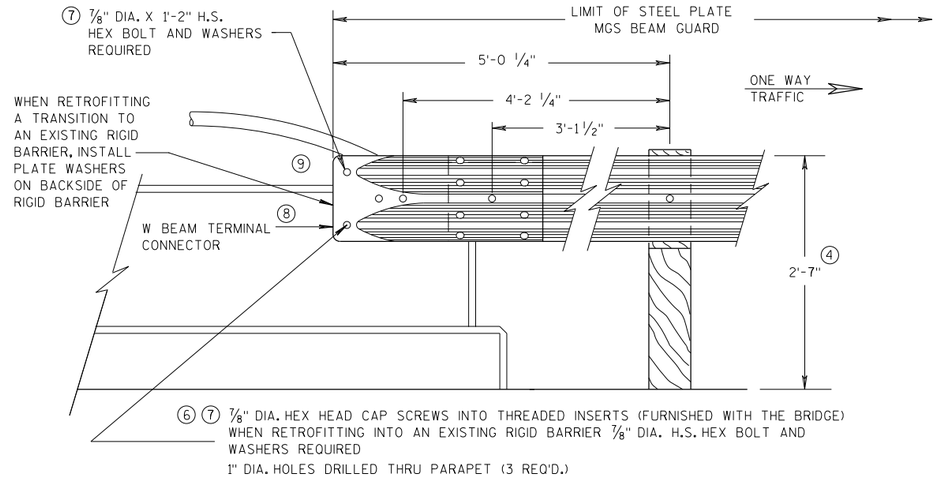
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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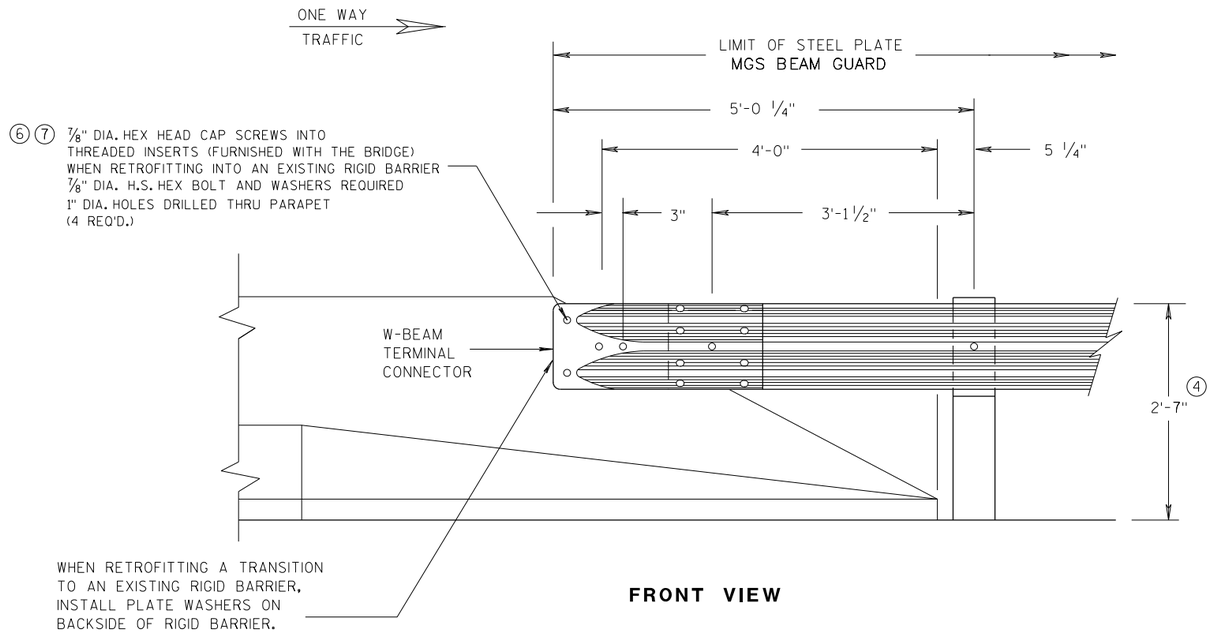
APPROVED
07/2018 — DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

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

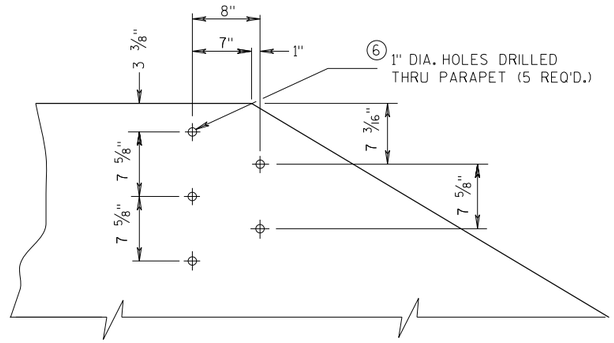
GENERAL NOTES

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

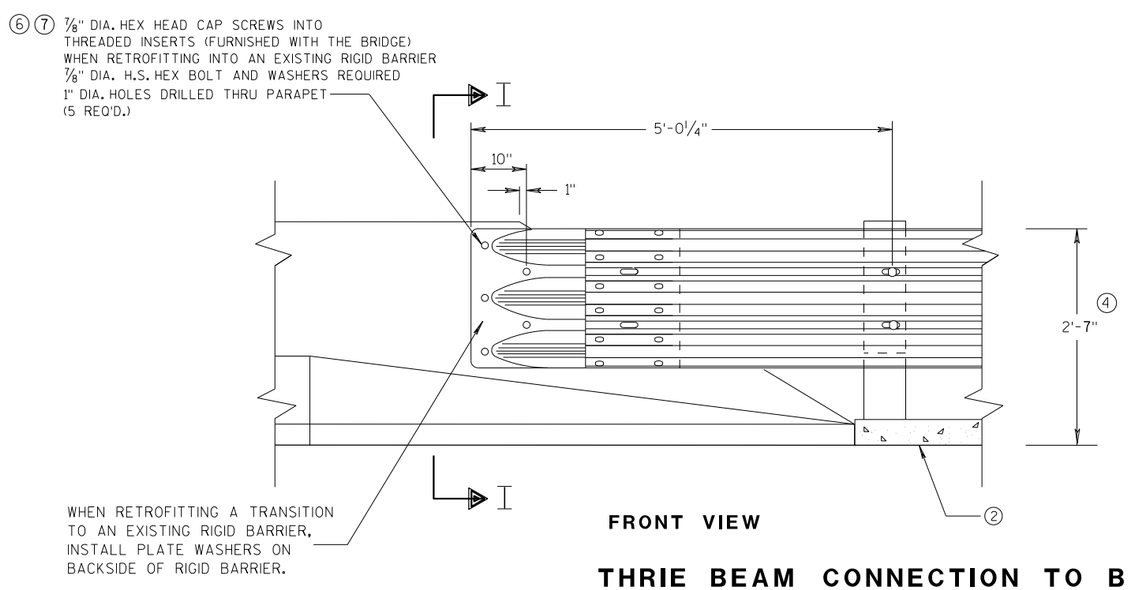
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

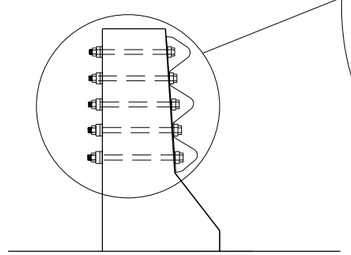
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



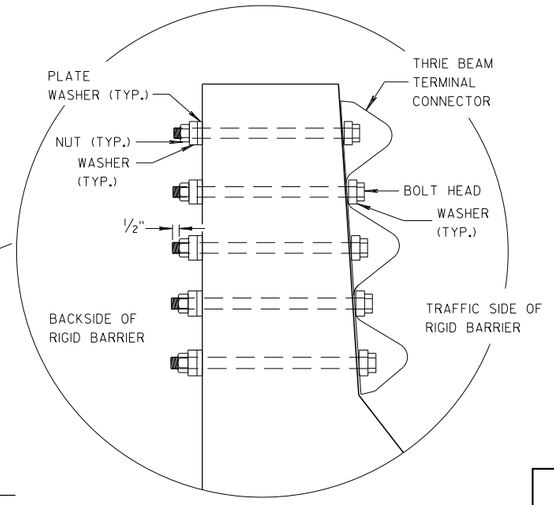
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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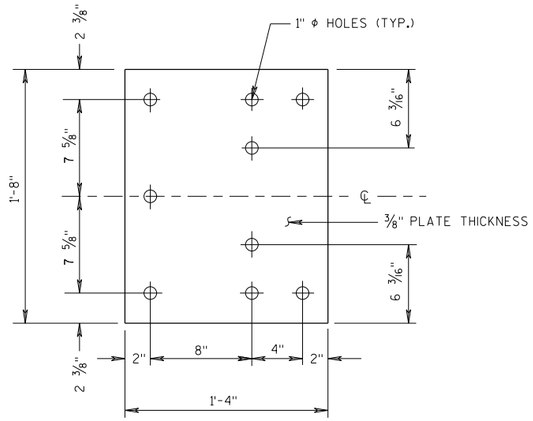
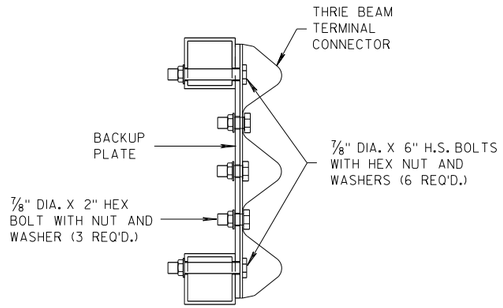
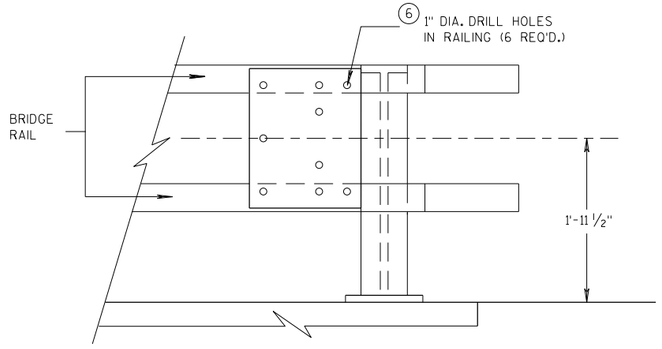
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

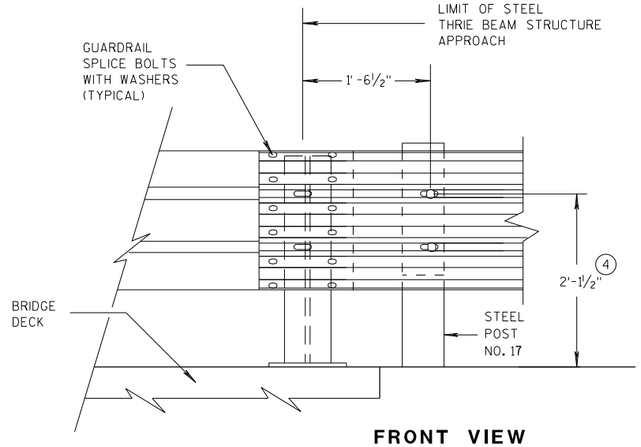


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

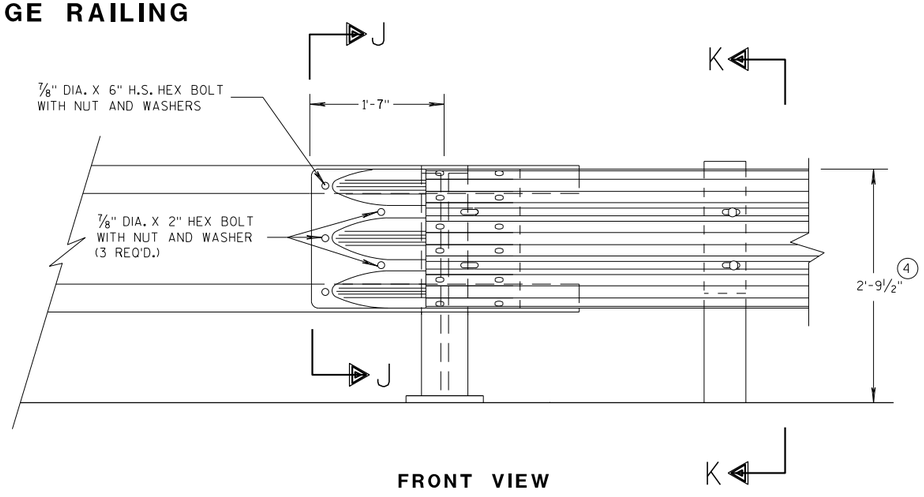
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

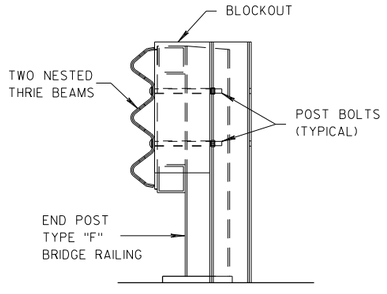


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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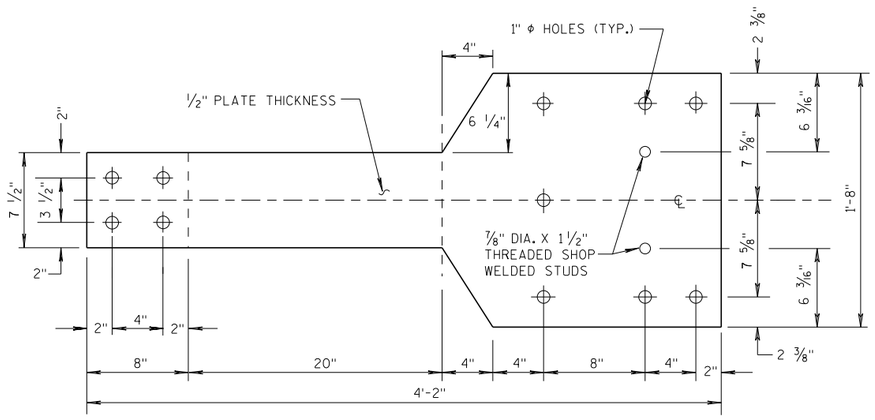
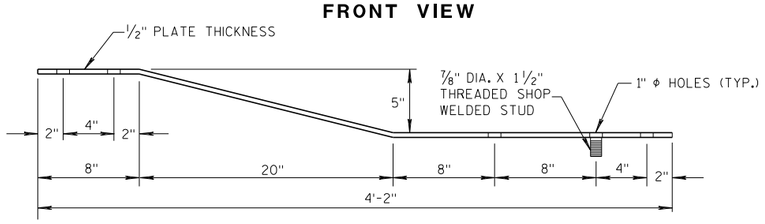
S.D.D. 14 B 45-5g

GENERAL NOTES

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

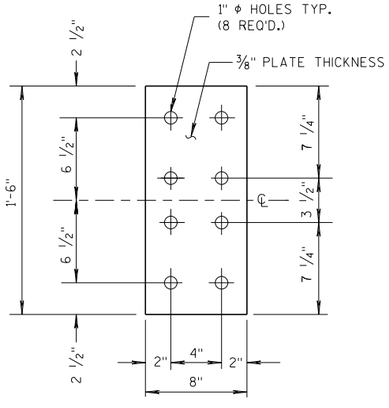


FRONT VIEW



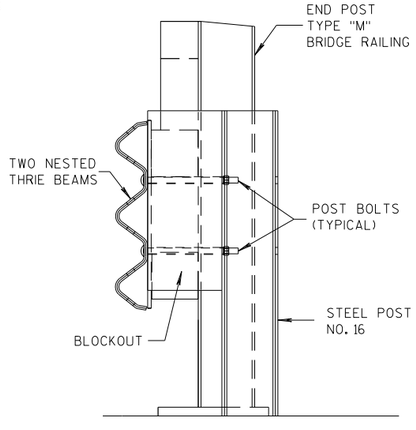
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

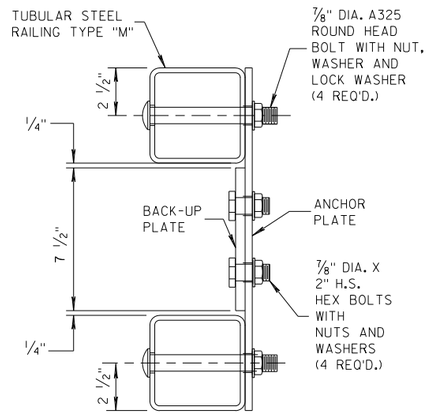


FRONT VIEW

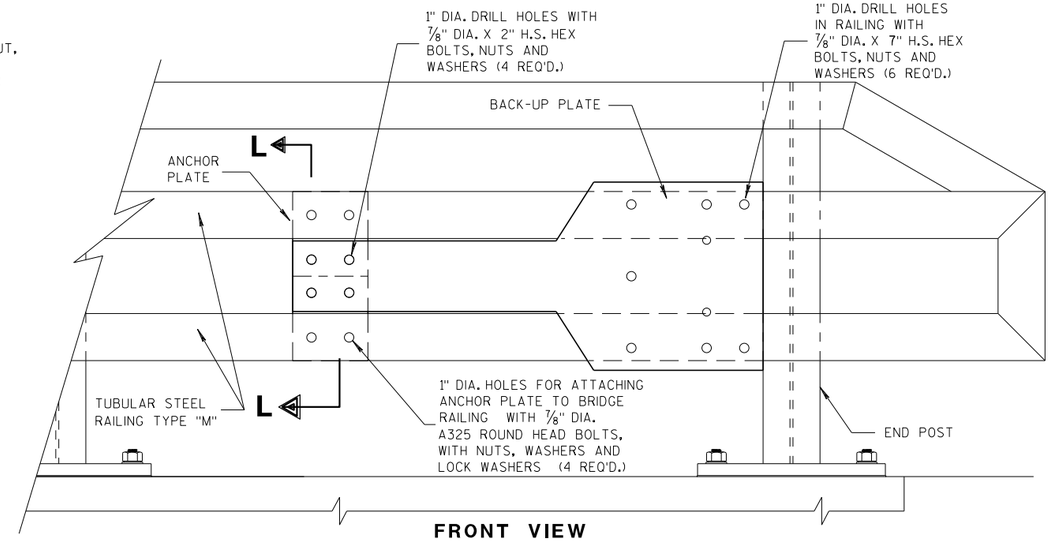
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

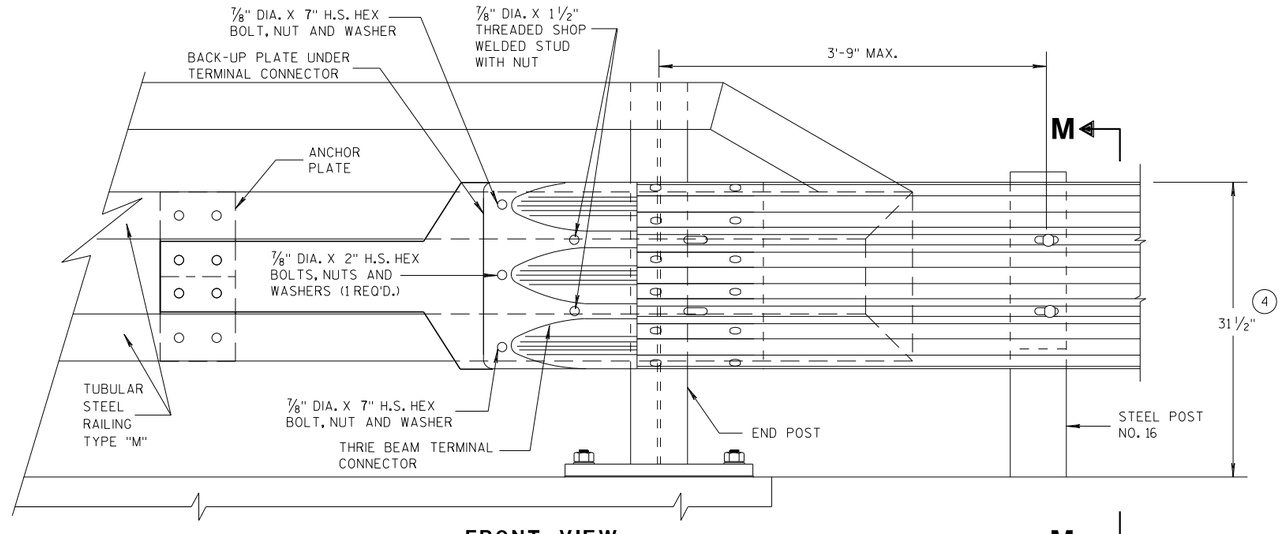


SECTION L-L

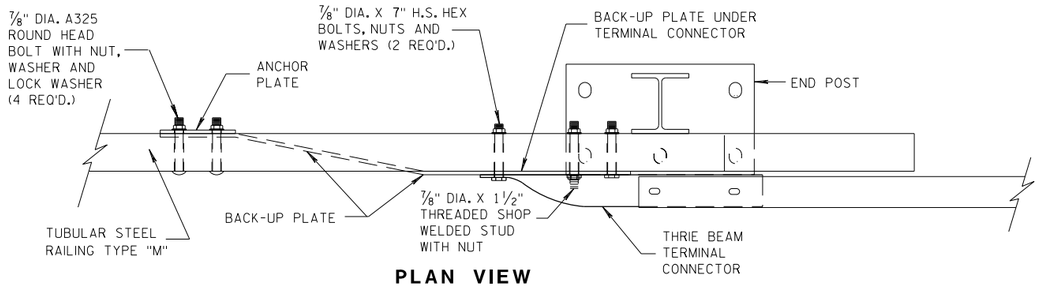


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018 — DATE
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FHWA

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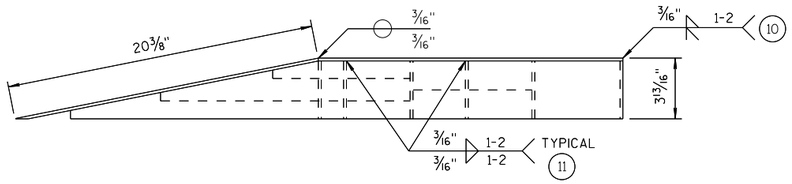
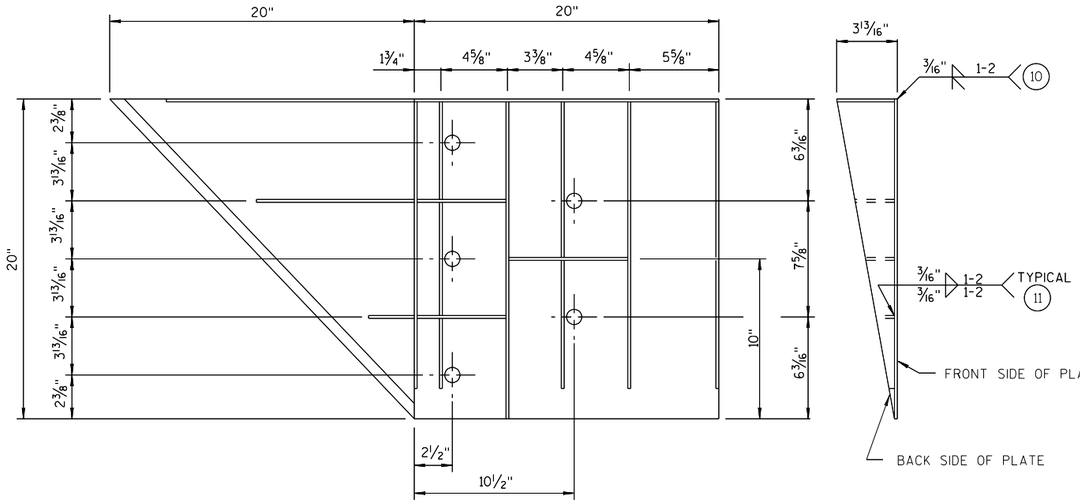
S.D.D. 14 B 45-5h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

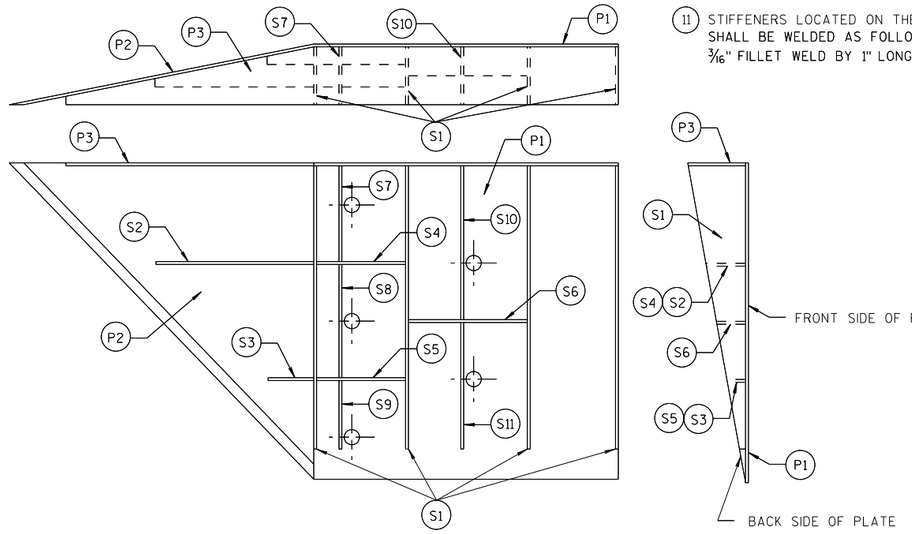


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

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

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

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

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

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

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

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

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

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

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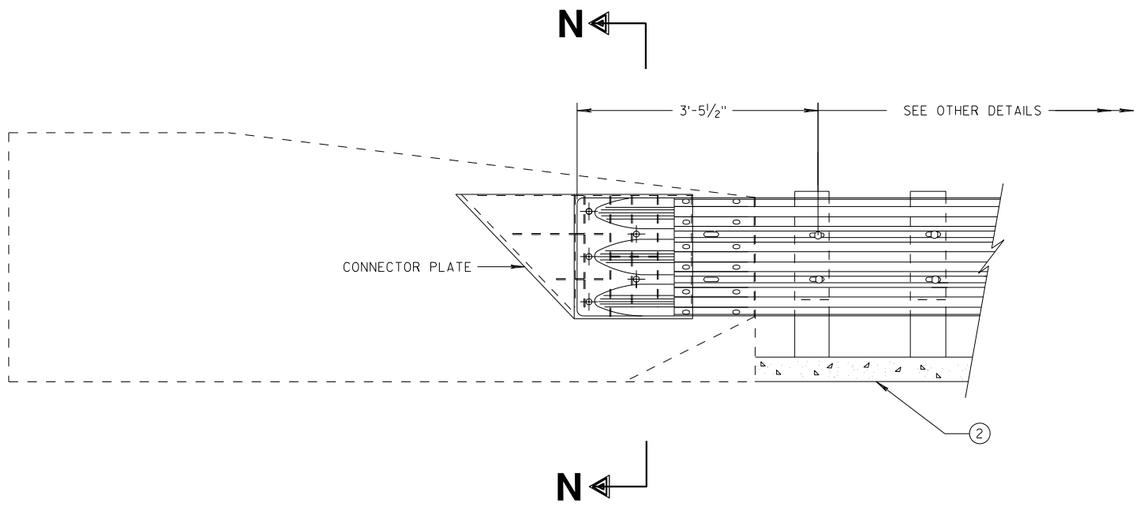
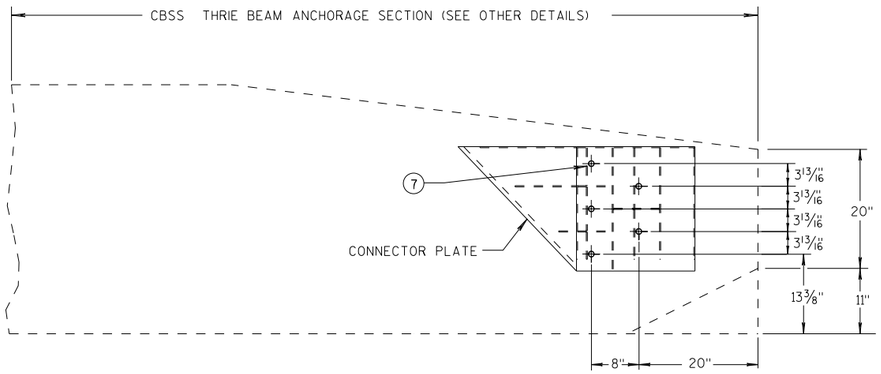
S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



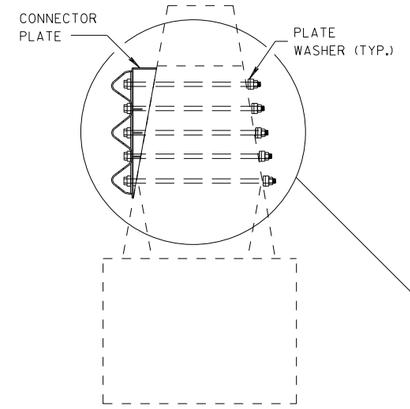
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

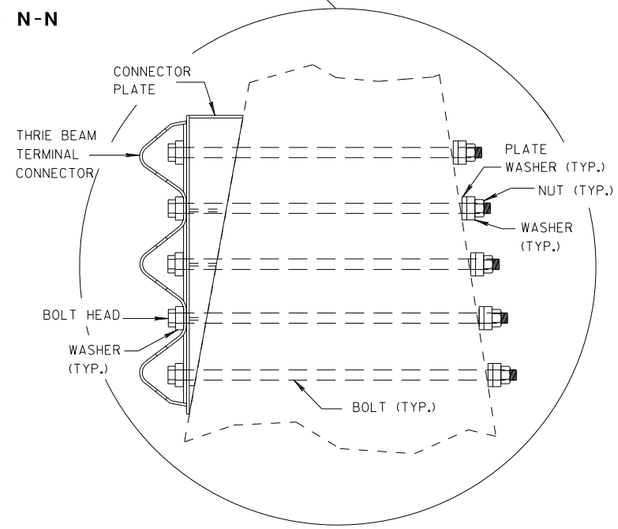
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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

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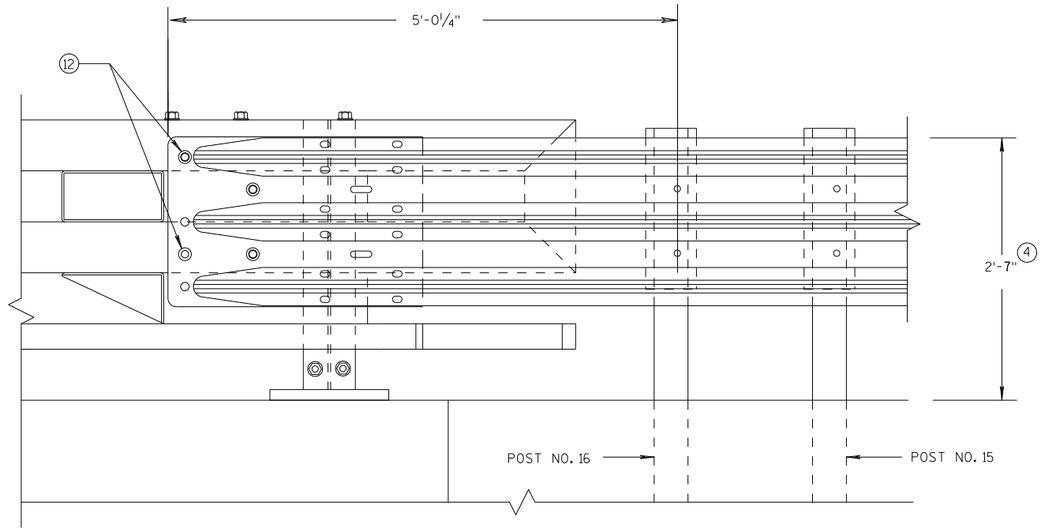
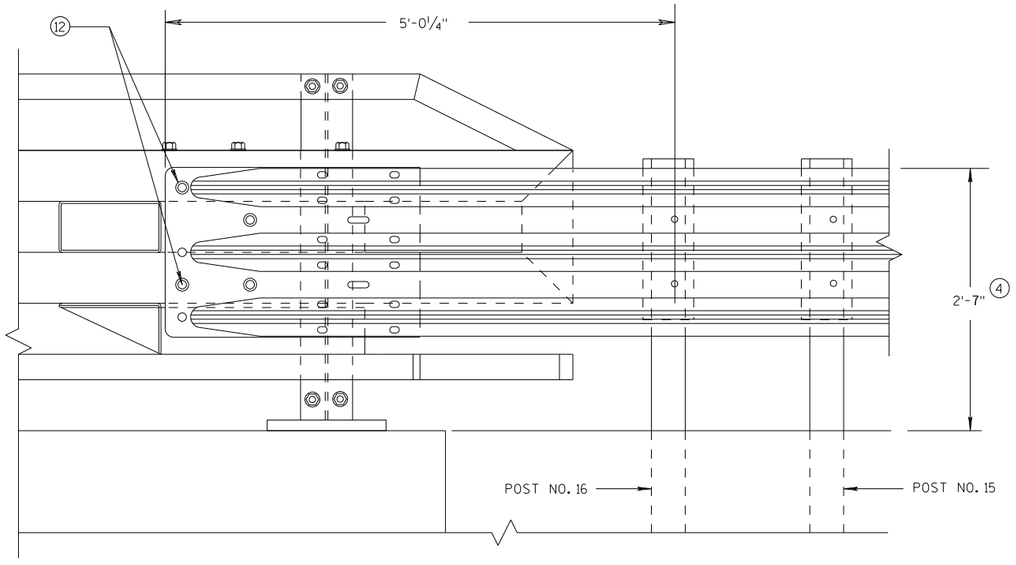
S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

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

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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7/2018
DATE

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ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

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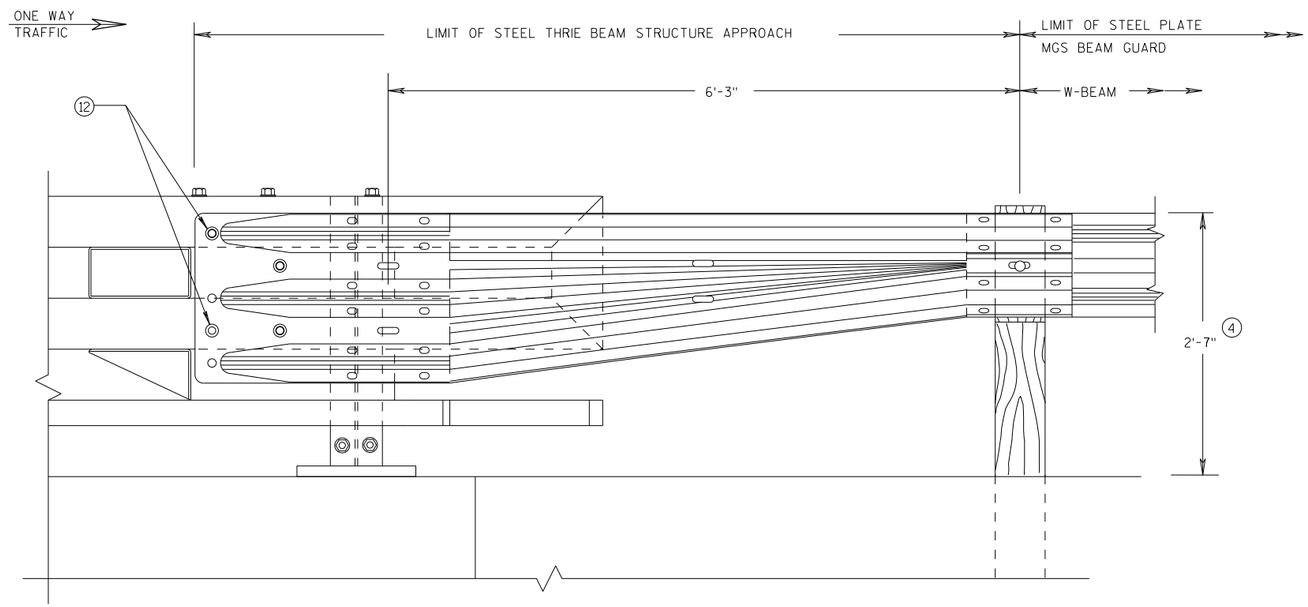
S.D.D. 14 B 45-5k



FRONT VIEW

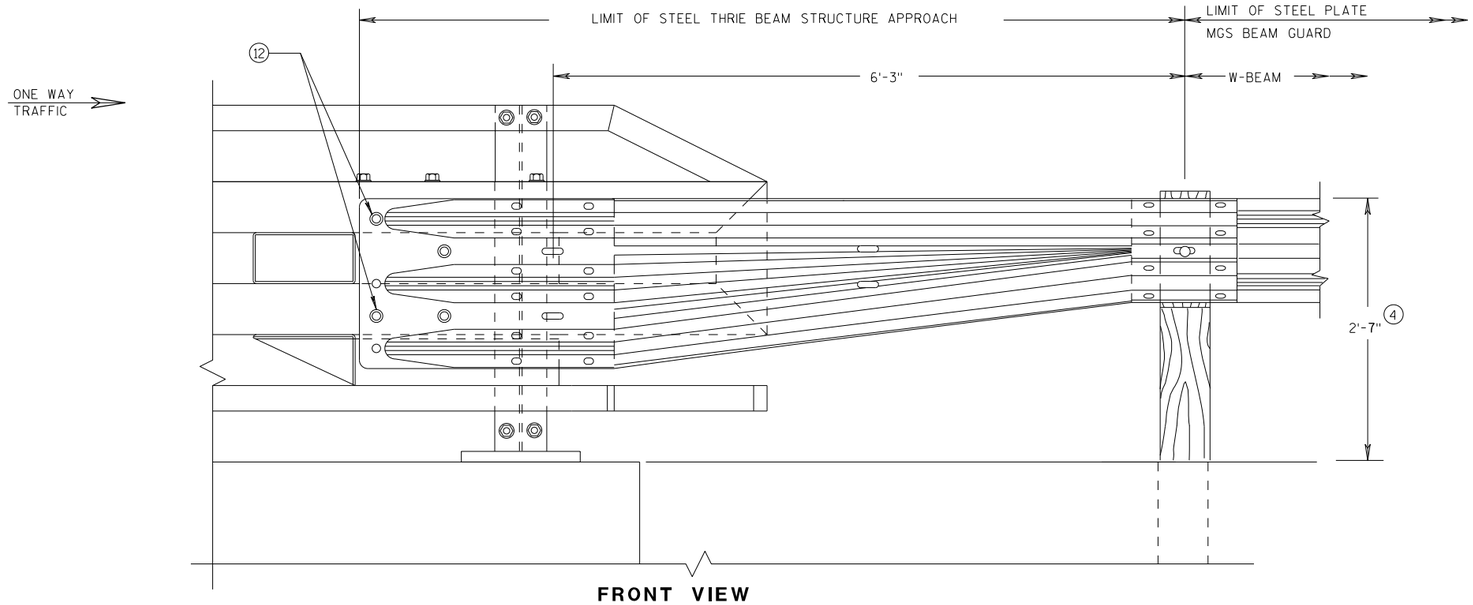
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

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

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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

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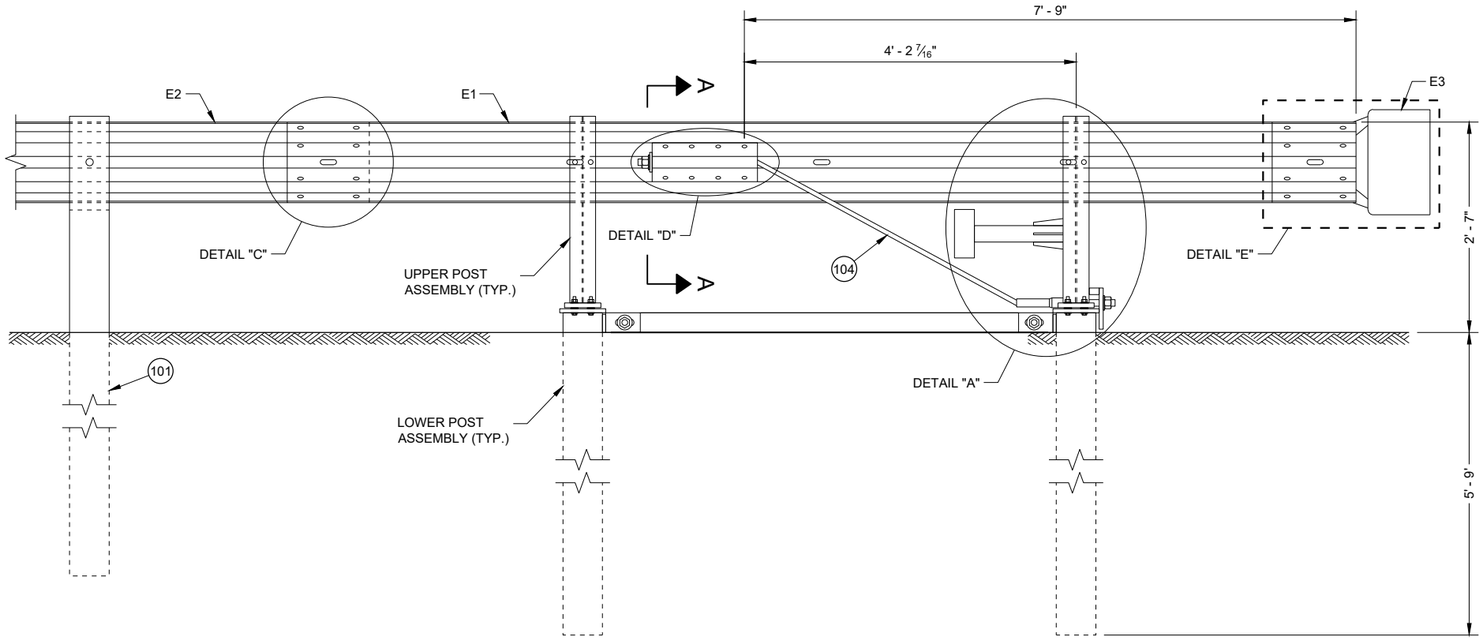
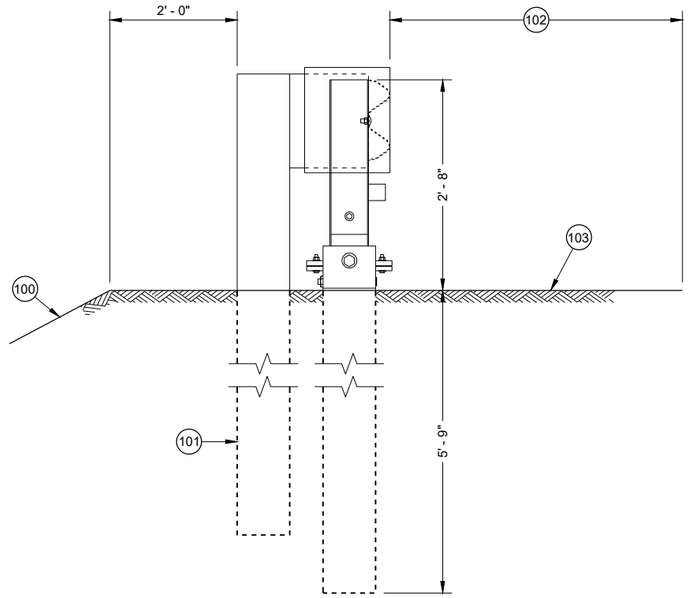
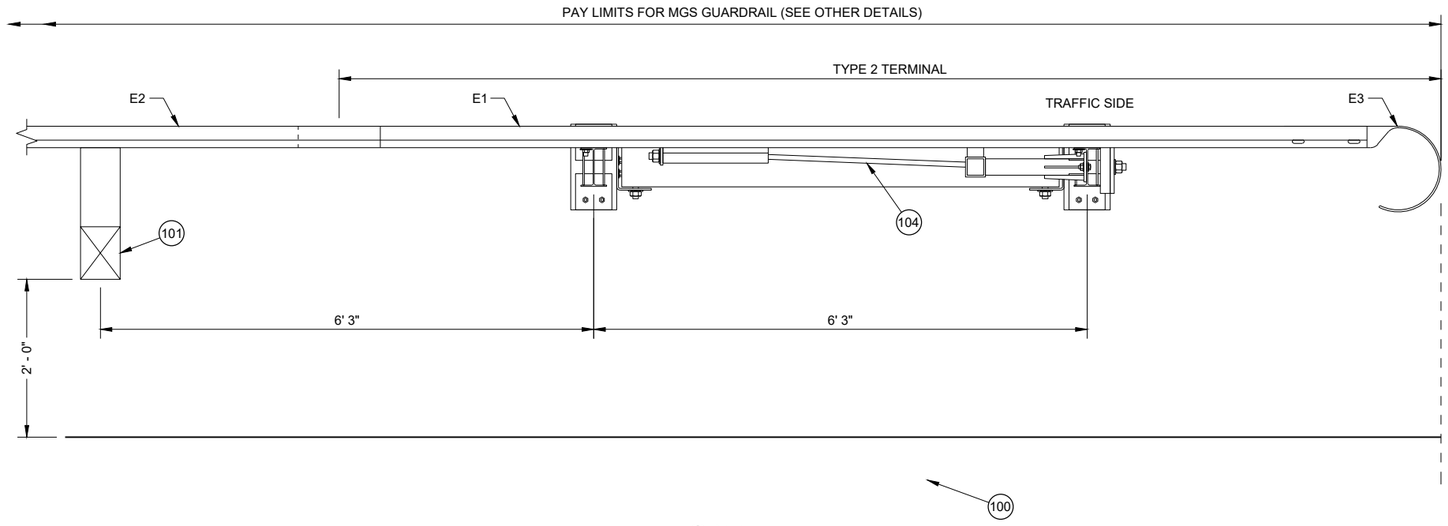
S.D.D. 14 B 45-5L



BACK VIEW
TYPE 2 TERMINAL



SIDE VIEW
TYPE 2 TERMINAL



TOP VIEW
TYPE 2 TERMINAL

GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

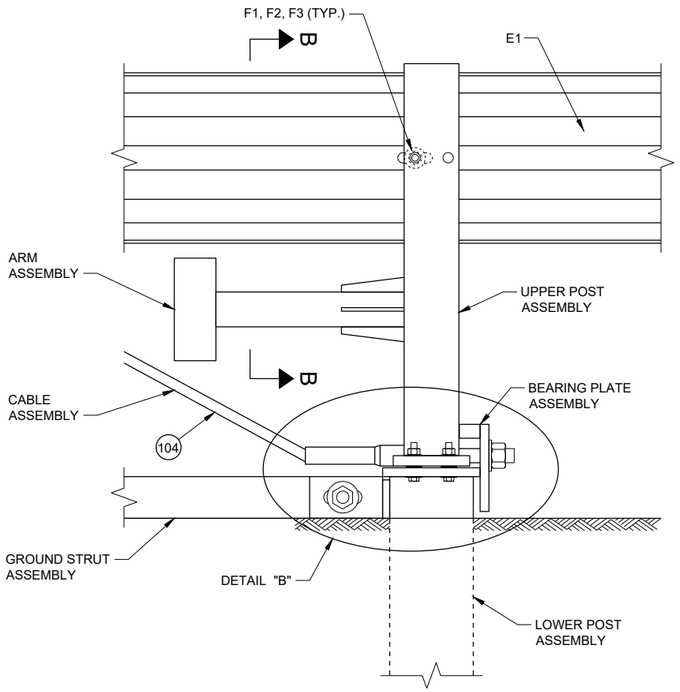
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

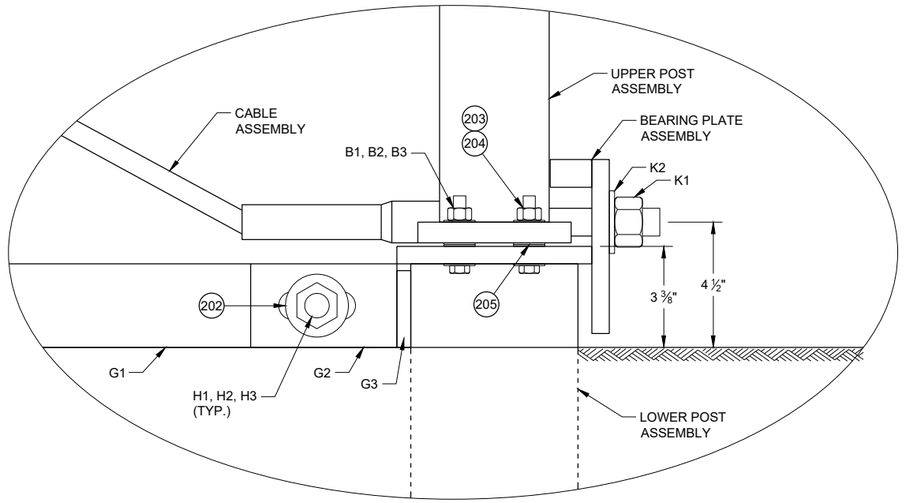
6

SDD 14B47 - 03a

SDD 14B47 - 03a



DETAIL "A"



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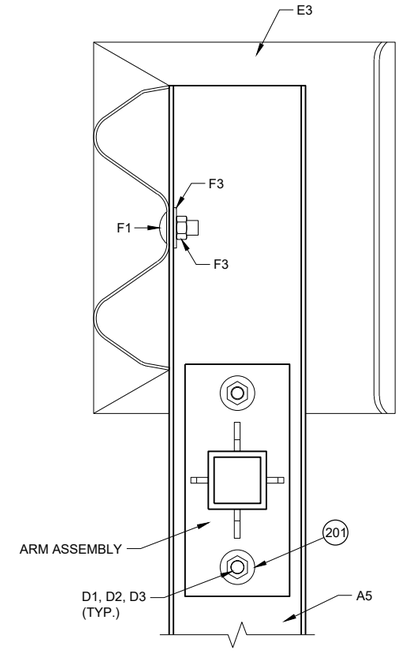
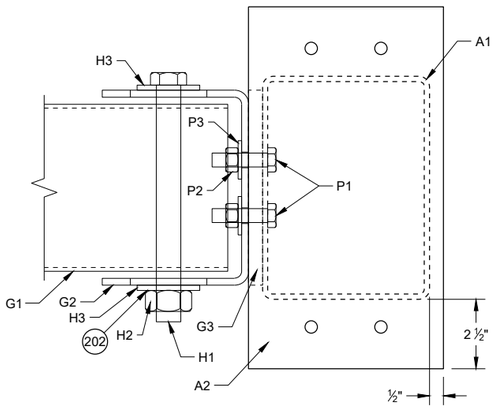
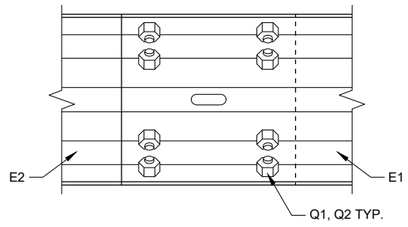


SECTION B - B

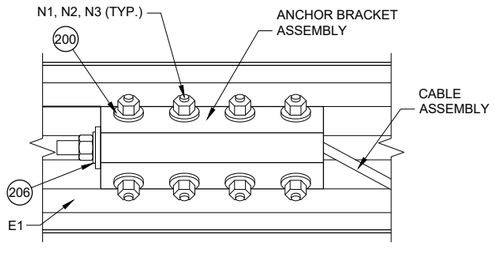


TOP VIEW

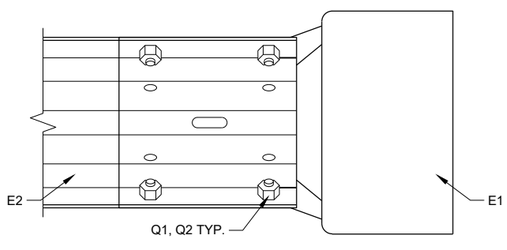
GROUND STRUT CONNECTION DETAIL



DETAIL "C"



DETAIL "D"



DETAIL "E"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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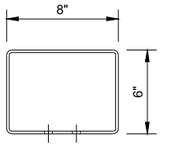
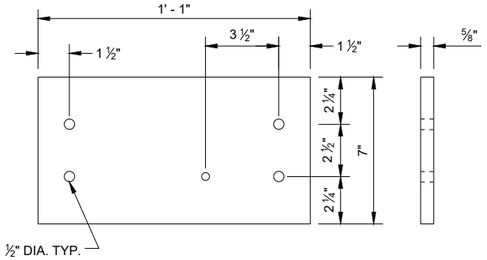
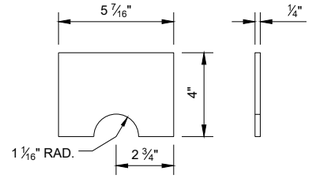
SDD 14B47 - 03b



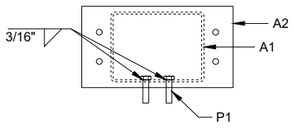
TOP VIEW



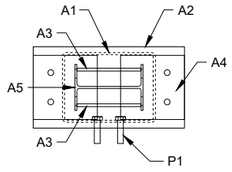
LOWER PLATE (A2)

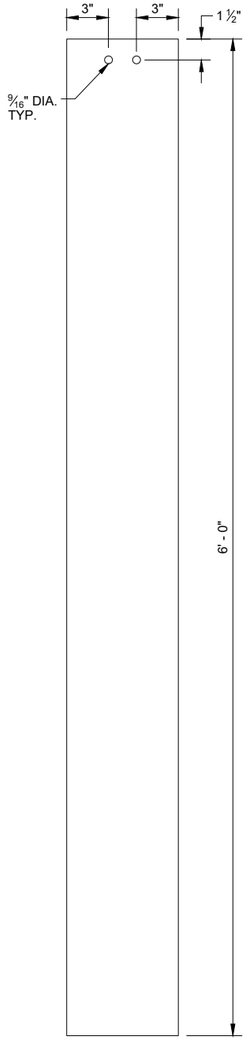


POST GUSSET (A3)



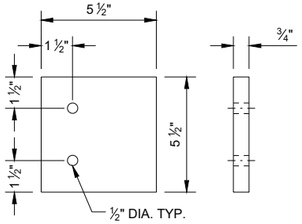
PLAN VIEW



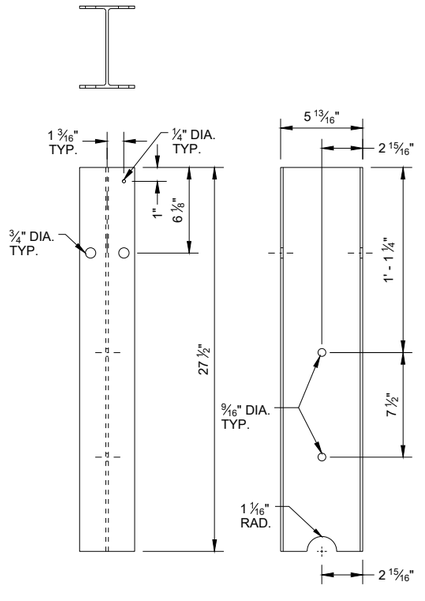


SIDE VIEW

FOUNDATION TUBE (A1)

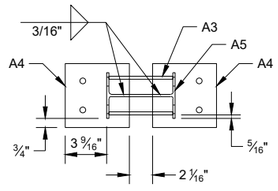


UPPER PLATE (A4)

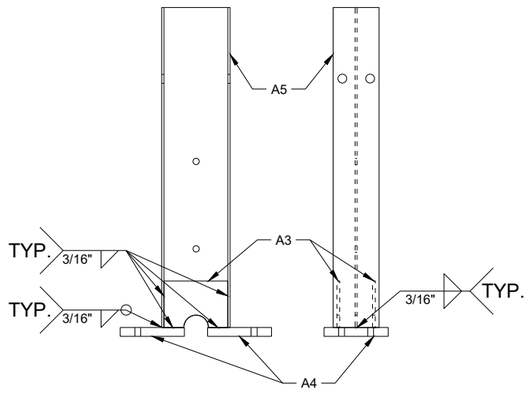


FRONT VIEW **SIDE VIEW**

TYPE 2 POST (A5)

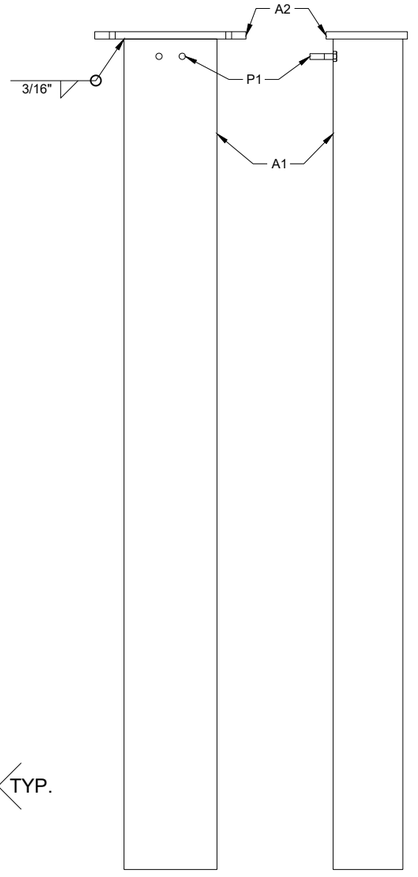


PLAN VIEW



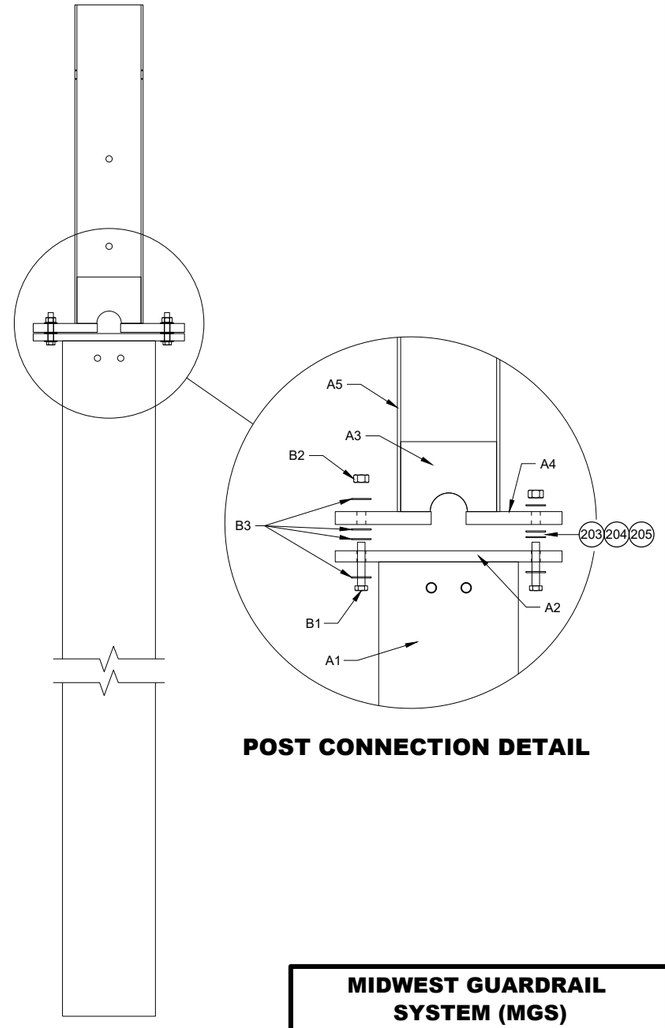
SIDE VIEW **FRONT VIEW**

UPPER POST ASSEMBLY



FRONT VIEW **SIDE VIEW**

LOWER POST ASSEMBLY



ASSEMBLED POST **POST CONNECTION DETAIL**

6

SDD14B47 - 03c

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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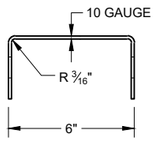
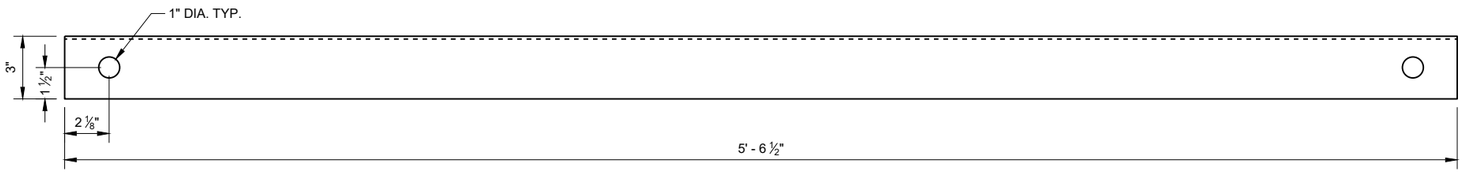
SDD14B47 - 03c

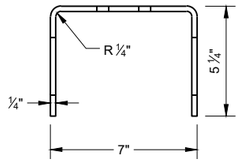


SIDE VIEW

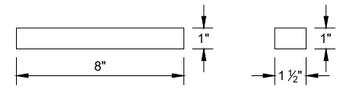


FRONT VIEW

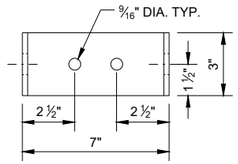
GROUND STRUT CHANNEL (G1)



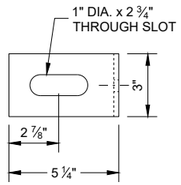
TOP VIEW



BEARING PLATE FLANGE (L2)

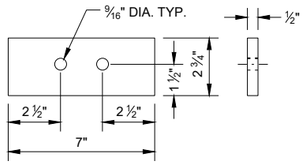


FRONT VIEW

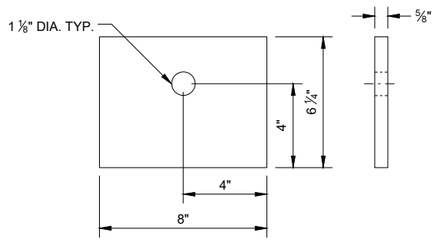


SIDE VIEW

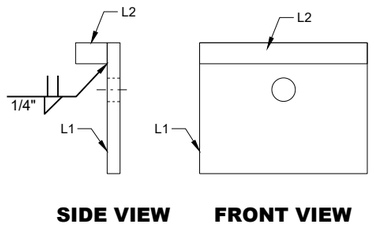
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)



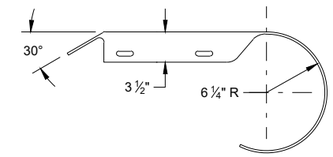
BEARING PLATE (L1)



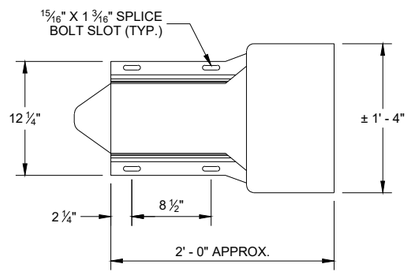
SIDE VIEW

FRONT VIEW

BEARING PLATE ASSEMBLY

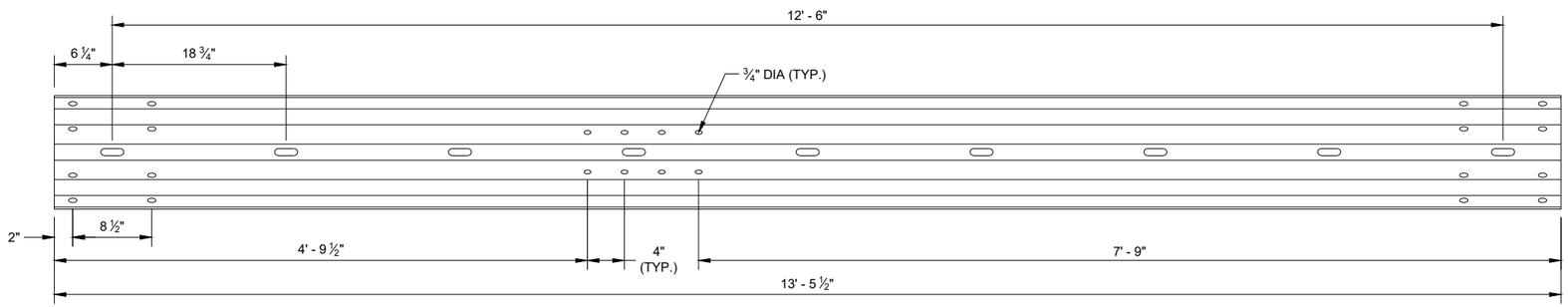


PLAN VIEW

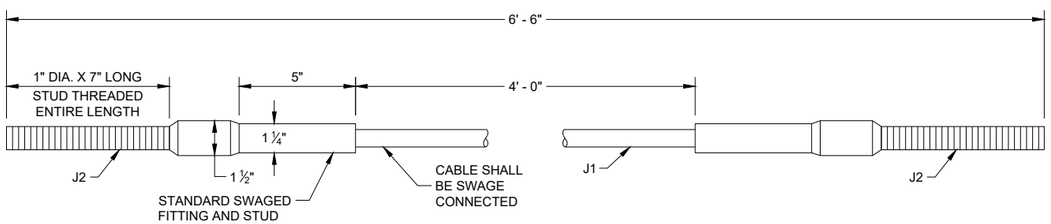


ELEVATION VIEW

ROUNDED BUFFER END (E3)



TYPE 2 GUARDRAIL (E1)



CABLE ASSEMBLY

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

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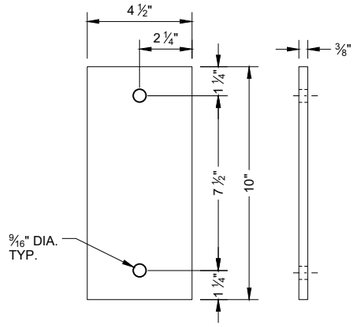
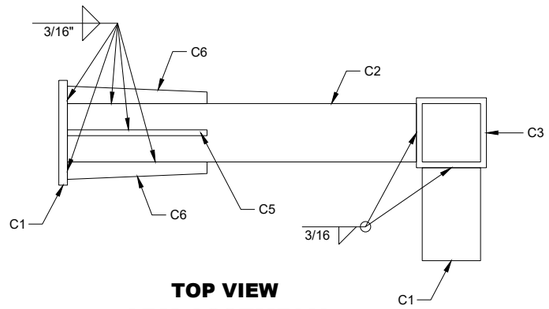
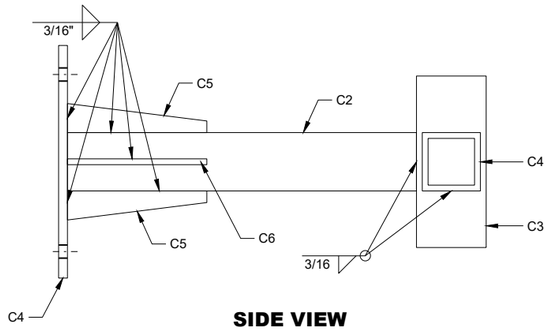


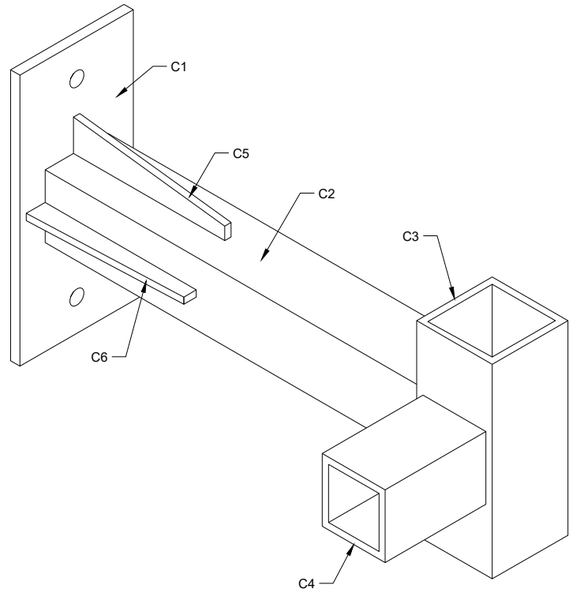
ARM PLATE (C1)



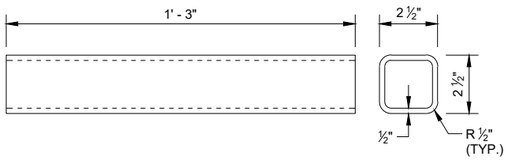
TOP VIEW
ARM ASSEMBLY



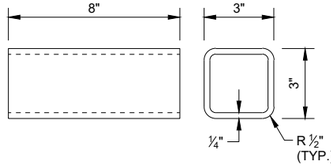
SIDE VIEW
ARM ASSEMBLY



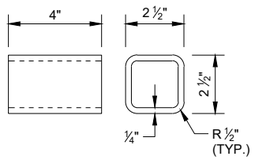
ISOMETRIC VIEW
ARM ASSEMBLY



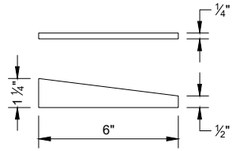
ARM TUBE 1 (C2)



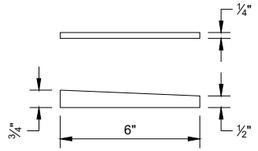
ARM TUBE 2 (C3)



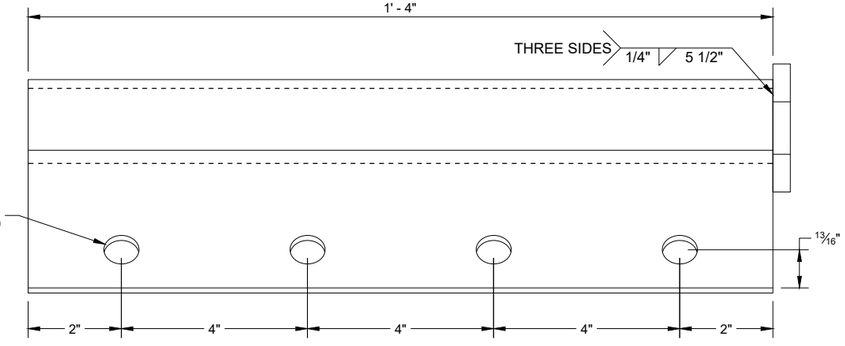
ARM TUBE 3 (C4)

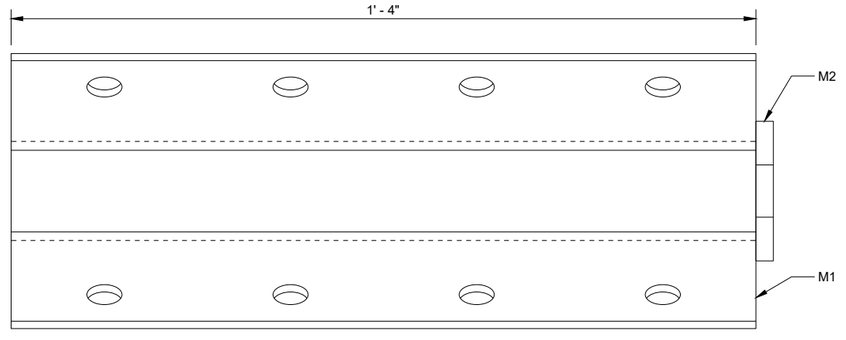


ARM GUSSET PLATE 1 (C5)

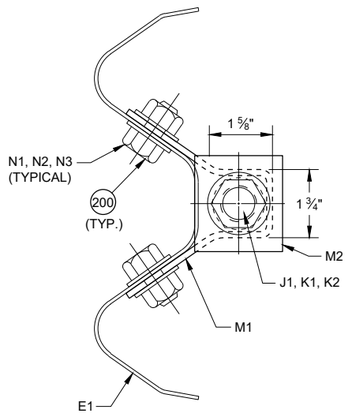


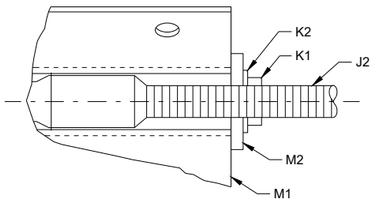
ARM GUSSET PLATE 2 (C6)



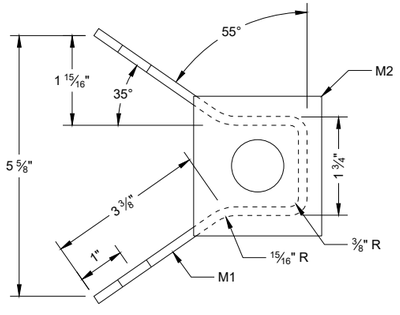


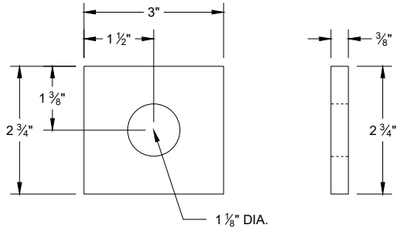
ANCHOR BRACKET (M1, M2)





SECTION A - A





ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD14B47 - 03e

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	TYPE 2 FOUNDATION TUBE	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
A2	LOWER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
A3	POST GUSSET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
A4	UPPER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/4" THICKNESS
A5	TYPE 2 POST	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
B1	BREAKAWAY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	7/16" DIA.
B2	BREAKAWAY BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/16" DIA.
B3	BREAKAWAY BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
C1	ARM ASSEMBLY PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
C2	ARM ASSEMBLY TUBE 1	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
C3	ARM ASSEMBLY TUBE 2	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 3" x 3" x 1/4"
C4	ARM ASSEMBLY TUBE 3	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 2 1/2" x 2 1/2" X 1/4"
C5	ARM ASSEMBLY GUSSET PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
C6	ARM ASSEMBLY GUSSET PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
D1	ARM ASSEMBLY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	1/2" DIA.
D2	ARM ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	1/2" DIA.
D3	ARM ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
E1	TYPE 2 GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E2	BEAM GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E3	BEAM GUARD ROUNDED BUFFER END	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
F1	POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
F2	POST BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
F3	POST BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
G1	GROUND STRUT CHANNEL	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" x 11 3/4" x 10 GAUGE
G2	GROUND STRUT CONNECTOR	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
G3	GROUND STRUT PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" THICKNESS

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MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
H1	GROUND STRUT BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	7/8" DIA.
H2	GROUND STRUT BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/8" DIA.
H3	GROUND STRUT BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
J1	BCT CABLE	AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS	**3/4" DIA.**
J2	BCT CABLE	UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."	
K1	CABLE ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1" DIA.
K2	CABLE ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1	1" DIA.
L1	BEARING PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
L2	BEARING PLATE FLANGE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1" THICKNESS
M1	BEAM GUARD ANCHOR BRACKET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
M2	BEAM GUARD ANCHOR END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
N1	ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
N2	ANCHOR BRACKET BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
N3	ANCHOR BRACKET BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
P1	FOUNDATION TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
P2	FOUNDATION TUBE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDENED WASHER ONLY)	1/2" DIA.
P3	FOUNDATION TUBE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
Q1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
Q2	SPLICE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	5/8" DIA.

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MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

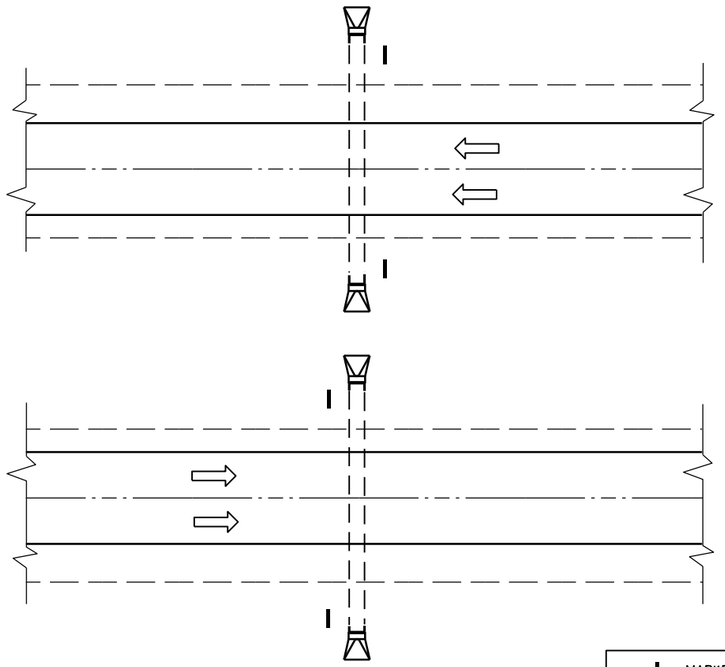
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

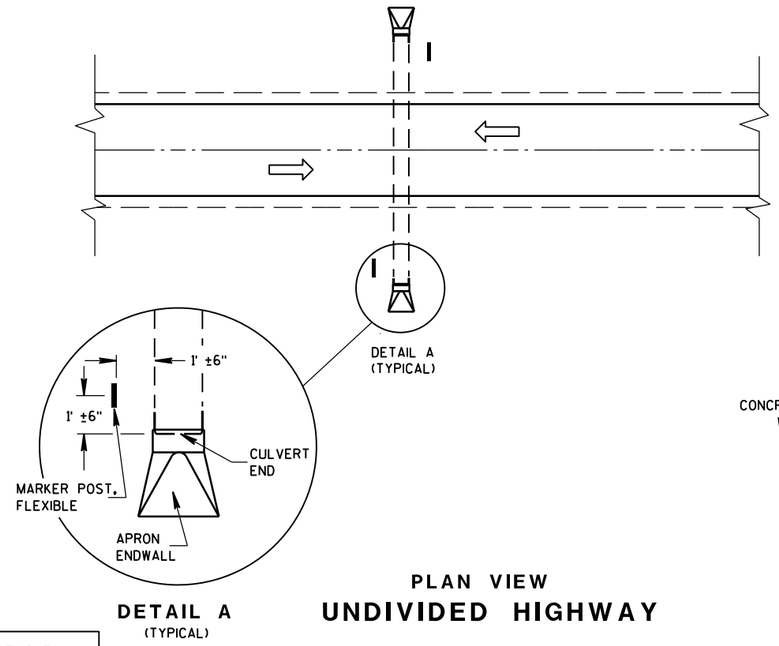
FHWA

SDD 14B47 - 03g



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

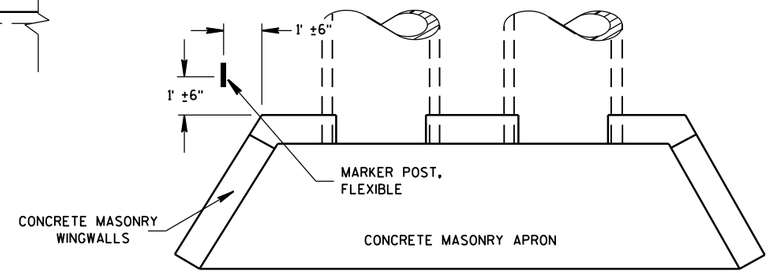
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

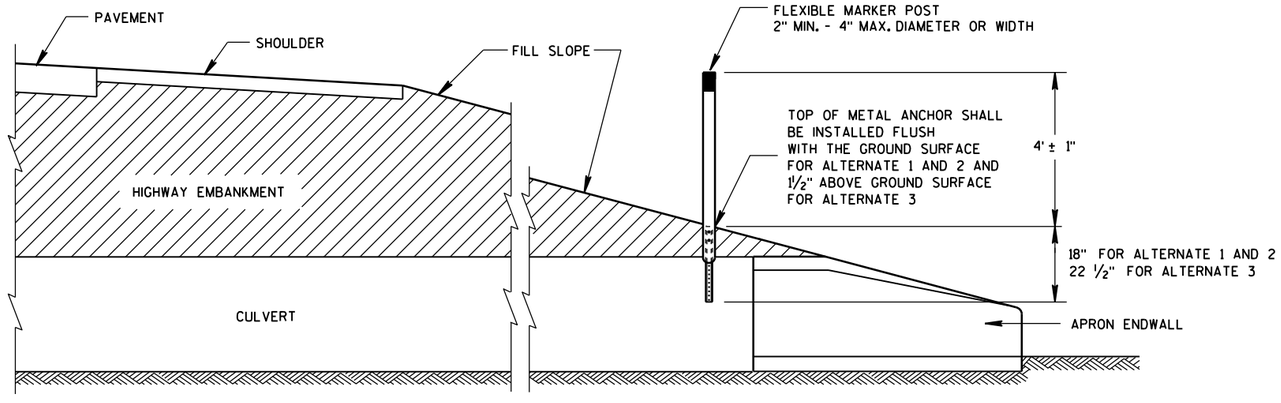
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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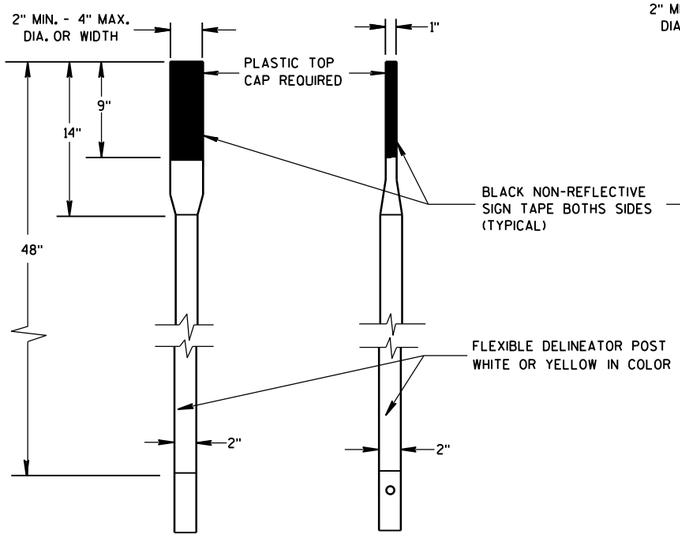
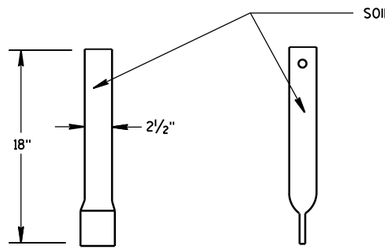
S.D.D. 15 A 3-2a

6

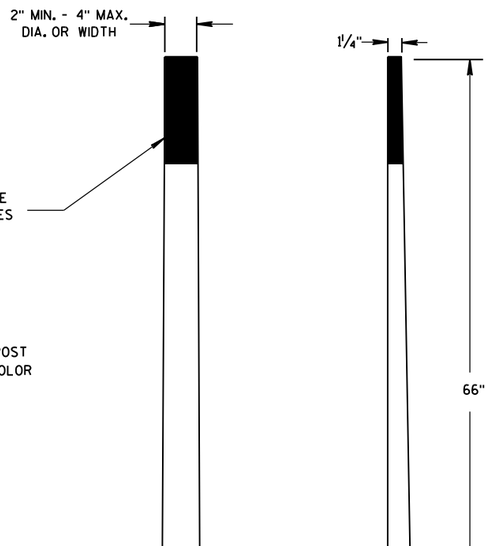
S.D.D. 15 A 3-2a





FRONT VIEW SIDE VIEW

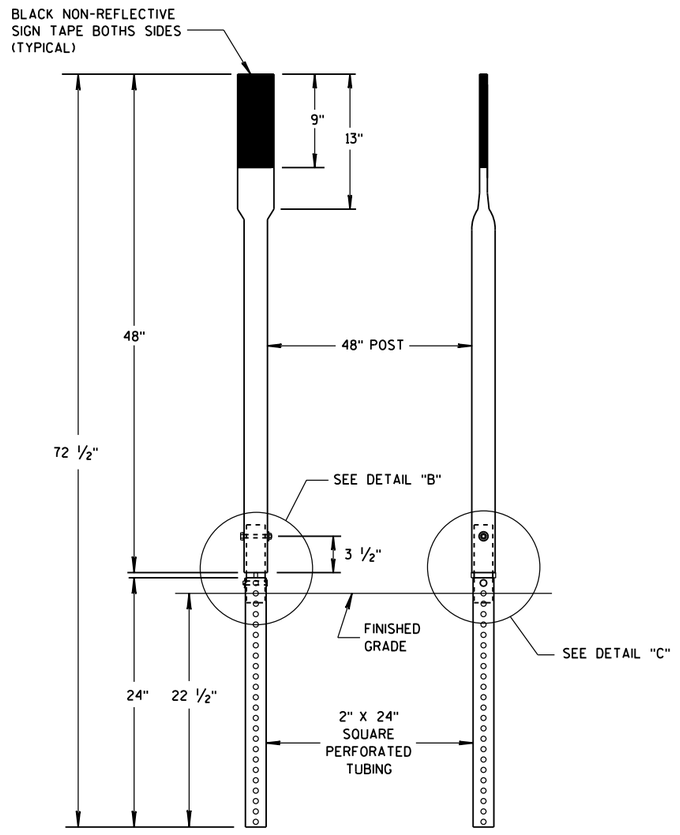
ALTERNATE 1



FRONT VIEW SIDE VIEW

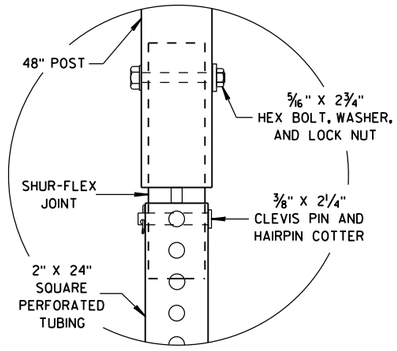
ALTERNATE 2

FLEXIBLE MARKER POSTS

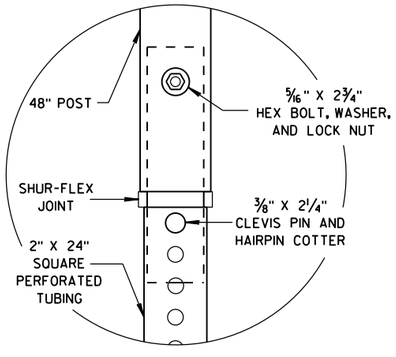


FRONT VIEW SIDE VIEW

ALTERNATE 3



DETAIL B



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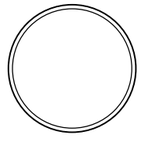
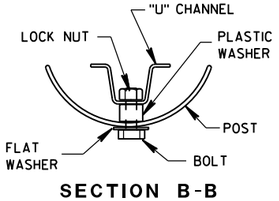
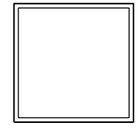


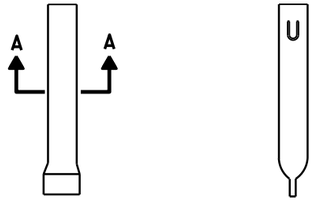
SECTION A-A



SECTION B-B

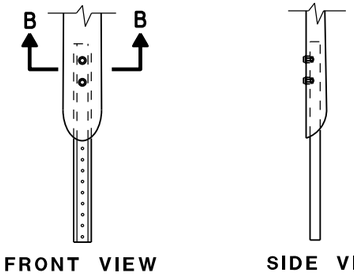


SECTION C-C



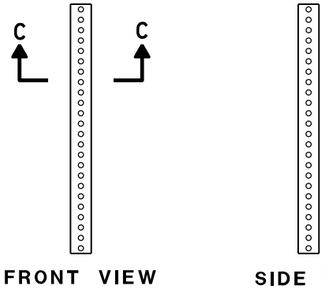
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/1/2012
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER OF DESIGN

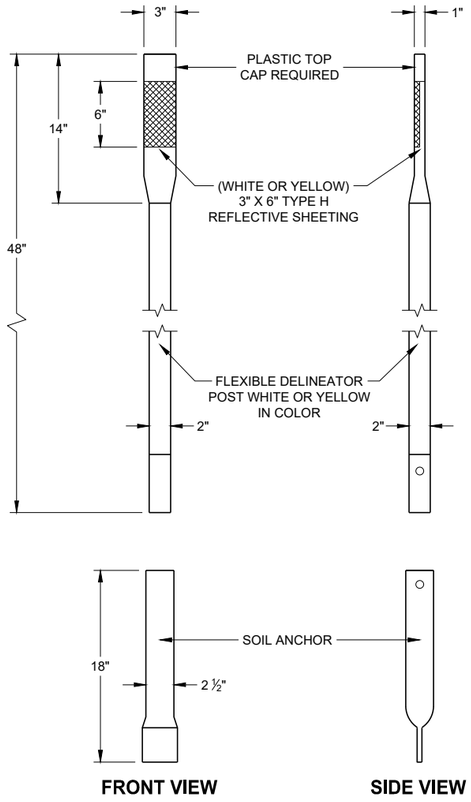
FHWA

6

S.D.D. 15 A 3-2b

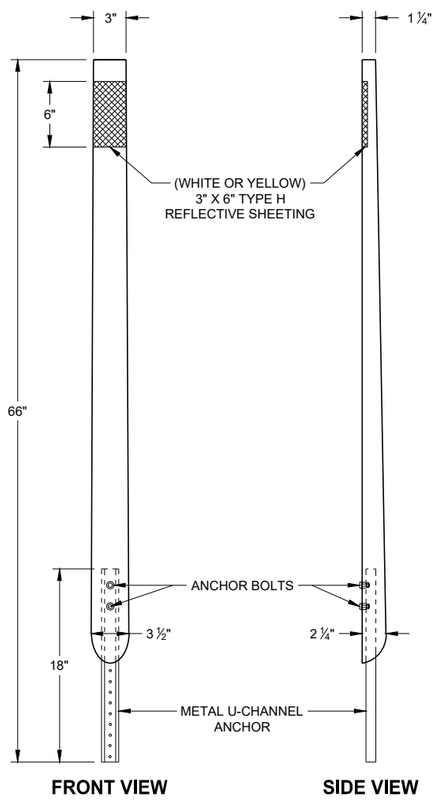
6

S.D.D. 15 A 3-2b



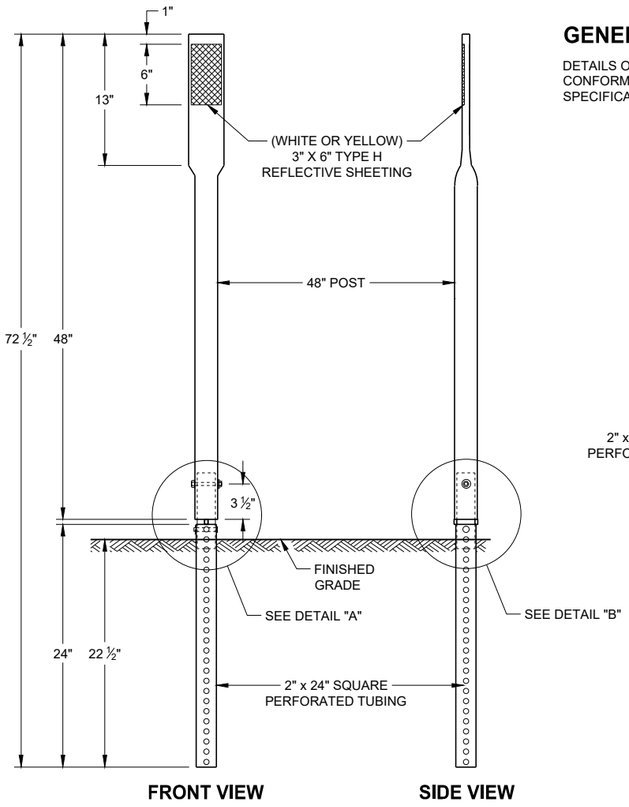
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



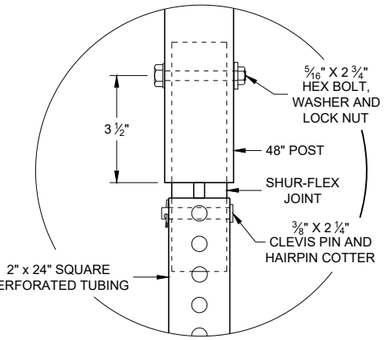
FRONT VIEW SIDE VIEW

ALTERNATE 3

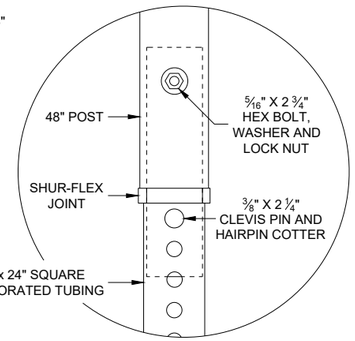
FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

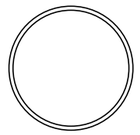
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



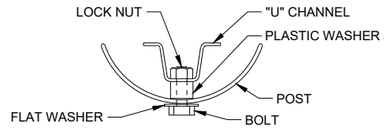
DETAIL A



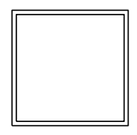
DETAIL B



SECTION A - A



SECTION B - B

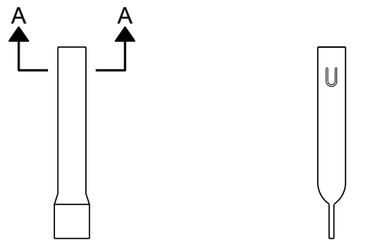


SECTION C - C

REFLECTOR SPACING TABLE

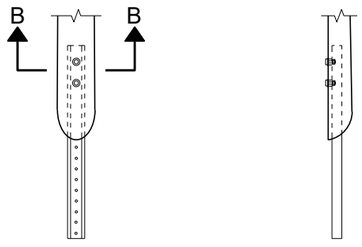
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



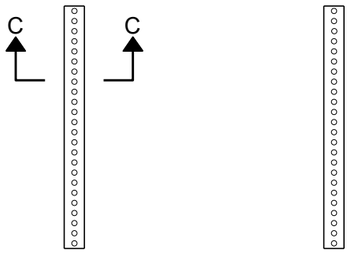
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE DELINEATOR POST

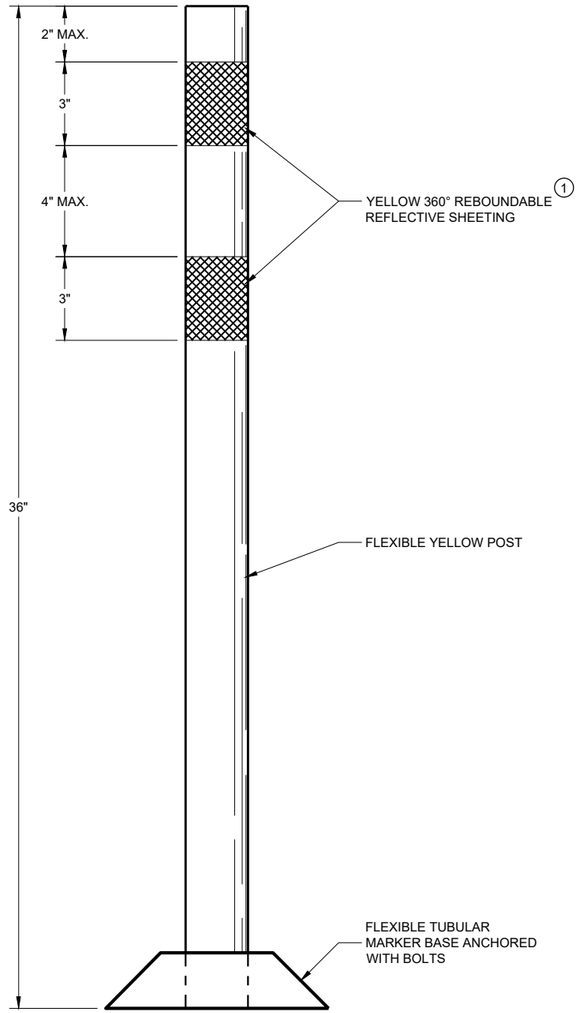
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15A04 - 07a



PERMANENT FLEXIBLE TUBULAR MARKER POST

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.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

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SDD 15A04 - 07d

SDD 15A04 - 07d

CHANNELIZING DEVICES
PERMANENT FLEXIBLE
TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

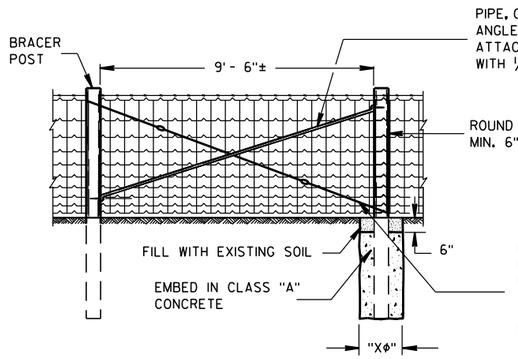
November 2021
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

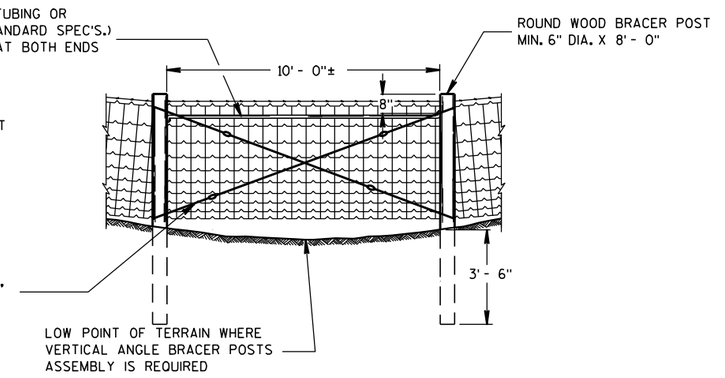
FHWA

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

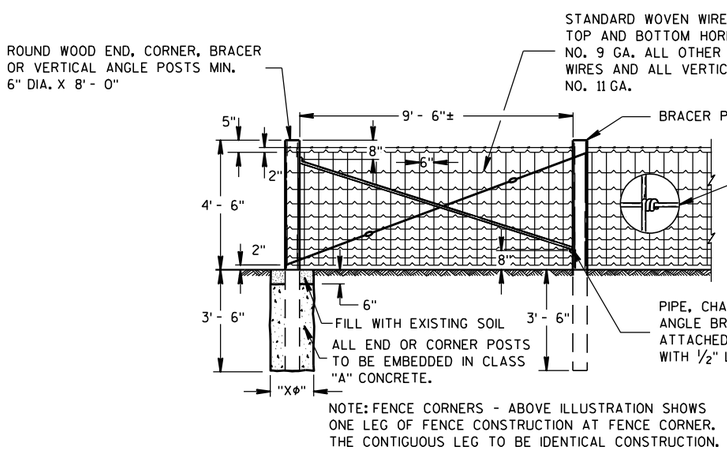
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

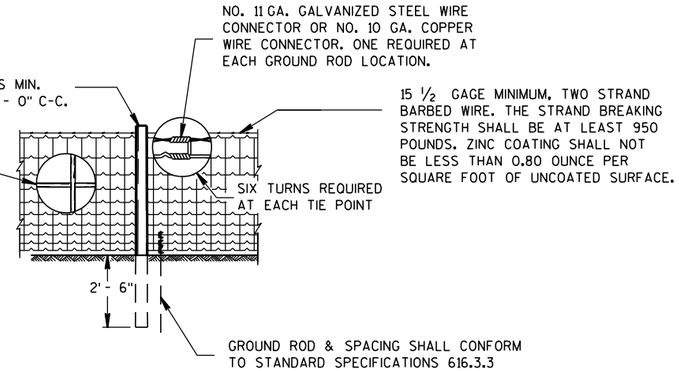
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



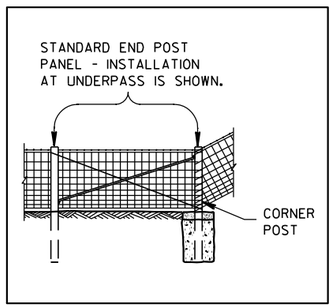
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

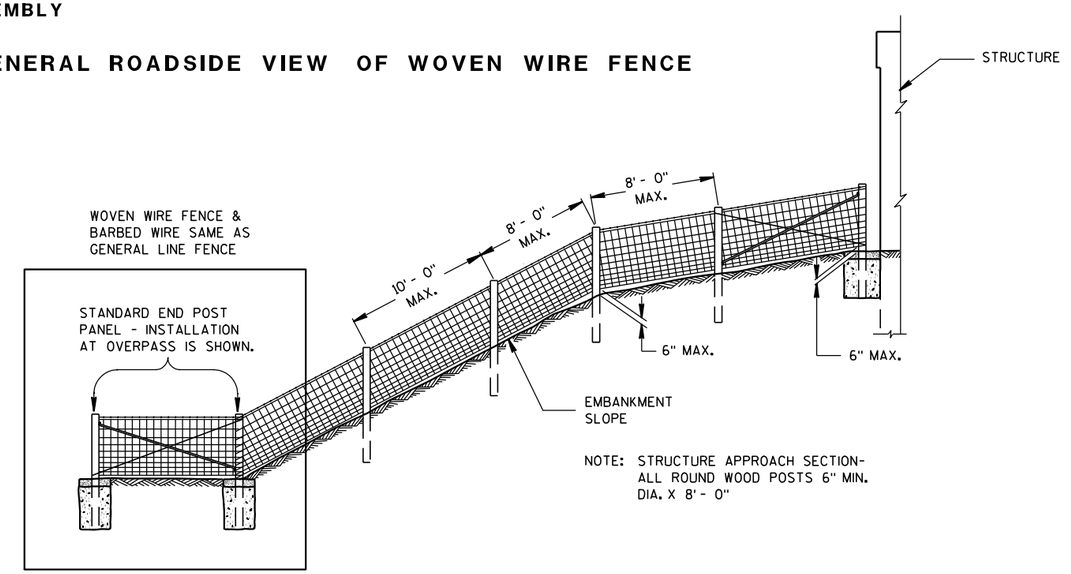


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



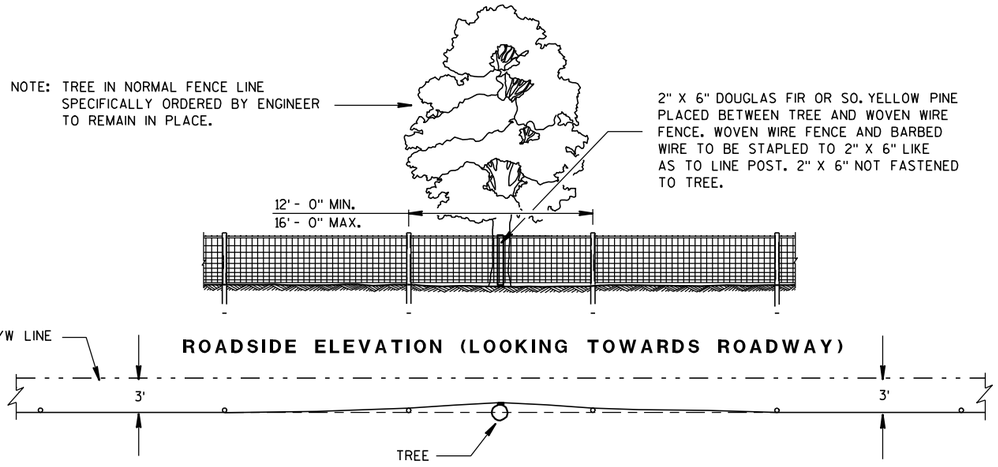
NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

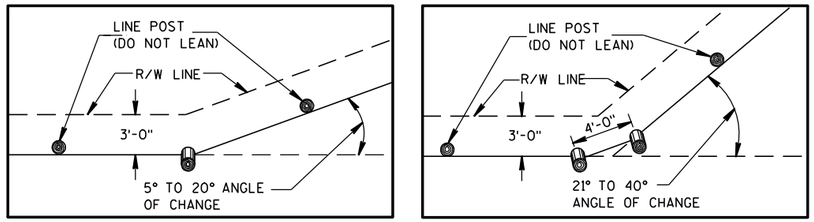
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



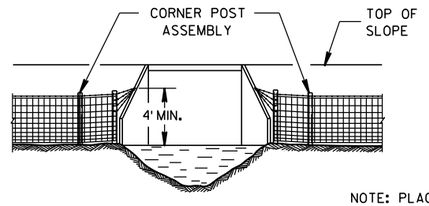
PLAN VIEW SINGLE POST CORNER

PLAN VIEW DOUBLE POST CORNER

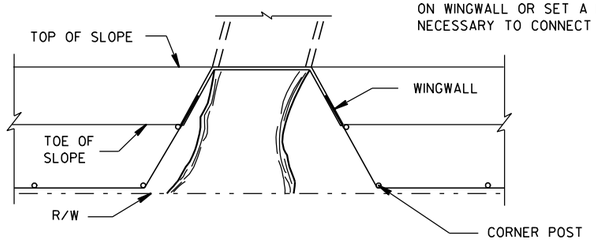
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

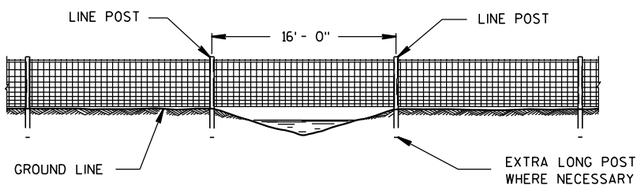
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



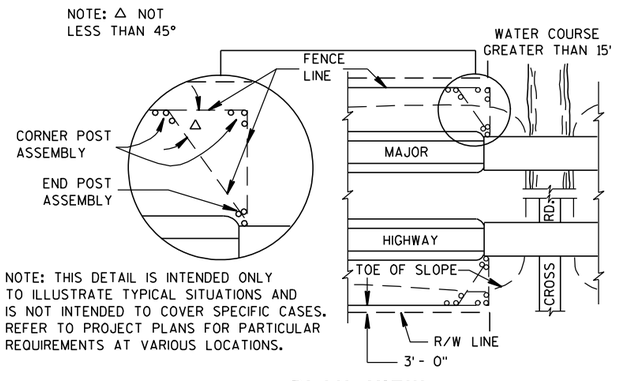
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



FENCE INSTALLATION TO WINGWALLS

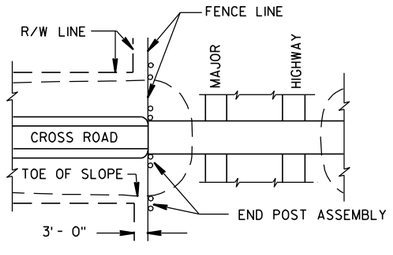


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

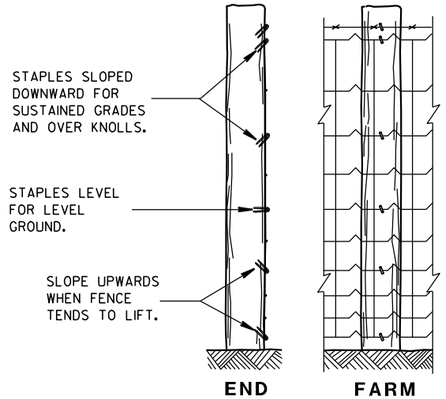
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW

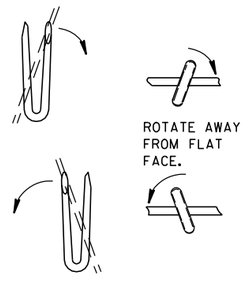
MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL



LINE POST

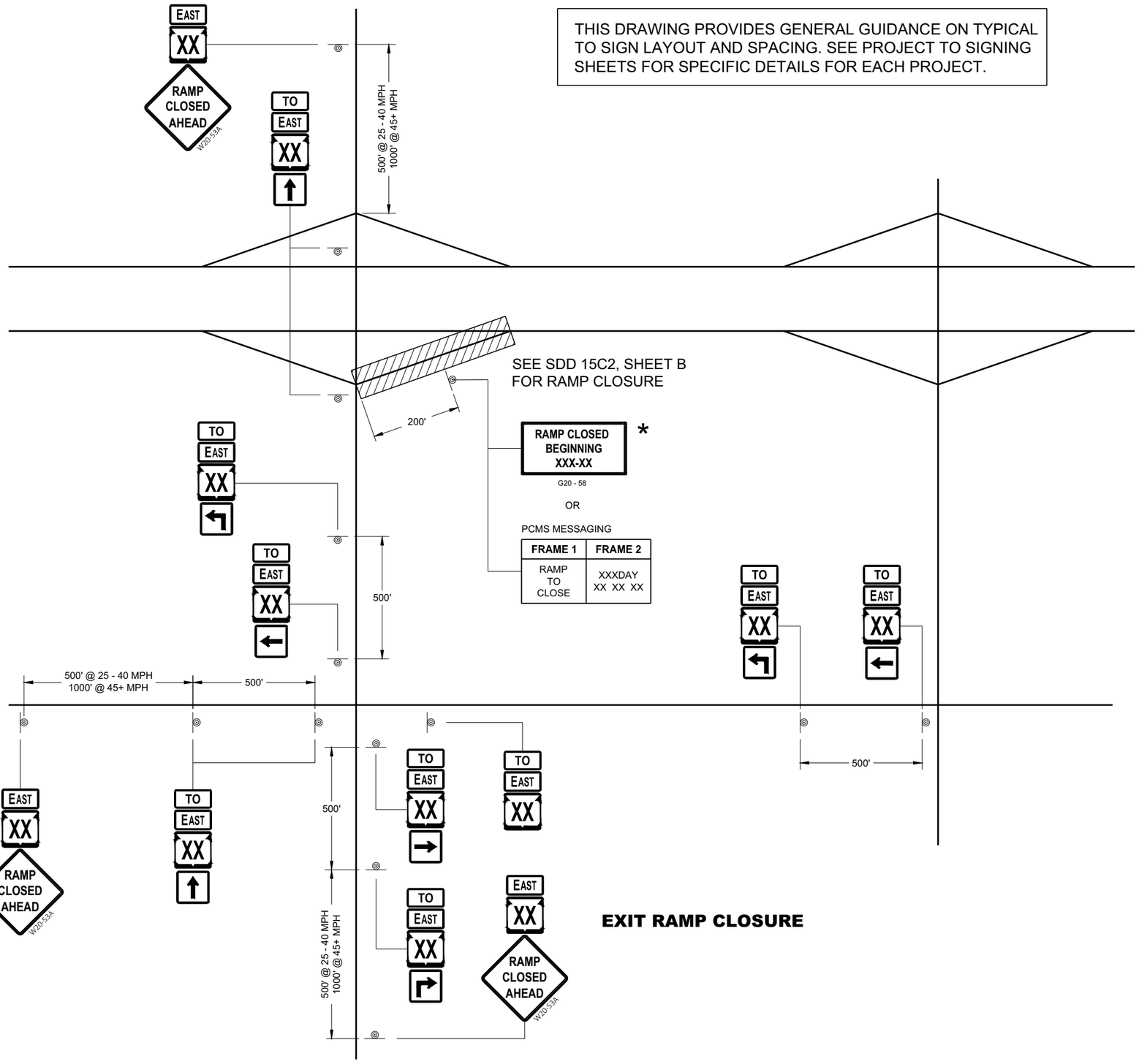
FENCE LOCATION AT STRUCTURES

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 15 B 1-8b



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

EXIT RAMP CLOSURE

ON RAMP LANE CLOSURE

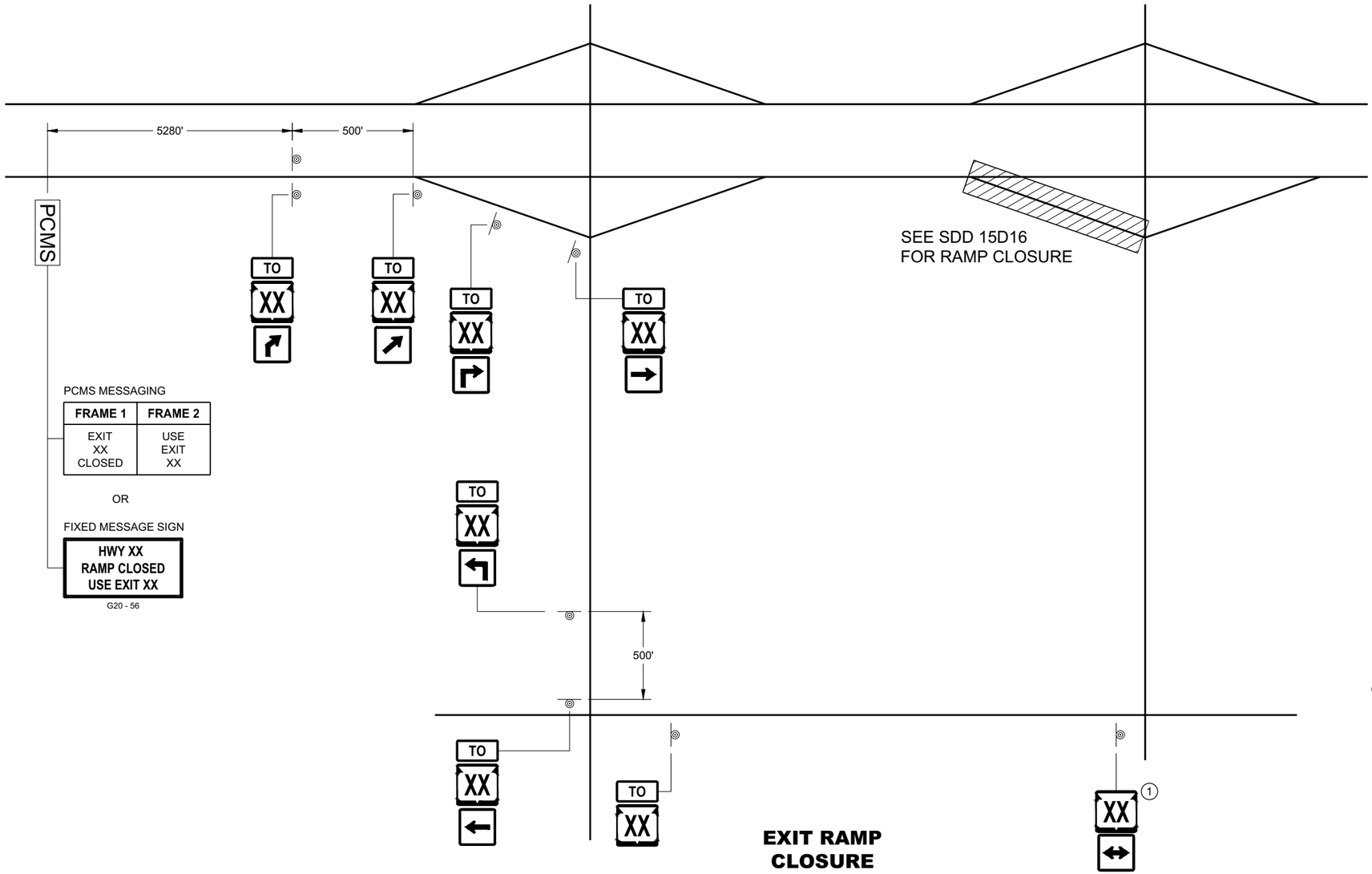
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15C02 - 08d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

EXIT RAMP CLOSURE

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

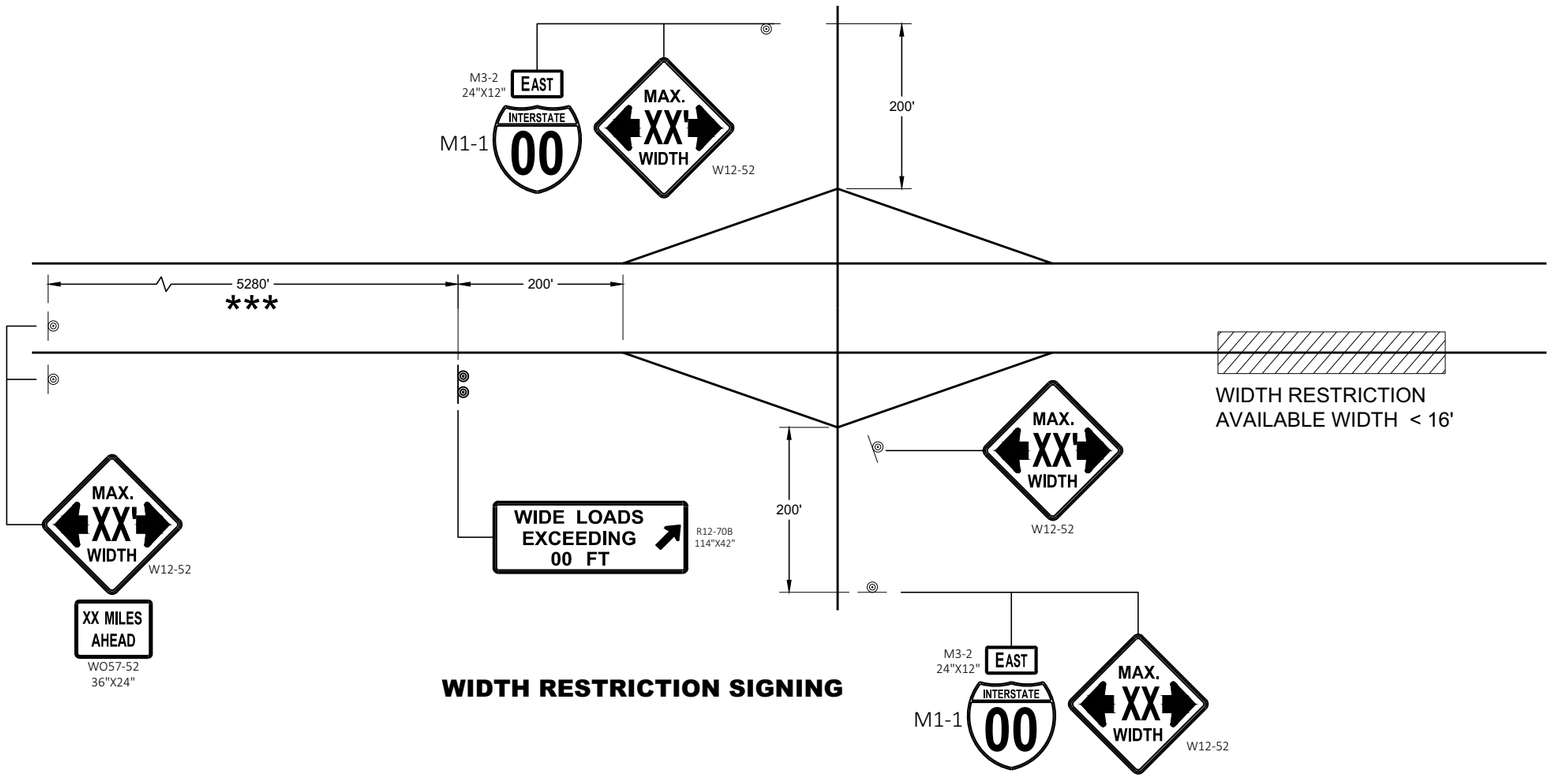
(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA



WIDTH RESTRICTION SIGNING

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

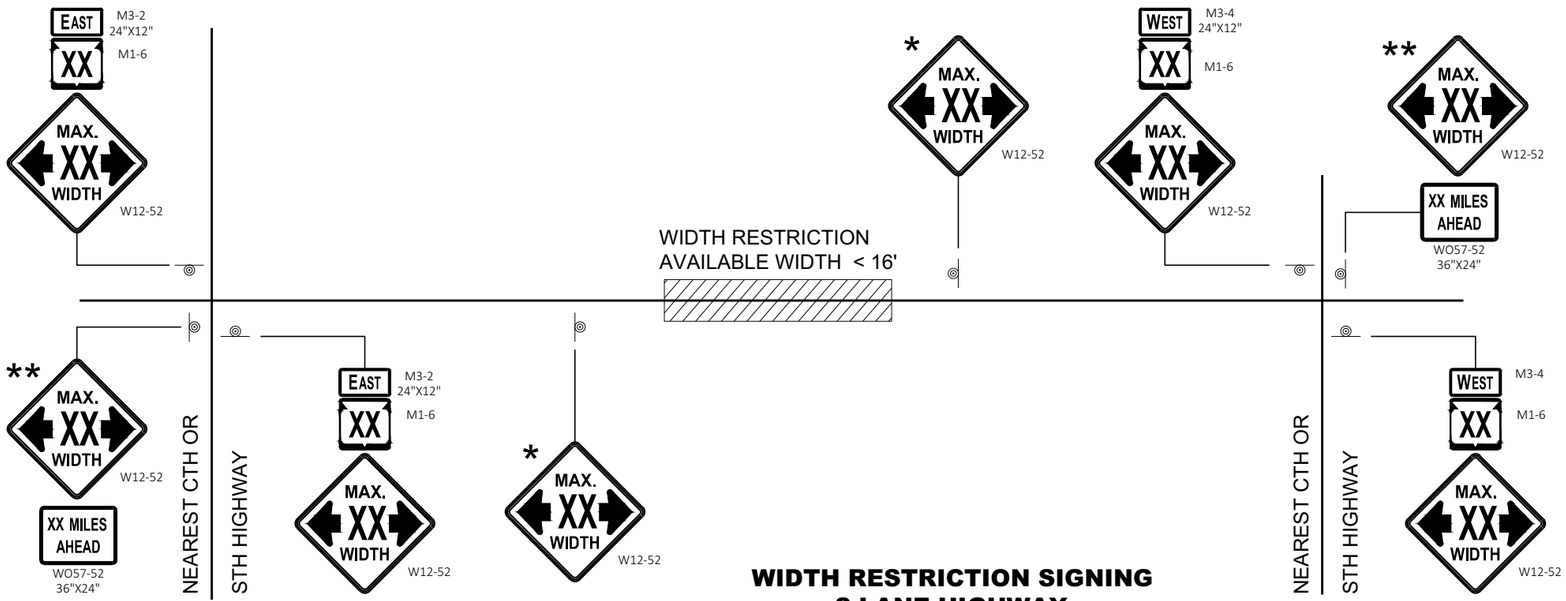
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 08f

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

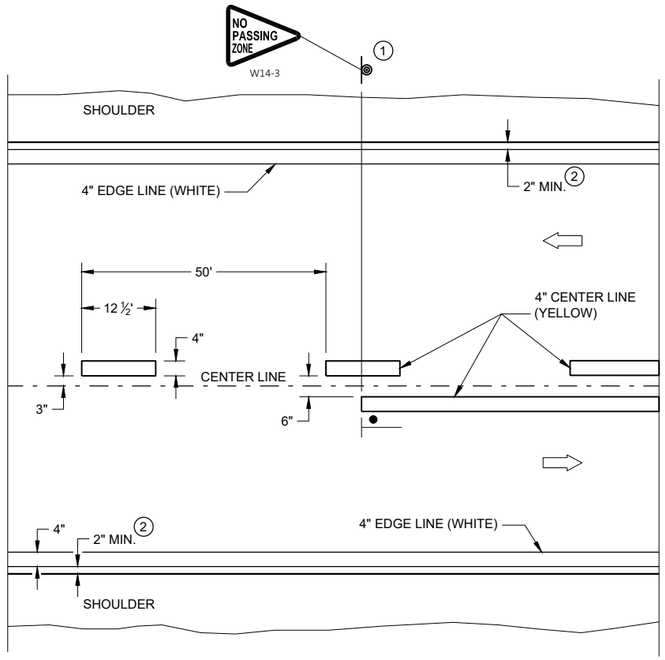
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

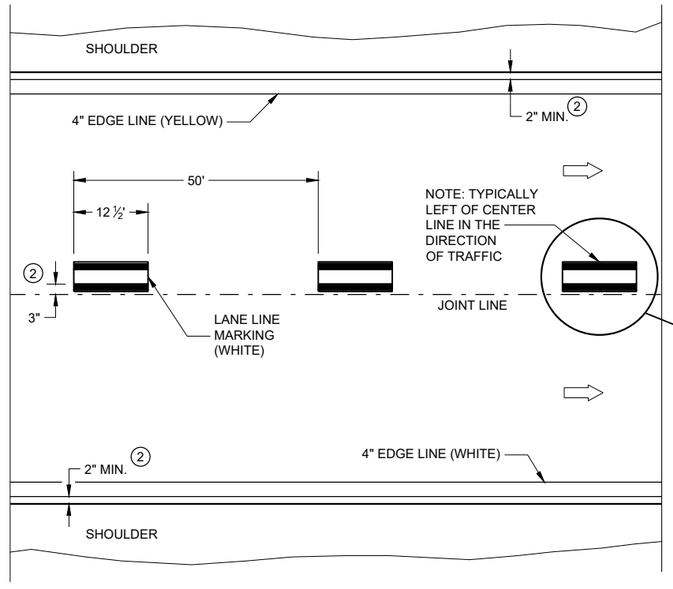
"T" MARKING

SIGN ON PERMANENT SUPPORT

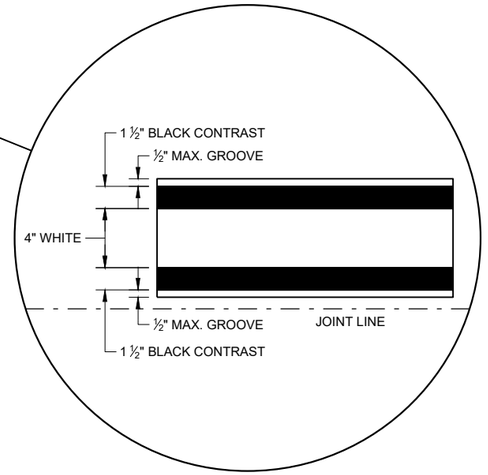
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND MARKING ENGINEER
FHWA

6

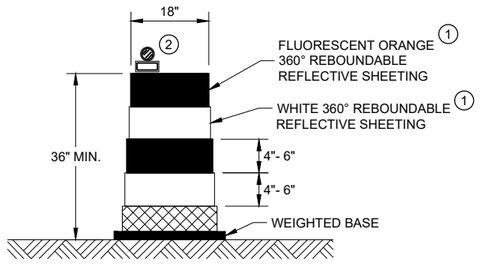
SDD 15C08 - 22a

6

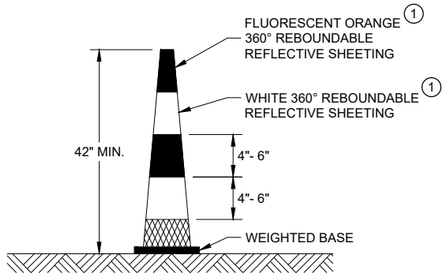
SDD 15C08 - 22a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

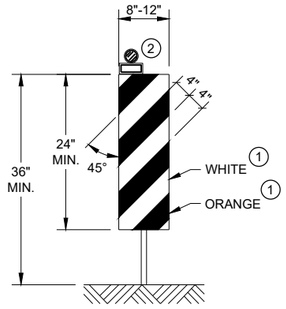


DRUM



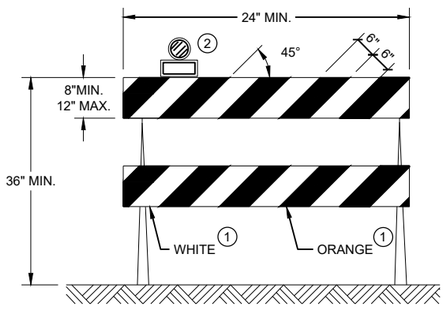
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



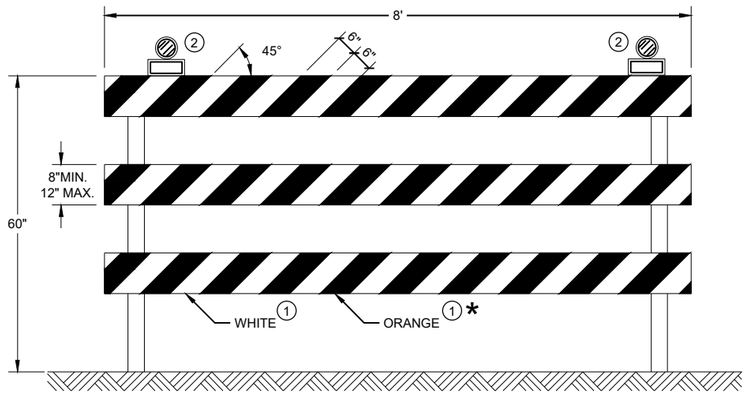
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

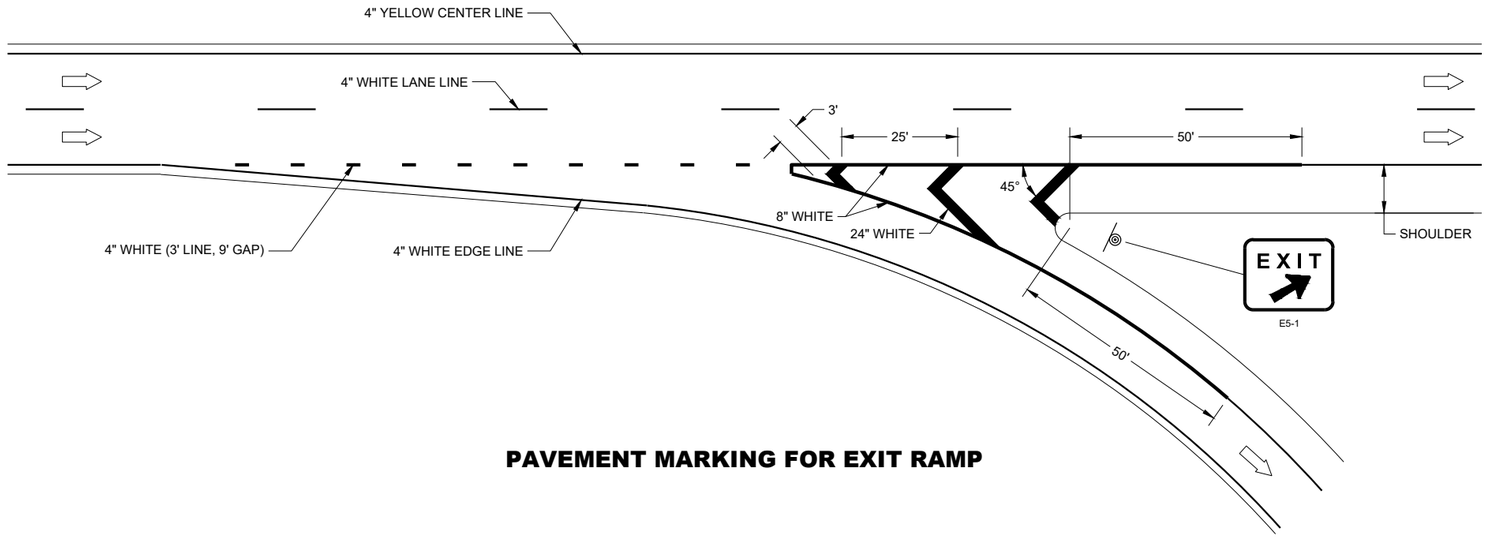
APPROVED
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

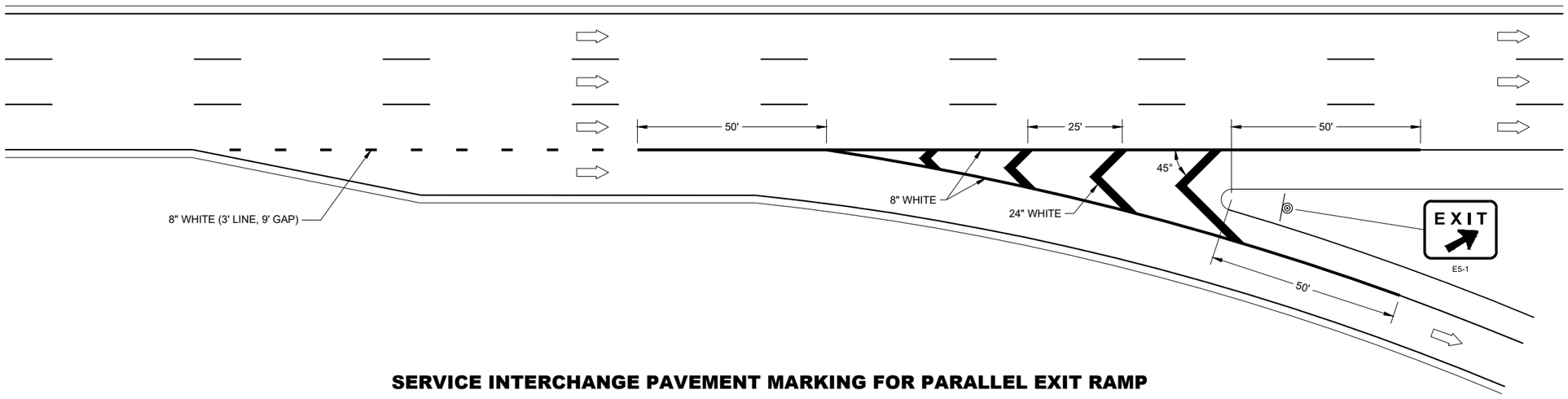
FHWA

6

SDD 15C11 - 09b



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31 - 04a

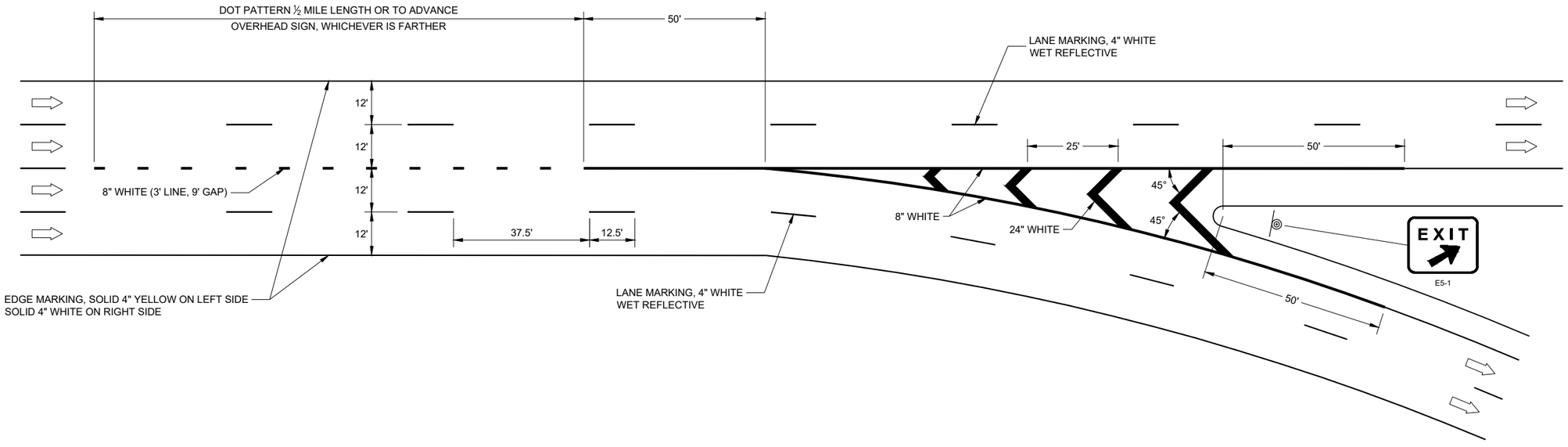
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



6

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SDD 15C31 - 04b

SDD 15C31 - 04b

PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

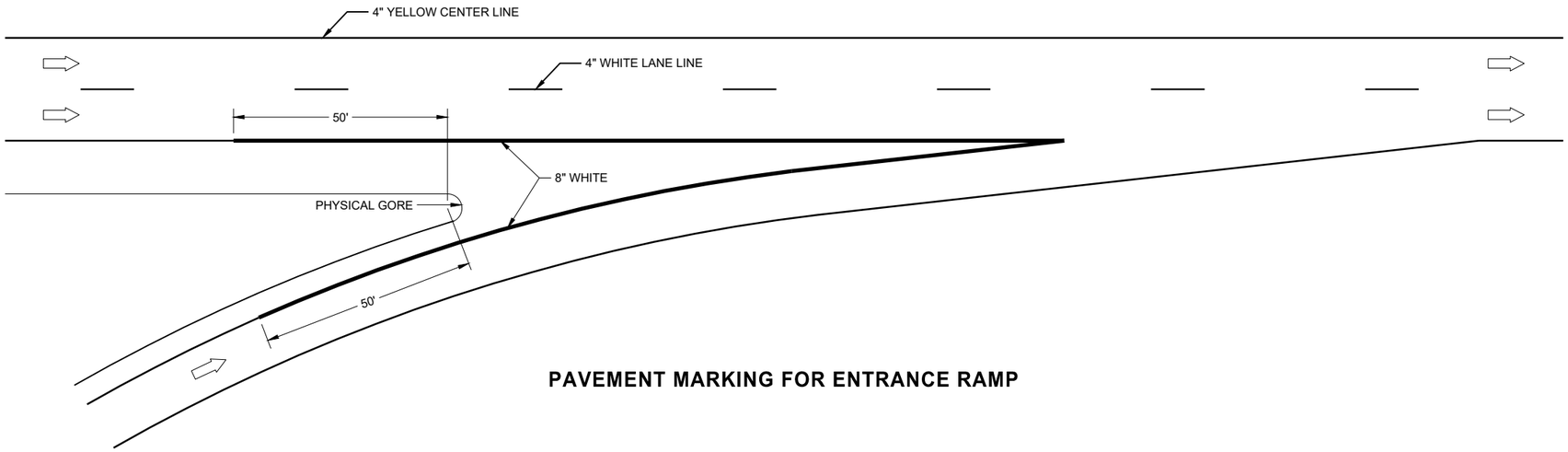
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

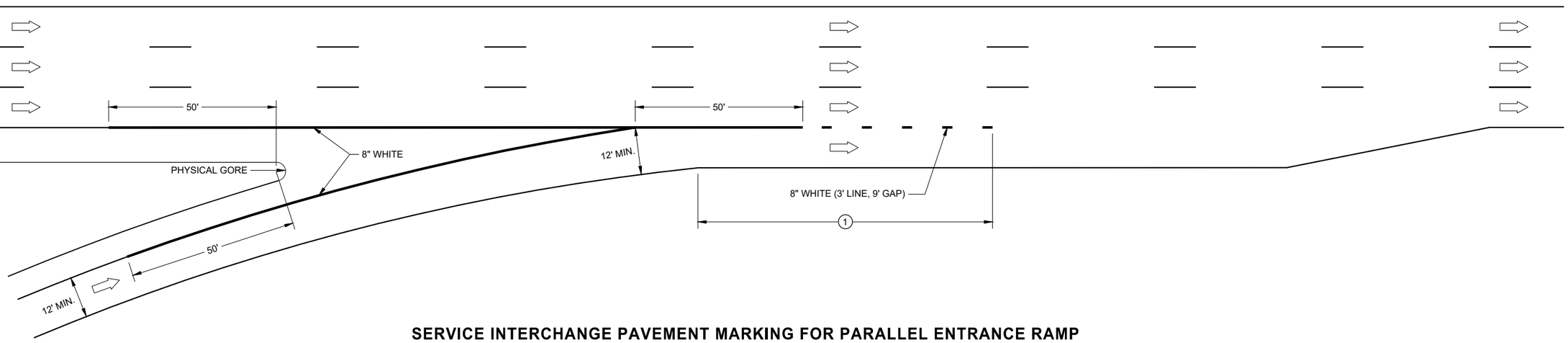
(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

LEGEND

DIRECTION OF TRAVEL



PAVEMENT MARKING FOR ENTRANCE RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

6

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SDD 14C31 - 04c

SDD 14C31 - 04c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

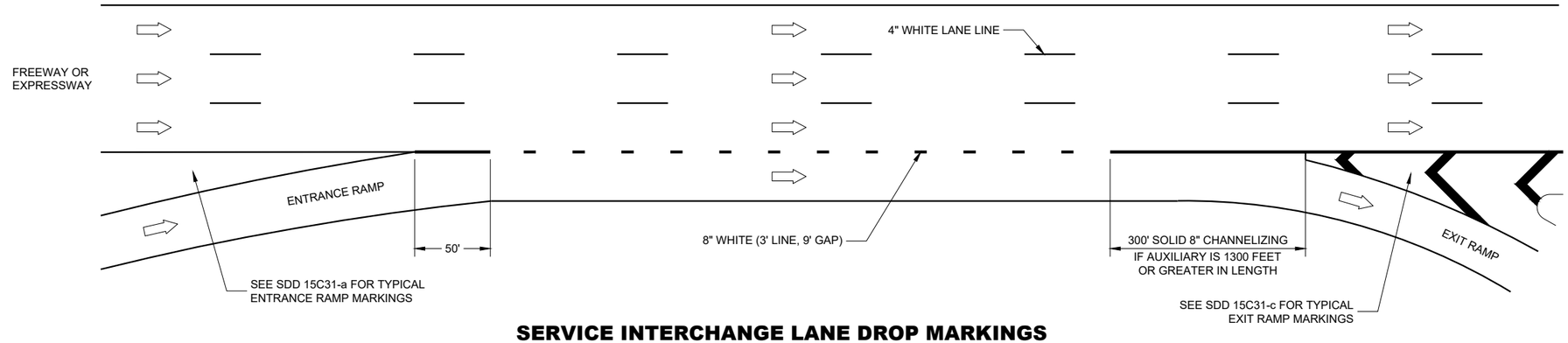
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

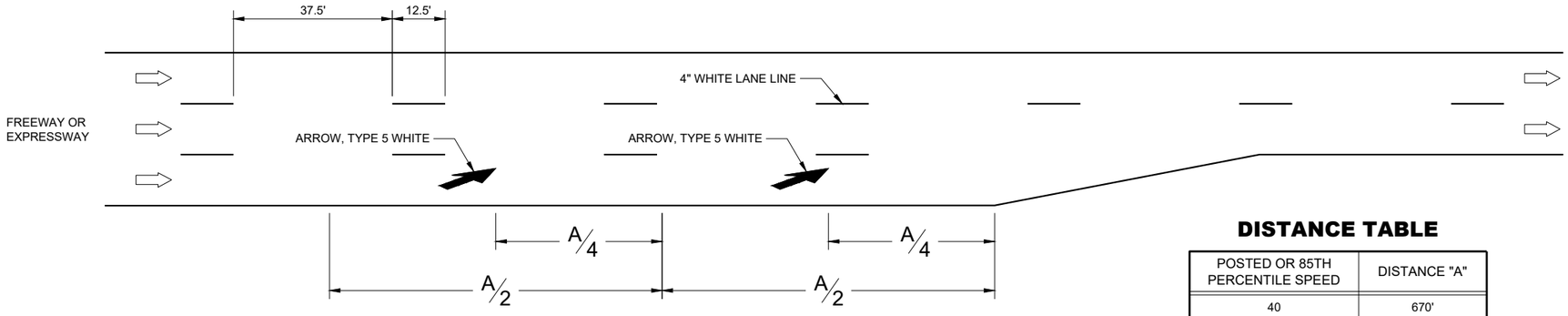
DIRECTION OF TRAVEL

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.



SERVICE INTERCHANGE LANE DROP MARKINGS



LANE REDUCTION MARKINGS

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
40	670'
45	775'
50	885'
55	990'
60	1100'
65	1200'
70	1250'

PAVEMENT MARKING, LANE DROP AND LANE REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2021
DATE

/S/ Matthew Rauch
STATE MARKING AND SIGNING ENGINEER

FHWA

6

SDD 15C31 - 04d

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

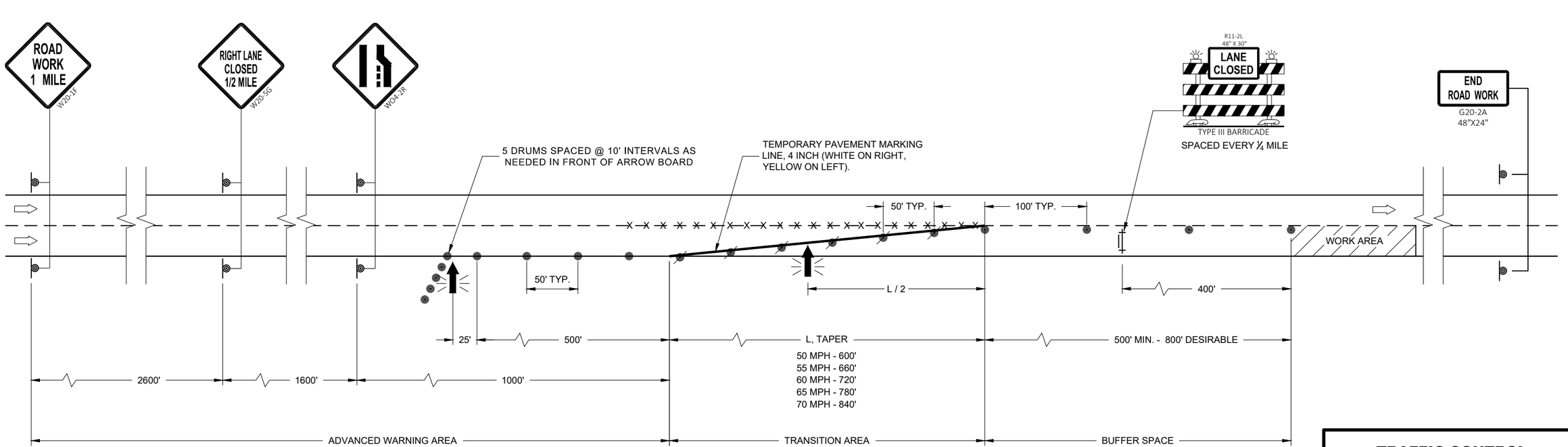
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D12 - 10a

6

SDD 15D12 - 10a

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

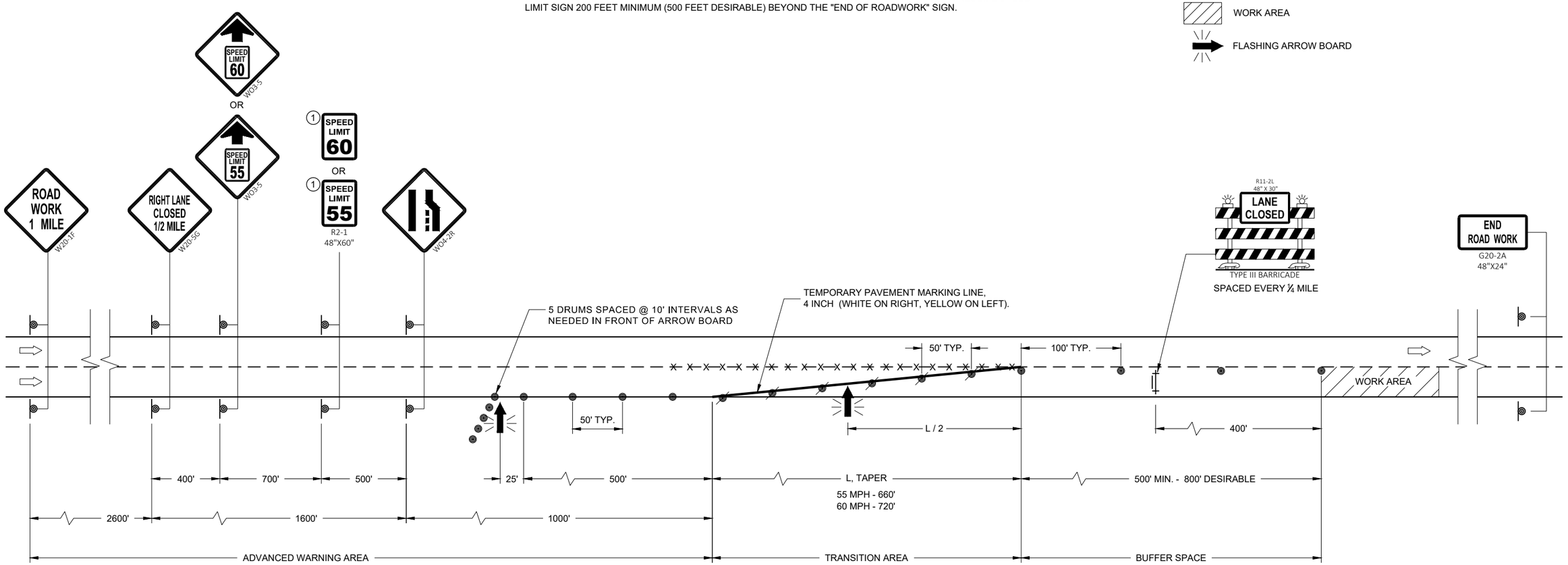
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D12 - 10b

6

SDD 15D12 - 10b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD
- (S) PORTABLE TRAFFIC SENSOR (PTS)
- FBS FLASHING BEACON SIGN

WO8-76
96" x 48"

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED SIGNS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS

AND NIGHTS.
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

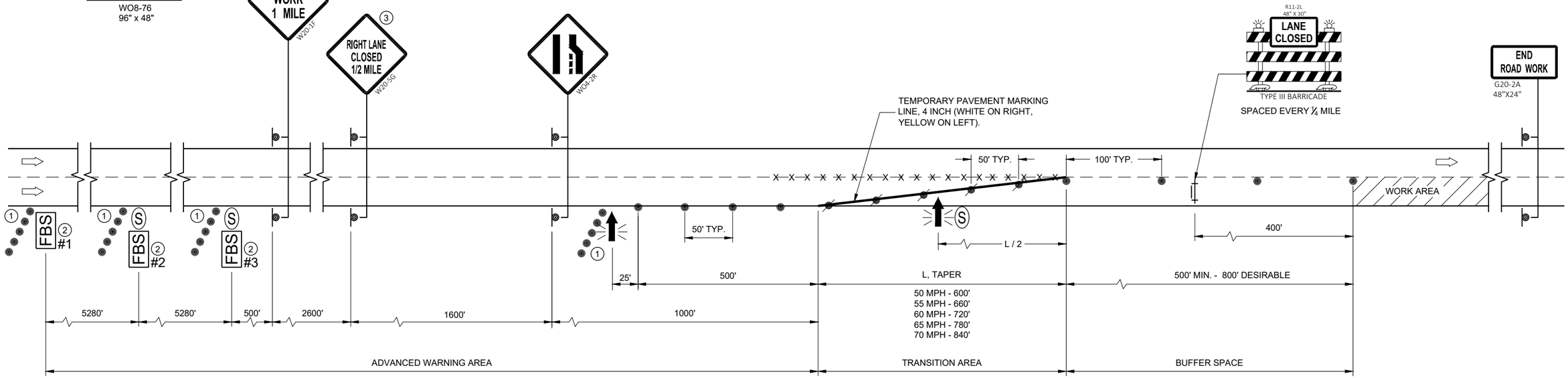
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

① 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

② IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.

③ IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

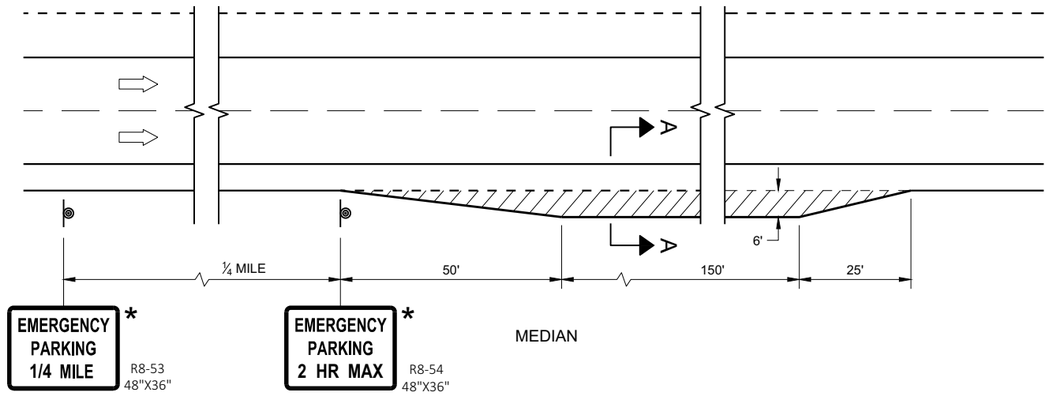
APPROVED
February 2022
DATE

/S/ Erin Schwark
WORK ZONE ENGINEER

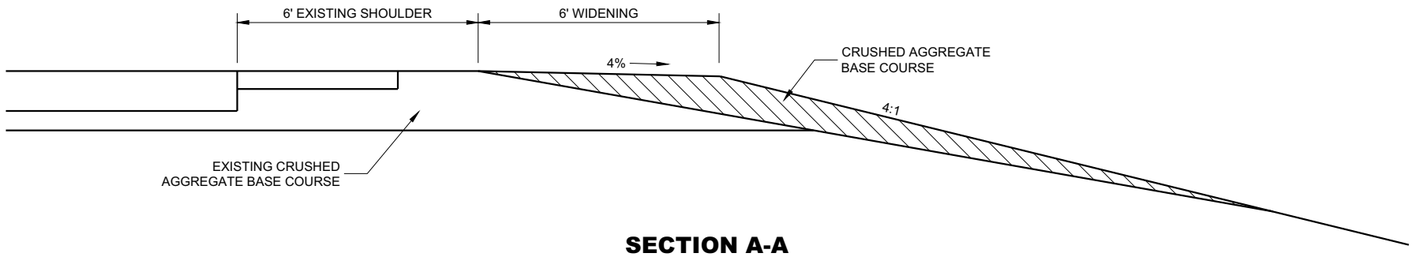
FHWA

6

SDD 15D12 - 10d



TEMPORARY EMERGENCY PULLOUTS FOR DIVIDED HIGHWAYS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIAL AND WORKMANSHIP NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

TEMPORARY EMERGENCY PULLOUTS AND SIGNS SHALL BE REMOVED AND THE ROADWAY RESTORED TO ITS ORIGINAL CROSS SECTION AND CONDITION PRIOR TO REOPENING THE ROADWAY TO ONE WAY TRAFFIC.

* SIGNS TO BE BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

TEMPORARY EMERGENCY PULLOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

6

SDD 15D13 - 02

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

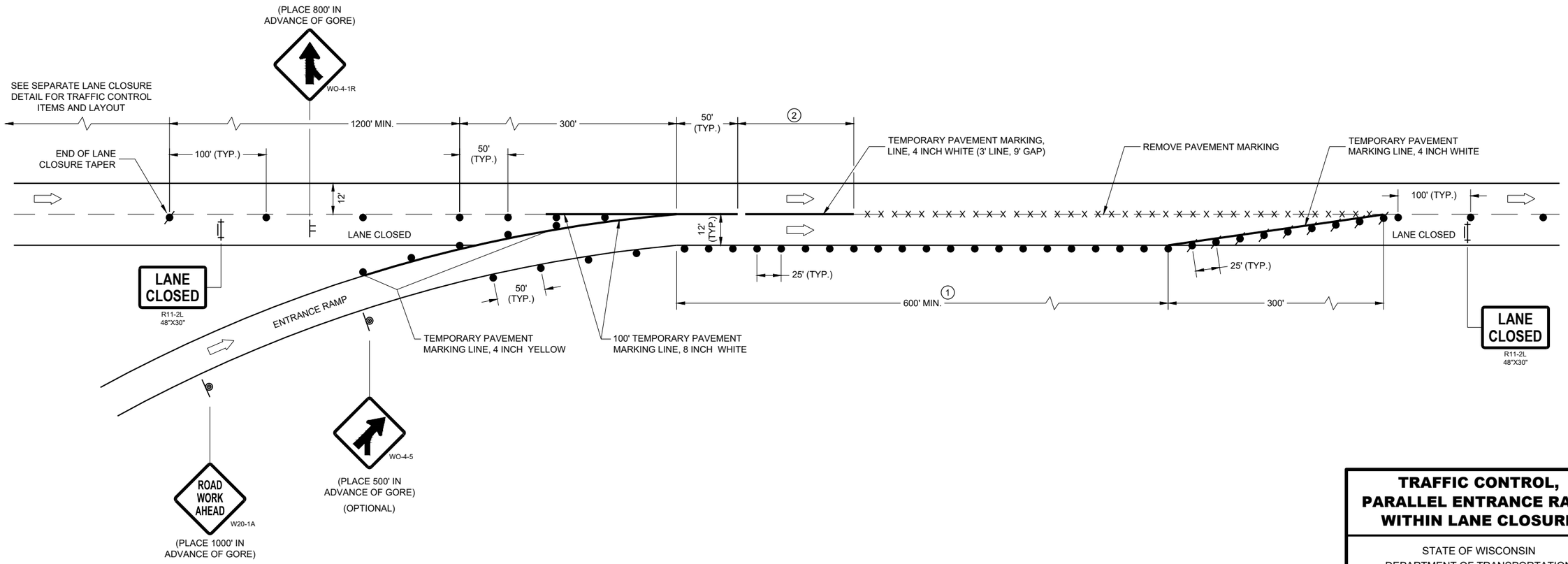
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15 - 06a

6

SDD 15D15 - 06a

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

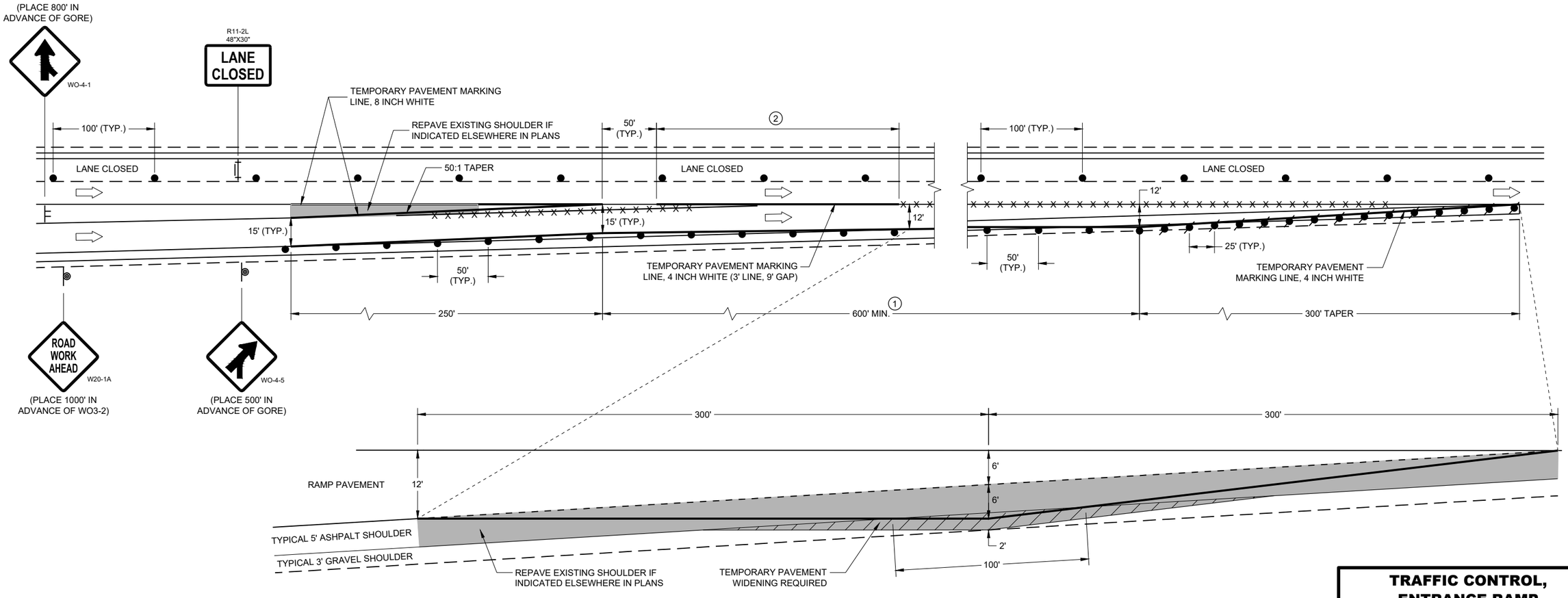
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15 - 06b

6

SDD15D15 - 06b

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

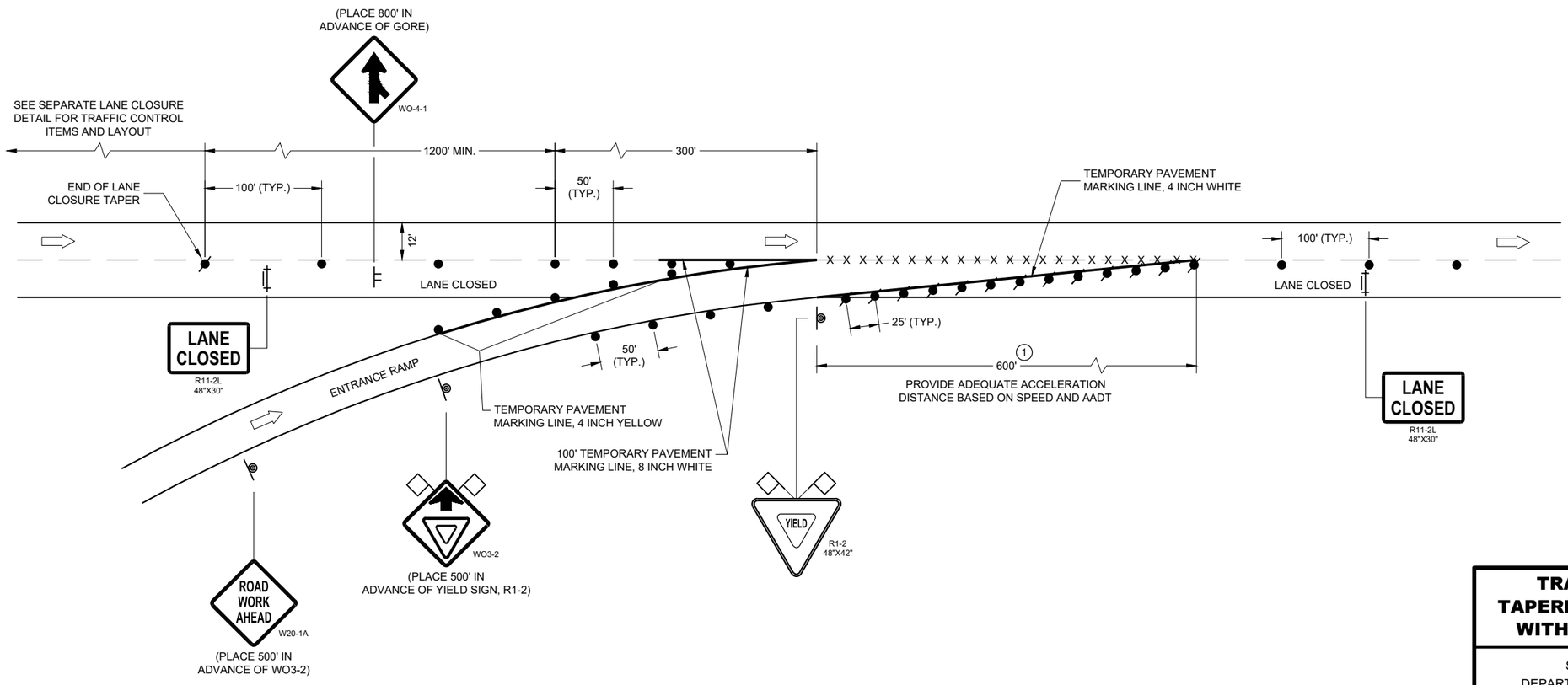
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15 - 06c

6

SDD 15D15 - 06c

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

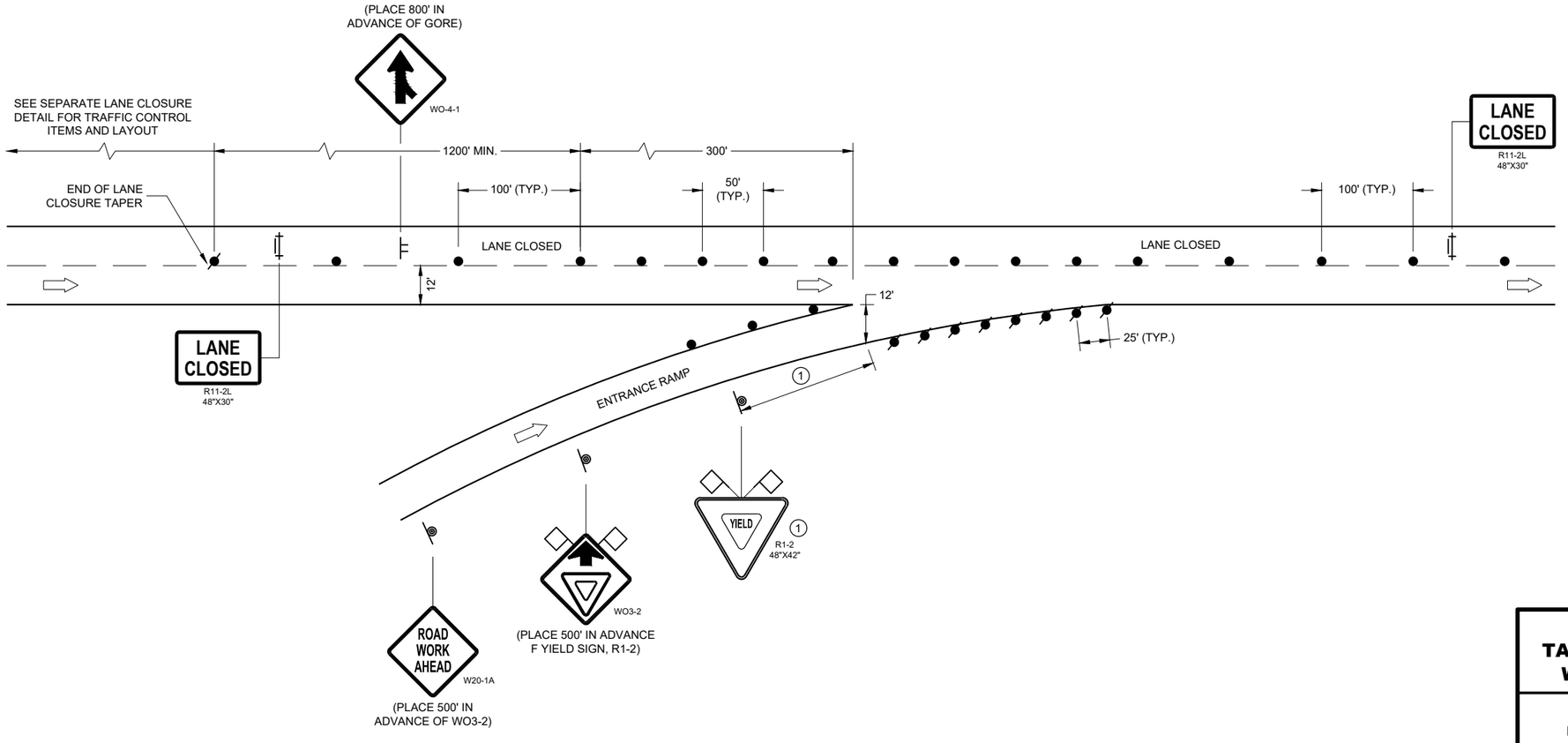
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15 - 06d

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

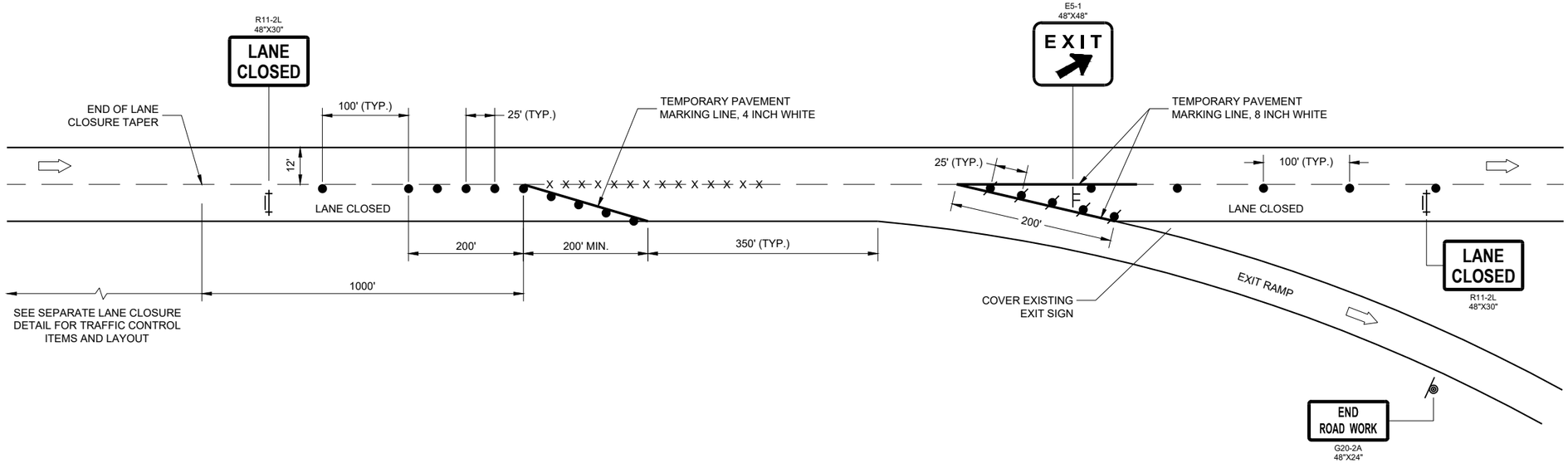
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



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SDD 15D15 - 06e

SDD15D15 - 06e

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

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

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

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

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

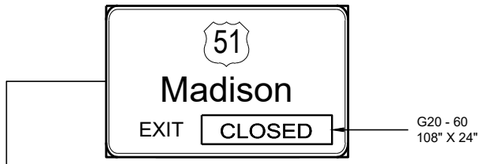
PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

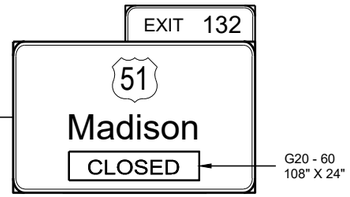
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

(1) W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

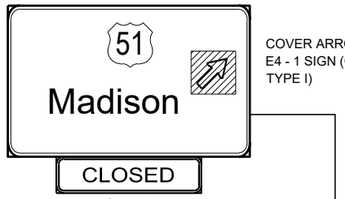
(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR



PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)

G20 - 61
120 ' X 30"

OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

SDD 15D16 - 05

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

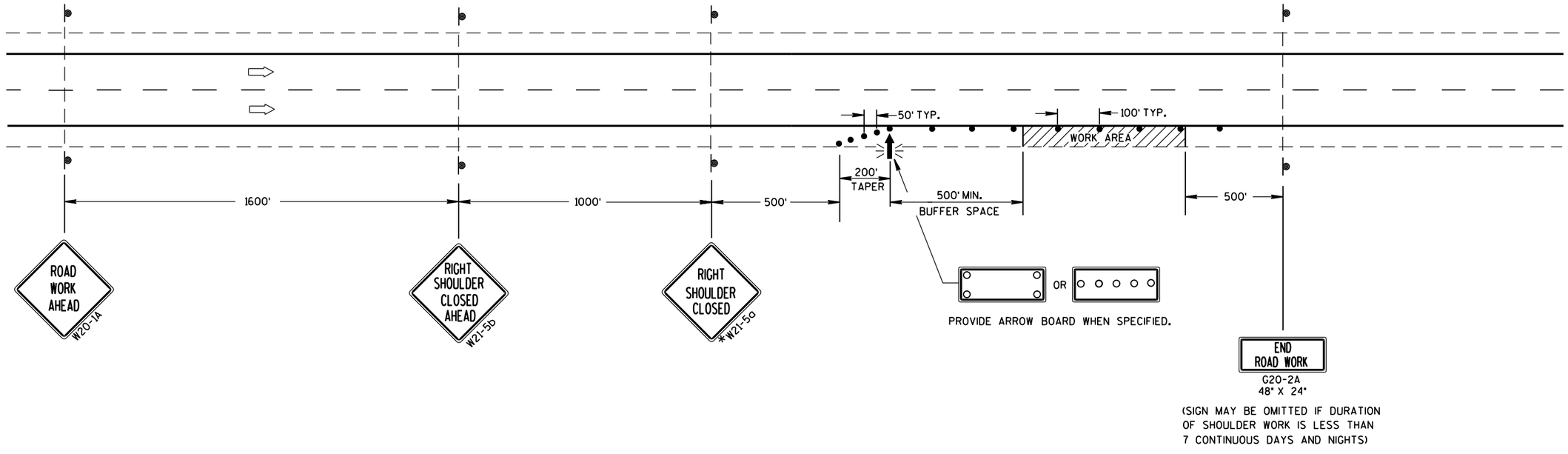
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016
DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6

S.D.D. 15 D 27-3

6

S.D.D. 15 D 27-3

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED SIGNS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH 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.

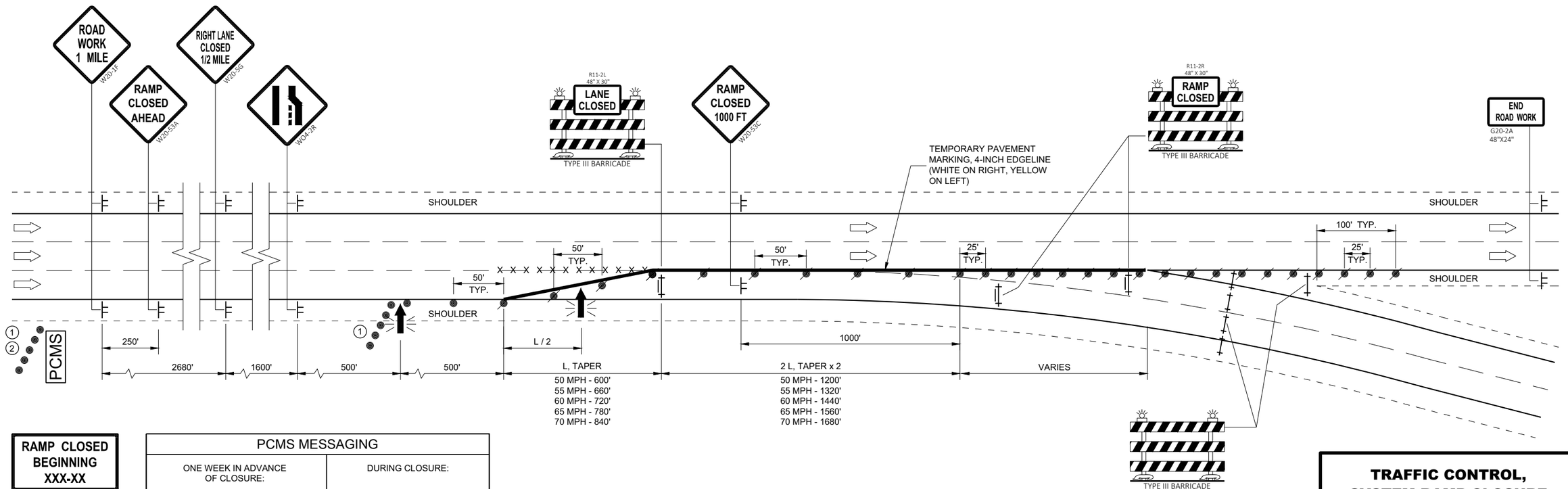
REMOVE ALL ARROW BOARDS AND DEVICES BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS.

REFER TO SDD 15C2 FOR SETTING DETOUR SIGNAGE.

ADD FREEWAY SHIELD AND DIRECTION IF APPLICABLE. COVER EXISTING RAMP AND LANE SIGNS IF APPLICABLE.

(1) 5 DRUMS SPACED AT 10 FOOT INTERVALS.

(2) DURING THE PRE-WARNING PERIOD, PLACE THE PCMS AT THE SYSTEM RAMP THAT IS TO BE CLOSED. DURING CLOSURE PERIOD, PLACE PCMS OR FMS AT LAST AVAILABLE EXIT IN ADVANCE OF SYSTEM RAMP CLOSURE. IF DYNAMIC MESSAGE SIGNS (DMS) ARE AVAILABLE, COORDINATE POTENTIAL SIGN MESSAGES WITH THE TRAFFIC MANAGEMENT CENTER (TMC).



SEE SDD 15C2 (SHEET "b"), DETAIL "D" "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" PLACE BARRICADES TO FULLY SEAL OFF ROAD

RAMP CLOSED BEGINNING XXX-XX
G20-58

PCMS MESSAGING

ONE WEEK IN ADVANCE OF CLOSURE:

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

DURING CLOSURE:

FRAME 1	FRAME 2
HWY XX RAMP CLOSED	USE ALT ROUTE

TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

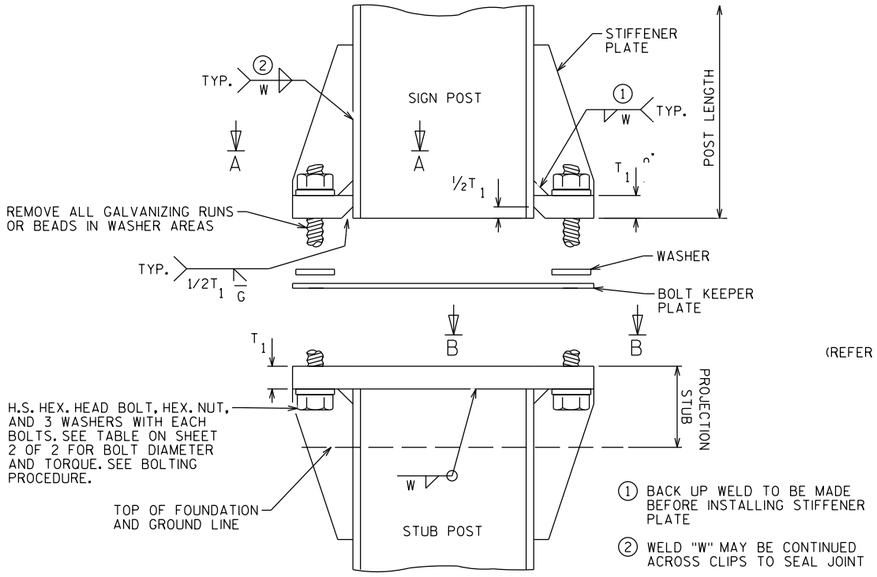
FHWA

6

SDD 15D49 - 01

6

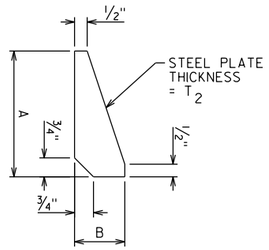
SDD 15D49 - 01



① BACK UP WELD TO BE MADE BEFORE INSTALLING STIFFENER PLATE

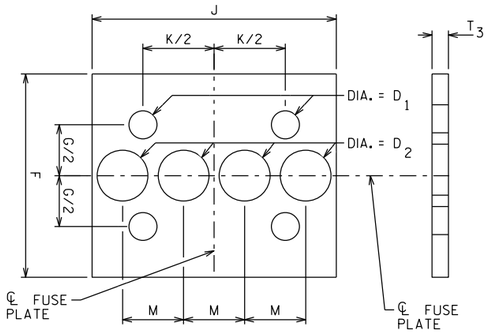
② WELD "W" MAY BE CONTINUED ACROSS CLIPS TO SEAL JOINT

SIGN POST & STUB POST ELEVATION



STIFFENER PLATE DETAIL

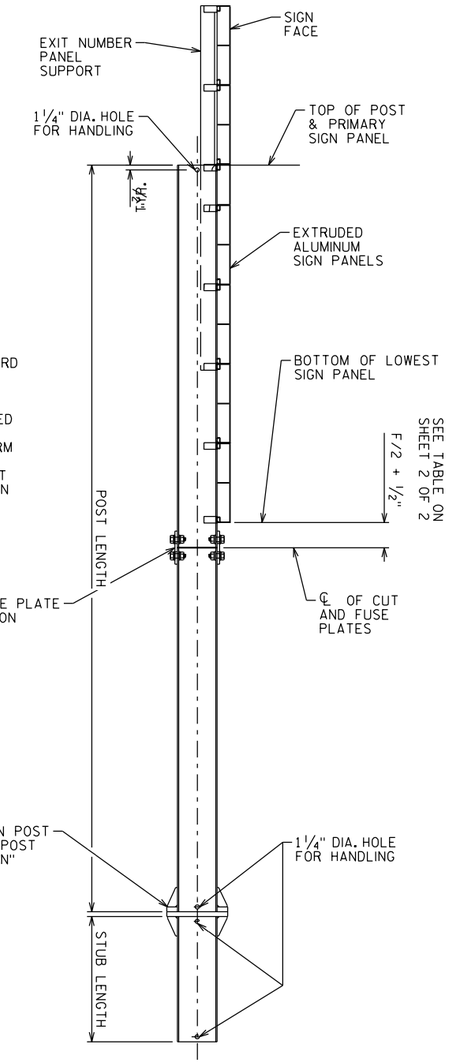
(REFER TO TABLE ON SHEET 2 OF 2 FOR DIMENSIONS)



PERFORATED FUSE PLATE DETAIL

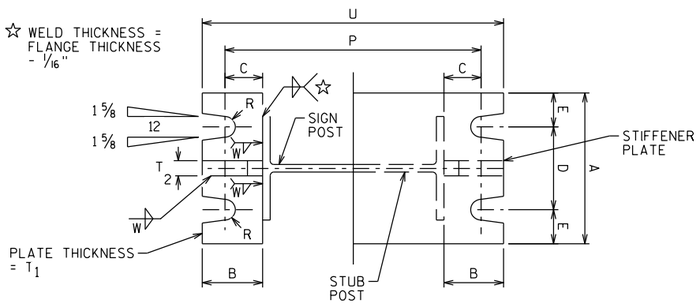
USE H.S. HEX HEAD BOLTS, HEX HEAD NUT AND FLAT WASHER UNDER NUT. INSTALL BOLTS PER THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTION 506.3.12.3.

ALL HOLES SHALL BE DRILLED, SUB-PUNCHED AND REAMED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS. HOWEVER, FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36. ASTM A572 GRADE 50 OR ASTM A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. MILL TEST REPORTS SHALL BE SUBMITTED FOR FUSE PLATES. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.



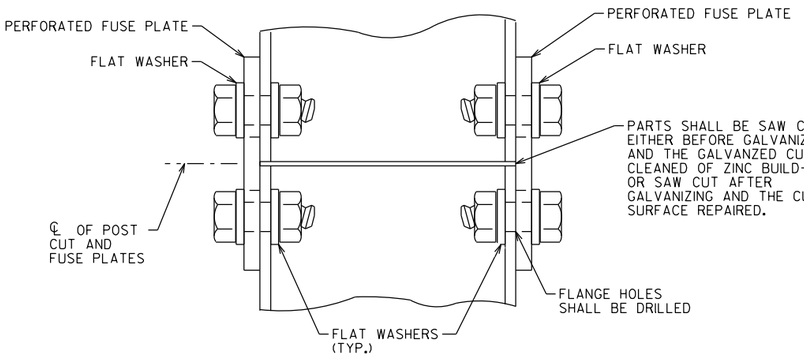
POST DETAIL

☆ WELD THICKNESS = FLANGE THICKNESS - 1/16"

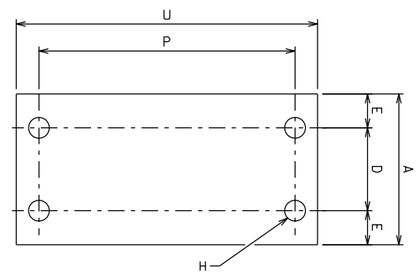


SECTION A-A

SECTION B-B



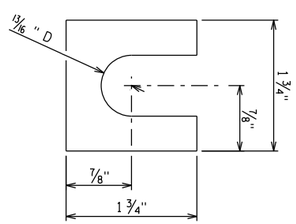
FUSE PLATE CONNECTION DETAIL



H = BOLT DIA. + 1/8"

BOLT KEEPER PLATE DETAIL

30 GA GALVANIZED SHEET STEEL



SHIM DETAIL

FURNISH TWO .012"± THICK AND TWO .032"± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO ASTM B36.

BOLTING PROCEDURE FOR BASE CONNECTION

1. ASSEMBLE SIGN POST, BOLT KEEPER PLATE, AND STUB POST WITH BOLTS AND THREE FLAT WASHERS PER BOLT AS SHOWN.
2. SHIM AS REQUIRED TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING, LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS.
5. LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PERSCRIBED TORQUE. (SEE TABLE FOR PERSCRIBED TORQUE). DO NOT OVER-TIGHTEN.
6. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

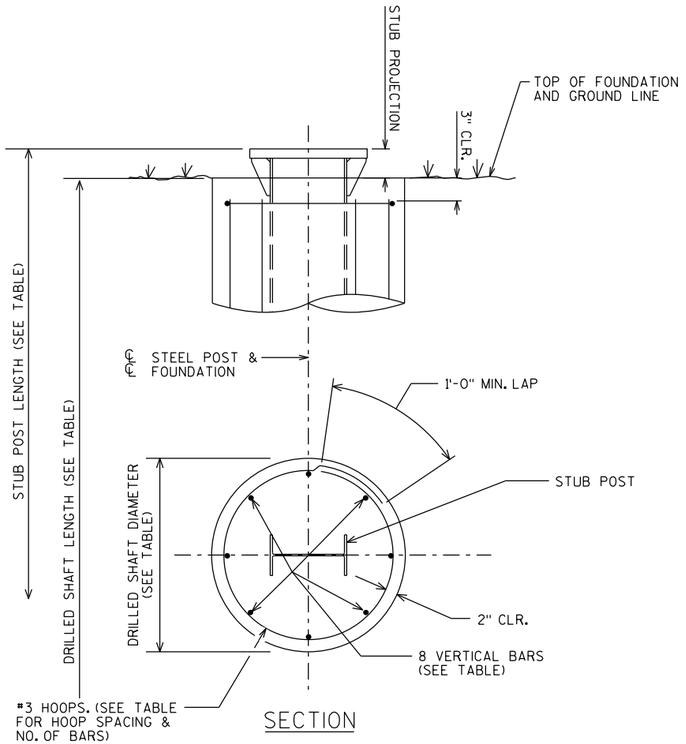
DRAWN BY | PLANS CK'D.

CONNECTION & FOUNDATION DETAILS 1 OF 2

SHEET A3-1.20

7

7



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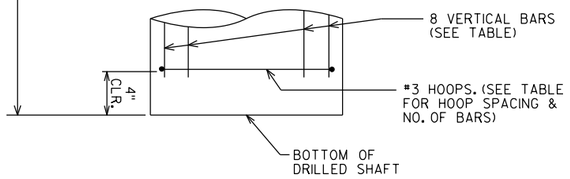
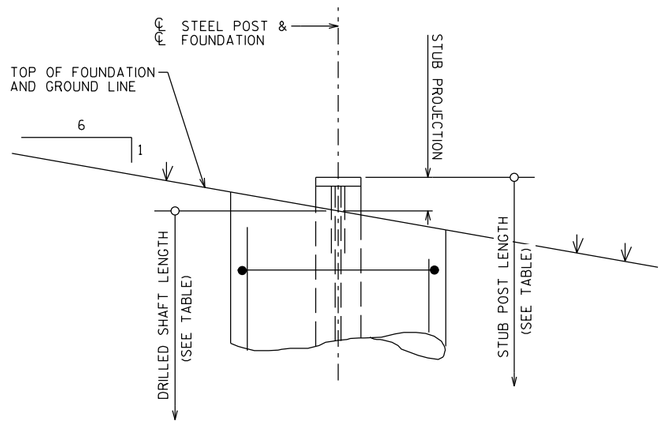


FOUNDATION DETAIL



SHAFT PLACEMENT

FOUNDATION DATA TABLE

POST SHAPE	STUB LENGTH	STUB PROJECTION	DRILLED SHAFT DIAMETER	DRILLED SHAFT LENGTH	VERTICAL BARS		HOOPS		CONCRETE VOLUME ◆	TOTAL REINF. WEIGHT ◆
					SIZE	LENGTH	MAX SPA.	NO.		
W6X15	2'-6"	3"	24"	6'-6"	#5	5'-11"	10"	9	0.8 CY	71 LB
W8X18	2'-6"	3"	24"	7'-6"	#6	6'-11"	12"	8	0.9 CY	102 LB
W8X21	3'-0"	2½"	24"	8'-0"	#6	7'-5"	12"	9	1.0 CY	110 LB
W10X22	3'-0"	2½"	24"	8'-6"	#7	7'-11"	12"	9	1.0 CY	151 LB
W12X26	3'-0"	2½"	24"	10'-0"	#7	9'-5"	12"	11	1.2 CY	180 LB

◆ QUANTITIES SHOWN ARE FOR ONE DRILLED SHAFT

BASE CONNECTION & FUSE PLATE DATA TABLE

POST SHAPE	WEIGHT PER FOOT	BASE CONNECTION DATA: BOLT SIZE & TORQUE	A	B	C	D	E	T1	T2	W	R	BOLT KEEPER PLATE DATA: P	U	PERFORATED FUSE PLATE DATA: F	G	J	K	M	D1	D2	T3	BOLT DIA.	WGT. EA. LBS	BOLT LENGTH	V ◪
W6X15	15 LB	5/8" DIA. X 4" 36 TO 38 FT-LB	5"	2"	1¼"	2¾"	1⅛"	1¼"	½"	¼"	11/32"	8½"	10"	5"	2½"	6"	3½"	1½"	11/16"	1¼"	⅜"	⅝"	2.4	2	73.0 LB
W8X18	18 LB											10⅝"	12⅛"	5"	2½"	5¼"	2¾"	1¼"	11/16"	1 1/16"	⅜"	⅝"	2.0	2	83.0 LB
W8X21	21 LB	¾" DIA. X 4¾" 62 TO 63 FT-LB	6"	2¼"	1⅜"	3½"	1¼"	1½"	¾"	5/16"	13/32"	11"	12¾"	5½"	2½"	5¼"	2¾"	1¼"	13/16"	1"	½"	¾"	3.1	2¼"	124.0 LB
W10X22	22 LB											12⅞"	14⅝"	6"	3"	5¾"	2¾"	1⅜"	13/16"	1⅛"	½"	¾"	3.9	2¼"	134.0 LB
W12X26	26 LB											15"	16¾"	6"	3"	6½"	3½"	1⅝"	13/16"	1 5/16"	½"	¾"	4.5	2¼"	152.0 LB

◪ TOTAL STRUCTURAL CARBON STEEL WEIGHT FOR ONE POST = V + (POST LENGTH X POST WEIGHT PER FOOT)

"V" INCLUDES STUB POST, BASE PLATES, STIFFENER PLATES, PERFORATED FUSE PLATES, BOLTS, NUTS, AND WASHERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

MATERIALS SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506, UNLESS NOTED OTHERWISE.

FABRICATION SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506.

ALL POST, POST STUBS & ATTACHMENTS SHALL BE ASTM A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123.

THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST, FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.

H.S. BOLTS, WASHERS, & NUTS SHALL BE A325 GALVANIZED.

FOUNDATION MATERIAL PROPERTIES

CONCRETE MASONRY	F'C = 3,500 P.S.I.
BAR STEEL REINFORCEMENT (UNCOATED), GRADE 60	FY = 60,000 P.S.I.

DESIGN DATA

DESIGN CONFORMS TO AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS 1ST EDITION 2015 (WITH 2017 & 2018 INTERIM REVISIONS).

DEAD LOADS (DL):

- STEEL POST SELF WEIGHT
- SIGN PANEL WEIGHT = 3 PSF

WIND LOADS (WL):

WIND LOADS WERE APPLIED TO THE PROJECTED AREAS OF THE SIGN PANELS AND THE STEEL SIGN POSTS.

- BASIC WIND SPEED = 76 MPH
- MEAN RECURRANCE INTERVAL (MRI) = 10 YEARS
- HEIGHT & EXPOSURE FACTOR = 1.00
- DIRECTIONALITY FACTOR = 0.85
- GUST EFFECT FACTOR = 1.14

WIND LOAD CASES:

- WL CASE 1: 1.0 X NORMAL WIND
- WL CASE 2: 1.0 X TRANSVERSE WIND
- WL CASE 3: 0.75 X NORMAL WIND + 0.75 X TRANSVERSE WIND

LOAD COMBINATIONS:

LOAD COMBINATION	TYPE	DL FACTOR	WL FACTOR
STRENGTH I	GRAVITY	1.25	-
EXTREME I	WIND	1.10	1.0
		0.9	1.0
SERVICE I	DEFLECTION	1.0	1.0

FOUNDATION DESIGN DATA

THE FOUNDATION DESIGN ASSUMED COHESIONLESS SOILS (LOOSE SAND) ABOVE THE WATER TABLE WITH THE FOLLOWING PROPERTIES:

- SOIL UNIT WEIGHT = 115 PCF
- ANGLE OF INTERNAL FRICTION = 24 DEGREES
- SOIL MODULUS PARAMETER = 25 LB/IN3

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

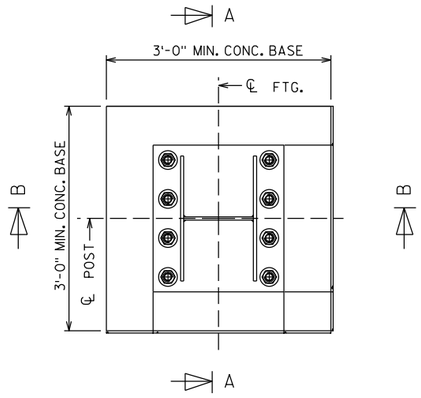
STRUCTURE BTO TYPE I SIGNS

DRAWN BY | PLANS CK'D.

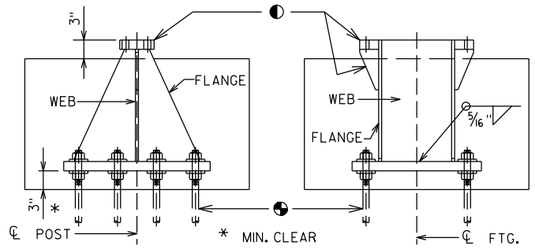
CONNECTION & FOUNDATION DETAILS 2 OF 2

SHEET A3-1.20

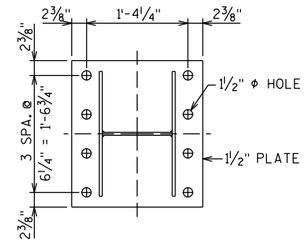
STUB AND ADHESIVE ANCHOR DETAILS



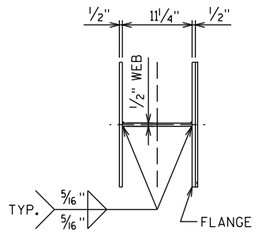
STUB SECTION



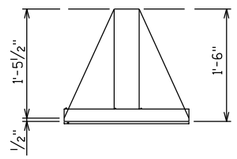
SECTION A-A SECTION B-B



BASE PLATE



STUB



FLANGE

◐ SEE BASE CONNECTION DETAILS ON "CONNECTIONS & FOUNDATION DETAILS" SHEETS.

◔ ADHESIVE ANCHORS 1¼-INCHES. ALLOWABLE PULL OUT CAPACITY = 15 KIPS. EMBED 1'-3" INTO ROCK.

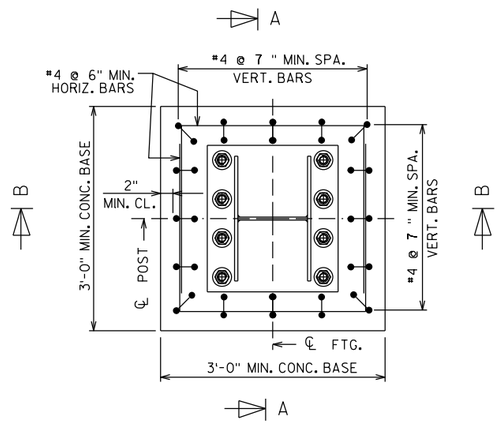
GENERAL NOTES:

QUANTITIES PER BASE:
REINFORCING STEEL = 62 LB
CONCRETE = 0.6 CY
STRUCTURAL STEEL = 335 LB

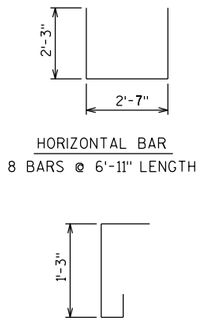
ALL MATERIALS, EXCEPT FOR ANCHOR ROD, NUTS, AND WASHERS, SHALL BE ASTM A709 GRADE 50. ALL MATERIALS TO BE GALVANIZED AFTER FABRICATION.

IF ROCK IS ENCOUNTERED PRIOR TO REACHING THE MINIMUM DRILLED SHAFT EMBEDMENT DEPTH DEFINED ON THE FOUNDATION DATA TABLE OF THE "CONNECTIONS & FOUNDATION DETAILS 2 OF 2" SHEET, THE CONTRACTOR SHALL INSTALL A TEST ADHESIVE ANCHOR AND DETERMINE THE PULL-OUT CAPACITY. IF THE FIELD TEST RESULTS IN A PULL-OUT CAPACITY GREATER THAN OR EQUAL TO 15 KIPS, THE CONTRACTOR MAY INSTALL THE ALTERNATE CONCRETE BASE AND BREAK-WAY STUB PER THE DETAILS ON THIS SHEET.

CONCRETE BASE DETAILS

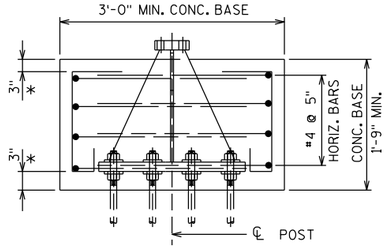


CONCRETE BASE PLAN

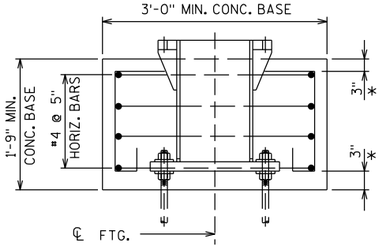


HORIZONTAL BAR
8 BARS @ 6'-11" LENGTH

VERTICAL BARS
16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A-A



SECTION B-B

* MIN. CLEAR

NO.	DATE	REVISION	BY

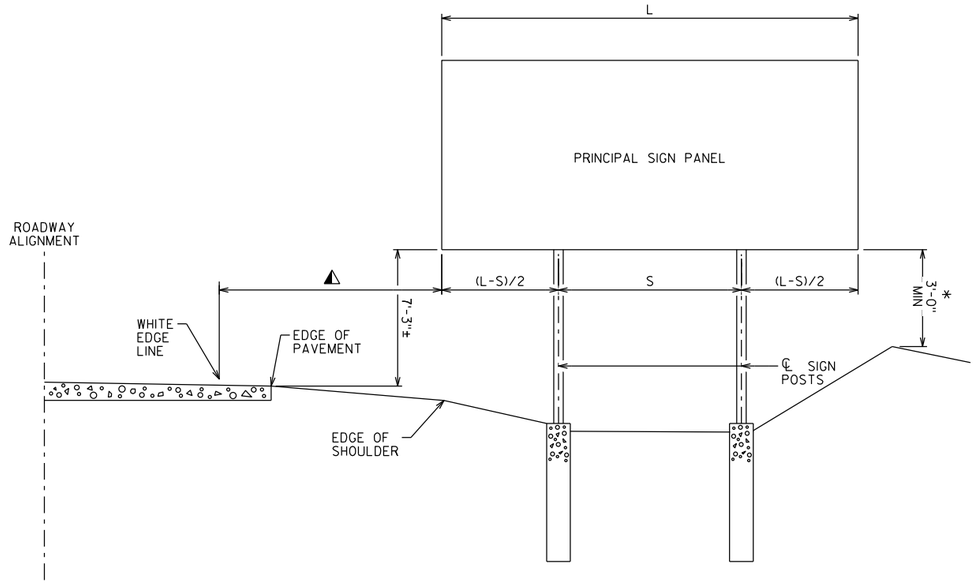
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

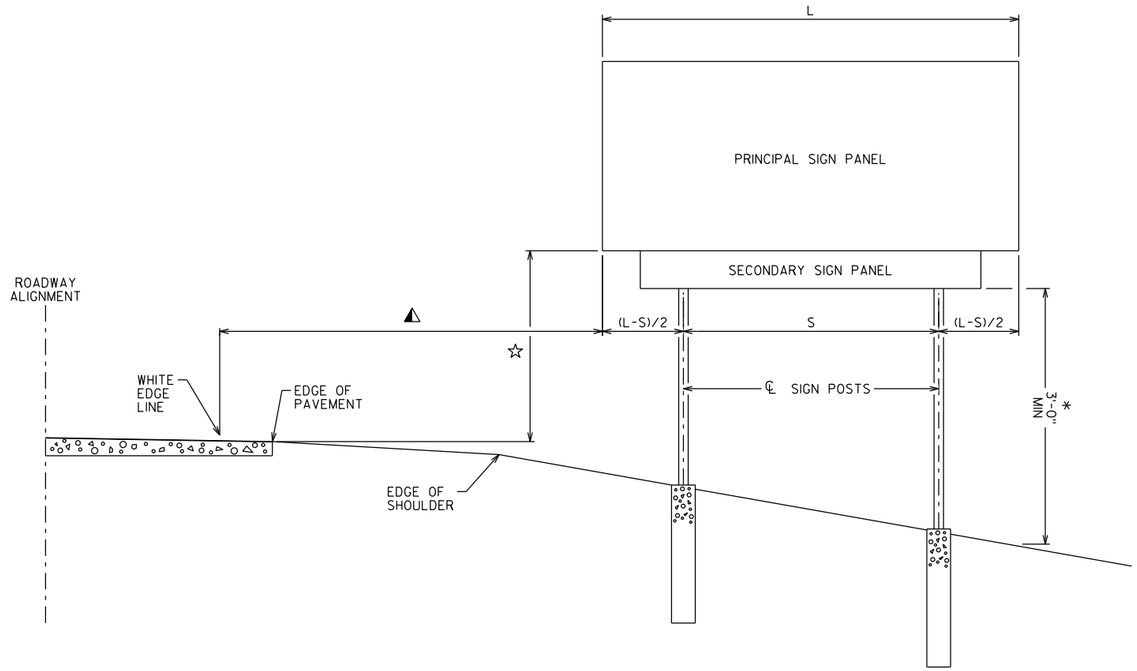
DRAWN BY	PLANS CK'D.

ALTERNATE BREAK-AWAY BASE ON ROCK

SHEET A3-1M.2



INSTALLATION WITHOUT SECONDARY SIGN



INSTALLATION WITH SECONDARY SIGN

TYPE 1 SIGN INSTALLATION NOTES:

FOR A 2-POST INSTALLATION, "S" EQUALS 3L/5, BUT SHALL NOT BE LESS THAN 6'-0".

FOR A 3-POST INSTALLATION, "S" EQUALS 5L/7, BUT SHALL NOT BE LESS THAN 12'-0". THE SPACING BETWEEN ANY TWO POSTS SHALL NOT BE LESS THAN 6'-0".

◭ UNLESS NOTED IN THE PLANS, THE SIGN OFFSET DISTANCE SHALL BE A MINIMUM OF 17'-6" FROM THE WHITE EDGE LINE, DESIRABLE 30'-0".

THE ± TOLERANCE SHOWN ON THIS SHEETS IS 3".

THE VERTICAL SIGN HEIGHT CLEARANCES SHOWN ON THIS SHEET ARE MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE NEAR EDGE OF PAVEMENT.

☆ THE VERTICAL CLEARANCE SHALL BE 8'-3"± WHEN THE SECONDARY SIGN HEIGHT IS 3'-0" OR LESS. FOR SECONDARY SIGN HEIGHTS LARGER THAN 3'-0", THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SECONDARY SIGN PANEL SHALL BE 5'-3"±.

* THE VERTICAL SIGN GROUND CLEARANCE ON RIGHT END OF SIGN SHALL BE A MINIMUM OF 3'-0"±.

POST LENGTHS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE ESTIMATED LENGTHS. THE CONTRACTOR SHALL VERIFY POST LENGTHS AT THE TIME OF FINAL GRADING.

REFER TO THE TRAFFIC ENGINEERING OPERATIONS AND SAFETY MANUAL FOR FURTHER GUIDANCE ON MINIMUM VERTICAL CLEARANCE REQUIREMENTS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

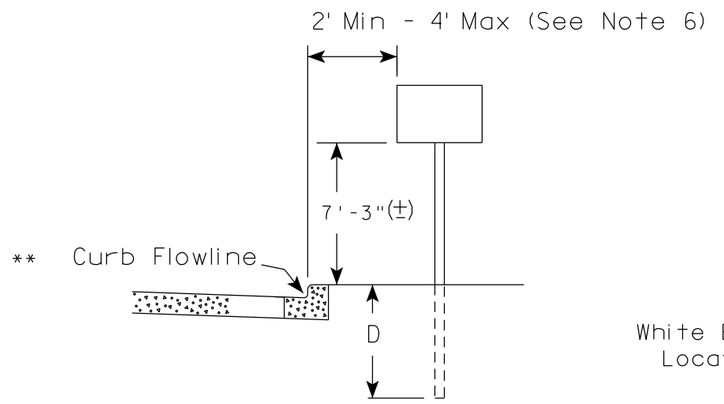
DRAWN BY | PLANS CK'D.

TYPICAL TYPE I SIGN INSTALLATION

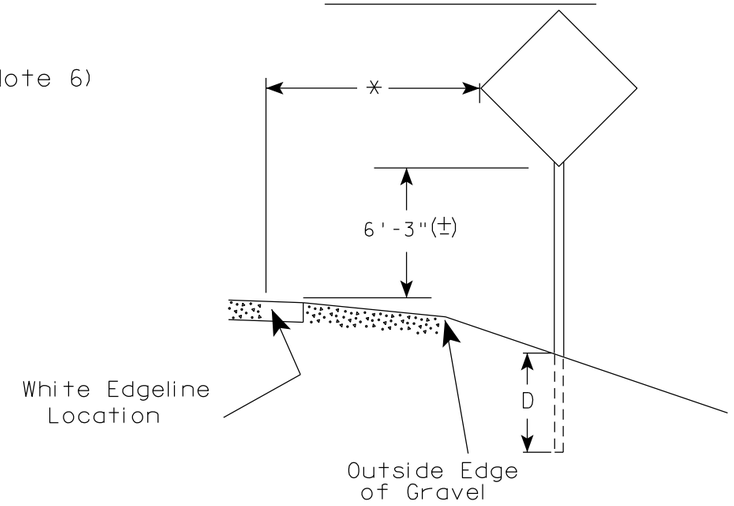
SHEET A4-1.10

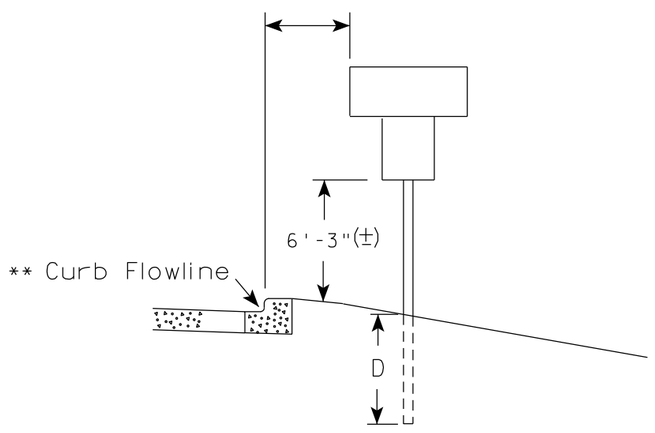
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

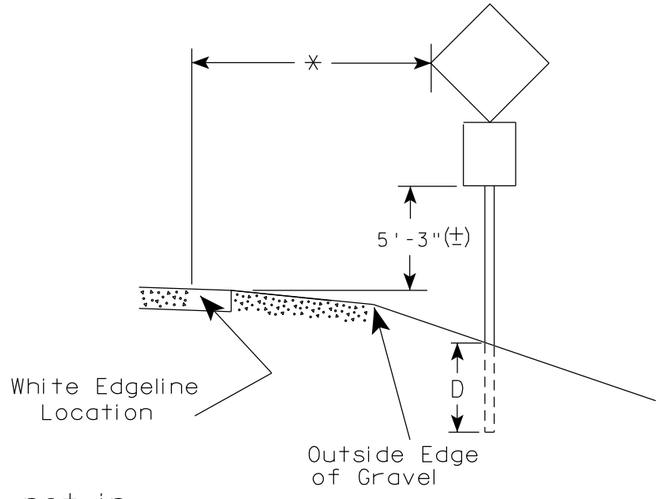
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

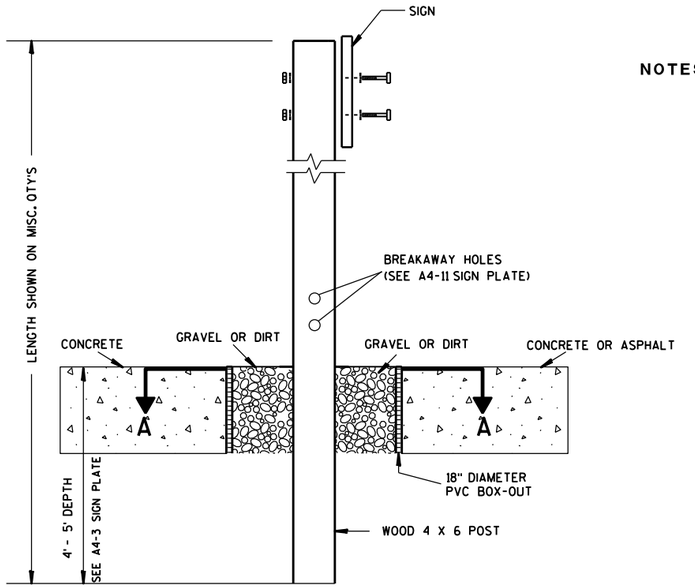
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

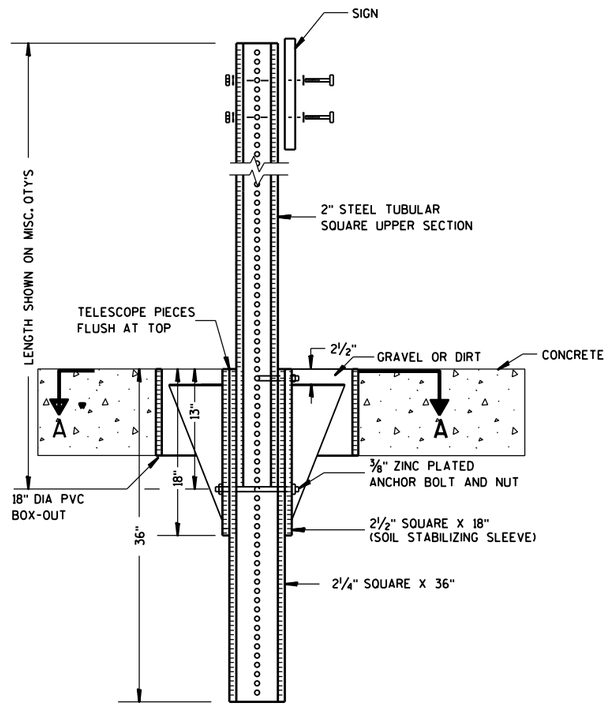
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

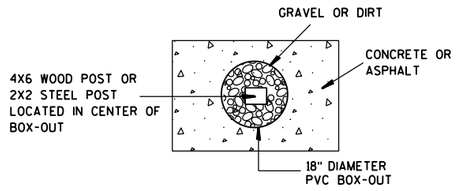
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

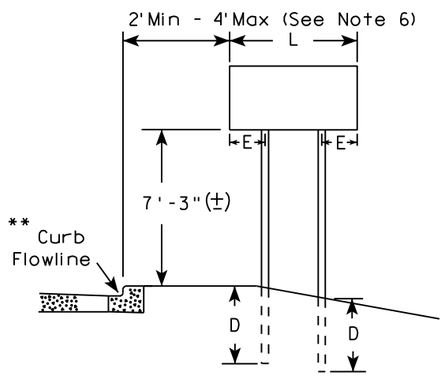
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

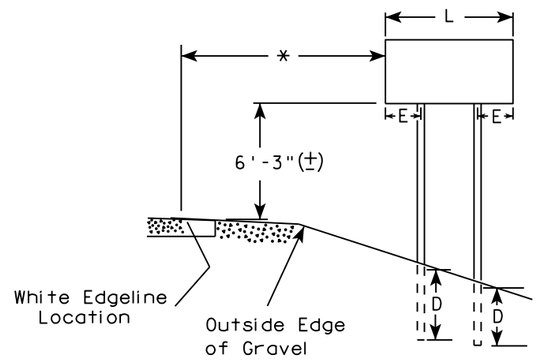
DATE 1/27/14 PLATE NO. A4-3B.1

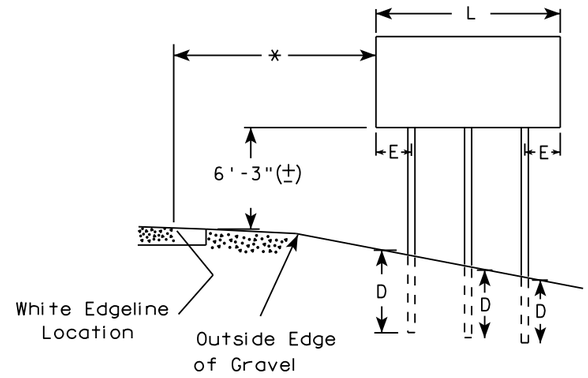
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

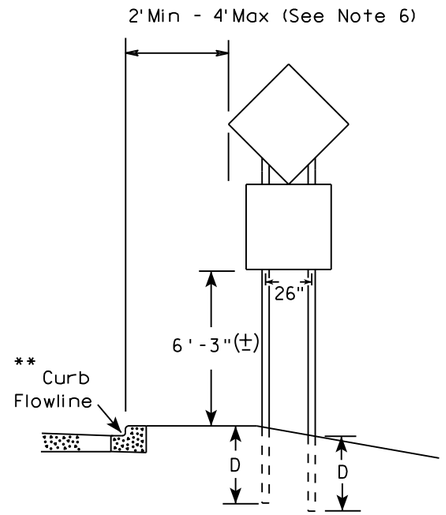
URBAN AREA



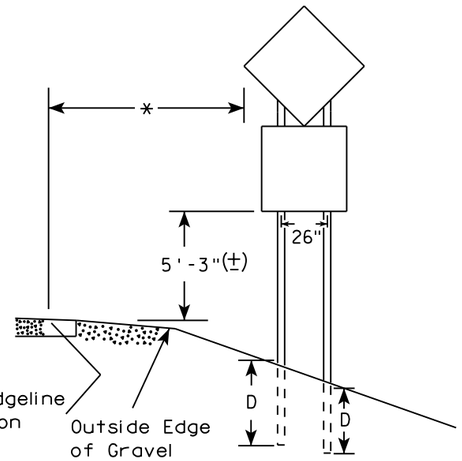
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

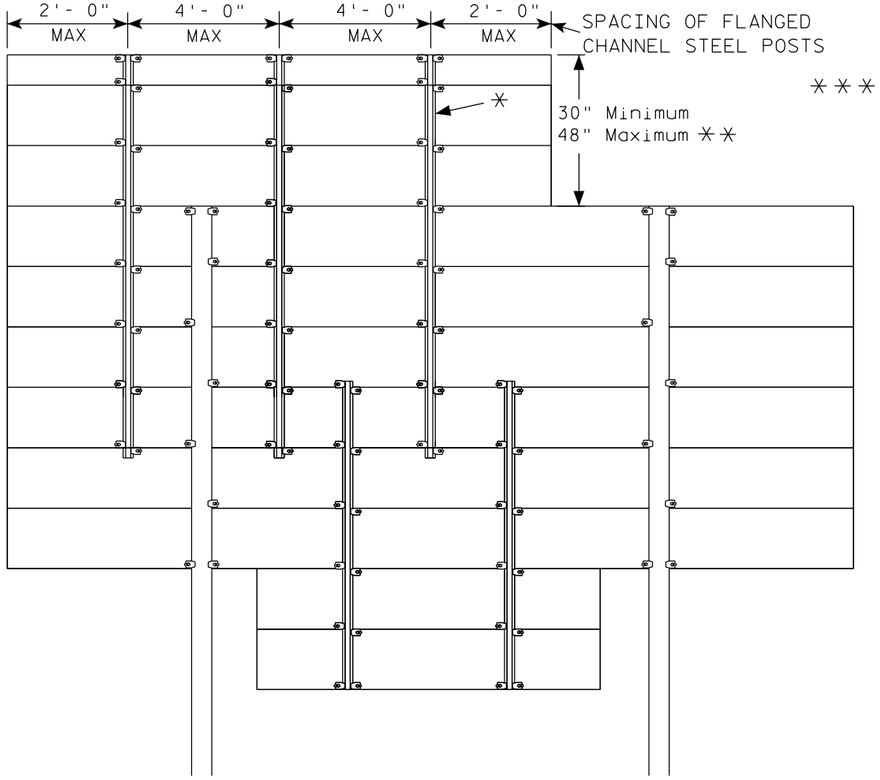
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN



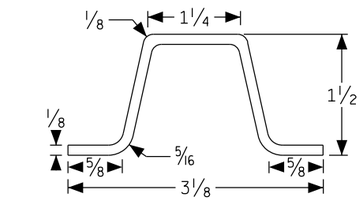
✳=2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

✳✳=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

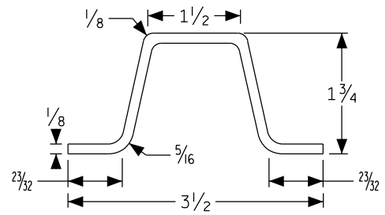
✳✳✳ THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAILS

NOT TO SCALE

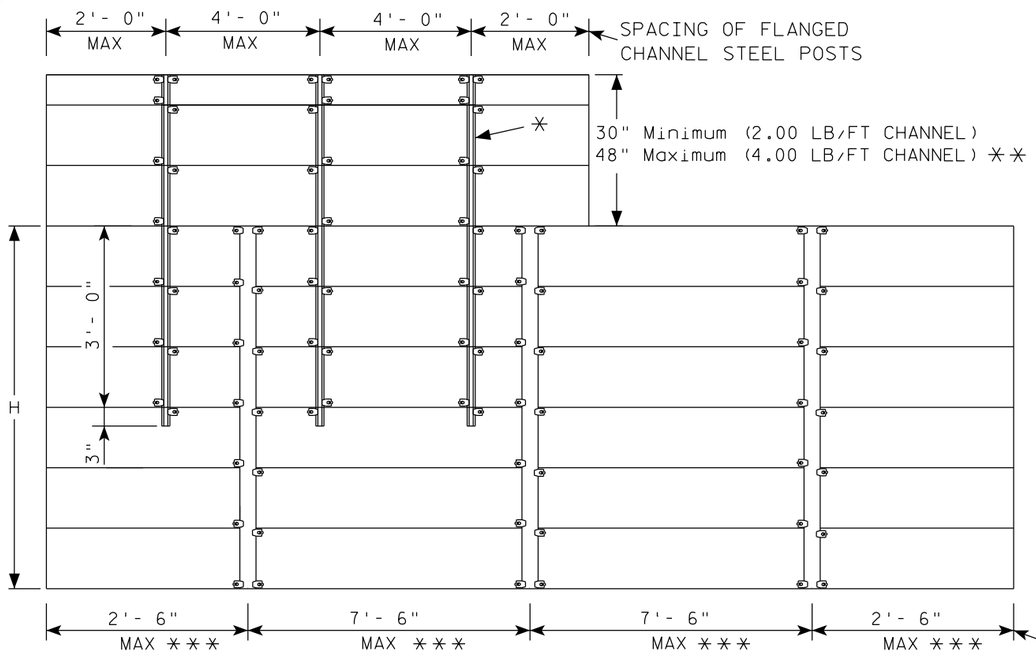


2.00 LB/FT CHANNEL



4.00 LB/FT CHANNEL

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS 5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

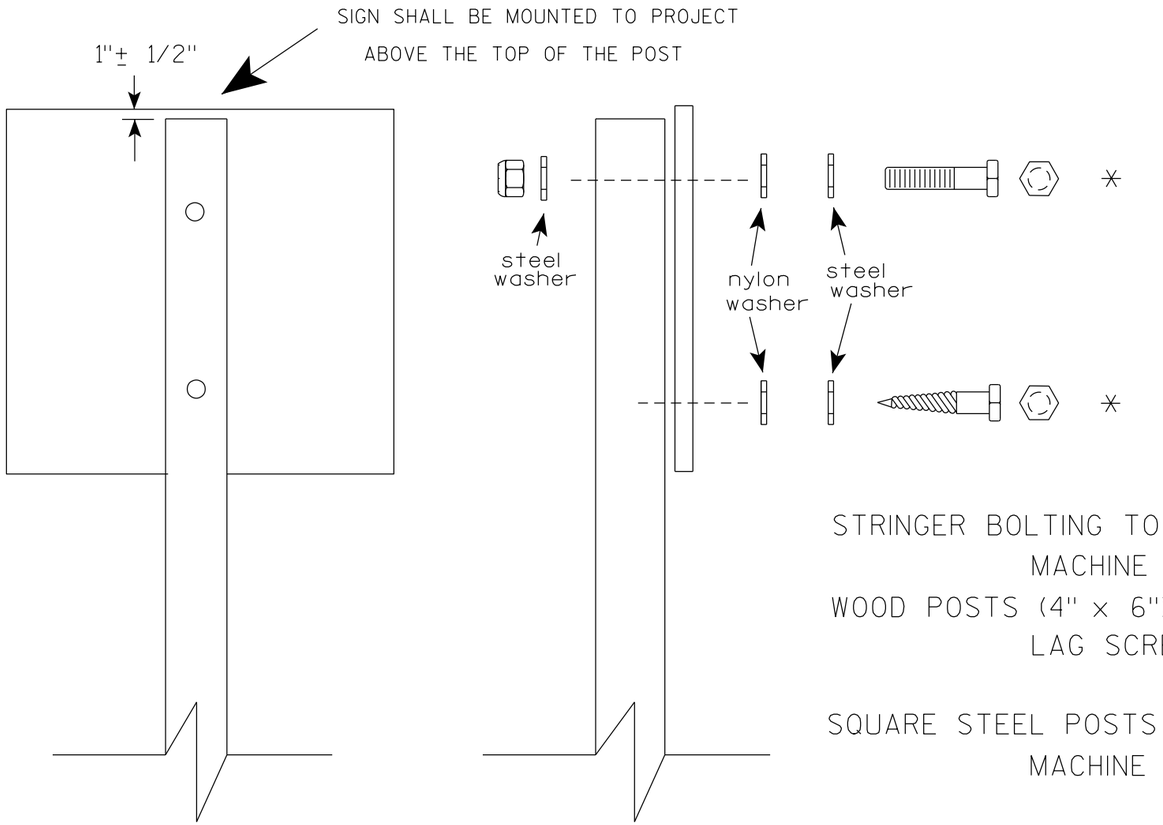
   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-6.12



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

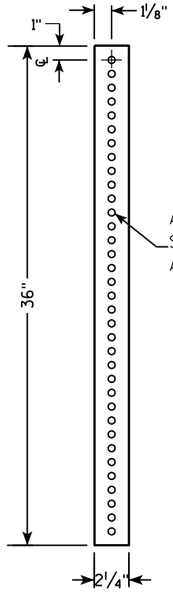
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

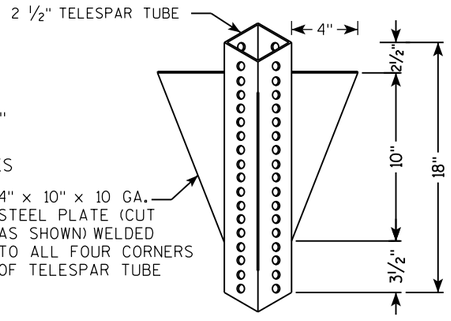
PROJECT NO:				SHEET NO:	E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

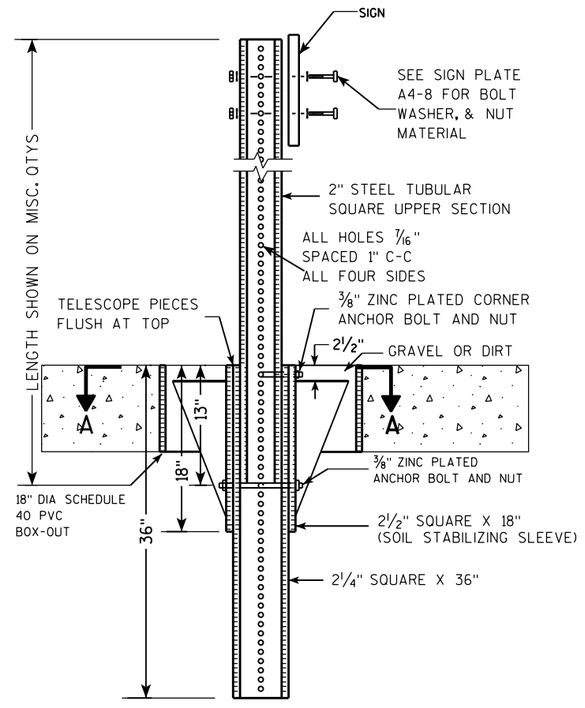
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



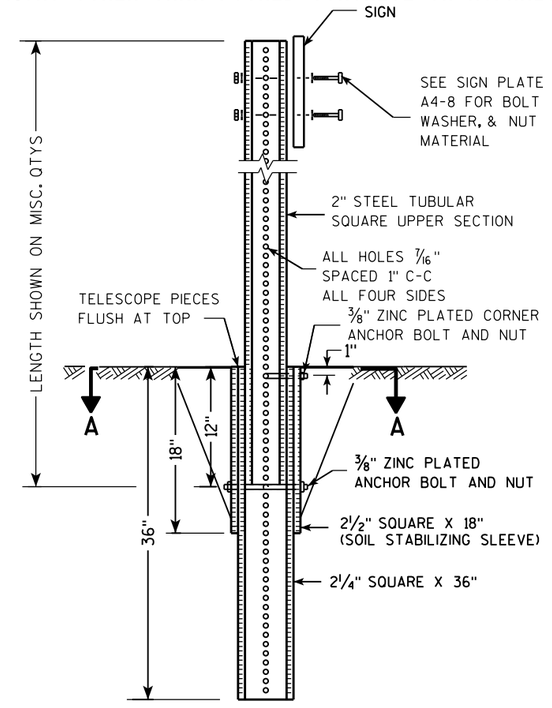
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

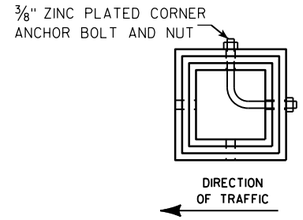


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

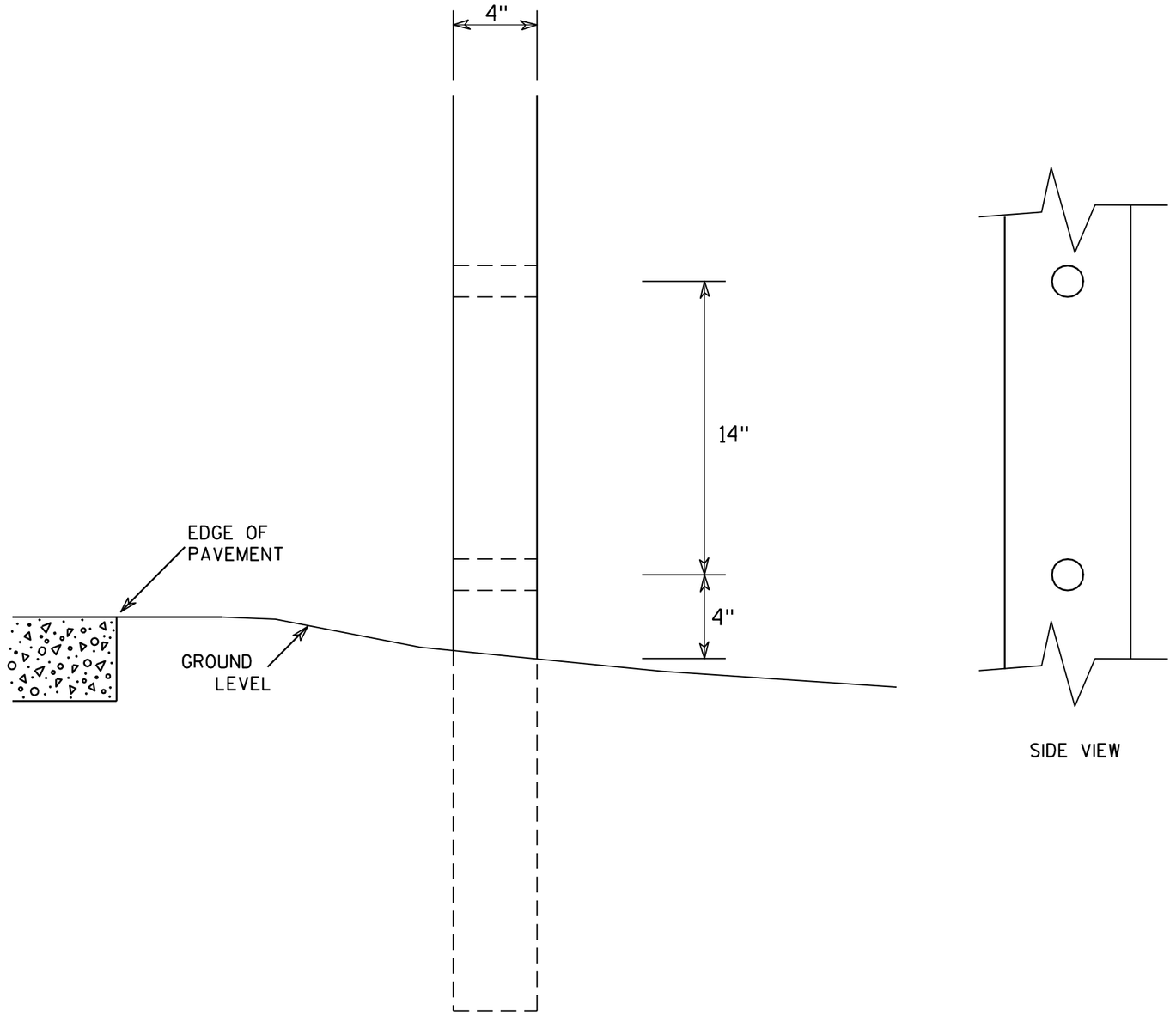
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

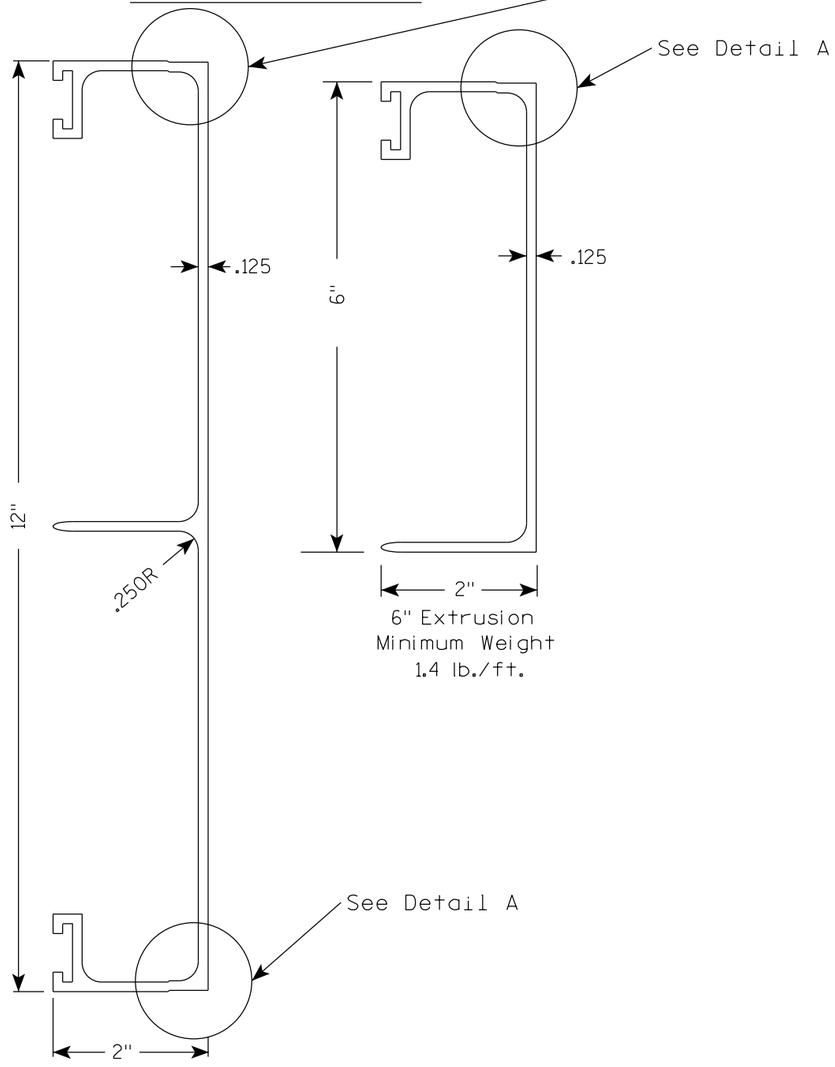
WISCONSIN DEPT OF TRANSPORTATION

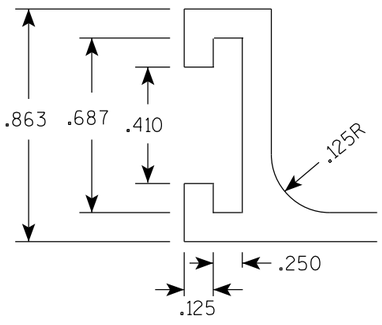
APPROVED Chester J Spang for State Traffic Engineer

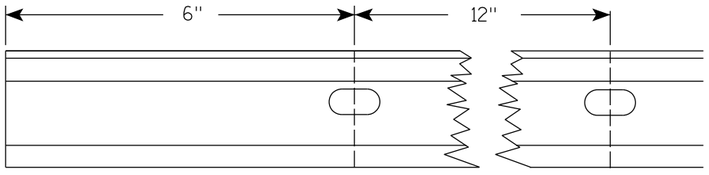
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

Extruded Shape







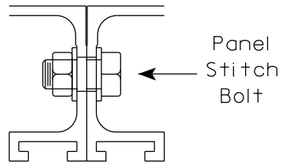
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

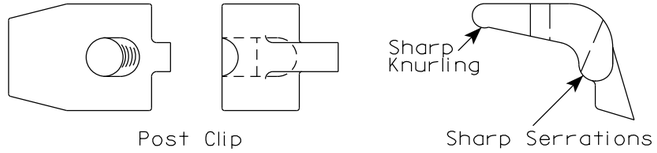
The hardware includes:

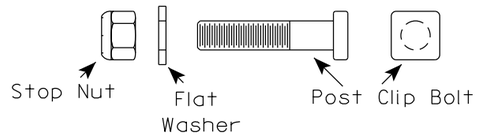
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

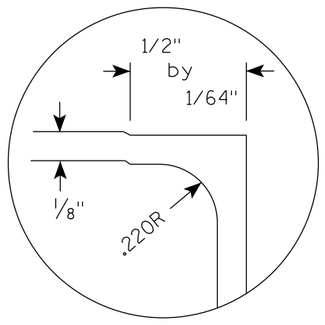
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

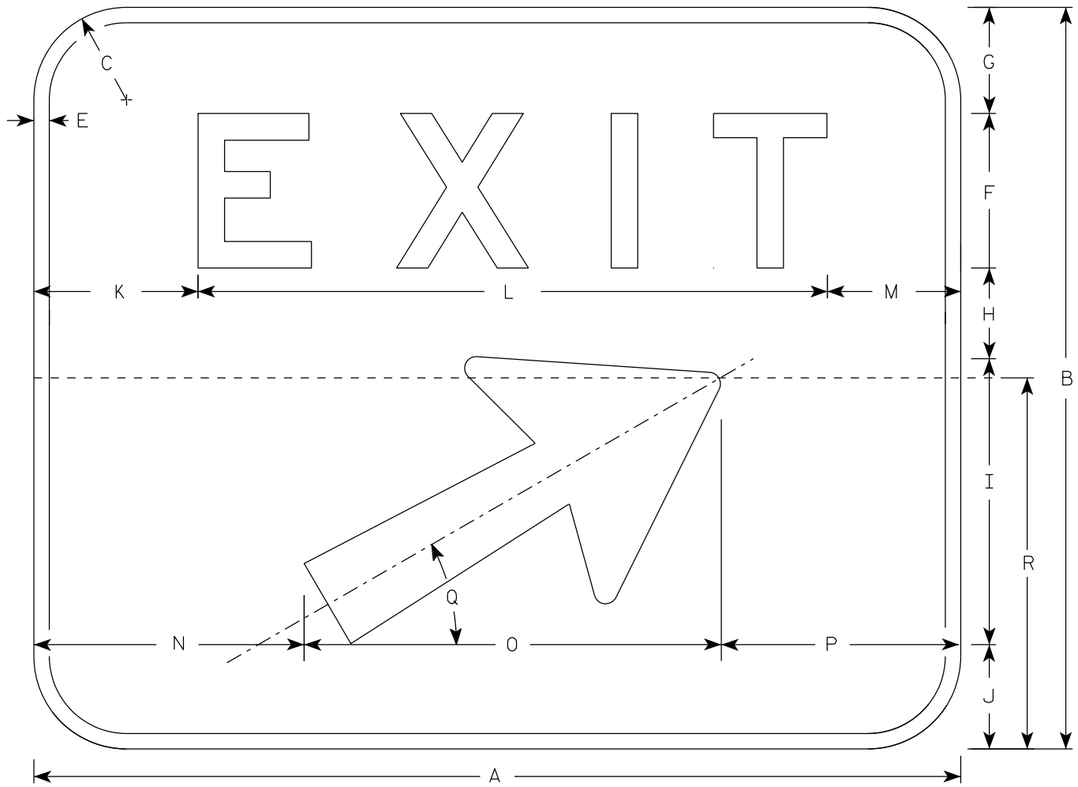
ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/07/20 PLATE NO. A5-2.10

PROJECT NO:				SHEET NO:	E



E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Sign shall be split into two seperate pieces as shown on the detail by the dashed line (----------) for sizes 4 & 5.
5. Arrow is Type "A" from sign plate A1-1.
6. As per the Standard Spec's, this sign shall not have a vertical joint.
7. Size 3 E5-1 shall only be used in a Work Zone application with a Temporary Sign Support

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	48	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	8 1/2	31 1/8	8 3/8	11 1/2	27	9 1/2	30°	30									16.0
4	60	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°	30									20.0
5	72	60	6		1	12	9 3/4	10	18 1/2	9 3/4	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°	30									30.0

STANDARD SIGN
E5-1

WISCONSIN DEPT OF TRANSPORTATION

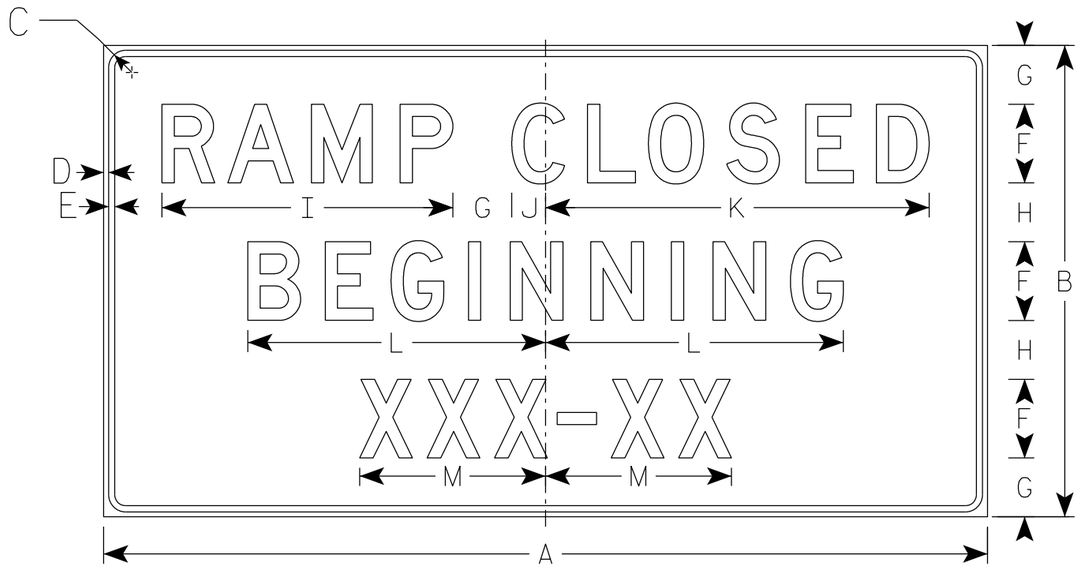
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2022 PLATE NO. E5-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



G20-58

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	72	36	1 5/8	5/8	3/4	6	5	4	22 1/4	2 3/8	29 1/2	22 3/4	14 1/4														18.0
3	90	48	1 5/8	5/8	3/4	8	6	6	29 5/8	3 3/8	39	30 3/8	19														30.0
4																											
5																											

STANDARD SIGN
G20-58

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/19/2020 PLATE NO. G20-58.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040 aluminmum

G20-60

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN
G20-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/15 PLATE NO. G20-60.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E

G20-61

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	120	30	6		2	12	9	21	78 1/4	20 3/4																	25.0
5																											

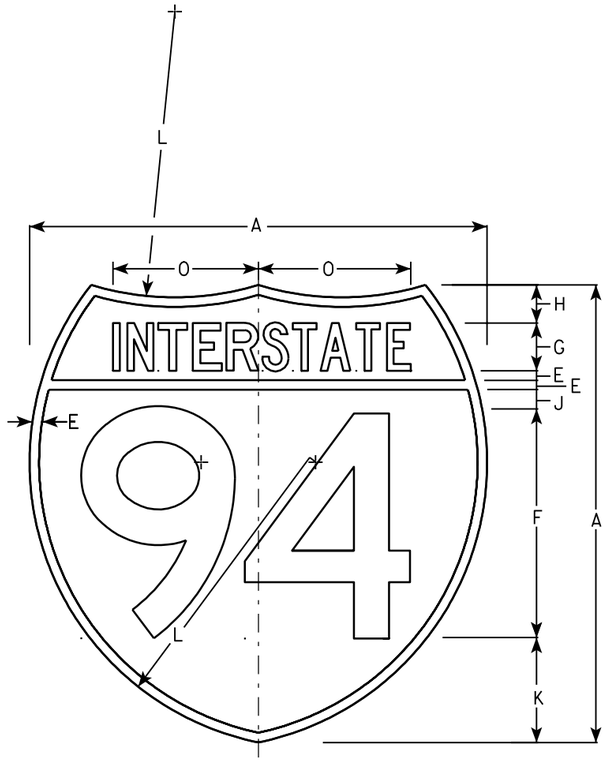
STANDARD SIGN
G20-61

WISCONSIN DEPT OF TRANSPORTATION

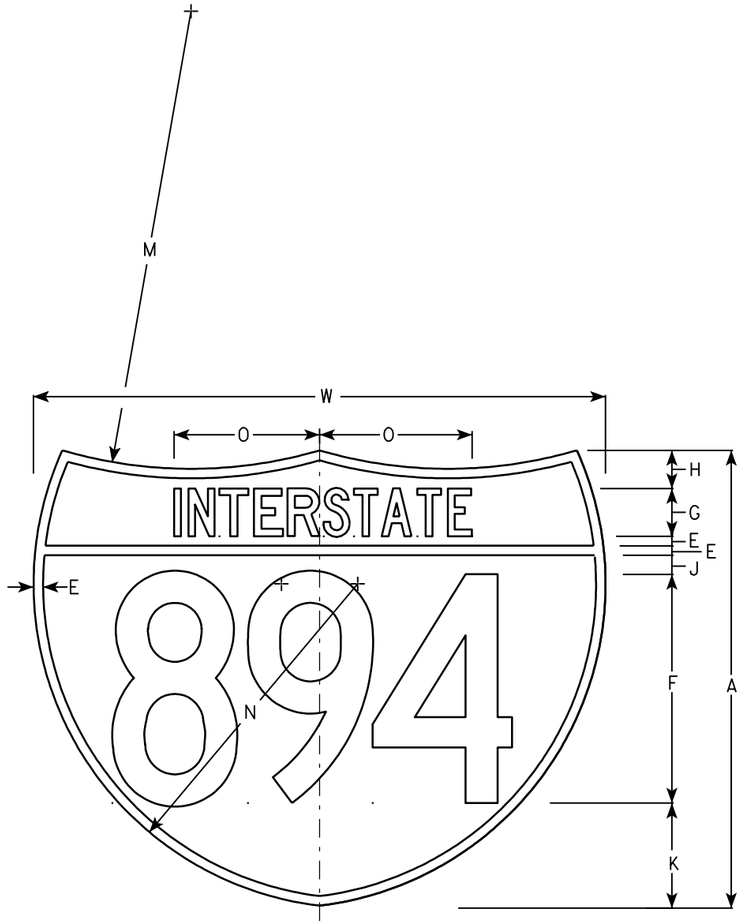
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. G20-61.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

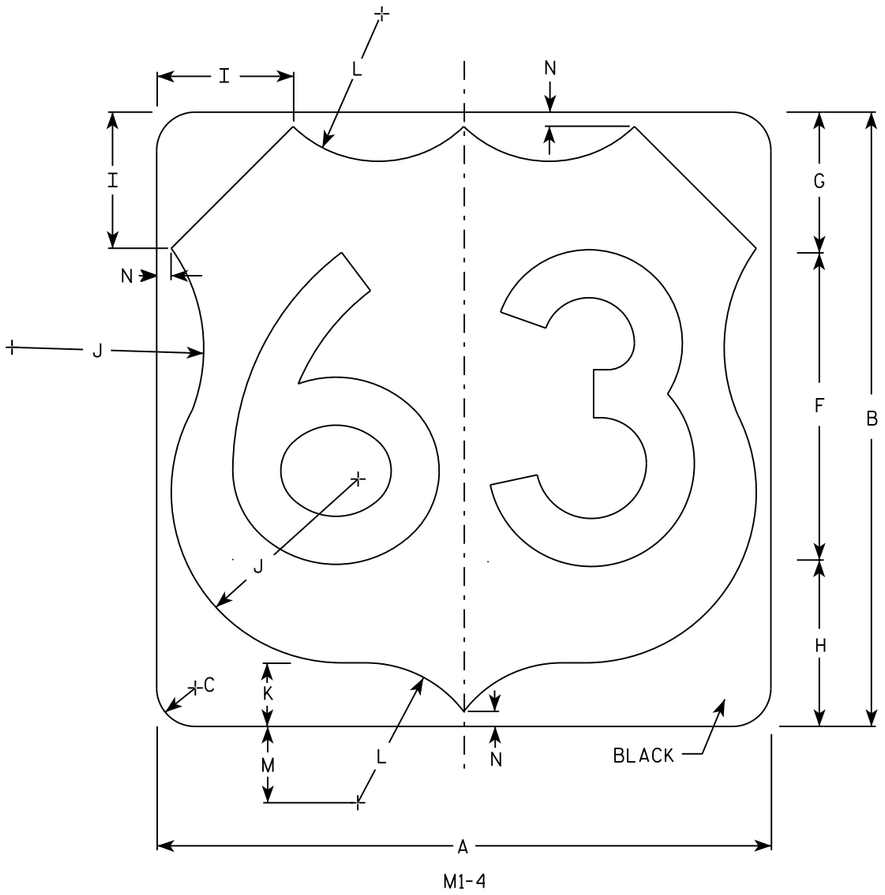
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

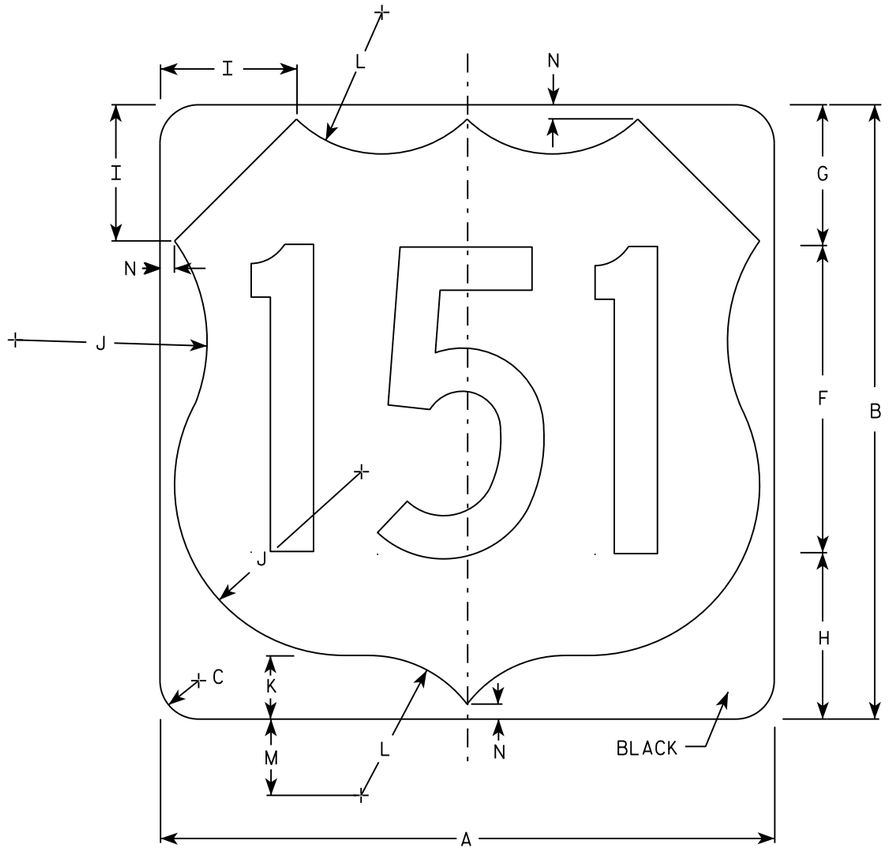
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area Sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

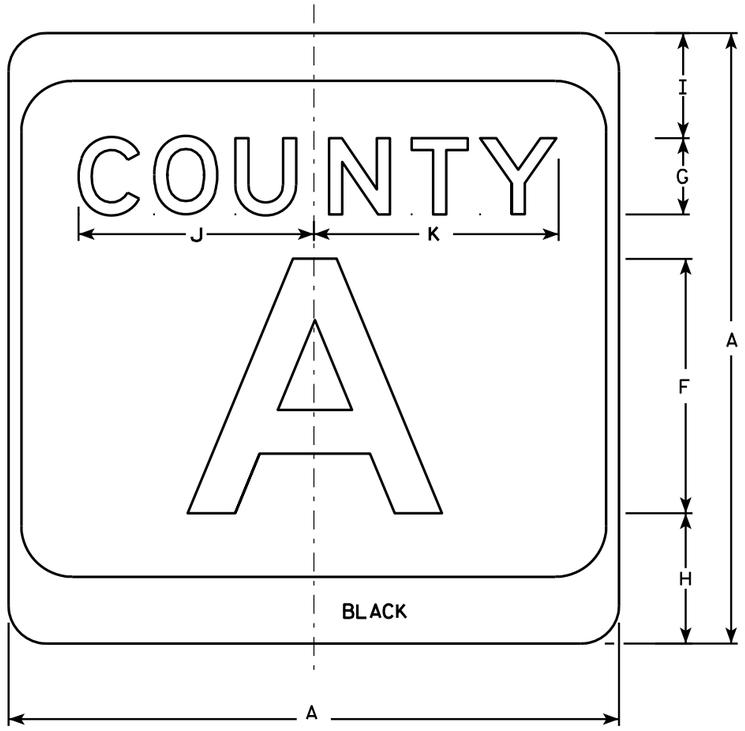
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

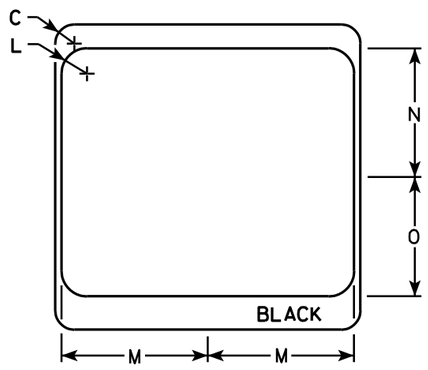
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

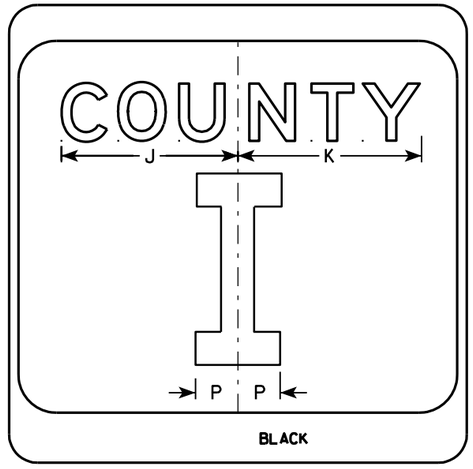


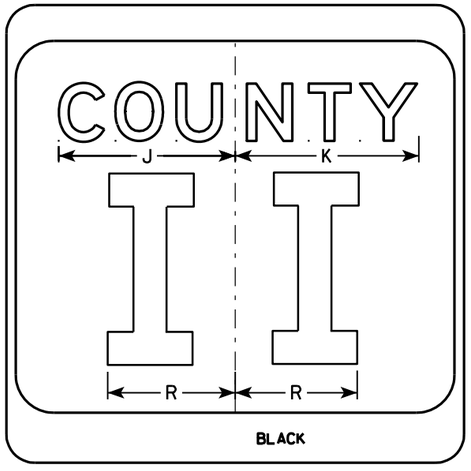
M1-5A



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

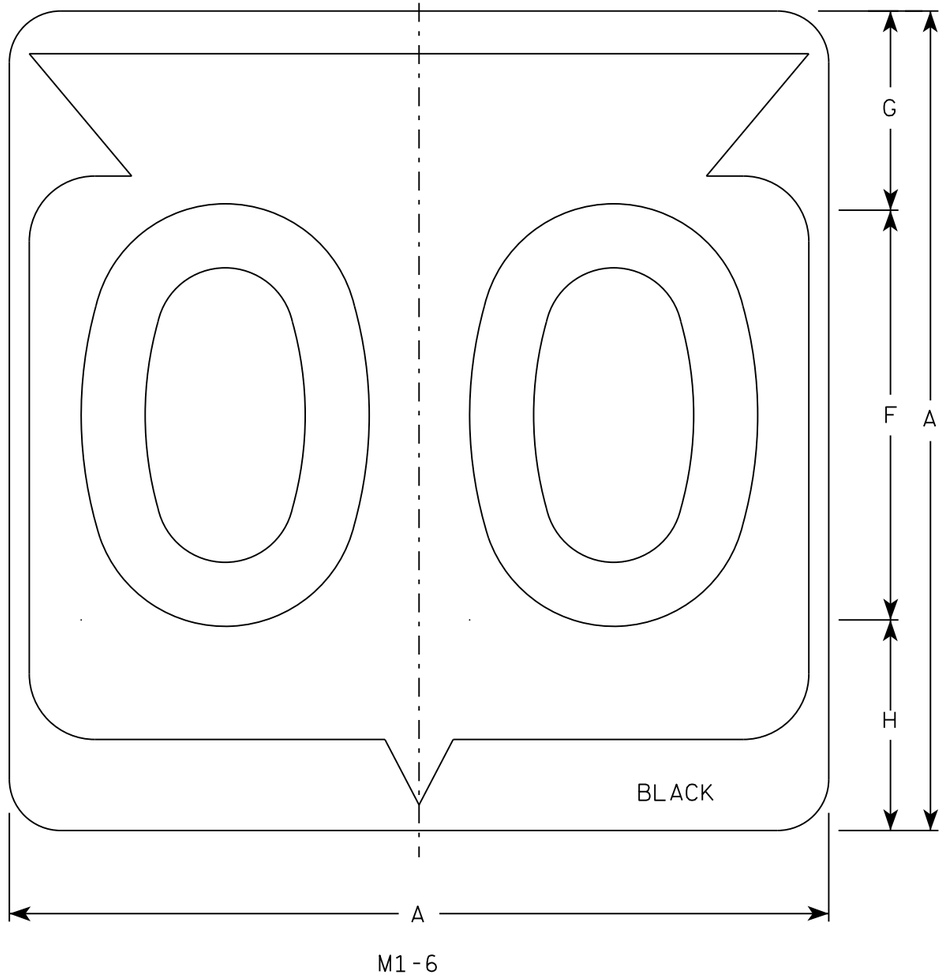
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

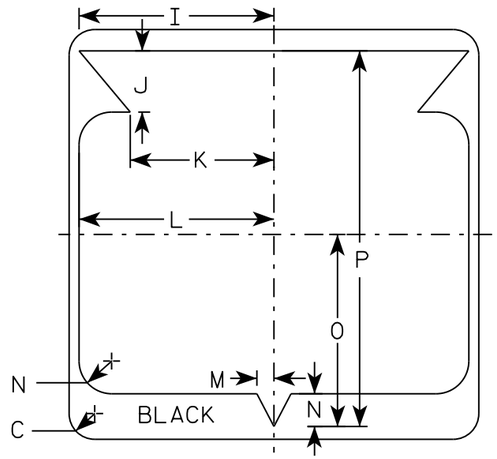
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

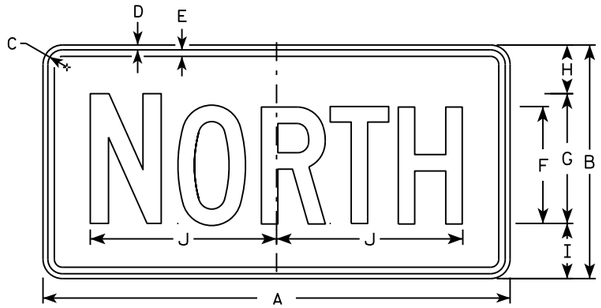
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

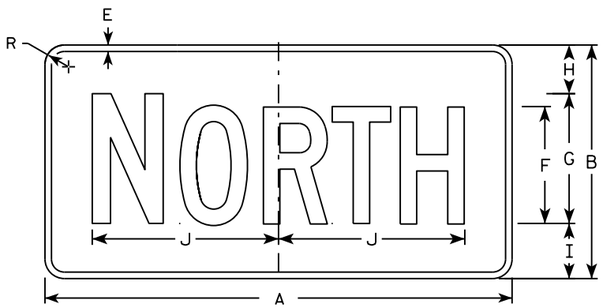
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



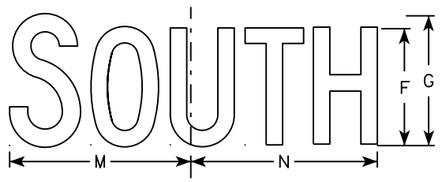
M3-1
MM3-1
MP3-1



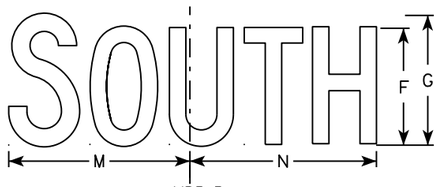
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

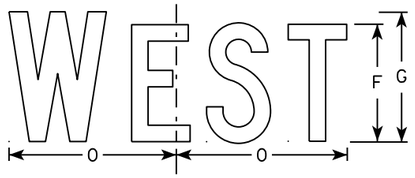
MB3-2
MK3-2
MN3-2



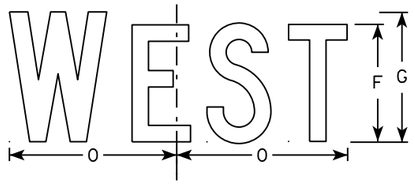
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

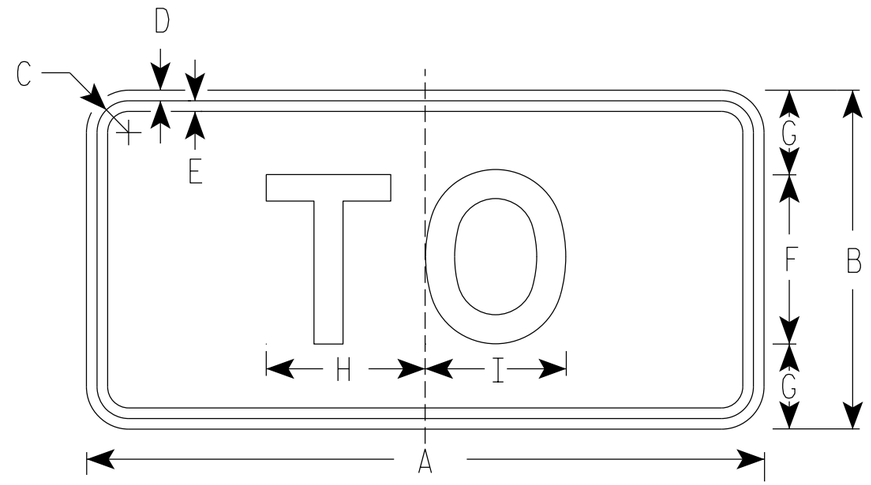
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

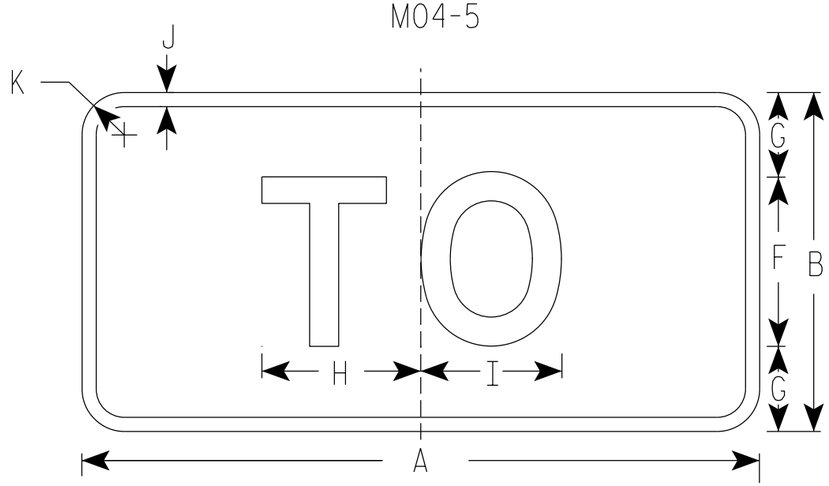
DATE 10/15/15 PLATE NO. M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

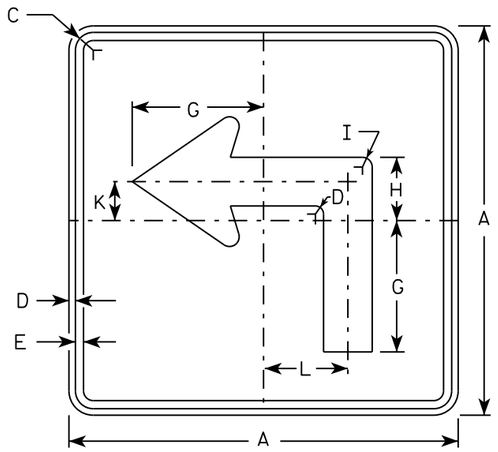
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

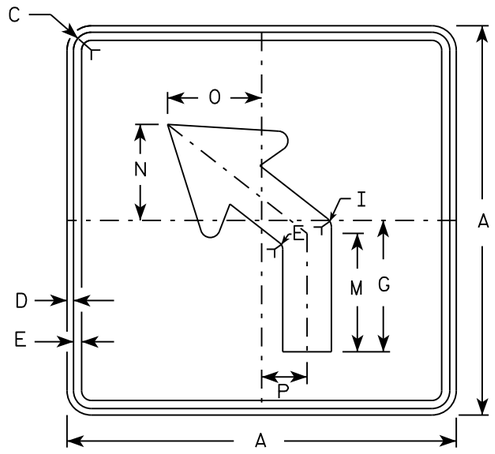
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

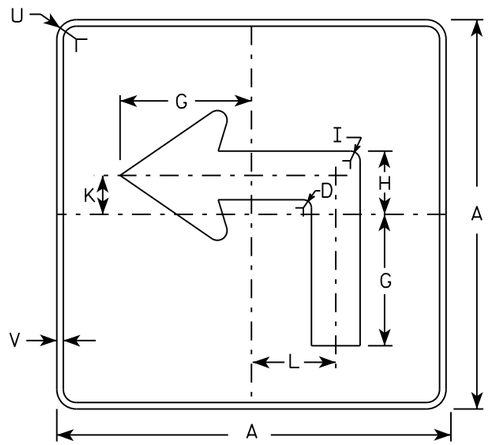
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



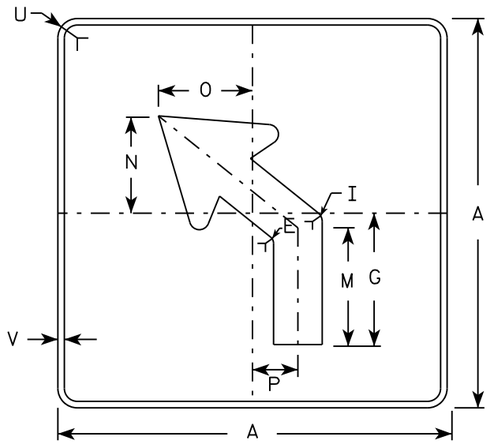
M5-1L
MM5-1L
MO5-1L
MP5-1L



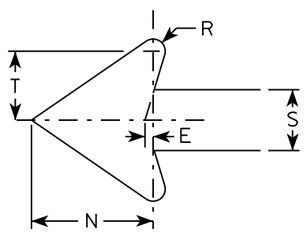
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

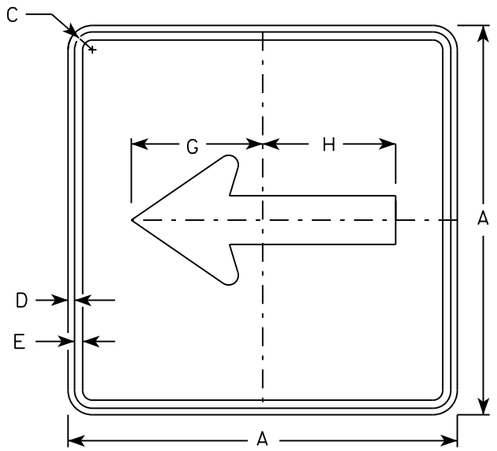
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

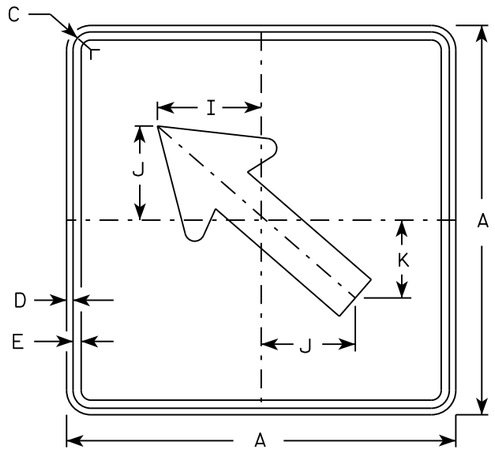
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



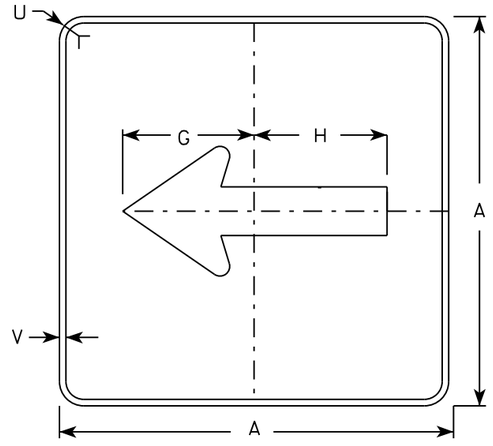
M6-1
MM6-1
MO6-1
MP6-1



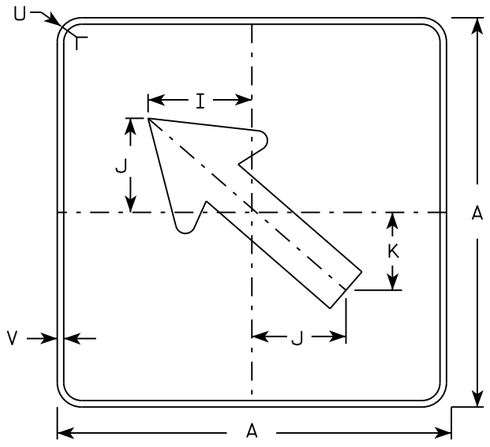
M6-2
MM6-2
MO6-2
MP6-2

NOTES

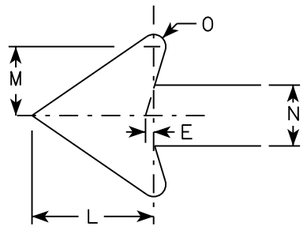
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN M6-1 & M6-2 SERIES

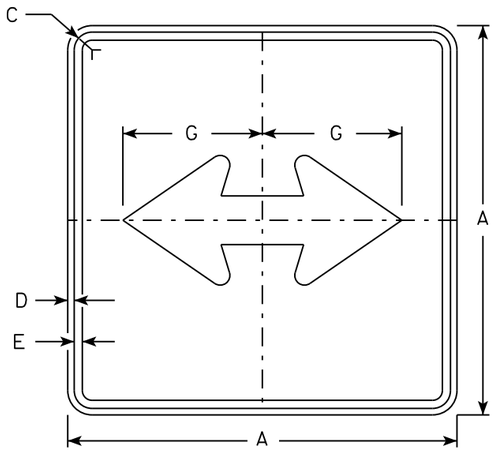
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

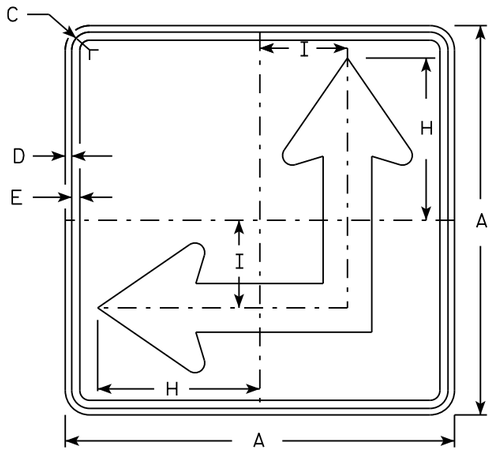
DATE 10/15/15 PLATE NO. M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



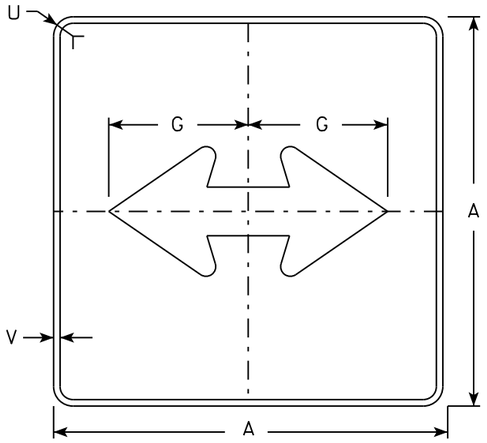
M6-4
MM6-4
MO6-4
MP6-4



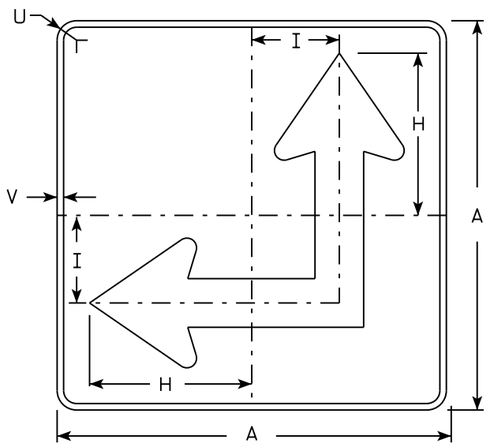
M6-6
MM6-6
MO6-6
MP6-6

NOTES

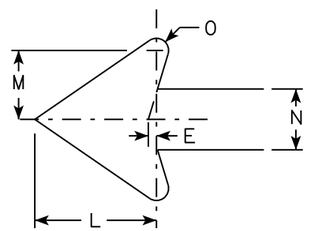
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

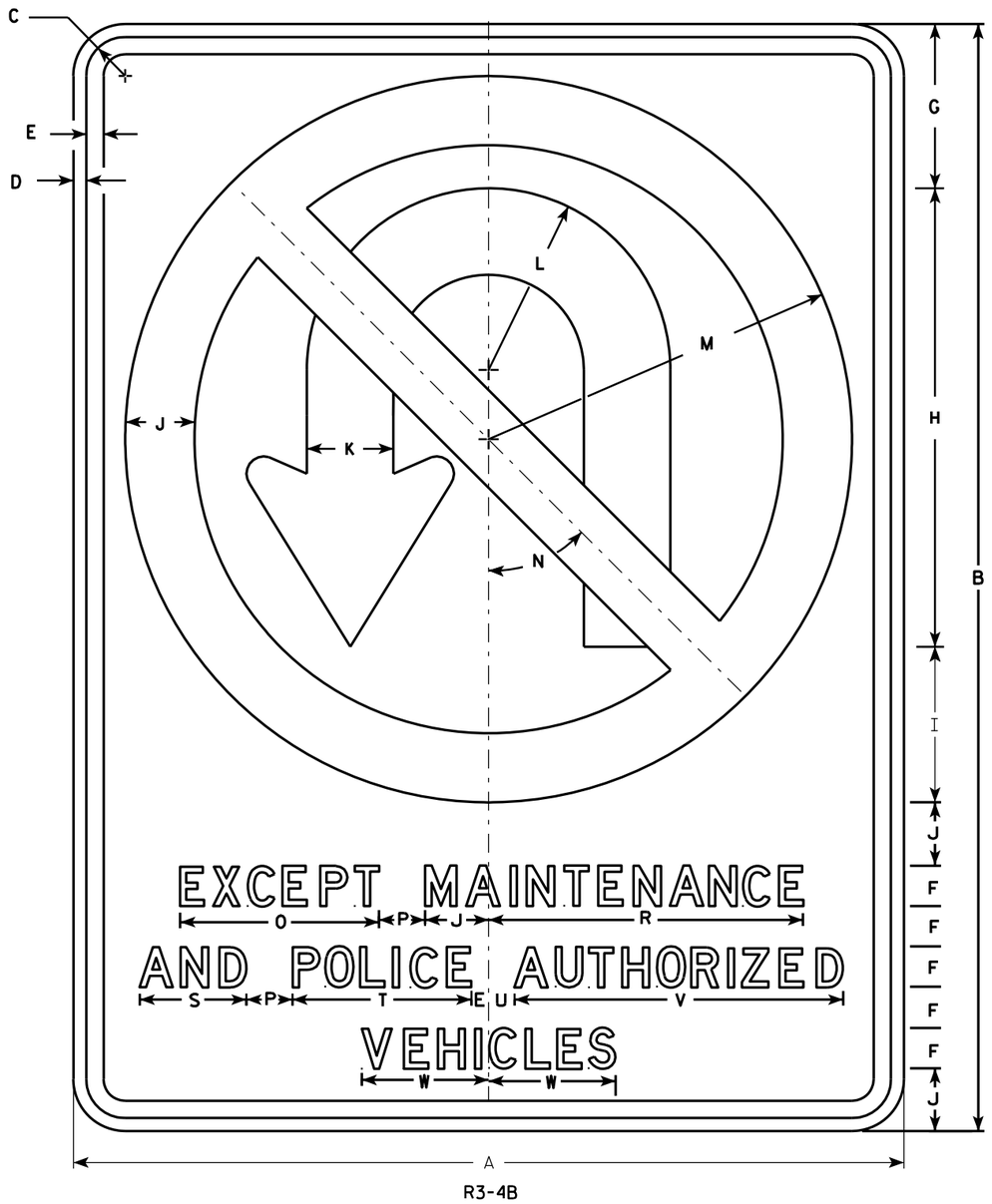
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

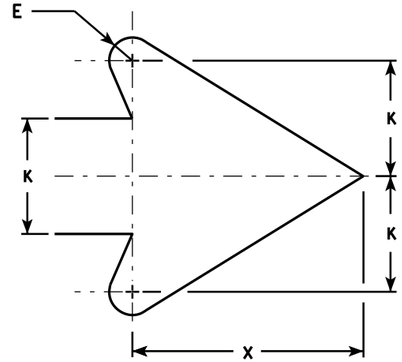
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

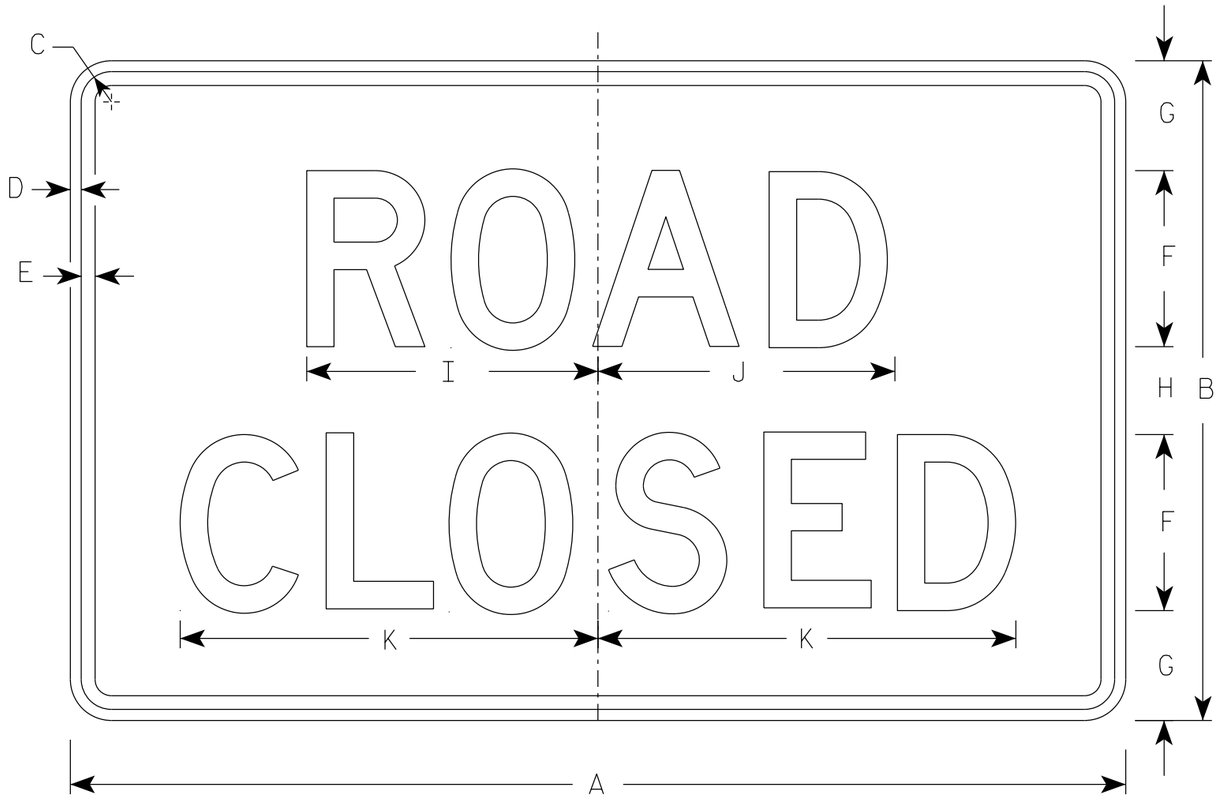
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R34B.DGN PLOT DATE : 17-MAR-2011 14:27 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.554949:1.000000

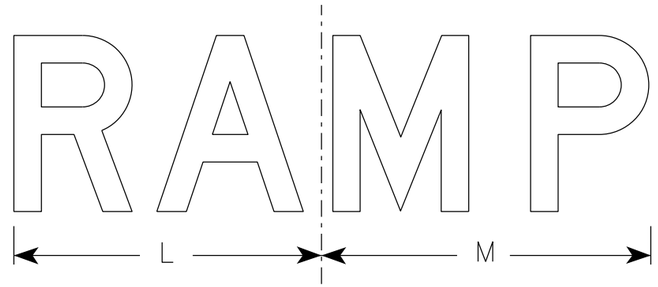
7



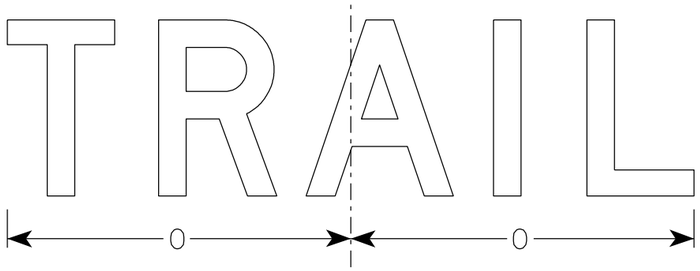
R11-2

NOTES

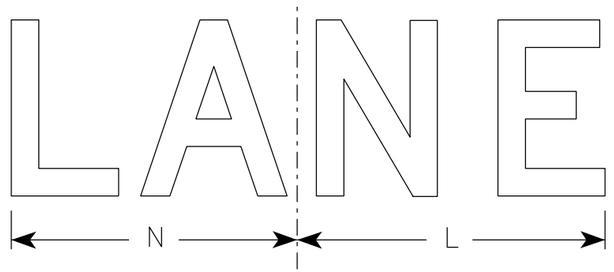
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

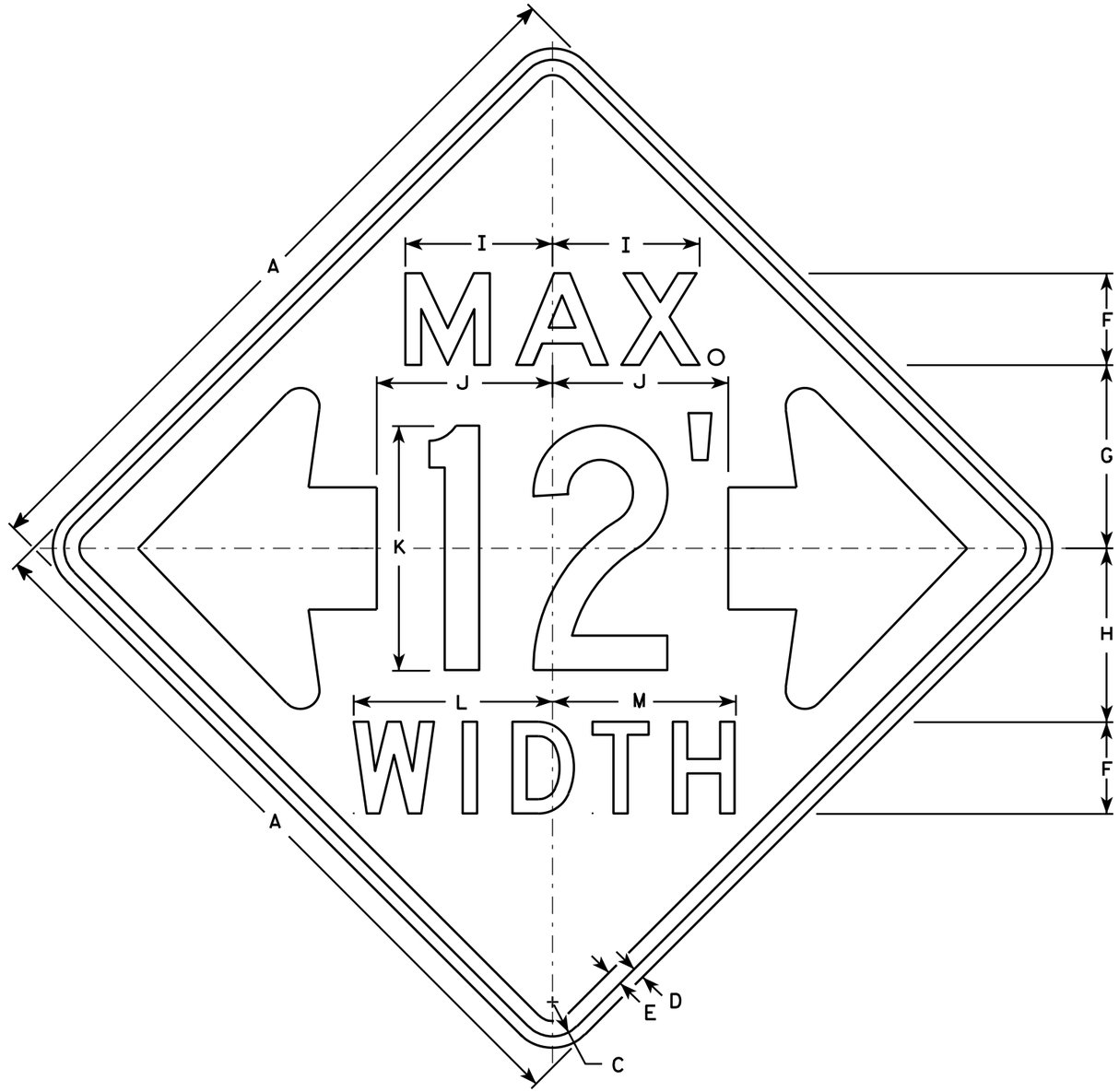
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

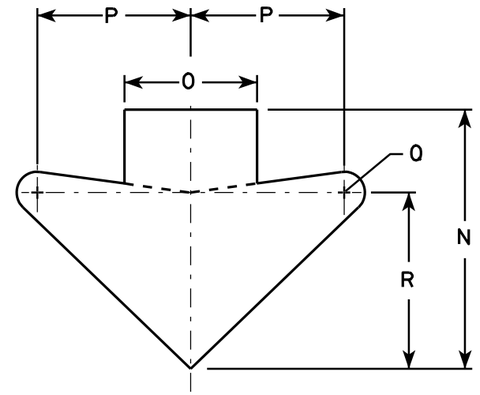
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

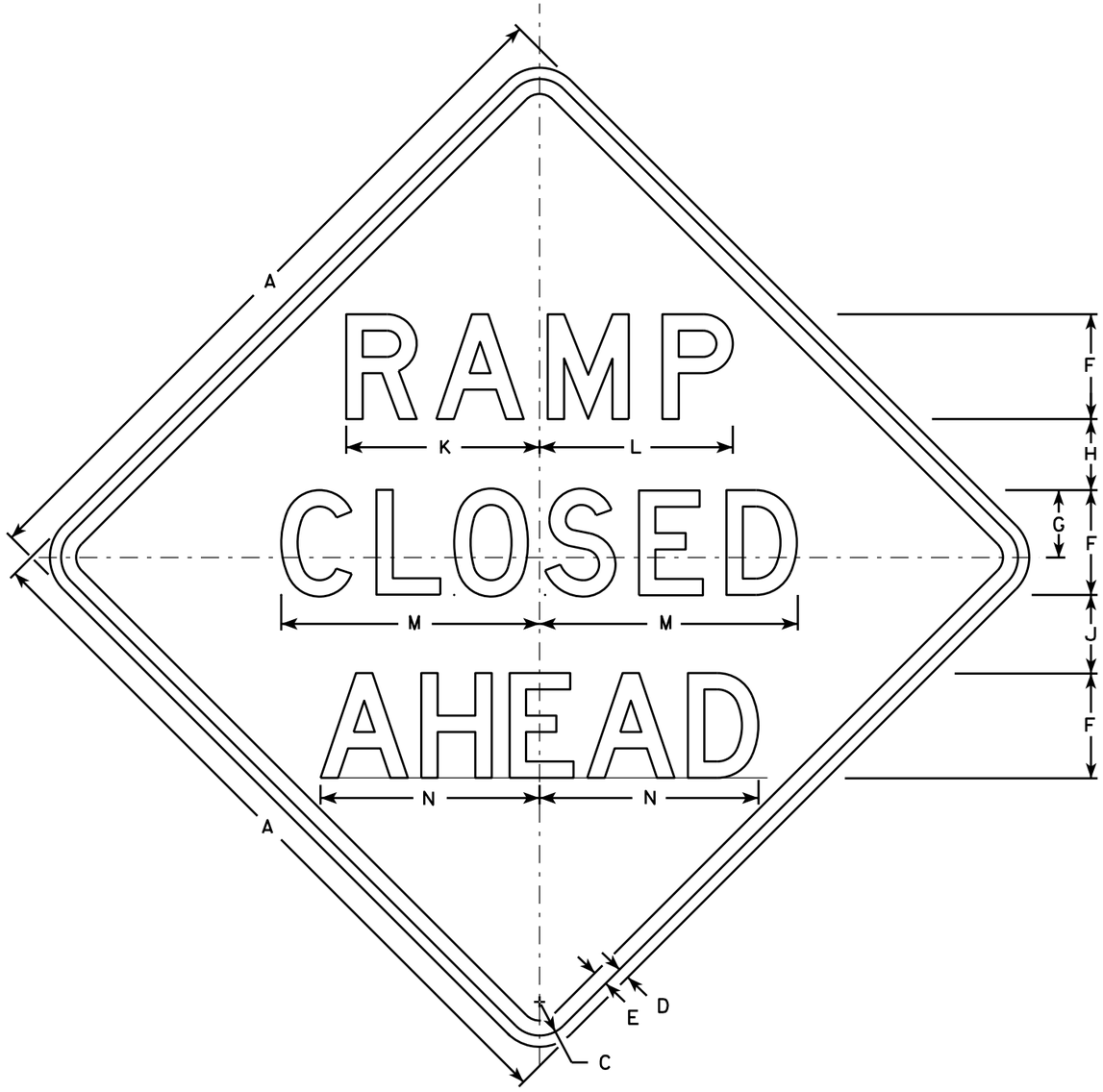
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

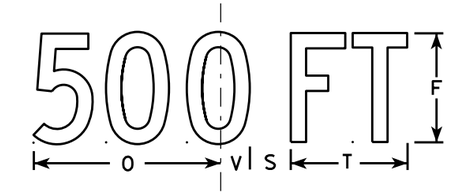
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

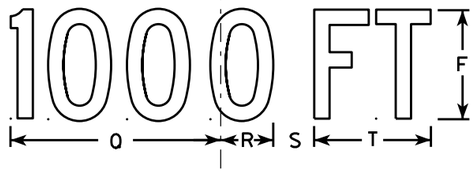
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



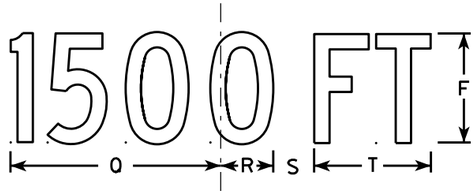
W20-53A



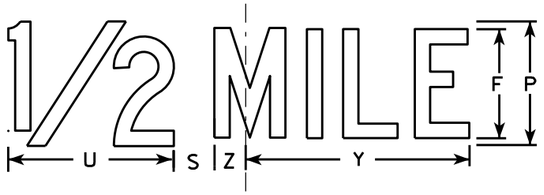
W20-53D



W20-53C



W20-53B



W20-53G

W20-53F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

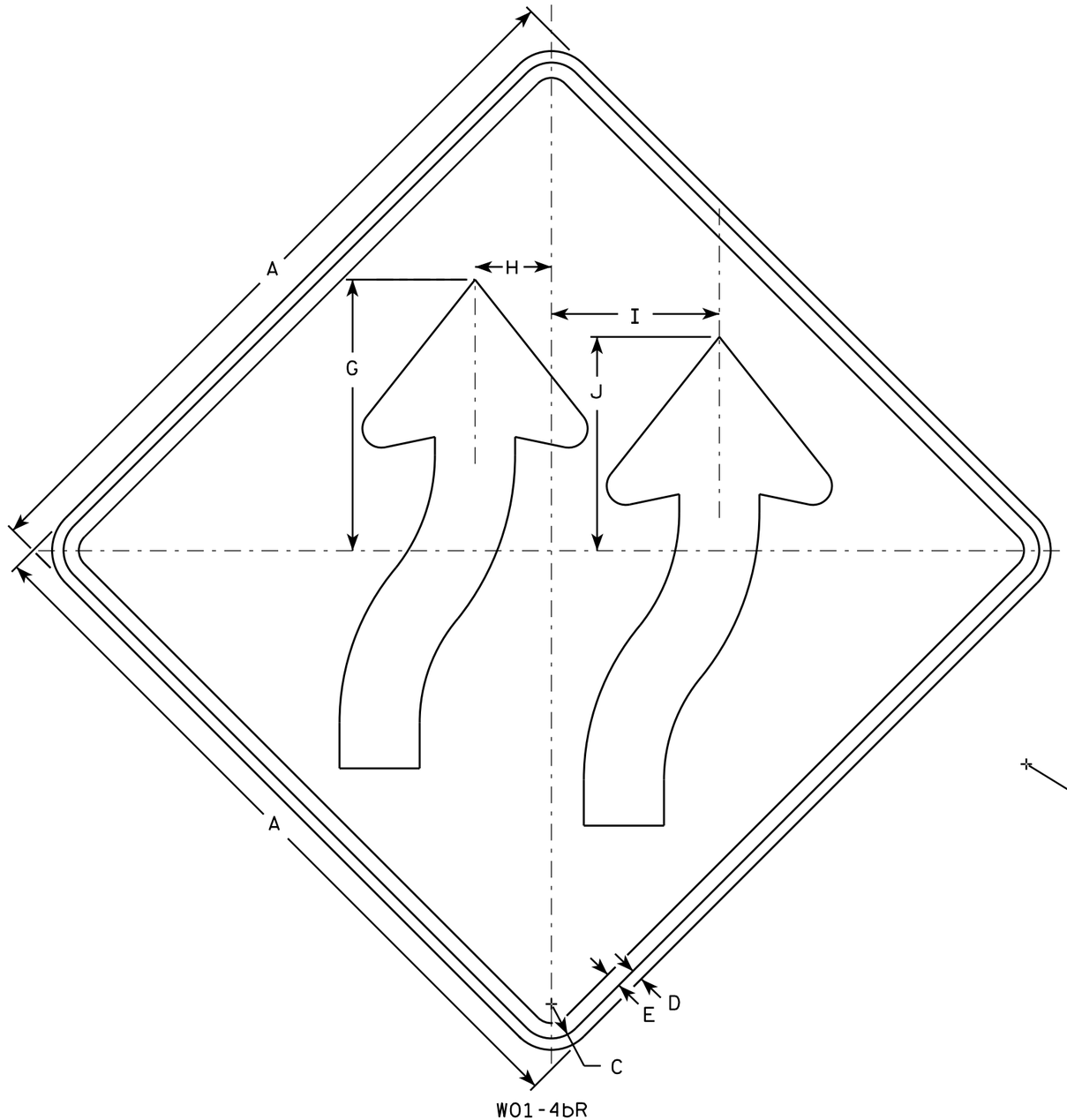
STANDARD SIGN
W20-53A,B,C,D,F,G

WISCONSIN DEPT OF TRANSPORTATION

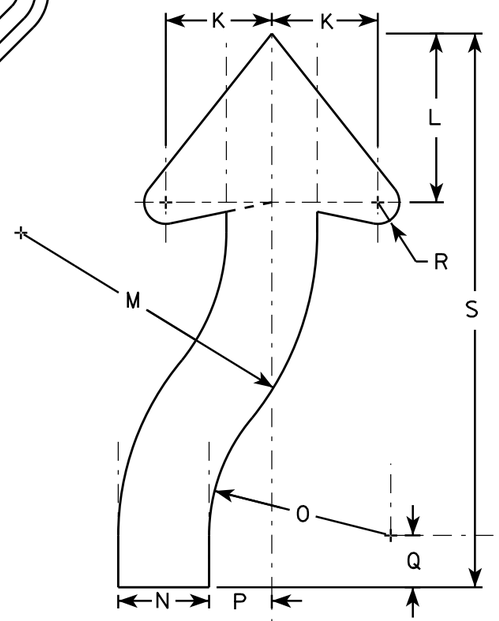
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W01-4bR



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4bL is the same as W014-bR exept arrows are reversed along the vertical centerline

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

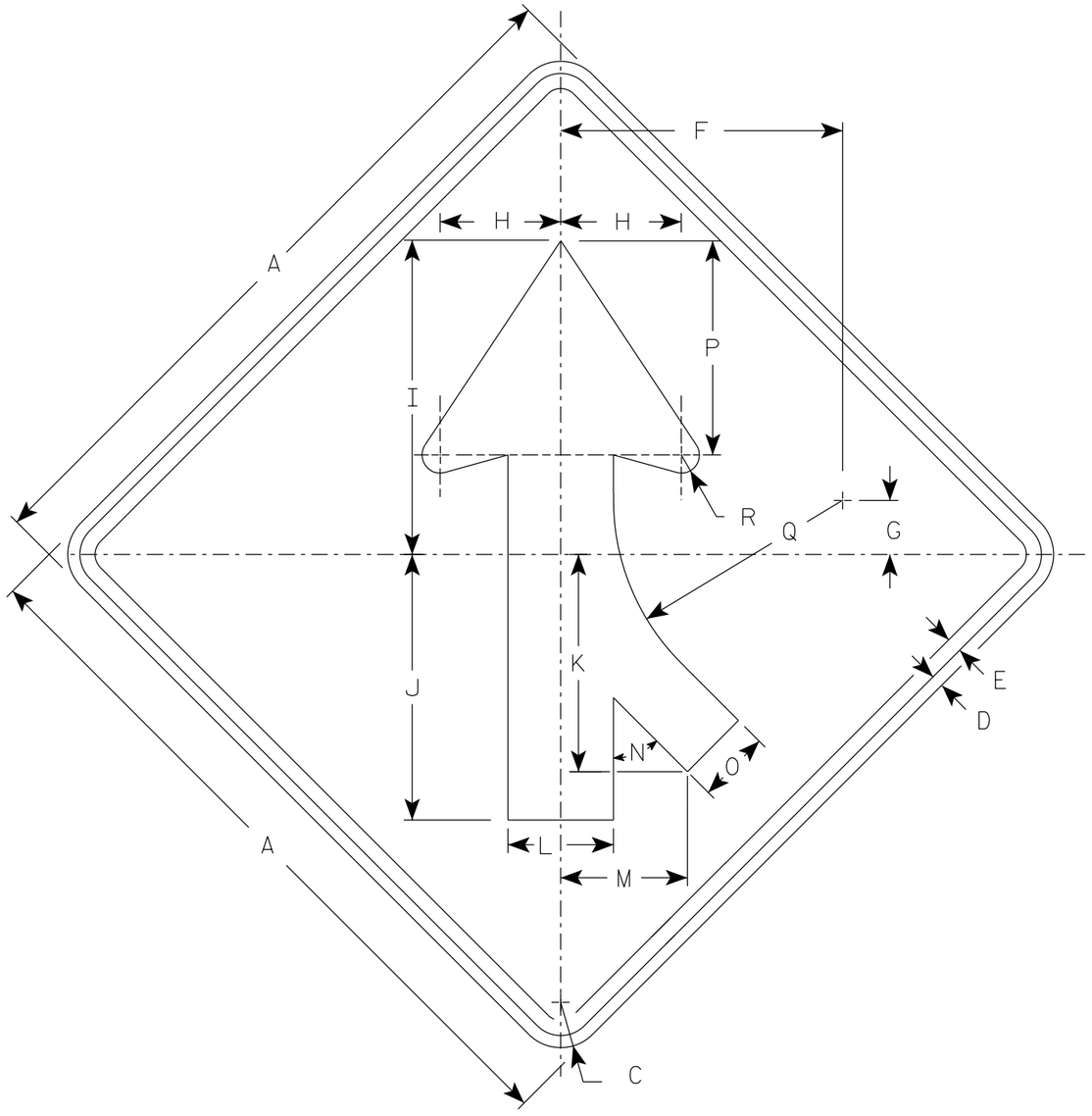
STANDARD SIGN
W01-4b

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W04-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-1L is the same as W04-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

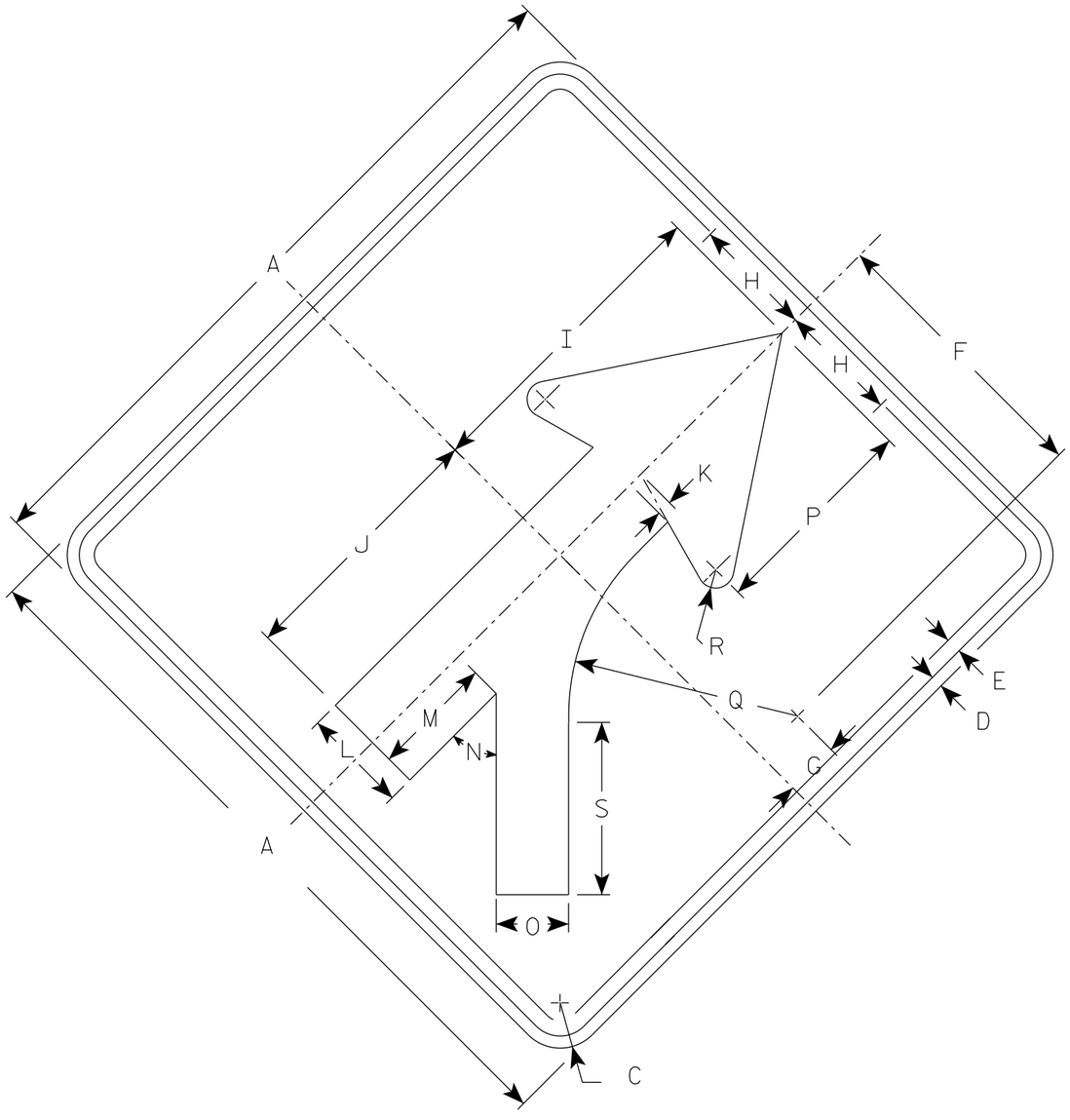
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. W04-1.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W04-5R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-5L is the same as W04-5R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	3/4	5 1/4	6 1/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

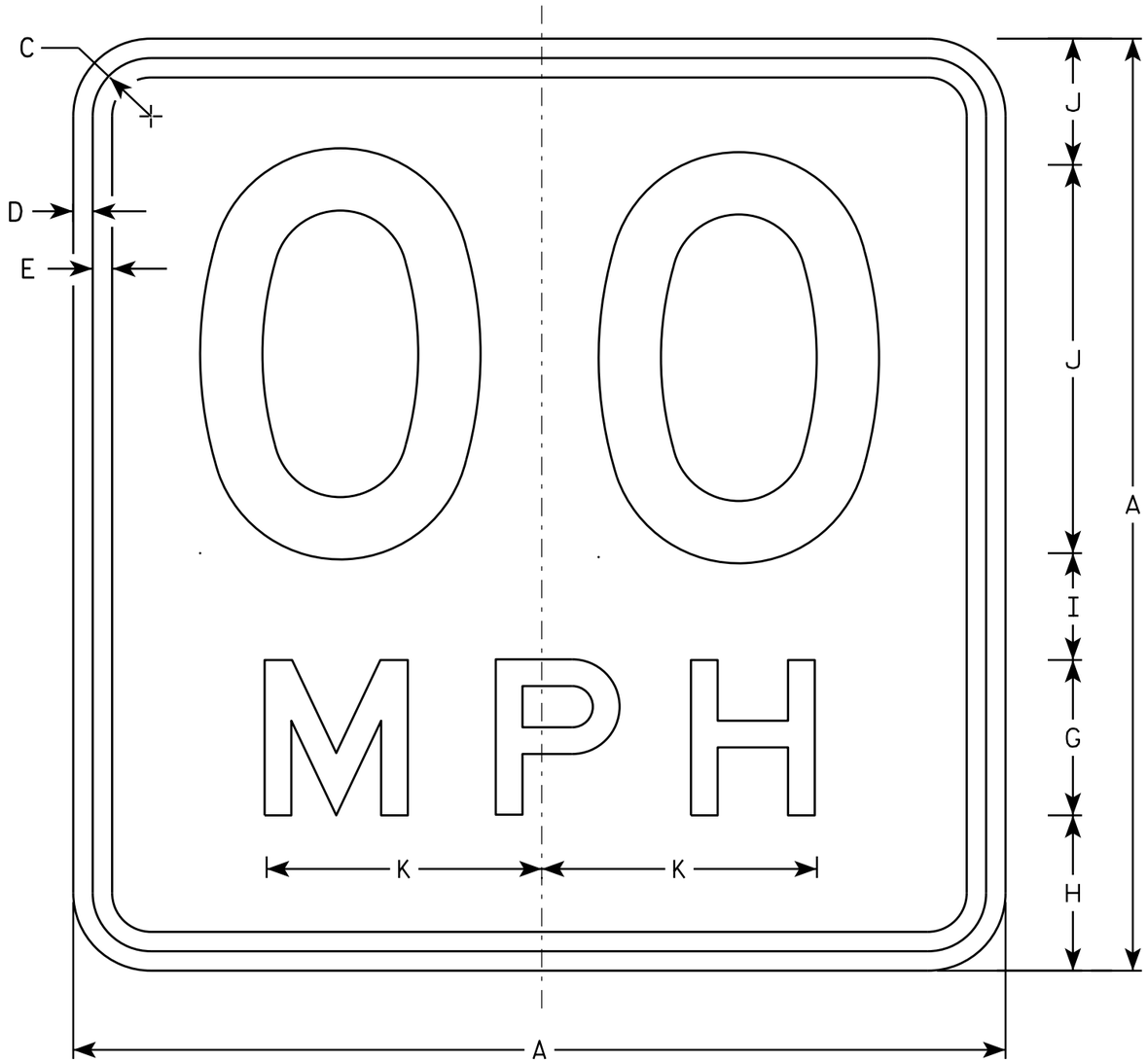
STANDARD SIGN
W04-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/06/2021 PLATE NO. W04-5.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

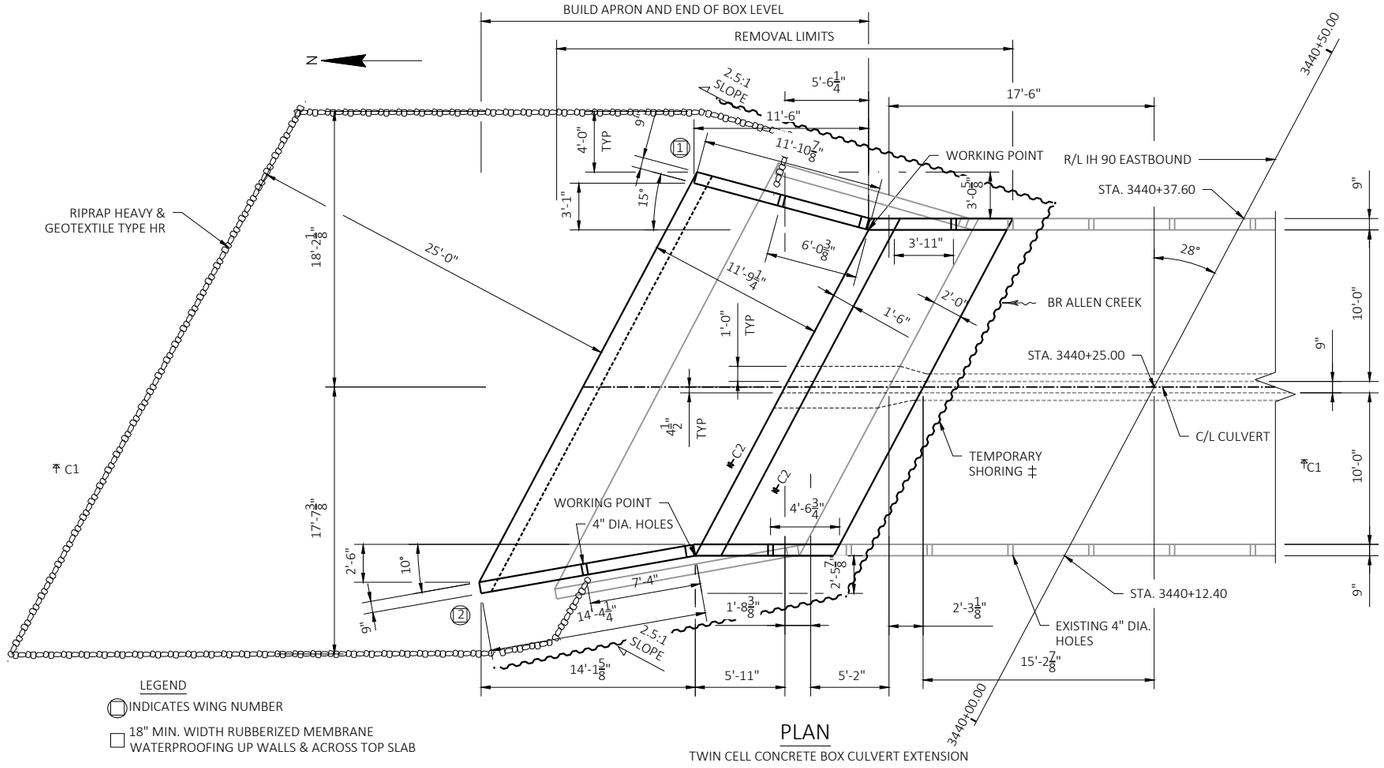
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE NO. W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0131.DGN PLOT DATE : 02-DEC-2013 13:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.794391:1.000000
WISDOT/CADDS SHEET 42



LEGEND

(1) INDICATES WING NUMBER

☐ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS & ACROSS TOP SLAB

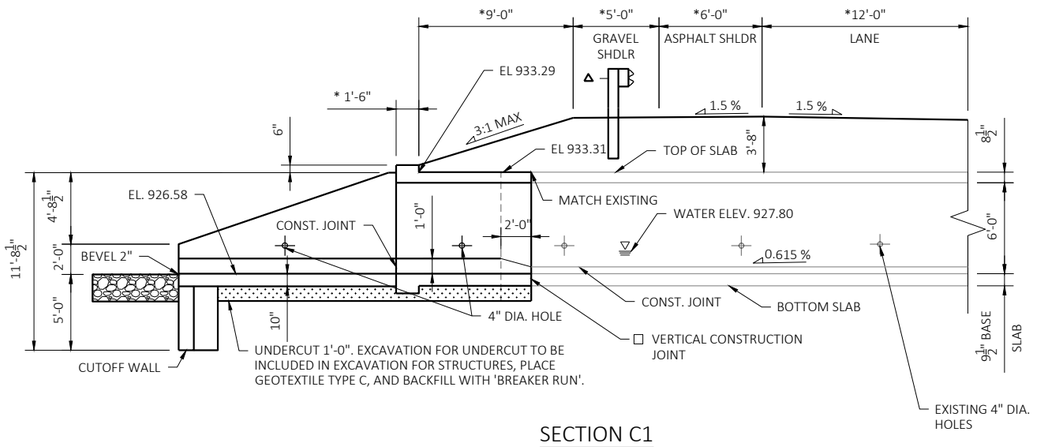
∗ MEASUREMENTS TAKEN PERPENDICULAR TO R/L

△ FOR GUARDRAIL DETAILS SEE ROADWAY PLANS

‡ CARE MUST BE TAKEN TO AVOID DAMAGING EXISTING STRUCTURE DURING PLACEMENT OF TEMPORARY SHORING

PLAN

TWIN CELL CONCRETE BOX CULVERT EXTENSION



SECTION C1

STATE PROJECT NUMBER

1017-01-71

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR (PROPOSED): 1.43
OPERATIONAL RATING FACTOR (PROPOSED): 1.85
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV)(PROPOSED): 250 KIPS
DESIGNED FOR FILL HEIGHT (PROPOSED): 3.65'

INVENTORY RATING (EXISTING): 1.26
OPERATING RATING (EXISTING): 1.63
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV)(EXISTING): 250 KIPS
DESIGNED FOR FILL HEIGHT (EXISTING): 2'-0"

MATERIAL PROPERTIES

EXISTING	
CONCRETE MASONRY	F'C = 3,500 PSI
BAR STEEL REINFORCEMENT	FY = 60,000 PSI
PROPOSED	
CONCRETE MASONRY	F'C = 3,500 PSI
BAR STEEL REINFORCEMENT	FY = 60,000 PSI

TRAFFIC DATA

ADT (2024)	= 37,900
ADT (2044)	= 44,100
DESIGN SPEED	= 70 MPH

BENCHMARK			
NO.	STA.	DESCRIPTION	ELEV.
1	3444+63.83	CONTROL POINT	934.94

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION AND QUANTITIES
3. SUBSURFACE EXPLORATION
4. BOX CULVERT DETAILS
5. SLAB REINFORCEMENT DETAILS
6. APRON DETAILS
7. WINGWALL DETAILS
8. REINFORCEMENT DETAILS

WISCONSIN
KHALED ABOUEID
E-48167
SCHILLER PARK
IL
PROFESSIONAL ENGINEER

7/29/2022

BRIDGE OFFICE CONTACT
AARON BONK (608) 261-0261

CONSULTANT CONTACT
RYAN MCKANE, PE (608) 713-9274

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

KNIGHT
Engineers & Architects
831 Critter Court
Suite 400
Onalaska, WI 54650
Phone: (608) 519-1455

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 09/12/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-41-45

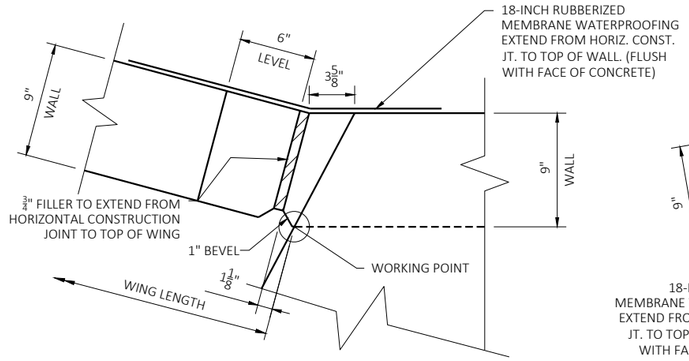
LOCATION IH 90/94 EB OVER BR ALLEN CREEK

COUNTY MONROE	TOWN OAKDALE
DESIGN SPEC. REHABILITATION	

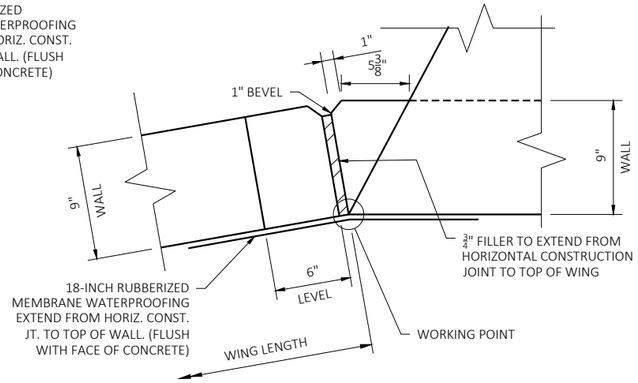
DESIGNED BY KA	DESIGN CK'D. LS	DRAWN BY SRC	PLANS CK'D. KA

GENERAL PLAN

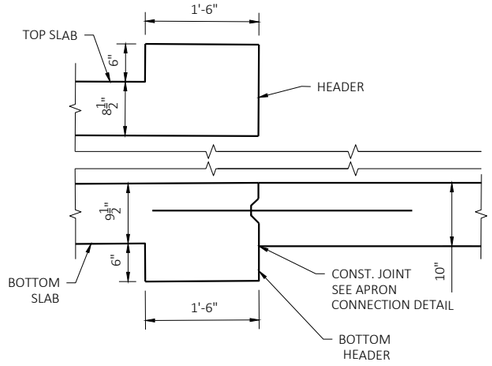
SHEET 1 OF 8



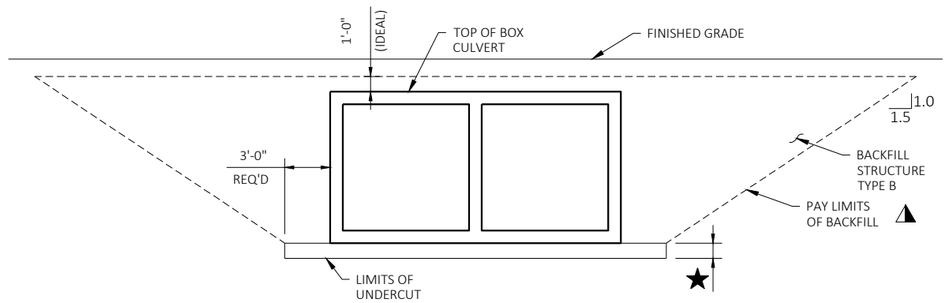
NORTHEAST CORNER



NORTHWEST CORNER



SECTION C2



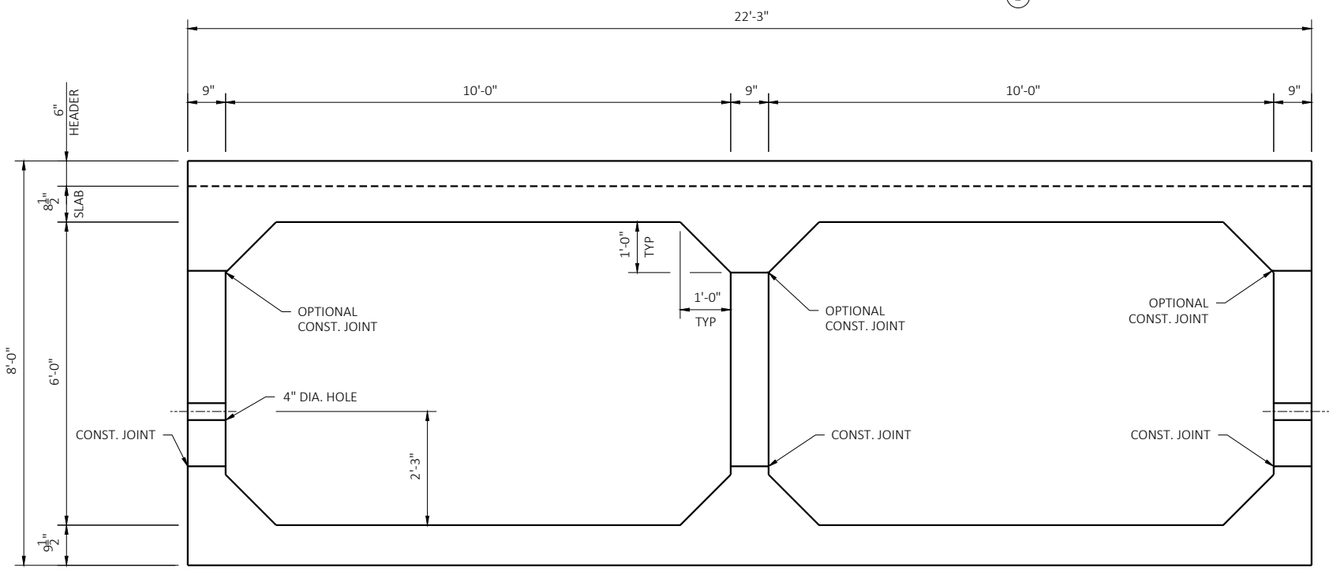
TYPICAL SECTION THRU BOX CULVERT

TOTAL ESTIMATED QUANTITES

	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY
(1)	203.0220	REMOVING STRUCTURE B-41-45	EACH	1
(2)	206.2001	EXCAVATION FOR STRUCTURES CULVERTS B-41-45	EACH	1
	210.2500	BACKFILL STRUCTURE TYPE B	TON	141
	311.0110	BREAKER RUN	TON	39
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	64
	504.0100	CONCRETE MASONRY CULVERTS	CY	33.0
	505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	7,590
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	490
	511.1200	TEMPORARY SHORING B-41-45	SF	403
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	17
	606.0300	RIPRAP HEAVY	CY	81
	645.0105	GEOTEXTILE TYPE C	SY	61
	645.0120	GEOTEXTILE TYPE HR	SY	121

(1) REMOVAL ONLY CONSISTS OF A PORTION OF THE BOX AT THE OUTLET AND FOR REMOVAL OF THE OUTLET WINGS AND APRON. PROTECT ITEMS TO REMAIN DURING REMOVAL.

(2) EXCAVATION CONSISTS OF REQUIRED WORK AT OUTLET TO EXTEND THE EXISTING BOX.



CROSS SECTION THRU BOX

GENERAL NOTES:

EXISTING STRUCTURE IS A DOUBLE CELL CONCRETE BOX CULVERT

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT, UNLESS SPECIFIED OTHERWISE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

SEDIMENT REMOVAL IS INCIDENTAL TO EXCAVATION FOR STRUCTURE BID ITEM.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-41-45" SHALL BE THE EXISTING GROUNDLINE.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE B" REQUIRED ON THE BOX CULVERT SIDES AND BEHIND APRON WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

ALL PRECAST BOX SECTIONS SHALL BE PLACED ON A BEDDING OF "BACKFILL STRUCTURE TYPE B" OF 6" MINIMUM DEPTH.

THE CONTRACTOR MAY FURNISH PRECAST BOX CULVERT BARREL SECTION, WINGWALLS, HEADERS, CUTOFF WALL, AND APRONS., IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES MAINTENANCE SECTION. THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES MAINTENANCE SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN BOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

TAPER CULVERT HAUNCH OVER 2'-0" TO MATCH EXISTING

WATER CONTROL REQUIRED TO PERFORM THE NECESSARY WORK SHALL BE INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY CULVERTS".

LEGEND:

★ UNDERCUT TO SUITABLE MATERIAL 1'-0" MIN. EXCAVATION FOR UNDERCUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

★ IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

◭ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

STATE PROJECT NUMBER

1017-01-71

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

KNIGHT
Engineers & Architects
831 Critter Court
Suite 400
Onalaska, WI 54650
Phone: (608) 519-1455

STRUCTURE B-41-45

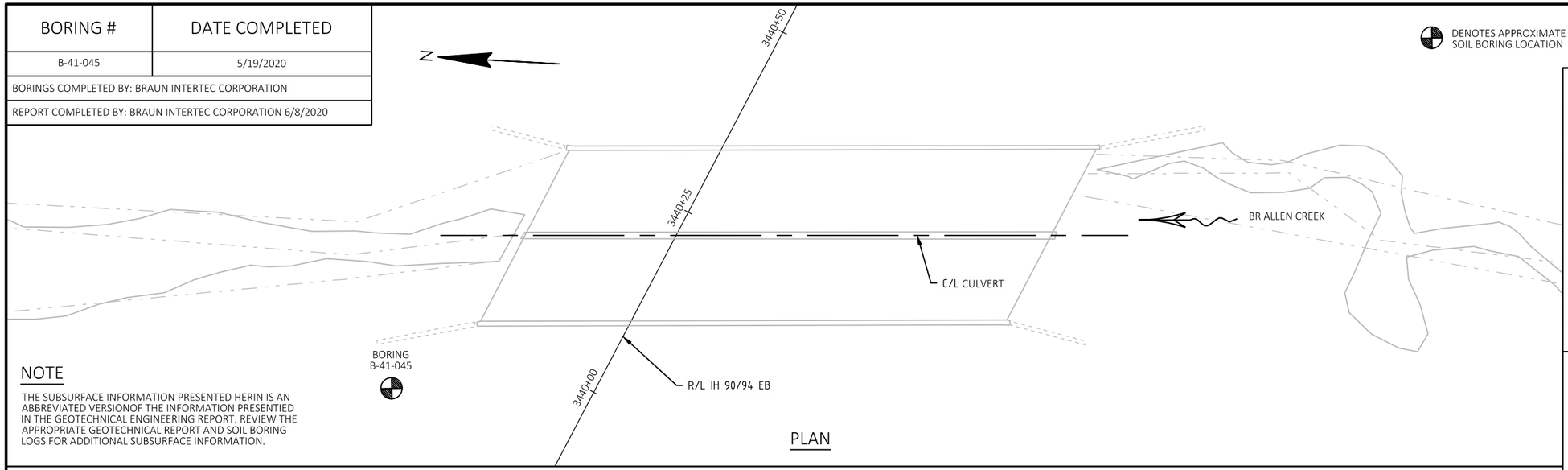
DRAWN BY SRC | PLANS CK'D. KA

CROSS SECTION AND QUANTITIES

8

8

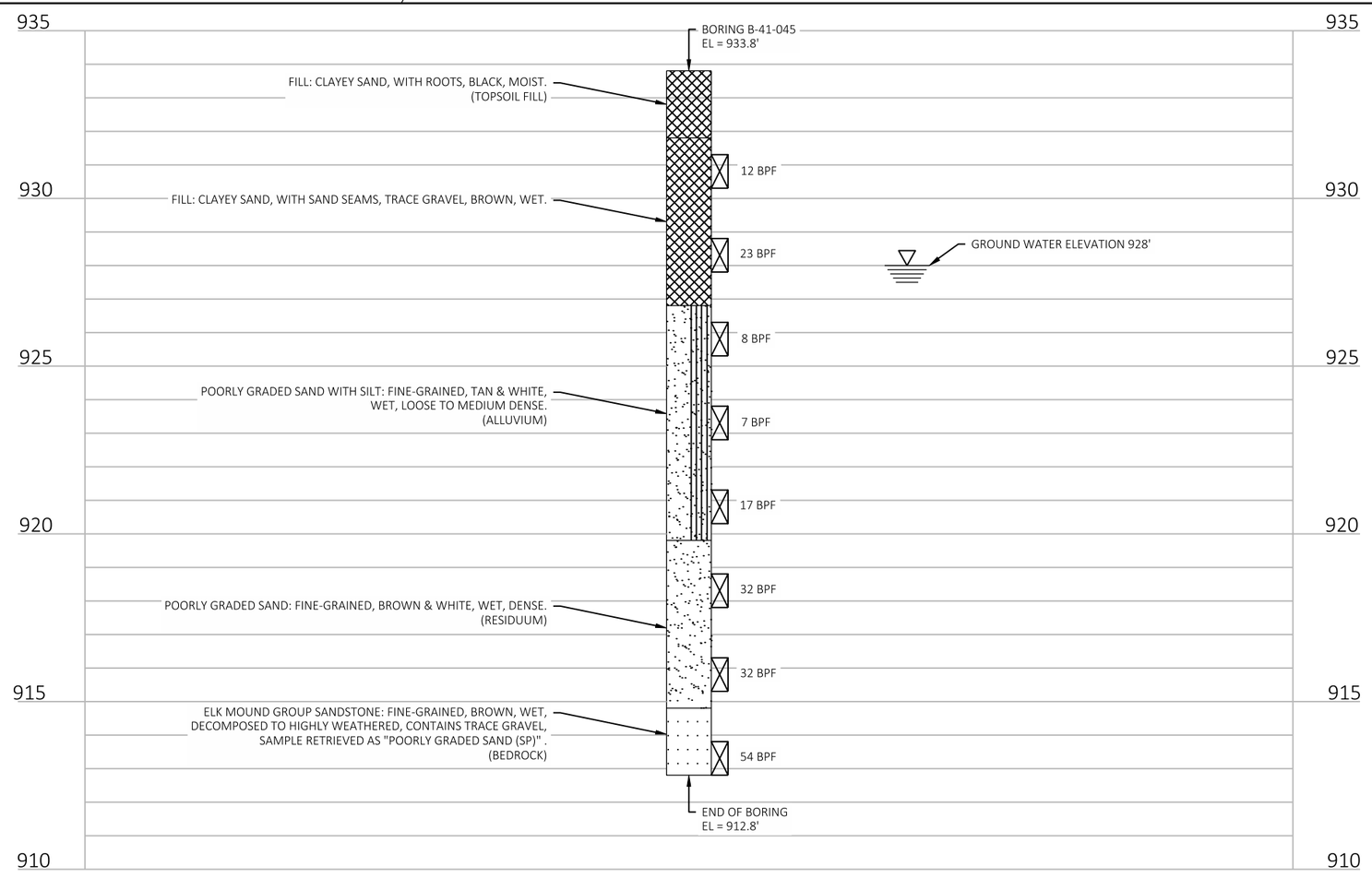
BORING #	DATE COMPLETED
B-41-045	5/19/2020
BORINGS COMPLETED BY: BRAUN INTERTEC CORPORATION	
REPORT COMPLETED BY: BRAUN INTERTEC CORPORATION 6/8/2020	



PLAN

NOTE

THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSIONOF THE INFORMATION PRESENTIED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.



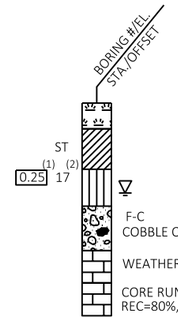
STATE PROJECT NUMBER

1017-01-71

MATERIAL SYMBOLS

ASPHALT	CONCRETE	FILL
TOPSOIL	PEAT	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUNDWATER ELEVATION

AT TIME OF DRILLING | AT END OF DRILLING | AFTER OF DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

KNIGHT
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Suite 400
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STRUCTURE B-41-45

DRAWN BY TP | PLANS CK'D. KA

SUBSURFACE EXPLORATION

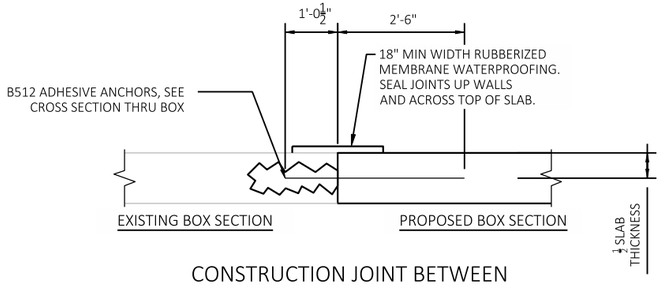
SHEET 3 OF 8

8

8

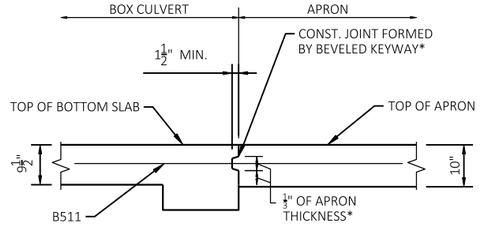
STATE PROJECT NUMBER

1017-01-71



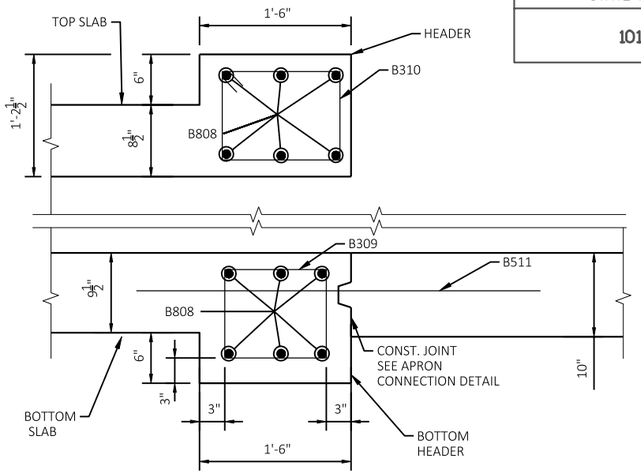
CONSTRUCTION JOINT BETWEEN EXISTING & PROPOSED BOX SECTIONS

(ALL WALLS AND TOP & BOTTOM SLAB OF BOX)

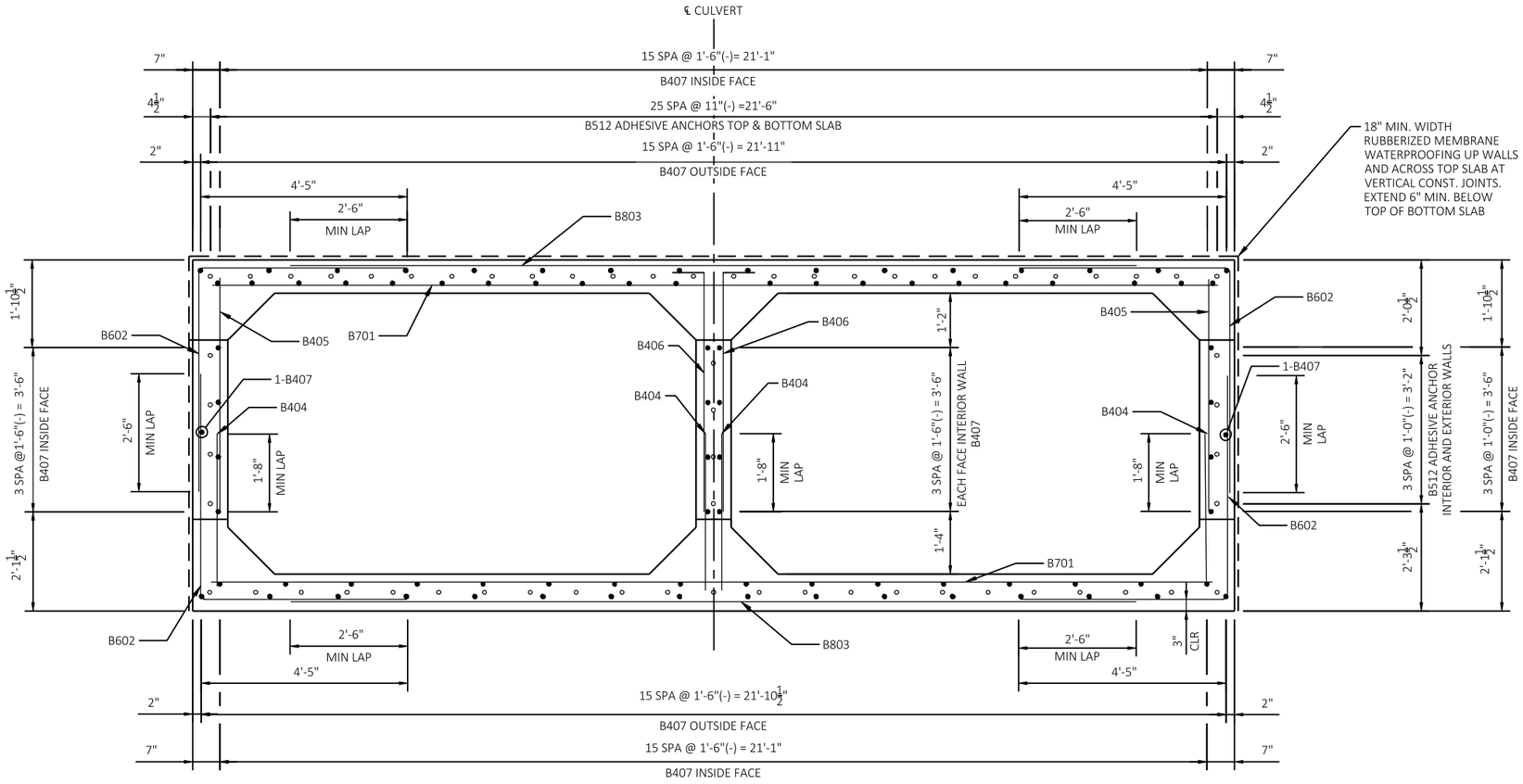


APRON CONNECTION DETAIL

*IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. #5 BARS 4'-0" AT 1'-0" CENTERS REQUIRED.



SECTION C2



CROSS SECTION THRU BOX

NOTE:
WORK THIS DRAWING WITH SHEET 5, SHEET 6, AND SHEET 7.

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STRUCTURE B-41-45

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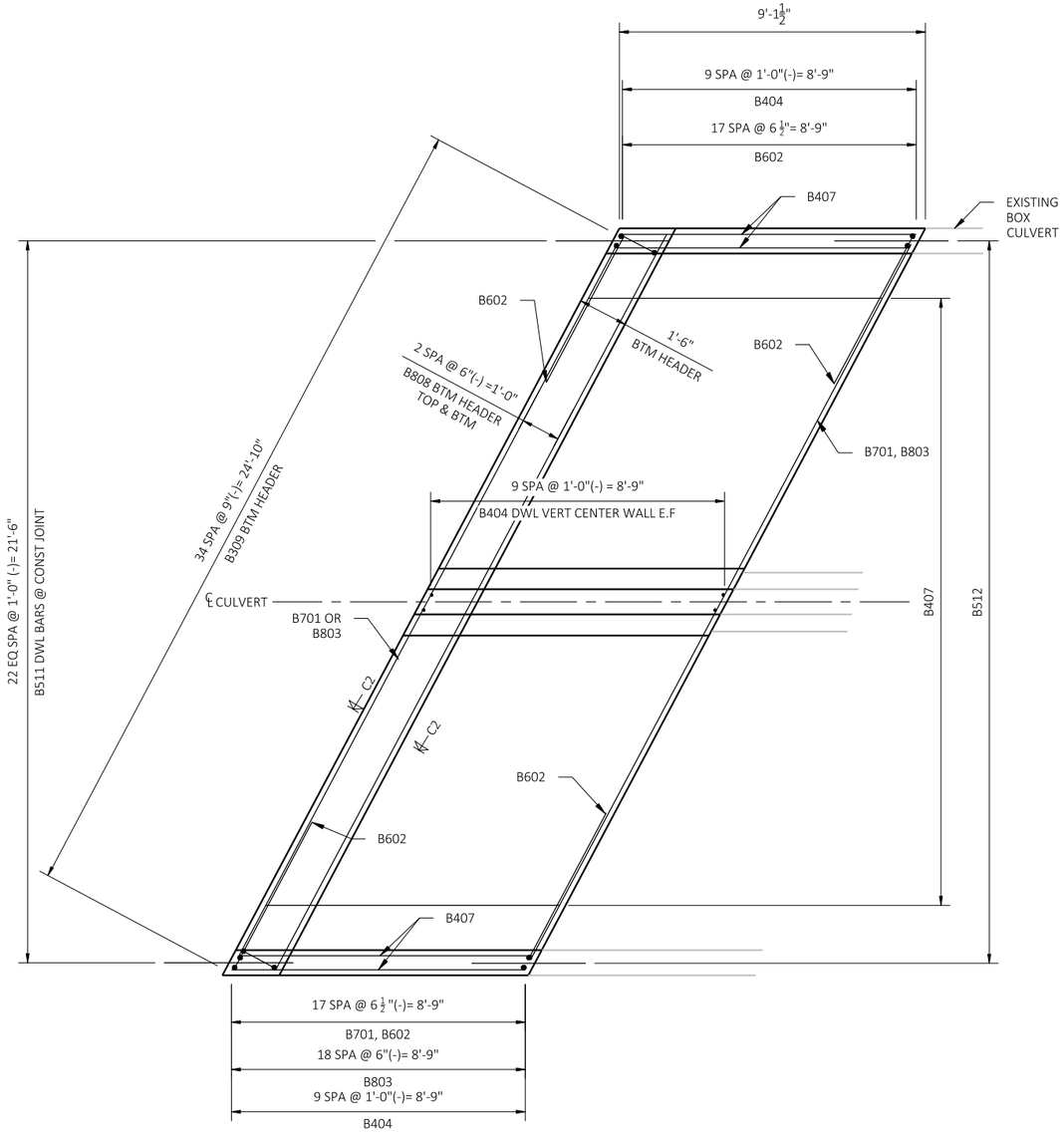
BOX CULVERT DETAILS

SHEET 4 OF 8

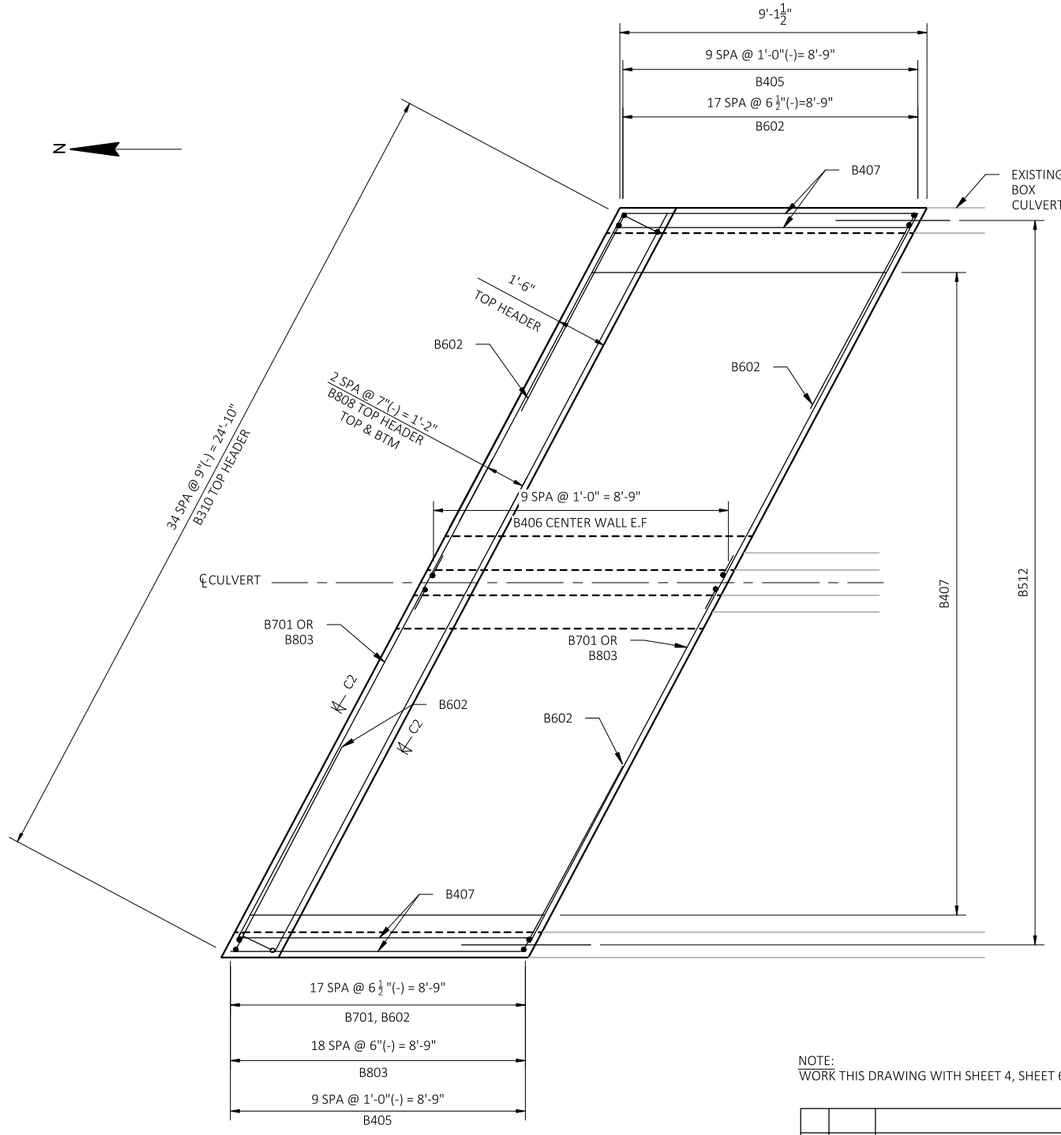
8

8

STATE PROJECT NUMBER
1017-01-71



REINFORCEMENT - BOTTOM SLAB PLAN



REINFORCEMENT - TOP SLAB PLAN

NOTE:
WORK THIS DRAWING WITH SHEET 4, SHEET 6, AND SHEET 7.

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

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STRUCTURE B-41-45

DRAWN BY SRC | PLANS CK'D. KA

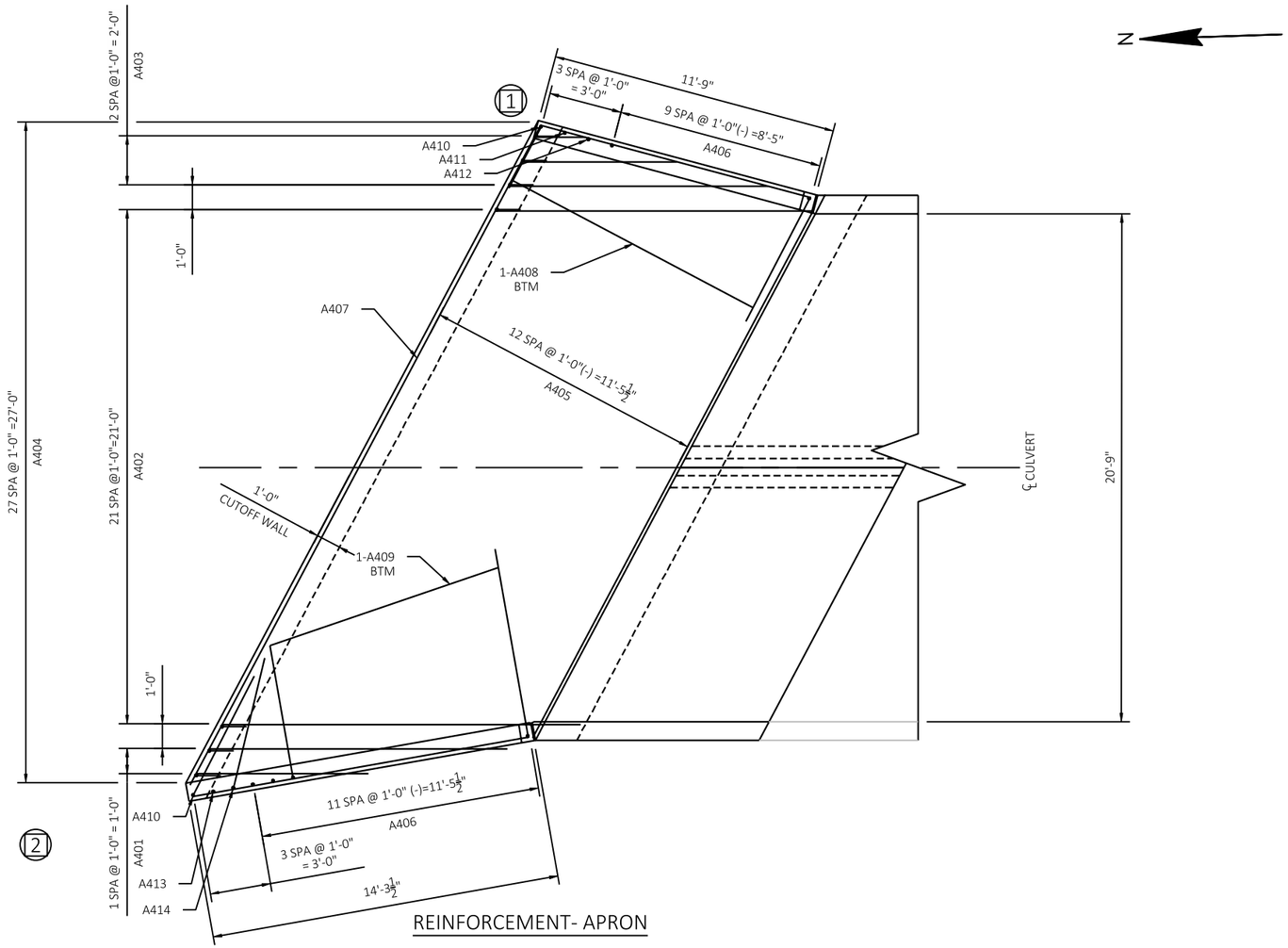
SLAB REINFORCEMENT DETAILS

SHEET 5 OF 8

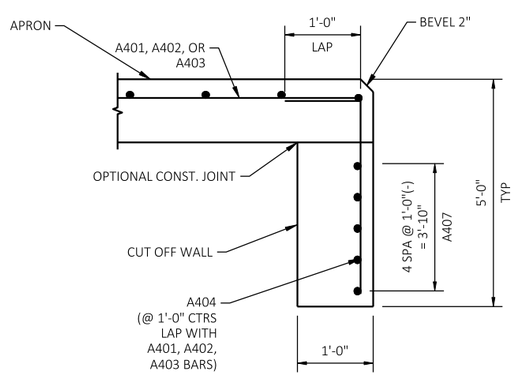
8

8

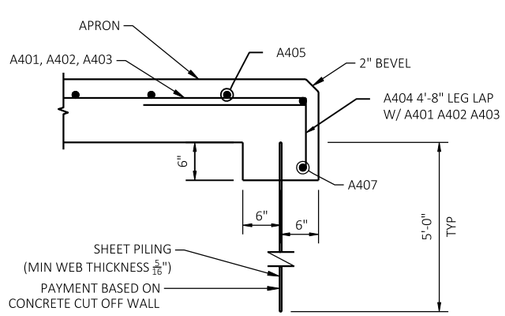
STATE PROJECT NUMBER
1017-01-71



REINFORCEMENT- APRON



CUTOFF WALL



ALTERNATIVE CUTOFF WALL

NOTE:
WORK THIS SHEET WITH SHEET 4, SHEET 5, AND SHEET 7.

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

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STRUCTURE B-41-45

DRAWN BY	SRC	PLANS CK'D.	KA

APRON DETAILS

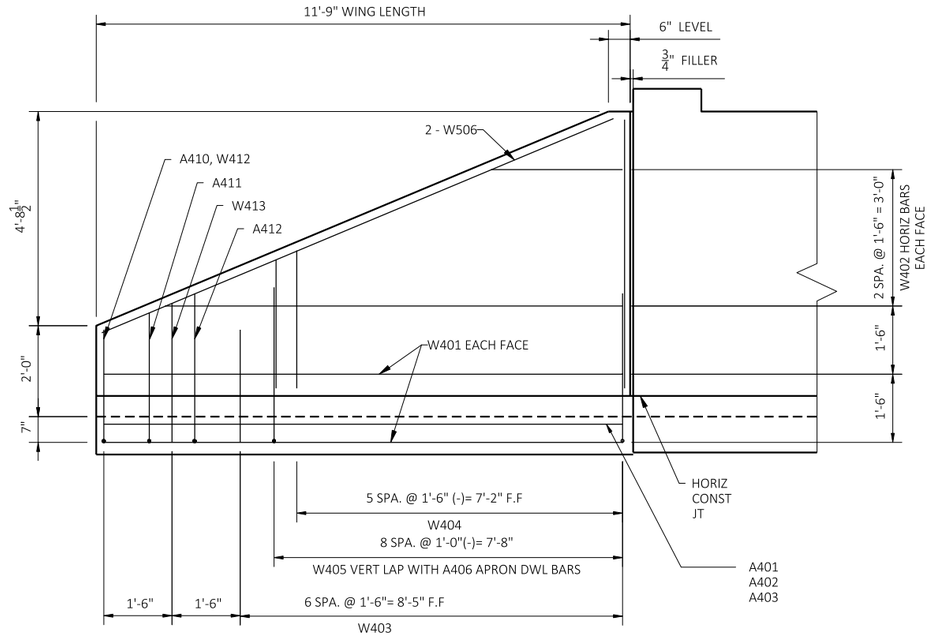
SHEET 6 OF 8

8

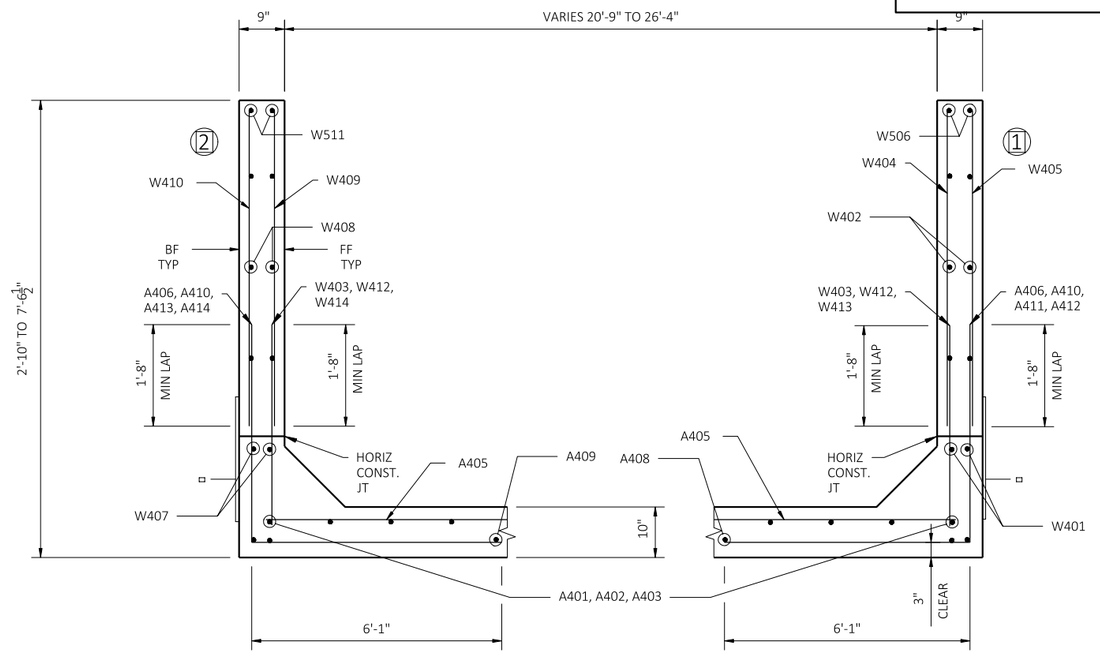
8

STATE PROJECT NUMBER

1017-01-71

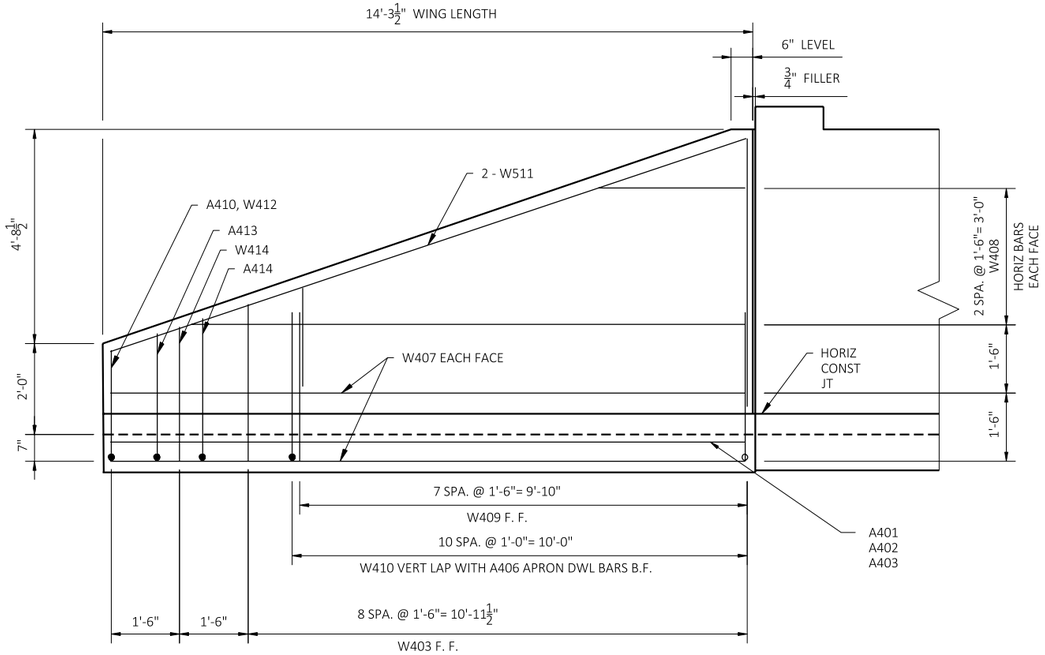


REINFORCEMENT - WING 1



TYPICAL SECTION THRU WINGWALL

□ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZ. CONSTR. JT. IN WING.



REINFORCEMENT - WING 2

NOTE;
WORK THIS SHEET WITH SHEET 4, SHEET 5, AND SHEET 6.

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ORIGINAL PLANS PREPARED BY:

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STRUCTURE B-41-45

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WINGWALL DETAILS

SHEET 7 OF 8

STATE PROJECT NUMBER

1017-01-71

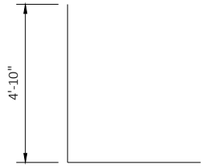
BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
BOX						
B701		36	24'-10"			Box Trans Top and Bot Slab
B602		72	9'-1"		X	Box Corners Top and Bot
B803		38	21'-0"			Box Trans Top and Bot Slab
B404		40	3'-5"			Box Vertical Dowel
B405		20	5'-3"			Box Vertical
B406		20	5'-11"		X	Box Vertical
B407		82	8'-9"			Box Long
B808		12	24'-10"			Header Top and Bot
B309		35	4'-3"		X	Bot Header
B310		35	4'-6"		X	Headwall
B511		23	4'-0"			Bot Slab
B512		64	3'-7"			Adhesive Anchors
APRON						
A401		2	8'-5"	Δ		Apron Long
A402		22	12'-11"			Apron Long
A403		3	7'-1"	Δ		Apron Long
A404		28	5'-7"		X	Cutoff Wall
A405		13	27'-11"	Δ		Apron Trans
A406	X	22	9'-5"		X	Apron Dowel
A407		5	31'-1"			Apron Cutoff Wall
A408		1	11'-5"			Apron Trans Bot
A409		1	9'-7"			Apron Trans Bot
A410	X	2	8'-5"		X	Apron Dowel
A411	X	1	8'-10"		X	Apron Dowel
A412	X	1	9'-3"		X	Apron Dowel
A413	X	1	8'-9"		X	Apron Dowel
A414	X	1	9'-2"		X	Apron Dowel
WINGS						
W401	X	4	11'-5"			Wing Horiz
W402	X	6	7'-5"	Δ		Wing Horiz
W403	X	16	3'-5"			Wing Vertical
W404	X	6	3'-10"	Δ		Wing Vertical
W405	X	9	3'-9"	Δ		Wing Vertical
W506	X	2	12'-4"			Wing Horiz
W407	X	4	13'-11"			Wing Horiz
W408	X	6	9'-1"	Δ		Wing Horiz
W409	X	8	3'-8"	Δ		Wing Vertical
W410	X	11	3'-8"	Δ		Wing Vertical
W511	X	2	14'-9"			Wing Horiz
W412	X	2	2'-5"			Wing Vertical
W413	X	1	3'-1"			Wing Vertical
W414	X	1	2'-11"			Wing Vertical

Δ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BAR MARK	BENT	NO REQ'D	LENGTH
APRON			
A401		1 SERIES OF 2	5'-11" to 10'-10"
A403		1 SERIES OF 3	2'-10" to 11'-4"
A405		1 SERIES OF 13	24'-9" to 31'-1"
WINGS			
W402		2 SERIES OF 3	3'-10" to 11'-0"
W404		1 SERIES OF 6	2'-4" to 5'-4"
W405		1 SERIES OF 9	2'-2" to 5'-4"
W408		2 SERIES OF 3	4'-8" to 13'-6"
W409		1 SERIES OF 8	2'-0" to 5'-4"
W410		1 SERIES OF 11	2'-0" to 5'-4"



B602

A406

A410

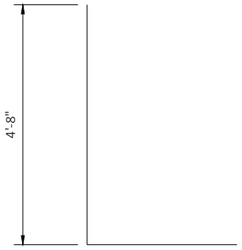
A411

A412

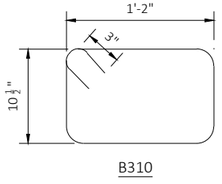
A413

A414

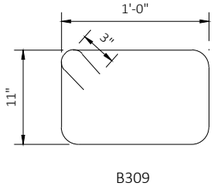
B406



A404



B310



B309

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

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Phone: (608) 519-1455

STRUCTURE B-41-45

DRAWN BY SRC | PLANS CK'D. KA

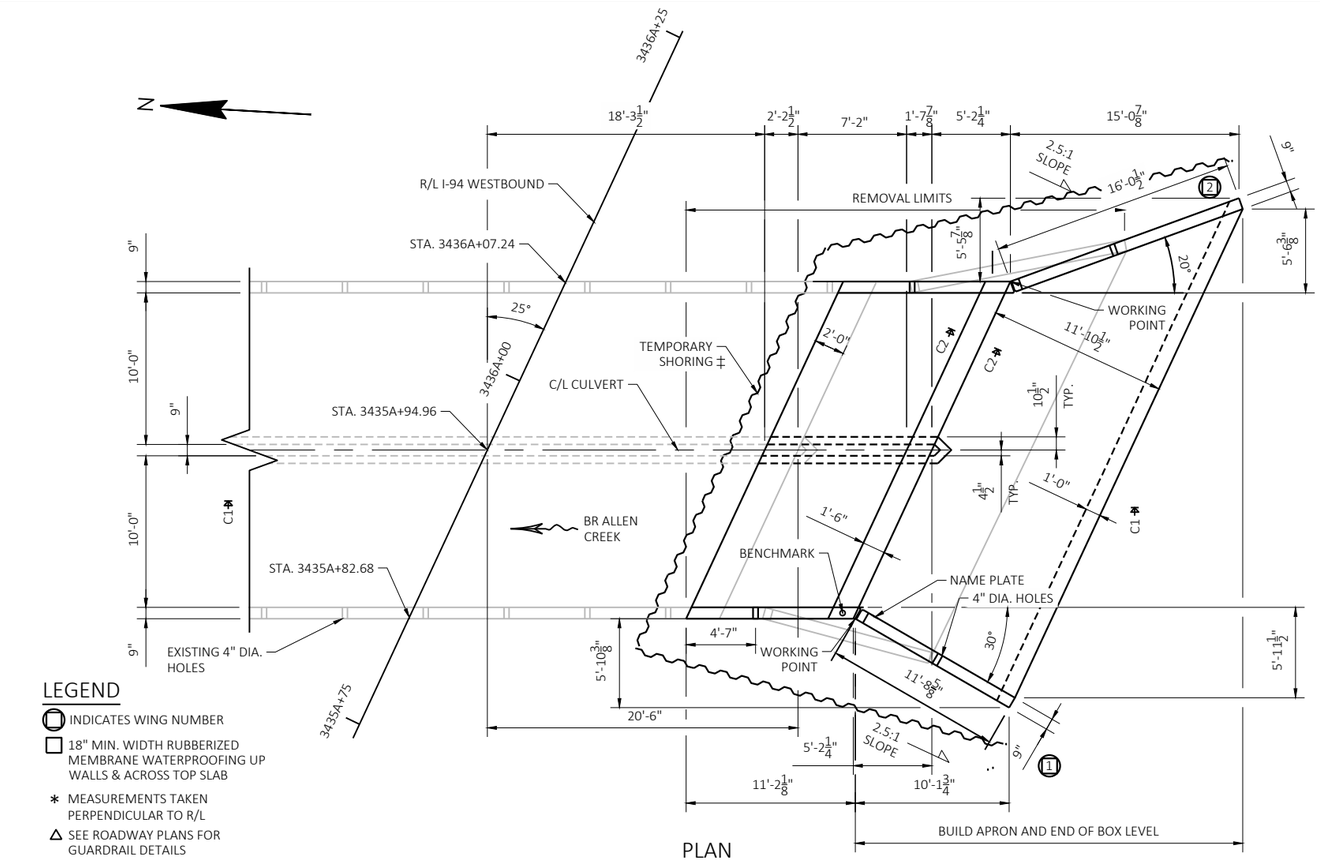
REINFORCEMENT DETAILS

SHEET 8 OF 8

8

8

STATE PROJECT NUMBER
1017-01-71

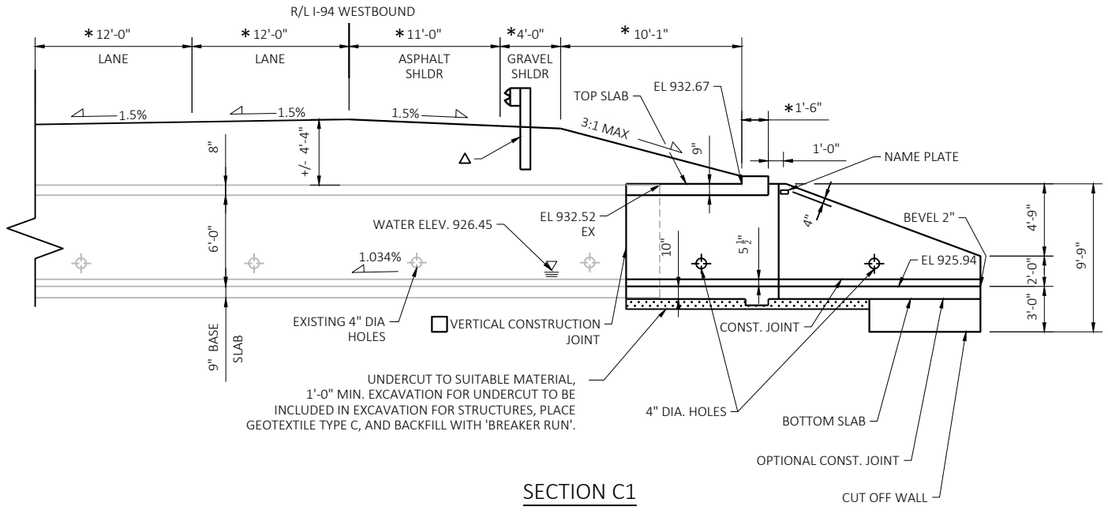


LEGEND

- (1) INDICATES WING NUMBER
- ☐ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS & ACROSS TOP SLAB
- * MEASUREMENTS TAKEN PERPENDICULAR TO R/L
- △ SEE ROADWAY PLANS FOR GUARDRAIL DETAILS
- ‡ CARE MUST BE TAKEN TO AVOID DAMAGING EXISTING STRUCTURE DURING PLACEMENT OF TEMPORARY SHORING

PLAN

TWIN CELL BOXED CULVERT EXTENSION



SECTION C1

DESIGN DATA

LIVE LOAD:
DESIGN LOADING (PROPOSED): HL-93
INVENTORY RATING FACTOR (PROPOSED): 1.48
OPERATIONAL RATING FACTOR (PROPOSED): 1.92
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV)(PROPOSED): 250 KIPS
DESIGNED FOR FILL HEIGHT: 4.33'

INVENTORY RATING (EXISTING): 1.32
OPERATING RATING (EXISTING): 1.71
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) (EXISTING): 250 KIPS
DESIGNED FOR FILL HEIGHT: 3'-6"

MATERIAL PROPERTIES
PROPOSED
CONCRETE MASONRY — F'C = 3,500 PSI
BAR STEEL REINFORCEMENT — FY = 60,000 PSI

TRAFFIC DATA
ADT (2024) = 37,900
ADT (2044) = 44,100
DESIGN SPEED = 70 MPH

BENCHMARK			
NO.	STA.	DESCRIPTION	ELEV.
1	3430+22.10A	CONTROL POINT	931.95

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION AND QUANTITIES
3. SUBSURFACE EXPLORATION
4. BOX CULVERT DETAILS
5. SLAB REINFORCEMENT DETAILS
6. APRON DETAILS
7. WINGWALL DETAILS
8. REINFORCEMENT DETAILS

BRIDGE OFFICE CONTACT
AARON BONK (608)261-0261

CONSULTANT CONTACT:
RYAN MCKANE, PE (608)713-9274

WISCONSIN
KHALED ABOUEID
E-48167
SCHILLER PARK
IL
PROFESSIONAL ENGINEER

7/28/2022

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

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Engineers & Architects Phone: (608) 519-1455

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 09/12/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-41-46

LOCATION IH 90/94 WB OVER BR ALLEN CREEK

COUNTY MONROE — VILLAGE OAKDALE

DESIGN SPEC. REHABILITATION N/A

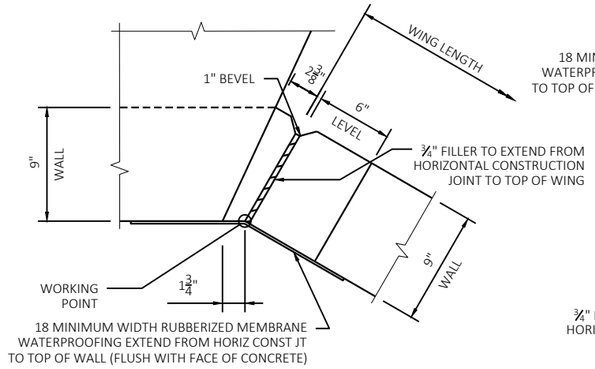
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KA	LS	SRC	KA

GENERAL PLAN

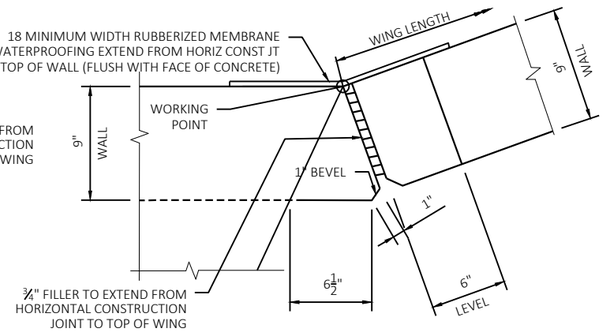
SHEET 1 OF 8

8

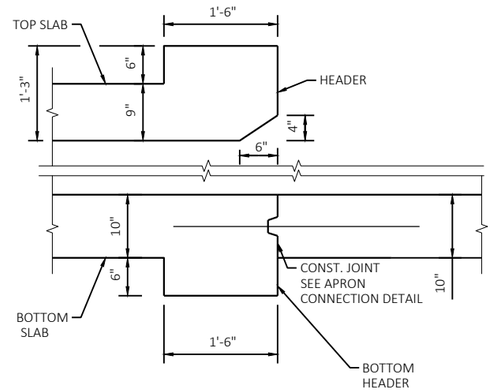
8



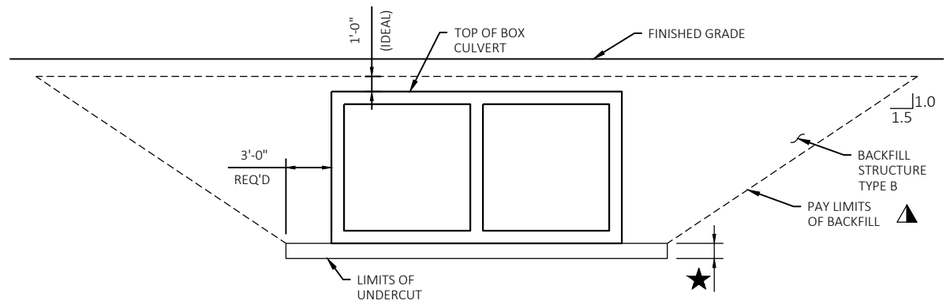
SOUTHWEST CORNER



SOUTHEAST CORNER



SECTION C2



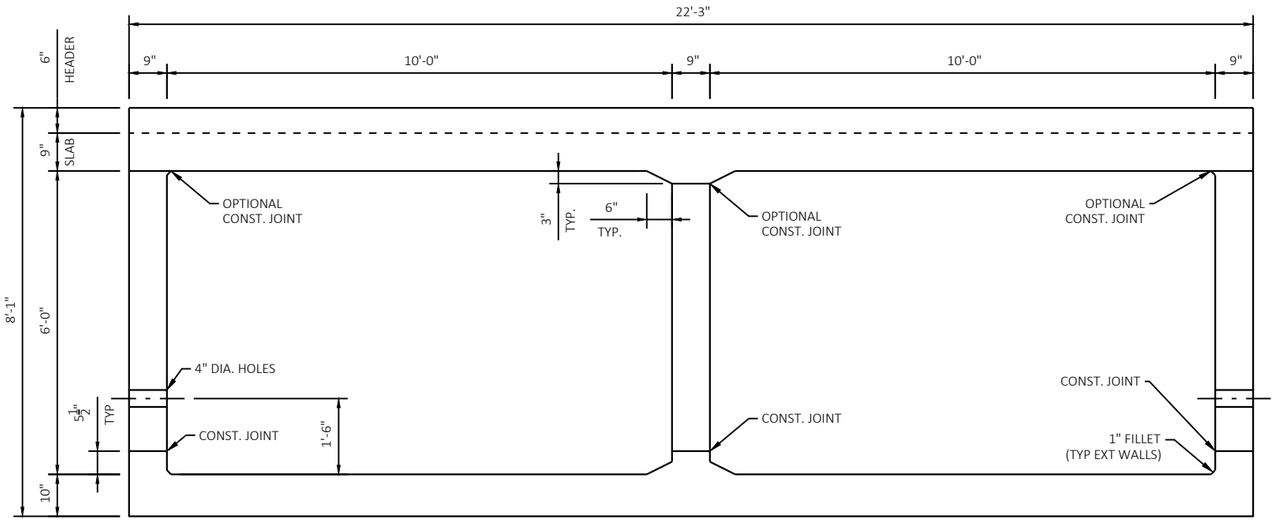
TYPICAL SECTION THRU BOX CULVERT

TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY
(1)	203.0220	REMOVING STRUCTURE B-41-46	EACH	1
(2)	206.2001	EXCAVATION FOR STRUCTURES CULVERTS B-41-46	EACH	1
	210.2500	BACKFILL STRUCTURE TYPE B	TON	159
	311.0110	BREAKER RUN	TON	43
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	64
	504.0100	CONCRETE MASONRY CULVERTS	CY	37.1
	505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	8,200
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	520
	511.1200	TEMPORARY SHORING B-41-46	SF	783
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	12
	645.0105	GEOTEXTILE TYPE C	SY	70

(1) REMOVAL ONLY CONSISTS OF A PORTION OF THE BOX AT THE INLET AND FOR REMOVAL OF THE INLET WINGS AND APRON. PROTECT ITEMS TO REMAIN DURING REMOVAL.

(2) EXCAVATION CONSISTS OF REQUIRED WORK AT INLET TO EXTEND THE EXISTING BOX.



CROSS SECTION THRU BOX

GENERAL NOTES:

EXISTING STRUCTURE IS A DOUBLE CELL CONCRETE BOX CULVERT

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

LOCATE NAME PLATE ON NEAREST RIGHT WING TRAVELING UP STATION, FACE NAME PLATE UP STATION.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT, UNLESS SPECIFIED OTHERWISE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

SEDIMENT REMOVAL IS INCIDENTAL TO EXCAVATION FOR STRUCTURE BID ITEM.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-41-46" SHALL BE THE EXISTING GROUNDLINE.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE B" REQUIRED ON THE BOX CULVERT SIDES AND BEHIND APRON WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

ALL PRECAST BOX SECTIONS SHALL BE PLACED ON A BEDDING OF "BACKFILL STRUCTURE TYPE B" OF 6" MINIMUM DEPTH.

THE CONTRACTOR MAY FURNISH PRECAST BOX CULVERT, BARREL SECTION, WINGWALLS, HEADERS, CUTOFF WALL AND APRONS IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES MAINTENANCE SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

WATER CONTROL REQUIRED TO PERFORM THE NECESSARY WORK SHALL BE INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY CULVERTS"

LEGEND:

★ UNDERCUT 1'-0" MIN. EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

★ IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

◭ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

STATE PROJECT NUMBER

1017-01-71

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

KNIGHT
Engineers & Architects
831 Critter Court
Suite 400
Onalaska, WI 54650
Phone: (608) 519-1455

STRUCTURE B-41-46

DRAWN BY SRC | PLANS CK'D. KA

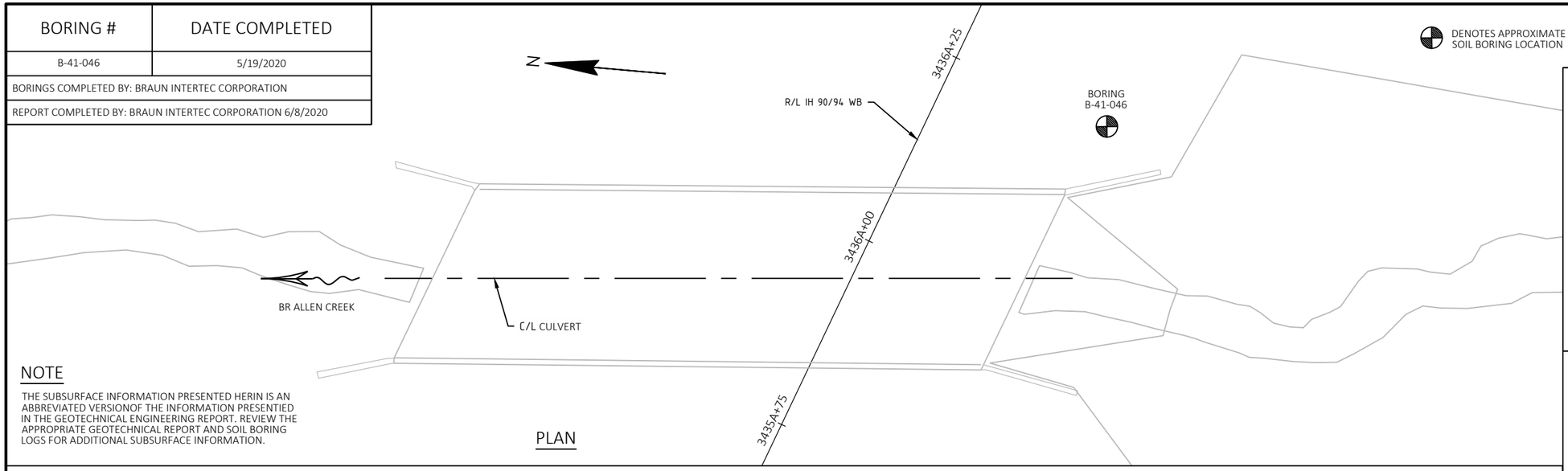
CROSS SECTION AND QUANTITIES

SHEET 2 OF 8

8

8

BORING #	DATE COMPLETED
B-41-046	5/19/2020
BORINGS COMPLETED BY: BRAUN INTERTEC CORPORATION	
REPORT COMPLETED BY: BRAUN INTERTEC CORPORATION 6/8/2020	

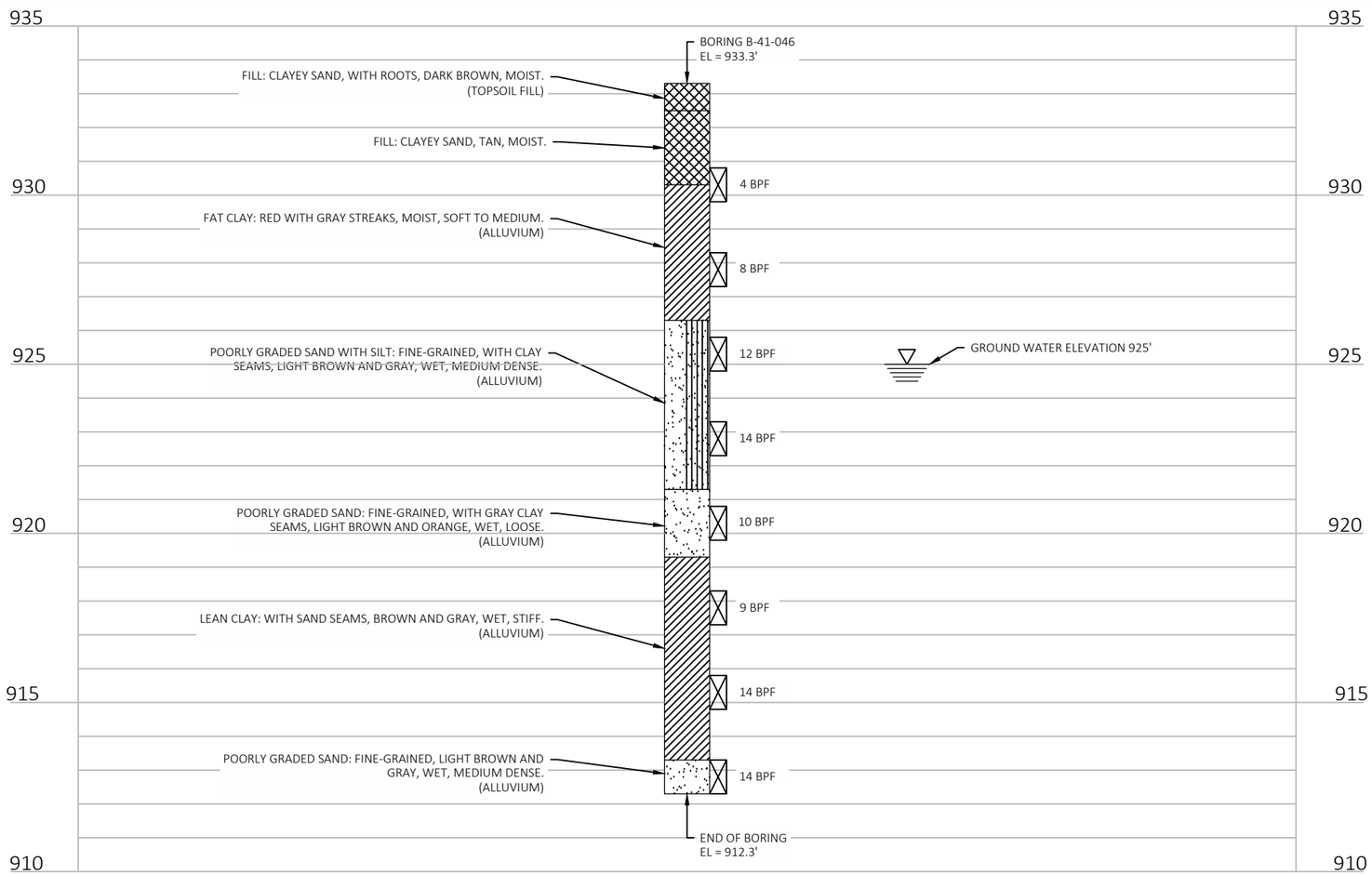


DENOTES APPROXIMATE SOIL BORING LOCATION

PLAN

NOTE

THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSIONOF THE INFORMATION PRESENTIED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.



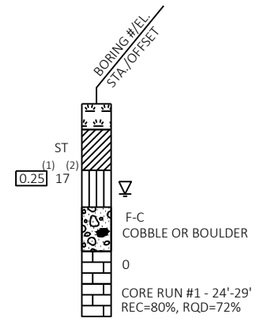
STATE PROJECT NUMBER

1017-01-71

MATERIAL SYMBOLS

ASPHALT	CONCRETE	FILL
TOPSOIL	PEAT	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



0 UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

0 UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

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STRUCTURE B-41-46

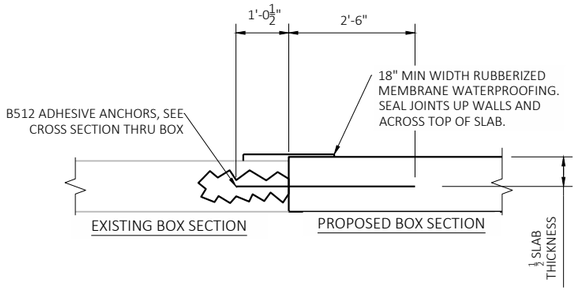
DRAWN BY	TP	PLANS CK'D.	KA

SUBSURFACE EXPLORATION

SHEET 3 OF 8

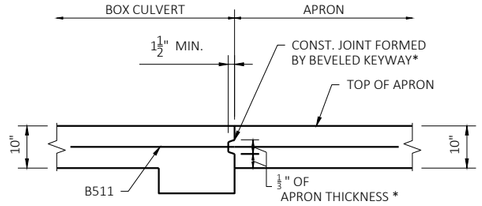
8

8



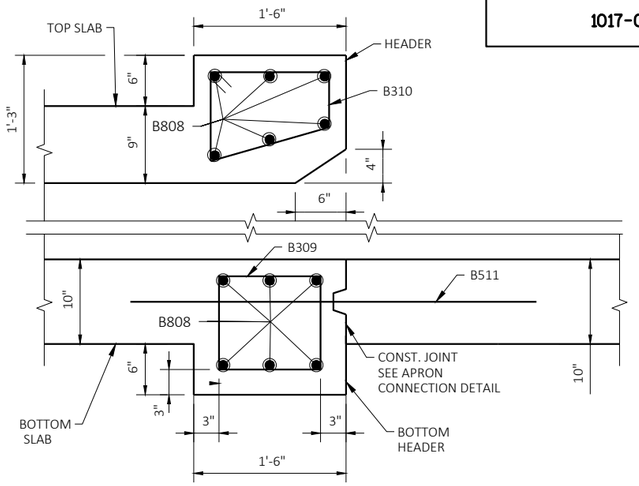
CONSTRUCTION JOINT BETWEEN EXISTING & PROPOSED BOX SECTIONS

(ALL WALLS AND TOP & BOTTOM SLAB OF BOX)

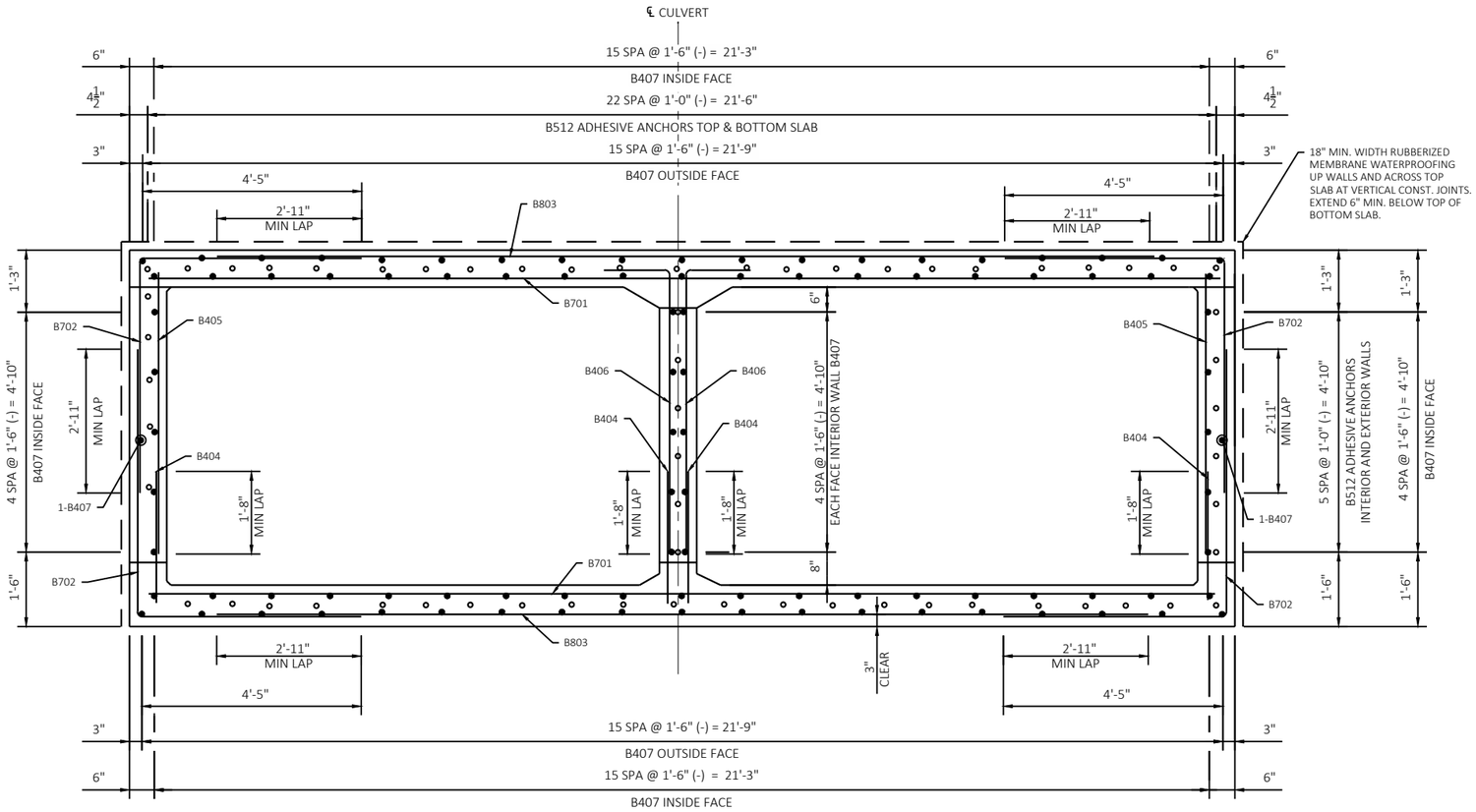


APRON CONNECTION DETAIL

*IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. #5 BARS 4'-0" AT 1'-0" CENTERS REQUIRED.



SECTION C2



CROSS SECTION THRU BOX

NOTE:
WORK THIS DRAWING WITH SHEET 5, SHEET 6, AND SHEET 7.

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STRUCTURE B-41-46

BY SRC | PLANS CK'D. KA

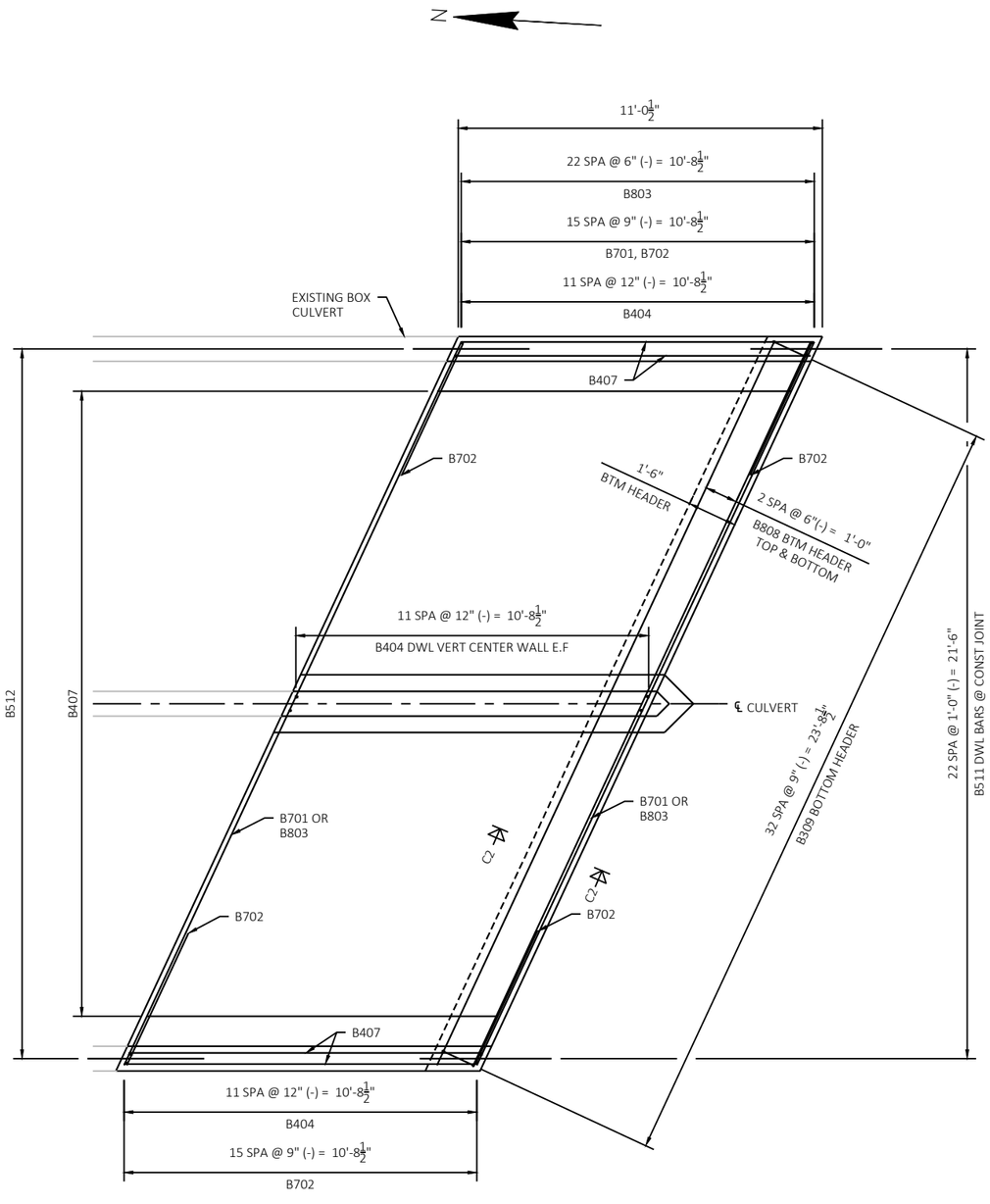
BOX CULVERT DETAILS

8

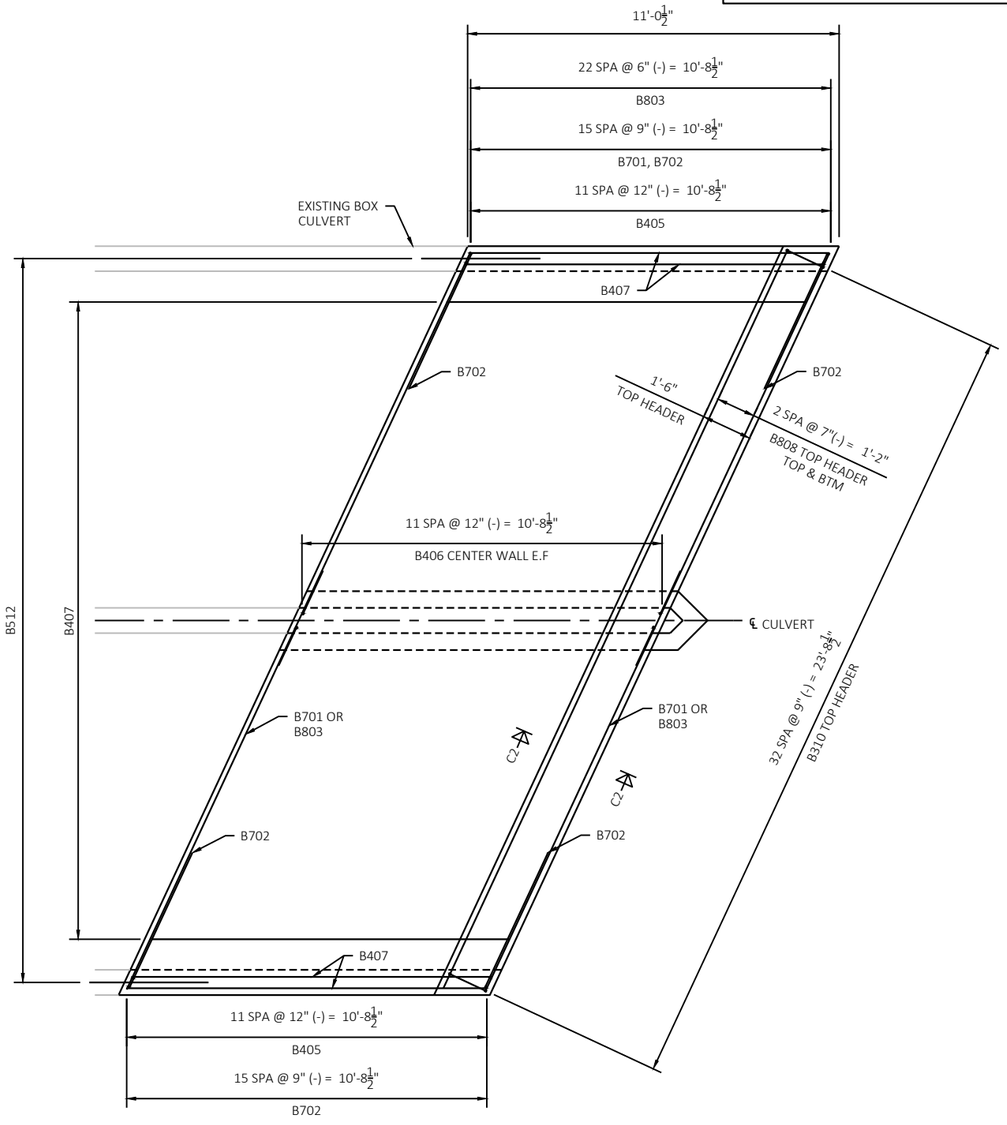
8

STATE PROJECT NUMBER

1017-01-71



REINFORCEMENT - BOTTOM SLAB PLAN



REINFORCEMENT - TOP SLAB PLAN

NOTE:
WORK THIS DRAWING WITH SHEET 4, SHEET 6, AND SHEET 7.

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STRUCTURE B-41-46

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SLAB REINFORCEMENT DETAILS

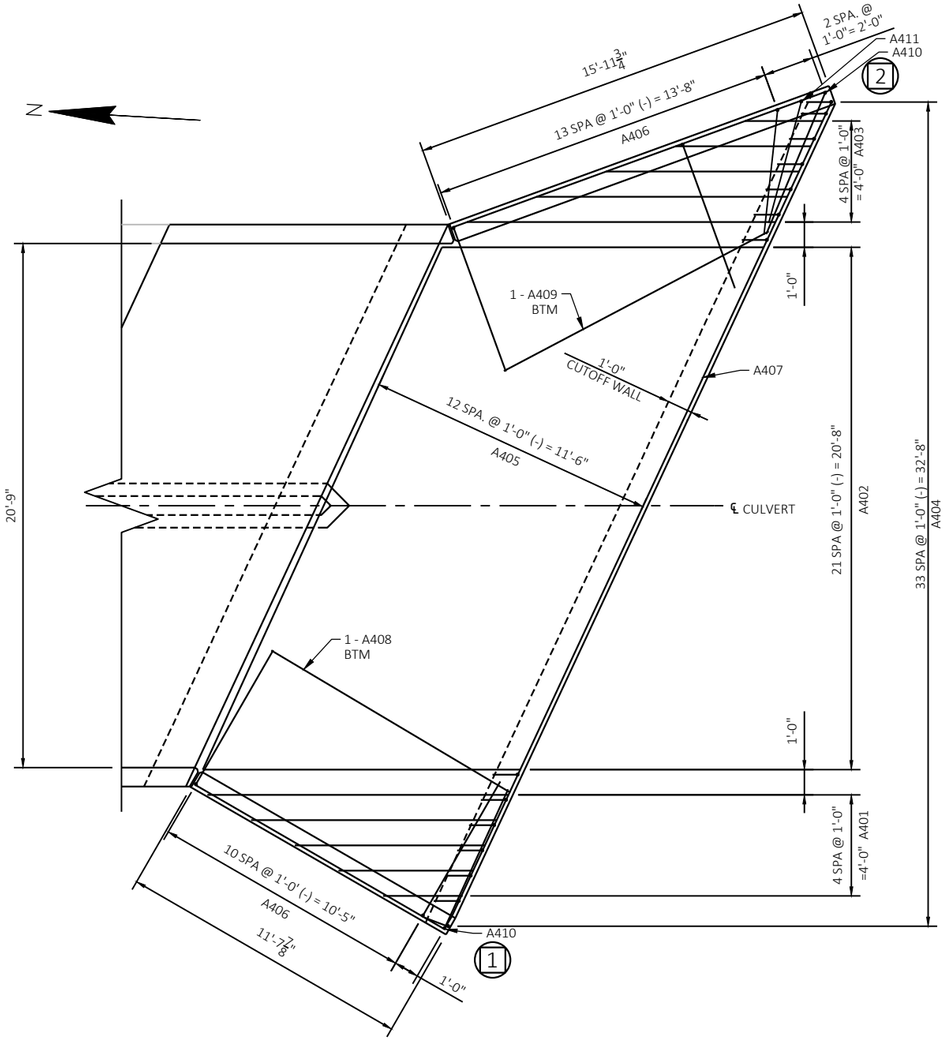
SHEET 5 OF 8

8

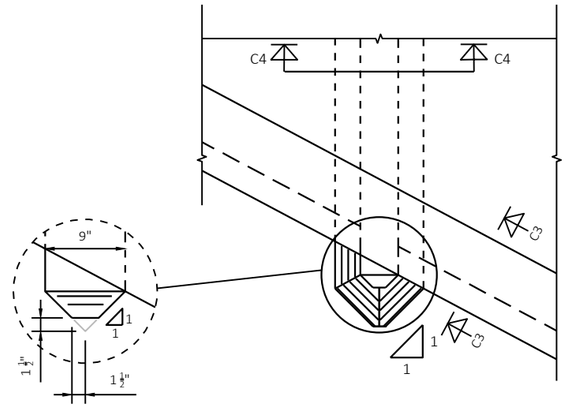
8

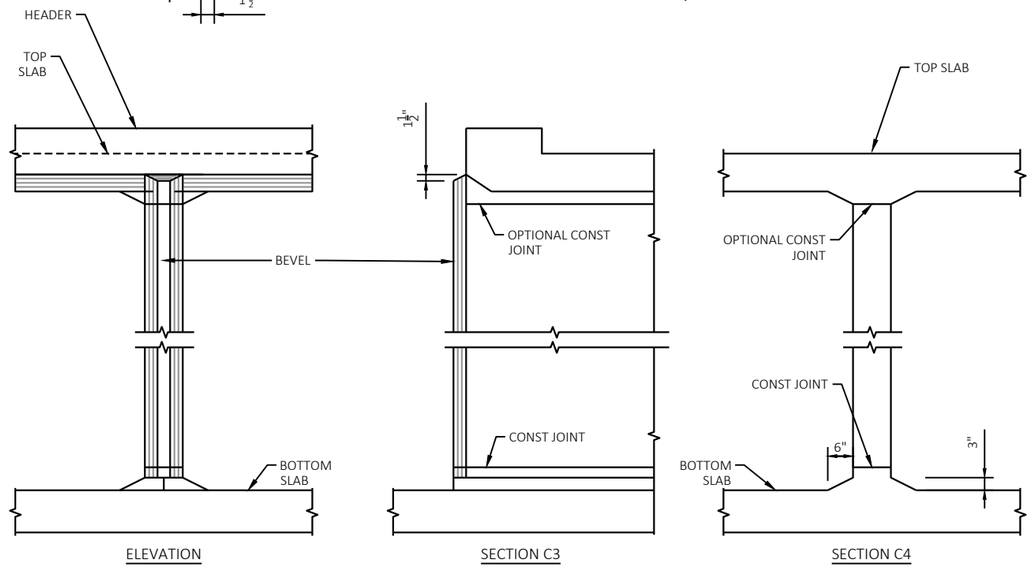
STATE PROJECT NUMBER

1017-01-71

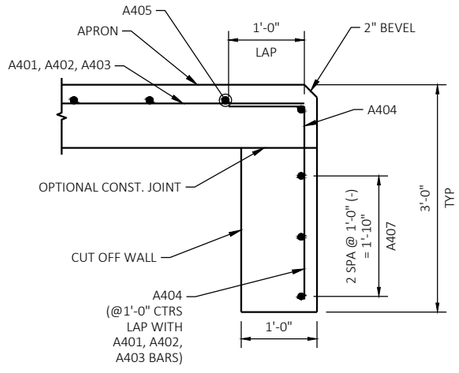


REINFORCEMENT - APRON

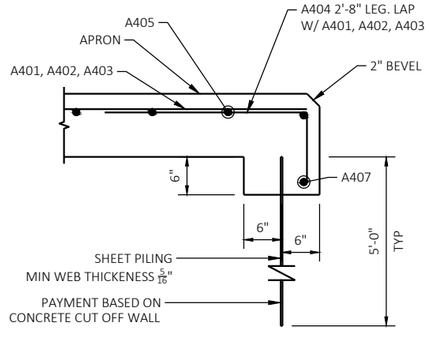




NOSE CENTERWALL DETAILS



CUTOFF WALL



ALTERNATIVE CUTOFF WALL

NOTE:
WORK THIS SHEET WITH SHEET 4, SHEET 5, AND SHEET 7.

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STRUCTURE B-41-46

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APRON DETAILS

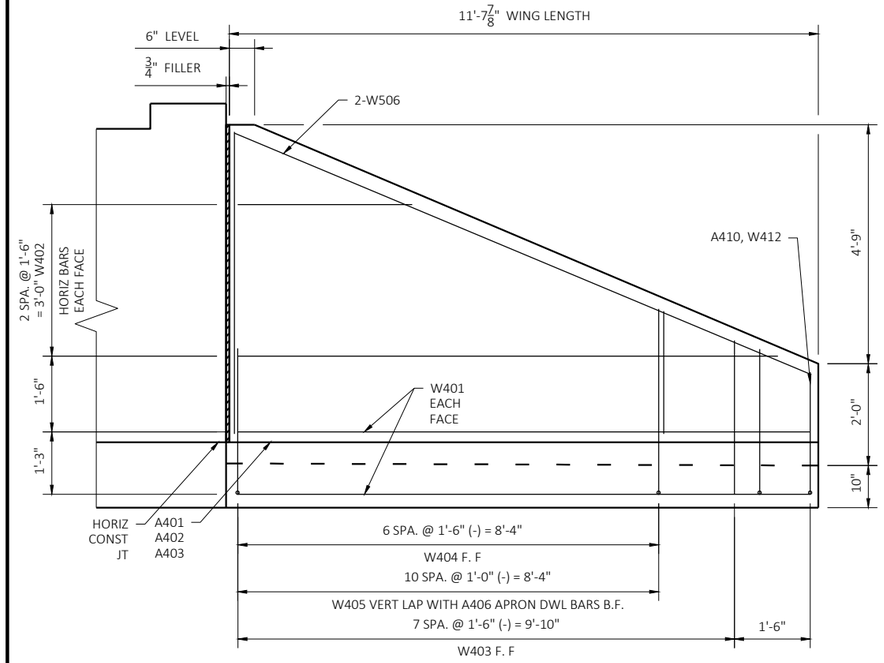
SHEET 6 OF 8

8

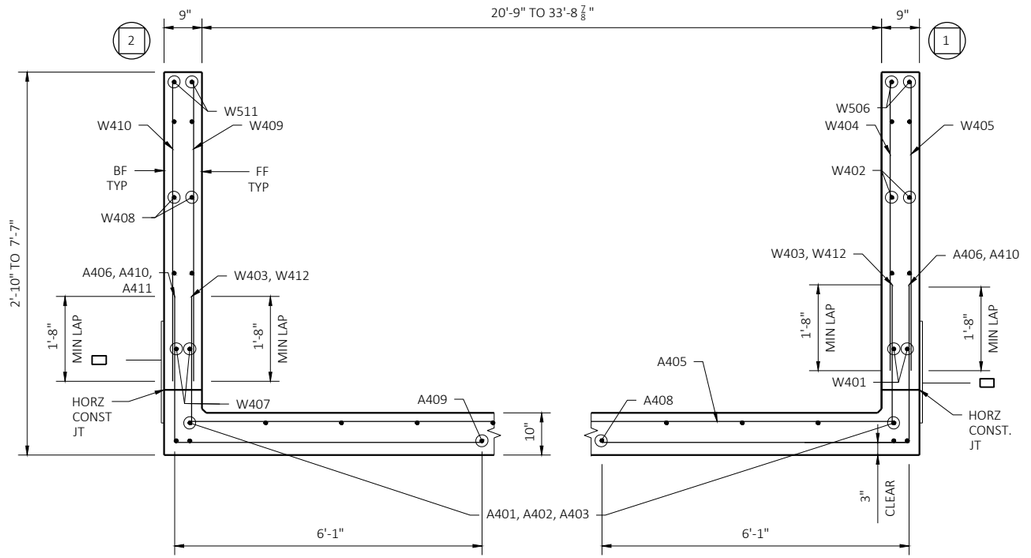
8

STATE PROJECT NUMBER

1017-01-71

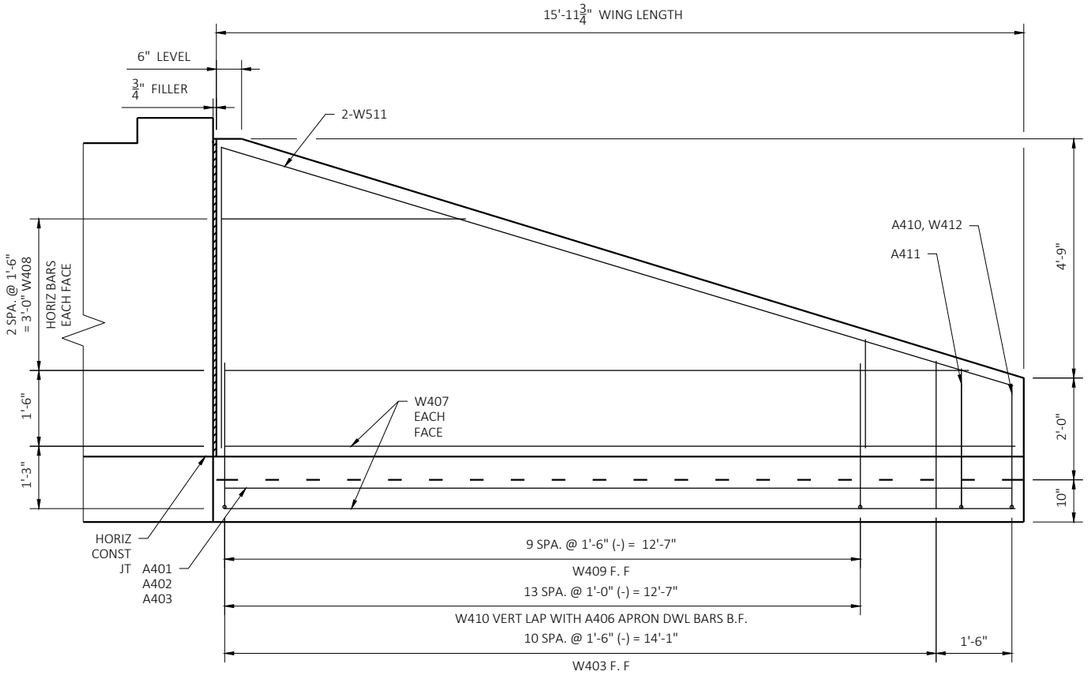


REINFORCEMENT - WING 1



TYPICAL SECTION THRU WINGWALL

▭ 18" MIN WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZ. CONSTR. JT. IN WING.



REINFORCEMENT - WING 2

NO.	DATE	REVISION	BY

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STRUCTURE B-41-46

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WINGWALL DETAILS

SHEET 7 OF 8

8

8

STATE PROJECT NUMBER

1017-01-71

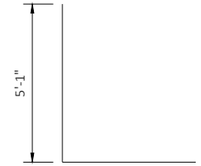
BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
BOX						
B701		32	24' - 2"			BOX TRANS TOP & BOT SLAB
B702		64	9' - 4"		X	BOX CORNERS TOP & BOT
B803		46	21' - 2"			BOX TRANS TOP & BOT SLAB
B404		48	2' - 11"			BOX VERTICAL DOWEL
B405		24	6' - 0"			BOX VERTICAL
B406		24	6' - 7"		X	BOX VERTICAL
B407		86	10' - 9"			BOX LONG
B808		12	24' - 2"			HEADER TOP & BOT
B309		33	4' - 3"		X	BOT HEADER
B310		33	4' - 4"		X	HEADWALL
B511		23	4' - 0"			BOT SLAB
B512		64	3' - 7"			ADHESIVE ANCHORS
APRON						
A401		5	7' - 9"	Δ		APRON LONG
A402		22	12' - 9"			APRON LONG
A403		5	7' - 4"	Δ		APRON LONG
A404		34	3' - 7"		X	CUTOFF WALL
A405		13	30' - 6"	Δ		APRON TRANS
A406	X	25	8' - 11"		X	APRON DOWEL
A407		3	36' - 10"			APRON TRANS
A408		1	11' - 1"			APRON TRANS BOT
A409		1	11' - 11"			APRON TRANS BOT
A410	X	2	8'-7"		X	APRON DOWEL
A411	X	1	8'-11"		X	APRON DOWEL
WINGS						
W401	X	4	11' - 4"			WING HORIZ
W402	X	6	7' - 5"	Δ		WING HORIZ
W403	X	19	2' - 11"			WING VERTICAL
W404	X	7	4' - 3"	Δ		WING VERTICAL
W405	X	11	4' - 0"	Δ		WING VERTICAL
W506	X	2	12' - 4"			WING HORIZ
W407	X	4	15' - 8"			WING HORIZ
W408	X	6	10' - 3"	Δ		WING HORIZ
W409	X	10	4' - 0"	Δ		WING VERTICAL
W410	X	14	4' - 1"	Δ		WING VERTICAL
W511	X	2	16' - 4"			WING HORIZ
W412	X	2	2'-5"			WING VERTICAL

Δ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

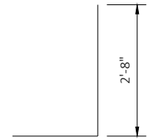
BAR SERIES TABLE

BAR MARK	BENT	NO REQ'D	LENGTH
APRON			
A401		1 SERIES OF 5	3'-5" TO 12'-1"
A403		1 SERIES OF 5	2'-11" TO 11'-9"
A405		1 SERIES OF 13	24'-2" TO 36'-10"
WINGS			
W402		2 SERIES OF 3	3-'10" TO 10'-11"
W404		1 SERIES OF 7	2'-6" TO 5'-11"
W405		1 SERIES OF 11	2'-1" TO 5'-11"
W408		2 SERIES OF 3	5'-4" TO 15-1"
W409		1 SERIES OF 10	2'-1" TO 5'-11"
W410		1 SERIES OF 14	2'-2" TO 5'-11"



B702

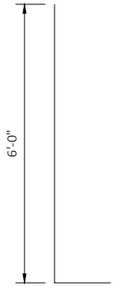
A406



A404

A410

A411



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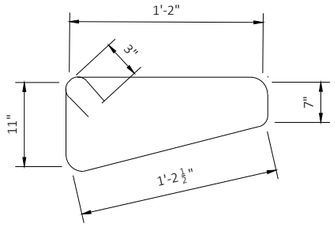
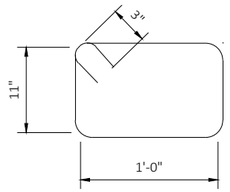


B310



B309

8

8

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

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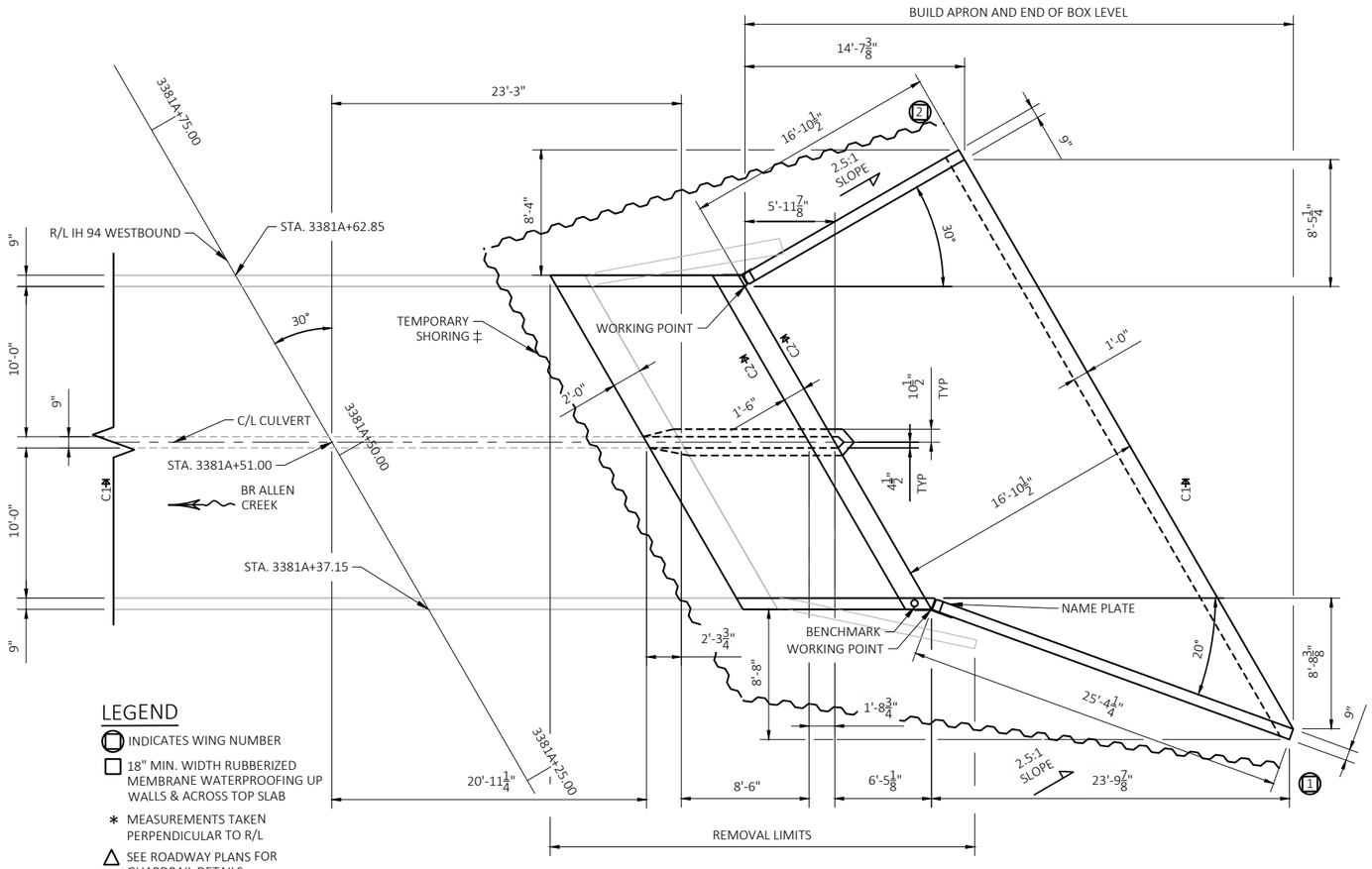
STRUCTURE B-41-46

DRAWN BY SRC | PLANS CK'D. KA

REINFORCEMENT DETAILS

SHEET 8 OF 8

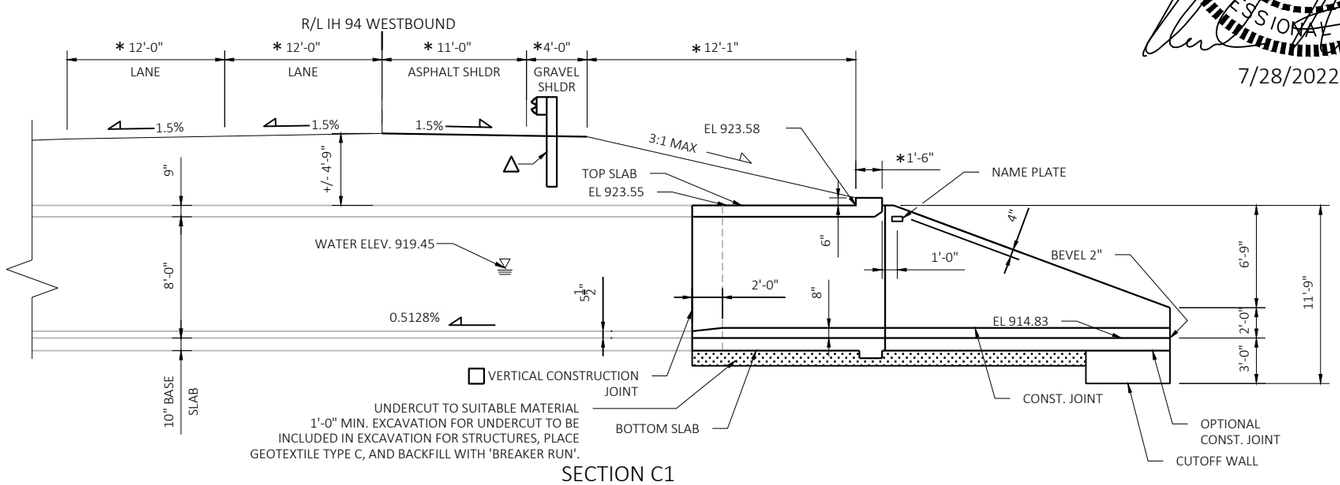


LEGEND

- ◯ INDICATES WING NUMBER
- □ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS & ACROSS TOP SLAB
- ∗ MEASUREMENTS TAKEN PERPENDICULAR TO R/L
- △ SEE ROADWAY PLANS FOR GUARDRAIL DETAILS
- ‡ CARE MUST BE TAKEN TO AVOID DAMAGING EXISTING STRUCTURE DURING PLACEMENT OF TEMPORARY SHORING

PLAN

TWIN CELL CONCRETE BOX CULVERT EXTENSION



SECTION C1

STATE PROJECT NUMBER
1017-01-71

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR (PROPOSED): 1.66
OPERATIONAL RATING FACTOR (PROPOSED): 2.15
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) (PROPOSED): 250 KIPS
DESIGNED FOR FILL HEIGHT: 4.59'

INVENTORY RATING (EXISTING): 1.40
OPERATIONAL RATING (EXISTING): 1.81
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) (EXISTING): 220 KIPS
DESIGNED FOR FILL HEIGHT: 4'-0"

MATERIAL PROPERTIES
PROPOSED

CONCRETE MASONRY	F'C = 3,500 PSI
BAR STEEL REINFORCEMENT	FY = 60,000 PSI

TRAFFIC DATA

ADT (2024)	= 37,900
ADT (2044)	= 44,100
DESIGN SPEED	= 70 MPH

BENCHMARK			
NO.	STA.	DESCRIPTION	ELEV.
1	3376+89.51A	CONTROL POINT	926.22

LIST OF DRAWINGS
1. GENERAL PLAN
2. CROSS SECTION AND QUANTITIES
3. SUBSURFACE EXPLORATION
4. BOX CULVERT DETAILS
5. SLAB REINFORCEMENT DETAILS
6. APRON DETAILS
7. WINGWALL DETAILS
8. REINFORCEMENT DETAILS

WISCONSIN
KHALED ABOUEID
E-48167
SCHILLER PARK
IL
PROFESSIONAL ENGINEER

7/28/2022

BRIDGE OFFICE CONTACT
AARON BONK (608)261-0261

CONSULTANT CONTACT:
RYAN MCKANE, PE (608)713-9274

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

KNIGHT
831 Critter Court
Suite 400
Onalaska, WI 54650
Engineers & Architects Phone: (608) 519-1455

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 09/12/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-41-50

LOCATION IH 90/94 WB OVER BR ALLEN CREEK

COUNTY	TOWN
MONROE	OAKDALE

DESIGN SPEC. REHABILITATION N/A

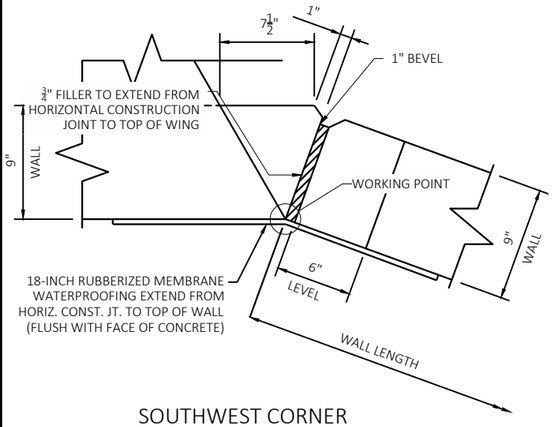
DESIGNED BY KA	DESIGN CK'D. LS	DRAWN BY SRC	PLANS CK'D. KA

GENERAL PLAN

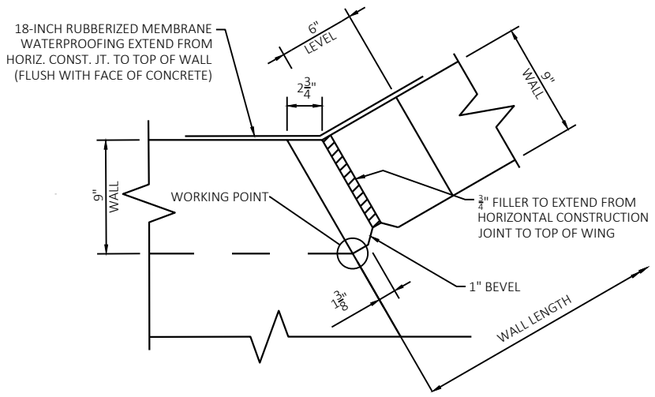
SHEET 1 OF 8

8

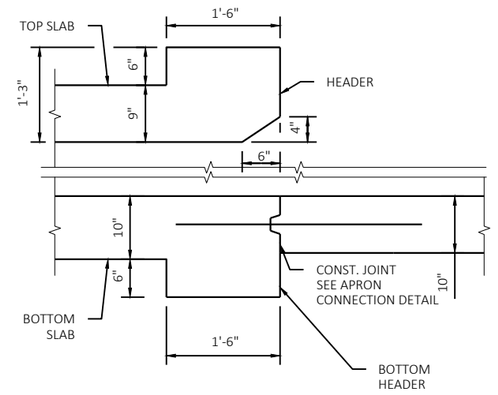
8



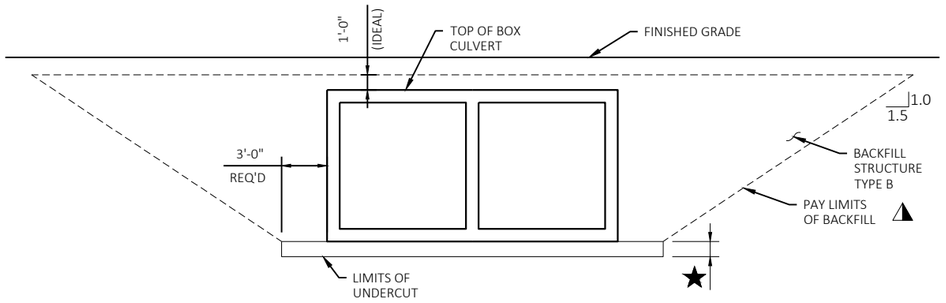
SOUTHWEST CORNER



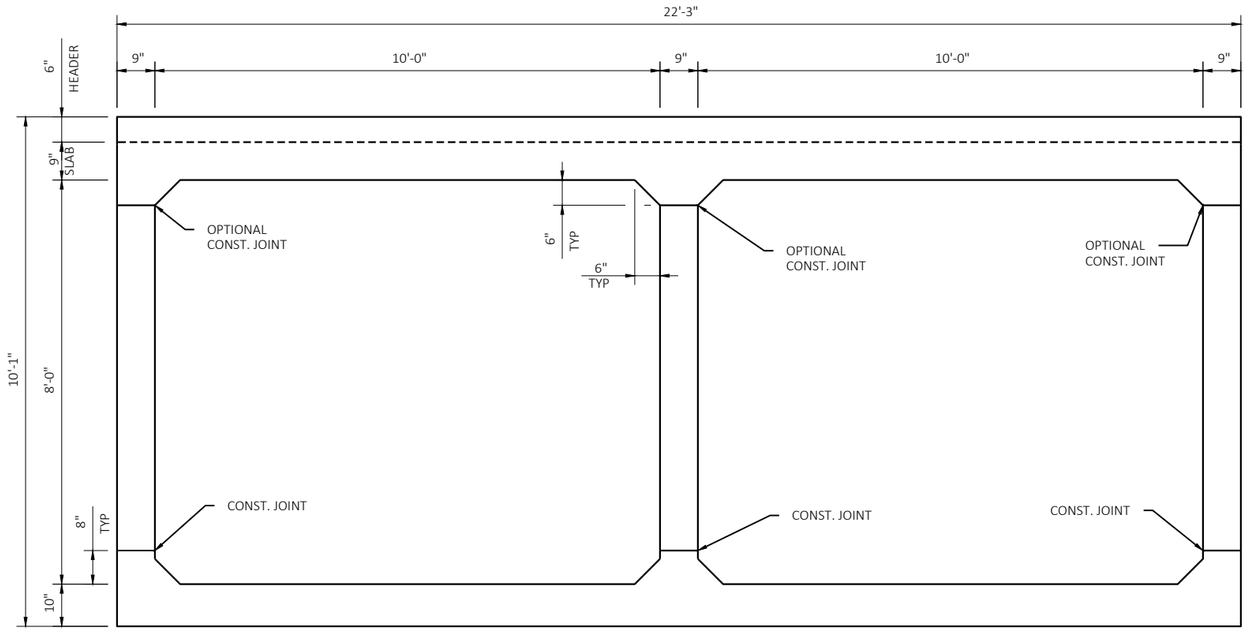
SOUTHEAST CORNER



SECTION C2



TYPICAL SECTION THRU BOX CULVERT



CROSS SECTION THRU BOX

TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY
(1)	203.0220	REMOVING STRUCTURE B-41-50	EACH	1
(2)	206.2001	EXCAVATION FOR STRUCTURES CULVERTS B-41-50	EACH	1
	210.2500	BACKFILL STRUCTURE TYPE B	TON	214
	311.0110	BREAKER RUN	TON	60
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	64
	504.0100	CONCRETE MASONRY CULVERTS	CY	56.0
	505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	9,920
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	950
	511.1200	TEMPORARY SHORING B-41-50	SF	767
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	22
	645.0105	GEOTEXTILE TYPE C	SY	100

(1) REMOVAL ONLY CONSISTS OF A PORTION OF THE BOX AT THE INLET AND FOR REMOVAL OF THE INLET WINGS AND APRON. PROTECT ITEMS TO REMAIN DURING REMOVAL.

(2) EXCAVATION CONSISTS OF REQUIRED WORK AT INLET TO EXTEND THE EXISTING BOX.

STATE PROJECT NUMBER

1017-01-71

GENERAL NOTES:

EXISTING STRUCTURE IS A DOUBLE CELL CONCRETE BOX CULVERT

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

LOCATE NAME PLATE ON NEAREST RIGHT WING TRAVELING UP STATION, FACE NAME PLATE UP STATION.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT, UNLESS SPECIFIED OTHERWISE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

SEDIMENT REMOVAL IS INCIDENTAL TO EXCAVATION FOR STRUCTURE BID ITEM.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-41-50" SHALL BE THE EXISTING GROUNDLINE.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE B" REQUIRED ON THE BOX CULVERT SIDES AND BEHIND APRON WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

ALL PRECAST BOX SECTIONS SHALL BE PLACED ON A BEDDING OF "BACKFILL STRUCTURE TYPE B" OF 6" MINIMUM DEPTH.

THE CONTRACTOR MAY FURNISH PRECAST BOX CULVERT BARREL SECTION, WINGWALLS, HEADERS, CUTOFF WALL, AND APRONS, IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES MAINTENANCE SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN BOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

TAPER CULVERT HAUNCH OVER 2'-0" TO MATCH EXISTING

WATER CONTROL REQUIRED TO PERFORM THE NECESSARY WORK SHALL BE INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY CULVERTS".

"A MINIMUM OF 20 FEET MUST BE MAINTAINED FROM ALL ENERGIZED OVERHEAD ELECTRICAL TRANSMISSION LINES. NOTIFY DAIRYLAND POWER SO THAT A REPRESENTATIVE CAN BE PRESENT DURING WORK ON THE BOX CULVERT."

LEGEND:

★ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

★ IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

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STRUCTURE B-41-50

DRAWN BY SRC | PLANS CK'D. KA

CROSS SECTION AND QUANTITIES

SHEET 2 OF 8

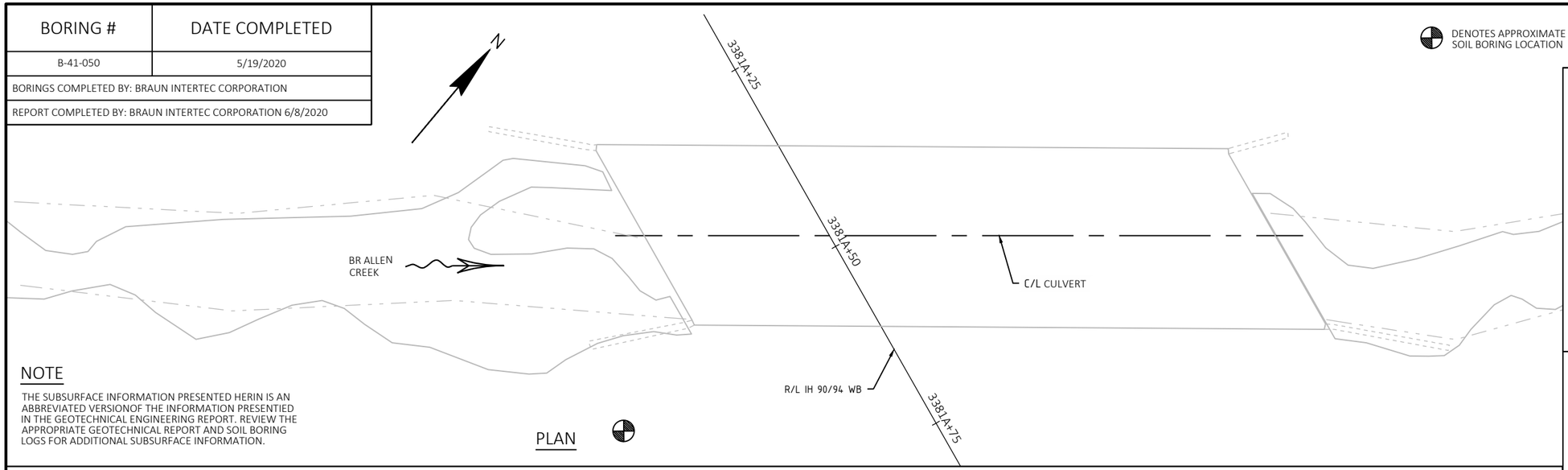
8

8

BORING #	DATE COMPLETED
B-41-050	5/19/2020
BORINGS COMPLETED BY: BRAUN INTERTEC CORPORATION	
REPORT COMPLETED BY: BRAUN INTERTEC CORPORATION 6/8/2020	

STATE PROJECT NUMBER

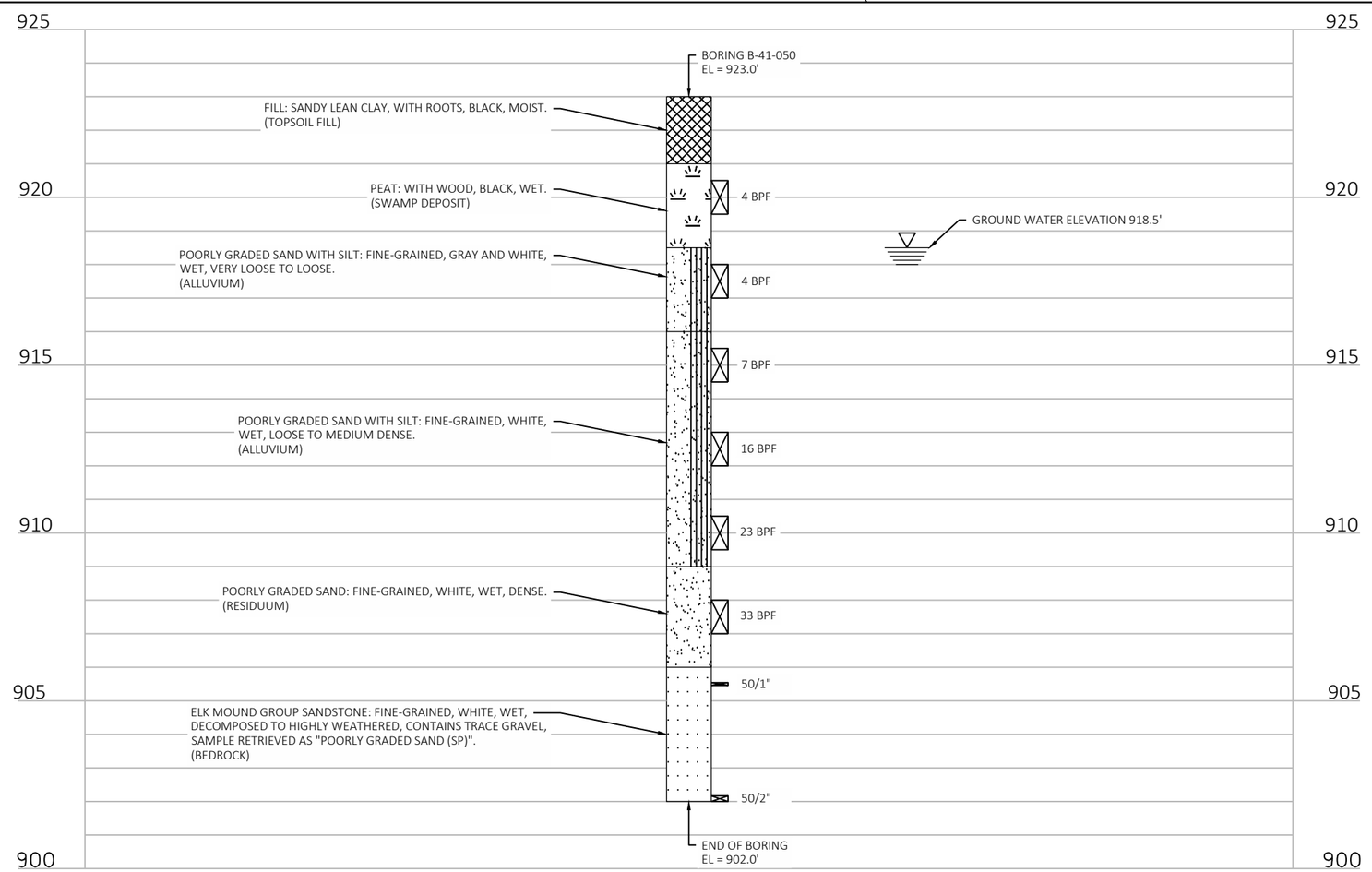
1017-01-71



PLAN

NOTE

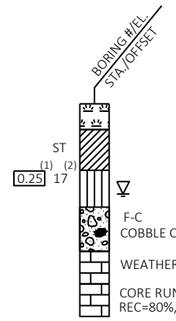
THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSIONOF THE INFORMATION PRESENTIED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.



MATERIAL SYMBOLS

ASPHALT · CONCRETE · FILL
TOPSOIL · PEAT · GRAVEL
SAND · CLAY · SILT
BOULDERS OR COBBLES · LIMESTONE · BEDROCK (UNKNOWN)
SHALE · SANDSTONE · IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUNDWATER ELEVATION

AT TIME OF DRILLING · AT END OF DRILLING · AFTER OF DRILLING

ABBREVIATIONS

F-FINE · M-MEDIUM · C-COARSE · ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE,
THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

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STRUCTURE B-41-50

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SUBSURFACE EXPLORATION

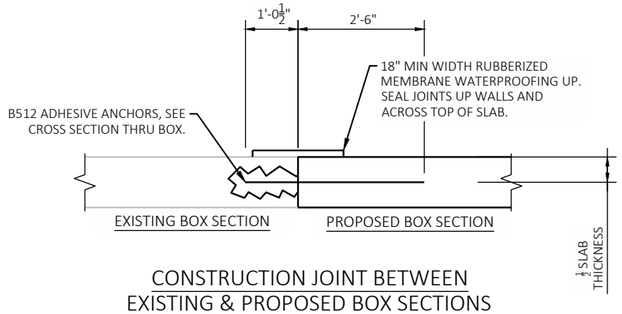
SHEET 3 OF 8

8

8

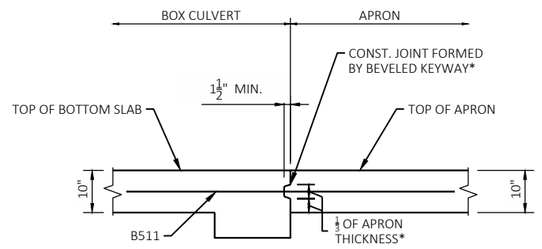
STATE PROJECT NUMBER

1017-01-71



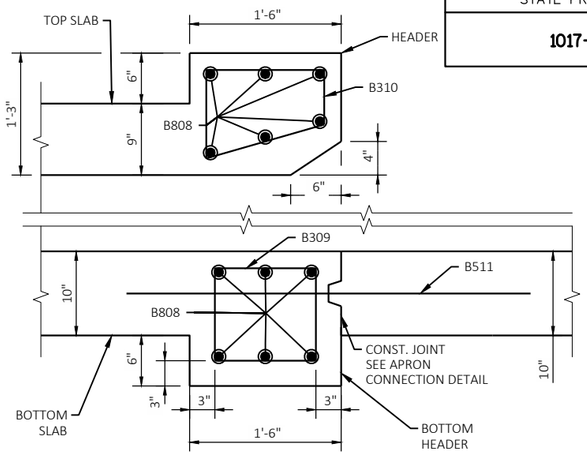
CONSTRUCTION JOINT BETWEEN EXISTING & PROPOSED BOX SECTIONS

(ALL WALLS AND TOP & BOTTOM SLAB OF BOX)

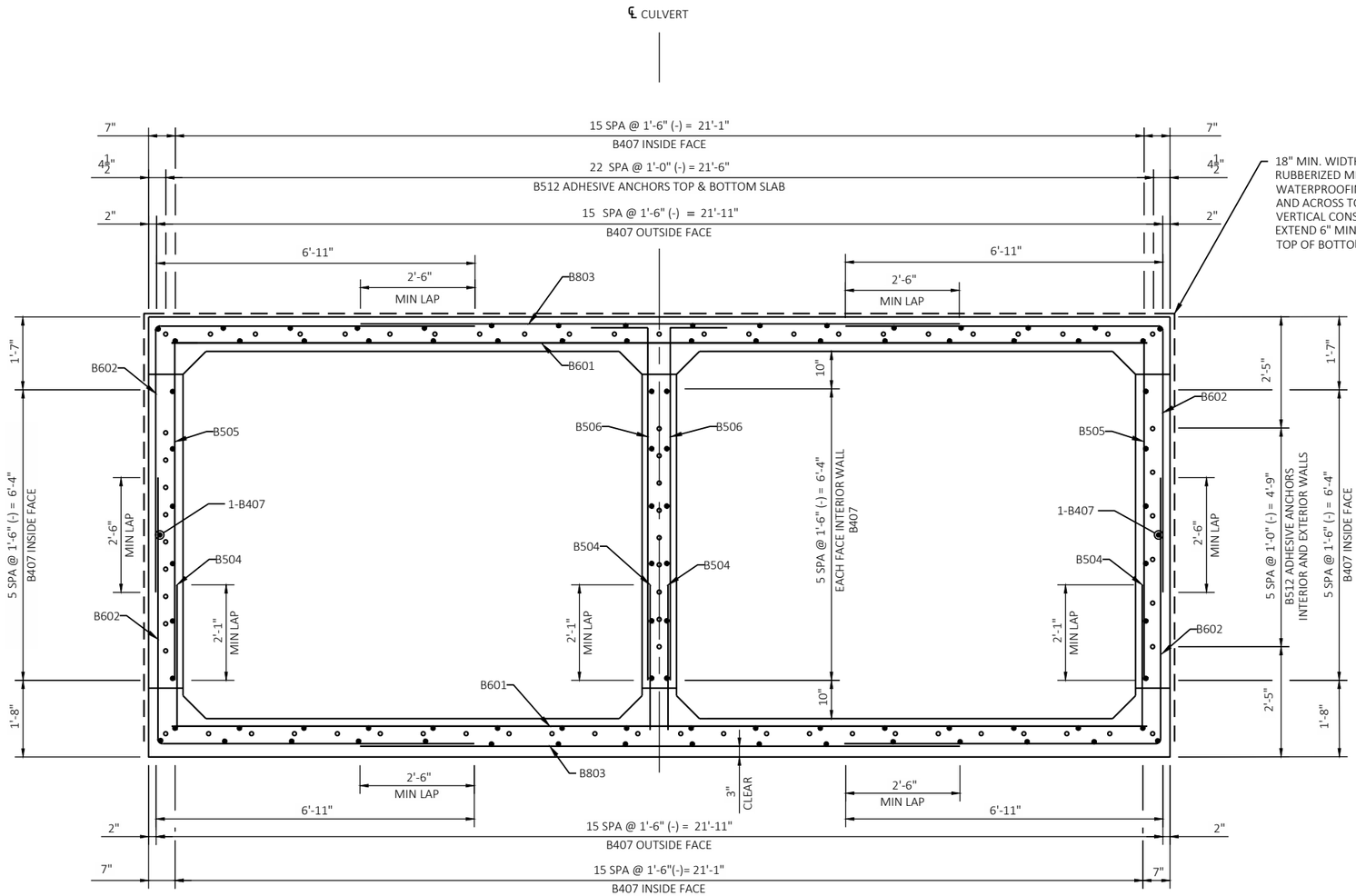


APRON CONNECTION DETAIL

*IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. #5 BARS 4'-0" AT 1'-0" CENTERS REQUIRED.



SECTION C2



CROSS SECTION THRU BOX

NOTE:
WORK THIS DRAWING WITH SHEET 5, SHEET 6, AND SHEET 7.

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STRUCTURE B-41-50

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BOX CULVERT DETAILS

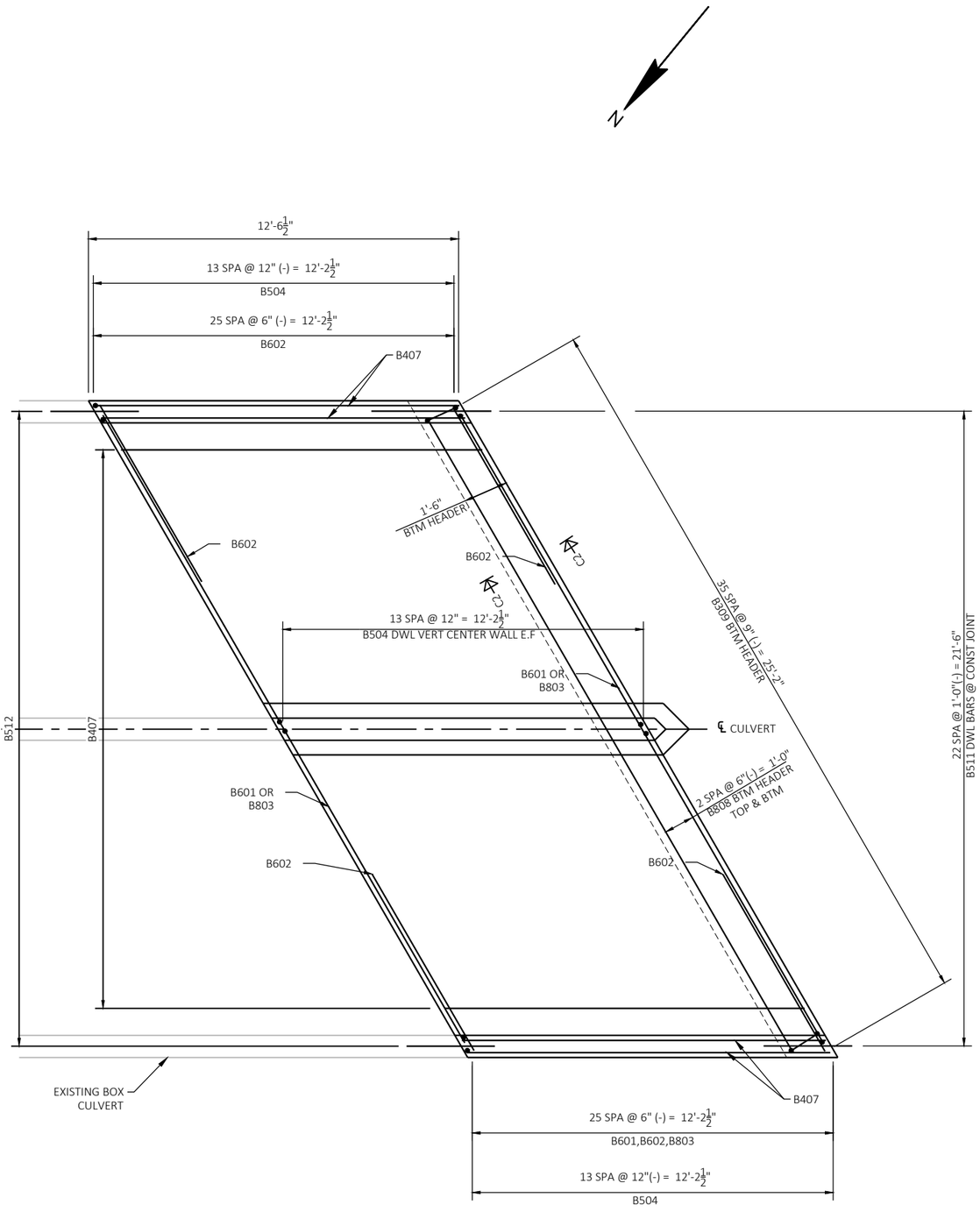
SHEET 4 OF 8

8

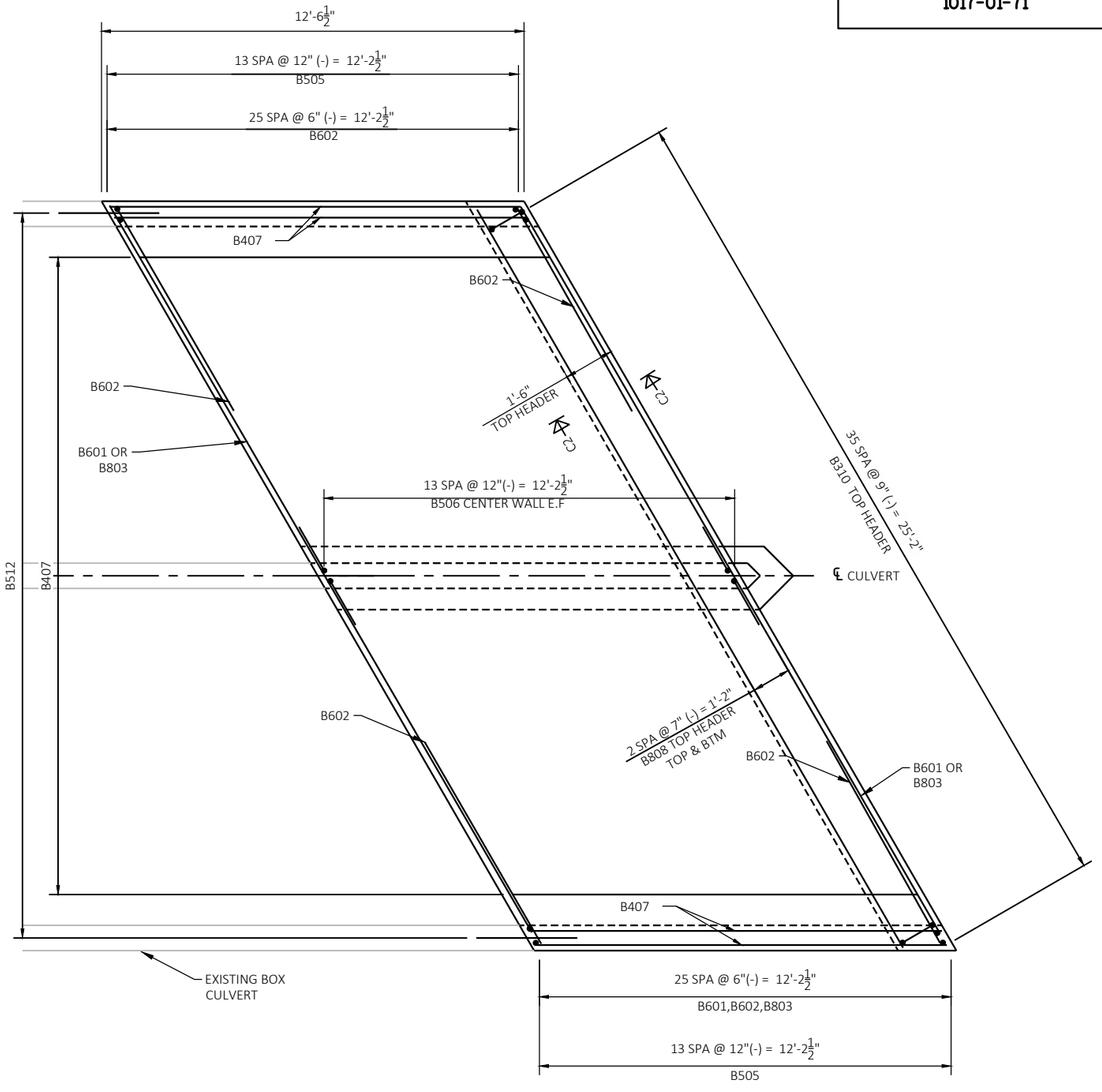
8

STATE PROJECT NUMBER

1017-01-71



REINFORCEMENT - BOTTOM SLAB PLAN



REINFORCEMENT - TOP SLAB PLAN

NOTE:
WORK THIS DRAWING WITH SHEET 4, SHEET 6, AND SHEET 7.

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STRUCTURE B-41-50

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SLAB REINFORCEMENT DETAILS

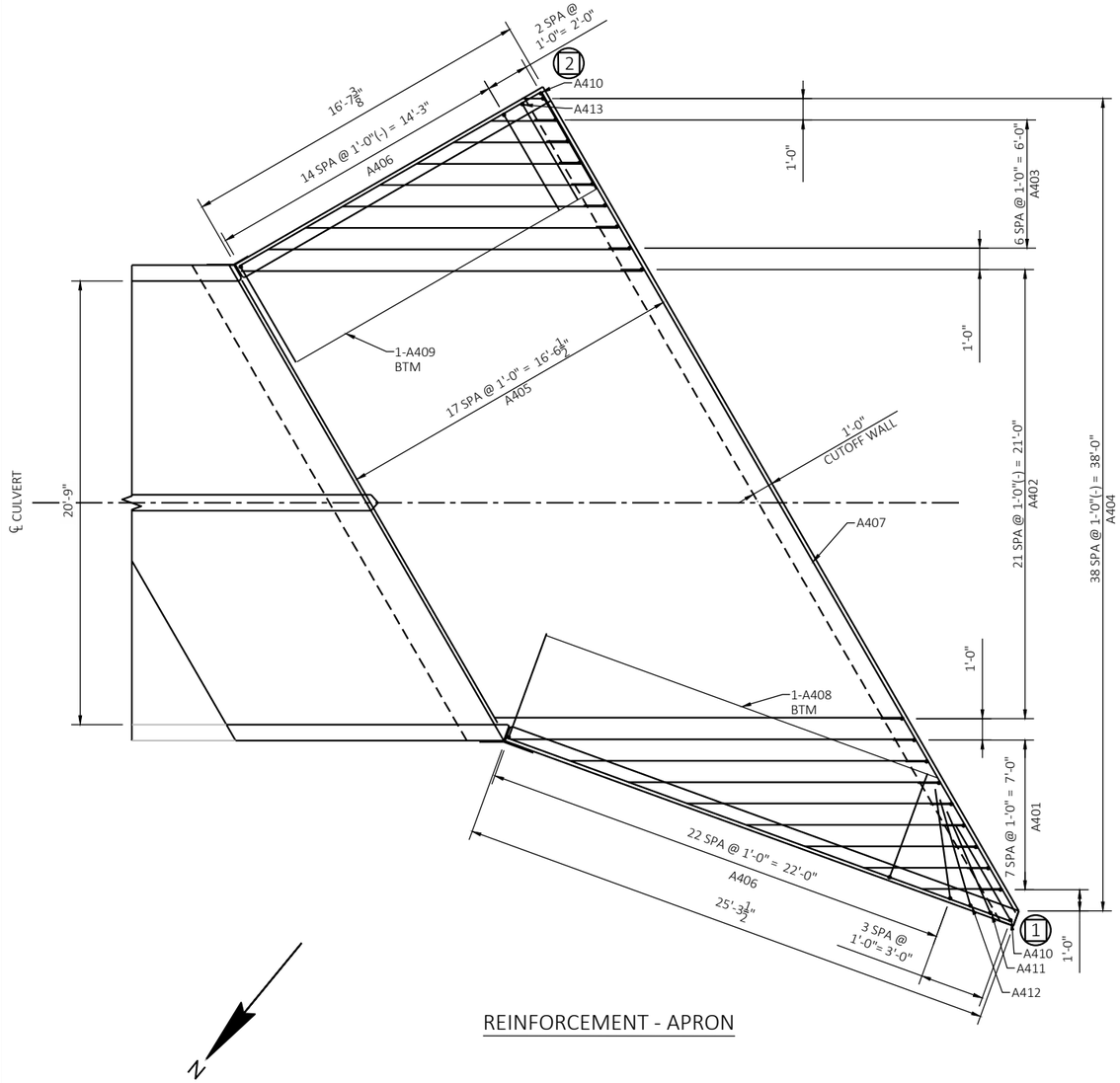
SHEET 5 OF 8

8

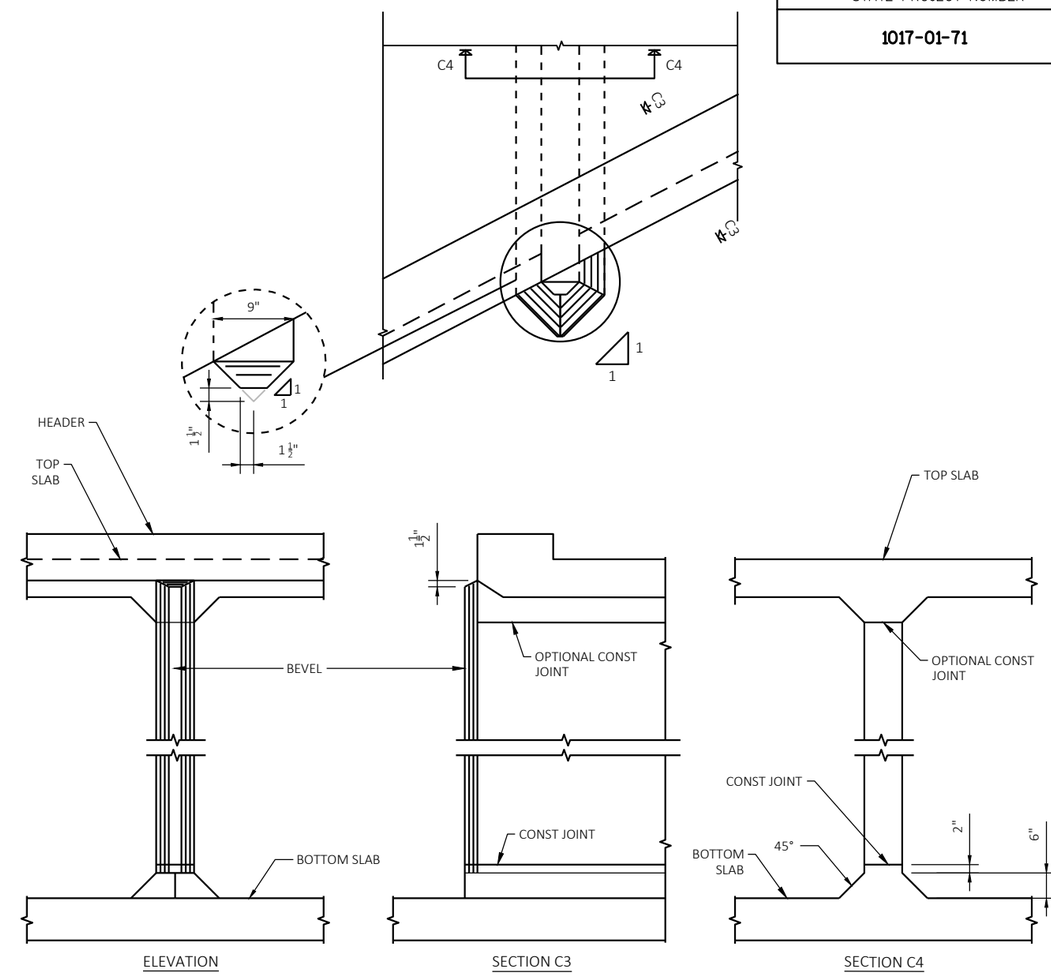
8

STATE PROJECT NUMBER

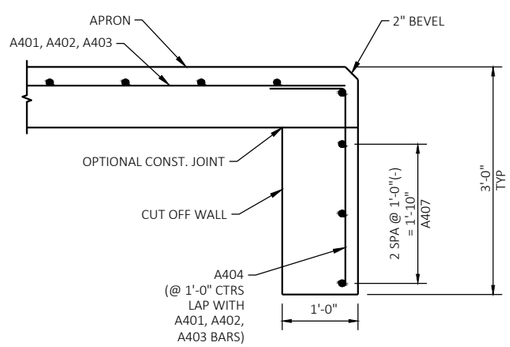
1017-01-71



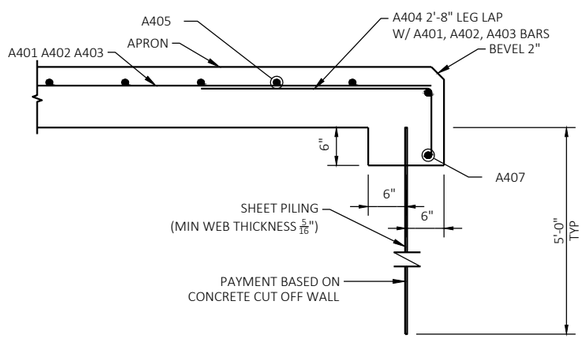
REINFORCEMENT - APRON



NOSE CENTERWALL DETAILS



CUTOFF WALL



ALTERNATIVE CUTOFF WALL

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STRUCTURE B-41-50

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APRON DETAILS

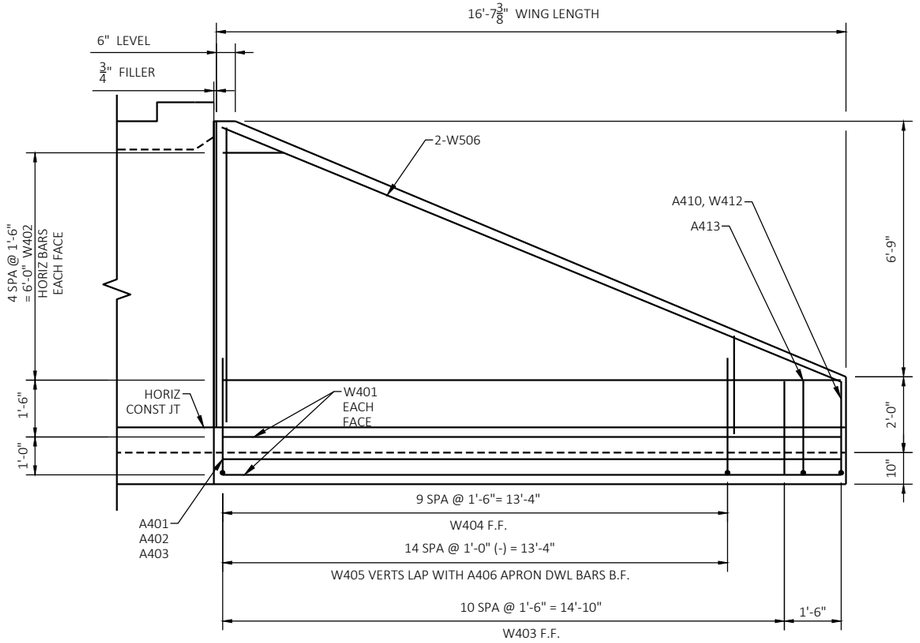
SHEET 6 OF 8

8

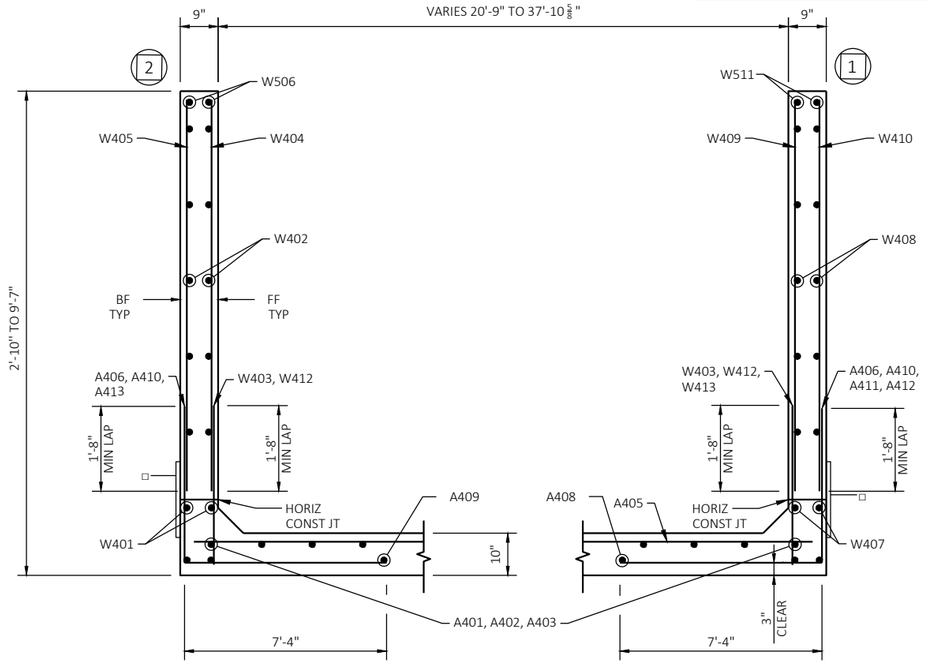
8

STATE PROJECT NUMBER

1017-01-71

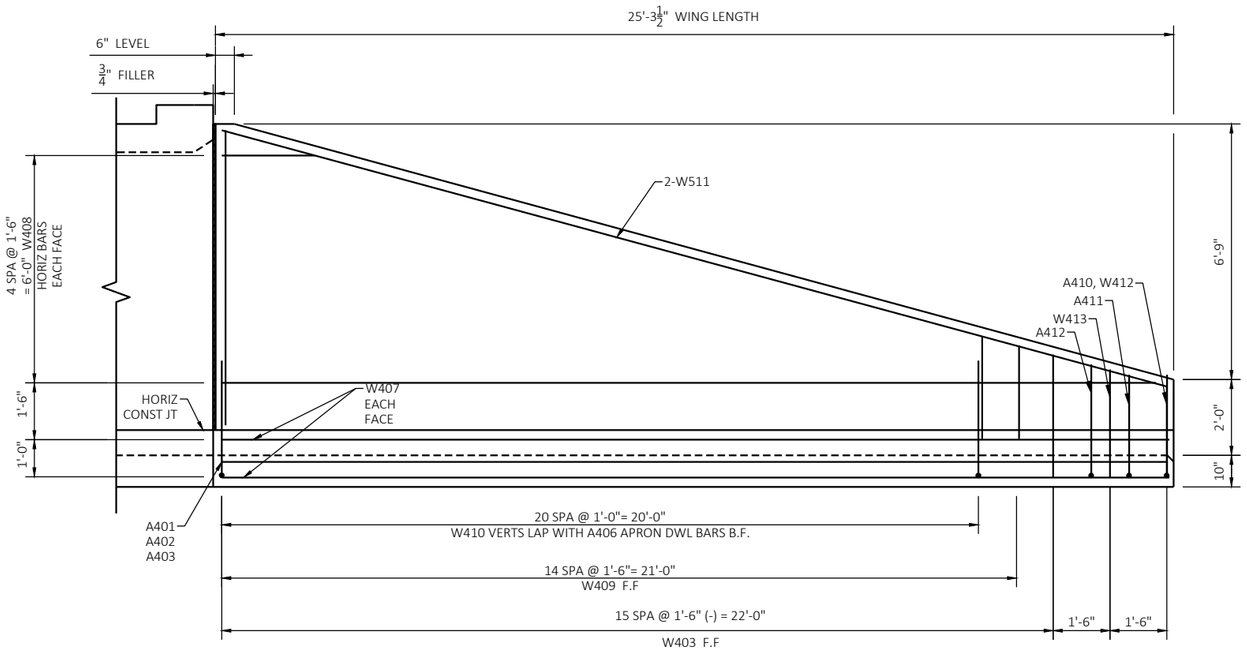


REINFORCEMENT - WING 2



TYPICAL SECTION THRU WINGWALL

□ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZ. CONSTR. JT. IN WING.



REINFORCEMENT - WING 1

8

8

NO.	DATE	REVISION	BY

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STRUCTURE B-41-50

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WINGWALL DETAILS

SHEET 7 OF 8

STATE PROJECT NUMBER

1017-01-71

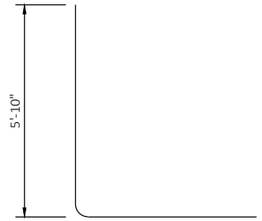
BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
BOX						
B601		52	25'-4"			BOX TRANS TOP AND BOT SLAB
B602		104	12'-7"		X	BOX CORNERS TOP AND BOT
B803		52	16'-6"			BOX TRANS TOP AND BOT SLAB
B504		56	3'-6"			BOX VERTICAL DOWEL
B505		28	7'-9"			BOX VERTICAL
B506		28	8'-6"		X	BOX VERTICAL
B407		90	12'-2"			BOX LONG
B808		12	25'-4"			HEADER TOP AND BOT
B309		36	4'-3"		X	BOT HEADER
B310		36	4'-4"		X	HEADWALL
B511		23	4'-0"			BOT SLAB
B512		64	3'-7"			ADHESIVE ANCHORS
APRON						
A401		8	10'-11"	Δ		APRON LONG
A402		22	19'-1"			APRON LONG
A403		7	10'-5"	Δ		APRON LONG
A404		39	3'-7"		X	CUTOFF WALL
A405		18	35'-0"	Δ		APRON TRANS
A406	X	39	10'-4"		X	APRON DOWEL
A407		3	45'-0"			APRON TRANS
A408		1	19'-11"			APRON TRANS BOT
A409		1	16'-7"			APRON TRANS BOT
A410	X	2	9'-8"		X	APRON DOWEL
A411	X	1	10'-0"		X	APRON DOWEL
A412	X	1	10'-3"		X	APRON DOWEL
A413	X	1	10'-2"		X	APRON DOWEL
WINGS						
W401	X	4	16'-3"			WING HORIZ
W402	X	10	9'-2"	Δ		WING HORIZ
W403	X	27	3'-1"			WING VERTICAL
W404	X	10	5'-0"	Δ		WING VERTICAL
W405	X	15	5'-0"	Δ		WING VERTICAL
W506	X	2	17'-8"			WING HORIZ
W407	X	4	25'-0"			WING HORIZ
W408	X	10	14'-0"	Δ		WING HORIZ
W409	X	15	5'-2"	Δ		WING VERTICAL
W410	X	21	5'-2"	Δ		WING VERTICAL
W511	X	2	25'-10"			WING HORIZ
W412	X	2	2'-5"			WING VERTICAL
W413	X	1	2'-10"			WING VERTICAL

Δ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BAR MARK	BENT	NO REQ'D	LENGTH
APRON			
A401		1 SERIES OF 8	3'-5" TO 18'-4"
A403		1 SERIES OF 7	3'-7" TO 17'-4"
A405		1 SERIES OF 18	25'-2" TO 44'-11"
WINGS			
W402		2 SERIES OF 5	2'-0" TO 16'-3"
W404		1 SERIES OF 10	2'-3" TO 7'-9"
W405		1 SERIES OF 15	2'-3" TO 7'-9"
W408		2 SERIES OF 5	2'-11" TO 25'-0"
W409		1 SERIES OF 15	2'-6" TO 7'-9"
W410		1 SERIES OF 21	2'-7" TO 7'-9"



B602

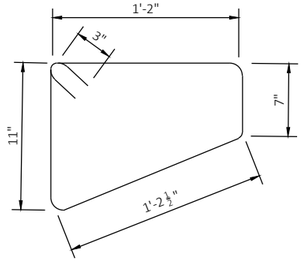
A406

A410

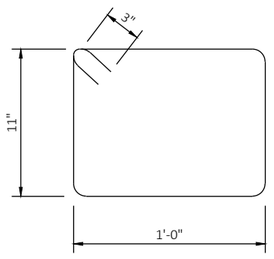
A411

A412

A413



B310



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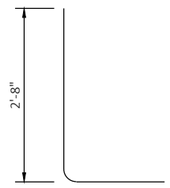
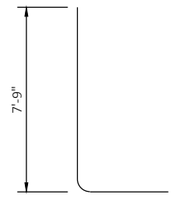


A404



B506

8

8

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

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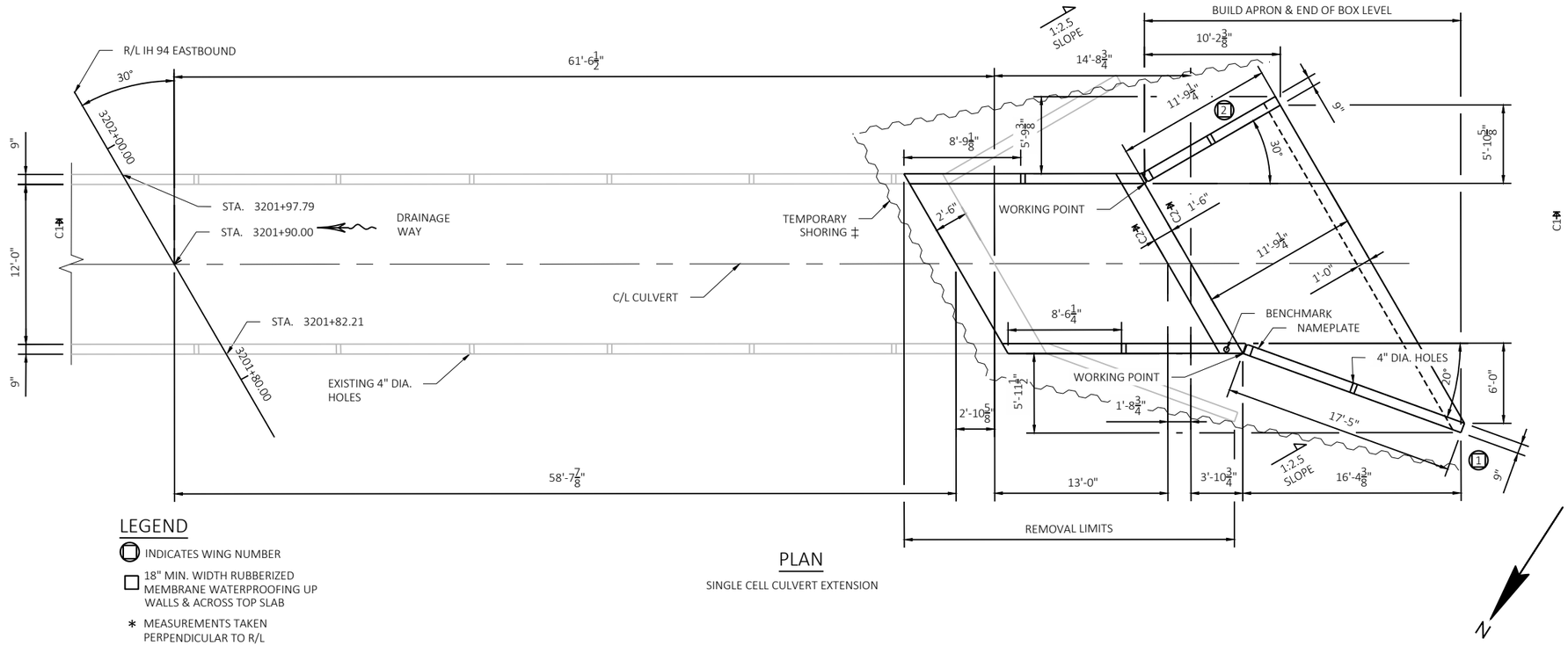
Phone: (608) 519-1455

STRUCTURE B-41-50

DRAWN BY SRC | PLANS CK'D. KA

REINFORCEMENT DETAILS

SHEET 8 OF 8

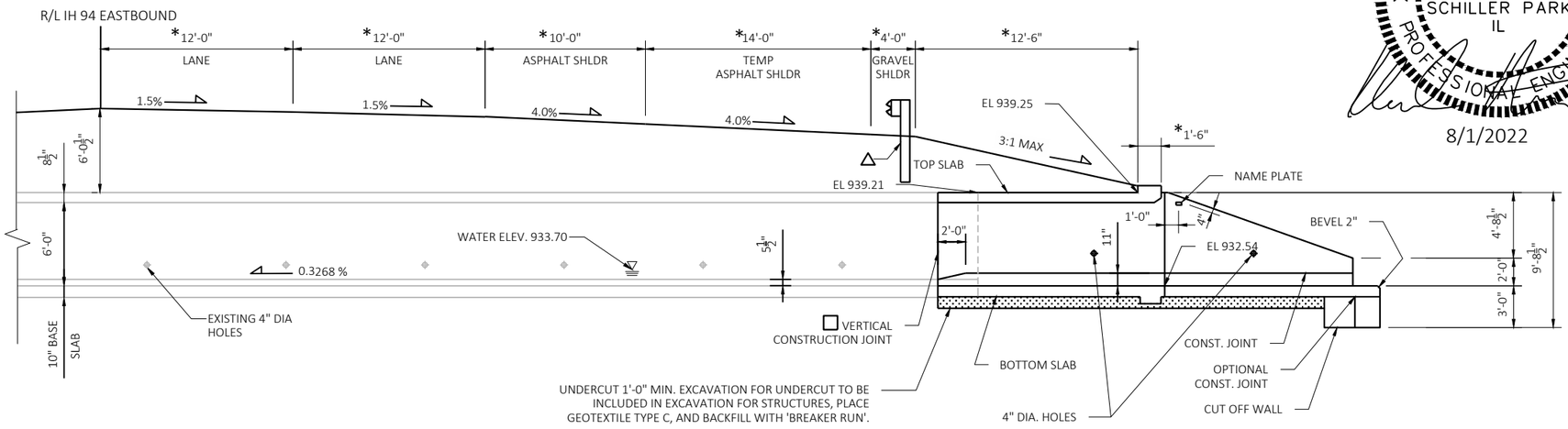


LEGEND

- ◯ INDICATES WING NUMBER
- □ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS & ACROSS TOP SLAB
- * MEASUREMENTS TAKEN PERPENDICULAR TO R/L
- △ SEE ROADWAY PLAN FOR GUARDRAIL DETAILS
- ‡ CARE MUST BE TAKEN TO AVOID DAMAGING EXISTING STRUCTURE DURING PLACEMENT OF TEMPORARY SHORING

PLAN

SINGLE CELL CULVERT EXTENSION



SECTION C1

STATE PROJECT NUMBER

1017-01-71

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR (PROPOSED): 1.73
OPERATIONAL RATING FACTOR (PROPOSED): 2.24
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) (PROPOSED): 250 KIPS
DESIGN FOR FILL HEIGHT (PROPOSED): 6.25'

INVENTORY RATING FACTOR (EXISTING): 1.0
OPERATIONAL RATING FACTOR (EXISTING): 1.67
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) (EXISTING): 190 KIPS

MATERIAL PROPERTIES
PROPOSED

CONCRETE MASONRY	F'C = 3,500 PSI
BAR STEEL REINFORCEMENT	FY = 60,000 PSI

BENCHMARK			
NO.	STA.	DESCRIPTION	ELEV.
1	3204+83.49	CONTROL POINT	926.22

TRAFFIC DATA

ADT (2024)	= 37,900
ADT (2044)	= 44,100
DESIGN SPEED	= 70 MPH

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION AND QUANTITIES
3. SUBSURFACE EXPLORATION
4. BOX CULVERT DETAILS
5. SLAB REINFORCEMENT DETAILS
6. APRON DETAILS
7. WINGWALL DETAILS
8. REINFORCEMENT DETAILS

WISCONSIN
KHALED ABOUEID
E-48167
SCHILLER PARK IL
PROFESSIONAL ENGINEER

8/1/2022

BRIDGE OFFICE CONTACT
AARON BONK (608)261-0261

CONSULTANT CONTACT:
RYAN MCKANE, PE (608)713-9274

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

KNIGHT
831 Critter Court
Suite 400
Onalaska, WI 54650
Engineers & Architects Phone: (608) 519-1455

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 09/12/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-41-24

LOCATION IH 90/94 EB OVER DRAINAGE WAY

COUNTY	TOWN
MONROE	OAKDALE

DESIGN SPEC. REHABILITATION N/A

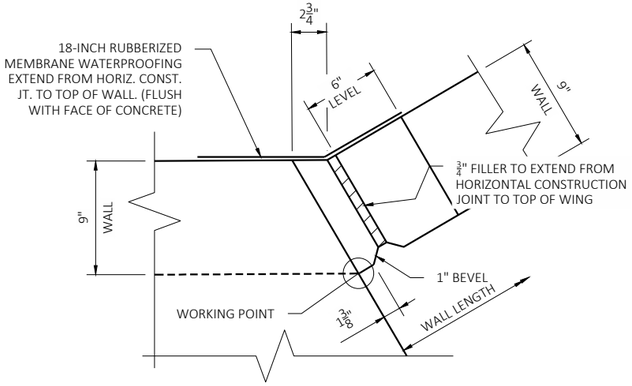
DESIGNED BY KA	DESIGN CK'D. LS	DRAWN BY SRC	PLANS CK'D. KA

GENERAL PLAN

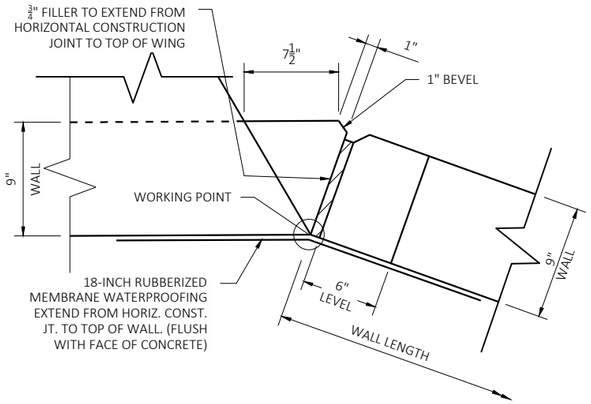
SHEET 1 OF 8

8

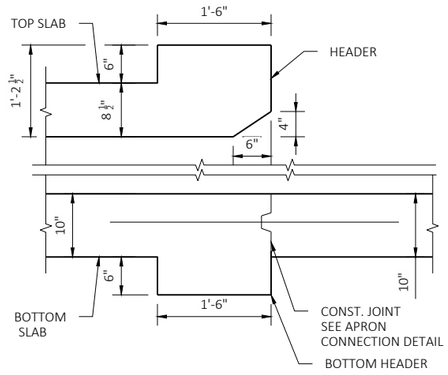
8



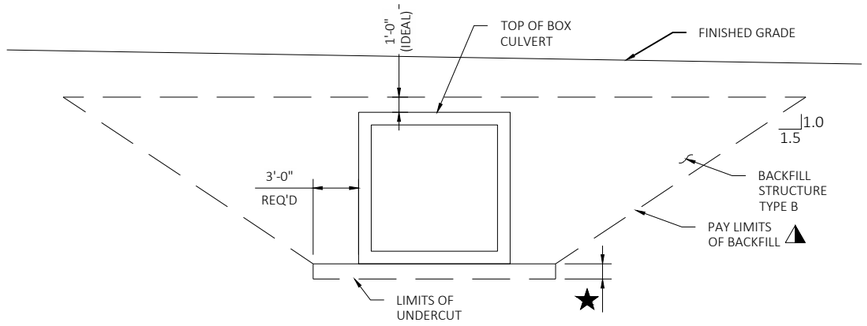
SOUTHEAST WING CORNER



SOUTHWEST WING CORNER



SECTION C2



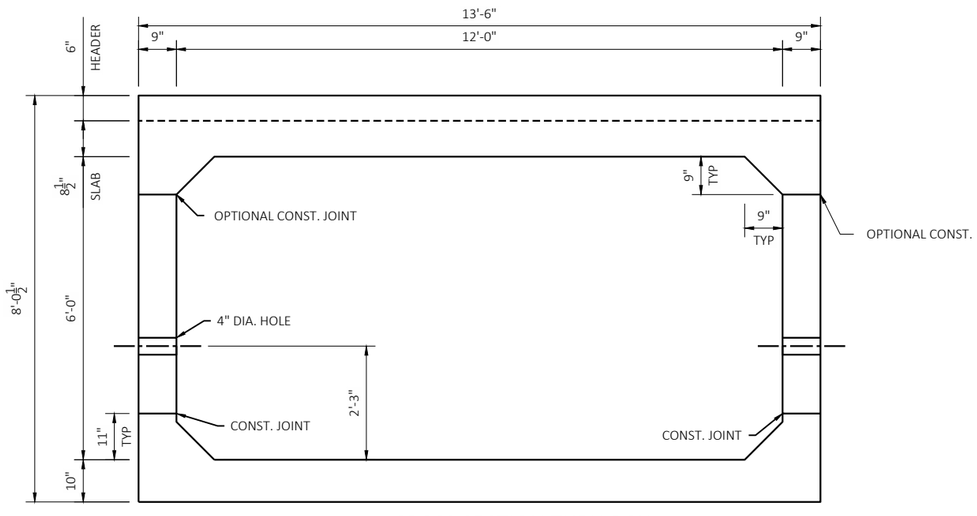
TYPICAL SECTION THRU BOX CULVERT

TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY
(1)	203.0220	REMOVING STRUCTURE C-41-24	EACH	1
(2)	206.2001	EXCAVATION FOR STRUCTURES CULVERTS C-41-24	EACH	1
	210.2500	BACKFILL STRUCTURE TYPE B	TON	261
	311.0110	BREAKER RUN	TON	55
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	36
	504.0100	CONCRETE MASONRY CULVERTS	CY	38.0
	505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	7,210
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	540
	511.1200	TEMPORARY SHORING C-41-24	SF	649
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	10
	645.0105	GEOTEXTILE TYPE C	SY	57

(1) REMOVAL ONLY CONSISTS OF A PORTION OF THE BOX AT THE INLET AND FOR REMOVAL OF THE INLET WINGS AND APRON. PROTECT ITEMS TO REMAIN DURING REMOVAL.

(2) EXCAVATION CONSISTS OF REQUIRED WORK AT INLET TO EXTEND THE EXISTING BOX.



CROSS SECTION THRU BOX

STATE PROJECT NUMBER

1017-01-71

GENERAL NOTES:

EXISTING STRUCTURE IS A SINGLE CELL CONCRETE BOX CULVERT

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES C-41-24" SHALL BE THE EXISTING GROUNDLINE.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE B" REQUIRED ON THE BOX CULVERT SIDES AND BEHIND APRON WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

LOCATE NAME PLATE ON NEAREST RIGHT WING TRAVELING UP STATION, FACE NAME PLATE UP STATION.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT, UNLESS SPECIFIED OTHERWISE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

SEDIMENT REMOVAL IS INCIDENTAL TO EXCAVATION FOR STRUCTURE BID ITEM.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

ALL PRECAST BOX SECTIONS SHALL BE PLACED ON A BEDDING OF "BACKFILL STRUCTURE TYPE B" OF 6" MINIMUM DEPTH.

THE CONTRACTOR MAY FURNISH PRECAST BOX CULVERT, BARREL SECTION, WINGWALLS, HEADERS, CUTOFF WALL AND APRONS IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES MAINTENANCE SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN BOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES"

TAPER CULVERT HAUNCH OVER 2'-0" TO MATCH EXISTING

WATER CONTROL REQUIRED TO PERFORM THE NECESSARY WORK SHALL BE INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY CULVERTS".

LEGEND:

★ UNDERCUT 1'-0" EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

★ IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

◭ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

KNIGHT Engineers & Architects
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STRUCTURE C-41-24

DRAWN BY SRC | PLANS CK'D. KA

CROSS SECTION AND QUANTITIES

SHEET 2 OF 8

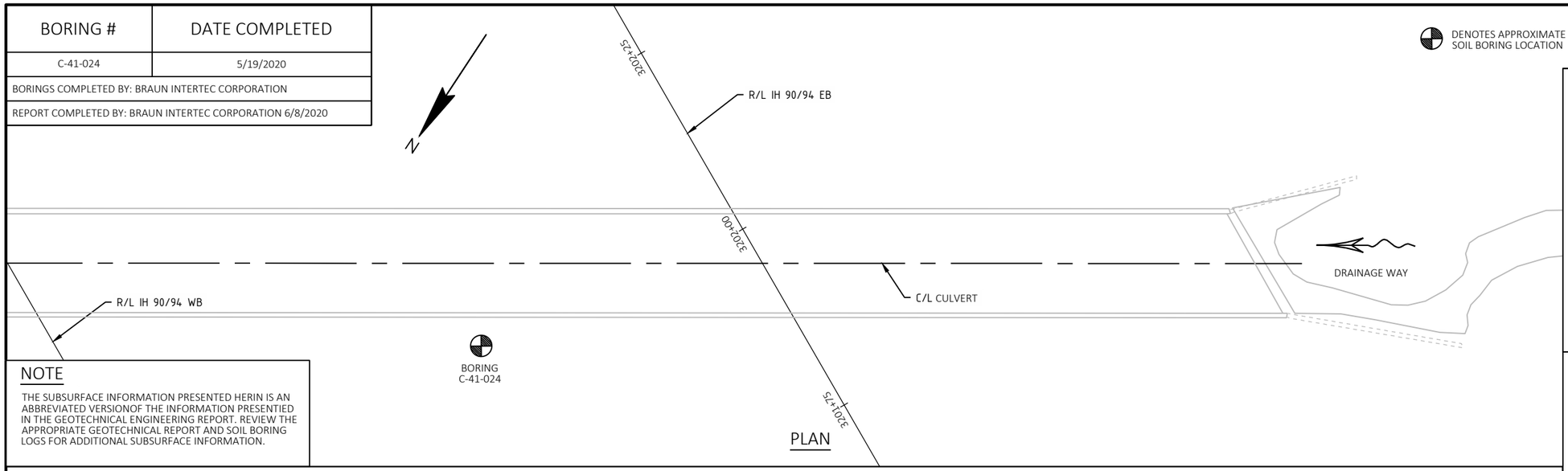
8

8

BORING #	DATE COMPLETED
C-41-024	5/19/2020
BORINGS COMPLETED BY: BRAUN INTERTEC CORPORATION	
REPORT COMPLETED BY: BRAUN INTERTEC CORPORATION 6/8/2020	

STATE PROJECT NUMBER

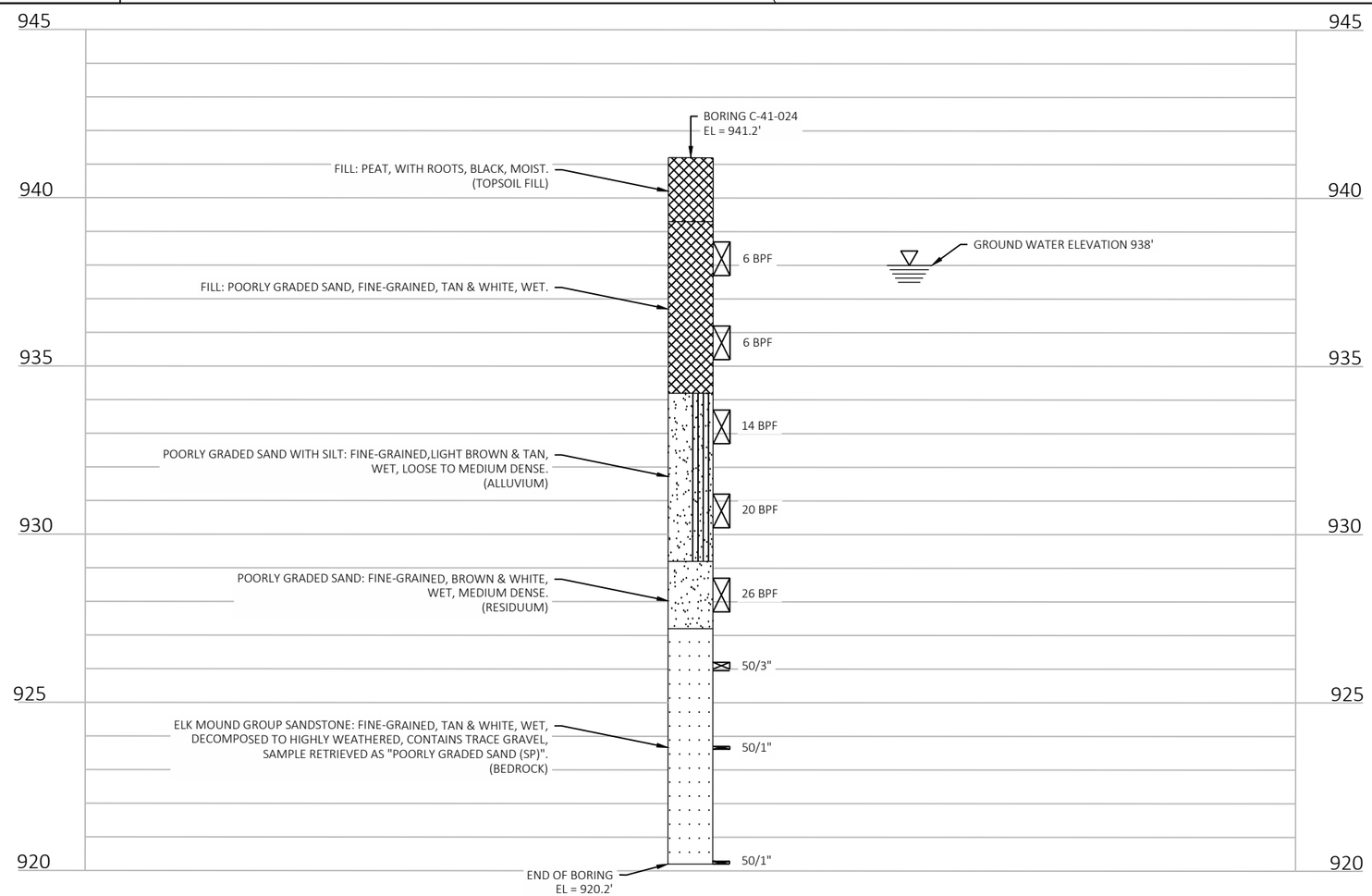
1017-01-71



PLAN

NOTE

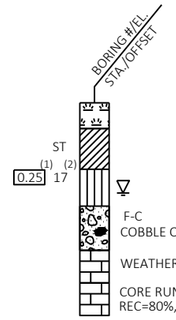
THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSIONOF THE INFORMATION PRESENTIED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.



MATERIAL SYMBOLS

ASPHALT · CONCRETE · FILL
TOPSOIL · PEAT · GRAVEL
SAND · CLAY · SILT
BOULDERS OR COBBLES · LIMESTONE · BEDROCK (UNKNOWN)
SHALE · SANDSTONE · IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUNDWATER ELEVATION

AT TIME OF DRILLING · AT END OF DRILLING · AFTER OF DRILLING

ABBREVIATIONS

F-FINE · M-MEDIUM · C-COARSE · ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

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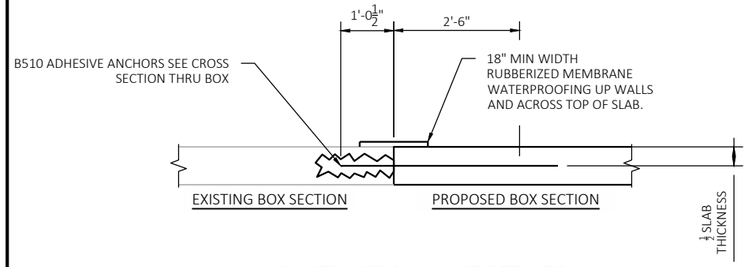
STRUCTURE C-41-24

DRAWN BY TP · PLANS CK'D. KA

SUBSURFACE EXPLORATION

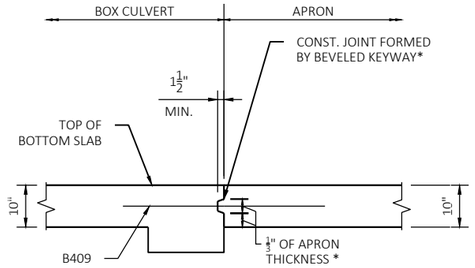
8

8



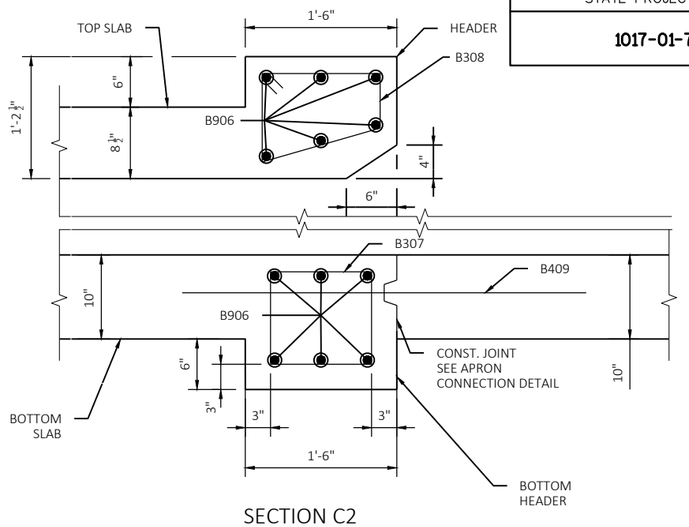
CONSTRUCTION JOINT BETWEEN EXISTING & PROPOSED BOX SECTIONS

(ALL WALLS AND TOP & BOTTOM SLAB OF BOX)

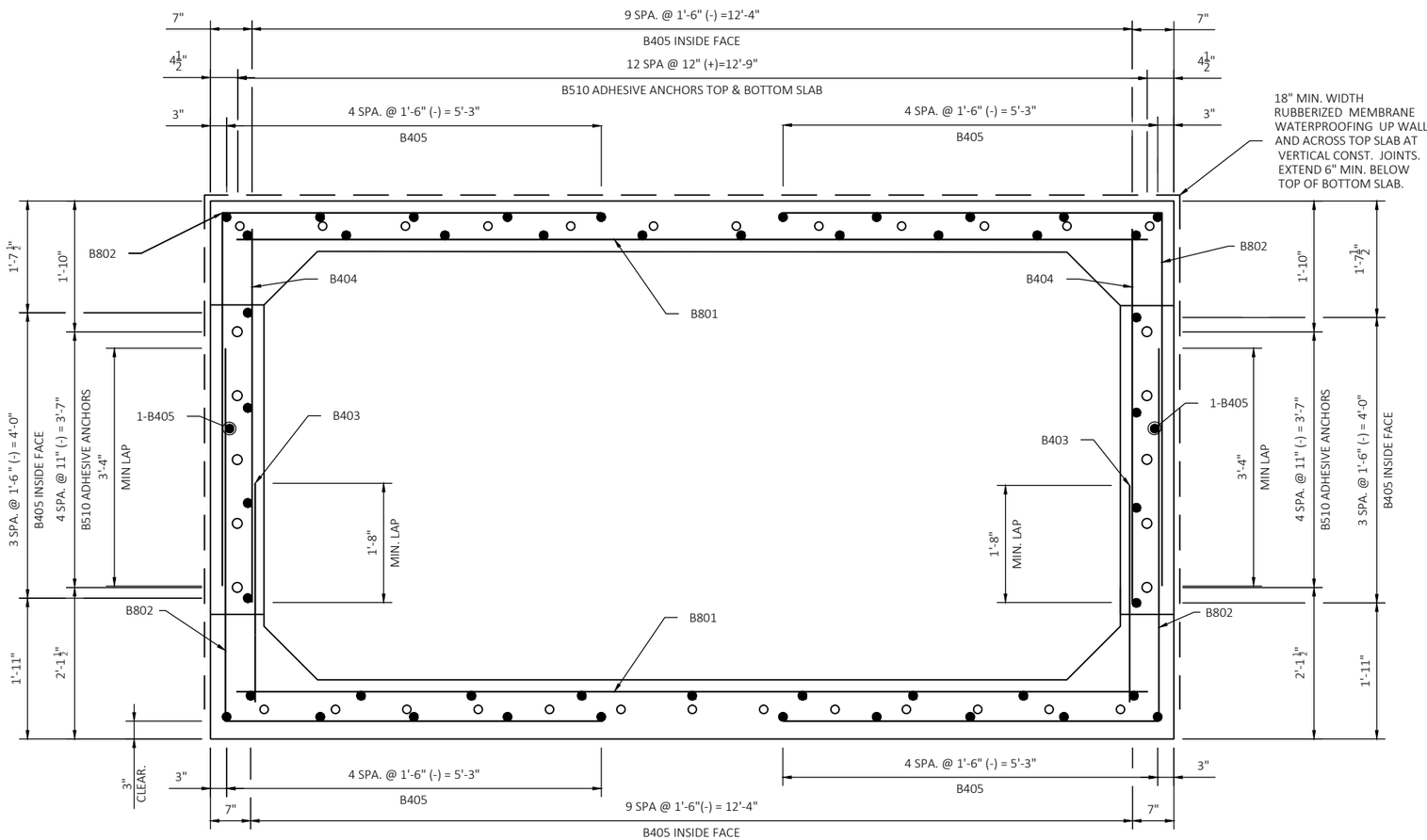


APRON CONNECTION DETAIL

*IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. #5 BARS 4'-0" AT 1'-0" CENTERS REQUIRED.



SECTION C2



CROSS SECTION THRU BOX

NOTE:
WORK THIS DRAWING WITH SHEET 5, SHEET 6, AND SHEET 7.

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

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831 Critter Court
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STRUCTURE C-41-24

DRAWN BY SRC | PLANS CK'D. KA

BOX CULVERT DETAILS

SHEET 4 OF 8

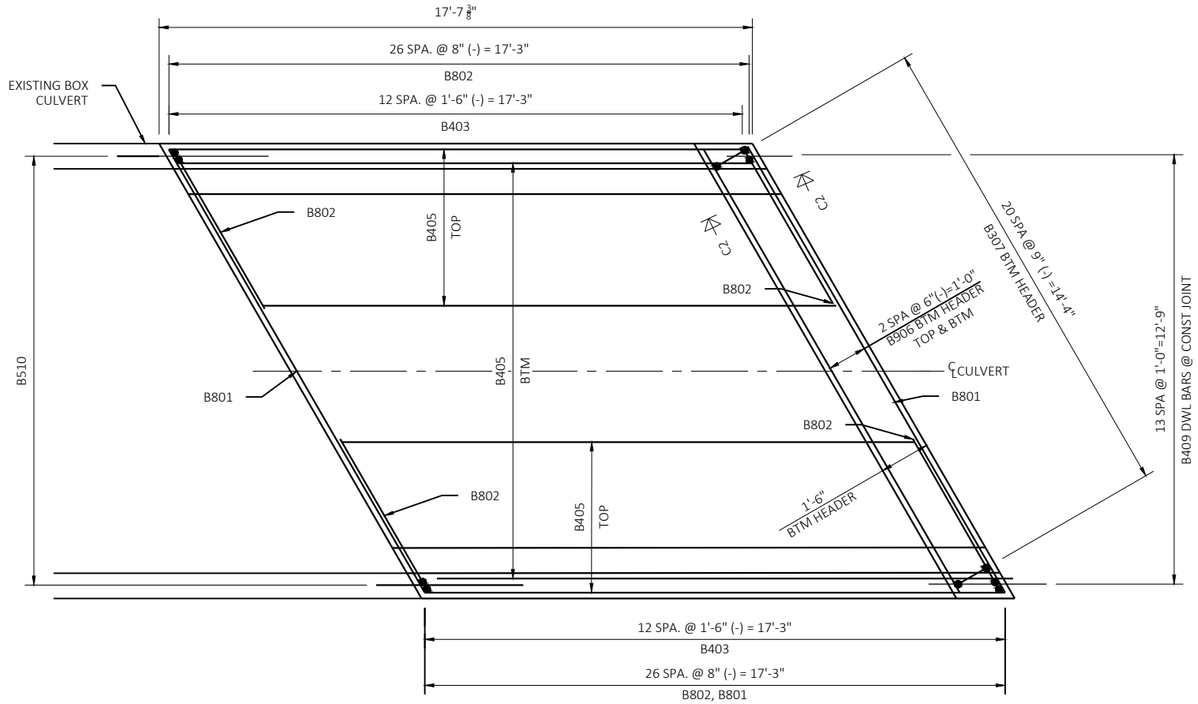
STATE PROJECT NUMBER

1017-01-71

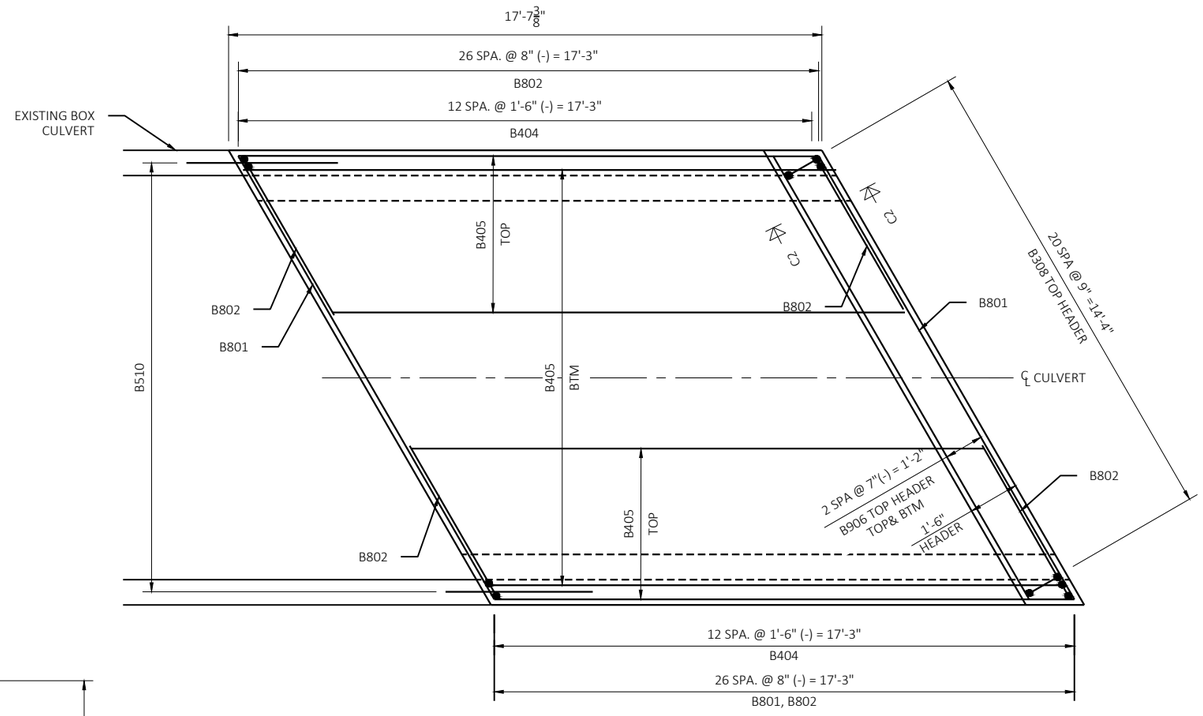
8

8

STATE PROJECT NUMBER
1017-01-71



REINFORCEMENT-BOTTOM SLAB SECTION



REINFORCEMENT-TOP SLAB SECTION

NOTE:
WORK THIS DRAWING WITH SHEET 4, SHEET 6, AND SHEET 7.

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STRUCTURE C-41-24

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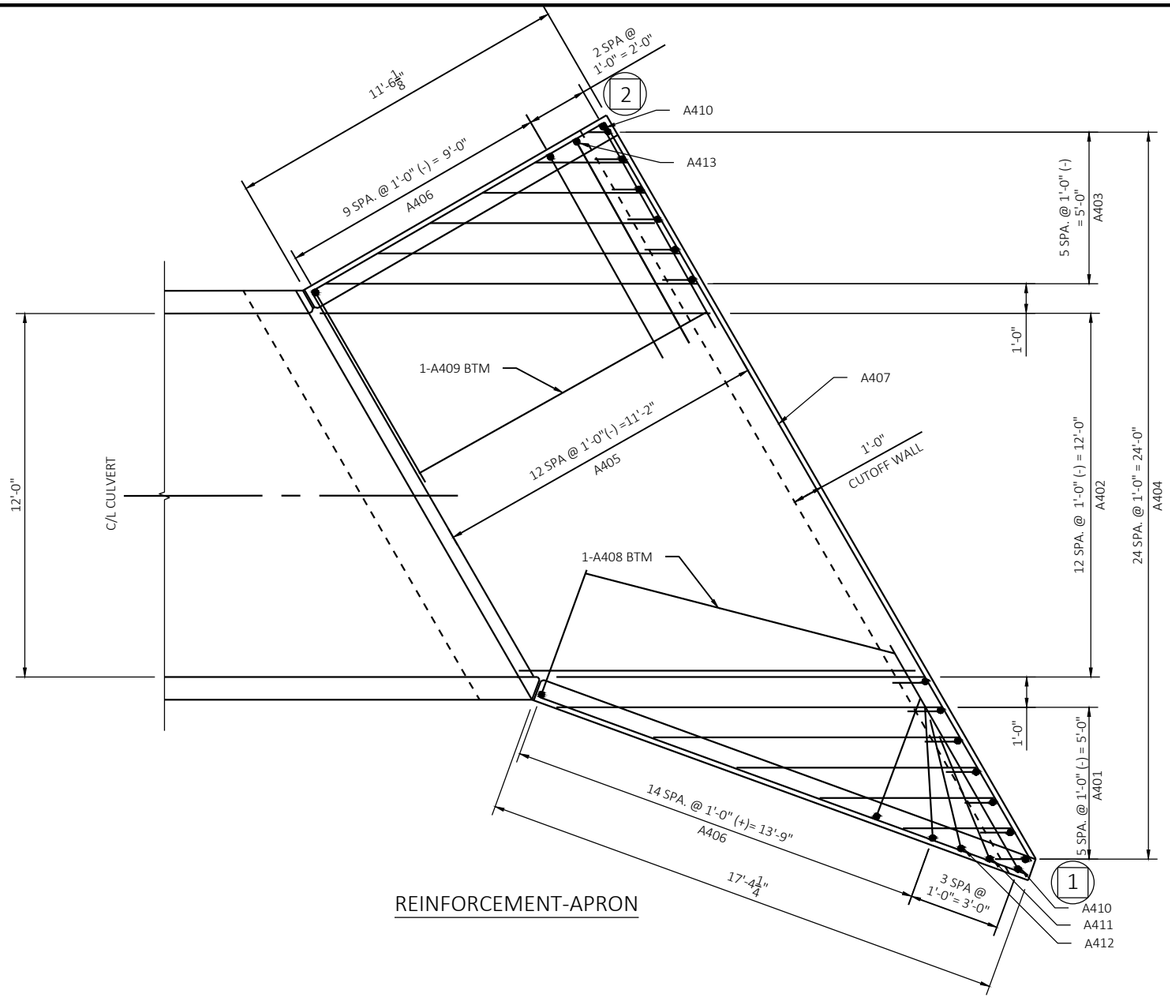
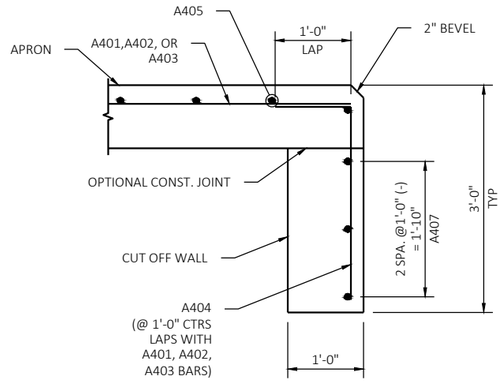
SLAB REINFORCEMENT DETAILS

SHEET 5 OF 8

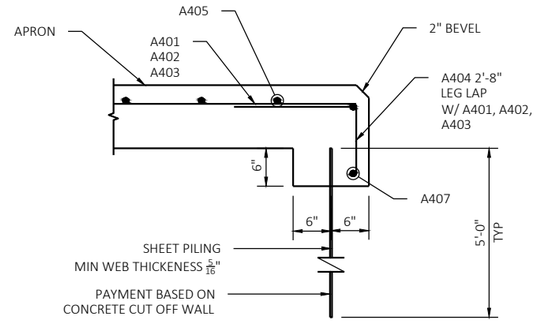
STATE PROJECT NUMBER
1017-01-71



REINFORCEMENT-APRON



CUTOFF WALL



ALTERNATIVE CUTOFF WALL

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Onalaska, WI 54650
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STRUCTURE C-41-24

DRAWN BY	SRC	PLANS CK'D.	KA

APRON DETAILS

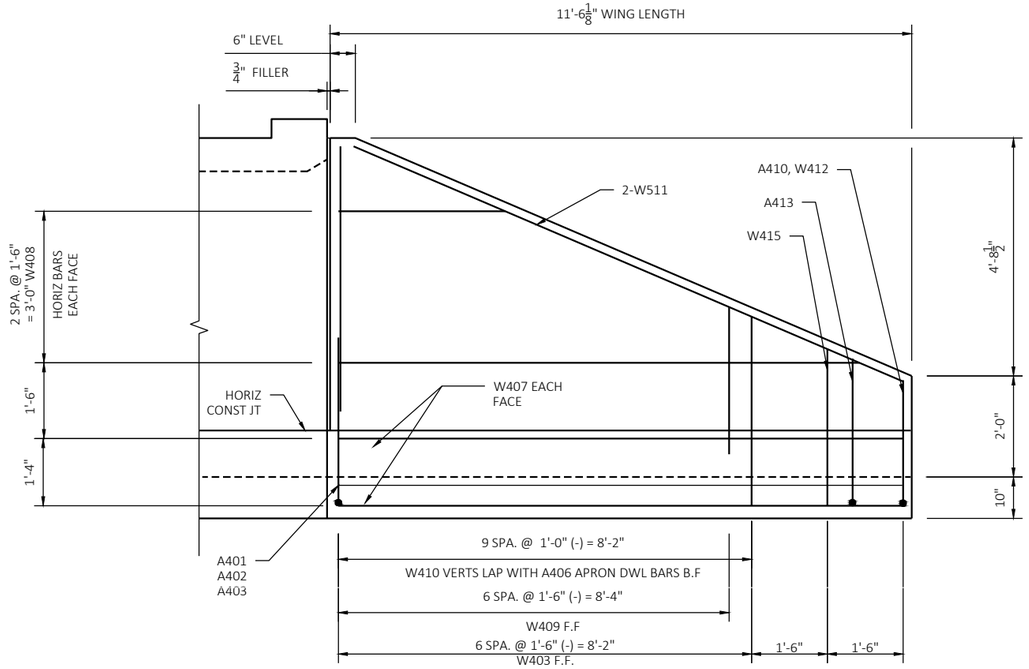
SHEET 6 OF 8

8

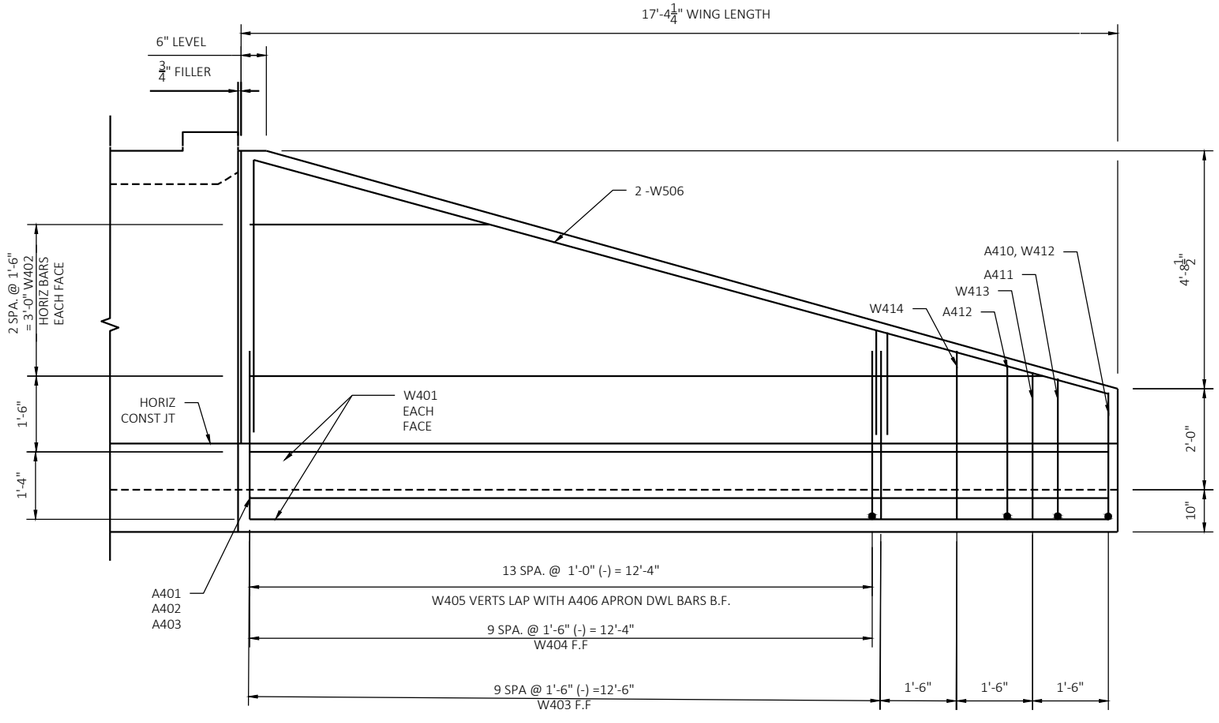
8

STATE PROJECT NUMBER

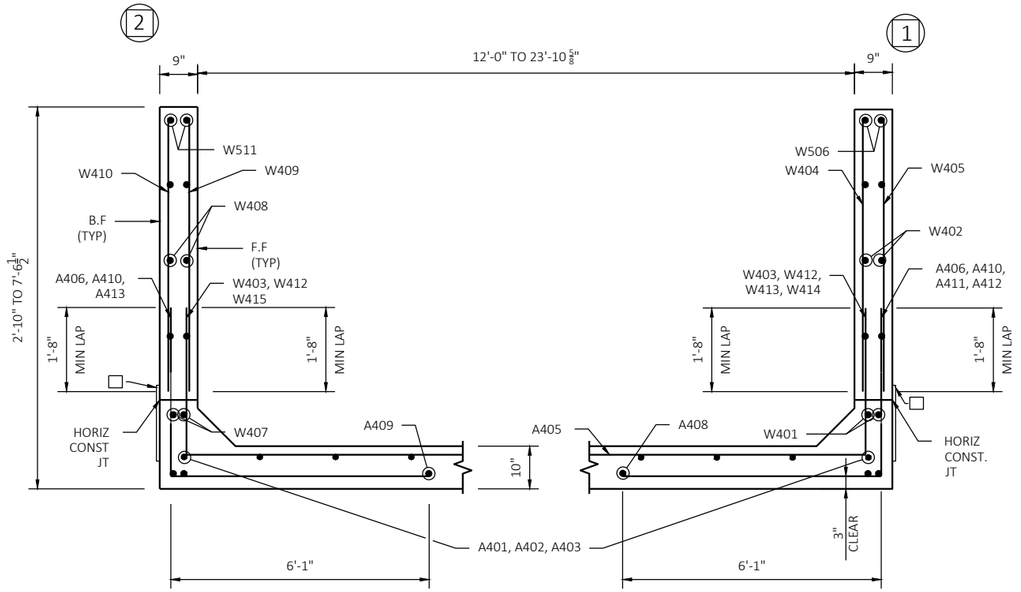
1017-01-71



REINFORCEMENT WING 2



REINFORCEMENT WING 1



TYPICAL SECTION THRU WINGWALL

☐ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZ. CONSTR. JT. IN WING.

8

8

NO.	DATE	REVISION	BY

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STRUCTURE C-41-24

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WINGWALL DETAILS

SHEET 7 OF 8

STATE PROJECT NUMBER

1017-01-71

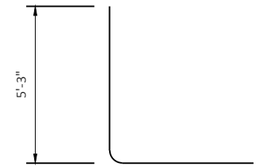
BILL OF BARS

BAR MARK	COAT	NO. REQUIRED	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
			BOX			
B801		54	15'-2"			Box Trans Top and Bot Slab
B802		108	10'-3"		X	Box Corners Top and Bot
B403		26	3'-2"			Box Vertical Dowel
B404		26	5'-6"			Box Vertical
B405		50	17'-3"			Box Long
B906		12	15'-2"			Header Top and Bot
B307		21	4'-3"		X	Bot Header
B308		21	4'-4"		X	Header
B409		14	4'-0"			Bot Slab
B510		36	3'-7"			Adhesive Anchors
			APRON			
A401		6	7'-5"	Δ		Apron Long Top
A402		13	13'-2"			Apron Long Top
A403		6	6'-9"	Δ		Apron Long Top
A404		25	3'-7"		X	Cutoff Wall
A405		13	21'-2"	Δ		Apron Trans
A406	X	25	9'-4"		X	Apron Dowel
A407		3	27'-1"			Apron Trans
A408		1	12'-7"			Apron Long Bot
A409		1	11'-5"			Apron Long Bot
A410	X	2	8'-5"		X	Apron Dowel
A411	X	1	8'-8"		X	Apron Dowel
A412	X	1	9'-0"		X	Apron Dowel
A413	X	1	8'-10"		X	Apron Dowel
			WINGS			
W401	X	4	17'-1"			Wing Horiz
W402	X	6	10'-8"	Δ		Wing Horiz
W403	X	17	3'-4"			Wing Vertical
W404	X	10	3'-8"	Δ		Wing Vertical
W405	X	14	3'-9"	Δ		Wing Vertical
W506	X	2	17'-8"			Wing Horiz
W407	X	4	11'-2"			Wing Horiz
W408	X	6	7'-0"	Δ		Wing Horiz
W409	X	7	3'-8"	Δ		Wing Vertical
W410	X	10	3'-8"	Δ		Wing Vertical
W511	X	2	12'-2"			Wing Horiz
W412	X	2	2'-5"			Wing Vertical
W413	X	1	2'-10"			Wing Vertical
W414	X	1	3'-3"			Wing Vertical
W415	X	1	3'-1"			Wing Vertical

Δ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BAR MARK	BENT	NO REQ'D	LENGTH
		APRON	
A401		1 SERIES OF 6	2'-1" to 12'-8"
A403		1 SERIES OF 6	1'-2" to 12'-5"
A405		1 SERIES OF 13	15'-2" to 27'-1"
		WING	
W402		2 SERIES OF 3	5'-2" to 16'-1"
W404		1 SERIES OF 10	1'-11" to 5'-5"
W405		1 SERIES OF 14	2'-1" to 5'-5"
W408		2 SERIES OF 3	3'-5" to 10'-7"
W409		1 SERIES OF 7	1'-11" to 5'-5"
W410		1 SERIES OF 10	1'-11" to 5'-5"



B802

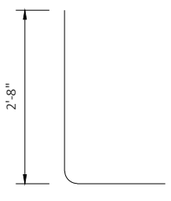
A406

A410

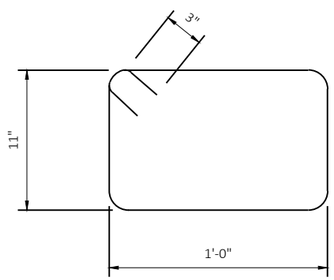
A411

A412

A413



A404



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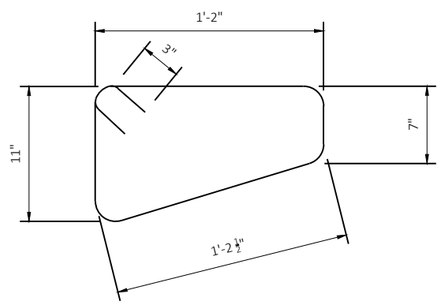

B308

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY:

KNIGHT Engineers & Architects

831 Critter Court
Suite 400
Onalaska, WI 54650
Phone: (608) 519-1455

STRUCTURE C-41-24

DRAWN BY SRC | PLANS CK'D. KA

REINFORCEMENT DETAILS

SHEET 8 OF 8

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DIVISION -- IH 94 FB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2953+50	295350.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2953+80	295380.00	30.00	0.00	0.00	1.01	0	0	1	0	1	-1
2954+00	295400.00	20.00	0.00	0.00	1.69	0	0	1	0	3	-3
2954+99	295499.00	99.00	0.00	0.00	27.00	0	0	53	0	69	-69
2955+00	295500.00	1.00	0.00	0.00	27.79	0	0	1	0	70	-70
2955+30	295530.00	30.00	0.00	0.00	19.86	0	0	26	0	103	-103
2955+93.5	295593.50	63.50	0.00	0.00	15.19	0	0	41	0	154	-154
2956+00	295600.00	6.50	0.00	0.00	13.50	0	0	3	0	158	-158
2956+06	295606.00	6.00	0.00	0.00	11.59	0	0	3	0	161	-161
2957+00	295700.00	94.00	0.00	0.00	11.64	0	0	40	0	211	-211
2958+00	295800.00	100.00	0.00	0.00	14.51	0	0	48	0	271	271
2958+56	295856.00	56.00	0.00	0.00	20.05	0	0	36	0	316	-316
2958+68.5	295868.50	12.50	0.00	0.00	23.06	0	0	10	0	329	-329
2959+00	295900.00	31.50	0.00	0.00	34.16	0	0	33	0	370	-370
2959+32	295932.00	32.00	0.00	0.00	44.25	0	0	46	0	428	-428
2960+00	296000.00	68.00	0.00	0.00	28.26	0	0	91	0	541	-541
2960+82	296082.00	82.00	0.00	0.00	2.91	0	0	47	0	600	-600
2961+00	296100.00	18.00	0.00	0.00	4.10	0	0	2	0	603	603
2962+00	296200.00	100.00	0.00	0.00	1.23	0	0	10	0	615	-615
2963+00	296300.00	100.00	0.00	0.00	2.00	0	0	6	0	623	623
2964+00	296400.00	100.00	0.00	0.00	1.94	0	0	7	0	631	-631
2965+00	296500.00	100.00	0.00	0.00	2.03	0	0	7	0	640	-640
2966+00	296600.00	100.00	0.00	0.00	1.56	0	0	7	0	649	-649
2967+00	296700.00	100.00	0.00	0.00	1.65	0	0	6	0	656	-656
2968+00	296800.00	100.00	0.00	0.00	0.80	0	0	5	0	663	-663
2969+00	296900.00	100.00	0.00	0.00	0.49	0	0	2	0	665	-665
2970+00	297000.00	100.00	0.00	0.00	0.41	0	0	2	0	668	-668
2970+25	297025.00	25.00	0.00	0.00	0.00	0	0	0	0	668	-668

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3020+00	302000.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3020+50	302050.00	50.00	0.00	0.00	1.33	0	0	1	0	1	-1
3020+75	302075.00	25.00	0.00	0.00	1.98	0	0	2	0	4	-4
3021+00	302100.00	25.00	0.00	0.00	1.93	0	0	2	0	6	-6
3022+00	302200.00	100.00	0.00	0.00	5.91	0	0	15	0	25	-25
3023+00	302300.00	100.00	0.00	0.00	5.15	0	0	20	0	50	-50
3024+00	302400.00	100.00	0.00	0.00	5.93	0	0	21	0	76	-76
3025+00	302500.00	100.00	0.00	0.00	2.81	0	0	16	0	96	-96
3026+00	302600.00	100.00	0.00	0.00	0.82	0	0	7	0	105	-105
3026+25	302625.00	25.00	0.00	0.00	1.22	0	0	1	0	106	-106
3026+50	302650.00	25.00	0.00	0.00	0.97	0	0	1	0	108	-108
3027+00	302700.00	50.00	0.00	0.00	0.00	0	0	1	0	109	-109

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3030+00	303000.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3030+03	303003.00	3.00	0.00	0.00	0.56	0	0	0	0	0	0
3030+98.127	303098.13	95.13	0.00	0.00	21.36	0	0	39	0	49	-49
3031+00	303100.00	1.87	0.00	0.00	24.01	0	0	2	0	51	-51
3031+53	303153.00	53.00	0.00	0.00	17.63	0	0	41	0	103	-103
3032+00	303200.00	47.00	0.00	0.00	7.15	0	0	22	0	130	-130
3032+16	303216.00	16.00	0.00	0.00	7.27	0	0	4	0	135	-135
3032+28.5	303228.50	12.50	0.00	0.00	6.87	0	0	3	0	139	-139
3033+00	303300.00	71.50	0.00	0.00	0.80	0	0	10	0	151	-151
3033+79	303379.00	79.00	0.00	0.00	10.74	0	0	17	0	173	-173
3033+91.5	303391.50	12.50	0.00	0.00	11.52	0	0	5	0	179	-179
3034+00	303400.00	8.50	0.00	0.00	11.54	0	0	4	0	184	-184
3034+55	303455.00	55.00	0.00	0.00	19.59	0	0	32	0	224	-224
3034+75	303475.00	20.00	0.00	0.00	22.82	0	0	16	0	244	-244
3035+00	303500.00	25.00	0.00	0.00	19.13	0	0	19	0	268	-268
3036+00	303600.00	100.00	0.00	0.00	1.78	0	0	39	0	316	-316
3036+05	303605.00	5.00	0.00	0.00	1.09	0	0	0	0	316	-316
3037+00	303700.00	95.00	0.00	0.00	1.13	0	0	4	0	321	-321
3038+00	303800.00	100.00	0.00	0.00	1.92	0	0	6	0	329	329
3038+25	303825.00	25.00	0.00	0.00	3.03	0	0	2	0	331	-331
3039+00	303900.00	75.00	0.00	0.00	0.24	0	0	5	0	338	-338
3040+00	304000.00	100.00	0.00	0.00	1.05	0	0	2	0	340	-340
3040+75	304075.00	75.00	0.00	0.00	3.21	0	0	6	0	348	-348
3041+00	304100.00	25.00	0.00	0.00	2.40	0	0	3	0	351	-351
3042+00	304200.00	100.00	0.00	0.00	2.73	0	0	9	0	363	-363
3043+00	304300.00	100.00	0.00	0.00	0.34	0	0	6	0	370	-370
3043+25	304325.00	25.00	0.00	0.00	0.65	0	0	0	0	370	-370
3044+00	304400.00	75.00	0.00	0.00	1.57	0	0	3	0	374	374
3045+00	304500.00	100.00	0.00	0.00	1.73	0	0	6	0	381	-381
3045+25	304525.00	25.00	0.00	0.00	0.00	0	0	1	0	383	-383

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3053+00	305300.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3053+25	305325.00	25.00	0.00	0.00	0.38	0	0	0	0	0	0
3054+00	305400.00	75.00	0.00	0.00	2.28	0	0	4	0	5	-5
3055+00	305500.00	100.00	0.00	0.00	1.56	0	0	7	0	14	-14
3056+00	305600.00	100.00	0.00	0.00	1.88	0	0	6	0	21	-21
3056+75	305675.00	75.00	0.00	0.00	2.20	0	0	6	0	29	-29
3057+00	305700.00	25.00	0.00	0.00	0.00	0	0	1	0	30	-30

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3057+00	305700.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3057+30	305730.00	30.00	0.00	0.00	1.23	0	0	1	0	1	-1
3057+99.1	305799.10	69.10	0.00	0.00	11.22	0	0	16	0	21	-21
3058+00	305800.00	0.90	0.00	0.00	12.91	0	0	0	0	21	-21
3058+80	305880.00	80.00	0.00	0.00	2.91	0	0	23	0	50	-50
3059+00	305900.00	20.00	0.00	0.00	0.45	0	0	1	0	51	-51
3059+25	305925.00	25.00	0.00	0.00	0.00	0	0	0	0	51	-51

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3067+75	306775.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3068+00	306800.00	25.00	0.00	0.00	0.67	0	0	0	0	0	0
3069+00	306900.00	100.00	0.00	0.00	3.60	0	0	8	0	10	-10
3070+00	307000.00	100.00	0.00	0.00	2.63	0	0	12	0	25	-25
3071+00	307100.00	100.00	0.00	0.00	0.64	0	0	6	0	33	-33
3072+00	307200.00	100.00	0.00	0.00	2.89	0	0	7	0	41	-41
3073+00	307300.00	100.00	0.00	0.00	4.38	0	0	13	0	58	-58
3074+00	307400.00	100.00	0.00	0.00	2.42	0	0	13	0	74	-74
3075+00	307500.00	100.00	0.00	0.00	1.40	0	0	7	0	83	-83
3076+00	307600.00	100.00	0.00	0.00	0.72	0	0	4	0	88	-88
3077+00	307700.00	100.00	0.00	0.00	3.00	0	0	7	0	96	-96
3078+00	307800.00	100.00	0.00	0.00	3.01	0	0	11	0	110	-110
3078+25	307825.00	25.00	0.00	0.00	0.00	0	0	1	0	111	-111

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3085+75	308575.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3085+86.235	308586.23	11.23	0.00	0.00	1.75	0	0	0	0	0	0
3086+00	308600.00	13.77	0.00	0.00	4.08	0	0	1	0	1	-1
3087+00	308700.00	100.00	0.00	0.00	7.82	0	0	22	0	29	-29
3088+00	308800.00	100.00	0.00	0.00	9.42	0	0	32	0	69	-69
3089+00	308900.00	100.00	0.00	0.00	6.22	0	0	29	0	105	-105
3089+50	308950.00	50.00	0.00	0.00	1.02	0	0	7	0	114	-114
3089+75	308975.00	25.00	0.00	0.00	0.00	0	0	0	0	114	-114

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3095+75	309575.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3096+00	309600.00	25.00	0.00	0.00	0.42	0	0	0	0	0	0
3096+75	309675.00	75.00	0.00	0.00	4.02	0	0	6	0	8	-8
3097+00	309700.00	25.00	0.00	0.00	4.13	0	0	4	0	13	-13
3098+00	309800.00	100.00	0.00	0.00	5.46	0	0	18	0	35	-35
3099+00	309900.00	100.00	0.00	0.00	15.48	0	0	39	0	84	-84
3100+00	310000.00	100.00	0.00	0.00	9.00	0	0	45	0	140	-140
3101+00	310100.00	100.00	0.00	0.00	8.47	0	0	32	0	180	-180
3101+25	310125.00	25.00	0.00	0.00	6.00	0	0	7	0	189	-189
3101+95.457	310195.46	70.46	0.00	0.00	21.05	0	0	35	0	233	-233
3102+00	310200.00	4.54	0.00	0.00	20.65	0	0	4	0	238	-238
3103+00	310300.00	100.00	0.00	0.00	9.79	0	0	56	0	308	-308
3104+00	310400.00	100.00	0.00	0.00	7.48	0	0	32	0	348	-348
3105+00	310500.00	100.00	0.00	0.00	9.18	0	0	31	0	386	-386
3106+00	310600.00	100.00	0.00	0.00	11.02	0	0	37	0	433	-433
3107+00	310700.00	100.00	0.00	0.00	8.74	0	0	37	0	479	-479
3108+00	310800.00	100.00	0.00	0.00	10.38	0	0	35	0	523	-523
3109+00	310900.00	100.00	0.00	0.00	15.03	0	0	47	0	581	-581
3110+00	311000.00	100.00	0.00	0.00	14.19	0	0	54	0	649	-649
3111+00	311100.00	100.00	0.00	0.00	10.15	0	0	45	0	705	-705
3112+00	311200.00	100.00	0.00	0.00	9.03	0	0	36	0	750	-750
3112+79.24	311279.24	79.24	0.00	0.00	11.10	0	0	30	0	788	-788
3113+00	311300.00	20.76	0.00	0.00	12.82	0	0	9	0	799	-799
3113+97.943	311397.94	97.94	0.00	0.00	21.81	0	0	63	0	878	-878
3114+00	311400.00	2.06	0.00	0.00	22.26	0	0	2	0	880	-880
3114+22.94	311422.94	22.94	0.00	0.00	22.32	0	0	19	0	904	-904
3114+48	311448.00	25.06	0.00	0.00	0.00	0	0	10	0	916	-916

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3116+75	311675.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3117+00	311700.00	25.00	0.00	0.00	1.06	0	0	0	0	0	0
3118+00	311800.00	100.00	0.00	0.00	14.73	0	0	29	0	36	-36
3119+00	311900.00	100.00	0.00	0.00	20.36	0	0	65	0	118	-118
3120+00	312000.00	100.00	0.00	0.00	25.27	0	0	85	0	224	-224
3121+00	312100.00	100.00	0.00	0.00	14.62	0	0	74	0	316	-316
3122+00	312200.00	100.00	0.00	0.00	9.66	0	0	45	0	373	-373
3123+00	312300.00	100.00	0.00	0.00	8.97	0	0	34	0	415	-415
3123+53.4	312353.40	53.40	0.00	0.00	8.55	0	0	17	0	436	-436
3124+00	312400.00	46.60	0.00	0.00	12.49	0	0	18	0	459	-459
3124+72.099	312472.10	72.10	0.00	0.00	21.15	0	0	45	0	515	-515
3124+97.1	312497.10	25.00	0.00	0.00	16.54	0	0	17	0	536	-536
3125+00	312500.00	2.90	0.00	0.00	17.20	0	0	2	0	539	-539
3125+22	312522.00	22.00	0.00	0.00	0.00	0	0	7	0	548	-548

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3129+00	312900.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3129+25	312925.00	25.00	0.00	0.00	1.69	0	0	1	0	1	-1
3130+00	313000.00	75.00	0.00	0.00	5.43	0	0	10	0	14	-14
3131+00	313100.00	100.00	0.00	0.00	5.73	0	0	21	0	40	-40
3131+24.137	313124.14	24.14	0.00	0.00	6.83	0	0	6	0	48	-48
3131+50	313150.00	25.86	0.00	0.00	7.62	0	0	7	0	56	-56
3132+00	313200.00	50.00	0.00	0.00	10.22	0	0	17	0	78	-78
3132+25	313225.00	25.00	0.00	0.00	7.54	0	0	8	0	88	-88
3132+43.209	313243.21	18.21	0.00	0.00	4.79	0	0	4	0	93	-93
3132+68.21	313268.21	25.00	0.00	0.00	4.79	0	0	4	0	98	-98
3132+93.21	313293.21	25.00	0.00	0.00	5.13	0	0	5	0	104	-104
3133+00	313300.00	6.79	0.00	0.00	5.22	0	0	1	0	105	-105
3133+75.74	313375.74	75.74	0.00	0.00	8.56	0	0	19	0	129	-129
3134+00	313400.00	24.26	0.00	0.00	18.72	0	0	12	0	144	-144
3134+94.44	313494.44	94.44	0.00	0.00	40.50	0	0	104	0	274	-274
3135+00	313500.00	5.56	0.00	0.00	39.60	0	0	8	0	284	-284
3135+19.44	313519.44	19.44	0.00	0.00	41.58	0	0	29	0	320	-320
3135+44	313544.00	24.56	0.00	0.00	0.00	0	0	19	0	344	-344

PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\DESIGN\QUANTITIES\EWKDETAILREPORTS\71\090101_EW.DWG
LAYOUT NAME - 05

PLOT DATE : 6/29/2022 2:35 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
2995+32	299532.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2995+56.973	299556.97	24.97	0.00	0.00	72.98	0	0	34	0	43	-43
2995+81.973	299581.97	25.00	0.00	0.00	74.55	0	0	68	0	128	-128
2996+00	299600.00	18.03	0.00	0.00	74.04	0	0	50	0	190	-190
2997+00	299700.00	100.00	0.00	0.00	112.91	0	0	346	0	623	-623
2997+10.47	299710.47	10.47	0.00	0.00	111.24	0	0	43	0	676	-676
2998+00	299800.00	89.53	0.00	0.00	101.70	0	0	353	0	1,118	-1,118
2999+00	299900.00	100.00	0.00	0.00	115.53	0	0	402	0	1,620	-1,620
3000+00	300000.00	100.00	0.00	0.00	104.80	0	0	408	0	2,130	-2,130
3001+00	300100.00	100.00	0.00	0.00	25.60	0	0	241	0	2,431	-2,431
3002+00	300200.00	100.00	0.00	0.00	7.79	0	0	62	0	2,509	-2,509
3002+16.29	300216.29	16.29	0.00	0.00	41.47	0	0	15	0	2,528	-2,528
3003+00	300300.00	83.71	0.00	0.00	6.64	0	0	75	0	2,621	-2,621
3004+00	300400.00	100.00	0.00	0.00	7.56	0	0	26	0	2,654	-2,654
3005+00	300500.00	100.00	0.00	0.00	3.35	0	0	20	0	2,679	-2,679
3005+10	300510.00	10.00	0.00	0.00	0.00	0	0	1	0	2,680	-2,680

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3010+75	301075.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3011+00	301100.00	25.00	0.00	0.00	1.25	0	0	1	0	1	-1
3012+00	301200.00	100.00	0.00	0.00	8.20	0	0	17	0	23	-23
3013+00	301300.00	100.00	0.00	0.00	8.94	0	0	32	0	63	-63
3014+00	301400.00	100.00	0.00	0.00	17.92	0	0	50	0	125	-125
3015+00	301500.00	100.00	0.00	0.00	13.28	0	0	58	0	198	-198
3016+00	301600.00	100.00	0.00	0.00	9.64	0	0	42	0	250	-250
3017+00	301700.00	100.00	0.00	0.00	1.97	0	0	22	0	278	-278
3017+25	301725.00	25.00	0.00	0.00	0.00	0	0	1	0	279	-279

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3020+75	302075.00	25.00	0.00	0.00	0.00	0	0	0	0	0	0
3021+00	302100.00	25.00	0.00	0.00	9.87	0	0	5	0	6	-6
3022+00	302200.00	100.00	0.00	0.00	8.92	0	0	35	0	50	-50
3023+00	302300.00	100.00	0.00	0.00	12.35	0	0	39	0	99	-99
3024+00	302400.00	100.00	0.00	0.00	8.33	0	0	38	0	146	-146
3025+00	302500.00	100.00	0.00	0.00	4.37	0	0	24	0	176	-176
3026+00	302600.00	100.00	0.00	0.00	4.33	0	0	16	0	196	-196
3026+25	302625.00	25.00	0.00	0.00	0.00	0	0	2	0	199	-199
3026+50	302650.00	25.00	0.00	0.00	0.00	0	0	0	0	199	-199
3027+00	302700.00	50.00	0.00	0.00	0.00	0	0	0	0	199	-199

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3034+75	303475.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3035+00	303500.00	25.00	0.00	0.00	11.98	0	0	6	0	8	-8
3036+00	303600.00	100.00	0.00	0.00	7.07	0	0	35	0	51	-51
3036+05	303605.00	5.00	0.00	0.00	6.73	0	0	1	0	53	-53
3037+00	303700.00	95.00	0.00	0.00	2.75	0	0	17	0	74	-74
3038+00	303800.00	100.00	0.00	0.00	6.94	0	0	18	0	96	-96
3038+25	303825.00	25.00	0.00	0.00	0.00	0	0	3	0	100	-100

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3062+00	306200.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3062+10	306210.00	10.00	0.00	0.00	4.50	0	0	1	0	1	-1
3062+97	306297.18	87.18	0.00	0.00	19.02	0	0	38	0	49	-49
3063+00	306300.00	2.82	0.00	0.00	19.54	0	0	2	0	51	-51
3064+00	306400.00	100.00	0.00	0.00	3.56	0	0	43	0	105	-105
3065+00	306500.00	100.00	0.00	0.00	5.25	0	0	16	0	125	-125
3066+00	306600.00	100.00	0.00	0.00	4.14	0	0	17	0	146	-146
3067+00	306700.00	100.00	0.00	0.00	2.25	0	0	12	0	161	-161
3067+50	306750.00	50.00	0.00	0.00	2.21	0	0	4	0	166	-166
3067+75	306775.00	25.00	0.00	0.00	0.00	0	0	1	0	168	-168

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3097+00	309700.00	25.00	0.00	0.00	0.00	0	0	0	0	0	0
3098+00	309800.00	100.00	0.00	0.00	4.20	0	0	8	0	10	-10
3099+00	309900.00	100.00	0.00	0.00	3.08	0	0	13	0	26	-26
3100+00	310000.00	100.00	0.00	0.00	3.29	0	0	12	0	41	-41
3101+00	310100.00	100.00	0.00	0.00	2.69	0	0	11	0	55	-55
3101+25	310125.00	25.00	0.00	0.00	0.00	0	0	1	0	56	-56

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3128+00	312800.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3128+25	312825.00	25.00	0.00	0.00	32.22	0	0	15	0	19	-19
3129+00	312900.00	75.00	0.00	0.00	11.82	0	0	61	0	95	-95
3129+25	312925.00	25.00	0.00	0.00	9.61	0	0	10	0	108	-108
3130+00	313000.00	75.00	0.00	0.00	2.72	0	0	17	0	129	-129
3131+00	313100.00	100.00	0.00	0.00	7.79	0	0	19	0	153	-153
3131+24.137	313124.14	24.14	0.00	0.00	5.54	0	0	6	0	160	-160
3131+50	313150.00	25.86	0.00	0.00	4.41	0	0	5	0	166	-166
3132+00	313200.00	50.00	0.00	0.00	13.30	0	0	16	0	186	-186
3132+25	313225.00	25.00	0.00	0.00	0.00	0	0	6	0	194	-194

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3244+75A	324475.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3245+00A	324500.00	25.00	0.00	0.00	1.78	0	0	1	0	1	-1
3246+00A	324600.00	100.00	0.00	0.00	2.81	0	0	8	0	11	-11
3247+00A	324700.00	100.00	0.00	0.00	2.02	0	0	9	0	23	-23
3248+00A	324800.00	100.00	0.00	0.00	3.74	0	0	11	0	36	-36
3248+74A	324874.00	74.00	0.00	0.00	21.90	0	0	35	0	80	-80
3249+00A	324900.00	26.00	0.00	0.00	1.12	0	0	11	0	94	-94
3249+50A	324950.00	50.00	0.00	0.00	0.21	0	0	1	0	95	-95
3249+75A	324975.00	25.00	0.00	0.00	0.00	0	0	0	0	95	-95

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3444+75A	344475.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3445+00A	344500.00	25.00	0.00	0.00	0.83	0	0	0	0	0	0
3446+00A	344600.00	100.00	0.00	0.00	8.03	0	0	16	0	20	-20
3447+00A	344700.00	100.00	0.00	0.00	8.06	0	0	30	0	58	-58
3448+00A	344800.00	100.00	0.00	0.00	2.88	0	0	20	0	83	-83
3448+25A	344825.00	25.00	0.00	0.00	0.00	0	0	1	0	84	-84

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3522+25A	352225.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3522+50A	352250.00	25.00	0.00	0.00	28.46	0	0	13	0	16	-16
3523+00A	352300.00	50.00	0.00	0.00	24.33	0	0	49	0	78	-78
3524+00A	352400.00	100.00	0.00	0.00	16.77	0	0	76	0	173	-173
3525+00A	352500.00	100.00	0.00	0.00	13.45	0	0	56	0	243	-243
3526+00A	352600.00	100.00	0.00	0.00	16.77	0	0	56	0	313	-313
3527+00A	352700.00	100.00	0.00	0.00	36.01	0	0	98	0	435	-435
3528+00A	352800.00	100.00	0.00	0.00	20.56	0	0	105	0	566	-566
3529+00A	352900.00	100.00	0.00	0.00	14.70	0	0	65	0	648	-648
3530+00A	353000.00	100.00	0.00	0.00	17.15	0	0	59	0	721	-721
3530+50A	353050.00	50.00	0.00	0.00	15.24	0	0	30	0	759	-759
3530+75A	353075.00	25.00	0.00	0.00	0.00	0	0	7	0	768	-768

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3532+75A	353275.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3533+00A	353300.00	25.00	0.00	0.00	3.21	0	0	1	0	1	-1
3534+00A	353400.00	100.00	0.00	0.00	6.53	0	0	18	0	24	-24
3535+00A	353500.00	100.00	0.00	0.00	3.56	0	0	19	0	48	-48
3536+00A	353600.00	100.00	0.00	0.00	2.92	0	0	12	0	63	-63
3536+25A	353625.00	25.00	0.00	0.00	0.00	0	0	1	0	64	-64

PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\DESIGN\QUANTITIES\EWKDETAILREPORTS\71\090101_EW.DWG
LAYOUT NAME - 08

PLOT DATE : 6/29/2022 2:35 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3624+76A	362475.60	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3625+26A	362525.60	50.00	0.00	0.00	1.36	0	0	1	0	1	-1
3626+26A	362625.60	100.00	0.00	0.00	7.79	0	0	17	0	23	-23
3627+26A	362725.60	100.00	0.00	0.00	4.76	0	0	23	0	51	-51
3628+01A	362800.60	75.00	0.00	0.00	8.05	0	0	18	0	74	-74
3628+04A	362803.60	3.00	0.00	0.00	9.55	0	0	1	0	75	-75
3628+26A	362825.60	22.00	0.00	0.00	5.08	0	0	6	0	83	-83
3629+01A	362900.60	75.00	0.00	0.00	0.00	0	0	7	0	91	-91

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
2347+00B	234700.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2347+50B	234750.00	50.00	0.00	0.00	3.05	0	0	3	0	4	-4
2348+00B	234800.00	50.00	0.00	0.00	4.02	0	0	7	0	13	-13
2349+00B	234900.00	100.00	0.00	0.00	0.68	0	0	9	0	24	-24
2350+00B	235000.00	100.00	0.00	0.00	10.65	0	0	21	0	50	-50
2350+25B	235025.00	25.00	0.00	0.00	0.00	0	0	5	0	56	-56

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
2351+00B	235100.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2351+25B	235125.00	25.00	0.00	0.00	5.82	0	0	3	0	4	-4
2352+00B	235200.00	75.00	0.00	0.00	40.08	0	0	64	0	84	-84
2353+00B	235300.00	100.00	0.00	0.00	66.46	0	0	197	0	330	-330
2354+00B	235400.00	100.00	0.00	0.00	83.82	0	0	278	0	678	-678
2355+00B	235500.00	100.00	0.00	0.00	77.76	0	0	299	0	1,051	-1,051
2356+00B	235600.00	100.00	0.00	0.00	61.40	0	0	258	0	1,374	-1,374
2356+98B	235698.28	98.28	0.00	0.00	111.73	0	0	315	0	1,768	-1,768
2357+00B	235700.00	1.72	0.00	0.00	107.71	0	0	7	0	1,776	-1,776
2358+00B	235800.00	100.00	0.00	0.00	125.10	0	0	431	0	2,315	-2,315
2359+00B	235900.00	100.00	0.00	0.00	160.39	0	0	529	0	2,976	-2,976
2359+73B	235973.11	73.11	0.00	0.00	191.94	0	0	477	0	3,573	-3,573
2360+00B	236000.00	26.89	0.00	0.00	210.06	0	0	200	0	3,823	-3,823
2361+00B	236100.00	100.00	0.00	0.00	314.48	0	0	971	0	5,036	5,036
2361+17B	236116.58	16.58	0.00	0.00	335.13	0	0	199	0	5,285	-5,285
2361+42B	236141.58	25.00	0.00	0.00	328.06	0	0	307	0	5,669	-5,669
2361+67B	236166.58	25.00	0.00	0.00	0.00	0	0	152	0	5,859	-5,859

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2374+00B	237400.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2374+25B	237425.00	25.00	0.00	0.00	111.29	0	0	52	0	65	-65
2375+00B	237500.00	75.00	0.00	0.00	74.01	0	0	257	0	386	386
2376+00B	237600.00	100.00	0.00	0.00	67.94	0	0	263	0	715	-715
2377+00B	237700.00	100.00	0.00	0.00	30.67	0	0	183	0	944	-944
2378+00B	237800.00	100.00	0.00	0.00	16.53	0	0	87	0	1,053	-1,053
2379+00B	237900.00	100.00	0.00	0.00	15.42	0	0	59	0	1,126	-1,126
2380+00B	238000.00	100.00	0.00	0.00	19.81	0	0	65	0	1,208	-1,208
2381+00B	238100.00	100.00	0.00	0.00	16.96	0	0	68	0	1,293	-1,293
2382+00B	238200.00	100.00	0.00	0.00	9.05	0	0	48	0	1,353	-1,353
2383+00B	238300.00	100.00	0.00	0.00	10.69	0	0	37	0	1,399	-1,399
2384+00B	238400.00	100.00	0.00	0.00	7.08	0	0	33	0	1,440	-1,440
2385+00B	238500.00	100.00	0.00	0.00	7.68	0	0	27	0	1,474	-1,474
2386+00B	238600.00	100.00	0.00	0.00	10.50	0	0	34	0	1,516	-1,516
2387+00B	238700.00	100.00	0.00	0.00	9.64	0	0	37	0	1,563	-1,563
2388+00B	238800.00	100.00	0.00	0.00	14.06	0	0	44	0	1,618	-1,618
2389+00B	238900.00	100.00	0.00	0.00	16.99	0	0	58	0	1,690	-1,690
2390+00B	239000.00	100.00	0.00	0.00	17.41	0	0	64	0	1,770	-1,770
2391+00B	239100.00	100.00	0.00	0.00	16.46	0	0	63	0	1,849	-1,849
2392+00B	239200.00	100.00	0.00	0.00	16.60	0	0	61	0	1,925	-1,925
2393+00B	239300.00	100.00	0.00	0.00	18.71	0	0	65	0	2,006	-2,006
2394+00B	239400.00	100.00	0.00	0.00	16.89	0	0	66	0	2,089	-2,089
2395+00B	239500.00	100.00	0.00	0.00	15.78	0	0	61	0	2,165	-2,165
2396+00B	239600.00	100.00	0.00	0.00	16.95	0	0	61	0	2,241	-2,241
2396+64B	239663.98	63.98	0.00	0.00	23.57	0	0	48	0	2,301	2,301
2397+00B	239700.00	36.02	0.00	0.00	28.78	0	0	35	0	2,345	-2,345
2397+82B	239782.48	82.48	0.00	0.00	24.22	0	0	81	0	2,446	-2,446
2398+07B	239807.48	25.00	0.00	0.00	14.14	0	0	18	0	2,469	-2,469
2398+33B	239833.48	26.00	0.00	0.00	0.00	0	0	7	0	2,478	-2,478

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			SALVAGED/UNUSABLE CUT PAVEMENT MATERIAL FILL			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	FXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
2399+75B	239975.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2400+00B	240000.00	25.00	0.00	0.00	1.26	0	0	1	0	1	-1
2401+00B	240100.00	100.00	0.00	0.00	15.57	0	0	31	0	40	-40
2402+00B	240200.00	100.00	0.00	0.00	12.59	0	0	50	0	103	-103
2403+00B	240300.00	100.00	0.00	0.00	15.18	0	0	50	0	165	-165
2404+00B	240400.00	100.00	0.00	0.00	11.45	0	0	49	0	226	-226
2405+00B	240500.00	100.00	0.00	0.00	9.30	0	0	38	0	274	274
2406+00B	240600.00	100.00	0.00	0.00	7.61	0	0	31	0	313	-313
2407+00B	240700.00	100.00	0.00	0.00	7.15	0	0	27	0	346	-346
2408+00B	240800.00	100.00	0.00	0.00	11.20	0	0	34	0	389	-389
2409+00B	240900.00	100.00	0.00	0.00	10.25	0	0	40	0	439	-439
2410+00B	241000.00	100.00	0.00	0.00	9.08	0	0	36	0	484	-484
2411+00B	241100.00	100.00	0.00	0.00	4.92	0	0	26	0	516	-516
2412+00B	241200.00	100.00	0.00	0.00	5.53	0	0	19	0	540	540
2413+00B	241300.00	100.00	0.00	0.00	4.20	0	0	18	0	563	-563
2414+00B	241400.00	100.00	0.00	0.00	10.68	0	0	28	0	598	-598
2415+00B	241500.00	100.00	0.00	0.00	10.07	0	0	38	0	645	-645
2416+00B	241600.00	100.00	0.00	0.00	8.34	0	0	34	0	688	-688
2417+00B	241700.00	100.00	0.00	0.00	10.42	0	0	35	0	731	-731
2418+00B	241800.00	100.00	0.00	0.00	7.92	0	0	34	0	774	-774
2419+00B	241900.00	100.00	0.00	0.00	9.68	0	0	33	0	815	-815
2420+00B	242000.00	100.00	0.00	0.00	7.55	0	0	32	0	855	-855
2421+00B	242100.00	100.00	0.00	0.00	8.26	0	0	29	0	891	-891
2421+25B	242125.00	25.00	0.00	0.00	0.00	0	0	4	0	896	-896

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PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET	E

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	FXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3169+75	316975.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3170+00	317000.00	25.00	4.71	0.00	5.23	2	0	2	2	3	-1
3171+00	317100.00	100.00	4.29	0.00	4.57	17	0	18	19	25	6
3172+00	317200.00	100.00	3.99	0.00	4.76	15	0	17	34	46	-12
3173+00	317300.00	100.00	2.56	0.00	5.83	12	0	20	46	71	-25
3174+00	317400.00	100.00	4.73	0.00	0.83	13	0	12	59	86	-27
3175+00	317500.00	100.00	4.54	0.00	1.40	17	0	4	76	91	-15
3176+00	317600.00	100.00	4.35	0.00	1.91	16	0	6	92	99	7
3177+00	317700.00	100.00	3.49	0.00	1.16	15	0	6	107	106	1
3178+00	317800.00	100.00	4.07	0.00	2.28	14	0	6	121	114	7
3179+00	317900.00	100.00	3.81	0.00	3.44	15	0	11	136	128	9
3180+00	318000.00	100.00	3.87	0.00	5.25	14	0	16	150	148	3
3181+00	318100.00	100.00	3.07	0.00	6.87	13	0	22	163	175	-12
3182+00	318200.00	100.00	3.72	0.00	5.63	13	0	23	176	204	-28
3183+00	318300.00	100.00	4.29	0.00	11.99	15	0	33	191	245	-54
3184+00	318400.00	100.00	4.78	0.00	10.08	17	0	41	208	296	-88
3185+00	318500.00	100.00	4.40	0.00	8.82	17	0	35	225	340	-115
3186+00	318600.00	100.00	3.68	0.00	12.31	15	0	39	240	389	-149
3187+00	318700.00	100.00	1.34	0.00	31.02	9	0	80	249	489	-240
3188+00	318800.00	100.00	1.65	0.00	41.93	6	0	135	255	658	-403
3189+00	318900.00	100.00	3.01	0.00	41.32	9	0	154	264	850	586
3190+00	319000.00	100.00	4.25	0.00	34.09	13	0	140	277	1,025	-748
3191+00	319100.00	100.00	3.92	0.00	30.58	15	0	120	292	1,175	-883
3192+00	319200.00	100.00	3.83	0.00	32.49	14	0	117	306	1,321	-1,015
3193+00	319300.00	100.00	3.74	0.00	59.78	14	0	171	320	1,535	-1,215
3194+00	319400.00	100.00	4.14	0.00	36.13	15	0	178	335	1,758	-1,423
3195+00	319500.00	100.00	4.80	0.00	32.75	17	0	128	352	1,918	-1,566
3196+00	319600.00	100.00	4.33	0.00	36.04	17	0	127	369	2,076	-1,707
3197+00	319700.00	100.00	3.86	0.00	34.25	15	0	130	384	2,239	-1,855
3198+00	319800.00	100.00	3.25	0.00	50.08	13	0	156	397	2,434	-2,037
3198+15	319815.00	15.00	3.52	0.00	50.09	2	0	28	399	2,469	-2,070
3198+40.18	319840.18	25.18	4.14	0.00	44.30	4	0	44	403	2,524	-2,121
3198+65.18	319865.18	25.00	6.22	0.00	36.74	5	0	38	408	2,571	-2,163
3199+00	319900.00	34.82	5.98	0.00	31.68	8	0	44	416	2,626	2,210
3200+00	320000.00	100.00	4.26	0.00	27.80	19	0	110	435	2,764	-2,329
3201+00	320100.00	100.00	4.13	0.00	28.45	16	0	104	451	2,894	-2,443
3201+64	320164.00	64.00	3.74	0.00	109.86	9	0	164	460	3,099	-2,639
3202+00	320200.00	36.00	4.39	0.00	25.39	5	0	90	465	3,211	-2,746
3203+00	320300.00	100.00	4.20	0.00	27.58	16	0	98	481	3,334	2,853
3204+00	320400.00	100.00	3.73	0.00	29.38	15	0	105	496	3,465	-2,969
3205+00	320500.00	100.00	2.79	0.00	40.11	12	0	129	508	3,626	-3,118
3206+00	320600.00	100.00	2.95	0.00	34.36	11	0	138	519	3,799	-3,280
3207+00	320700.00	100.00	3.48	0.00	31.16	12	0	121	531	3,950	-3,419
3208+00	320800.00	100.00	3.74	0.00	30.63	13	0	114	544	4,093	3,549
3209+00	320900.00	100.00	5.19	0.00	21.18	17	0	96	561	4,213	-3,652
3210+00	321000.00	100.00	2.85	0.00	22.45	15	0	81	576	4,314	-3,738
3211+00	321100.00	100.00	4.72	0.00	15.09	14	0	70	590	4,401	-3,811
3212+00	321200.00	100.00	3.04	0.00	27.86	14	0	80	604	4,501	-3,897
3213+00	321300.00	100.00	3.78	0.00	26.43	13	0	101	617	4,628	4,011
3214+00	321400.00	100.00	3.87	0.00	22.05	14	0	90	631	4,740	-4,109
3215+00	321500.00	100.00	3.84	0.00	20.87	14	0	79	645	4,839	-4,194
3216+00	321600.00	100.00	4.23	0.00	19.81	15	0	75	660	4,933	-4,273
3217+00	321700.00	100.00	4.51	0.00	19.85	16	0	73	676	5,024	-4,348
3218+00	321800.00	100.00	3.74	0.00	27.05	15	0	87	691	5,133	4,442
3219+00	321900.00	100.00	3.97	0.00	22.79	14	0	92	705	5,248	-4,543

DIVISION -- IH 94 EB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3220+00	322000.00	100.00	3.40	0.00	24.16	14	0	87	719	5,356	-4,637
3221+00	322100.00	100.00	4.67	0.00	15.07	15	0	73	734	5,448	4,714
3222+00	322200.00	100.00	4.62	0.00	14.38	17	0	55	751	5,516	-4,765
3223+00	322300.00	100.00	4.03	0.00	20.10	16	0	64	767	5,596	-4,829
3224+00	322400.00	100.00	4.81	0.00	17.08	16	0	69	783	5,683	-4,900
3225+00	322500.00	100.00	4.80	0.00	17.18	18	0	63	801	5,761	-4,960
3226+00	322600.00	100.00	3.89	0.00	18.24	16	0	66	817	5,844	5,027
3227+00	322700.00	100.00	5.01	0.00	15.75	16	0	63	833	5,923	-5,090
3228+00	322800.00	100.00	5.68	0.00	15.31	20	0	58	853	5,995	-5,142
3229+00	322900.00	100.00	4.94	0.00	12.76	20	0	52	873	6,060	-5,187
3230+00	323000.00	100.00	5.42	0.00	47.03	19	0	111	892	6,199	-5,307
3231+00	323100.00	100.00	5.57	0.00	20.96	20	0	126	912	6,356	-5,444
3232+00	323200.00	100.00	4.12	0.00	32.58	18	0	99	930	6,480	-5,550
3233+00	323300.00	100.00	4.83	0.00	28.79	17	0	114	947	6,623	-5,676
3234+00	323400.00	100.00	4.80	0.00	26.11	18	0	102	965	6,750	-5,785
3235+00	323500.00	100.00	4.76	0.00	22.95	18	0	91	983	6,864	-5,881
3236+00	323600.00	100.00	4.54	0.00	7.83	17	0	57	1,000	6,935	-5,935
3237+00	323700.00	100.00	3.74	0.00	5.48	15	0	25	1,015	6,966	-5,951
3237+50	323750.00	50.00	5.08	0.00	0.72	8	0	6	1,023	6,974	5,951
3237+75	323775.00	25.00	0.00	0.00	0.00	2	0	0	1,025	6,974	-5,949

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3497+75	349775.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3498+00	349800.00	25.00	0.00	0.00	1.48	0	0	1	0	1	-1
3499+00	349900.00	100.00	0.00	0.00	2.91	0	0	8	0	11	-11
3500+00	350000.00	100.00	0.00	0.00	3.28	0	0	11	0	25	-25
3501+00	350100.00	100.00	0.00	0.00	8.16	0	0	21	0	51	-51
3502+00	350200.00	100.00	0.00	0.00	5.78	0	0	26	0	84	-84
3503+00	350300.00	100.00	0.00	0.00	3.71	0	0	18	0	106	-106
3504+00	350400.00	100.00	0.00	0.00	0.60	0	0	8	0	116	-116
3505+00	350500.00	100.00	0.00	0.00	1.31	0	0	4	0	121	-121
3505+25	350525.00	25.00	0.00	0.00	0.00	0	0	1	0	123	-123

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
2386+00B	238600.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2386+25B	238625.00	25.00	0.00	0.00	2.77	0	0	1	0	1	-1
2387+00B	238700.00	75.00	0.00	0.00	3.65	0	0	9	0	13	-13
2388+00B	238800.00	100.00	0.00	0.00	8.28	0	0	22	0	40	-40
2389+00B	238900.00	100.00	0.00	0.00	11.68	0	0	37	0	86	-86
2390+00B	239000.00	100.00	0.00	0.00	12.51	0	0	45	0	143	-143
2391+00B	239100.00	100.00	0.00	0.00	9.00	0	0	40	0	193	-193
2392+00B	239200.00	100.00	0.00	0.00	6.57	0	0	29	0	229	-229
2393+00B	239300.00	100.00	0.00	0.00	6.21	0	0	24	0	259	-259
2394+00B	239400.00	100.00	0.00	0.00	9.02	0	0	28	0	294	-294
2395+00B	239500.00	100.00	0.00	0.00	25.60	0	0	64	0	374	-374
2396+00B	239600.00	100.00	0.00	0.00	29.45	0	0	102	0	501	-501
2396+64B	239663.98	63.98	0.00	0.00	20.01	0	0	59	0	575	-575
2397+00B	239700.00	36.02	0.00	0.00	25.85	0	0	31	0	614	-614
2397+82B	239782.48	82.48	0.00	0.00	0.03	0	0	40	0	664	-664
2398+07B	239807.48	25.00	0.00	0.00	11.35	0	0	5	0	670	-670
2398+33B	239833.48	26.00	0.00	0.00	0.00	0	0	5	0	676	-676

DIVISION -- IH 90 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
2403+50B	240350.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
2403+75B	240375.00	25.00	0.00	0.00	0.07	0	0	0	0	0	0
2404+00B	240400.00	25.00	0.00	0.00	0.64	0	0	0	0	0	0
2405+00B	240500.00	100.00	0.00	0.00	11.60	0	0	23	0	29	-29
2406+00B	240600.00	100.00	0.00	0.00	21.16	0	0	61	0	105	-105
2407+00B	240700.00	100.00	0.00	0.00	18.47	0	0	73	0	196	-196
2408+00B	240800.00	100.00	0.00	0.00	22.90	0	0	77	0	293	-293
2409+00B	240900.00	100.00	0.00	0.00	31.68	0	0	101	0	419	-419
2410+00B	241000.00	100.00	0.00	0.00	25.38	0	0	106	0	551	-551
2411+00B	241100.00	100.00	0.00	0.00	23.82	0	0	91	0	665	-665
2412+00B	241200.00	100.00	0.00	0.00	22.38	0	0	86	0	773	-773
2413+00B	241300.00	100.00	0.00	0.00	26.54	0	0	91	0	886	-886
2414+00B	241400.00	100.00	0.00	0.00	37.71	0	0	119	0	1,035	-1,035
2415+00B	241500.00	100.00	0.00	0.00	36.12	0	0	137	0	1,206	-1,206
2416+00B	241600.00	100.00	0.00	0.00	37.02	0	0	135	0	1,375	-1,375
2417+00B	241700.00	100.00	0.00	0.00	14.27	0	0	95	0	1,494	-1,494
2418+00B	241800.00	100.00	0.00	0.00	4.17	0	0	34	0	1,536	-1,536
2419+00B	241900.00	100.00	0.00	0.00	0.40	0	0	8	0	1,546	-1,546
2419+25B	241925.00	25.00	0.00	0.00	0.00	0	0	0	0	1,546	-1,546

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.25	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
3215+00	321500.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
3216+00	321600.00	100.00	4.59	0.00	6.00	0.00	8	0	11	0	8	14	0	-6
3217+00	321700.00	100.00	7.44	0.00	16.77	0.00	22	0	42	0	30	66	0	-36
3218+00	321800.00	100.00	8.34	0.00	15.16	0.00	29	0	59	0	59	140	0	-81
3219+00	321900.00	100.00	7.95	0.00	22.00	0.00	30	0	69	0	89	226	0	-137
3220+00	322000.00	100.00	8.42	0.00	38.62	0.00	30	0	112	0	119	366	0	-247
3221+00	322100.00	100.00	10.70	0.00	195.00	96.30	35	0	433	178	154	908	223	-754
3222+00	322200.00	100.00	8.50	0.00	195.00	74.50	36	0	722	316	190	1,810	618	-1,620
3223+00	322300.00	100.00	9.60	0.00	195.00	69.50	34	0	722	267	224	2,713	951	-2,489
3224+00	322400.00	100.00	9.30	0.00	195.00	50.80	35	0	722	223	259	3,615	1,230	-3,356
3225+00	322500.00	100.00	10.13	0.00	47.78	0.00	36	0	450	94	295	4,178	1,348	-3,883
3226+00	322600.00	100.00	4.43	0.00	16.36	0.00	27	0	119	0	322	4,326	1,348	-4,004
3227+00	322700.00	100.00	4.27	0.00	6.48	0.00	16	0	42	0	338	4,379	1,348	-4,041
3228+00	322800.00	100.00	0.00	0.00	0.00	0.00	8	0	12	0	346	4,394	1,348	-4,048
3229+00	322900.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	346	4,394	1,348	-4,048

DIVISION - IH94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL		CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 8
3223+25A	322325.00	0.00	5.24	0.00	9.59	0	0	0		0	0	0
3224+00A	322400.00	75.00	5.17	0.00	11.01	14	0	29		14	36	-22
3225+00A	322500.00	100.00	5.14	0.00	12.41	19	0	43		33	90	-57
3226+00A	322600.00	100.00	4.45	0.00	18.61	18	0	57		51	161	-110
3227+00A	322700.00	100.00	4.29	0.00	23.81	16	0	79		67	260	-193
3227+38A	322738.16	38.16	5.20	0.00	24.28	7	0	34		74	303	-229
3228+00A	322800.00	61.84	8.01	0.00	32.42	15	0	65		89	384	-295
3228+88A	322888.16	88.16	15.09	0.00	9.58	38	0	69		127	470	343
3229+00A	322900.00	11.84	16.09	0.00	6.39	7	0	4		134	475	-341
3229+51A	322951.32	51.32	12.19	0.00	5.21	27	0	11		161	489	-328
3229+64A	322963.98	12.66	11.24	0.00	6.41	5	0	3		166	493	-327
3230+00A	323000.00	36.02	8.54	0.00	7.35	13	0	9		179	504	-325
3230+89A	323088.98	88.98	9.39	0.00	5.40	30	0	21		209	530	-321
3231+00A	323100.00	11.02	10.45	0.00	3.96	4	0	2		213	533	-320
3231+02A	323101.65	1.65	10.67	0.00	2.85	1	0	0		214	533	-319
3231+65A	323164.82	63.17	9.60	0.00	10.69	24	0	16		238	553	-315
3232+00A	323200.00	35.18	12.17	0.00	18.08	14	0	19		252	576	-324
3233+00A	323300.00	100.00	5.49	0.00	9.03	33	0	50		285	639	-354
3233+15A	323314.82	14.82	4.87	0.00	6.58	3	0	4		288	644	-356
3234+00A	323400.00	85.18	4.44	0.00	8.42	15	0	24		303	674	371
3234+15A	323415.00	15.00	5.29	0.00	8.56	3	0	5		306	680	-374
3235+00A	323500.00	85.00	5.24	0.00	7.77	17	0	26		323	713	-390

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3235+00A	323500.00	0.00	5.12	0.00	8.25	0	0	0	0	0	0
3236+00A	323600.00	100.00	4.47	0.00	15.48	18	0	44	18	55	-37
3237+00A	323700.00	100.00	5.87	0.00	13.45	19	0	54	37	123	-86
3238+00A	323800.00	100.00	5.20	0.00	8.00	21	0	40	58	173	-115
3239+00A	323900.00	100.00	5.50	0.00	9.99	20	0	33	78	214	-136
3240+00A	324000.00	100.00	4.28	0.00	9.96	18	0	37	96	260	-164
3241+00A	324100.00	100.00	5.49	0.00	8.36	18	0	34	114	303	-189
3242+00A	324200.00	100.00	4.79	0.00	10.24	19	0	34	133	345	-212
3243+00A	324300.00	100.00	4.73	0.00	13.74	18	0	44	151	400	-249
3244+00A	324400.00	100.00	4.70	0.00	16.88	17	0	57	168	471	-303
3245+00A	324500.00	100.00	3.20	0.00	23.25	15	0	74	183	564	-381
3246+00A	324600.00	100.00	4.29	0.00	29.51	14	0	79	197	663	-466
3247+00A	324700.00	100.00	4.15	0.00	29.26	16	0	72	213	753	-540
3248+00A	324800.00	100.00	5.14	0.00	20.67	17	0	74	230	845	-615
3249+00A	324900.00	100.00	4.07	0.00	17.10	17	0	70	247	933	-686
3250+00A	325000.00	100.00	3.47	0.00	14.79	14	0	59	261	1,006	-745
3251+00A	325100.00	100.00	2.96	0.00	16.45	12	0	58	273	1,079	-806
3252+00A	325200.00	100.00	2.68	0.00	30.57	10	0	87	283	1,188	-905
3253+00A	325300.00	100.00	4.07	0.00	42.27	12	0	135	295	1,356	-1,061
3254+00A	325400.00	100.00	2.82	0.00	44.37	13	0	160	308	1,556	1,248
3255+00A	325500.00	100.00	3.20	0.00	20.60	11	0	120	319	1,706	-1,387
3256+00A	325600.00	100.00	2.64	0.00	22.11	11	0	79	330	1,805	-1,475
3257+00A	325700.00	100.00	4.06	0.00	14.49	12	0	68	342	1,890	-1,548
3258+00A	325800.00	100.00	3.63	0.00	21.11	14	0	66	356	1,973	-1,617
3259+00A	325900.00	100.00	2.75	0.00	21.42	12	0	79	368	2,071	1,703
3260+00A	326000.00	100.00	4.67	0.00	16.77	14	0	71	382	2,160	-1,778
3261+00A	326100.00	100.00	4.96	0.00	9.41	18	0	48	400	2,220	-1,820
3261+23A	326122.59	22.59	5.06	0.00	7.74	4	0	7	404	2,229	-1,825
3262+00A	326200.00	77.41	5.70	0.00	17.36	15	0	36	419	2,274	-1,855
3262+73A	326272.59	72.59	4.69	0.00	60.93	14	0	105	433	2,405	1,972
3263+00A	326300.00	27.41	4.95	0.00	57.13	5	0	60	438	2,480	-2,042
3263+36A	326335.73	35.73	4.91	0.00	51.67	7	0	72	445	2,570	-2,125
3263+48A	326348.39	12.66	4.01	0.00	53.49	2	0	25	447	2,601	-2,154
3264+00A	326400.00	51.61	3.37	0.00	53.23	7	0	102	454	2,729	-2,275
3265+00A	326500.00	100.00	3.93	0.00	53.78	14	0	198	468	2,976	-2,508
3265+10A	326510.90	10.90	3.80	0.00	55.53	2	0	22	470	3,004	-2,534
3265+24A	326523.57	12.66	3.68	0.00	58.52	2	0	27	472	3,038	-2,566
3265+87A	326586.73	63.16	4.70	0.00	48.75	10	0	125	482	3,194	-2,712
3266+00A	326600.00	13.27	4.44	0.00	41.12	2	0	22	484	3,221	-2,737
3267+00A	326700.00	100.00	3.67	0.00	9.32	15	0	93	499	3,338	-2,839
3267+37A	326736.73	36.73	3.30	0.00	7.57	5	0	11	504	3,351	-2,847
3268+00A	326800.00	63.27	5.94	0.00	1.62	11	0	11	515	3,365	-2,850
3269+00A	326900.00	100.00	5.92	0.00	0.48	22	0	4	537	3,370	-2,833
3270+00A	327000.00	100.00	5.64	0.00	1.18	21	0	3	558	3,374	-2,816
3271+00A	327100.00	100.00	4.92	0.00	2.81	20	0	7	578	3,383	-2,805
3272+00A	327200.00	100.00	5.07	0.00	3.81	18	0	12	596	3,398	-2,802
3273+00A	327300.00	100.00	5.41	0.00	6.83	19	0	20	615	3,423	-2,808
3274+00A	327400.00	100.00	5.61	0.00	10.23	20	0	32	635	3,463	-2,828
3275+00A	327500.00	100.00	6.30	0.00	11.51	22	0	40	657	3,513	2,856
3276+00A	327600.00	100.00	6.30	0.00	6.99	23	0	34	680	3,555	-2,875

DIVISION -- IH 94 WB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3277+00A	327700.00	100.00	5.77	0.00	7.02	22	0	26	702	3,588	-2,886
3278+00A	327800.00	100.00	4.24	0.00	8.69	19	0	29	721	3,624	-2,903
3279+00A	327900.00	100.00	6.44	0.00	6.29	20	0	28	741	3,659	-2,918
3280+00A	328000.00	100.00	4.70	0.00	6.99	21	0	25	762	3,690	-2,928
3281+00A	328100.00	100.00	6.46	0.00	2.72	21	0	18	783	3,713	-2,930
3282+00A	328200.00	100.00	5.16	0.00	4.64	22	0	14	805	3,730	2,925
3283+00A	328300.00	100.00	4.95	0.00	2.73	19	0	14	824	3,748	-2,924
3284+00A	328400.00	100.00	6.50	0.00	11.14	21	0	26	845	3,780	-2,935
3285+00A	328500.00	100.00	5.72	0.00	23.86	23	0	65	868	3,861	-2,993
3286+00A	328600.00	100.00	7.95	0.00	19.87	25	0	81	893	3,963	3,070
3286+50A	328650.00	50.00	7.95	0.00	0.01	15	0	18	908	3,985	-3,077

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3286+50A	328650.00	0.00	8.25	0.00	0.00	0	0	0	0	0	0
3287+00A	328700.00	50.00	8.27	0.00	0.06	15	0	0	15	0	15
3288+00A	328800.00	100.00	9.42	0.00	0.00	33	0	0	48	0	48
3289+00A	328900.00	100.00	7.42	0.00	0.72	31	0	1	79	1	78
3290+00A	329000.00	100.00	5.71	0.00	4.88	24	0	10	103	14	89
3291+00A	329100.00	100.00	6.41	0.00	4.42	22	0	17	125	35	90
3292+00A	329200.00	100.00	7.03	0.00	0.66	25	0	9	150	46	104
3293+00A	329300.00	100.00	7.10	0.00	1.49	26	0	4	176	51	125
3294+00A	329400.00	100.00	6.14	0.00	8.35	25	0	18	201	74	127
3295+00A	329500.00	100.00	6.12	0.00	9.60	23	0	33	224	115	109
3296+00A	329600.00	100.00	6.26	0.00	5.92	23	0	29	247	151	96
3297+00A	329700.00	100.00	6.27	0.00	3.91	23	0	18	270	174	96
3298+00A	329800.00	100.00	7.23	0.00	1.62	25	0	10	295	186	109
3299+00A	329900.00	100.00	6.48	0.00	2.71	25	0	8	320	196	124
3300+00A	330000.00	100.00	6.78	0.00	2.10	25	0	9	345	208	138
3301+00A	330100.00	100.00	5.17	0.00	16.10	22	0	34	367	250	117
3302+00A	330200.00	100.00	5.99	0.00	30.06	21	0	85	388	356	32
3303+00A	330300.00	100.00	5.53	0.00	34.26	21	0	119	409	505	-96
3304+00A	330400.00	100.00	6.67	0.00	7.82	23	0	78	432	603	-171
3305+00A	330500.00	100.00	5.21	0.00	7.20	22	0	28	454	638	-184
3306+00A	330600.00	100.00	6.25	0.00	6.59	21	0	26	475	670	195
3307+00A	330700.00	100.00	4.86	0.00	3.59	21	0	19	496	694	-198
3308+00A	330800.00	100.00	5.56	0.00	2.10	19	0	11	515	708	-193
3309+00A	330900.00	100.00	7.88	0.00	0.05	25	0	4	540	713	-173
3310+00A	331000.00	100.00	6.53	0.00	3.50	27	0	7	567	721	-154
3311+00A	331100.00	100.00	6.77	0.00	1.18	25	0	9	592	733	141
3312+00A	331200.00	100.00	6.86	0.00	1.17	25	0	4	617	738	-121
3313+00A	331300.00	100.00	0.00	0.00	0.00	13	0	2	630	740	-110
3314+00A	331400.00	100.00	6.54	0.00	0.30	12	0	1	642	741	-99
3315+00A	331500.00	100.00	5.55	0.00	3.81	22	0	8	664	751	-87
3316+00A	331600.00	100.00	4.70	0.00	4.95	19	0	16	683	771	88
3317+00A	331700.00	100.00	5.00	0.00	3.61	18	0	16	701	791	-90
3318+00A	331800.00	100.00	4.80	0.00	10.40	18	0	26	719	824	-105
3318+25A	331825.00	25.00	6.67	0.00	5.59	5	0	7	724	833	-109

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3318+25A	331825.00	0.00	6.50	0.00	5.72	0	0	0	0	0	0
3319+00A	331900.00	75.00	8.98	0.00	1.27	21	0	10	21	13	9
3320+00A	332000.00	100.00	8.44	0.00	0.03	32	0	2	53	15	38
3321+00A	332100.00	100.00	8.44	0.00	0.01	31	0	0	84	15	69
3322+00A	332200.00	100.00	12.76	0.00	0.00	39	0	0	123	15	108
3323+00A	332300.00	100.00	7.17	0.00	0.03	37	0	0	160	15	145
3324+00A	332400.00	100.00	5.78	0.00	10.93	24	0	20	184	40	144
3325+00A	332500.00	100.00	6.30	0.00	9.52	22	0	38	206	88	119
3326+00A	332600.00	100.00	7.09	0.00	2.88	25	0	23	231	116	115
3327+00A	332700.00	100.00	8.28	0.00	0.00	28	0	5	259	123	137
3328+00A	332800.00	100.00	7.69	0.00	0.21	30	0	0	289	123	167
3329+00A	332900.00	100.00	8.50	0.00	11.44	30	0	22	319	150	169
3330+00A	333000.00	100.00	6.76	0.00	18.23	28	0	55	347	219	128
3331+00A	333100.00	100.00	7.20	0.00	5.59	26	0	44	373	274	99
3332+00A	333200.00	100.00	9.33	0.00	0.42	31	0	11	404	288	117
3333+00A	333300.00	100.00	6.99	0.00	2.10	30	0	5	434	294	140
3334+00A	333400.00	100.00	6.69	0.00	2.08	25	0	8	459	304	155
3335+00A	333500.00	100.00	6.52	0.00	2.74	24	0	9	483	315	168
3336+00A	333599.89	99.89	7.15	0.00	3.05	25	0	11	508	329	179
3336+00A	333600.00	0.11	7.15	0.00	3.06	0	0	0	508	329	179
3337+00A	333700.00	100.00	8.98	0.00	19.94	30	0	43	538	383	156
3337+50A	333749.89	49.89	12.33	0.00	8.17	20	0	26	558	415	143
3338+00A	333800.00	50.11	12.66	0.00	1.37	23	0	9	581	426	155
3338+13A	333813.00	13.00	10.76	0.00	1.62	6	0	1	587	428	160
3338+26A	333826.00	13.00	10.93	0.00	2.25	5	0	1	592	429	163
3339+00A	333900.00	74.00	0.01	0.00	7.22	15	0	13	607	445	162
3339+75A	333975.00	75.00	10.52	0.00	7.32	15	0	20	622	470	152
3339+88A	333988.35	13.35	10.37	0.00	9.31	5	0	4	627	475	152
3340+00A	334000.00	11.65	9.72	0.00	11.04	4	0	4	631	480	151
3340+51A	334051.19	51.19	6.91	0.00	45.74	16	0	54	647	548	100
3341+00A	334100.00	48.81	7.42	0.00	23.44	13	0	63	660	626	34
3342+00A	334200.00	100.00	5.75	0.00	2.77	24	0	49	684	688	-4
3342+01A	334200.70	0.70	5.77	0.00	2.72	0	0	0	684	688	-4
3343+00A	334300.00	99.30	6.56	0.00	4.14	23	0	13	707	704	3
3344+00A	334400.00	100.00	6.55	0.00	4.83	24	0	17	731	725	6
3345+00A	334500.00	100.00	7.42	0.00	1.80	26	0	12	757	740	17
3346+00A	334600.00	100.00	7.42	0.00	1.71	27	0	7	784	749	35
3347+00A	334700.00	100.00	6.95	0.00	2.14	27	0	7	811	758	54
3348+00A	334800.00	100.00	7.32	0.00	1.66	26	0	7	837	766	71
3349+00A	334900.00	100.00	7.70	0.00	1.10	28	0	5	865	773	93
3350+00A	335000.00	100.00	7.19	0.00	0.67	28	0	3	893	776	117

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3351+00A	335100.00	0.00	8.96	0.00	0.00	0	0	0	0	0	0
3352+00A	335200.00	100.00	10.96	0.00	0.00	37	0	0	37	0	37
3353+00A	335300.00	100.00	10.52	0.00	0.00	40	0	0	77	0	77
3354+00A	335400.00	100.00	10.47	0.00	0.00	39	0	0	116	0	116
3355+00A	335500.00	100.00	9.83	0.00	0.22	38	0	0	154	0	154
3356+00A	335600.00	100.00	7.03	0.00	19.19	31	0	36	185	45	140
3357+00A	335700.00	100.00	8.82	0.00	25.66	29	0	83	214	149	65
3358+00A	335800.00	100.00	7.27	0.00	0.87	30	0	49	244	210	34
3359+00A	335900.00	100.00	8.86	0.00	0.00	30	0	2	274	213	62
3360+00A	336000.00	100.00	8.28	0.00	0.16	32	0	0	306	213	94
3361+00A	336100.00	100.00	7.19	0.00	1.78	29	0	4	335	218	118
3362+00A	336200.00	100.00	5.71	0.00	3.85	24	0	10	359	230	129
3363+00A	336300.00	100.00	5.95	0.00	2.05	22	0	11	381	244	137
3364+00A	336400.00	100.00	9.24	0.00	0.53	28	0	5	409	250	159
3365+00A	336500.00	100.00	8.28	0.00	0.99	32	0	3	441	254	187

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3376+00A	337600.00	0.00	14.23	0.00	0.00	0	0	0	0	0	0
3377+00A	337700.00	100.00	8.86	0.00	0.00	43	0	0	43	0	43
3377+45A	337744.93	44.93	7.88	0.00	0.00	14	0	0	57	0	57
3378+00A	337800.00	55.07	10.55	0.00	2.04	19	0	2	76	3	74
3378+63A	337863.39	63.39	12.00	0.00	2.96	26	0	6	102	10	92
3378+88A	337888.40	25.01	13.54	0.00	0.13	12	0	1	114	11	103
3379+00A	337900.00	11.60	13.46	0.00	0.01	6	0	0	120	11	109
3379+13A	337913.40	13.40	12.42	0.00	0.00	6	0	0	126	11	115
3380+00A	338000.00	86.60	6.55	0.00	2.31	30	0	4	156	16	140
3381+00A	338100.00	100.00	7.17	0.00	4.69	25	0	13	181	33	149
3381+40A	338140.00	40.00	5.30	0.00	32.10	9	0	27	190	66	124
3382+00A	338200.00	60.00	5.32	0.00	16.84	12	0	54	202	134	68
3383+00A	338300.00	100.00	9.72	0.00	1.22	28	0	33	230	175	55
3383+07A	338306.90	6.90	9.02	0.00	1.02	2	0	0	232	175	57
3383+32A	338331.90	25.00	7.54	0.00	6.62	8	0	4	240	180	60
3383+57A	338356.90	25.00	7.80	0.00	11.20	7	0	8	247	190	57
3384+00A	338400.00	43.10	7.71	0.00	6.68	12	0	14	259	208	52
3384+75A	338475.34	75.34	5.79	0.00	2.79	19	0	13	278	224	54
3385+00A	338500.00	24.66	6.66	0.00	1.31	6	0	2	284	226	58
3386+00A	338600.00	100.00	6.85	0.00	2.73	25	0	7	309	235	74
3387+00A	338700.00	100.00	4.95	0.00	4.79	22	0	14	331	253	79
3388+00A	338800.00	100.00	4.70	0.00	20.35	18	0	47	349	311	38
3389+00A	338900.00	100.00	5.70	0.00	21.07	19	0	77	368	408	-40
3390+00A	339000.00	100.00	5.37	0.00	14.60	20	0	66	388	490	-102
3391+00A	339100.00	100.00	5.17	0.00	5.95	20	0	38	408	538	-130
3392+00A	339200.00	100.00	6.62	0.00	1.17	22	0	13	430	554	-124
3393+00A	339300.00	100.00	5.67	0.00	2.26	23	0	6	453	561	-108
3394+00A	339400.00	100.00	5.97	0.00	2.31	22	0	8	475	571	-96
3395+00A	339500.00	100.00	5.34	0.00	4.17	21	0	12	496	586	-90
3396+00A	339600.00	100.00	4.87	0.00	1.96	19	0	11	515	600	-85
3397+00A	339700.00	100.00	3.51	0.00	4.91	16	0	13	531	616	-85
3398+00A	339800.00	100.00	4.09	0.00	5.99	14	0	20	545	641	-96
3399+00A	339900.00	100.00	3.88	0.00	7.20	15	0	24	560	671	-111
3400+00A	340000.00	100.00	2.89	0.00	8.47	13	0	29	573	708	-135

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3400+00A	340000.00	0.00	2.89	0.00	8.47	0	0	0	0	0	0
3401+00A	340100.00	100.00	3.40	0.00	10.98	12	0	36	12	45	-33
3402+00A	340200.00	100.00	3.72	0.00	9.93	13	0	39	25	94	-69
3403+00A	340300.00	100.00	3.70	0.00	11.92	14	0	40	39	144	-105
3404+00A	340400.00	100.00	5.36	0.00	4.85	17	0	31	56	183	127
3405+00A	340500.00	100.00	3.40	0.00	9.39	16	0	26	72	215	-143
3406+00A	340600.00	100.00	4.10	0.00	8.51	14	0	33	86	256	170
3406+26A	340625.56	25.56	4.17	0.00	9.32	4	0	8	90	266	-176
3407+00A	340700.00	74.44	3.78	0.00	20.58	11	0	41	101	318	-217
3407+44A	340744.00	44.00	3.46	0.00	29.75	6	0	41	107	369	-262
3407+69A	340769.00	25.00	3.31	0.00	22.01	3	0	24	110	399	-289
3407+94A	340794.00	25.00	3.15	0.00	11.58	3	0	16	113	419	306
3408+00A	340800.00	6.00	3.15	0.00	11.21	1	0	3	114	423	-309
3409+00A	340900.00	100.00	4.93	0.00	8.99	15	0	37	129	469	-340
3410+00A	341000.00	100.00	3.51	0.00	9.72	16	0	35	145	513	-368
3411+00A	341100.00	100.00	5.08	0.00	4.96	16	0	27	161	546	-385
3412+00A	341200.00	100.00	5.00	0.00	4.63	19	0	18	180	569	-389
3412+63A	341262.50	62.50	4.44	0.00	6.27	11	0	13	191	585	-394
3412+88A	341287.52	25.02	4.31	0.00	10.28	4	0	8	195	595	400
3413+00A	341300.00	12.48	4.54	0.00	12.48	2	0	5	197	601	-404
3413+13A	341312.53	12.53	5.08	0.00	15.71	2	0	7	199	610	-411
3414+00A	341400.00	87.47	6.98	0.00	3.23	20	0	31	219	649	-430
3414+31A	341430.97	30.97	7.07	0.00	1.05	8	0	2	227	651	-424
3415+00A	341500.00	69.03	6.10	0.00	1.82	17	0	4	244	656	412
3416+00A	341600.00	100.00	6.51	0.00	3.43	23	0	10	267	669	-402
3417+00A	341700.00	100.00	7.18	0.00	1.61	25	0	9	292	680	-388
3418+00A	341800.00	100.00	5.22	0.00	2.67	23	0	8	315	690	-375
3419+00A	341900.00	100.00	7.30	0.00	1.79	23	0	8	338	700	-362
3419+69A	341968.95	68.95	6.60	0.00	2.38	18	0	5	356	706	-350
3420+00A	342000.00	31.05	6.92	0.00	4.18	8	0	4	364	711	-347
3420+87A	342087.37	87.37	6.76	0.00	13.34	22	0	28	386	746	-360
3421+00A	342100.00	12.63	7.44	0.00	10.84	3	0	6	389	754	-365
3421+12A	342112.37	12.37	8.29	0.00	8.20	4	0	4	393	759	366
3421+37A	342137.37	25.00	9.76	0.00	4.86	8	0	6	401	766	-365
3422+00A	342200.00	62.63	8.48	0.00	1.24	21	0	7	422	775	-353
3423+00A	342300.00	100.00	7.56	0.00	2.04	30	0	6	452	783	-331
3424+00A	342400.00	100.00	7.80	0.00	1.82	28	0	7	480	791	-311
3425+00A	342500.00	100.00	7.13	0.00	0.97	28	0	5	508	798	290
3426+00A	342600.00	100.00	8.81	0.00	3.18	30	0	8	538	808	-270
3427+00A	342700.00	100.00	4.69	0.00	13.54	25	0	31	563	846	-283
3428+00A	342800.00	100.00	6.34	0.00	10.96	20	0	45	583	903	-320
3428+19A	342818.51	18.51	6.60	0.00	9.49	4	0	7	587	911	-324
3428+44A	342843.51	25.00	7.56	0.00	15.98	7	0	12	594	926	-332
3428+69A	342868.51	25.00	8.49	0.00	19.56	7	0	16	601	946	-345
3429+00A	342900.00	31.49	7.99	0.00	15.56	10	0	20	611	971	-360

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3429+00A	342900.00	0.00	7.99	0.00	15.77	0	0	0	0	0	0
3429+87A	342986.96	86.96	8.55	0.00	4.90	27	0	33	27	41	-14
3430+00A	343000.00	13.04	9.17	0.00	4.67	4	0	2	31	44	13
3431+00A	343100.00	100.00	5.20	0.00	11.72	27	0	30	58	81	-23
3432+00A	343200.00	100.00	4.10	0.00	13.15	17	0	46	75	139	-64
3432+01A	343200.55	0.55	4.09	0.00	13.20	0	0	0	75	139	-64
3433+00A	343300.00	99.45	9.30	0.00	16.71	25	0	55	100	208	-108
3433+19A	343319.00	19.00	10.15	0.00	18.03	7	0	12	107	223	-116
3433+44A	343344.00	25.00	8.98	0.00	15.39	9	0	15	116	241	-125
3433+69A	343369.00	25.00	7.48	0.00	6.83	8	0	10	124	254	-130
3434+00A	343400.00	31.00	6.63	0.00	8.30	8	0	9	132	265	-133
3435+00A	343500.00	100.00	4.98	0.00	15.87	22	0	45	154	321	-167
3436+00A	343600.00	100.00	5.88	0.00	45.87	20	0	114	174	464	-290
3437+00A	343700.00	100.00	6.93	0.00	3.81	24	0	92	198	579	-381
3437+19A	343719.50	19.50	7.37	0.00	2.28	5	0	2	203	581	-378
3437+44A	343744.50	25.00	8.48	0.00	5.82	7	0	4	210	586	-376
3437+69A	343769.50	25.00	7.62	0.00	8.06	7	0	6	217	594	-377
3438+00A	343800.00	30.50	5.88	0.00	7.27	8	0	9	225	605	-380
3439+00A	343900.00	100.00	5.17	0.00	4.54	20	0	22	245	633	-388
3440+00A	344000.00	100.00	4.12	0.00	7.55	17	0	22	262	660	-398
3441+00A	344100.00	100.00	3.64	0.00	39.73	14	0	88	276	770	-494
3442+00A	344200.00	100.00	3.49	0.00	41.94	13	0	151	289	959	-670
3443+00A	344300.00	100.00	2.87	0.00	22.22	12	0	119	301	1,108	-807
3444+00A	344400.00	100.00	3.79	0.00	20.07	12	0	78	313	1,205	-892
3444+75A	344475.00	75.00	3.36	0.00	21.55	10	0	58	323	1,278	-955
3445+00A	344500.00	25.00	3.71	0.00	21.35	3	0	20	326	1,303	-977
3446+00A	344600.00	100.00	2.69	0.00	36.50	12	0	107	338	1,436	-1,098
3446+43A	344643.47	43.47	2.87	0.00	114.41	4	0	121	342	1,588	-1,246
3446+54A	344653.65	10.18	4.00	0.00	87.79	1	0	38	343	1,635	-1,292
3447+00A	344700.00	46.35	3.20	0.00	28.39	6	0	100	349	1,760	-1,411
3448+00A	344800.00	100.00	3.71	0.00	15.92	13	0	82	362	1,863	-1,501
3448+25A	344825.00	25.00	3.98	0.00	7.95	4	0	11	366	1,876	-1,510
3449+00A	344900.00	75.00	3.30	0.00	8.68	10	0	23	376	1,905	-1,529
3450+00A	345000.00	100.00	6.19	0.00	3.48	18	0	23	394	1,934	-1,540
3451+00A	345100.00	100.00	6.41	0.00	2.15	23	0	10	417	1,946	-1,529
3452+00A	345200.00	100.00	4.36	0.00	6.65	20	0	16	437	1,966	-1,529
3453+00A	345300.00	100.00	4.49	0.00	11.41	16	0	33	453	2,008	1,555
3454+00A	345400.00	100.00	4.50	0.00	10.17	17	0	40	470	2,058	-1,588
3455+00A	345500.00	100.00	2.70	0.00	13.21	13	0	43	483	2,111	-1,628
3456+00A	345600.00	100.00	2.24	0.00	14.75	9	0	52	492	2,176	-1,684
3457+00A	345700.00	100.00	3.24	0.00	17.22	10	0	59	502	2,250	-1,748
3457+41A	345741.26	41.26	3.76	0.00	25.80	5	0	33	507	2,291	1,784
3458+00A	345800.00	58.74	4.11	0.00	7.03	9	0	36	516	2,336	-1,820
3459+00A	345900.00	100.00	3.65	0.00	5.44	14	0	23	530	2,365	-1,835
3460+00A	346000.00	100.00	3.79	0.00	9.43	14	0	28	544	2,400	-1,856
3461+00A	346100.00	100.00	2.81	0.00	20.23	12	0	55	556	2,469	-1,913
3462+00A	346200.00	100.00	2.84	0.00	44.50	10	0	120	566	2,619	2,053
3463+00A	346300.00	100.00	3.81	0.00	38.98	12	0	155	578	2,813	-2,235
3464+00A	346400.00	100.00	3.15	0.00	16.48	13	0	103	591	2,941	-2,350
3465+00A	346500.00	100.00	3.93	0.00	8.95	13	0	47	604	3,000	-2,396
3466+00A	346600.00	100.00	3.24	0.00	15.94	13	0	46	617	3,058	-2,441
3467+00A	346700.00	100.00	5.50	0.00	27.97	16	0	81	633	3,159	2,526
3468+00A	346800.00	100.00	4.21	0.00	13.78	18	0	77	651	3,255	-2,604

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DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3469+00A	346900.00	0.00	4.96	0.00	10.59	0	0	0	0	0	0
3470+00A	347000.00	100.00	3.87	0.00	13.95	16	0	45	16	56	-40
3471+00A	347100.00	100.00	3.98	0.00	15.38	15	0	54	31	124	93
3472+00A	347200.00	100.00	3.93	0.00	9.27	15	0	46	46	181	-135
3473+00A	347300.00	100.00	4.24	0.00	11.33	15	0	38	61	229	-168
3474+00A	347400.00	100.00	3.47	0.00	16.33	14	0	51	75	293	-218
3475+00A	347500.00	100.00	5.51	0.00	9.22	17	0	47	92	351	-259
3476+00A	347600.00	100.00	5.12	0.00	13.44	20	0	42	112	404	292
3477+00A	347700.00	100.00	2.73	0.00	19.60	15	0	61	127	480	-353
3478+00A	347800.00	100.00	3.75	0.00	22.74	12	0	78	139	578	-439
3479+00A	347900.00	100.00	3.37	0.00	27.34	13	0	93	152	694	-542
3480+00A	348000.00	100.00	3.28	0.00	34.93	12	0	115	164	838	-674
3481+00A	348100.00	100.00	3.03	0.00	42.80	12	0	144	176	1,018	842
3482+00A	348200.00	100.00	3.03	0.00	37.75	11	0	149	187	1,204	-1,017
3483+00A	348300.00	100.00	2.79	0.00	42.37	11	0	148	198	1,389	-1,191
3484+00A	348400.00	100.00	2.54	0.00	34.55	10	0	142	208	1,566	-1,358
3485+00A	348500.00	100.00	5.07	0.00	17.22	14	0	96	222	1,686	-1,464
3486+00A	348600.00	100.00	4.06	0.00	19.64	17	0	68	239	1,771	-1,532
3487+00A	348700.00	100.00	2.91	0.00	39.15	13	0	109	252	1,908	-1,656
3488+00A	348800.00	100.00	2.66	0.00	64.11	10	0	191	262	2,146	-1,884
3489+00A	348900.00	100.00	2.85	0.00	67.58	10	0	244	272	2,451	-2,179
3490+00A	349000.00	100.00	3.12	0.00	71.57	11	0	258	283	2,774	-2,491
3491+00A	349100.00	100.00	3.17	0.00	68.14	12	0	259	295	3,098	-2,803
3492+00A	349200.00	100.00	2.74	0.00	91.86	11	0	296	306	3,468	-3,162
3493+00A	349300.00	100.00	4.30	0.00	103.46	13	0	362	319	3,920	-3,601
3494+00A	349400.00	100.00	3.11	0.00	105.50	14	0	387	333	4,404	-4,071
3495+00A	349500.00	100.00	3.23	0.00	97.98	12	0	377	345	4,875	-4,530
3496+00A	349600.00	100.00	2.98	0.00	83.23	12	0	336	357	5,295	-4,938
3497+00A	349700.00	100.00	2.35	0.00	96.66	10	0	333	367	5,711	-5,344
3498+00A	349800.00	100.00	3.77	0.00	82.64	11	0	332	378	6,126	-5,748
3499+00A	349900.00	100.00	3.59	0.00	75.82	14	0	293	392	6,493	-6,101
3500+00A	350000.00	100.00	3.63	0.00	38.02	13	0	211	405	6,756	-6,351
3500+97A	350096.85	96.85	2.00	0.00	19.50	10	0	103	415	6,885	-6,470
3502+00A	350200.00	103.15	3.35	0.00	25.85	10	0	87	425	6,994	-6,569
3502+15A	350215.30	15.30	3.52	0.00	24.55	2	0	14	427	7,011	-6,584
3502+40A	350240.30	25.00	4.19	0.00	15.13	4	0	18	431	7,034	-6,603
3502+65A	350265.30	25.00	6.56	0.00	2.55	5	0	8	436	7,044	-6,608
3503+00A	350300.00	34.70	10.43	0.00	0.06	11	0	2	447	7,046	-6,599

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
3503+00A	350300.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3503+01A	350300.72	0.72	10.53	0.00	0.04	0	0	0	0	0	0
3504+00A	350400.00	99.28	15.80	0.00	0.17	48	0	0	48	0	48
3505+00A	350500.00	100.00	13.94	0.00	0.07	55	0	0	103	0	103
3506+00A	350600.00	100.00	17.92	0.00	3.43	59	0	6	162	8	155
3507+00A	350700.00	100.00	28.48	0.00	3.32	86	0	12	248	23	226
3507+21A	350720.70	20.70	31.63	0.00	2.39	23	0	2	271	25	246
3507+82A	350782.32	61.62	31.43	0.00	66.51	72	0	79	343	124	219
3507+83A	350783.00	0.68	0.00	0.00	0.00	0	0	1	343	125	218

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PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\DESIGN\QUANTITIES\EWKDETAILREPORTS\71\090102_EW.DWG
LAYOUT NAME - 04
PLOT DATE : 6/28/2022 9:21 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1" = 1'

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3509+27A	350927.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3509+28A	350928.00	1.00	30.88	0.00	83.48	1	0	2	1	3	-2
3509+52A	350952.00	24.00	34.04	0.00	0.00	29	0	37	30	49	-19
3509+90A	350990.14	38.14	28.07	0.00	170.27	44	0	120	74	199	-125
3510+00A	351000.00	9.86	27.86	0.00	175.82	10	0	63	84	278	-194
3511+00A	351100.00	100.00	16.46	0.00	267.67	82	0	821	166	1,304	-1,138
3511+82A	351182.00	82.00	10.44	0.00	354.45	41	0	945	207	2,485	-2,278
3512+00A	351200.00	18.00	8.94	0.00	362.55	6	0	239	213	2,784	-2,571
3513+00A	351300.00	100.00	7.49	0.00	273.39	30	0	1,178	243	4,256	-4,013
3514+00A	351400.00	100.00	8.98	0.00	154.71	31	0	793	274	5,248	-4,974
3514+20A	351420.00	20.00	8.67	0.00	149.53	7	0	113	281	5,389	-5,108
3515+00A	351500.00	80.00	8.03	0.00	163.52	25	0	464	306	5,969	-5,663
3516+00A	351600.00	100.00	9.55	0.00	125.02	33	0	534	339	6,636	6,297
3516+34A	351634.34	34.34	10.29	0.00	122.99	13	0	158	352	6,834	-6,482
3517+00A	351700.00	65.66	9.17	0.00	81.66	24	0	249	376	7,145	-6,769
3518+00A	351800.00	100.00	8.52	0.00	54.58	33	0	252	409	7,460	-7,051
3519+00A	351900.00	100.00	9.12	0.00	9.92	33	0	119	442	7,609	-7,167
3519+94A	351994.18	94.18	11.29	0.00	0.31	36	0	18	478	7,631	-7,153
3520+00A	352000.00	5.82	10.77	0.00	0.68	2	0	0	480	7,631	-7,151

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3520+00A	352000.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3520+19A	352019.14	19.14	8.37	0.00	73.36	3	0	26	3	33	-30
3520+44A	352044.17	25.02	5.50	0.00	176.40	6	0	116	9	178	-169
3521+00A	352100.00	55.83	3.69	0.00	158.13	10	0	346	19	610	-591
3521+63A	352163.00	63.00	4.50	0.00	103.27	10	0	305	29	991	-962
3521+75A	352175.00	12.00	4.39	0.00	100.41	2	0	45	31	1,048	-1,017
3522+00A	352200.00	25.00	4.27	0.00	156.01	4	0	119	35	1,196	-1,161
3522+50A	352250.00	50.00	3.79	0.00	138.30	7	0	273	42	1,538	-1,496
3523+00A	352300.00	50.00	3.09	0.00	124.11	6	0	243	48	1,841	-1,793
3524+00A	352400.00	100.00	3.30	0.00	88.81	12	0	394	60	2,334	-2,274
3525+00A	352500.00	100.00	6.62	0.00	34.70	18	0	229	78	2,620	-2,542
3526+00A	352600.00	100.00	6.08	0.00	15.47	24	0	93	102	2,736	-2,634
3527+00A	352700.00	100.00	4.58	0.00	64.53	20	0	148	122	2,921	-2,799
3528+00A	352800.00	100.00	3.73	0.00	133.99	15	0	368	137	3,381	-3,244
3529+00A	352900.00	100.00	3.50	0.00	115.37	13	0	462	150	3,959	-3,809
3530+00A	353000.00	100.00	3.42	0.00	60.44	13	0	326	163	4,366	-4,203
3530+50A	353050.00	50.00	4.17	0.00	31.05	7	0	85	170	4,473	-4,303
3530+75A	353075.00	25.00	5.63	0.00	10.82	5	0	19	175	4,496	-4,321
3531+00A	353100.00	25.00	6.11	0.00	11.81	5	0	10	180	4,509	-4,329
3532+00A	353200.00	100.00	6.56	0.00	12.72	23	0	45	203	4,565	-4,362
3532+75A	353275.00	75.00	4.94	0.00	16.39	16	0	40	219	4,615	-4,396
3533+00A	353300.00	25.00	3.53	0.00	22.85	4	0	18	223	4,638	-4,415
3534+00A	353400.00	100.00	3.69	0.00	20.76	13	0	81	236	4,739	-4,503
3535+00A	353500.00	100.00	4.45	0.00	21.62	15	0	78	251	4,836	-4,585
3536+00A	353600.00	100.00	3.95	0.00	23.38	16	0	83	267	4,940	-4,673
3536+25A	353625.00	25.00	3.70	0.00	19.77	4	0	20	271	4,965	-4,694
3537+00A	353700.00	75.00	3.62	0.00	18.30	10	0	53	281	5,031	-4,750

PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\DESIGN\QUANTITIES\EWKDETAILREPORTS\71\090102_EW.DWG
LAYOUT NAME - 05

PLOT DATE : 6/28/2022 9:21 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

DIVISION -- IH 94 W8

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3538+00A	353800.00	0.00	3.73	0.00	15.45	0	0	0	0	0	0
3539+00A	353900.00	100.00	2.97	0.00	22.33	12	0	70	12	88	-76
3540+00A	354000.00	100.00	4.39	0.00	27.62	14	0	92	26	203	177
3541+00A	354100.00	100.00	4.32	0.00	37.23	16	0	120	42	353	-311
3542+00A	354200.00	100.00	4.99	0.00	26.65	17	0	118	59	500	-441
3543+00A	354300.00	100.00	4.82	0.00	13.03	18	0	73	77	591	-514
3544+00A	354400.00	100.00	4.55	0.00	4.41	17	0	32	94	631	-537
3545+00A	354500.00	100.00	5.23	0.00	1.47	18	0	11	112	645	533
3546+00A	354600.00	100.00	6.32	0.00	1.59	21	0	6	133	653	-520
3547+00A	354700.00	100.00	4.68	0.00	3.61	20	0	10	153	665	-512
3548+00A	354800.00	100.00	4.95	0.00	3.66	18	0	13	171	681	-510
3549+00A	354900.00	100.00	5.25	0.00	3.64	19	0	14	190	699	-509
3550+00A	355000.00	100.00	5.62	0.00	6.85	20	0	19	210	723	513
3551+00A	355100.00	100.00	4.82	0.00	7.54	19	0	27	229	756	-527
3552+00A	355200.00	100.00	4.78	0.00	9.52	18	0	32	247	796	-549
3552+75A	355275.00	75.00	4.90	0.00	12.70	13	0	31	260	835	-575
3553+00A	355300.00	25.00	5.05	0.00	13.33	5	0	12	265	850	-585
3554+00A	355400.00	100.00	4.31	0.00	14.54	17	0	52	282	915	-633
3555+00A	355500.00	100.00	4.30	0.00	16.50	16	0	57	298	986	-688
3556+00A	355600.00	100.00	3.87	0.00	19.36	15	0	66	313	1,069	-756
3556+25A	355625.00	25.00	4.24	0.00	18.87	4	0	18	317	1,091	774
3557+00A	355700.00	75.00	4.63	0.00	13.16	12	0	44	329	1,146	-817
3558+00A	355800.00	100.00	7.81	0.00	3.36	23	0	31	352	1,185	-833
3559+00A	355900.00	100.00	8.12	0.00	2.42	29	0	11	381	1,199	-818
3560+00A	356000.00	100.00	5.12	0.00	8.08	25	0	19	406	1,223	-817
3561+00A	356100.00	100.00	4.20	0.00	10.96	17	0	35	423	1,266	843
3562+00A	356200.00	100.00	4.29	0.00	7.62	16	0	34	439	1,309	-870
3563+00A	356300.00	100.00	4.51	0.00	6.47	16	0	26	455	1,341	-886
3564+00A	356400.00	100.00	4.42	0.00	4.53	17	0	20	472	1,366	-894
3565+00A	356500.00	100.00	4.21	0.00	4.46	16	0	17	488	1,388	-900
3566+00A	356600.00	100.00	4.36	0.00	5.57	16	0	19	504	1,411	907
3567+00A	356700.00	100.00	5.33	0.00	4.49	18	0	19	522	1,435	-913
3568+00A	356800.00	100.00	5.48	0.00	3.24	20	0	14	542	1,453	-911
3569+00A	356900.00	100.00	5.82	0.00	2.14	21	0	10	563	1,465	-902
3569+74A	356973.90	73.90	10.52	0.00	1.90	22	0	6	585	1,473	-888
3570+00A	357000.00	26.10	11.49	0.00	2.27	11	0	2	596	1,475	879
3571+00A	357100.00	100.00	11.62	0.00	8.89	43	0	21	639	1,501	-862
3571+24A	357123.90	23.90	9.88	0.00	17.07	10	0	11	649	1,515	-866
3571+87A	357187.20	63.30	38.04	0.00	0.00	56	0	20	705	1,540	-835
3572+00A	357199.70	12.50	41.09	0.00	0.00	18	0	0	723	1,540	-817
3572+00A	357200.00	0.30	41.09	0.00	0.00	0	0	0	723	1,540	817
3573+00A	357300.00	100.00	27.95	0.00	0.11	128	0	0	851	1,540	-689
3573+50A	357349.70	49.70	22.38	0.00	2.08	46	0	2	897	1,543	-646
3573+62A	357362.20	12.50	21.09	0.00	3.28	10	0	1	907	1,544	-637
3574+00A	357400.00	37.80	8.93	0.00	8.08	21	0	8	928	1,554	-626
3574+26A	357425.50	25.50	6.60	0.00	45.86	7	0	25	935	1,585	650
3575+00A	357500.00	74.50	7.40	0.00	43.23	19	0	123	954	1,739	-785
3575+76A	357575.50	75.50	6.20	0.00	30.58	19	0	103	973	1,868	-895
3576+00A	357600.00	24.50	5.83	0.00	36.33	5	0	30	978	1,905	-927
3577+00A	357700.00	100.00	2.65	0.00	6.91	16	0	80	994	2,005	-1,011

DIVISION -- IH 94 WB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3578+00A	357800.00	100.00	3.47	0.00	18.35	11	0	47	1,005	2,064	-1,059
3579+00A	357900.00	100.00	3.84	0.00	21.93	14	0	75	1,019	2,158	-1,139
3580+00A	358000.00	100.00	4.25	0.00	13.34	15	0	65	1,034	2,239	-1,205
3581+00A	358100.00	100.00	4.11	0.00	5.51	15	0	35	1,049	2,283	-1,234
3582+00A	358200.00	100.00	3.31	0.00	7.19	14	0	24	1,063	2,313	-1,250
3583+00A	358300.00	100.00	3.36	0.00	9.48	12	0	31	1,075	2,351	-1,276
3584+00A	358400.00	100.00	3.51	0.00	16.03	13	0	47	1,088	2,410	-1,322

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	FXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3585+00A	358500.00	0.00	4.38	0.00	11.12	0	0	0	0	0	0
3586+00A	358600.00	100.00	5.66	0.00	5.45	19	0	31	19	39	-20
3587+00A	358700.00	100.00	2.88	0.00	8.77	16	0	26	35	71	-36
3588+00A	358800.00	100.00	3.68	0.00	6.34	12	0	28	47	106	59
3589+00A	358900.00	100.00	3.32	0.00	7.27	13	0	25	60	138	-78
3590+00A	359000.00	100.00	2.41	0.00	9.06	11	0	30	71	175	-104
3591+00A	359100.00	100.00	2.42	0.00	11.08	9	0	37	80	221	-141
3592+00A	359200.00	100.00	3.07	0.00	15.85	10	0	50	90	284	-194
3593+00A	359300.00	100.00	2.85	0.00	12.08	11	0	52	101	349	-248
3594+00A	359400.00	100.00	3.61	0.00	7.57	12	0	36	113	394	-281
3595+00A	359500.00	100.00	2.90	0.00	8.58	12	0	30	125	431	-306
3596+00A	359600.00	100.00	3.89	0.00	4.97	13	0	25	138	463	-325
3597+00A	359700.00	100.00	3.57	0.00	7.83	14	0	24	152	493	-341
3598+00A	359800.00	100.00	4.38	0.00	24.84	15	0	60	167	568	-401
3599+00A	359900.00	100.00	3.66	0.00	27.00	15	0	96	182	688	-506
3600+00A	360000.00	100.00	3.70	0.00	8.09	14	0	65	196	769	-573
3601+00A	360100.00	100.00	4.63	0.00	5.43	15	0	25	211	800	-589
3602+00A	360200.00	100.00	4.75	0.00	4.55	17	0	18	228	823	-595
3603+00A	360300.00	100.00	4.87	0.00	8.75	18	0	25	246	854	-608
3604+00A	360400.00	100.00	4.09	0.00	10.43	17	0	36	263	899	-636
3605+00A	360500.00	100.00	4.42	0.00	12.52	16	0	43	279	953	-674
3606+00A	360600.00	100.00	3.87	0.00	11.02	15	0	44	294	1,008	-714
3607+00A	360700.00	100.00	3.41	0.00	10.10	13	0	39	307	1,056	-749
3608+00A	360800.00	100.00	3.92	0.00	8.17	14	0	34	321	1,099	-778
3609+00A	360900.00	100.00	3.27	0.00	9.31	13	0	32	334	1,139	-805
3610+00A	361000.00	100.00	3.63	0.00	8.56	13	0	33	347	1,180	-833
3611+00A	361100.00	100.00	4.78	0.00	5.85	16	0	27	363	1,214	-851
3612+00A	361200.00	100.00	5.38	0.00	6.04	19	0	22	382	1,241	859
3613+00A	361300.00	100.00	4.79	0.00	5.61	19	0	22	401	1,269	-868
3614+00A	361400.00	100.00	4.56	0.00	3.46	17	0	17	418	1,290	-872
3615+00A	361500.00	100.00	3.11	0.00	5.83	14	0	17	432	1,311	-879
3615+75A	361575.00	75.00	2.73	0.00	8.24	8	0	20	440	1,336	-896
3616+00A	361600.00	25.00	2.50	0.00	10.10	2	0	8	442	1,346	-904
3617+00A	361700.00	100.00	1.92	0.00	11.87	8	0	41	450	1,398	948
3618+00A	361800.00	100.00	2.11	0.00	15.60	7	0	51	457	1,461	-1,004
3619+00A	361900.00	100.00	4.04	0.00	9.79	11	0	47	468	1,520	-1,052
3619+50A	361950.00	50.00	4.32	0.00	8.26	8	0	17	476	1,541	-1,065
3620+00A	362000.00	50.00	0.00	0.00	0.00	4	0	8	480	1,551	-1,071
3620+25A	362025.00	25.00	0.00	0.00	0.00	0	0	0	480	1,551	-1,071

DIVISION -- IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.25	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
3621+20	362120.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
3622+00	362200.00	80.00	9.73	0.00	14.96	0.00	14	0	22	0	14	28	0	-14
3623+00	362300.00	100.00	7.62	0.00	18.11	0.00	32	0	61	0	46	104	0	-58
3624+00	362400.00	100.00	9.66	0.00	18.27	0.00	32	0	67	0	78	188	0	-110
3625+00	362500.00	100.00	7.80	0.00	23.30	0.00	32	0	77	0	110	284	0	-174
3626+00	362600.00	100.00	8.04	0.00	26.03	0.00	29	0	91	0	139	398	0	259
3626+50	362650.00	50.00	7.06	0.00	44.74	0.00	14	0	66	0	153	480	0	-327
3627+00	362700.00	50.00	7.30	0.00	109.00	56.00	13	0	142	52	166	658	65	-492
3628+00	362800.00	100.00	8.10	0.00	109.00	58.00	29	0	404	211	195	1,163	329	-968
3629+00	362900.00	100.00	10.20	0.00	109.00	63.40	34	0	404	225	229	1,668	610	-1,439
3629+75	362975.00	75.00	9.70	0.00	109.00	60.50	28	0	303	172	257	2,046	825	1,789
3630+00	363000.00	25.00	8.27	0.00	47.39	0.00	8	0	72	28	265	2,136	860	-1,871
3630+75	363075.00	75.00	9.86	0.00	18.93	0.00	25	0	92	0	290	2,251	860	-1,961
3631+00	363100.00	25.00	9.86	0.00	16.76	0.00	9	0	17	0	299	2,273	860	-1,974
3632+00	363200.00	100.00	9.77	0.00	13.16	0.00	36	0	55	0	335	2,341	860	-2,006
3633+00	363300.00	100.00	10.21	0.00	12.38	0.00	37	0	47	0	372	2,400	860	-2,028
3634+00	363400.00	100.00	4.20	0.00	3.45	0.00	27	0	29	0	399	2,436	860	-2,037
3635+00	363500.00	100.00	0.00	0.00	0.00	0.00	8	0	6	0	407	2,444	860	2,037
3635+50	363550.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	407	2,444	860	-2,037

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3006+80A	300680.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3007+00A	300700.00	20.00	0.00	0.00	7.97	0	0	3	0	4	-4
3008+00A	300800.00	100.00	0.00	0.00	9.22	0	0	32	0	44	-44
3009+00A	300900.00	100.00	0.00	0.00	9.23	0	0	34	0	86	-86
3009+20A	300920.00	20.00	0.00	0.00	0.00	0	0	3	0	90	-90
3012+80A	301280.00	360.00	0.00	0.00	0.00	0	0	0	0	90	-90
3013+00A	301300.00	20.00	0.00	0.00	6.29	0	0	2	0	93	-93
3014+00A	301400.00	100.00	0.00	0.00	13.98	0	0	38	0	140	-140
3015+00A	301500.00	100.00	0.00	0.00	9.99	0	0	44	0	195	-195
3016+00A	301600.00	100.00	0.00	0.00	9.83	0	0	37	0	241	-241
3016+20A	301620.00	20.00	0.00	0.00	0.00	0	0	4	0	246	-246

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3078+75	307875.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3079+00	307900.00	25.00	0.00	0.00	9.46	0	0	4	0	5	-5
3080+00	308000.00	100.00	0.00	0.00	30.76	0	0	74	0	98	-98
3081+00	308100.00	100.00	0.00	0.00	5.35	0	0	20	0	123	-123
3082+00	308200.00	100.00	0.00	0.00	8.54	0	0	26	0	155	-155
3083+00	308300.00	100.00	0.00	0.00	10.12	0	0	35	0	199	-199
3083+25	308325.00	25.00	0.00	0.00	0.00	0	0	5	0	205	-205

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3106+75	310675.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3107+00	310700.00	25.00	0.00	0.00	7.92	0	0	4	0	5	-5
3108+00	310800.00	100.00	0.00	0.00	9.64	0	0	33	0	46	-46
3109+00	310900.00	100.00	0.00	0.00	7.10	0	0	31	0	85	-85
3110+00	311000.00	100.00	0.00	0.00	6.01	0	0	24	0	115	-115
3111+00	311100.00	100.00	0.00	0.00	6.32	0	0	23	0	144	-144
3112+00	311200.00	100.00	0.00	0.00	1.25	0	0	14	0	161	-161
3112+25	311225.00	25.00	0.00	0.00	0.00	0	0	1	0	163	-163

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3113+75	311375.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3114+00	311400.00	25.00	0.00	0.00	0.70	0	0	0	0	0	0
3115+00	311500.00	100.00	0.00	0.00	4.43	0	0	10	0	13	-13
3116+00	311600.00	100.00	0.00	0.00	2.95	0	0	14	0	30	-30
3117+00	311700.00	100.00	0.00	0.00	4.69	0	0	14	0	48	-48
3118+00	311800.00	100.00	0.00	0.00	0.41	0	0	9	0	59	-59
3118+25	311825.00	25.00	0.00	0.00	0.00	0	0	0	0	59	-59

DIVISION -- IH 94 WB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3150+75	315075.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3151+00	315100.00	25.00	0.00	0.00	15.71	0	0	7	0	9	-9
3152+00	315200.00	100.00	0.00	0.00	7.32	0	0	43	0	63	-63
3153+00	315300.00	100.00	0.00	0.00	9.00	0	0	30	0	100	-100
3154+00	315400.00	100.00	0.00	0.00	6.61	0	0	29	0	136	-136
3155+00	315500.00	100.00	0.00	0.00	4.46	0	0	21	0	163	-163
3156+00	315600.00	100.00	0.00	0.00	5.36	0	0	18	0	185	-185
3157+00	315700.00	100.00	0.00	0.00	3.90	0	0	17	0	206	-206
3158+00	315800.00	100.00	0.00	0.00	6.35	0	0	19	0	230	-230
3159+00	315900.00	100.00	0.00	0.00	10.06	0	0	30	0	268	-268
3160+00	316000.00	100.00	0.00	0.00	6.51	0	0	31	0	306	-306
3161+00	316100.00	100.00	0.00	0.00	6.56	0	0	24	0	336	-336
3162+00	316200.00	100.00	0.00	0.00	0.16	0	0	12	0	351	-351
3162+25	316225.00	25.00	0.00	0.00	0.00	0	0	0	0	351	-351

DIVISION -- IH 94 WB

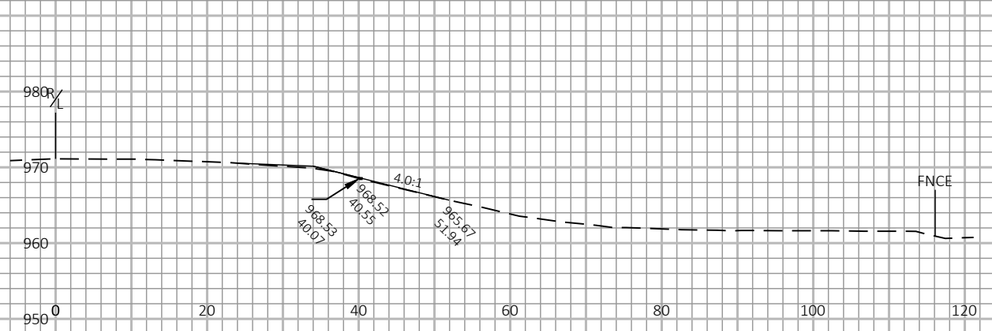
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
3163+06	316306.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3163+31	316331.00	25.00	0.00	0.00	16.71	0	0	8	0	10	-10
3163+56.162	316356.16	25.16	0.00	0.00	21.32	0	0	18	0	33	-33
3164+00	316400.00	43.84	0.00	0.00	18.77	0	0	33	0	74	-74
3164+74.5	316474.50	74.50	0.00	0.00	13.31	0	0	44	0	129	-129
3165+00	316500.00	25.50	0.00	0.00	10.67	0	0	11	0	143	-143
3166+00	316600.00	100.00	0.00	0.00	7.17	0	0	33	0	184	-184
3167+00	316700.00	100.00	0.00	0.00	7.64	0	0	27	0	218	-218
3168+00	316800.00	100.00	0.00	0.00	9.72	0	0	32	0	258	-258
3169+00	316900.00	100.00	0.00	0.00	3.64	0	0	25	0	289	-289
3170+00	317000.00	100.00	0.00	0.00	6.12	0	0	18	0	311	311
3171+00	317100.00	100.00	0.00	0.00	3.76	0	0	18	0	334	-334
3171+25	317125.00	25.00	0.00	0.00	0.00	0	0	2	0	336	-336

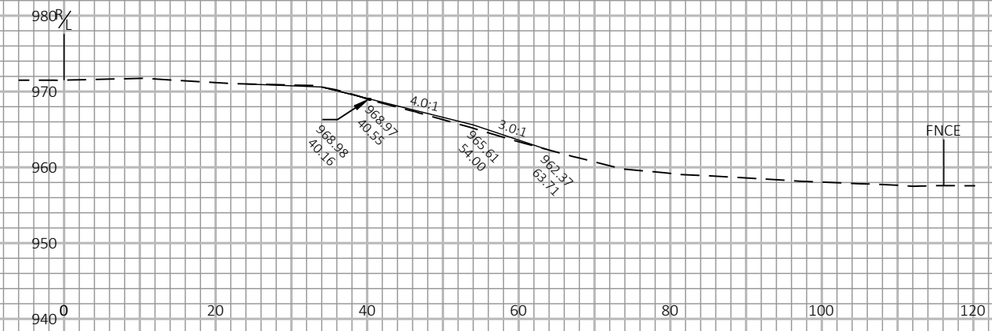
PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE AND JUNEAU	EARTHWORK DATA	SHEET	E

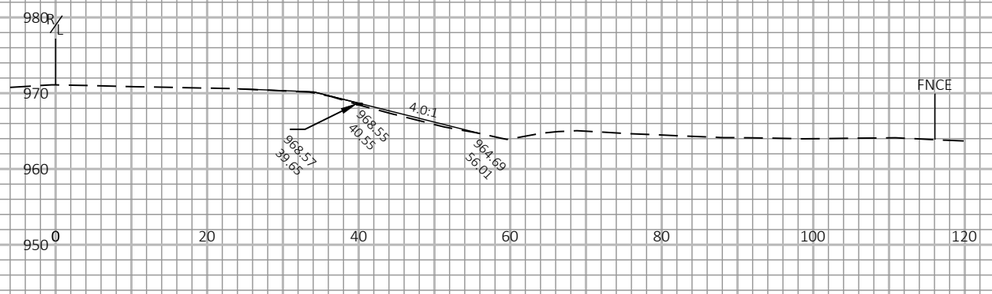
FILE NAME : N:\PDS\C3D\10170103\DESIGN\QUANTITIES\EWKDETAILREPORTS\71\090102_EW.DWG
LAYOUT NAME - 10

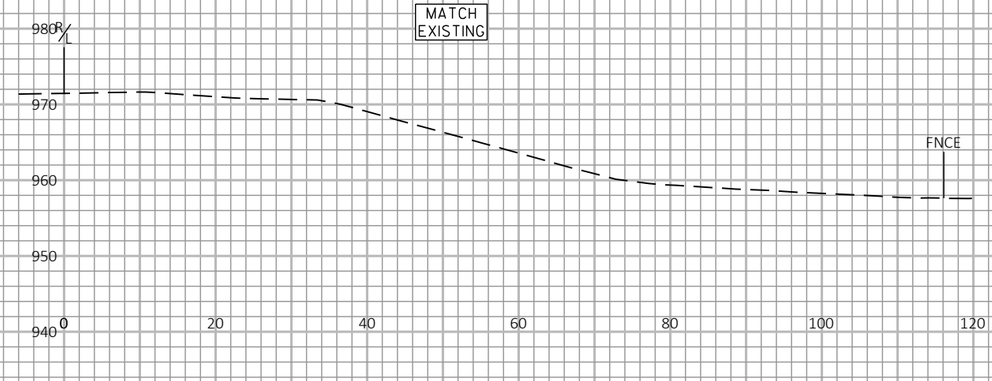
PLOT DATE : 6/28/2022 9:21 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1" = 1'

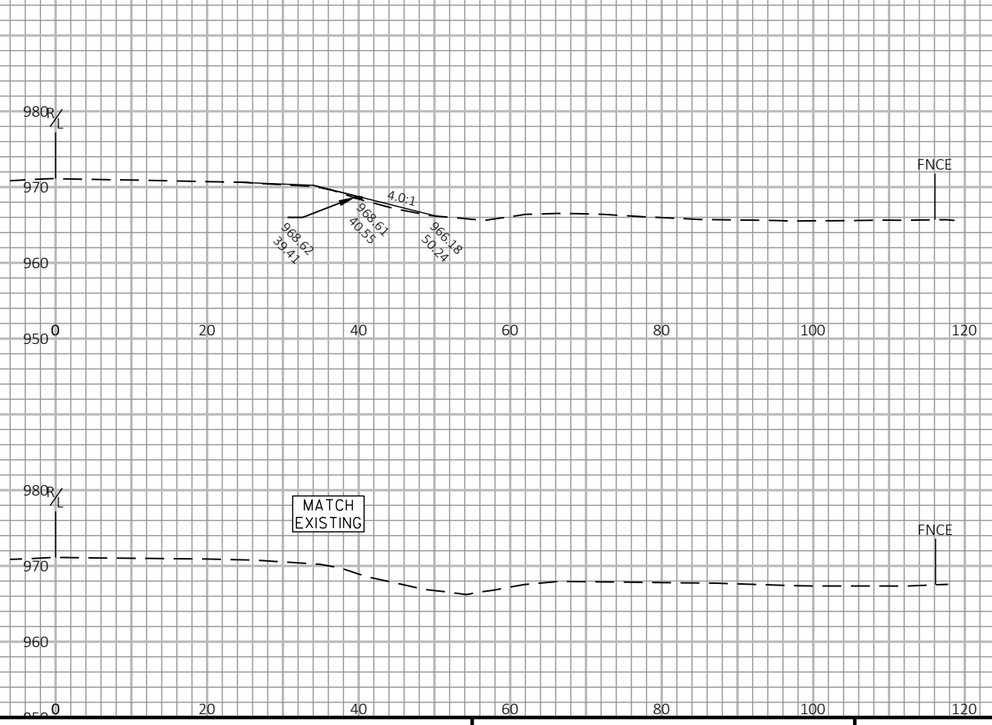
WISDOT/CADDS SHEET 49

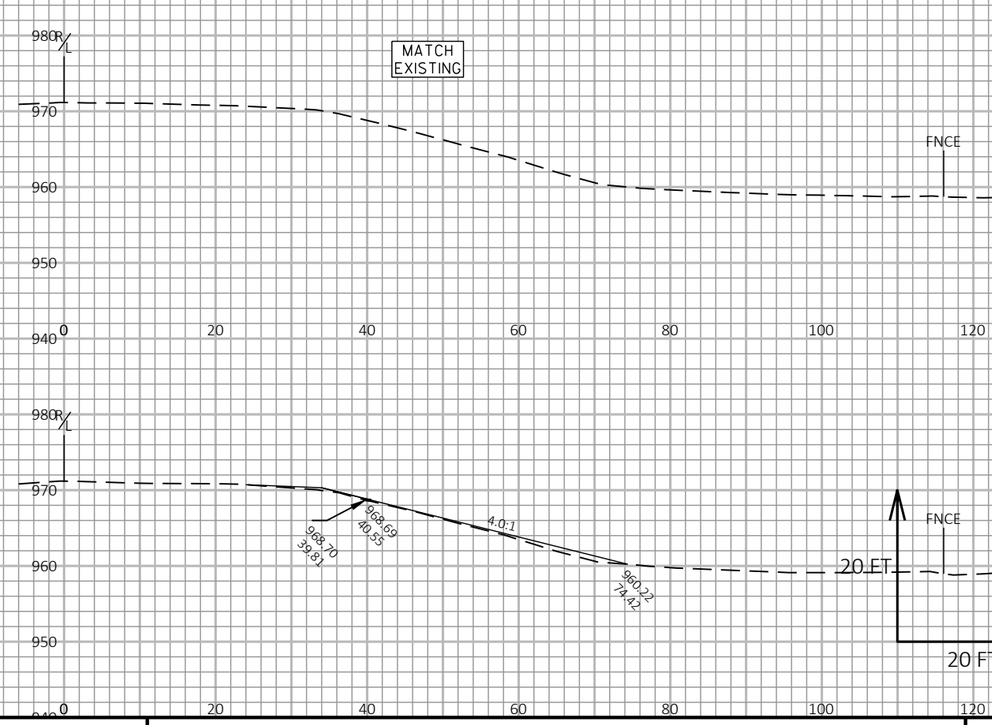












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9

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090110_XS.DWG
LAYOUT NAME - 01

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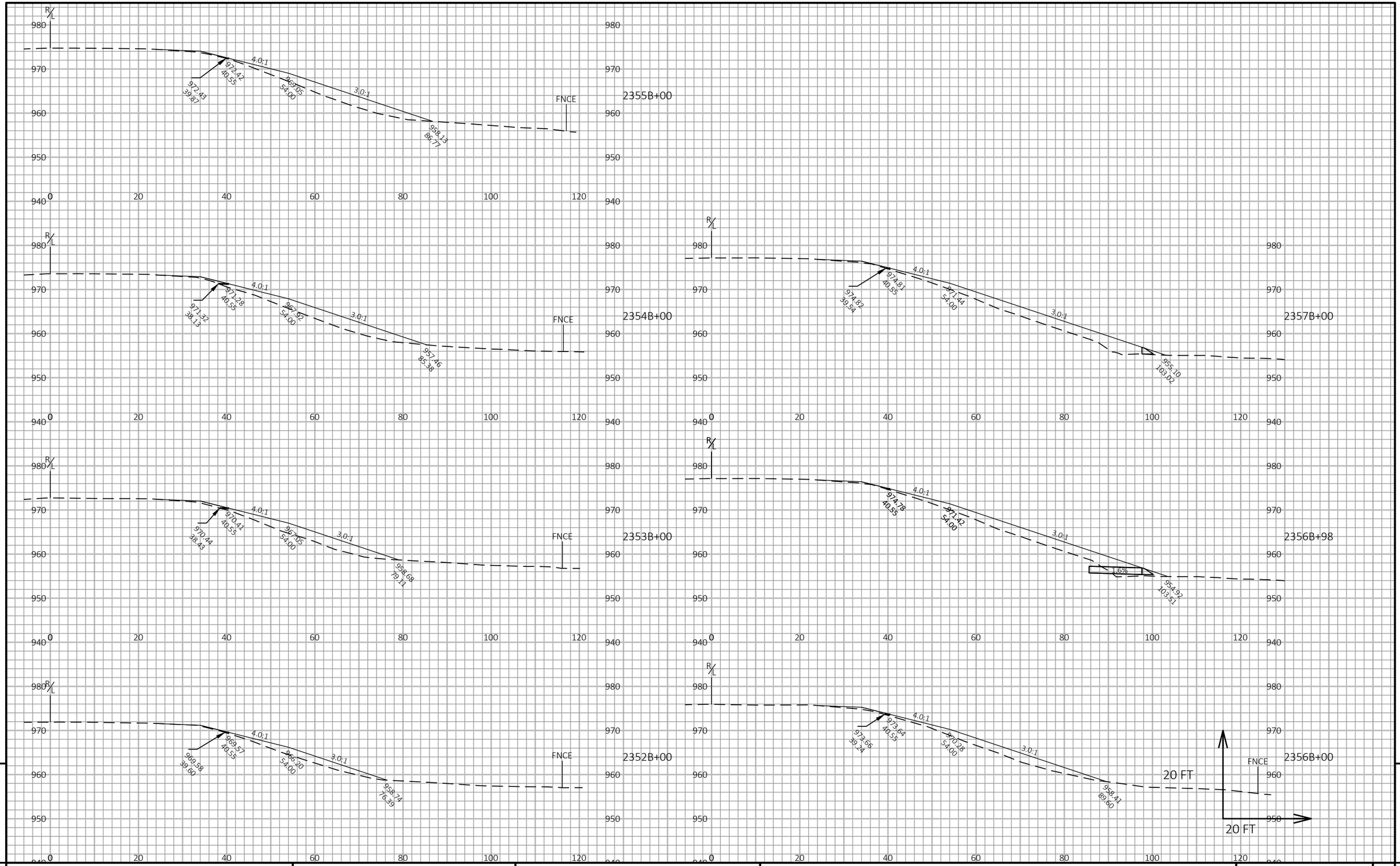

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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

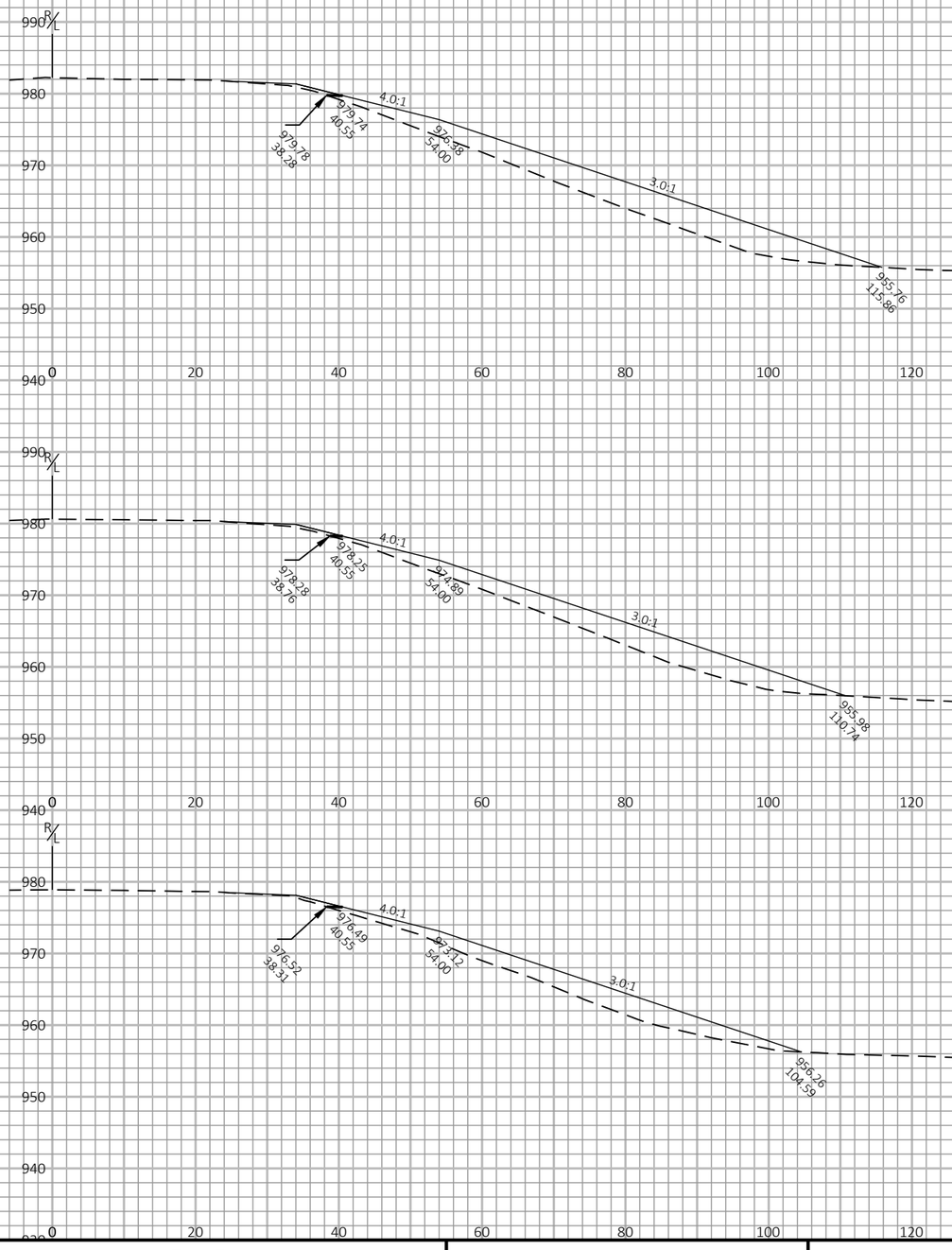
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090110_XS.DWG
LAYOUT NAME - 02

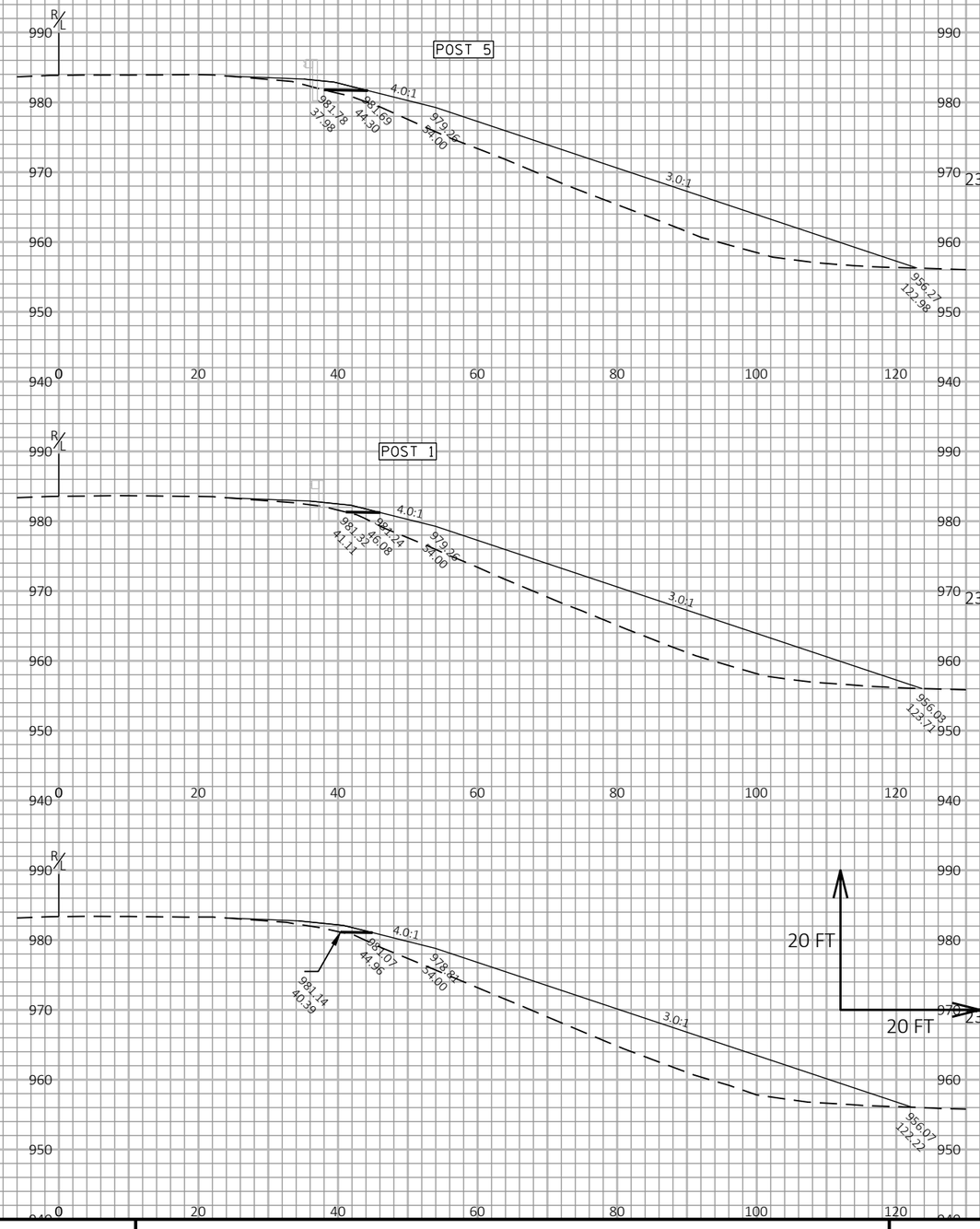
PLOT DATE : 7/20/2022 4:51 PM

PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090110_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 4:51 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

MATCH EXISTING

POST 9

R/L

990
980
970
960
950
940

0 20 40 60 80 100 120

2361B+67

20 FT

20 FT

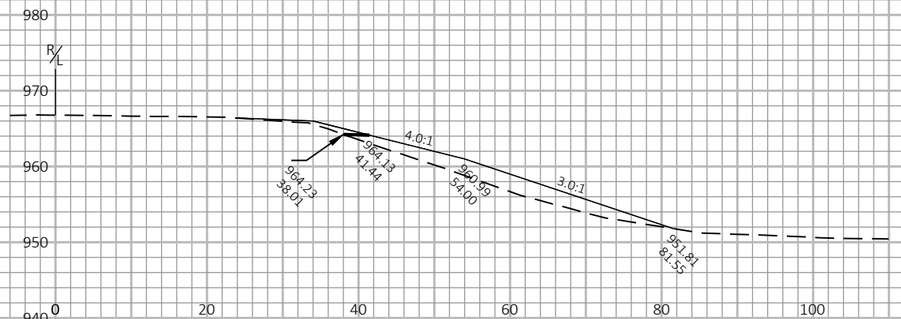
9

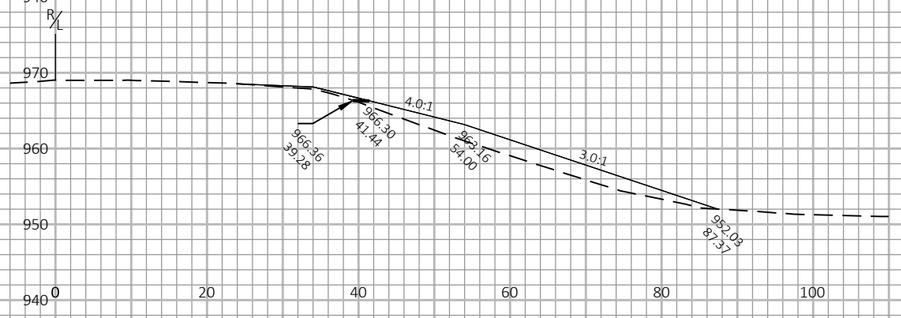
9

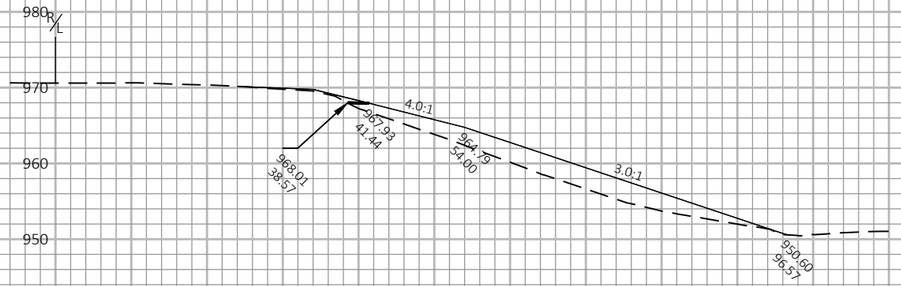
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

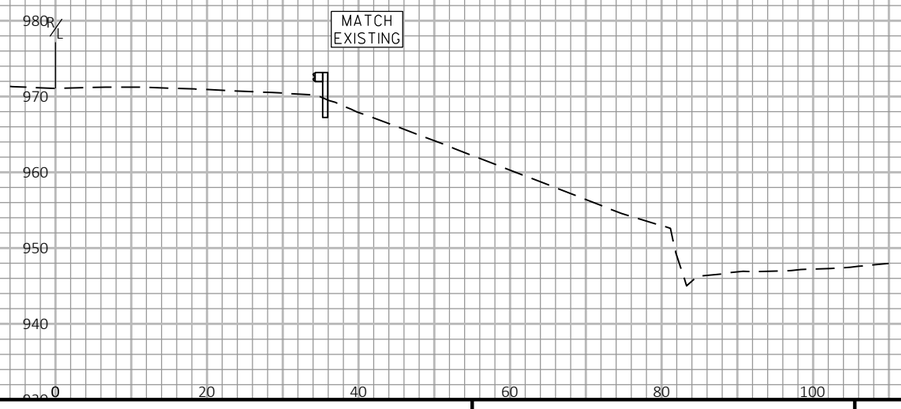
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090110_XS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/20/2022 4:51 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

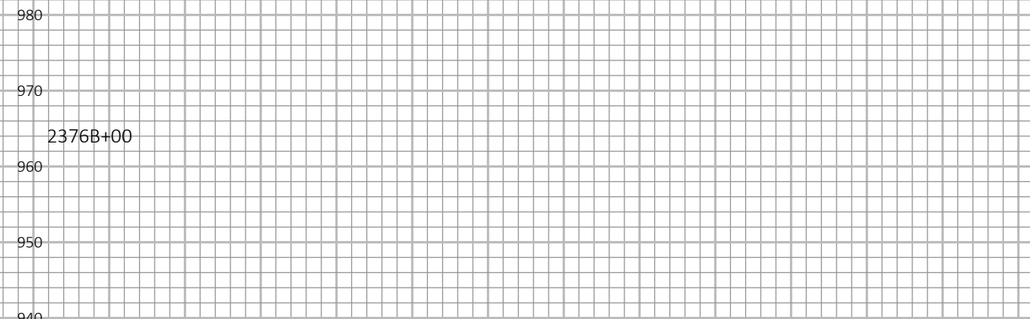




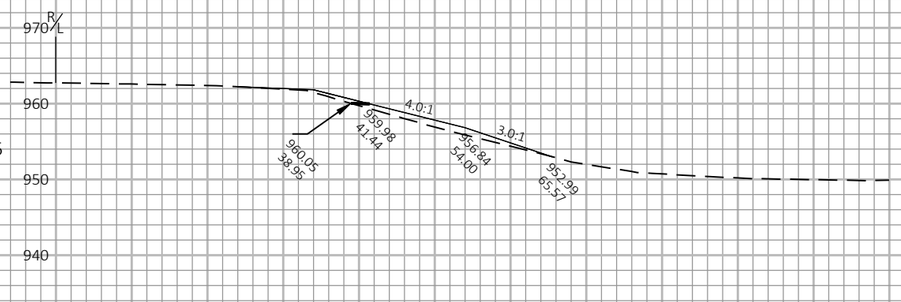




2376B+00

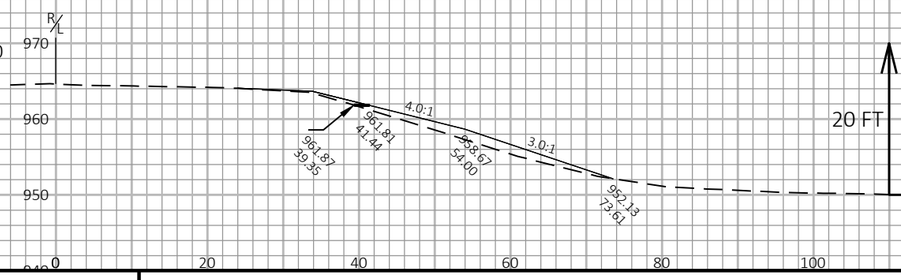


2375B+00



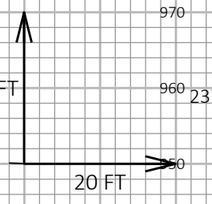
2374B+25

2378B+00



2374B+00

2377B+00

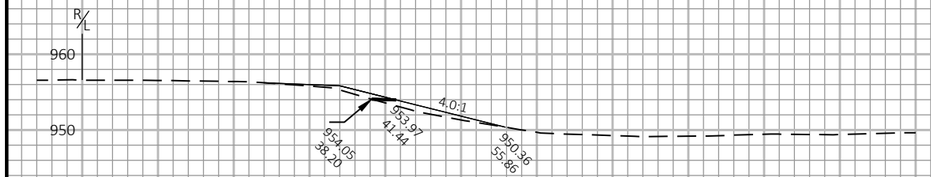


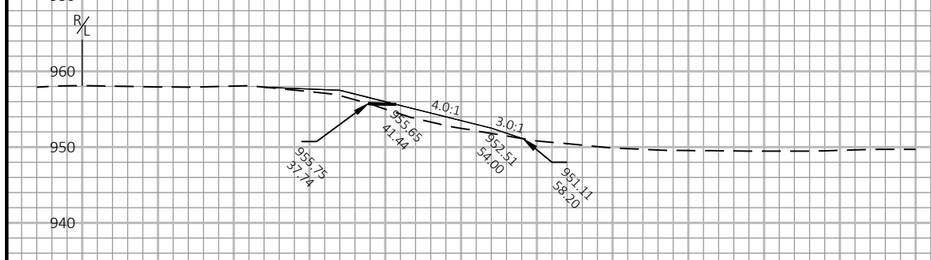
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

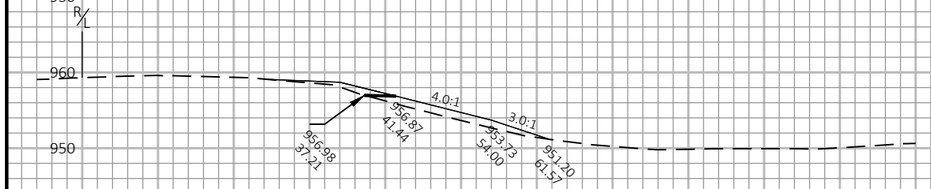
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090112_XS.DWG
LAYOUT NAME - 01

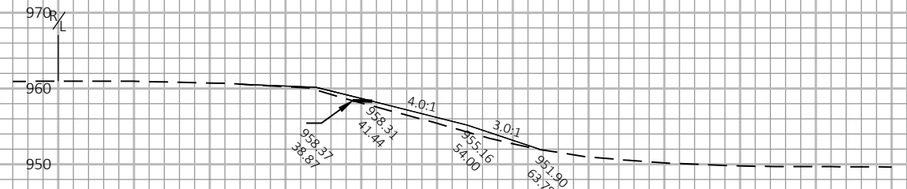
PLOT DATE : 9/1/2021 9:25 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

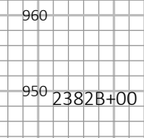
WISDOT/CADDS SHEET 49

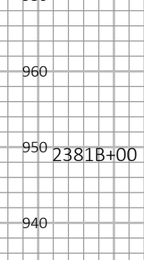


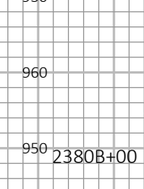


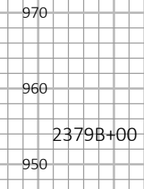


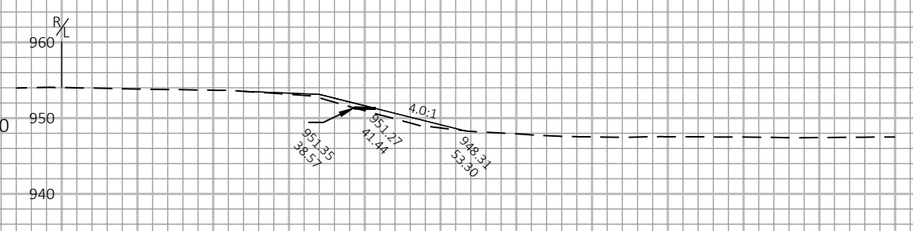


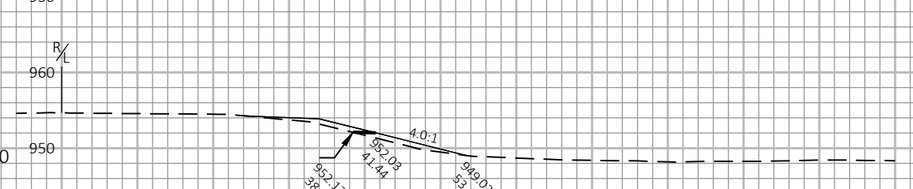


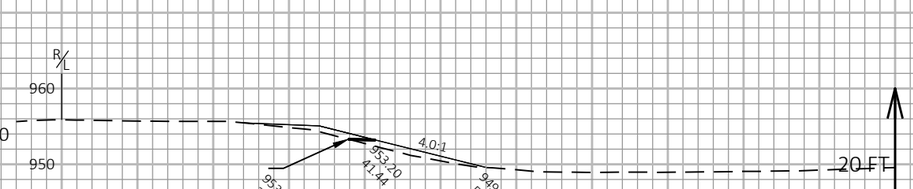


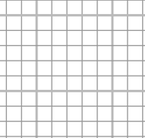


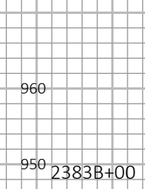


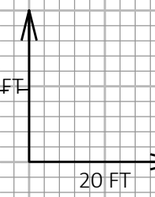












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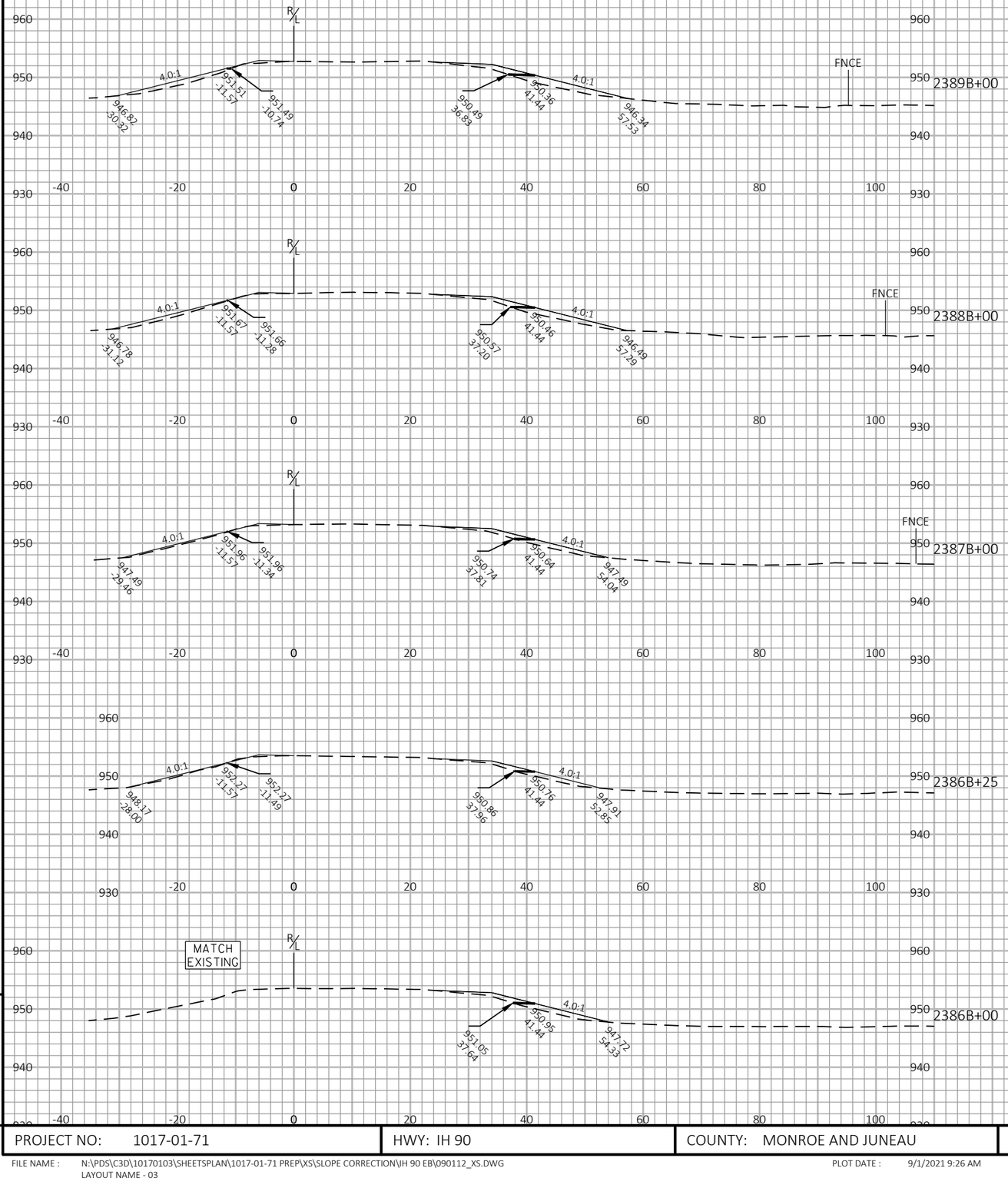
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090112_XS.DWG
LAYOUT NAME - 02

PLOT DATE : 9/1/2021 9:26 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB MEDIAN/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090112_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 9/1/2021 9:26 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

9

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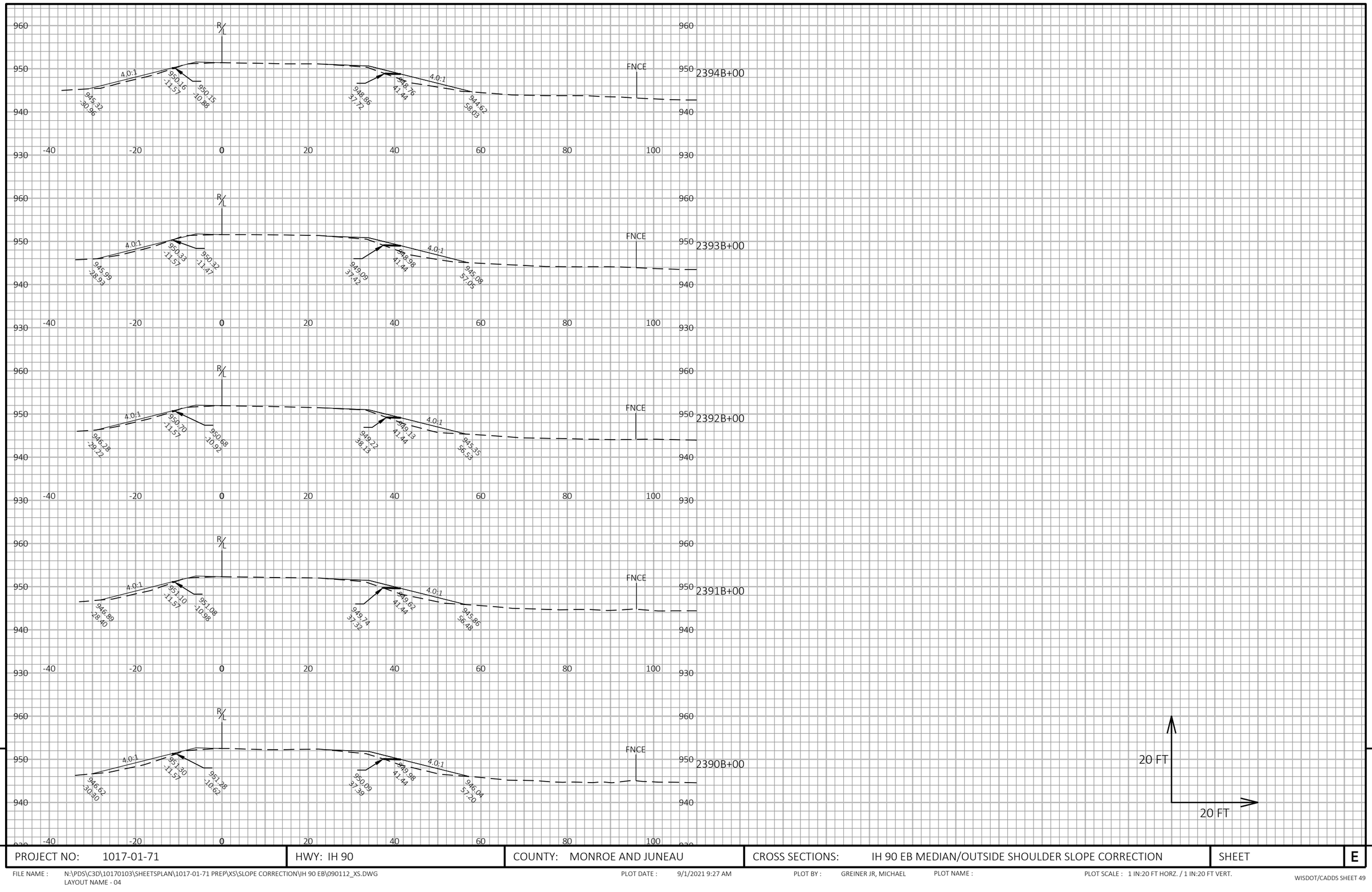

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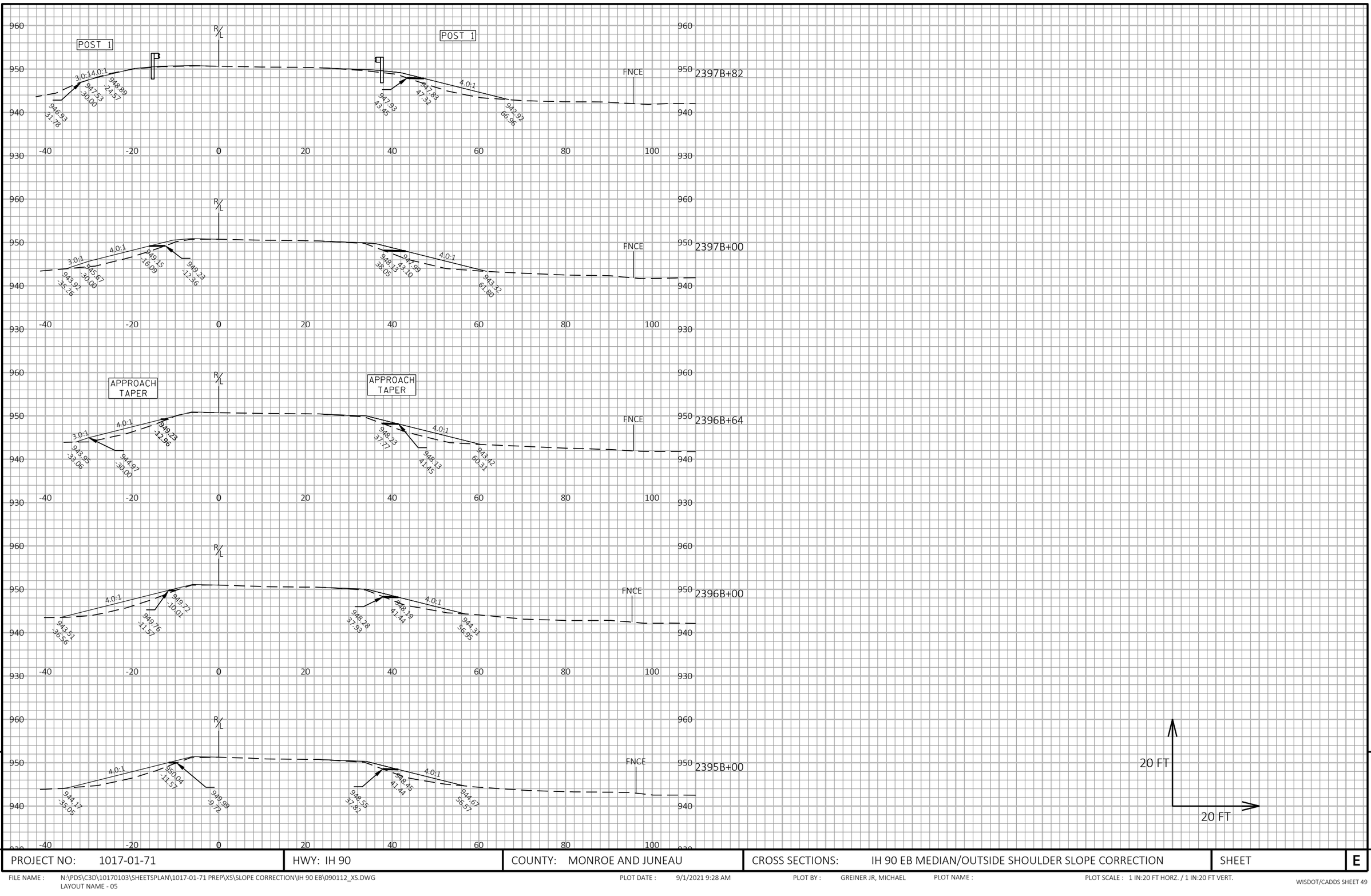
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB MEDIAN/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090112_XS.DWG
LAYOUT NAME - 04

PLOT DATE : 9/1/2021 9:27 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

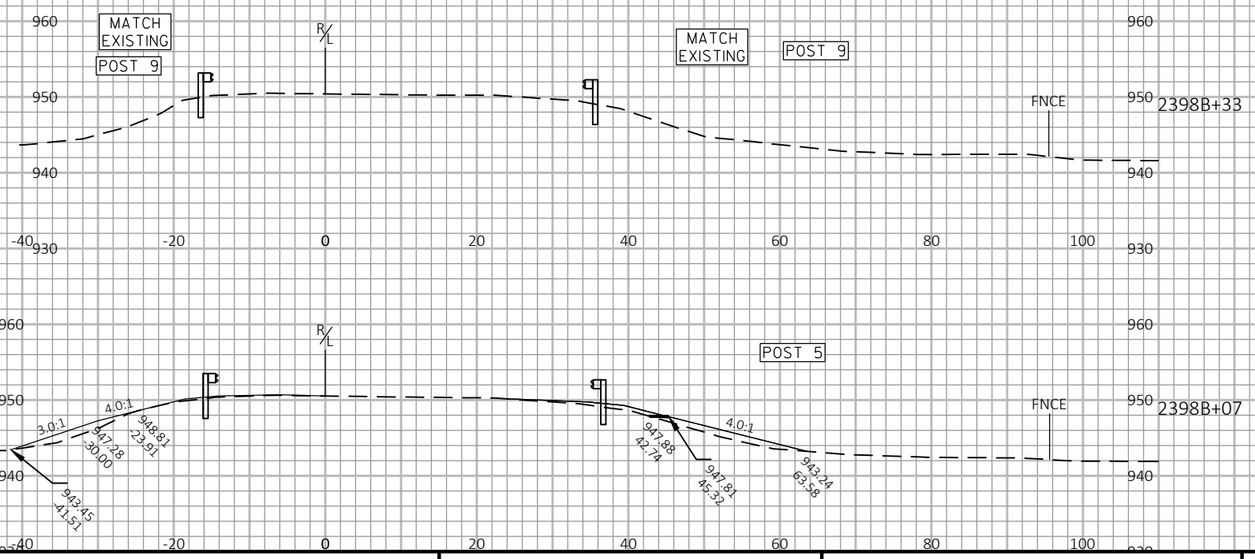


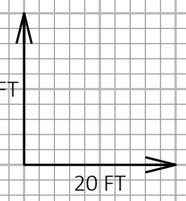
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB MEDIAN/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090112_XS.DWG
LAYOUT NAME - 05

PLOT DATE : 9/1/2021 9:28 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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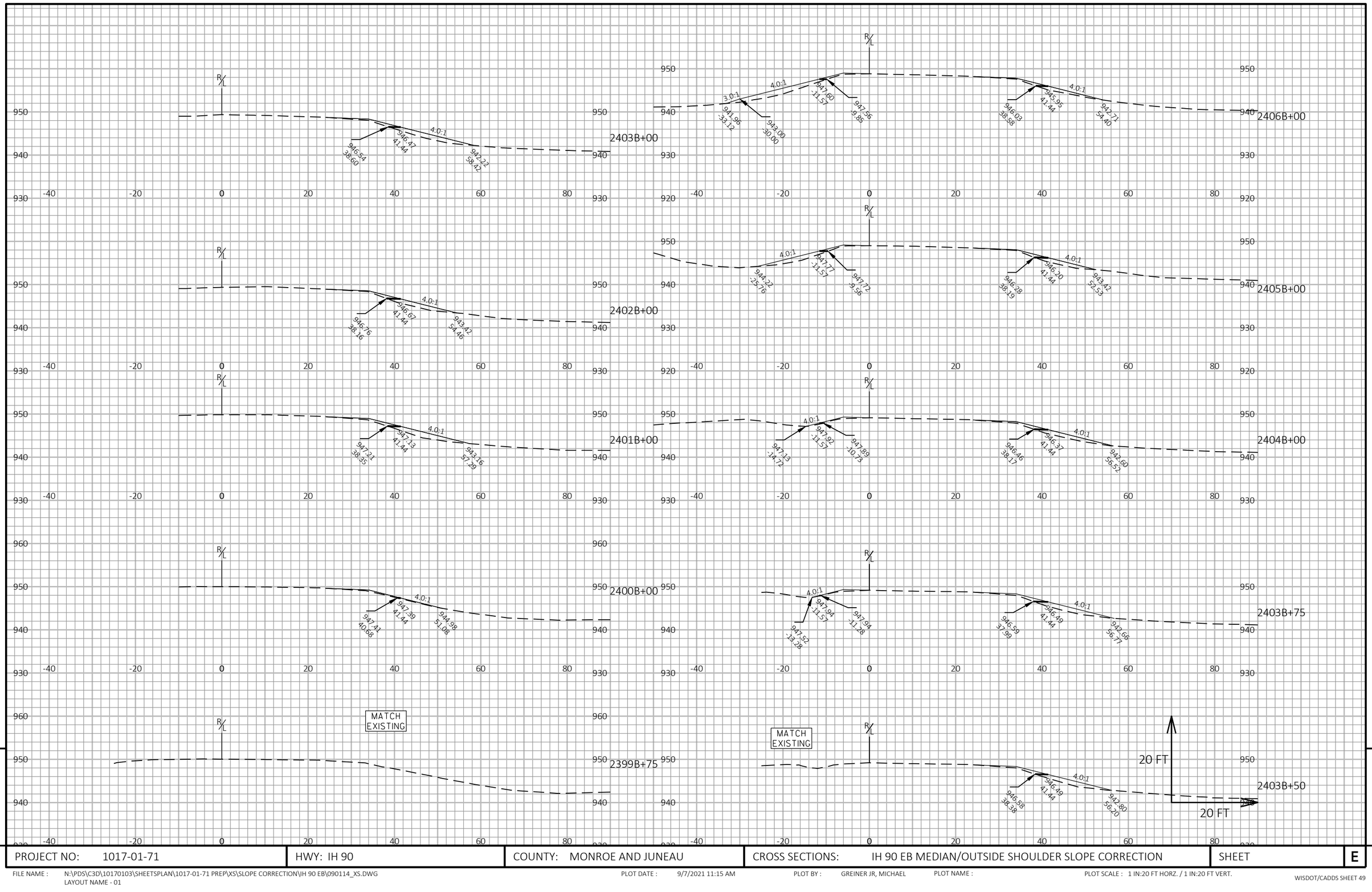
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB MEDIAN/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090112_XS.DWG
LAYOUT NAME - 06

PLOT DATE : 9/1/2021 9:28 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

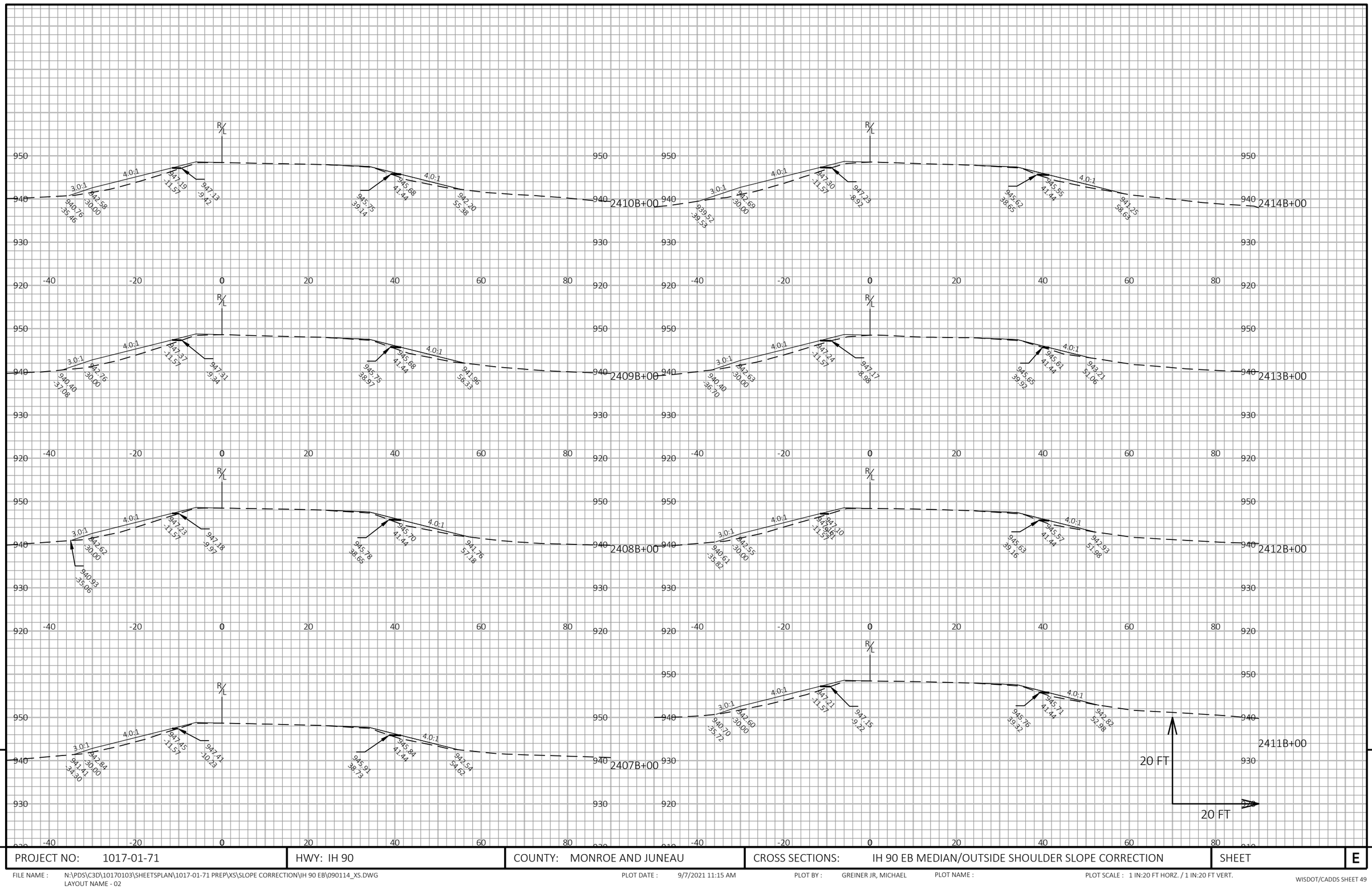
WISDOT/CADDS SHEET 49



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB MEDIAN/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090114_XS.DWG
LAYOUT NAME - 01

PLOT DATE : 9/7/2021 11:15 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

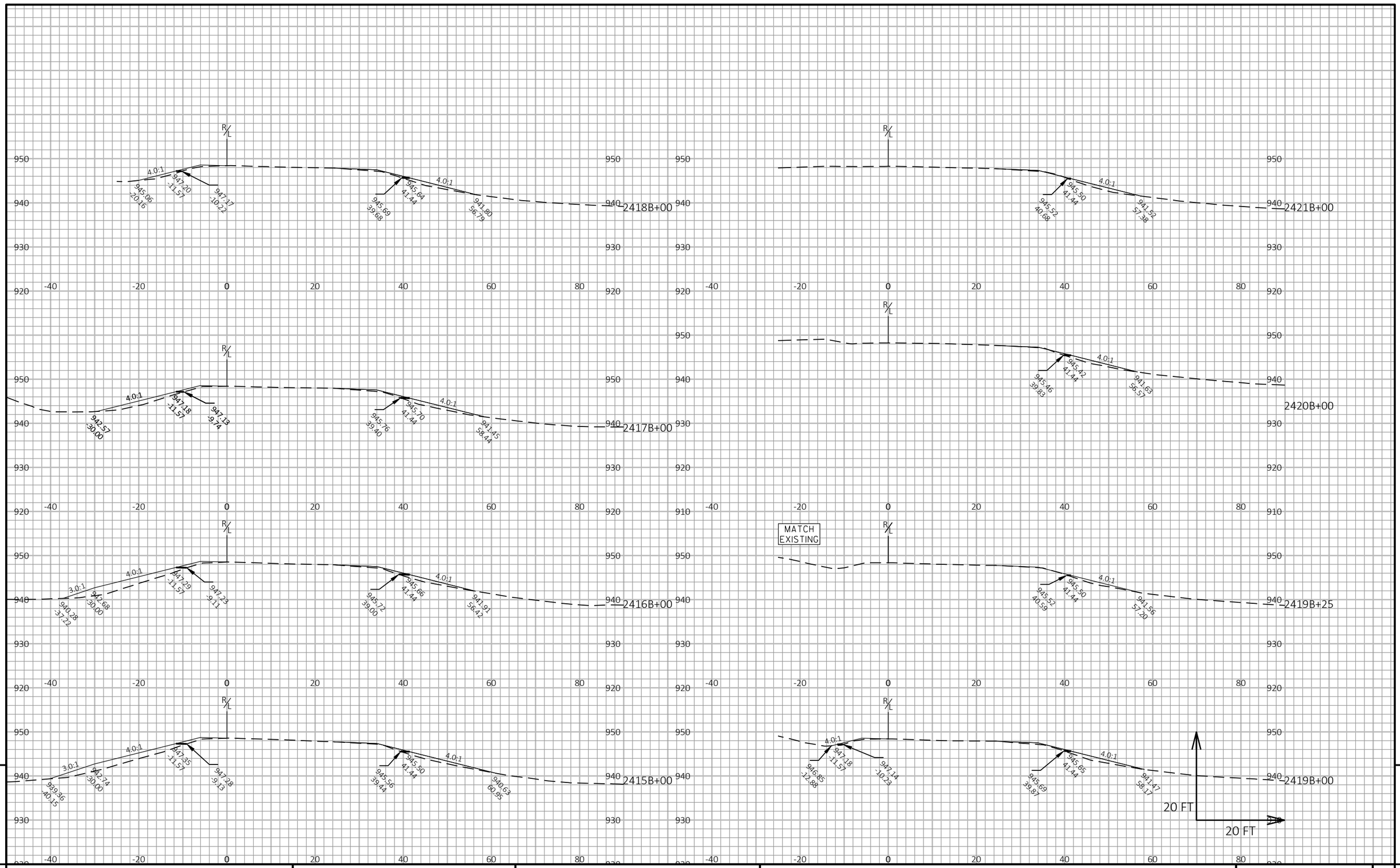


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB MEDIAN/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090114_XS.DWG
LAYOUT NAME - 02

PLOT DATE : 9/7/2021 11:15 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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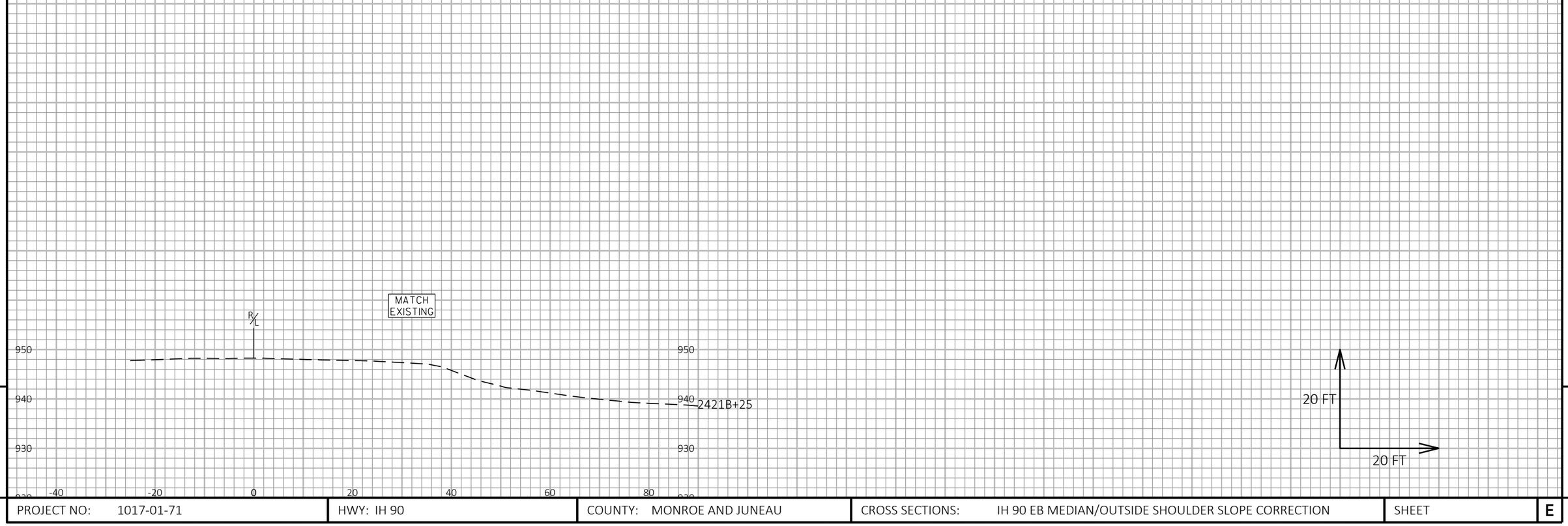
9

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB MEDIAN/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090114_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 9/7/2021 11:15 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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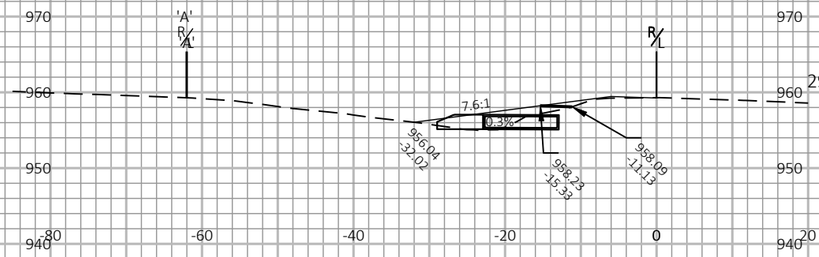
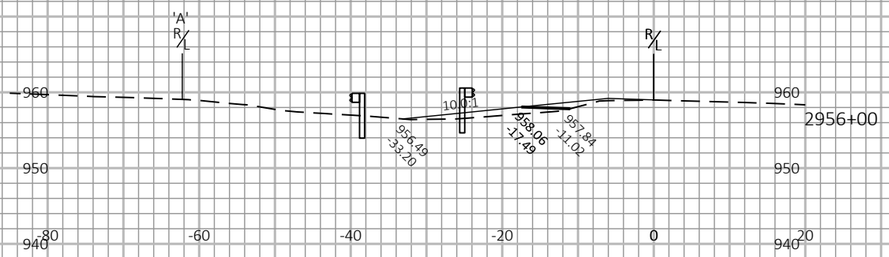
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90 EB MEDIAN/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 90 EB\090114_XS.DWG
LAYOUT NAME - 04

PLOT DATE : 9/7/2021 11:15 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

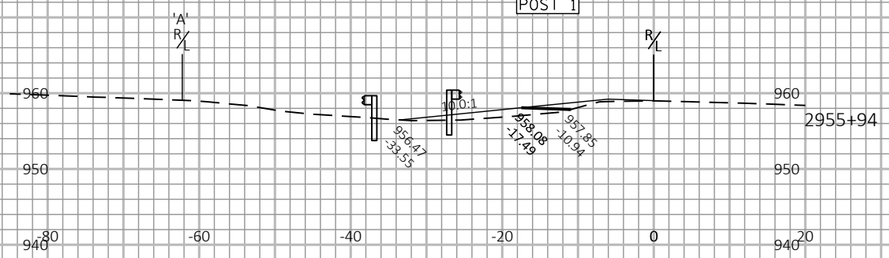


2954+99

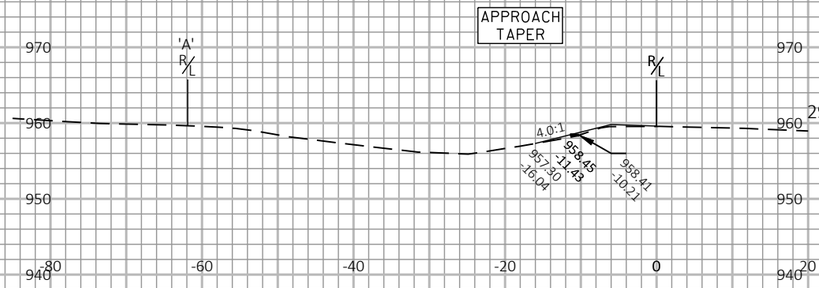


2956+00

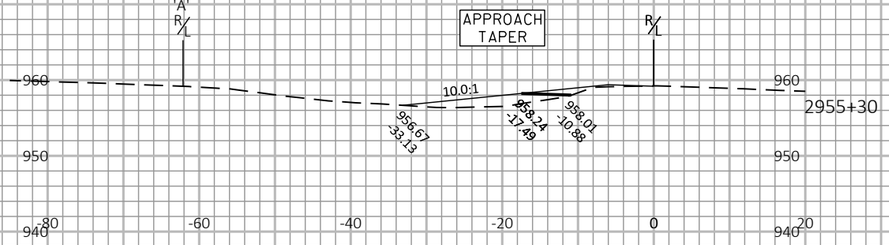
2954+00



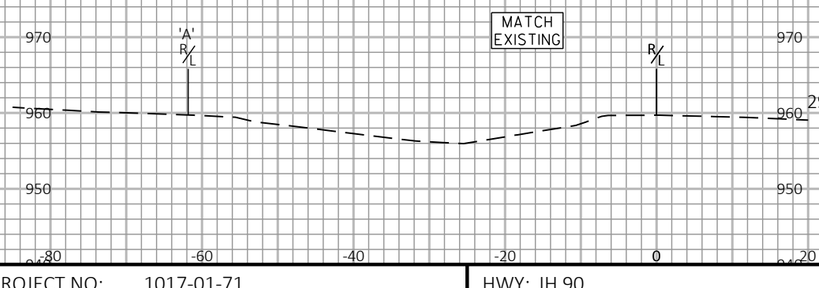
2955+94



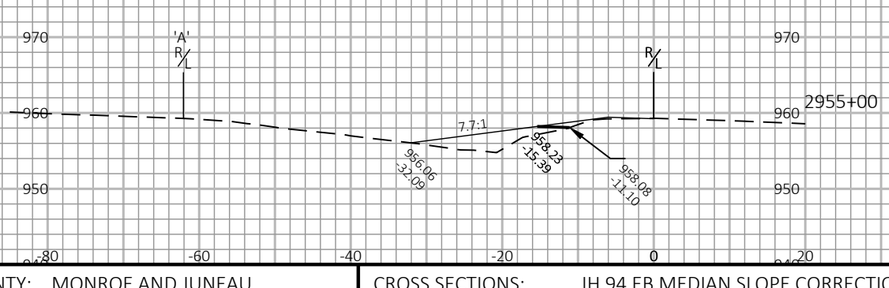
2953+80



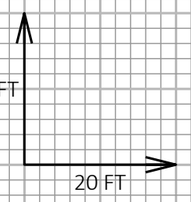
2955+30



2953+50



2955+00



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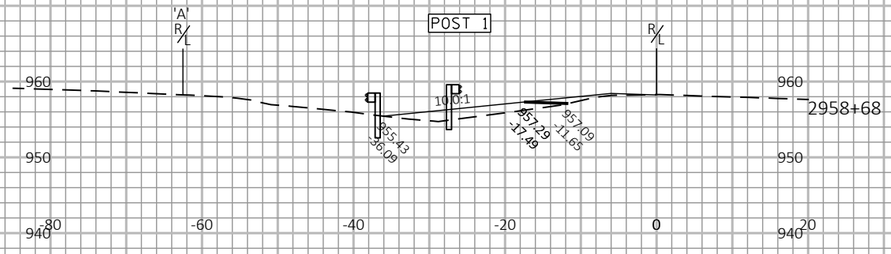
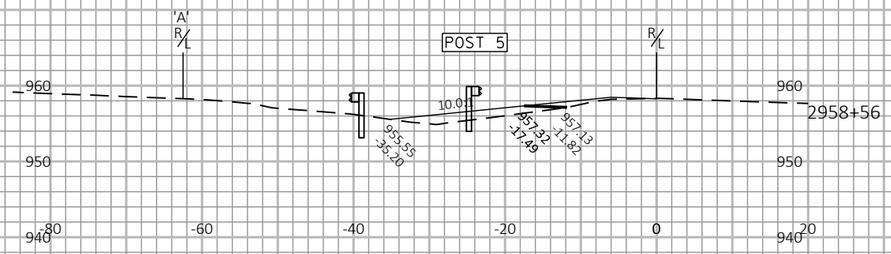
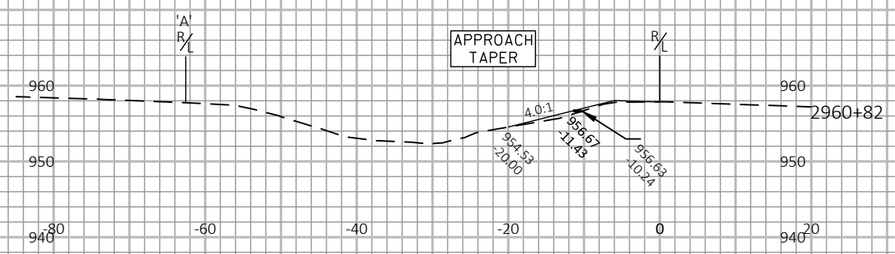
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

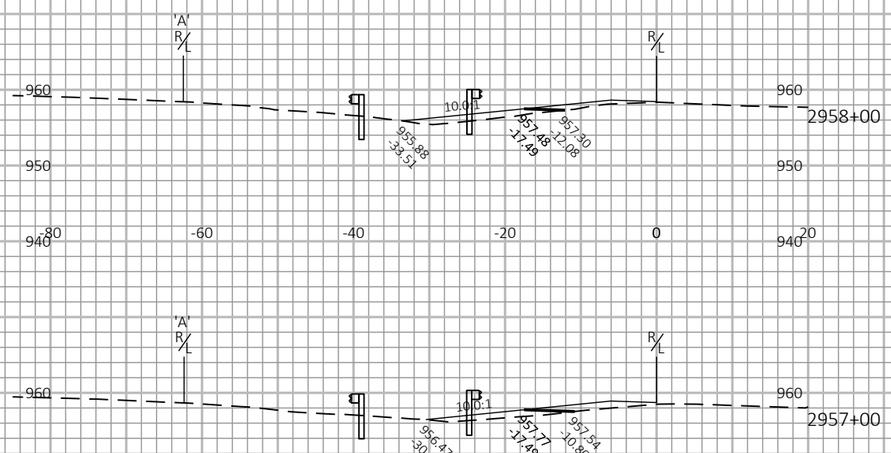
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090220_XS.DWG
LAYOUT NAME - 1

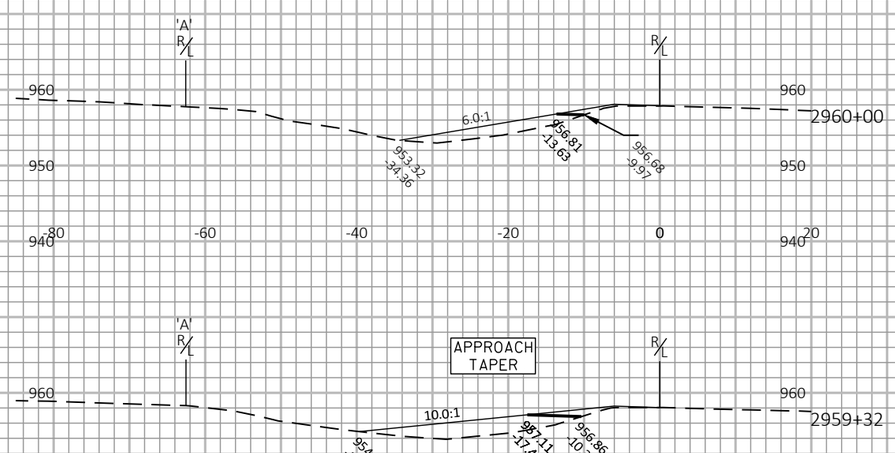
PLOT DATE : 3/23/2022 4:56 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

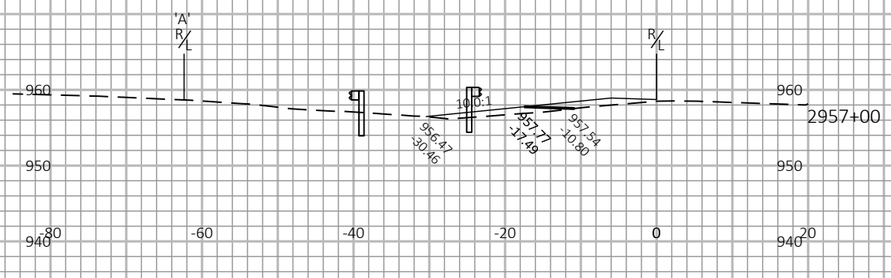


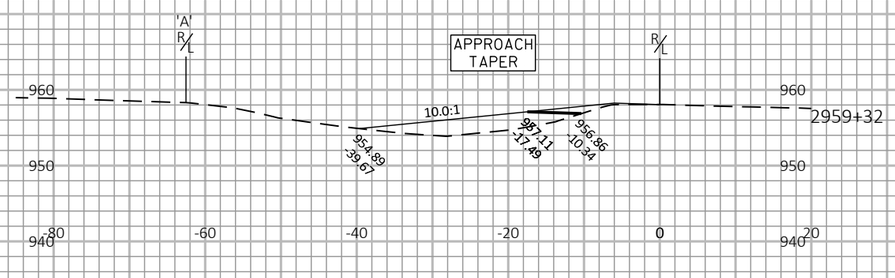


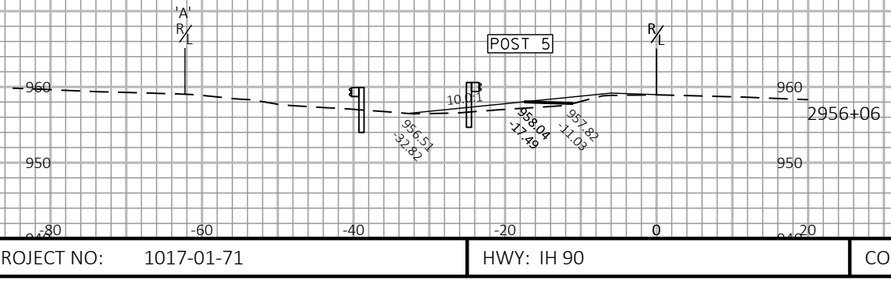


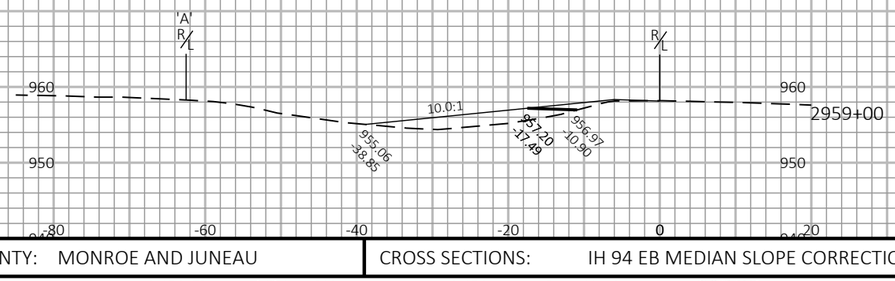


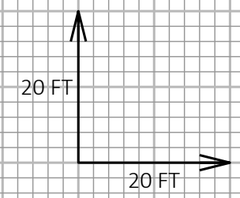












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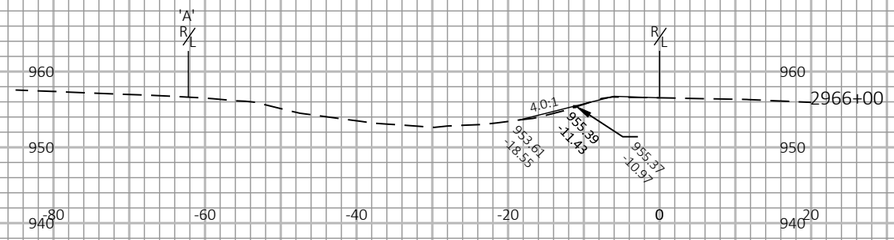
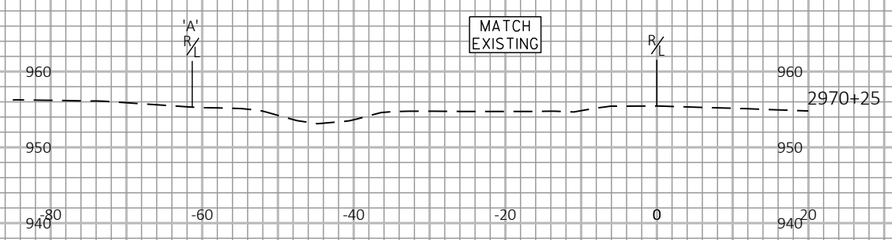
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

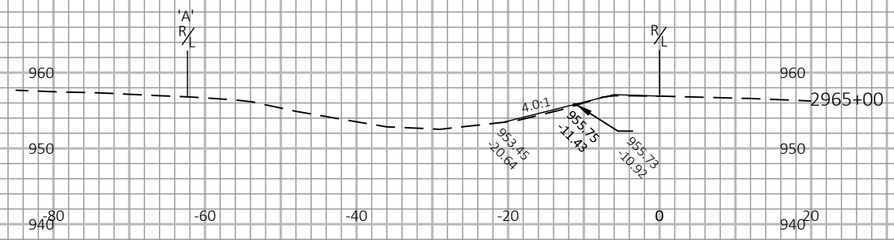
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090220_XS.DWG
LAYOUT NAME - 2

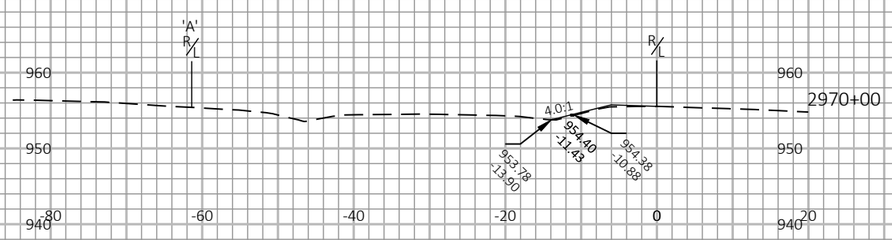
PLOT DATE : 3/23/2022 4:56 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

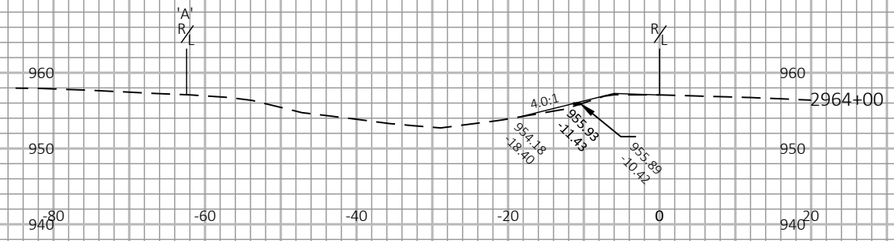
WISDOT/CADDS SHEET 49

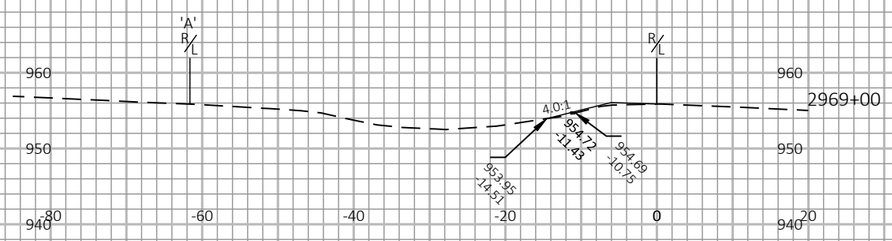


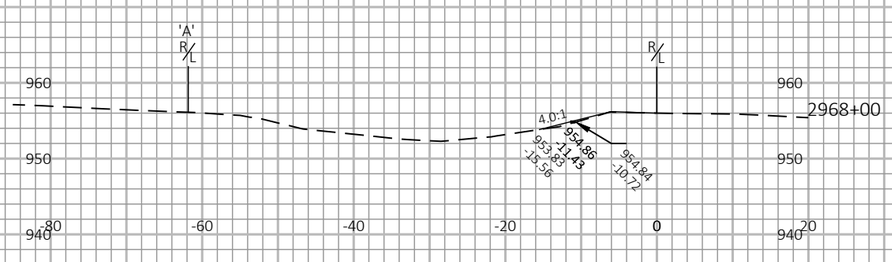


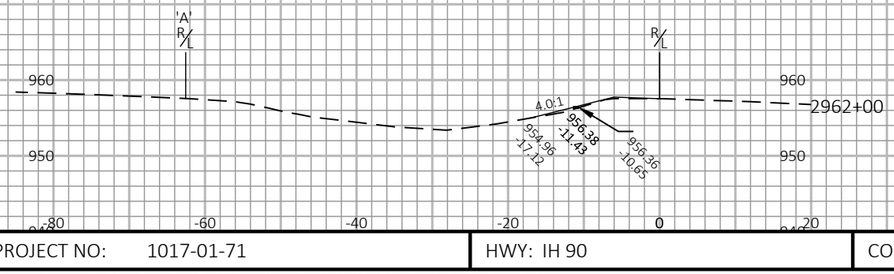


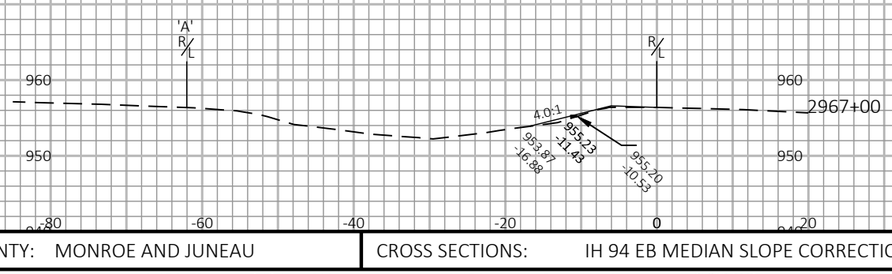


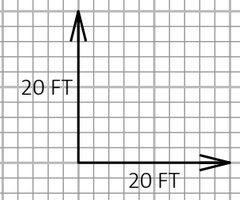












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090220_XS.DWG
LAYOUT NAME - 3

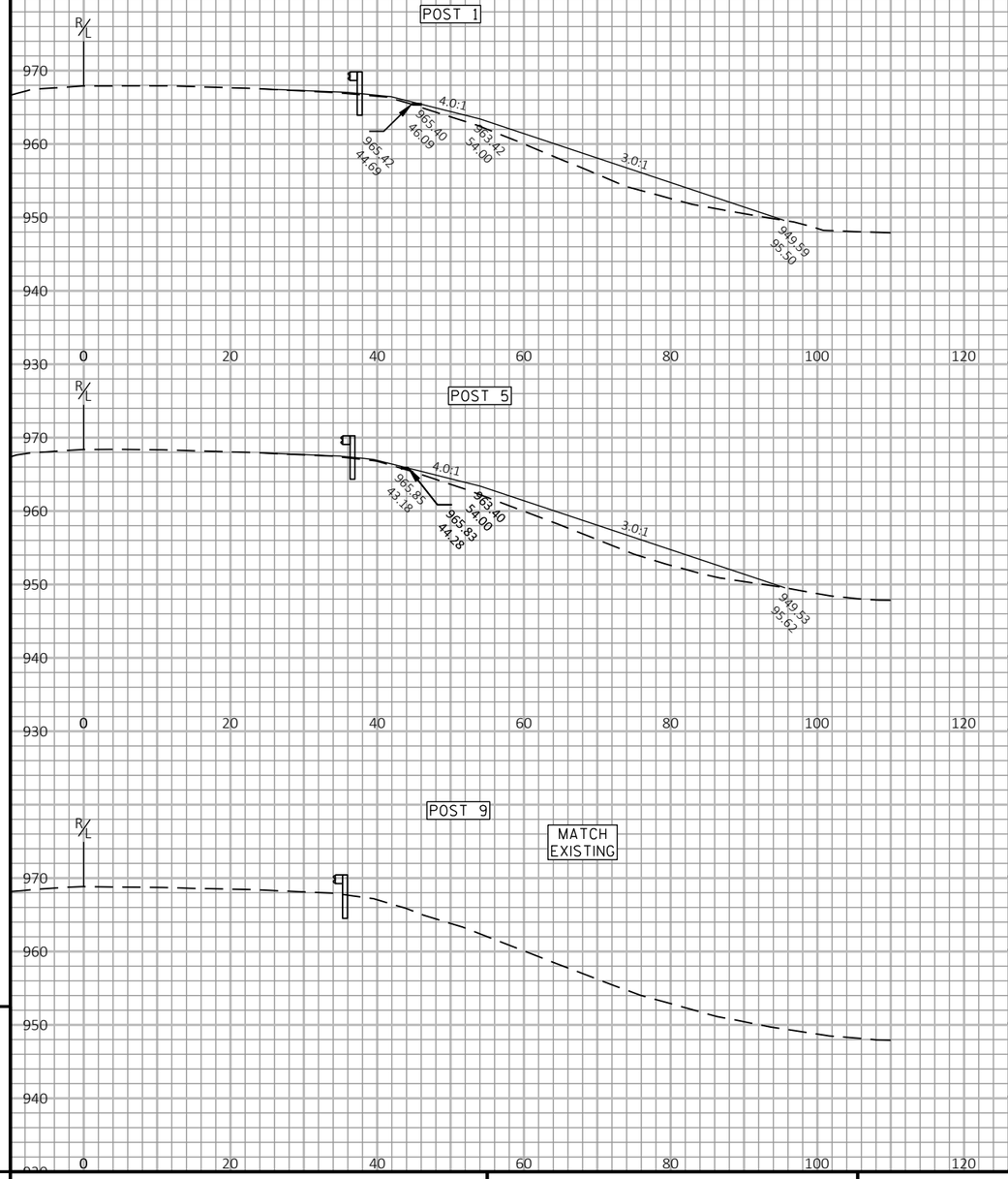
PLOT DATE : 3/23/2022 4:56 PM

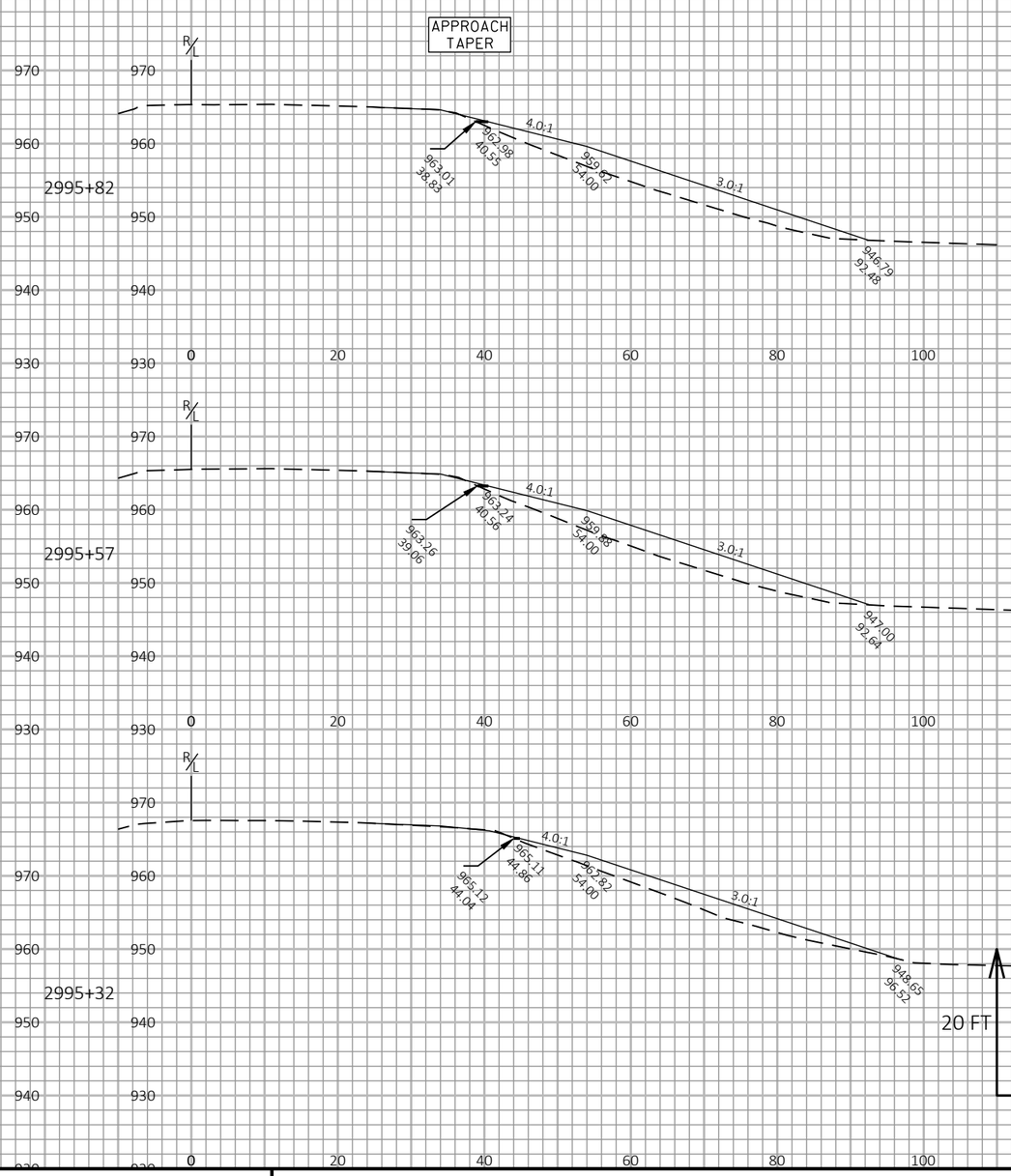
PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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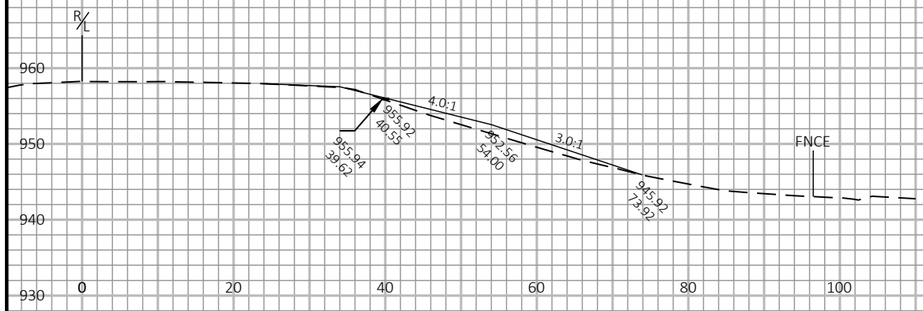
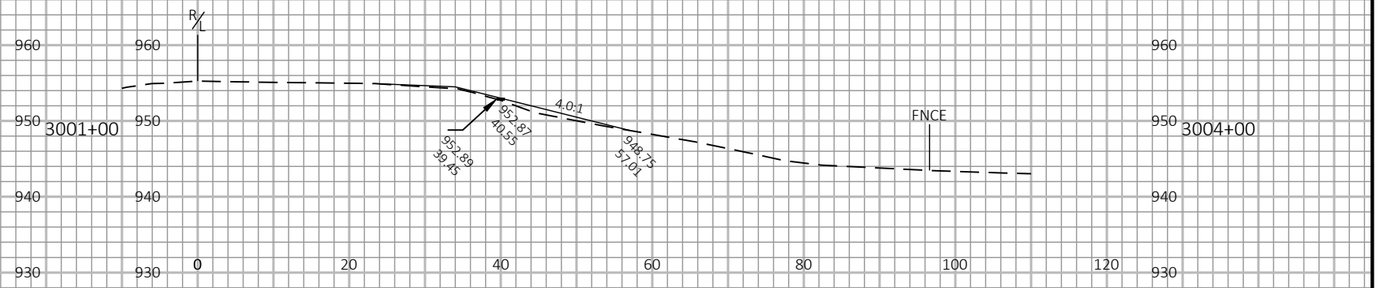
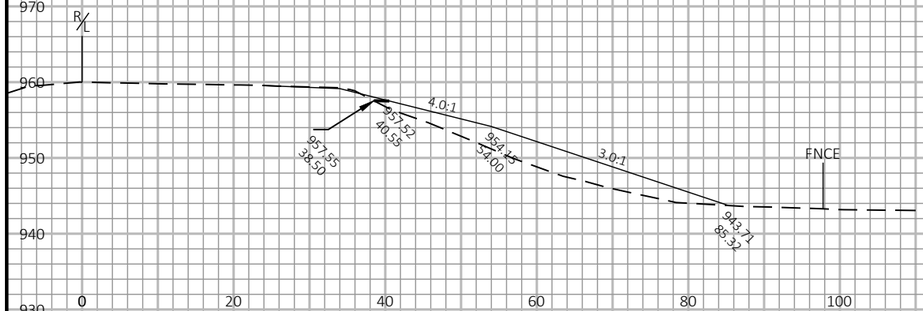
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB OUTSIDE SLOPE CORRECTION	SHEET	E

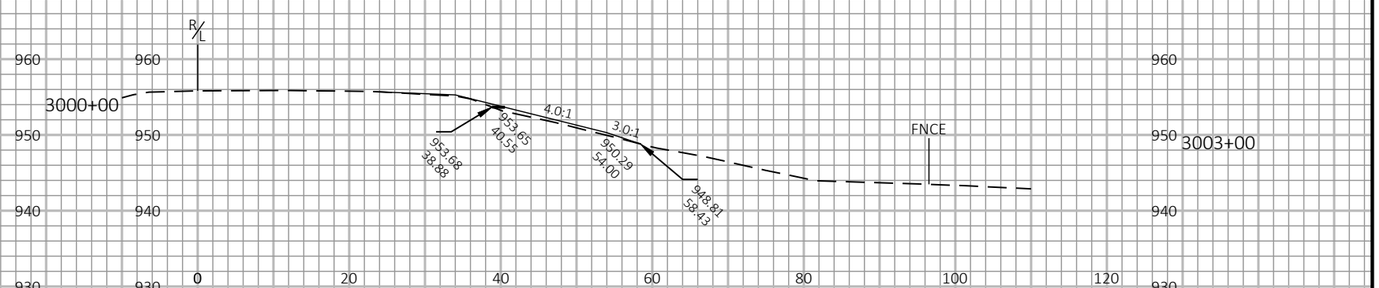
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090222_XS.DWG
LAYOUT NAME - 01

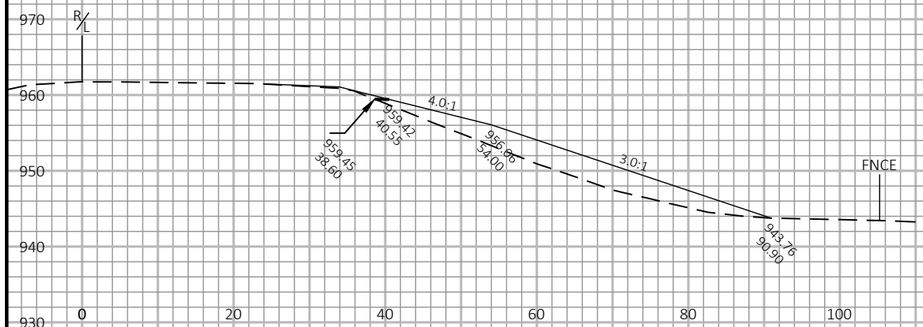
PLOT DATE : 3/23/2022 5:06 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

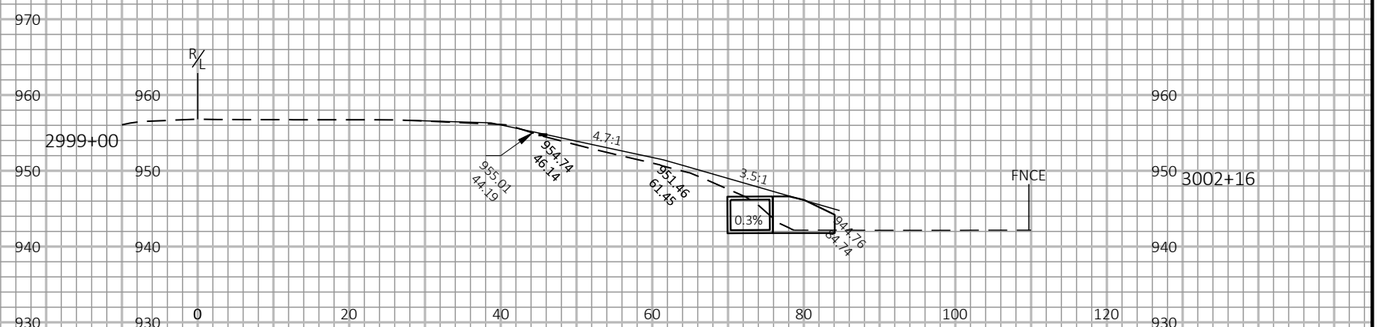


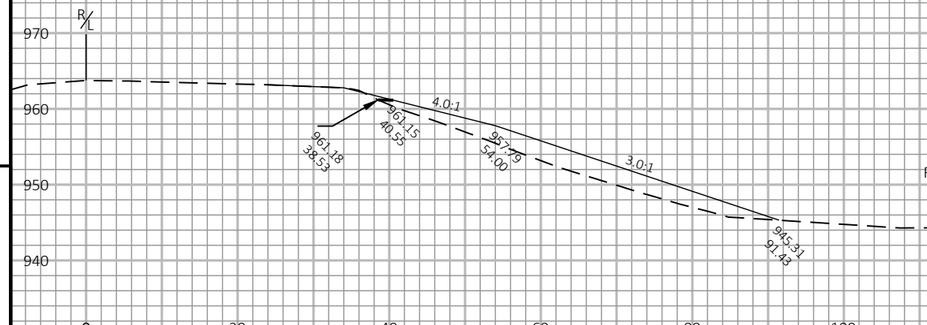


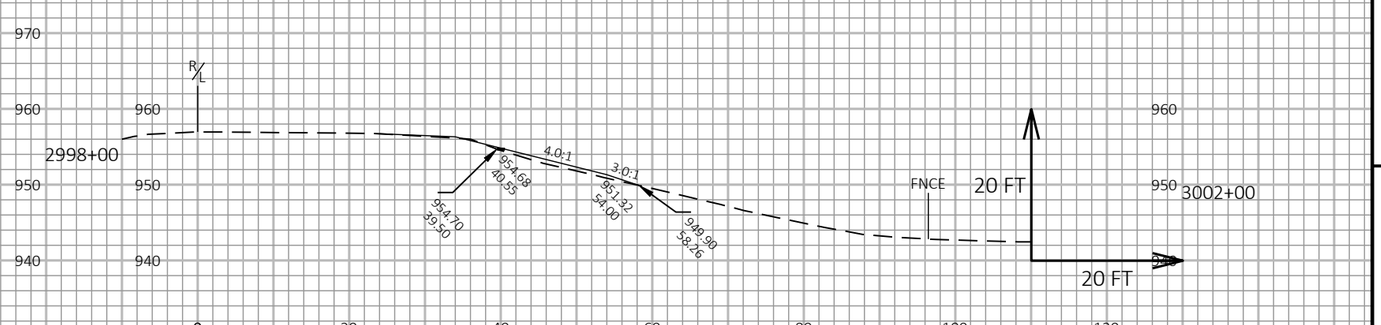












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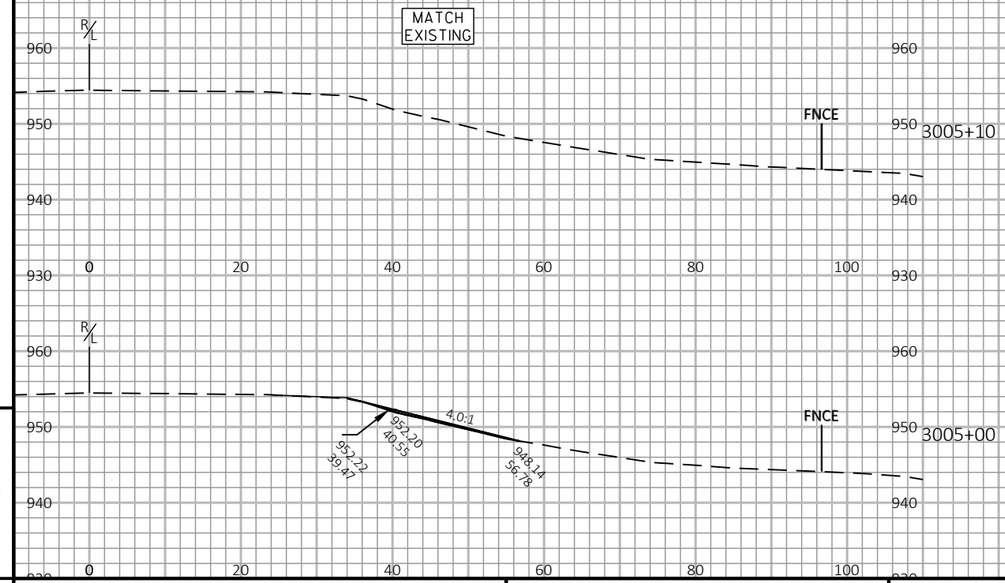
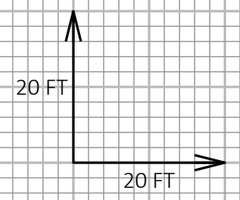
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB OUTSIDE SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090222_XS.DWG
LAYOUT NAME - 02

PLOT DATE : 3/23/2022 5:06 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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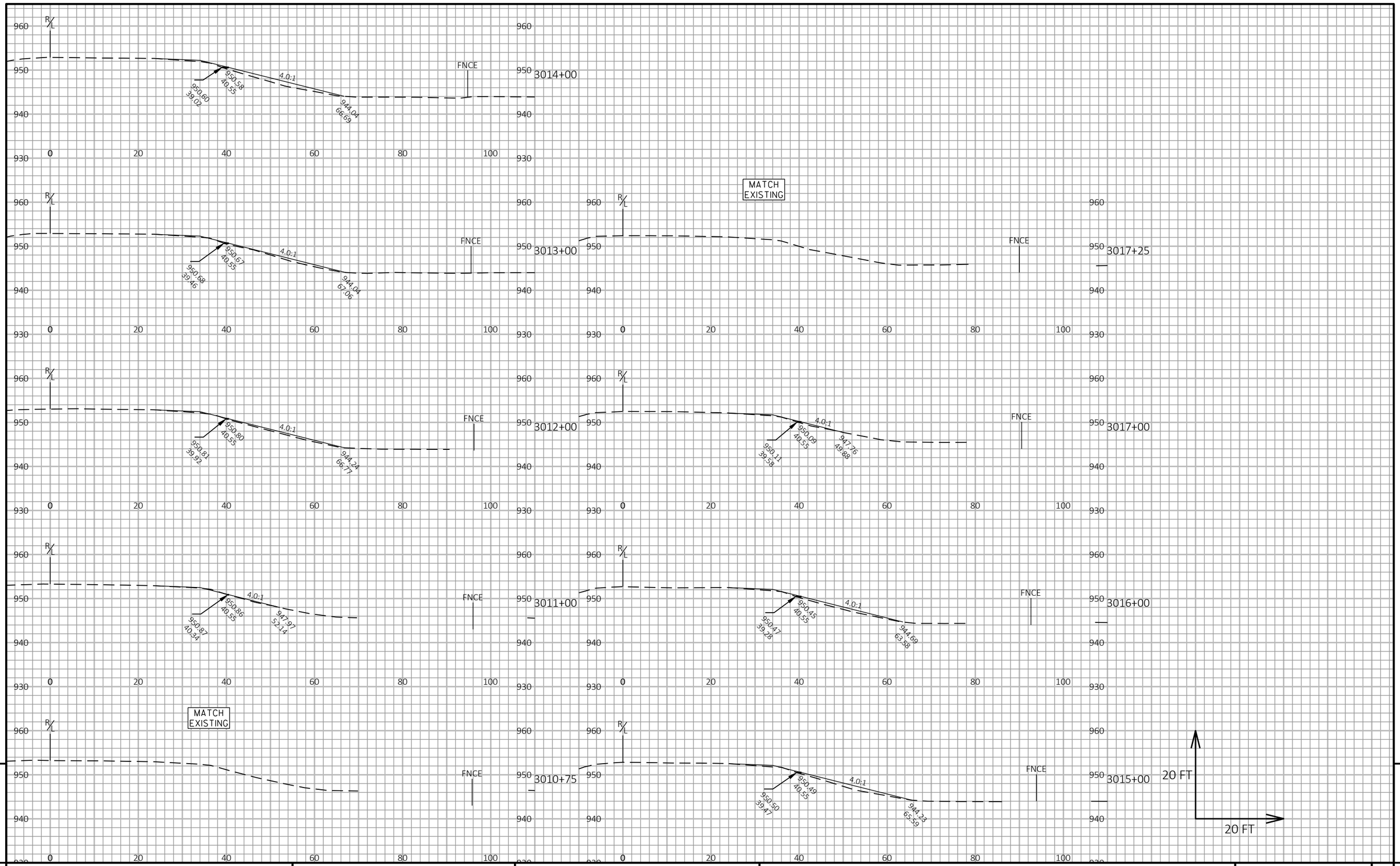
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB OUTSIDE SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090222_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 3/23/2022 5:07 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

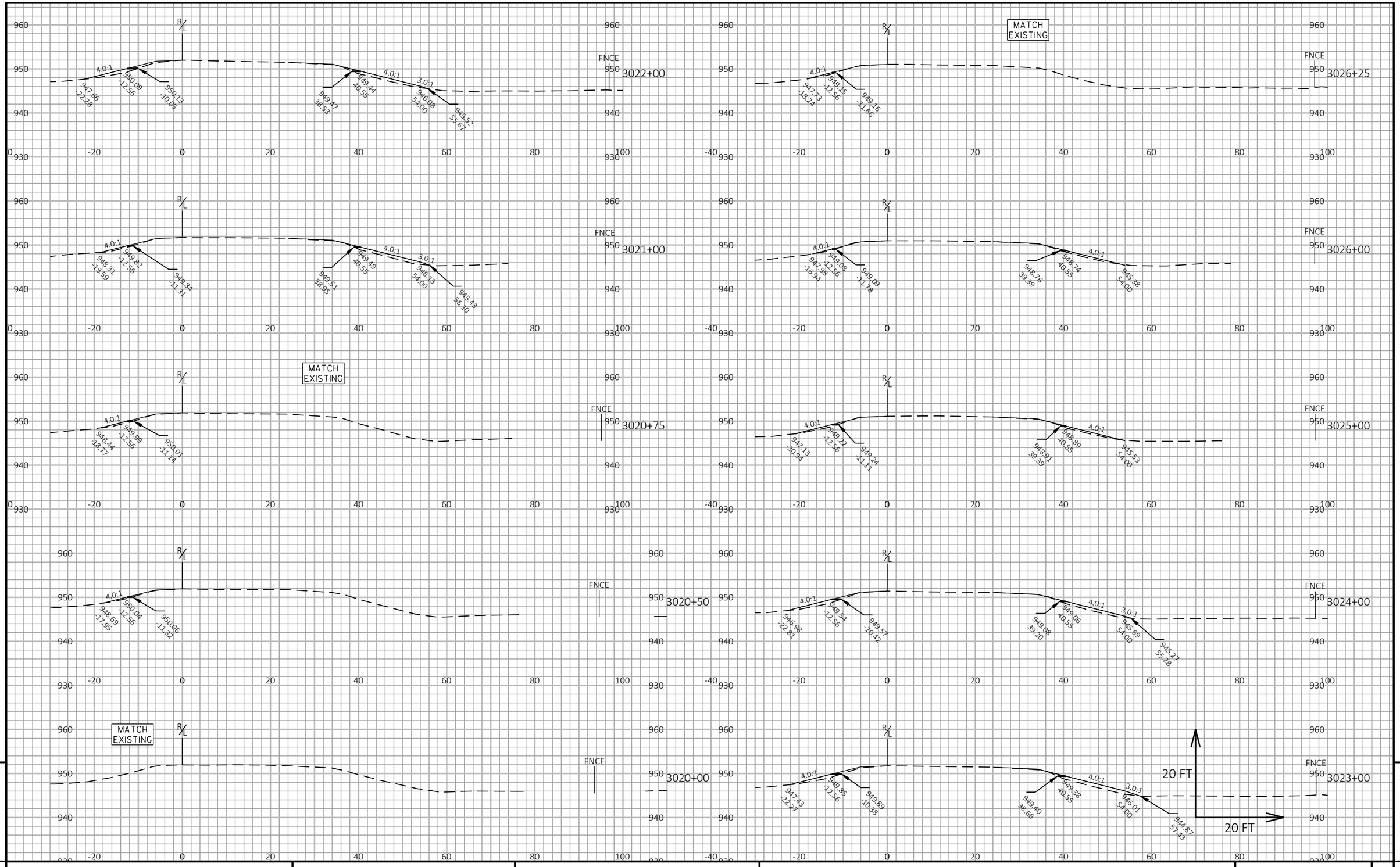


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB OUTSIDE SLOPE CORRECTION	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090222_XS.DWG
LAYOUT NAME - 04

PLOT DATE : 3/23/2022 5:07 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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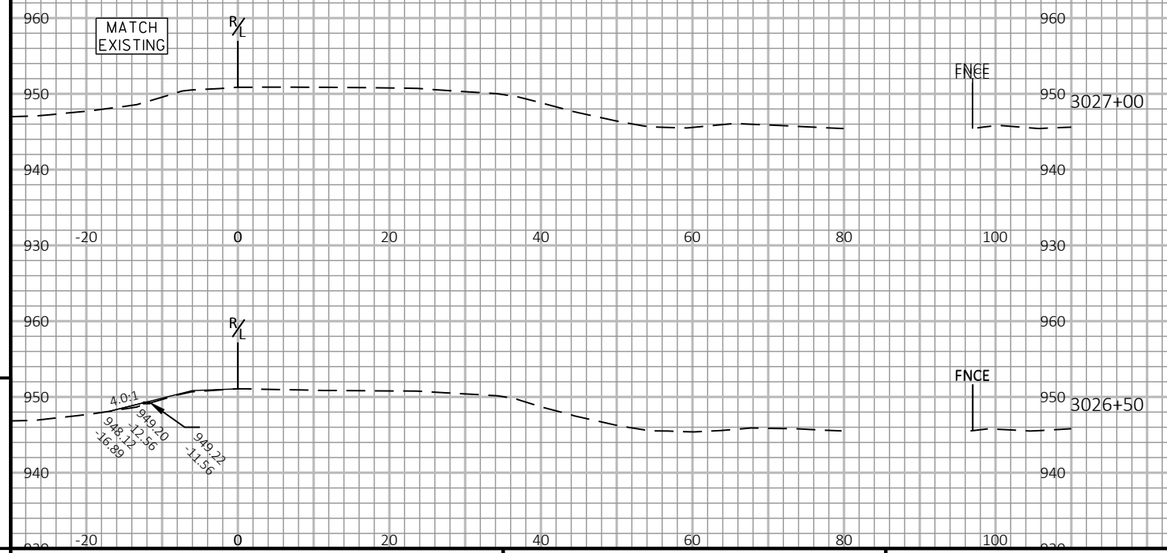
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN/OUTSIDE SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090224_XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/21/2022 11:42 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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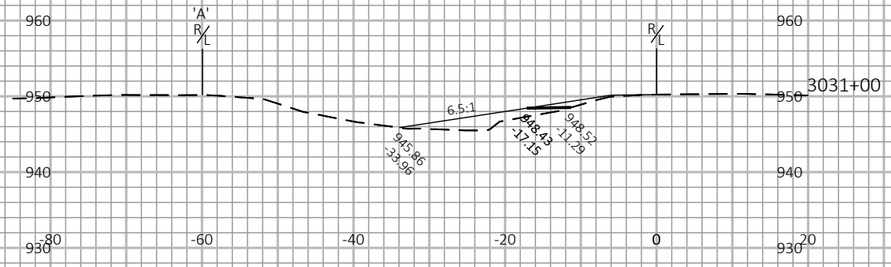
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090224_XS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/21/2022 11:42 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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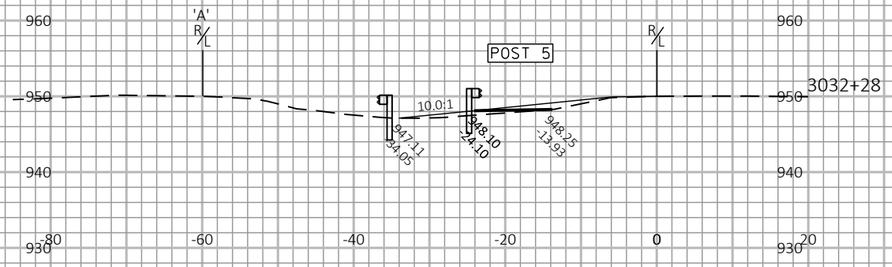

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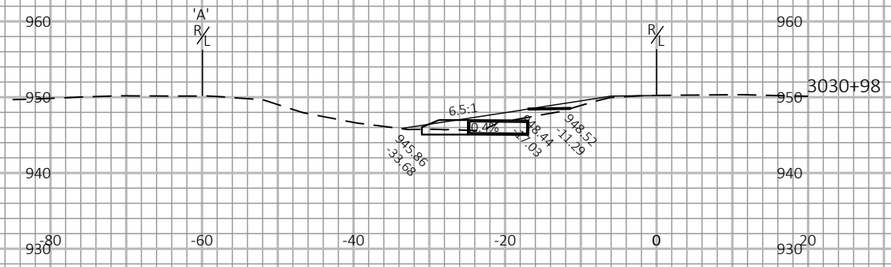

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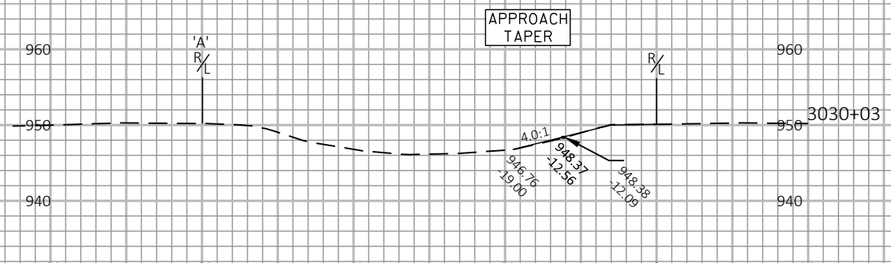
3032+16



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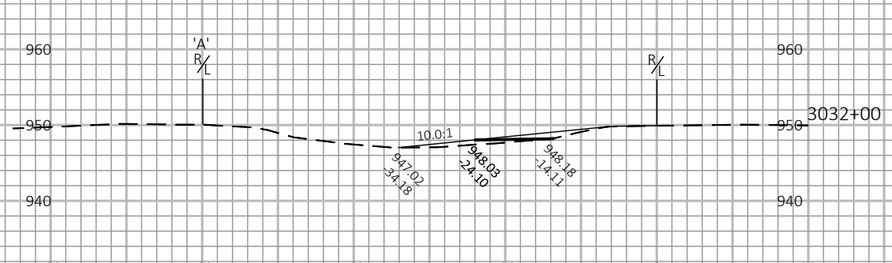

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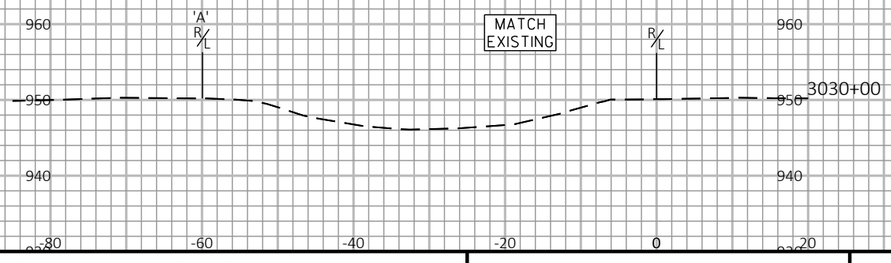

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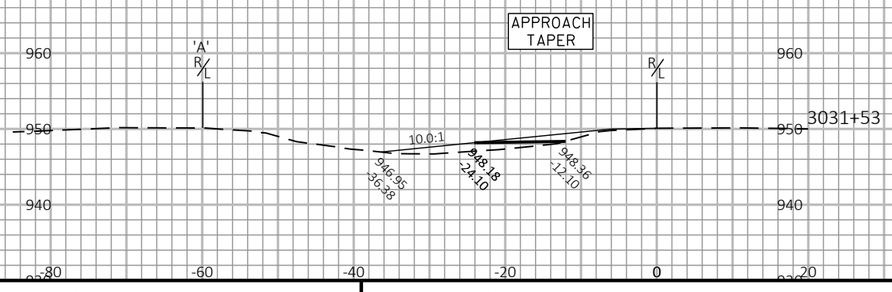

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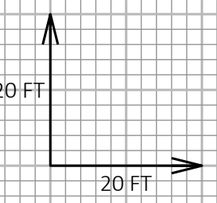

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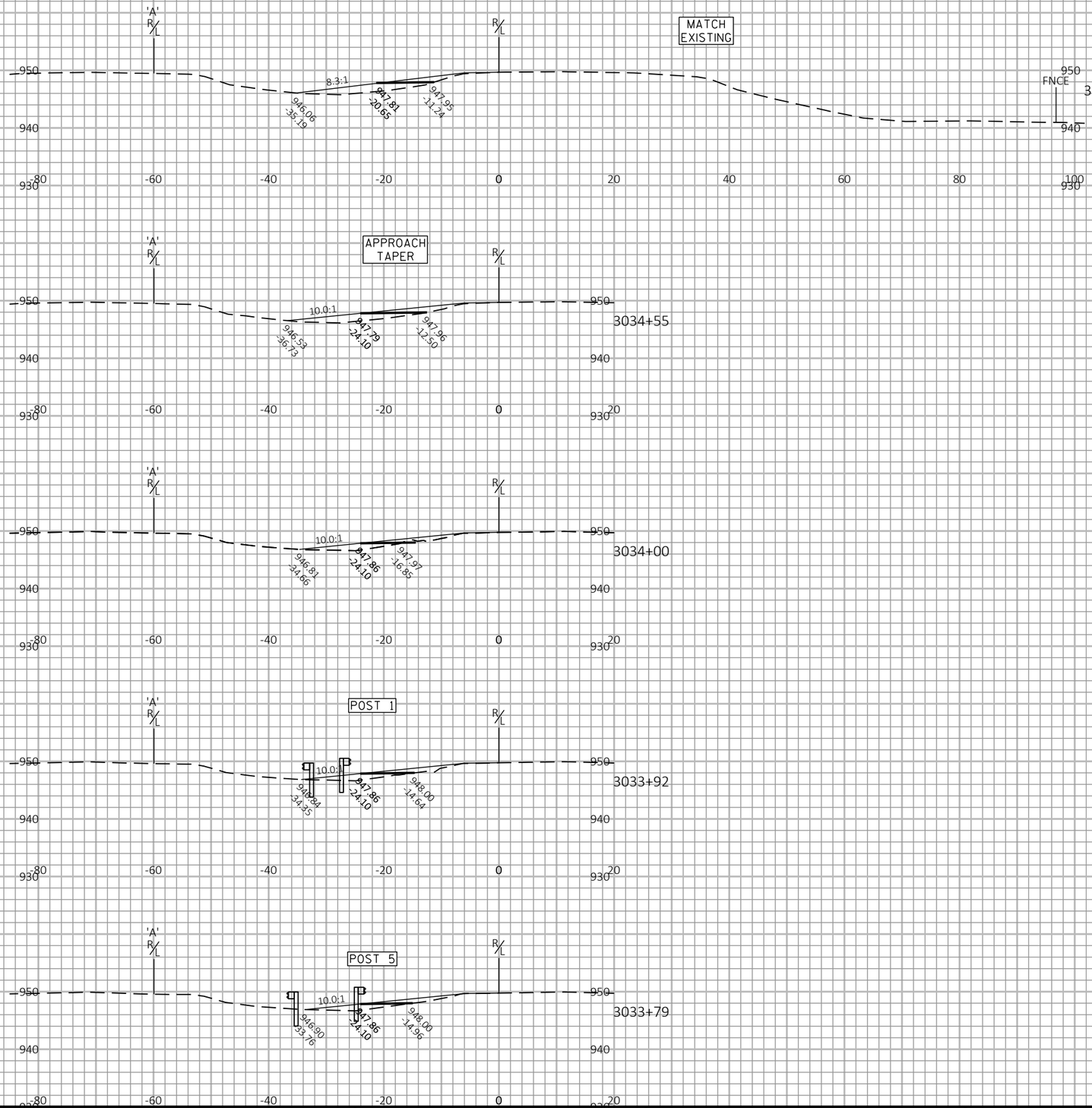
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090226_XS.DWG
LAYOUT NAME - 1

PLOT DATE : 3/24/2022 8:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

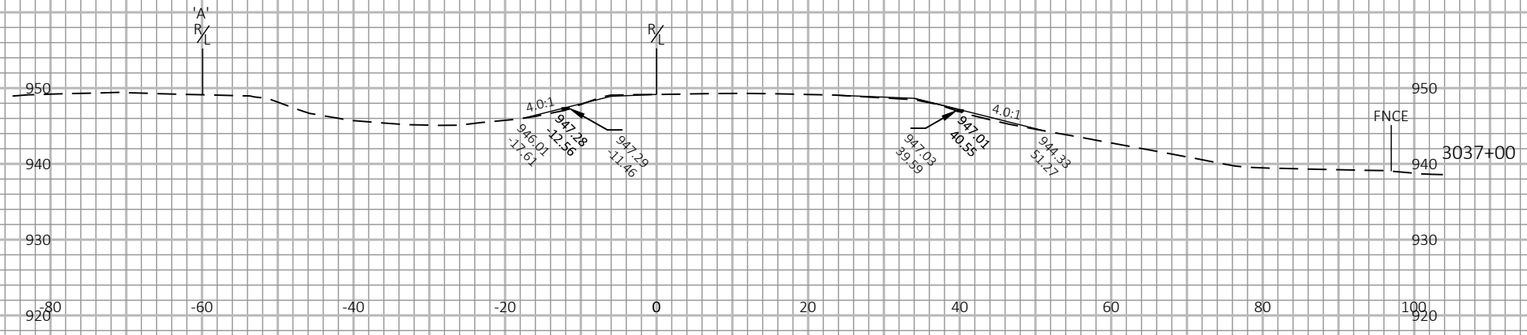


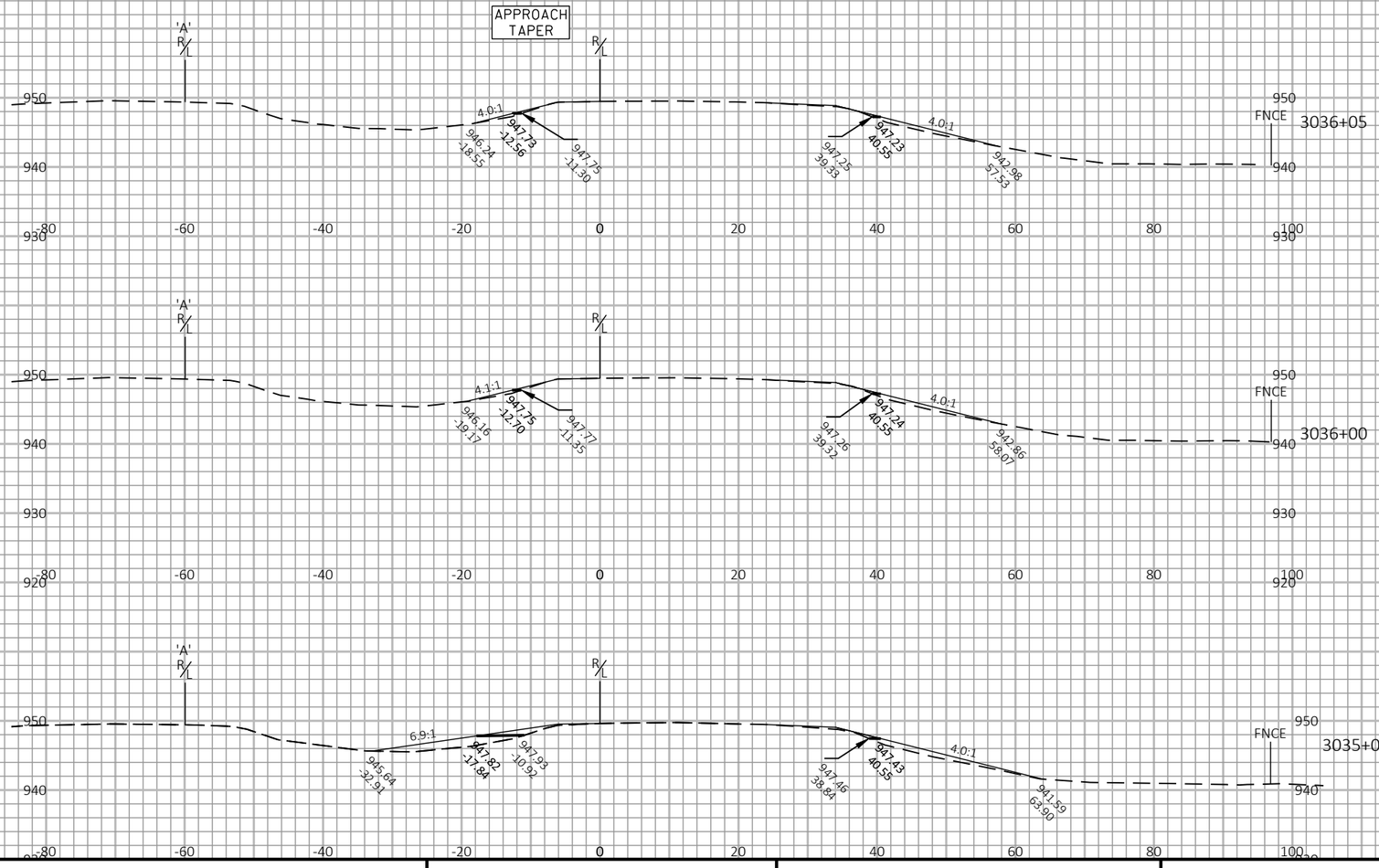
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN/OUTSIDE SLOPE CORRECTION	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090226_XS.DWG
LAYOUT NAME - 2

PLOT DATE : 3/24/2022 8:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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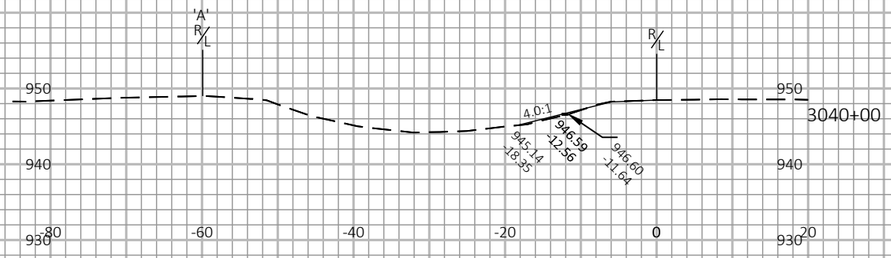
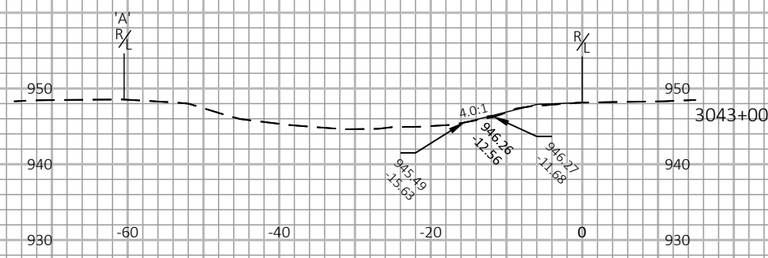
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN/OUTSIDE SLOPE CORRECTION	SHEET	E

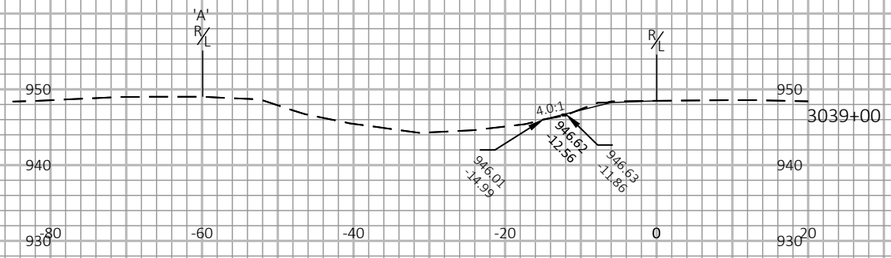
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090226_XS.DWG
LAYOUT NAME - 3

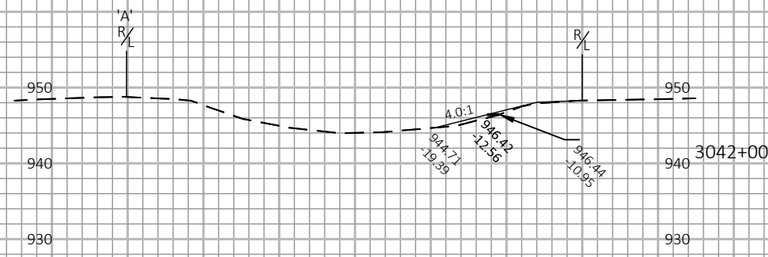
PLOT DATE : 3/24/2022 8:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

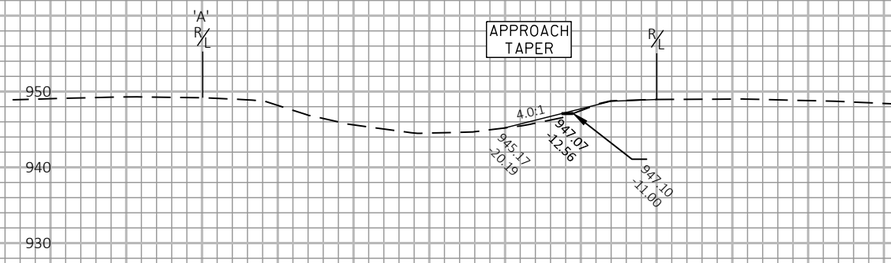
WISDOT/CADDS SHEET 49

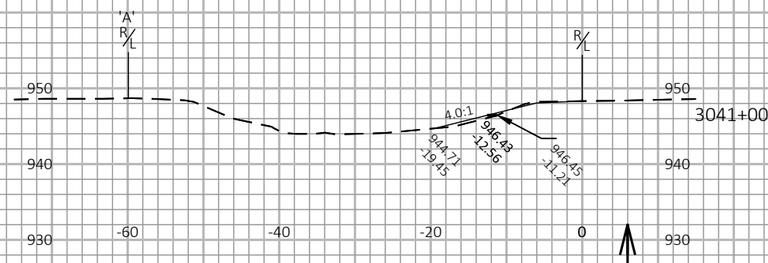


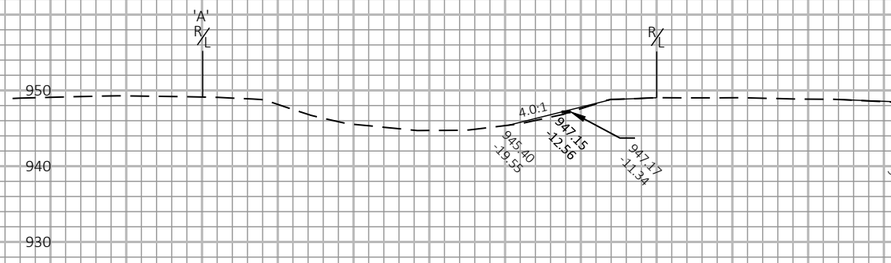


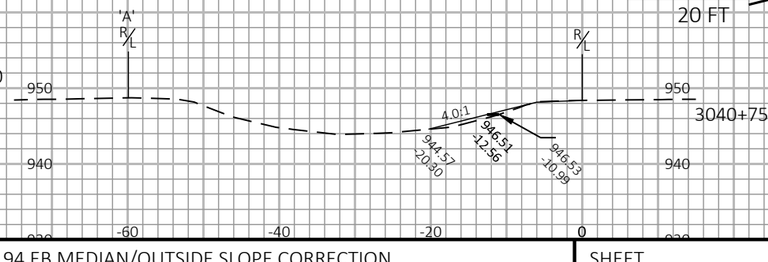












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN/OUTSIDE SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090226_XS.DWG
LAYOUT NAME - 4

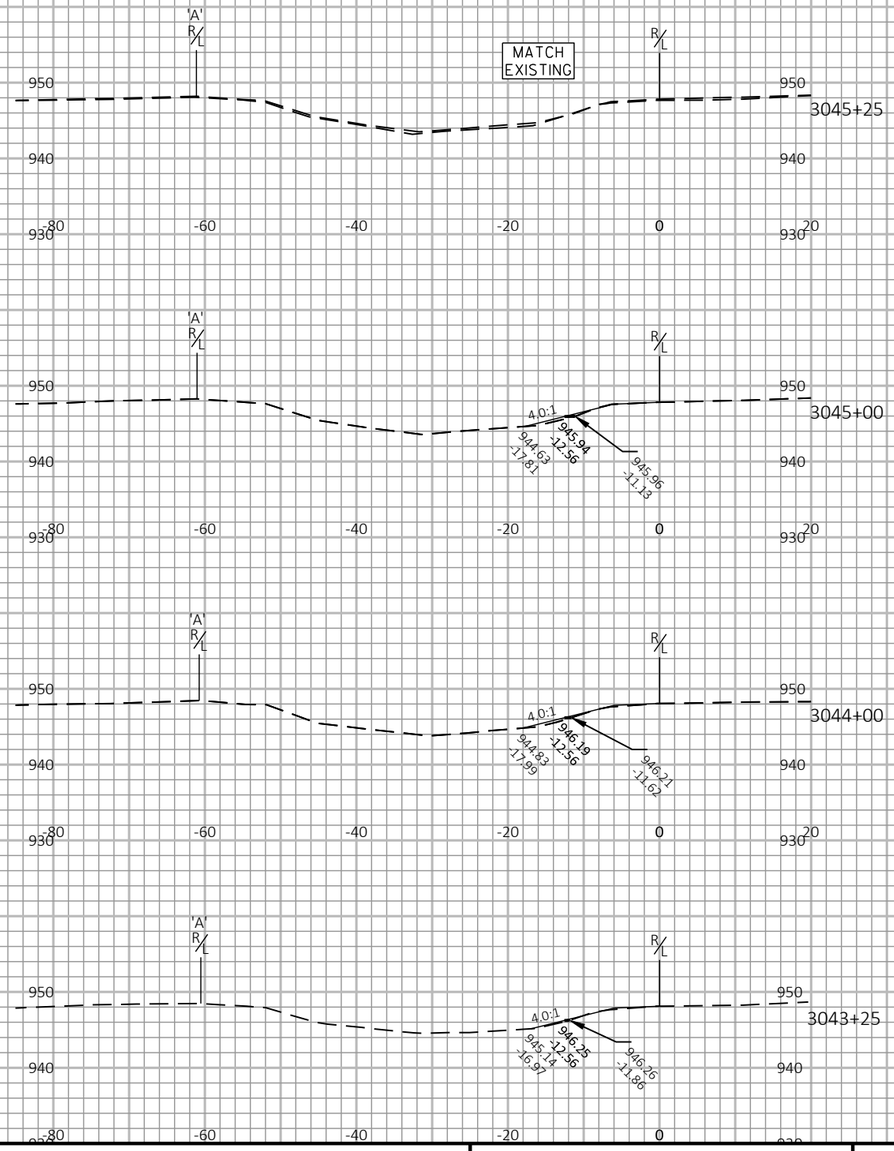
PLOT DATE : 3/24/2022 8:54 AM

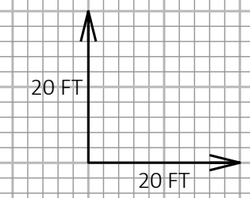
PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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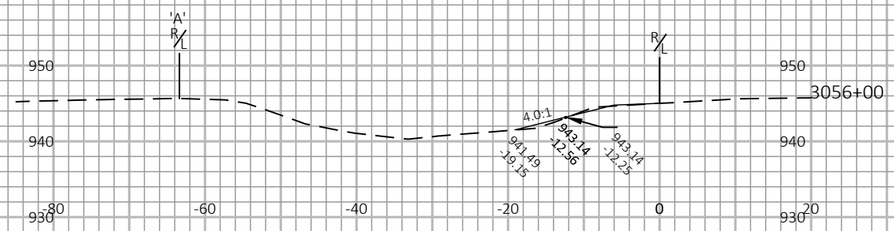
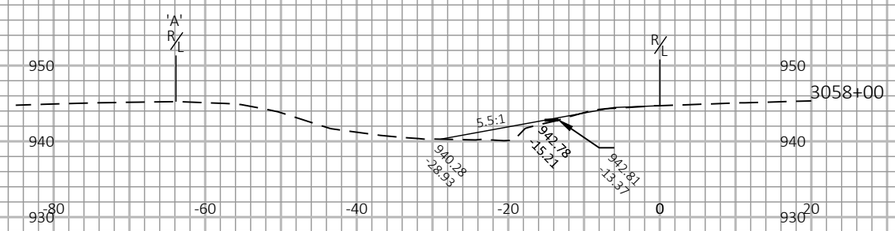
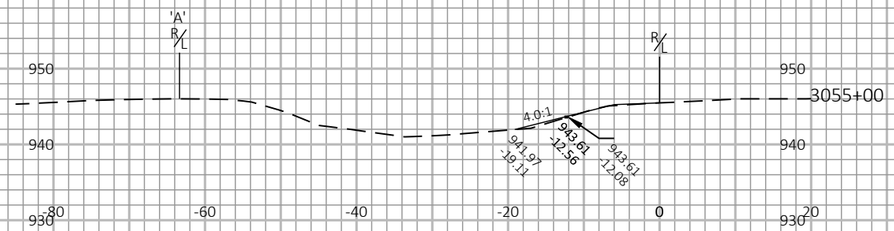
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

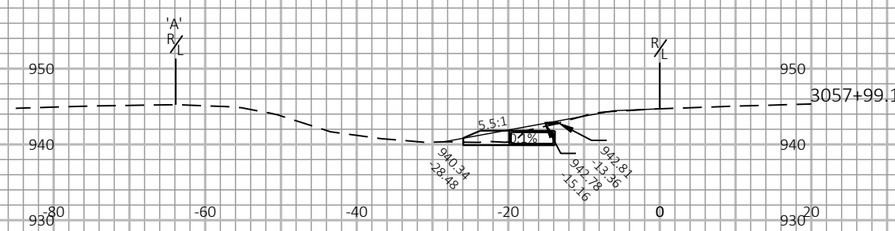
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090226_XS.DWG
LAYOUT NAME - 5

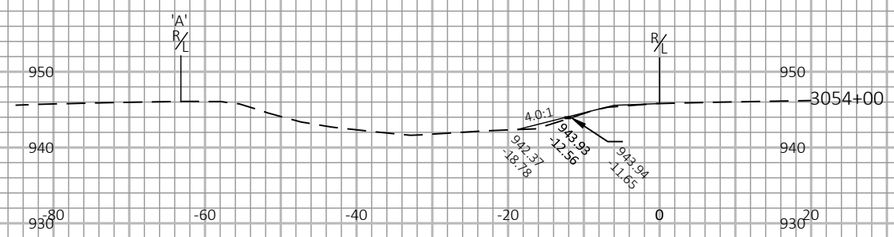
PLOT DATE : 3/24/2022 8:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

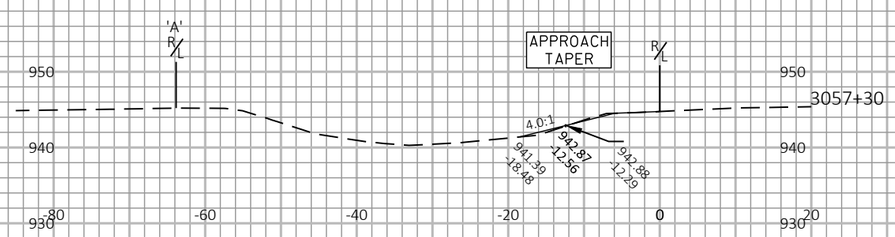


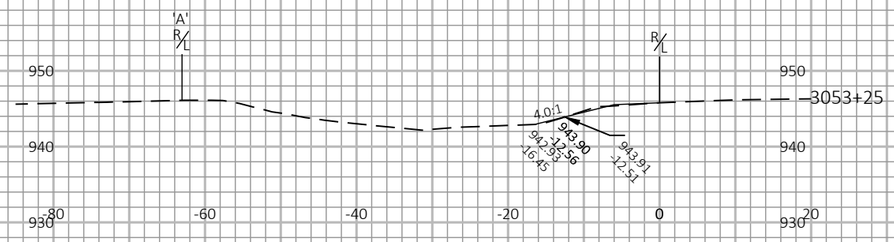


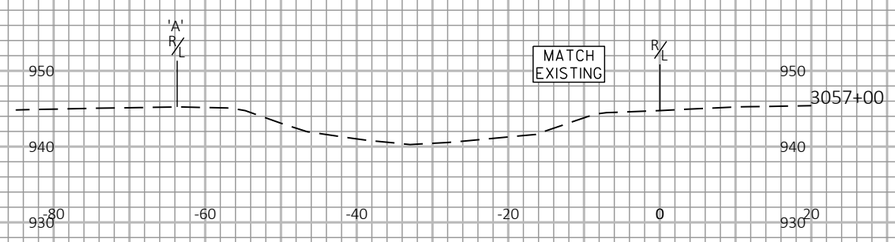


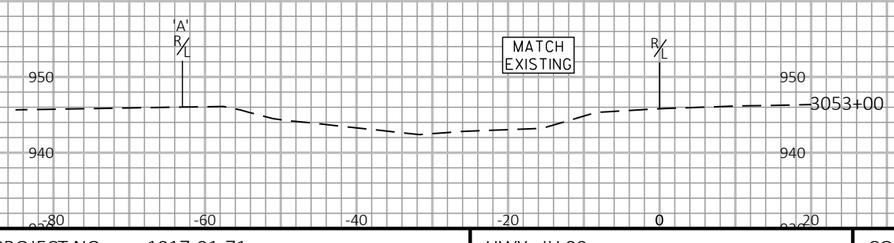


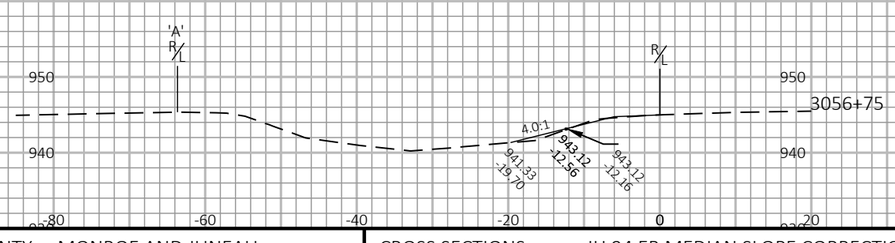












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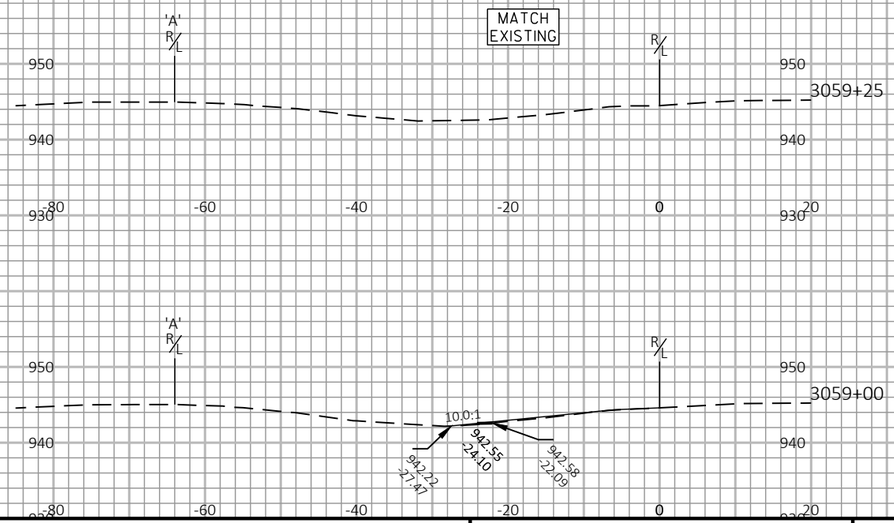
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090228_XS.DWG
LAYOUT NAME - 1

PLOT DATE : 3/24/2022 9:01 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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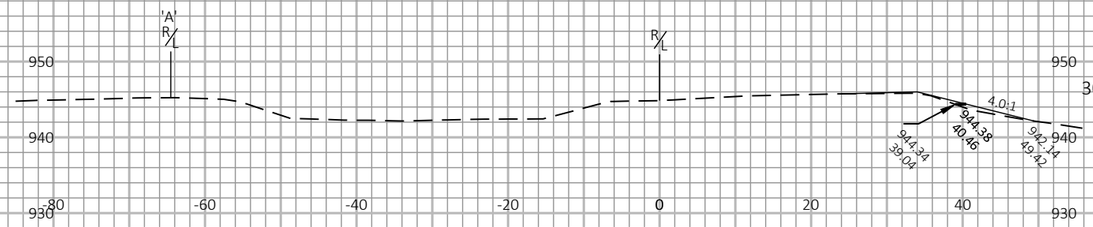
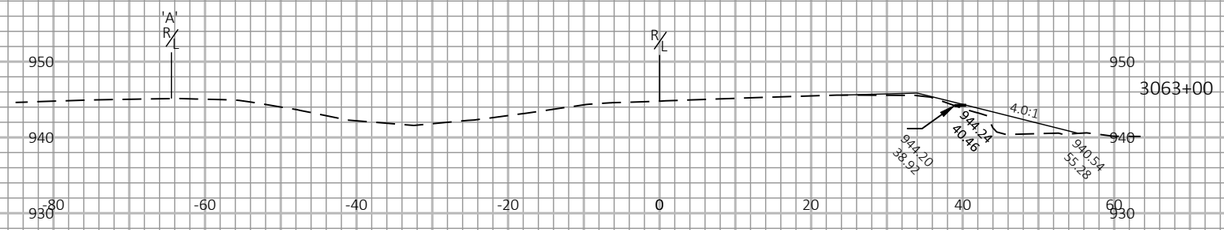
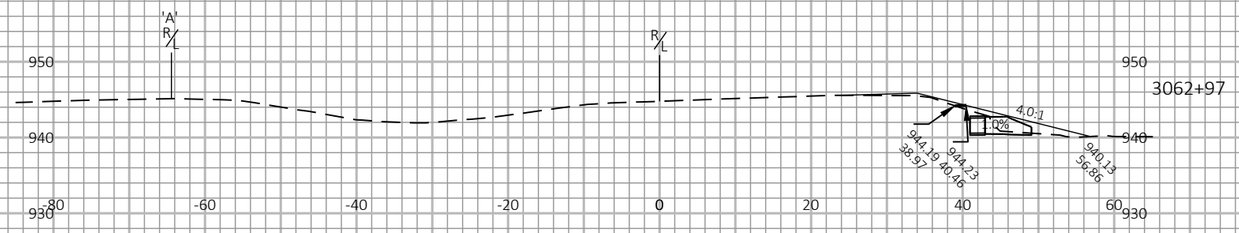
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

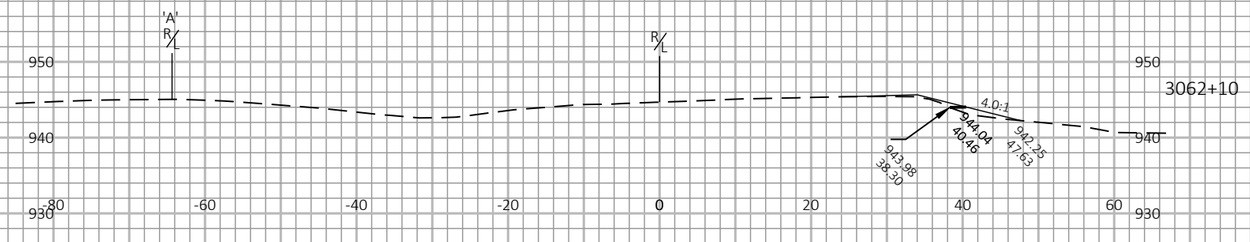
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090228_XS.DWG
LAYOUT NAME - 2

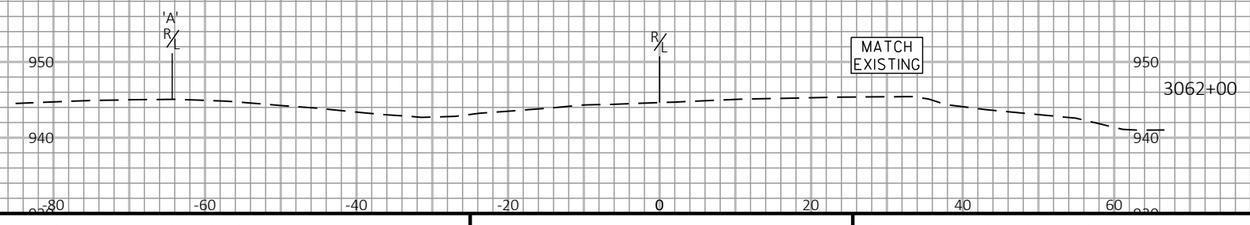
PLOT DATE : 3/24/2022 9:01 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.











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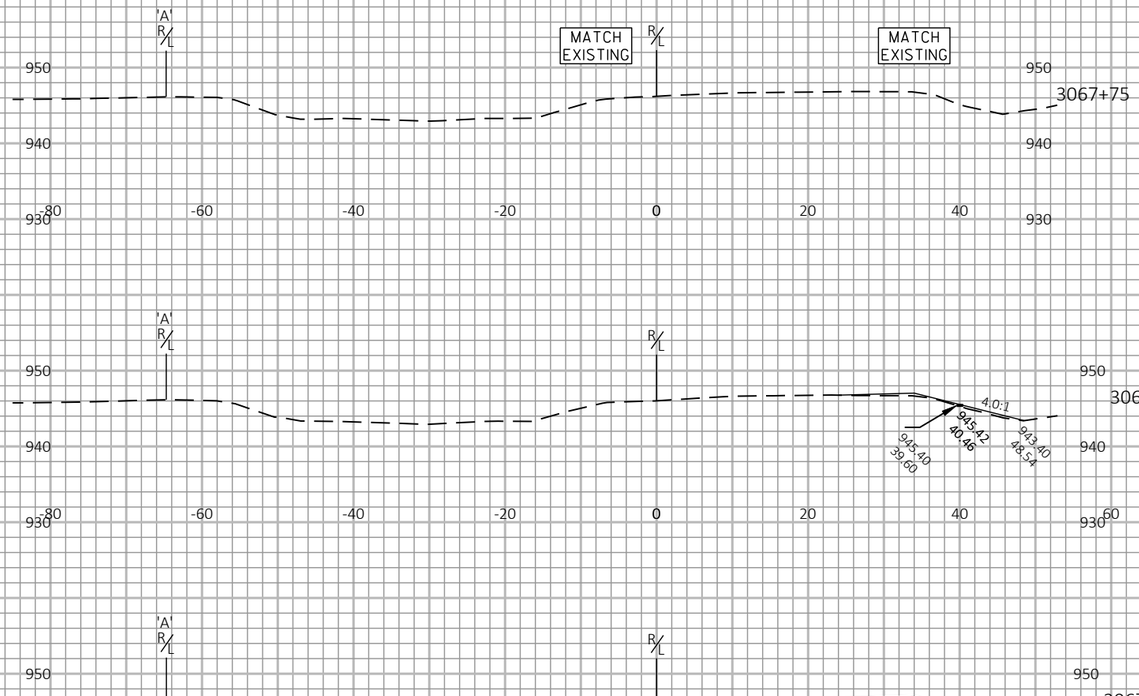
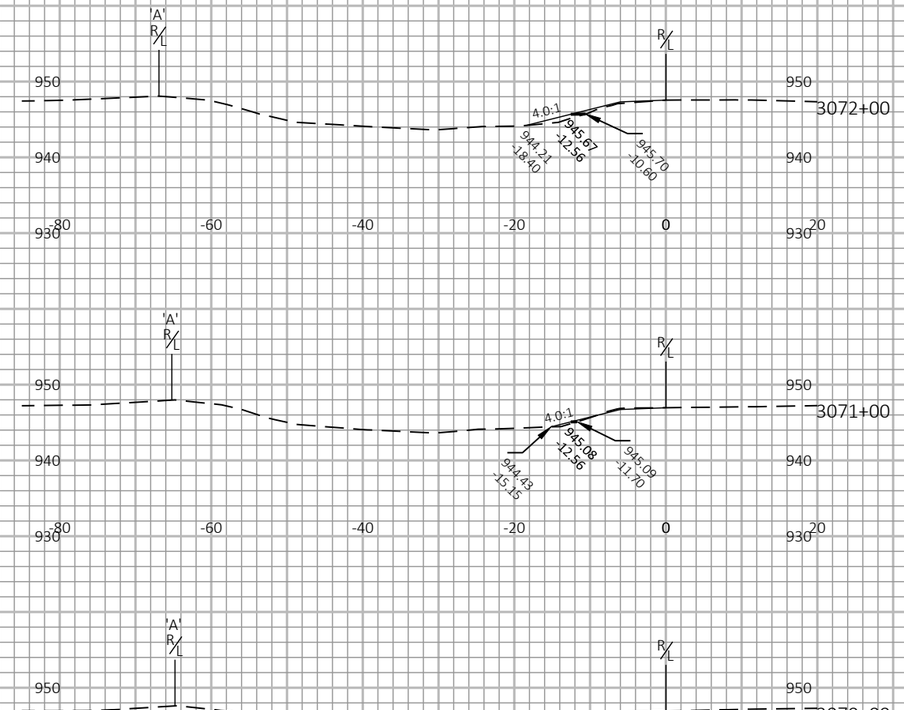
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB OUTSIDE SLOPE CORRECTION	SHEET	E

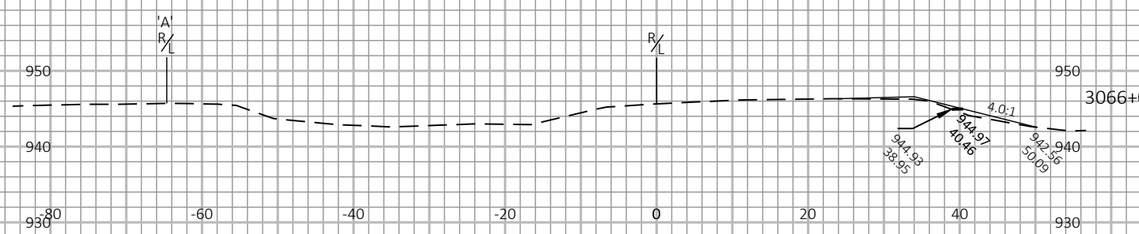
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090230_XS.DWG
LAYOUT NAME - 1

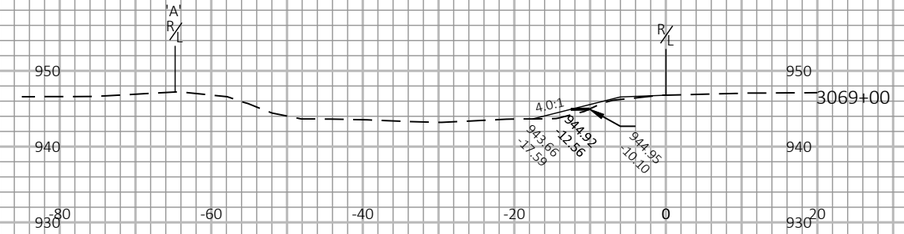
PLOT DATE : 3/24/2022 9:06 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

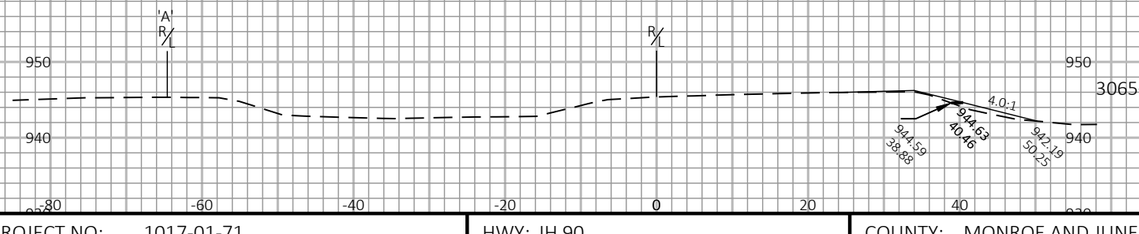
WISDOT/CADDS SHEET 49

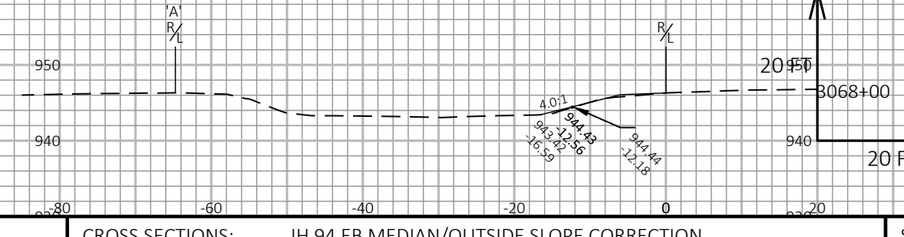












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN/OUTSIDE SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090230_XS.DWG
LAYOUT NAME - 2

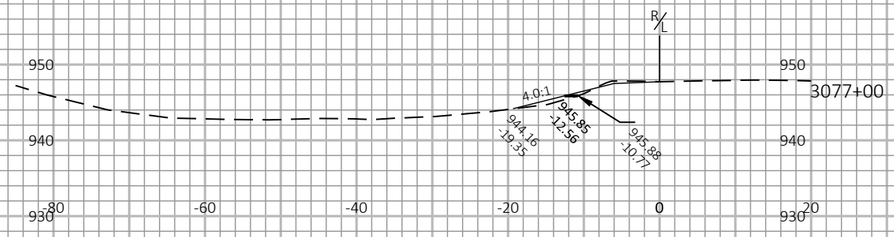
PLOT DATE : 3/24/2022 9:06 AM

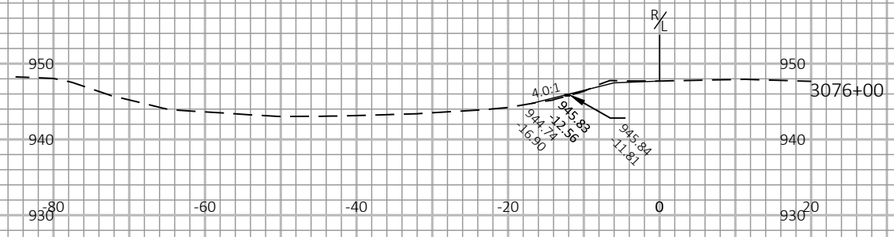
PLOT BY : MECUM, BRANDYN W

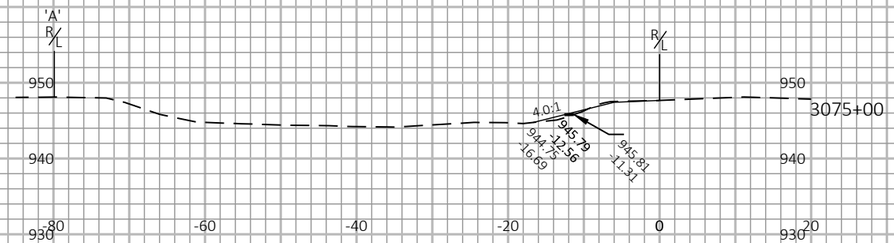
PLOT NAME :

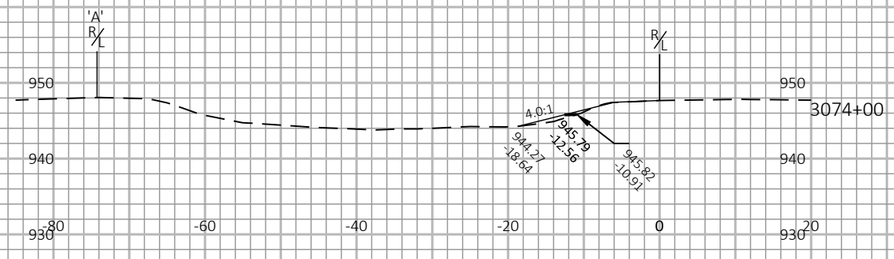
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

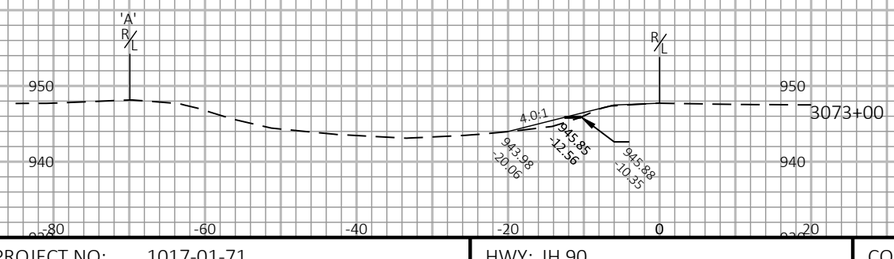
WISDOT/CADDS SHEET 49

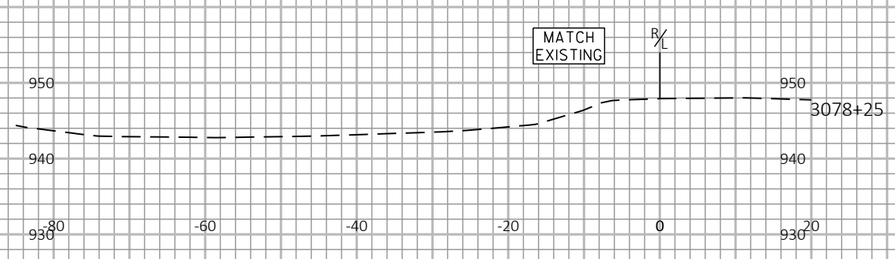


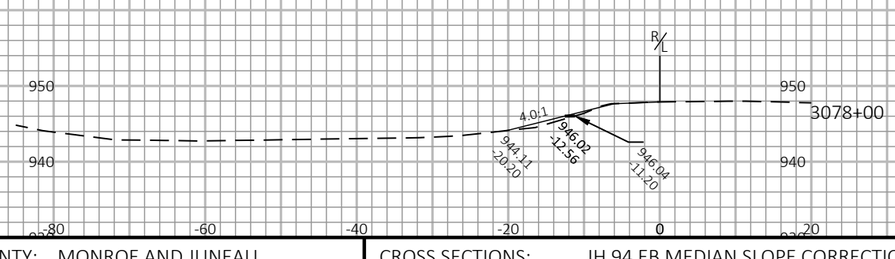


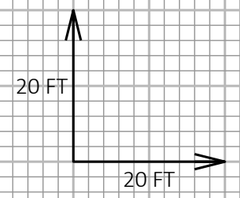












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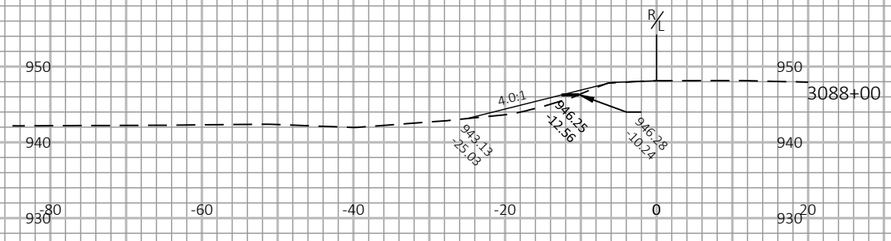
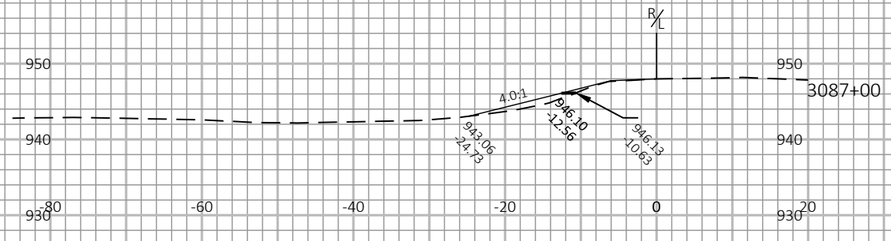
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

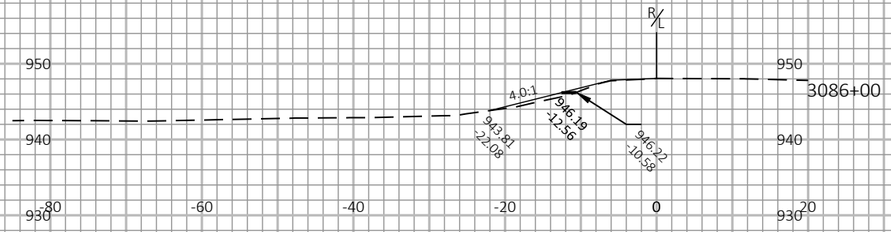
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090230_XS.DWG
LAYOUT NAME - 3

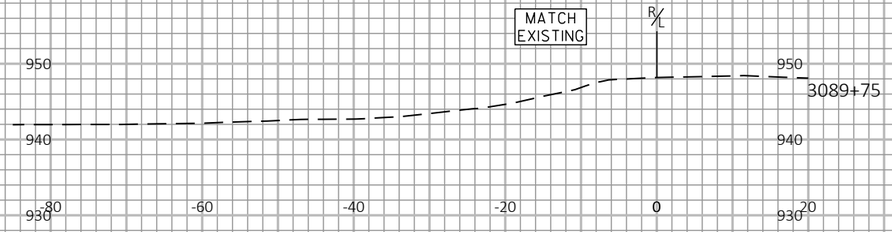
PLOT DATE : 3/24/2022 9:06 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

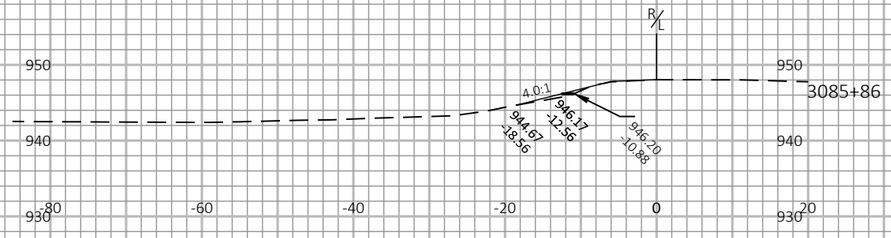
WISDOT/CADDS SHEET 49

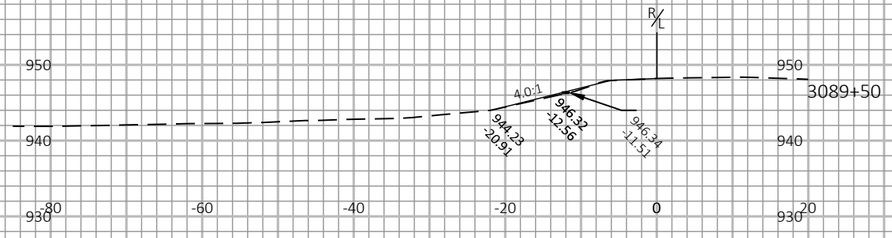


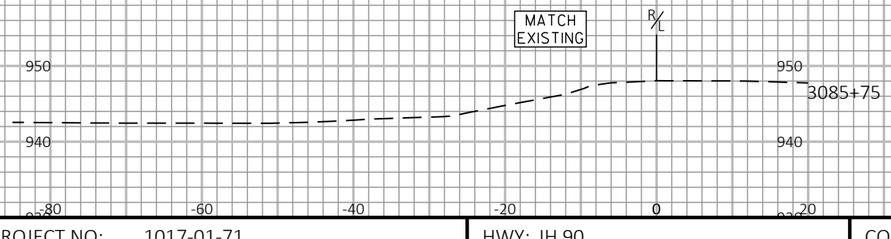


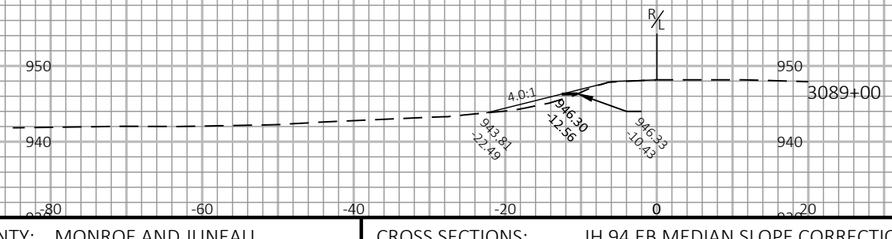


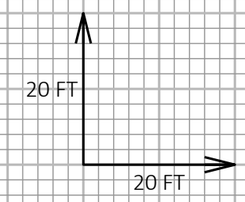












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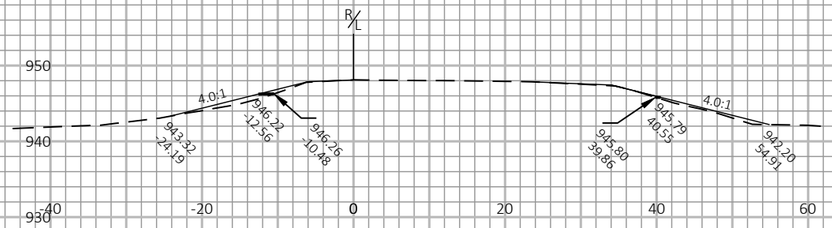
9

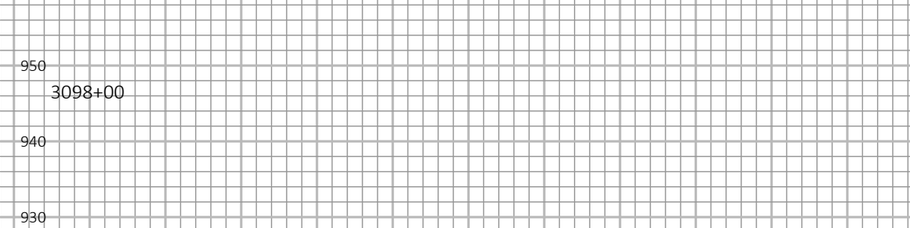
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

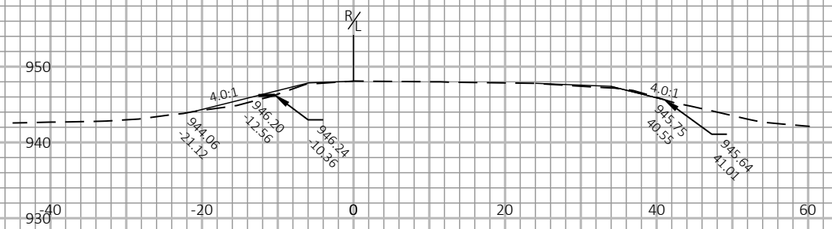
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090230_XS.DWG
LAYOUT NAME - 4

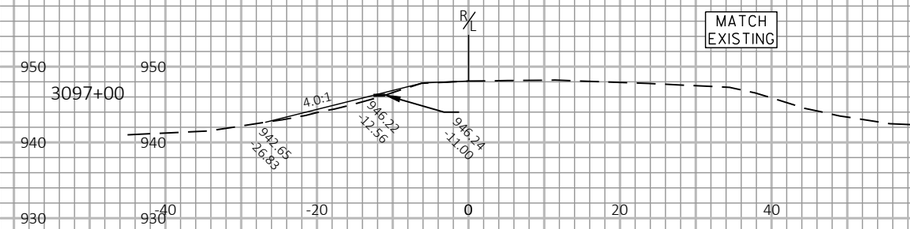
PLOT DATE : 3/24/2022 9:06 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

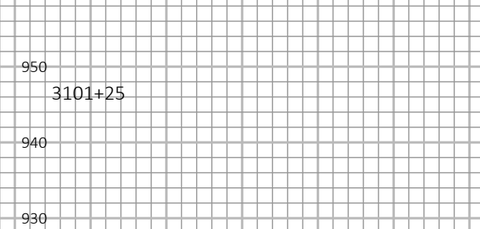


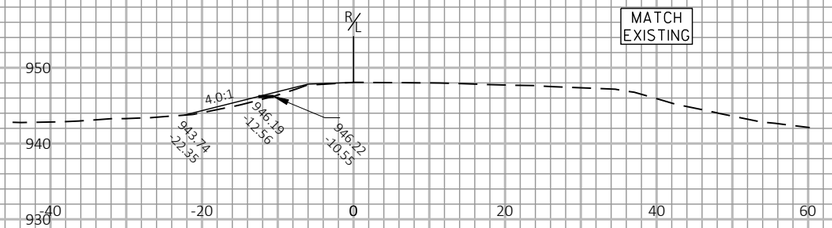


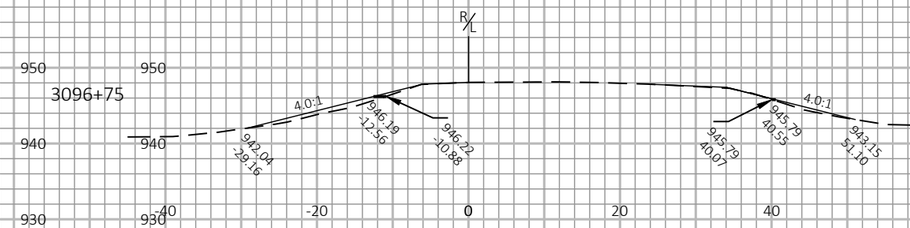


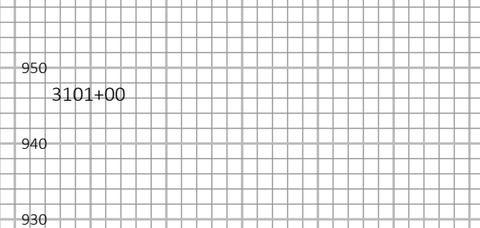


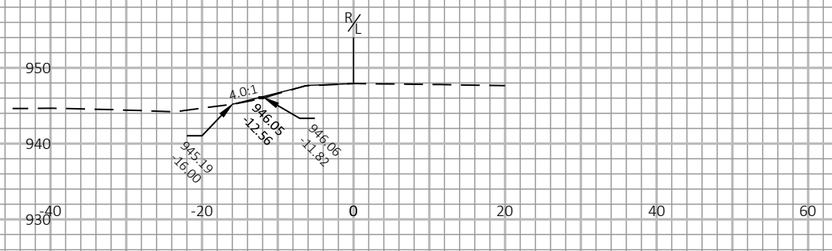
MATCH EXISTING

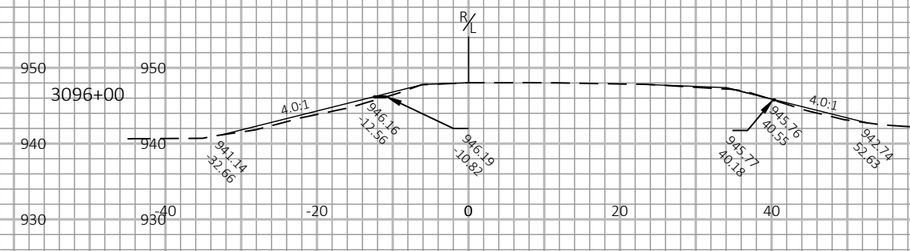


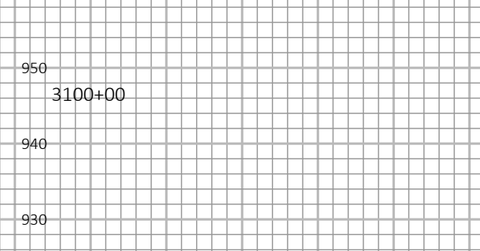




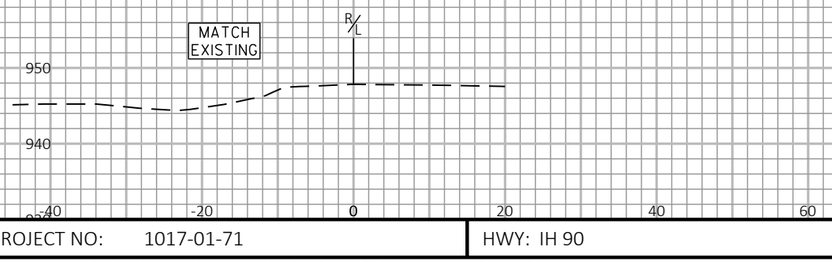


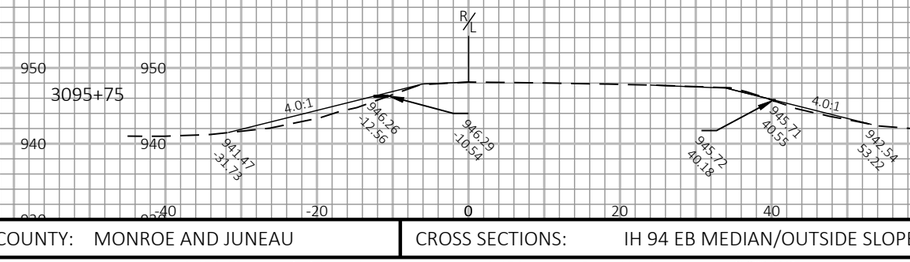


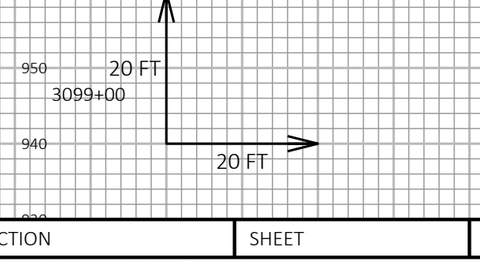




MATCH EXISTING







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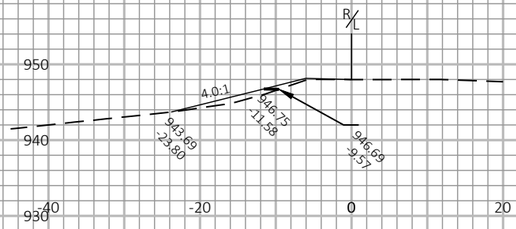
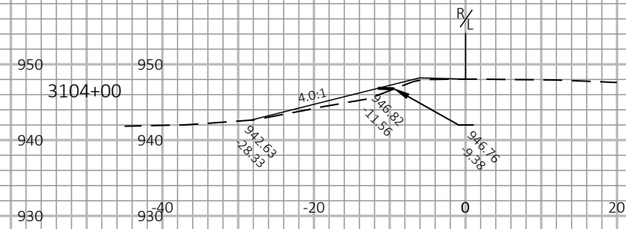
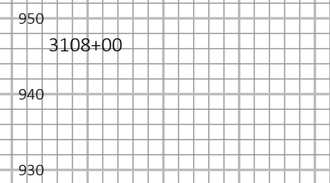
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN/OUTSIDE SLOPE CORRECTION	SHEET	E

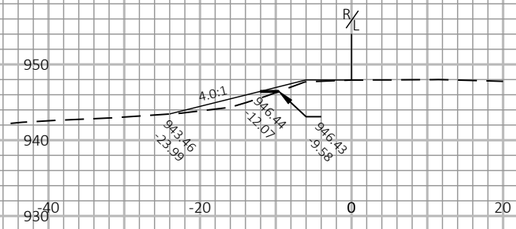
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090232_XS.DWG
LAYOUT NAME - 1

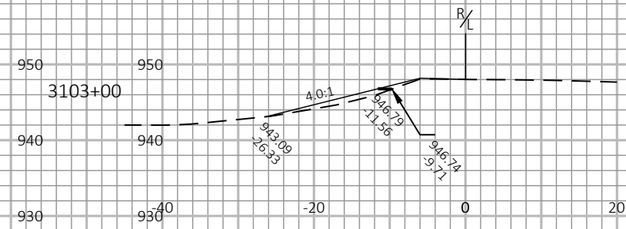
PLOT DATE : 3/24/2022 9:28 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

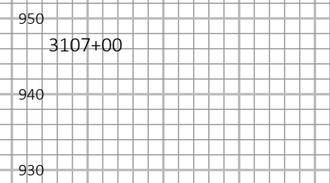


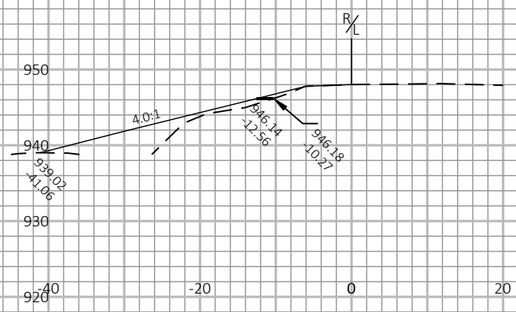


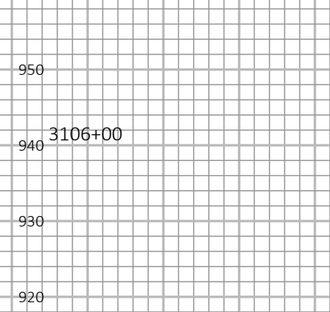


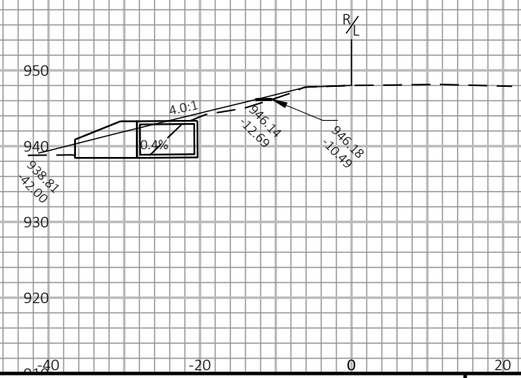


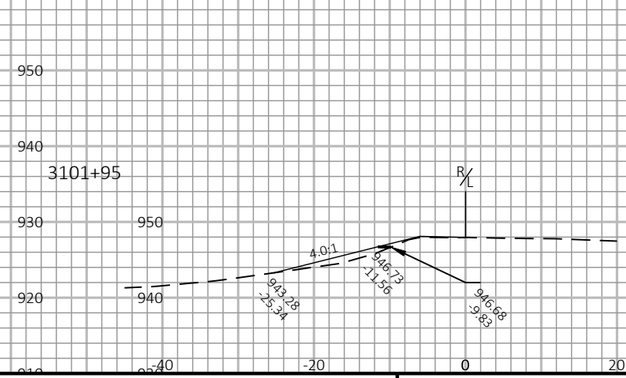


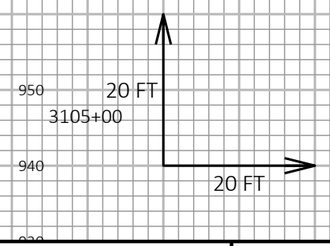












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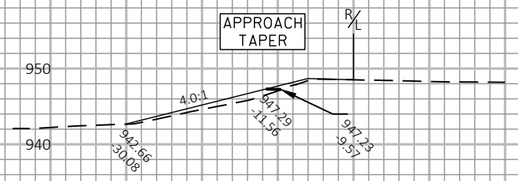
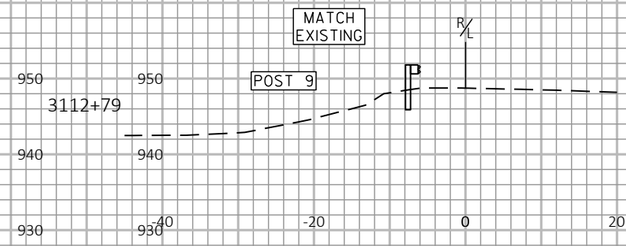
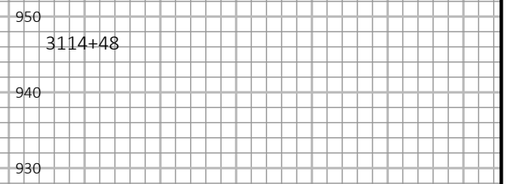
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

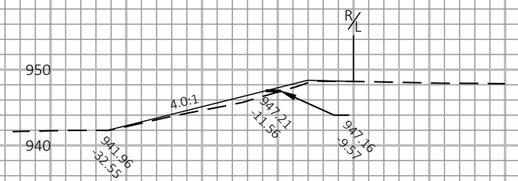
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090232_XS.DWG
LAYOUT NAME - 2

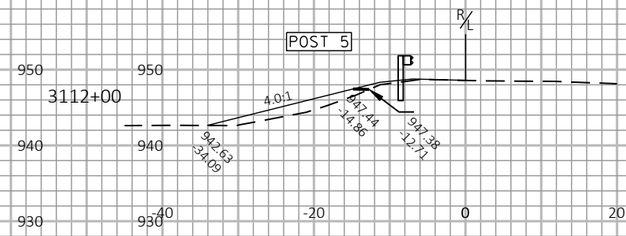
PLOT DATE : 3/24/2022 9:28 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

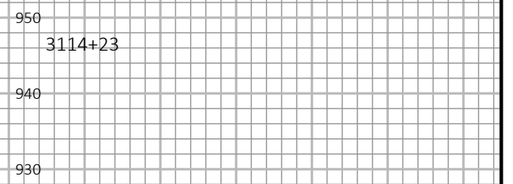


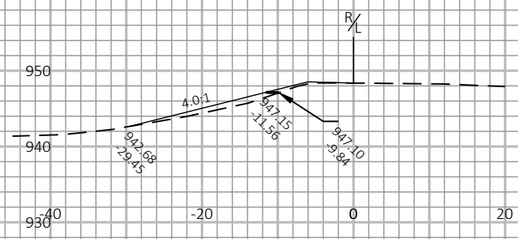


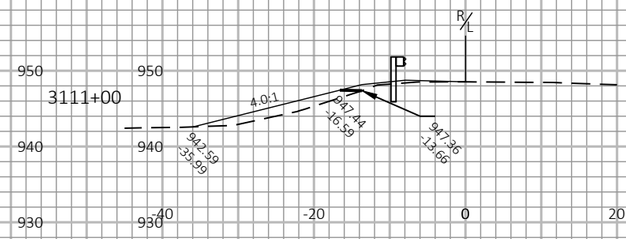


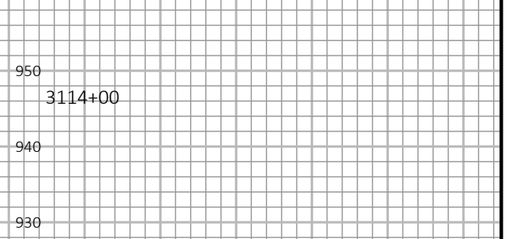


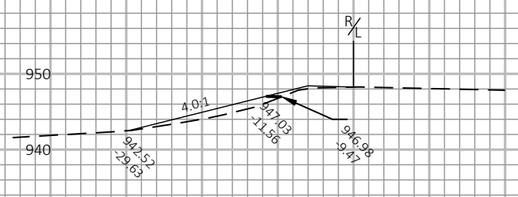


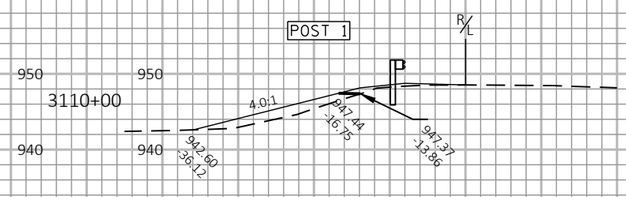


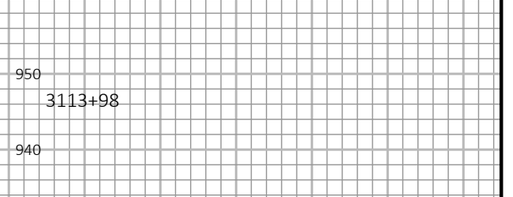


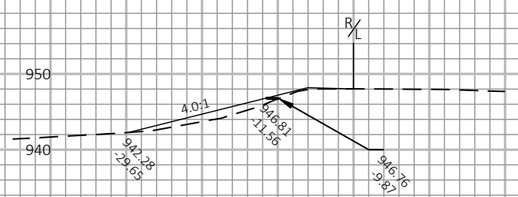


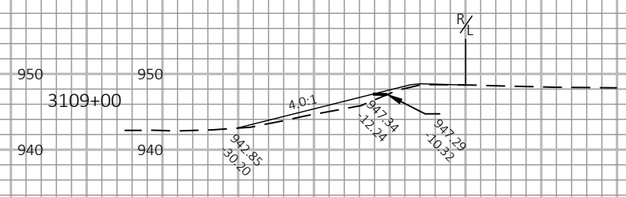












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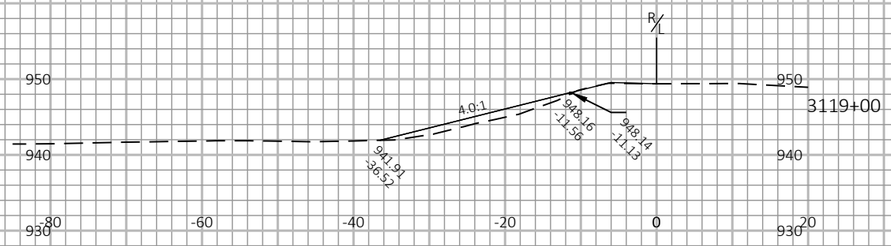
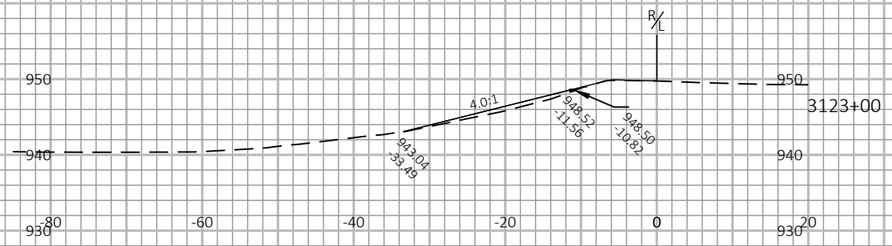
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

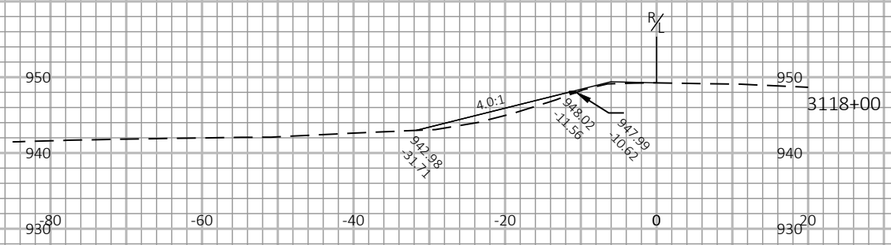
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090232_XS.DWG
LAYOUT NAME - 3

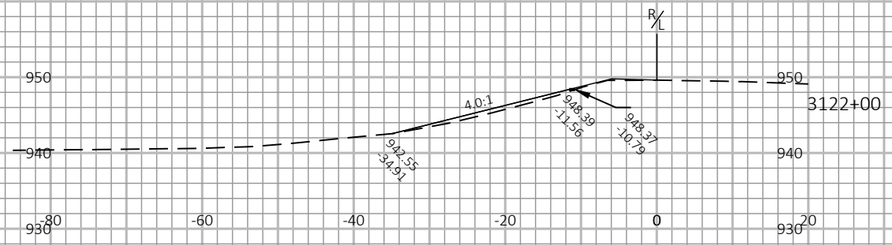
PLOT DATE : 3/24/2022 9:29 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

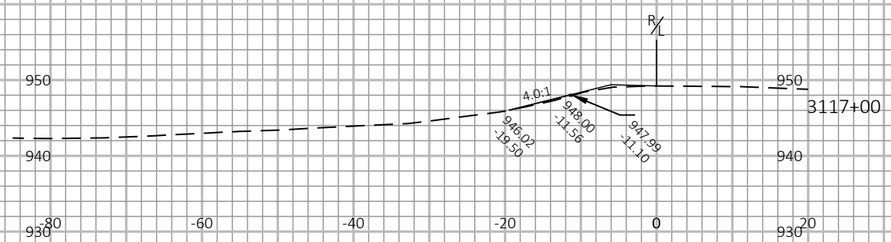
WISDOT/CADDS SHEET 49

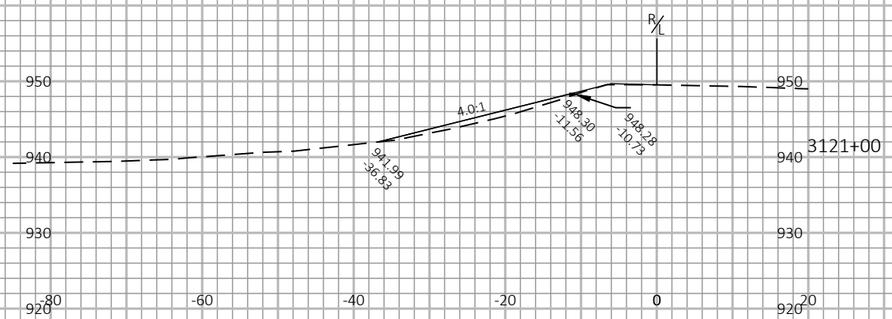


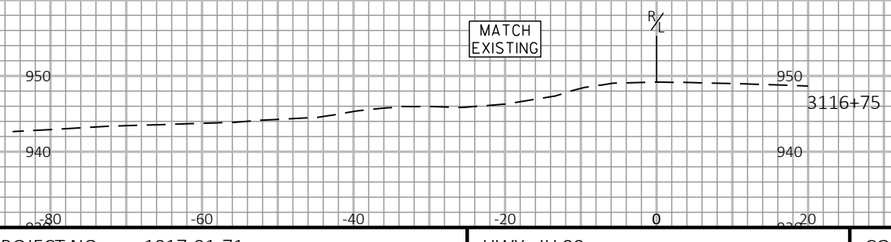


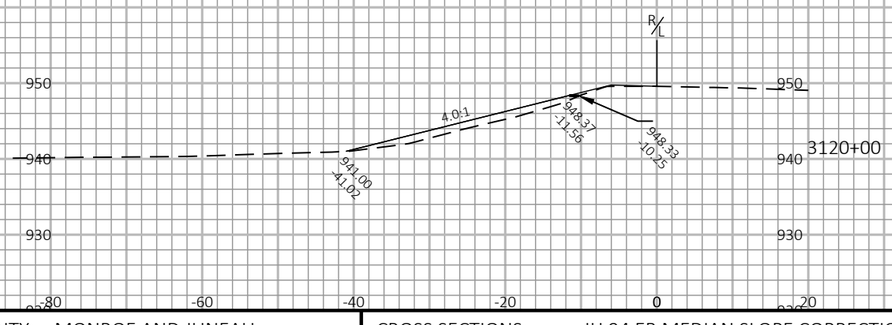


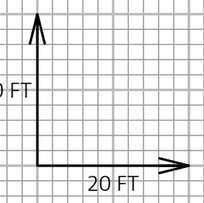












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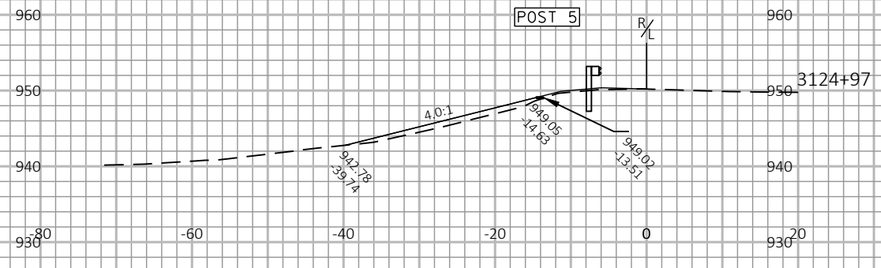
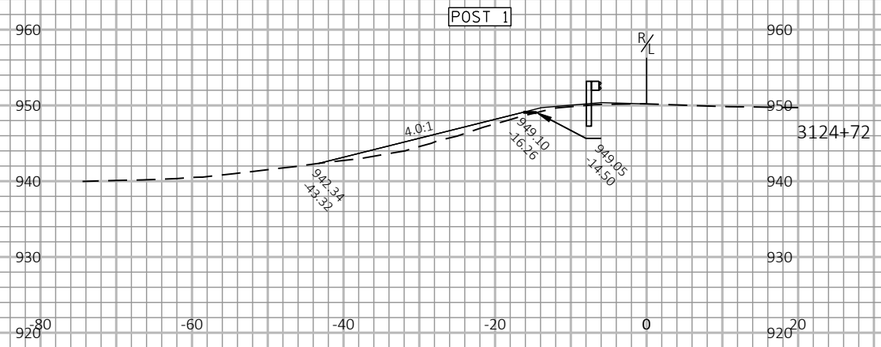
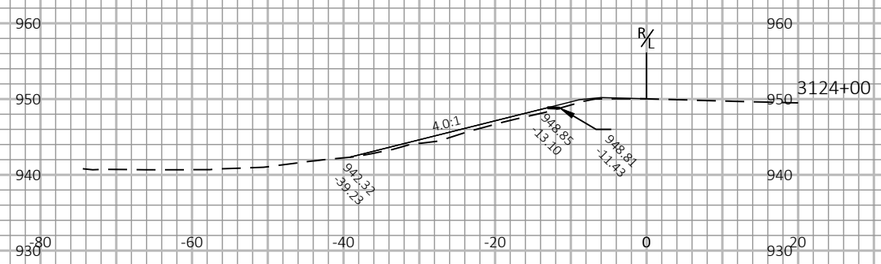
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

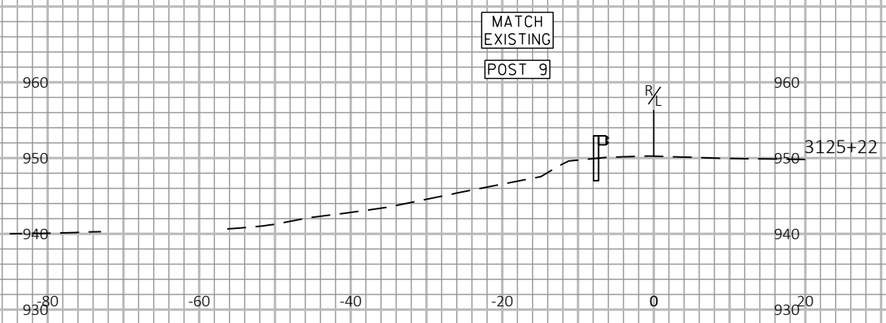
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090234_XS.DWG
LAYOUT NAME - 1

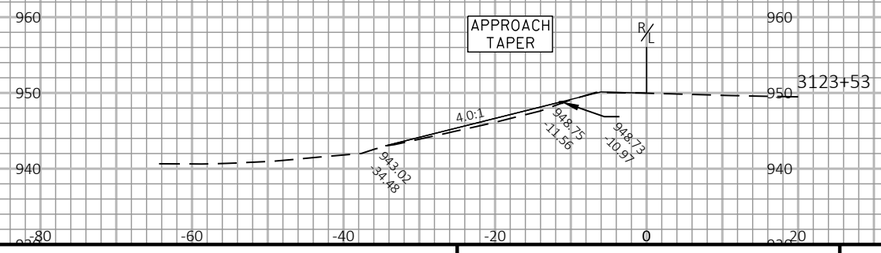
PLOT DATE : 7/21/2022 11:46 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

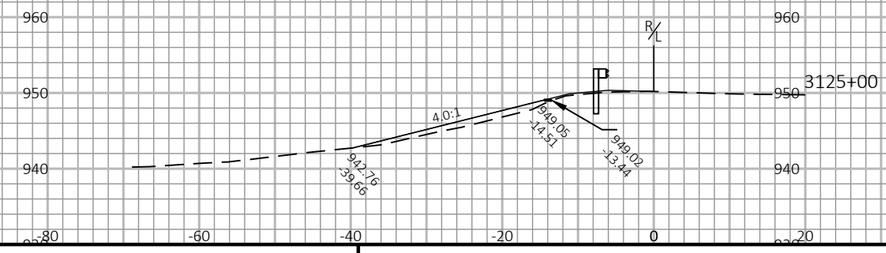


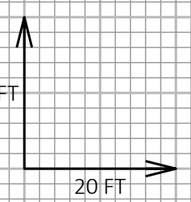












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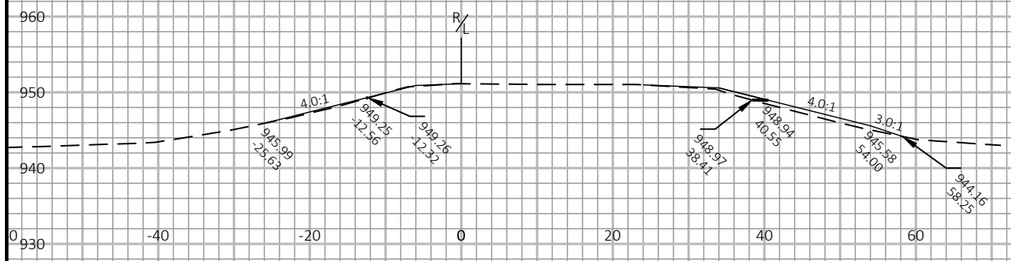
9

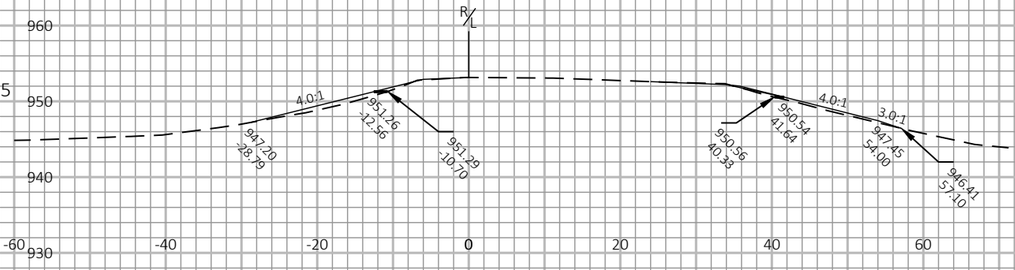
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090234_XS.DWG
LAYOUT NAME - 2

PLOT DATE : 7/21/2022 11:46 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

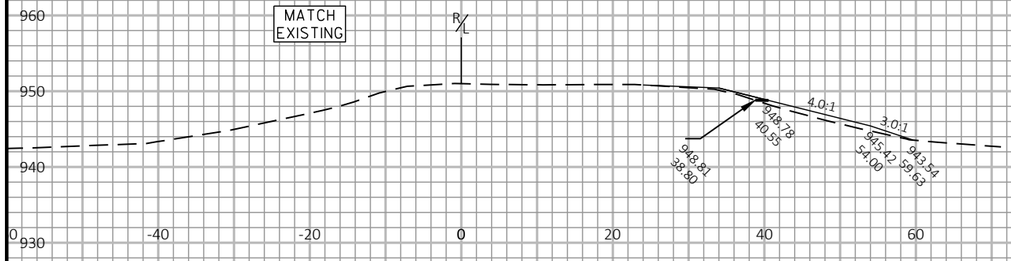


3129+25

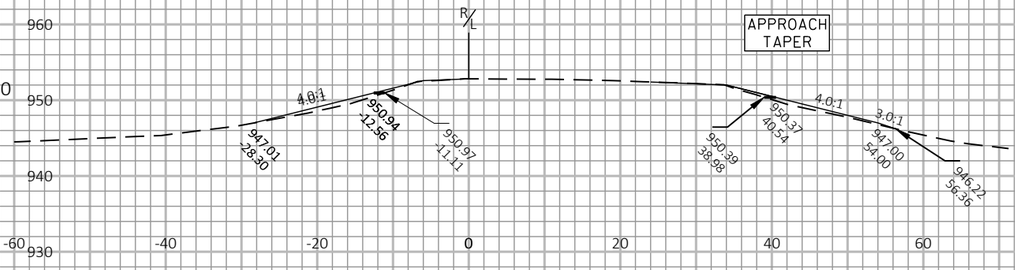


3131+50

MATCH EXISTING

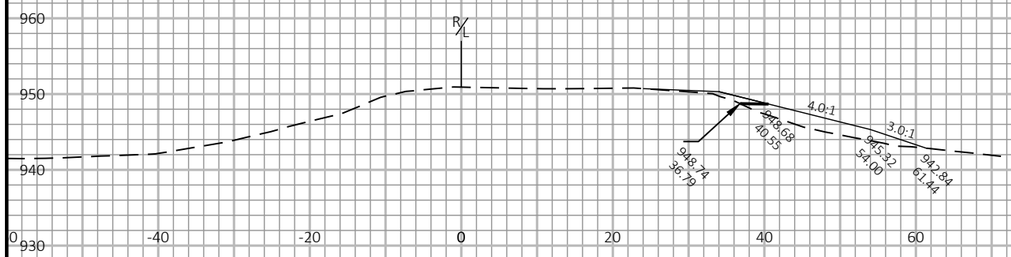


3129+00

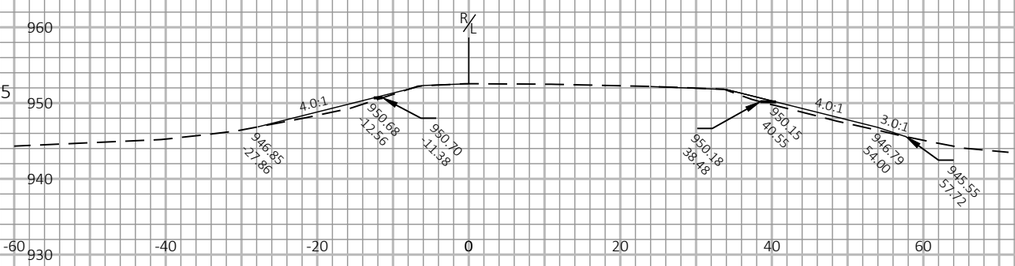


APPROACH TAPER

3131+24

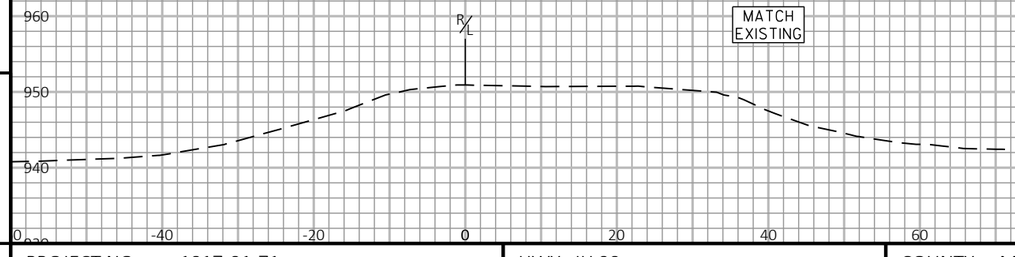


3128+25

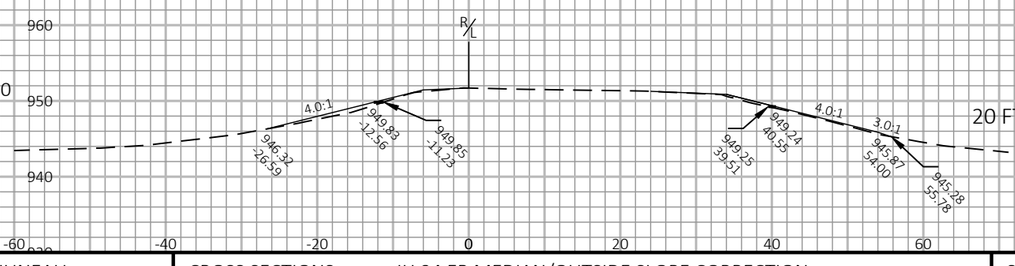


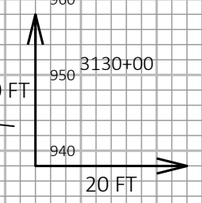
3131+00

MATCH EXISTING



3128+00





3130+00

9

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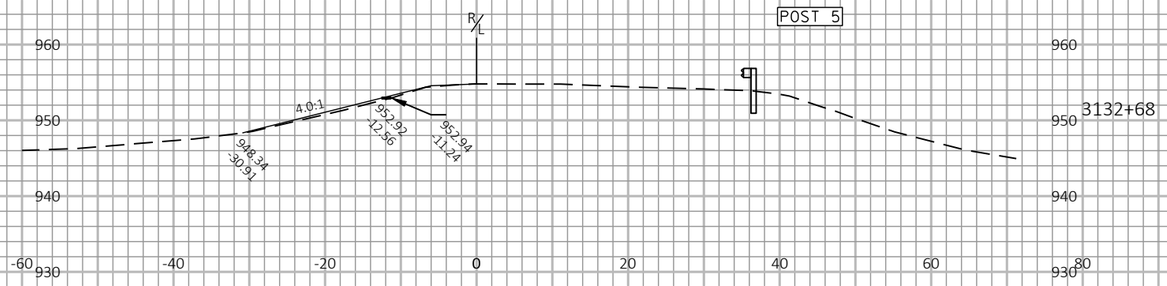
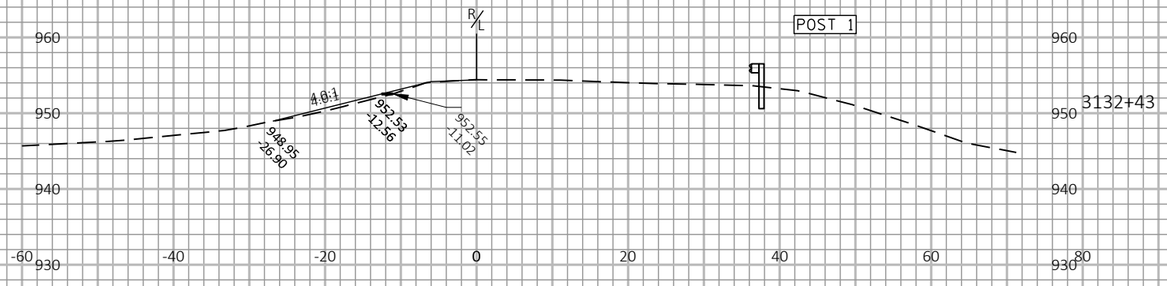
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN/OUTSIDE SLOPE CORRECTION	SHEET	E

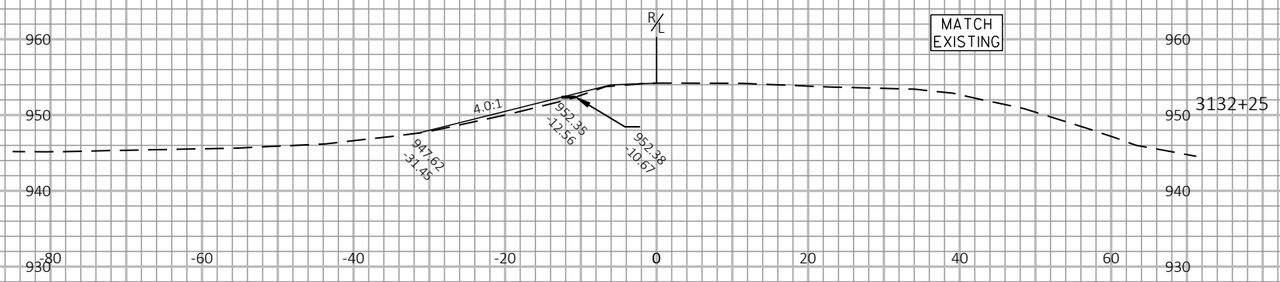
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090236_XS.DWG
LAYOUT NAME - 1

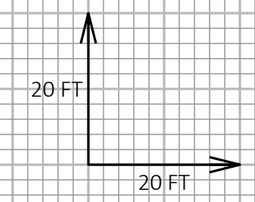
PLOT DATE : 7/21/2022 11:51 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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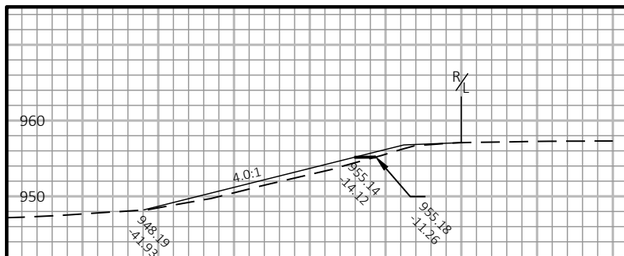
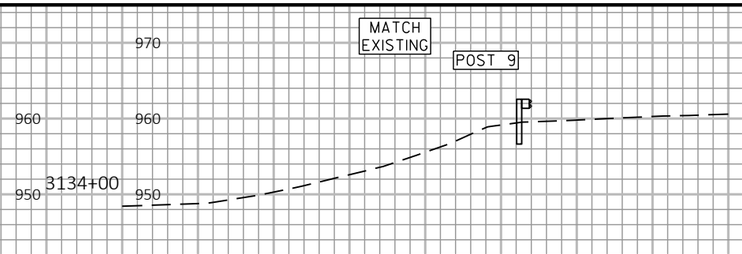
9

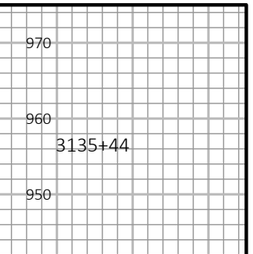
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN/OUTSIDE SLOPE CORRECTION	SHEET	E

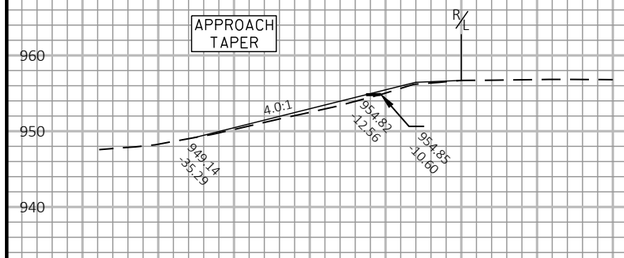
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090236_XS.DWG
LAYOUT NAME - 2

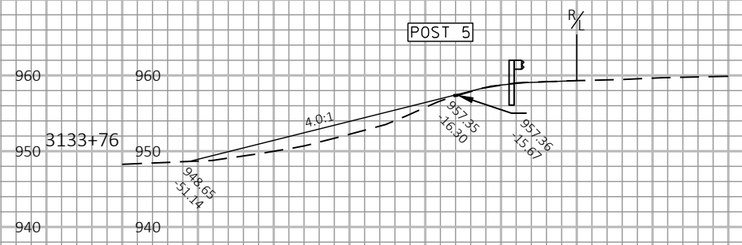
PLOT DATE : 7/21/2022 11:51 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

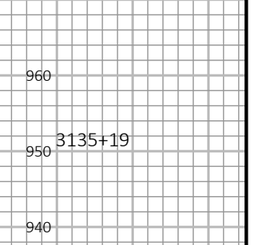


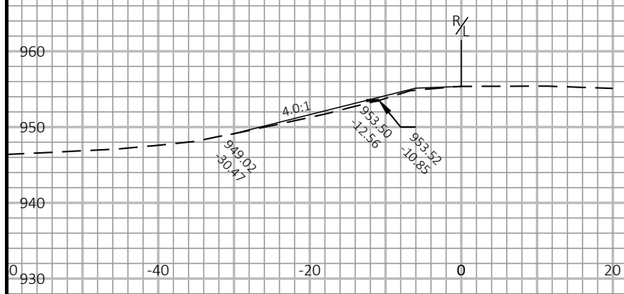


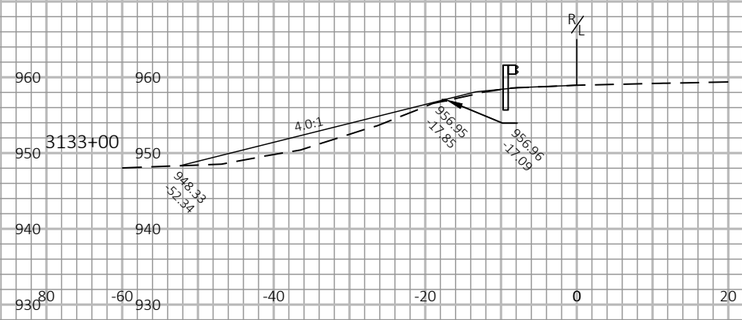


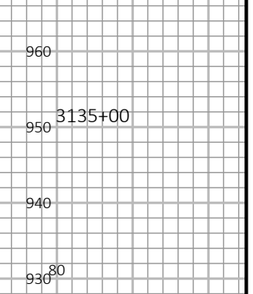


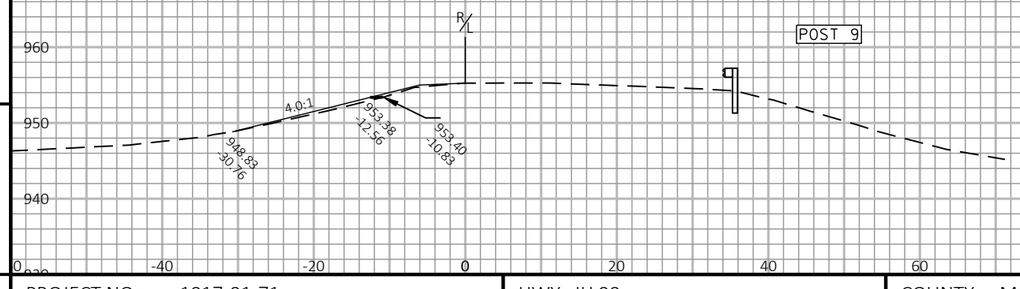


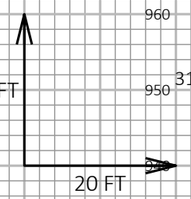


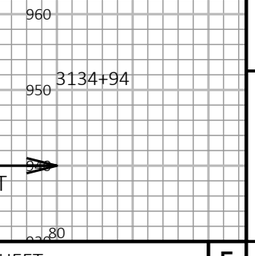












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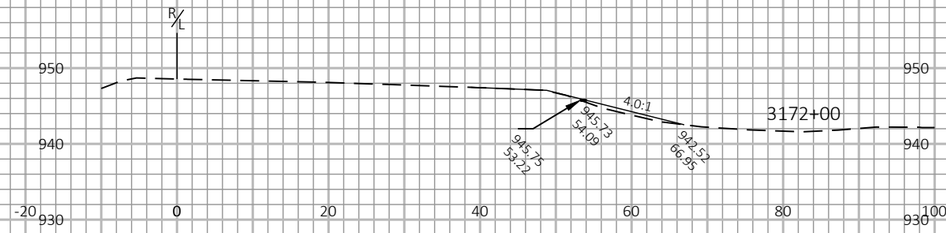
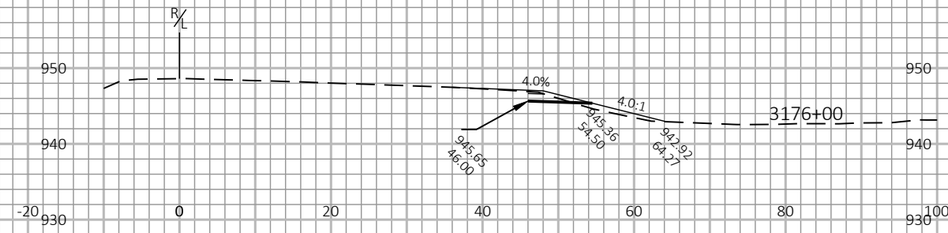
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 EB MEDIAN SLOPE CORRECTION	SHEET	E

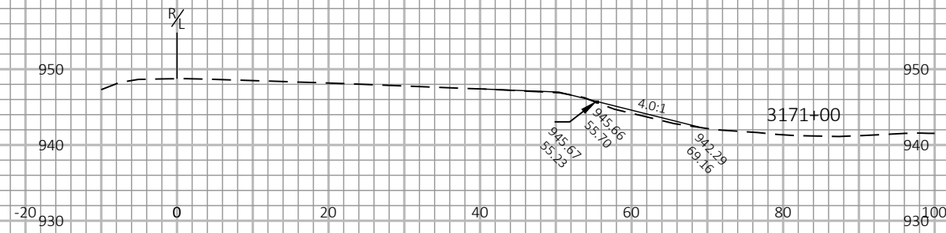
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 EB\090236_XS.DWG
LAYOUT NAME - 3

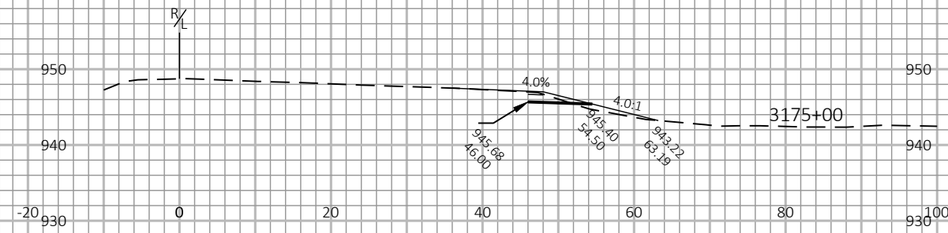
PLOT DATE : 7/21/2022 11:51 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

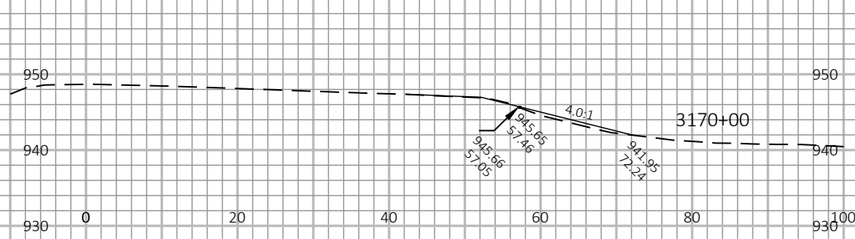
WISDOT/CADDS SHEET 49

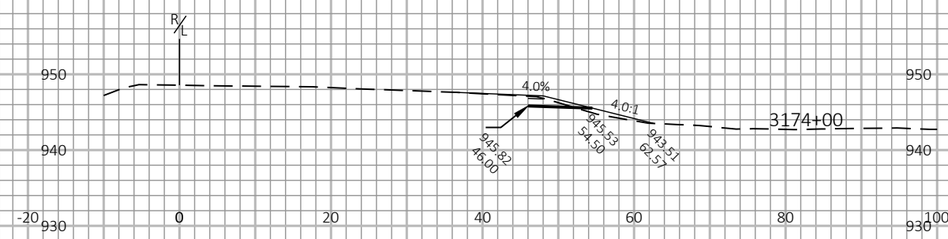


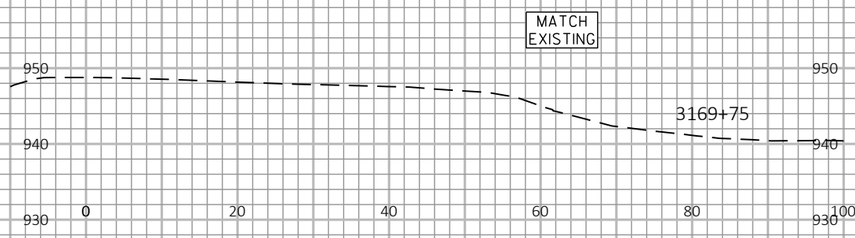


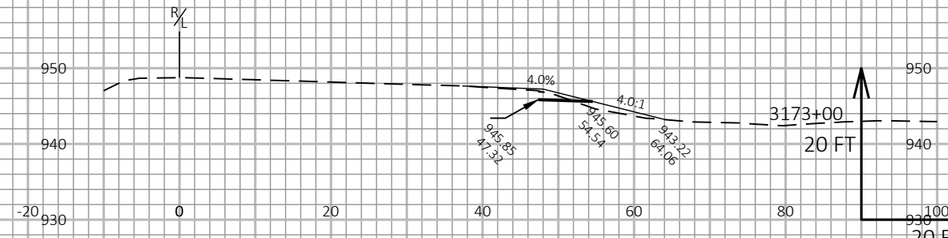










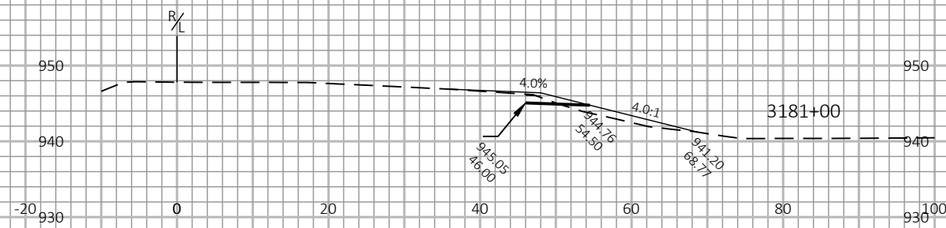


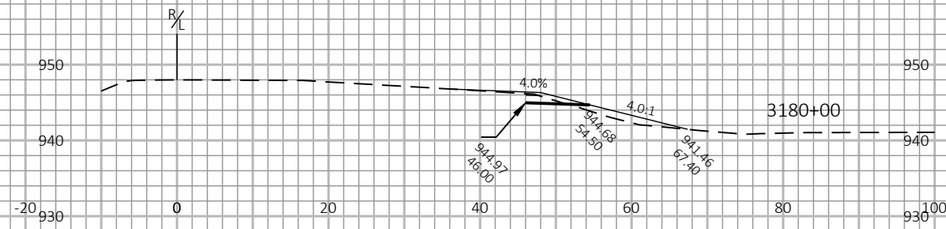
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET	E

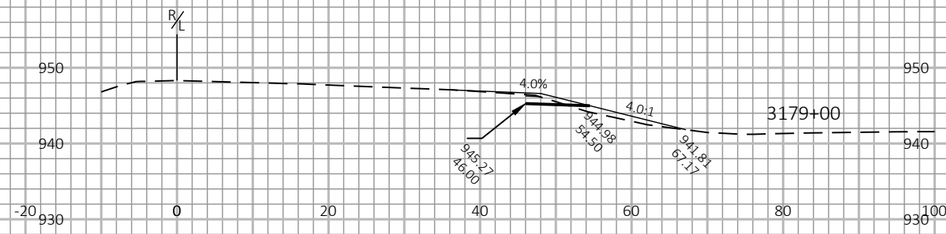
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 1

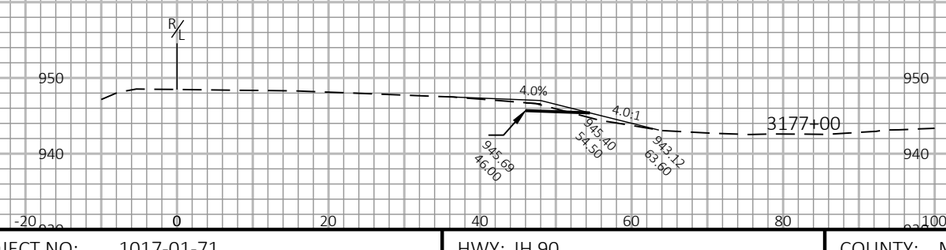
PLOT DATE : 3/24/2022 9:39 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

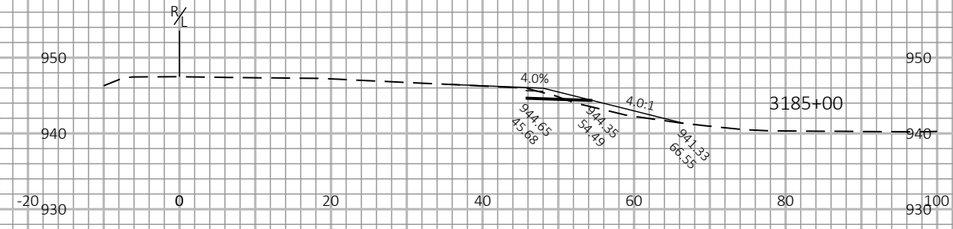
9

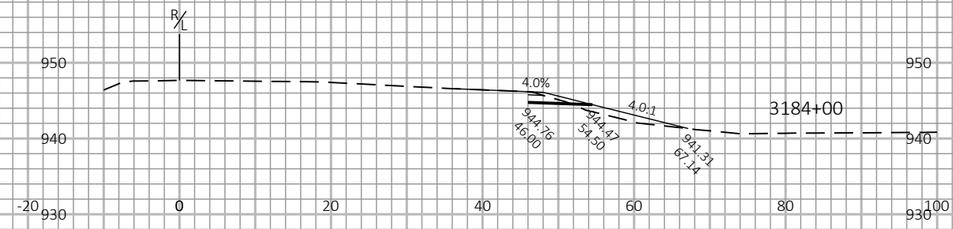


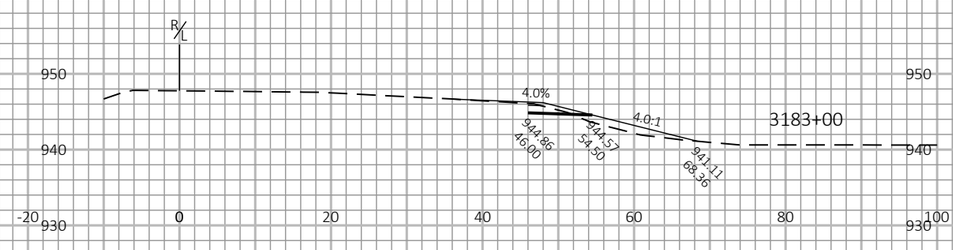


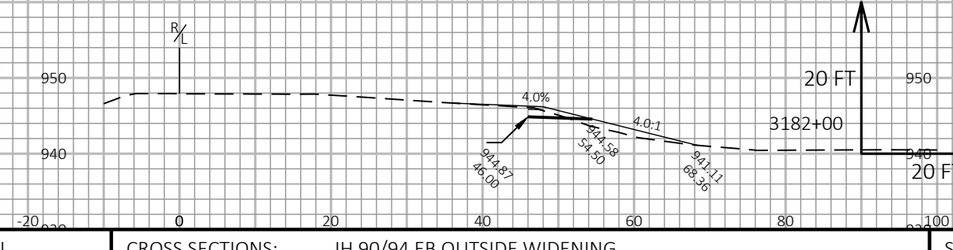












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET	E

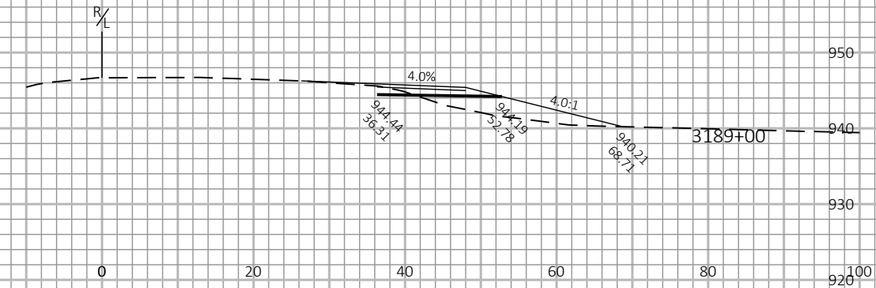
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 2

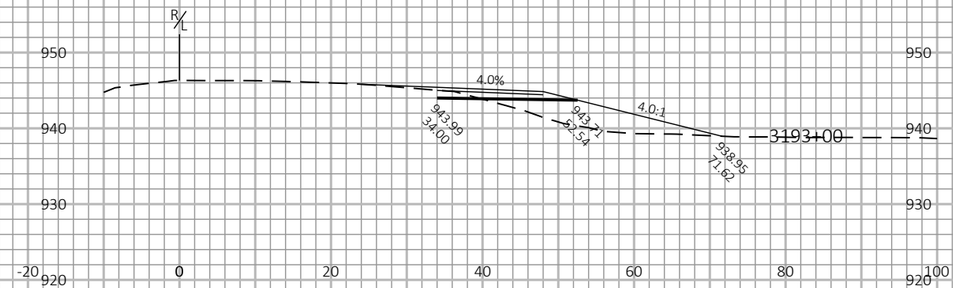
PLOT DATE : 3/24/2022 9:39 AM

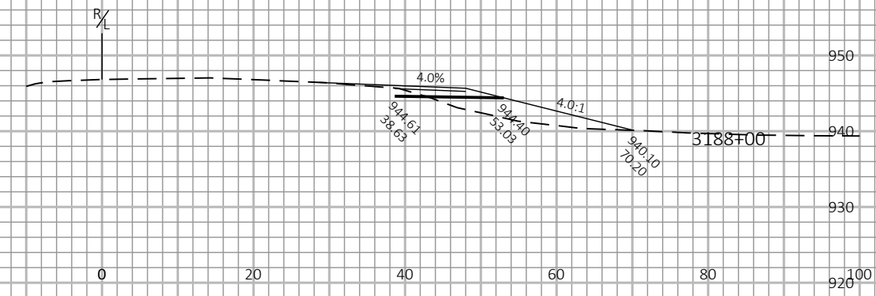
PLOT BY : MECUM, BRANDYN W

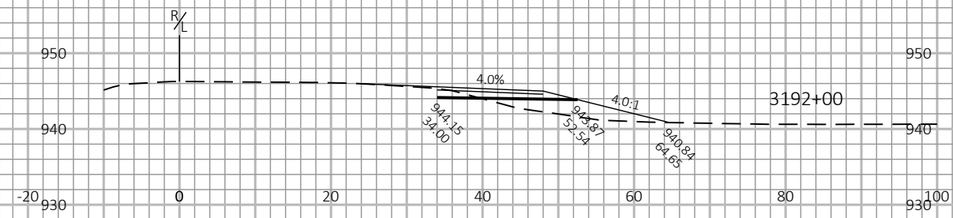
PLOT NAME :

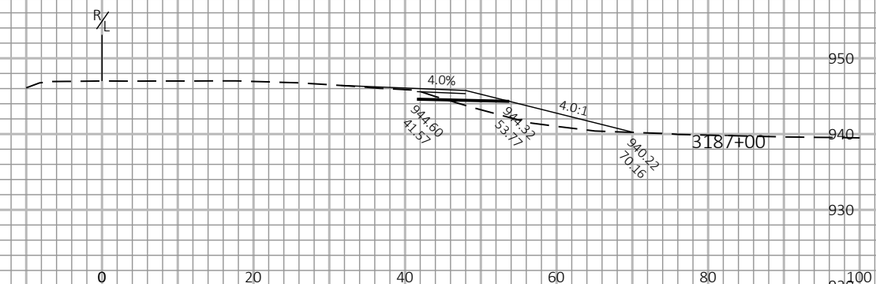
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

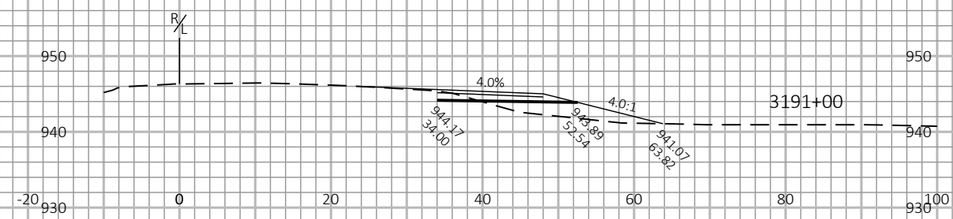


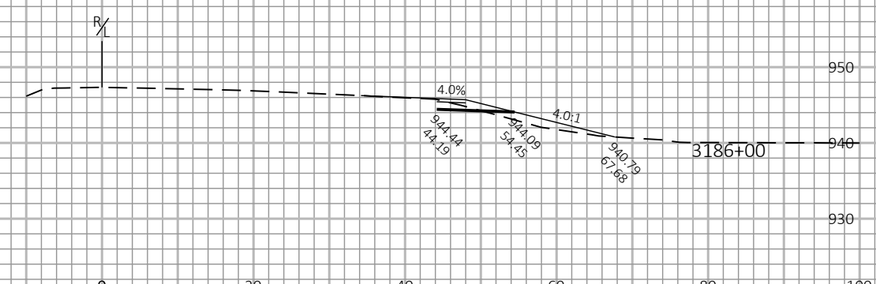


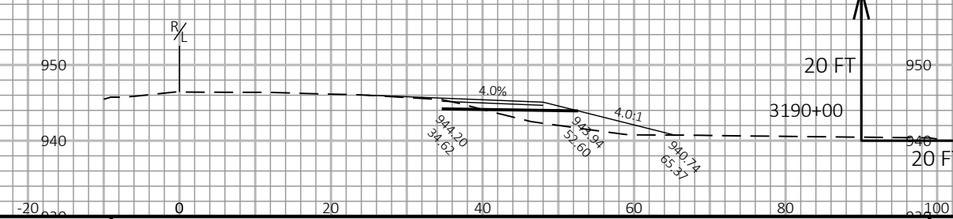












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9

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET	E

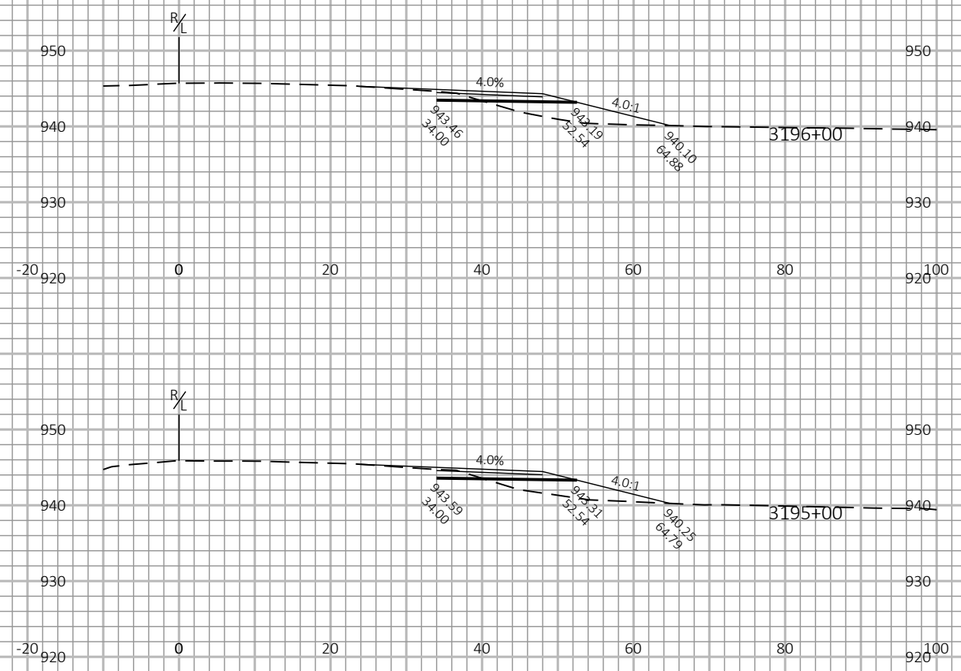
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 3

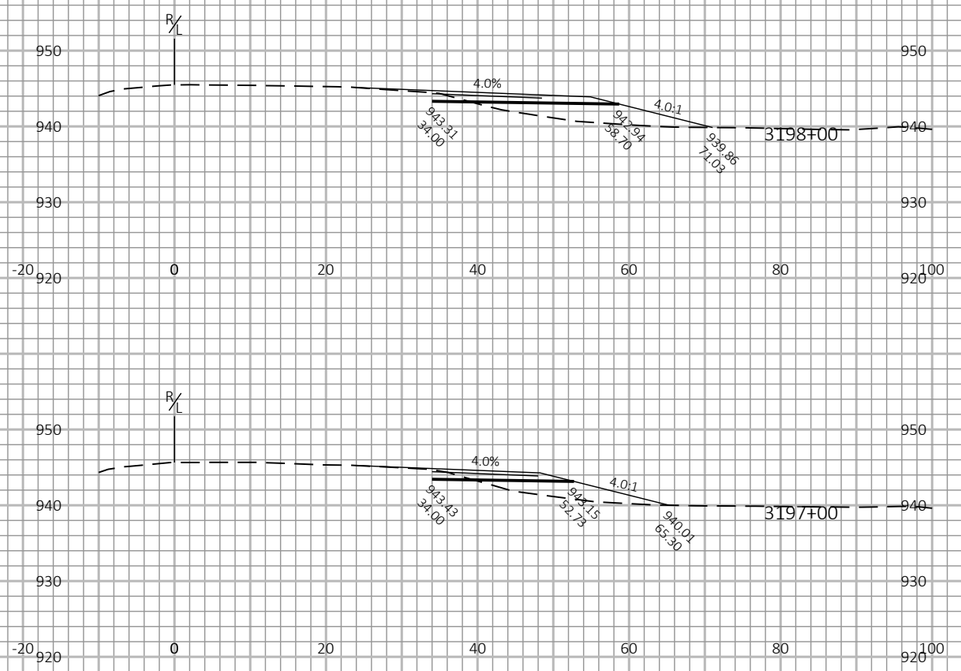
PLOT DATE : 3/24/2022 9:39 AM

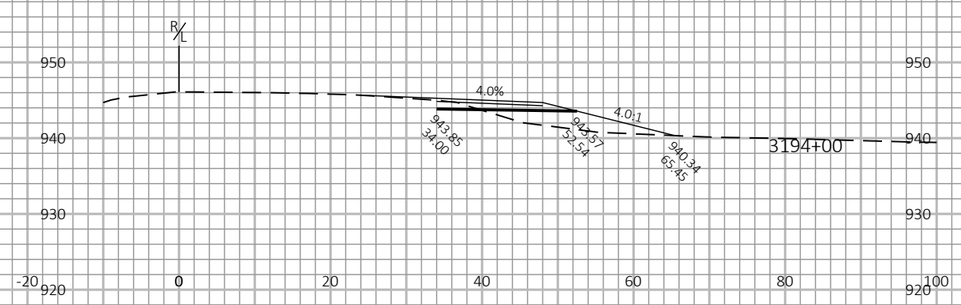
PLOT BY : MECUM, BRANDYN W

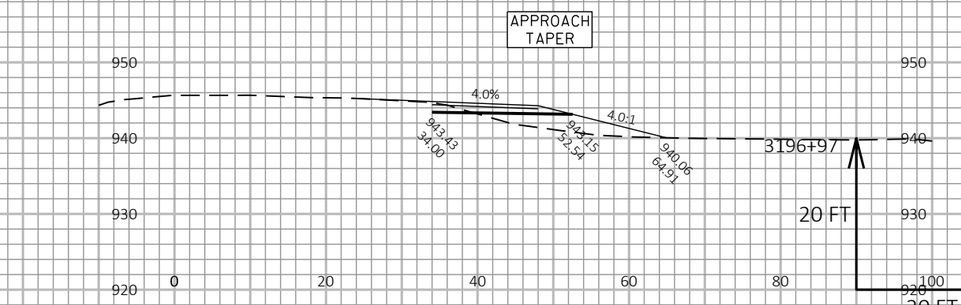
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.









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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 4

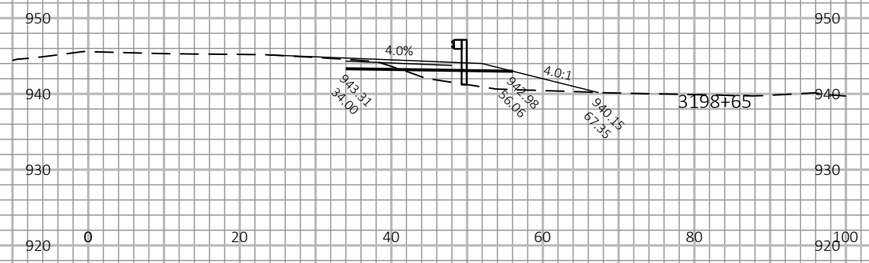
PLOT DATE : 3/24/2022 9:39 AM

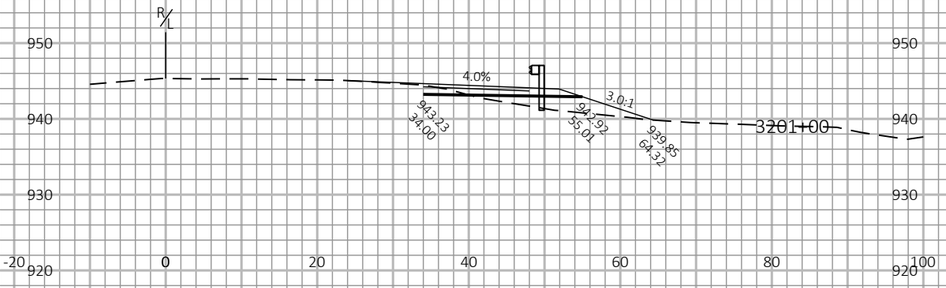
PLOT BY : MECUM, BRANDYN W

PLOT NAME :

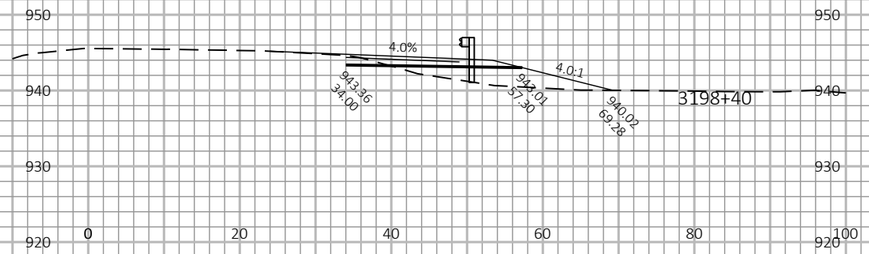
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

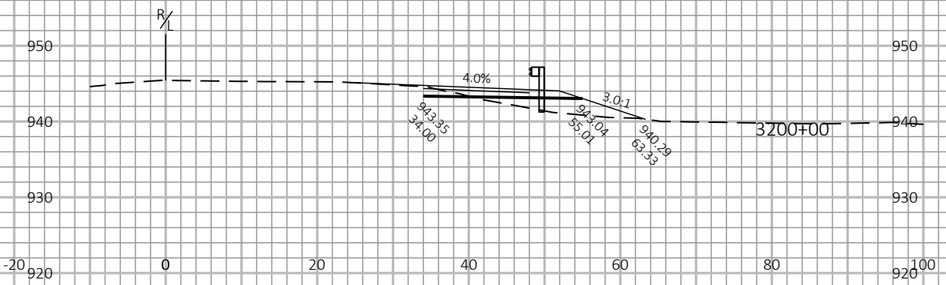
POST 9



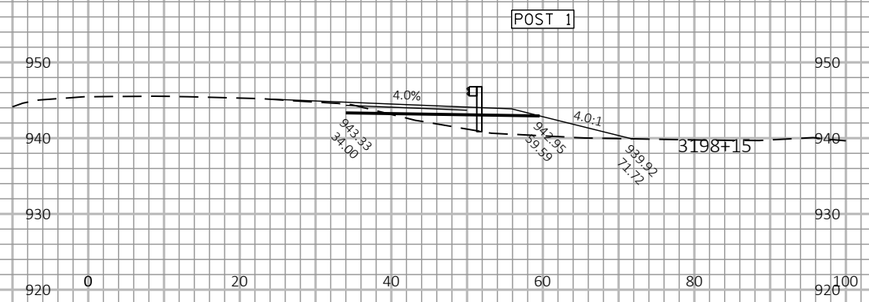


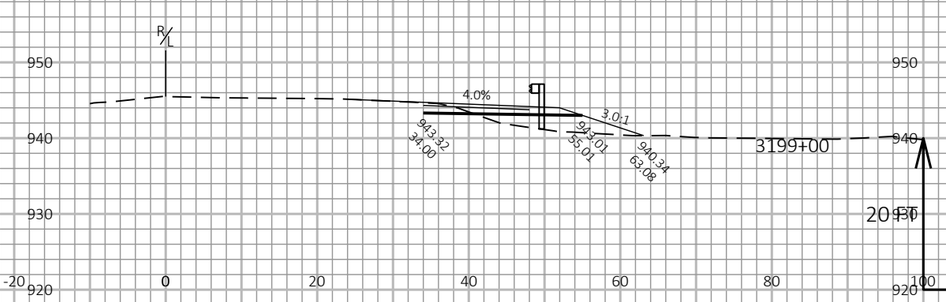
POST 5

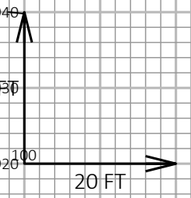




POST 1







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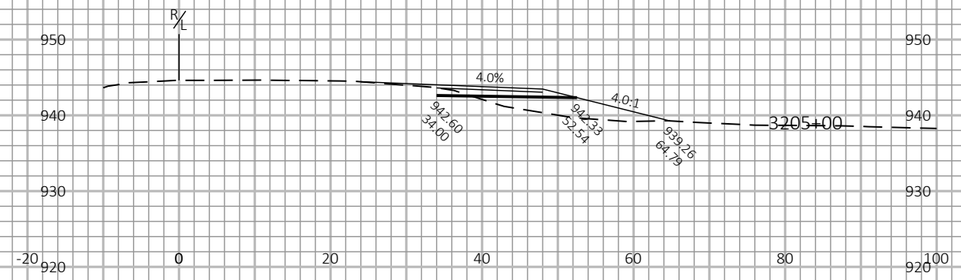
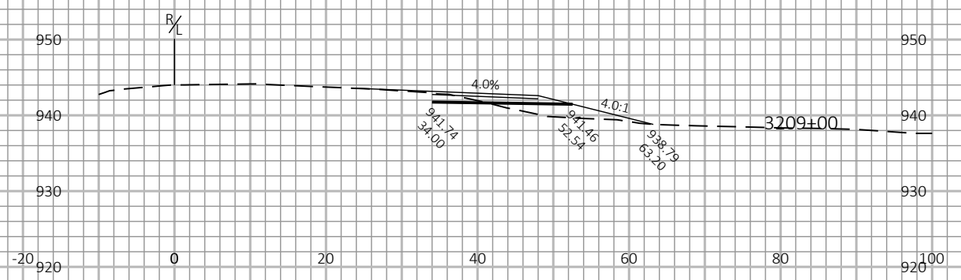
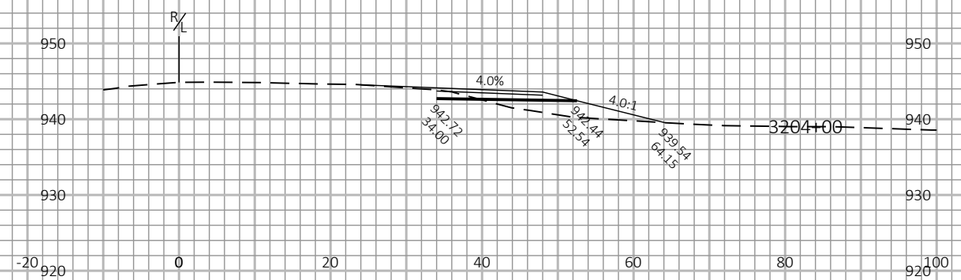
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET	E

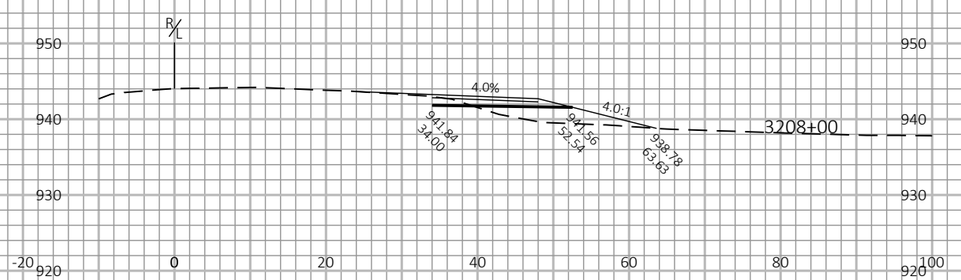
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 5

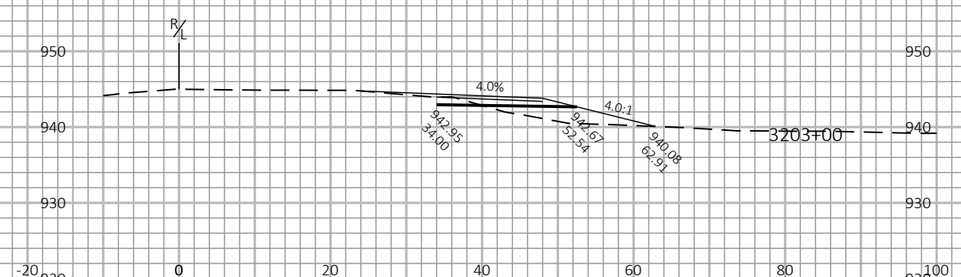
PLOT DATE : 3/24/2022 9:39 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

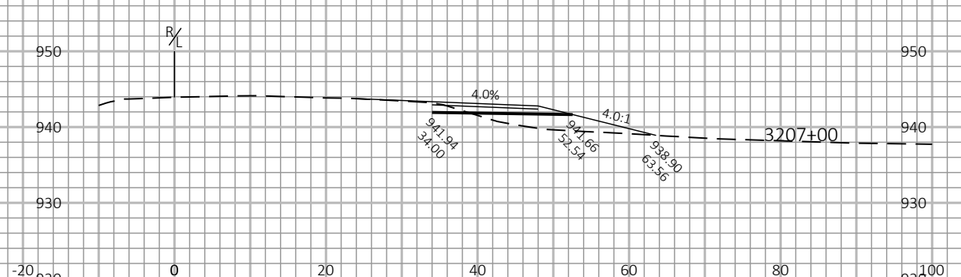


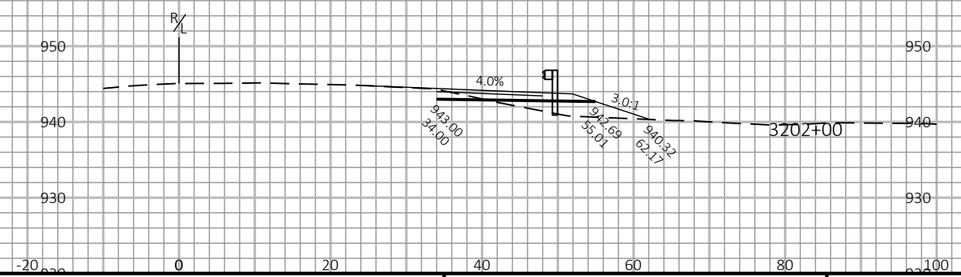


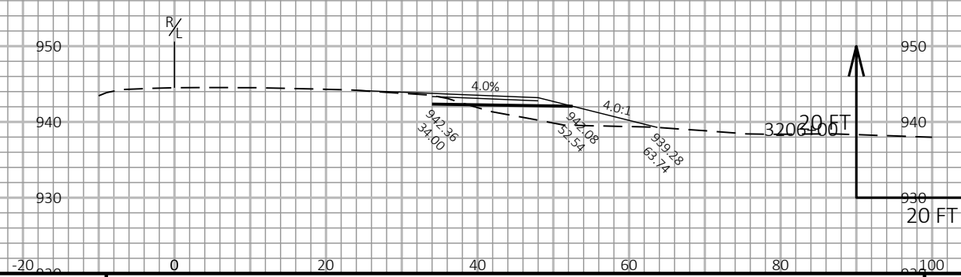












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET	E

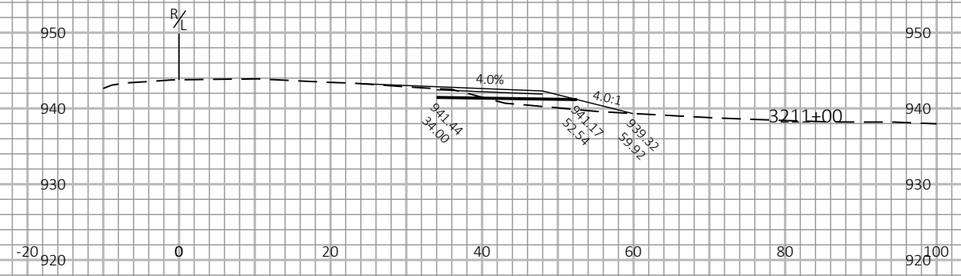
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 6

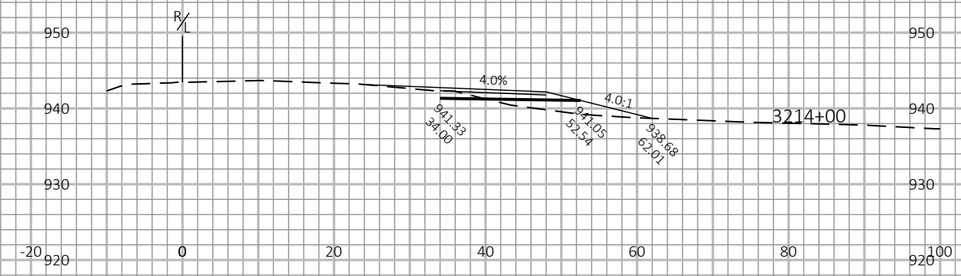
PLOT DATE : 3/24/2022 9:39 AM

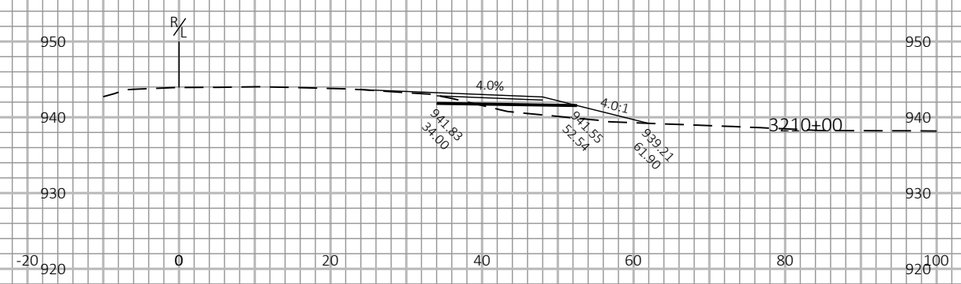
PLOT BY : MECUM, BRANDYN W

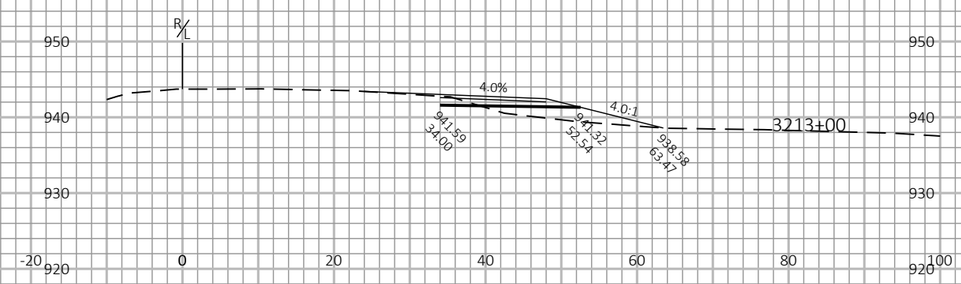
PLOT NAME :

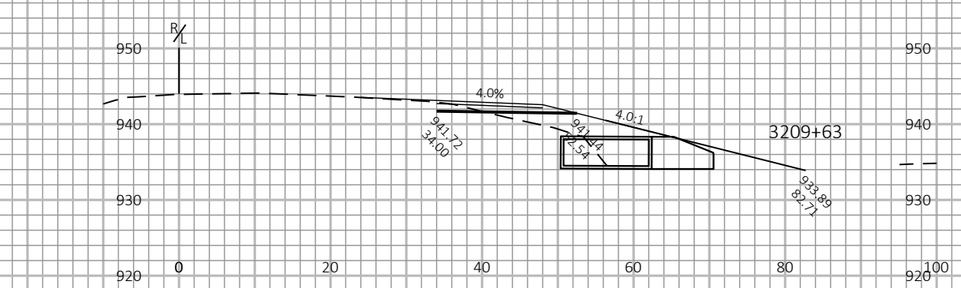
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

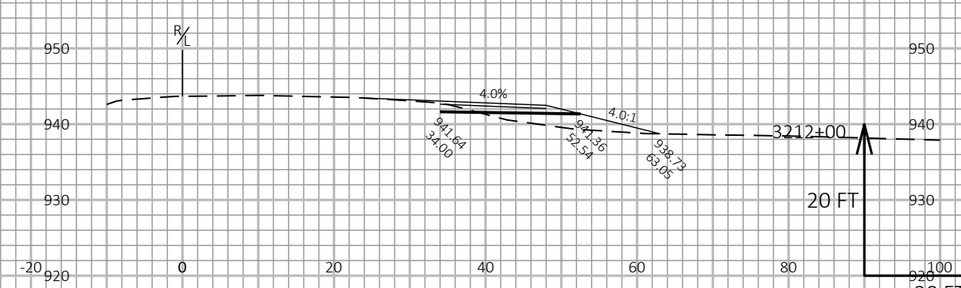












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET	E

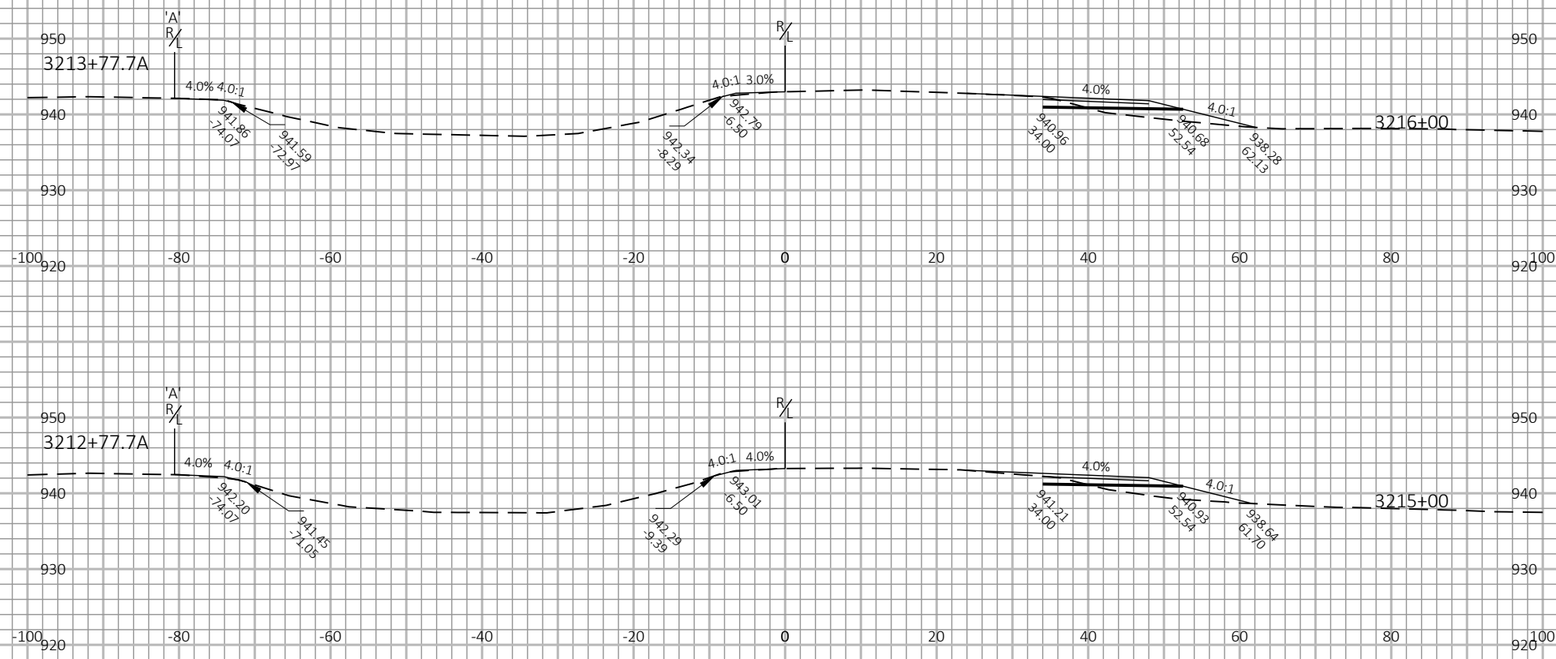
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 7

PLOT DATE : 3/24/2022 9:39 AM

PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

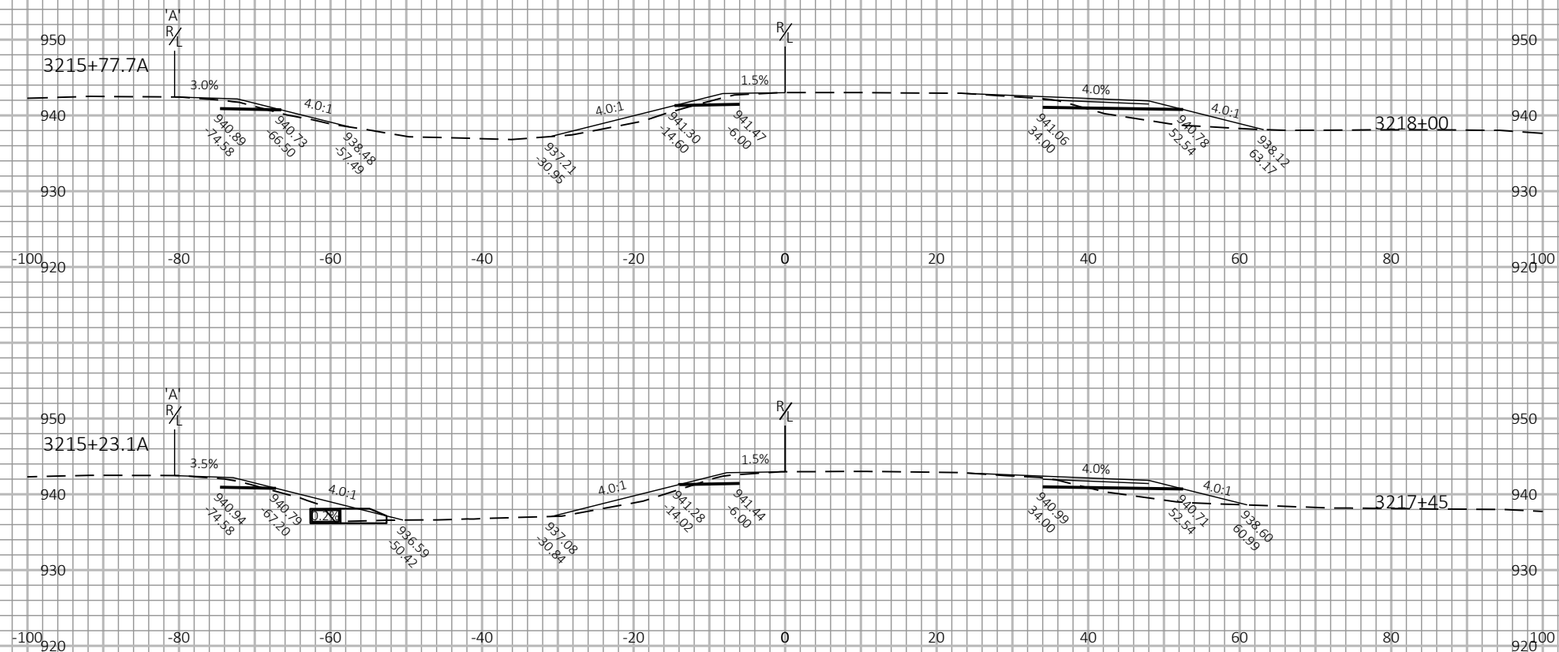


PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING/MAINLINE CROSSOVER	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 8

PLOT DATE : 3/24/2022 9:39 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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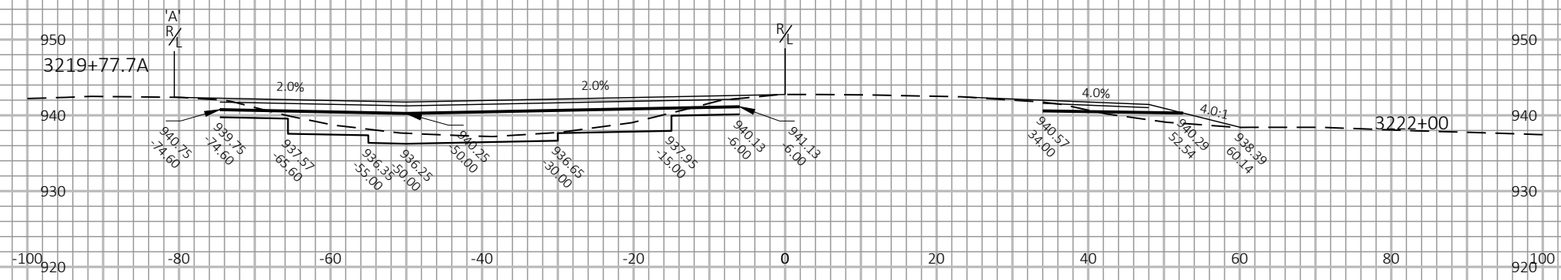
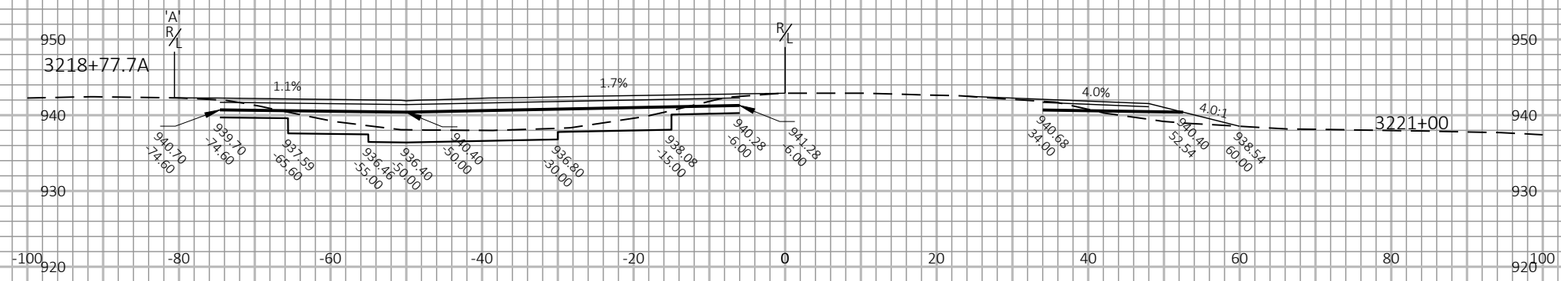
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING/MAINLINE CROSSOVER	SHEET	E

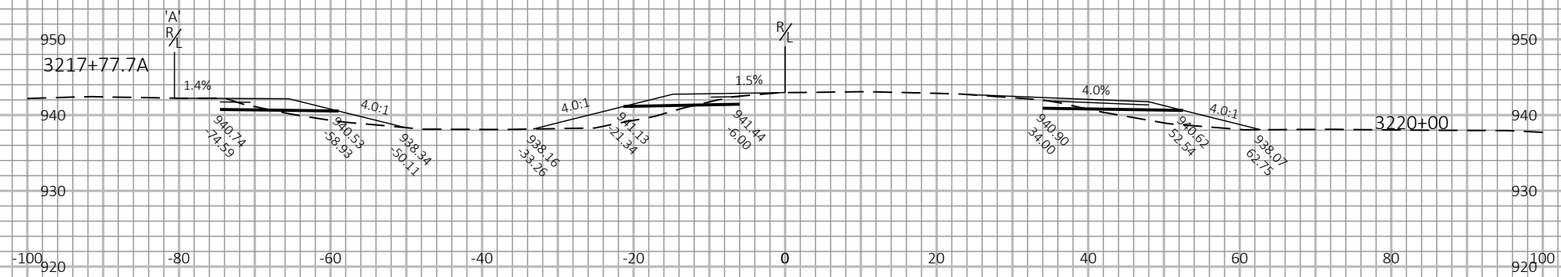
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 9

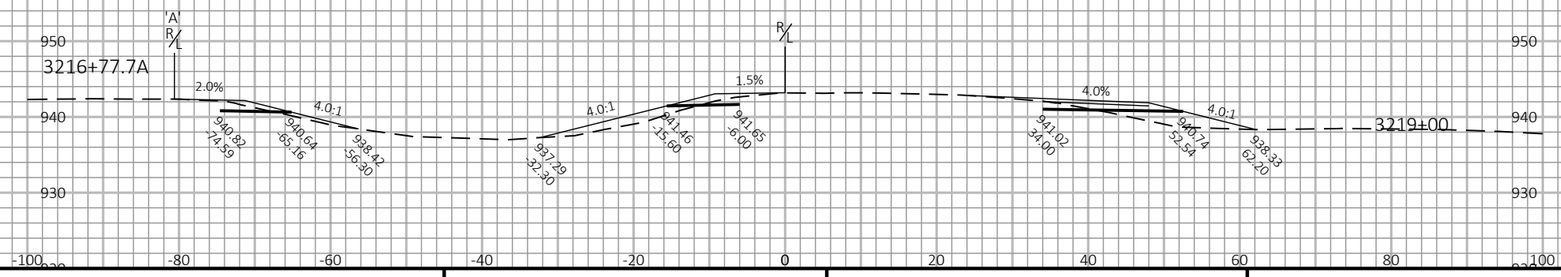
PLOT DATE : 3/24/2022 9:39 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

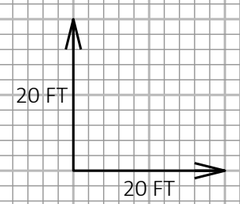
WISDOT/CADDS SHEET 49











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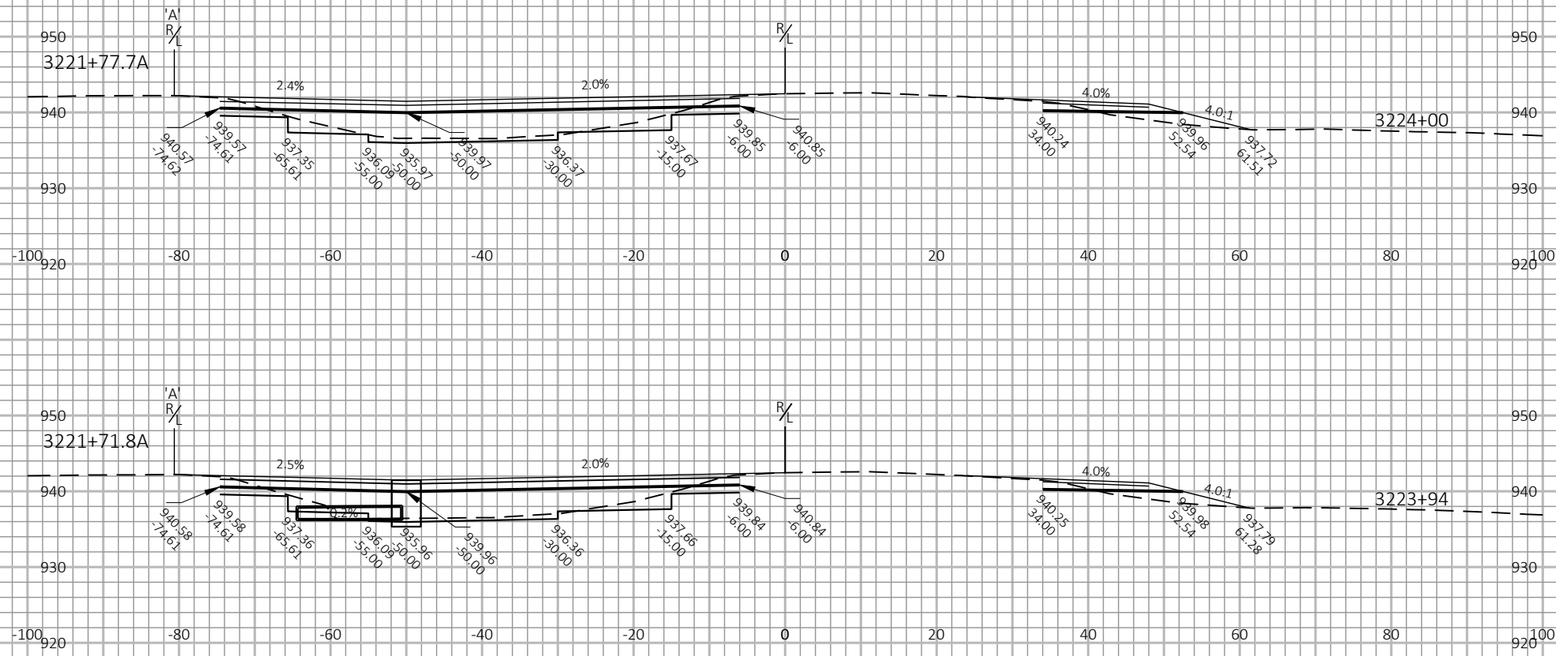
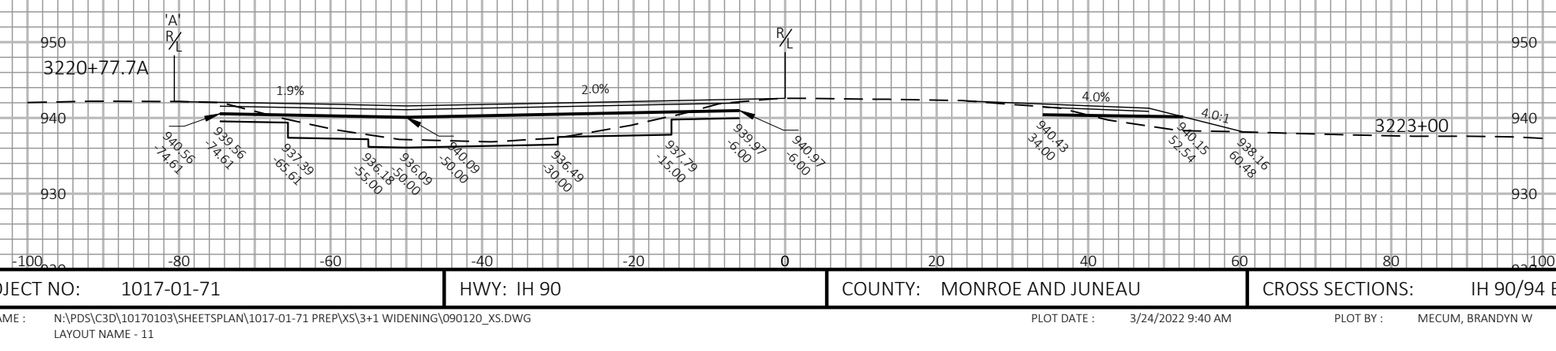
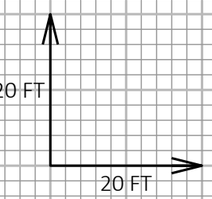
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING/MAINLINE CROSSOVER	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 10

PLOT DATE : 3/24/2022 9:39 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







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9

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING/MAINLINE CROSSOVER	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 11

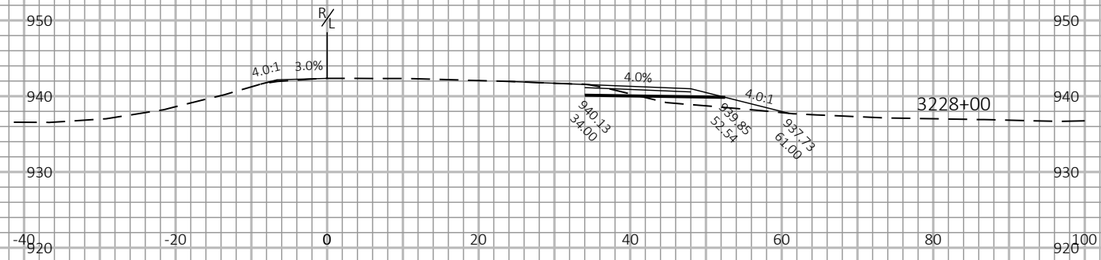
PLOT DATE : 3/24/2022 9:40 AM

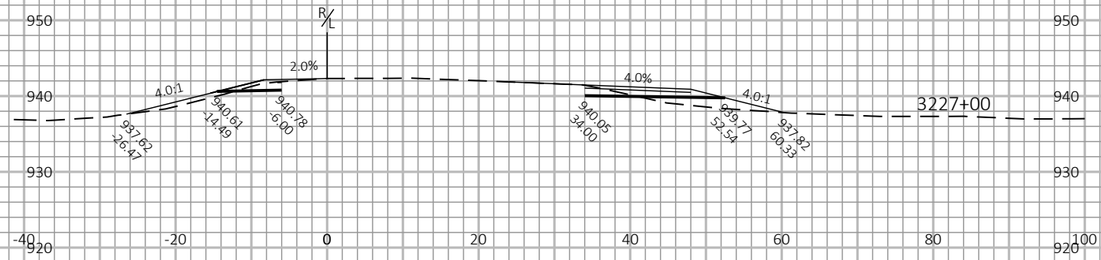
PLOT BY : MECUM, BRANDYN W

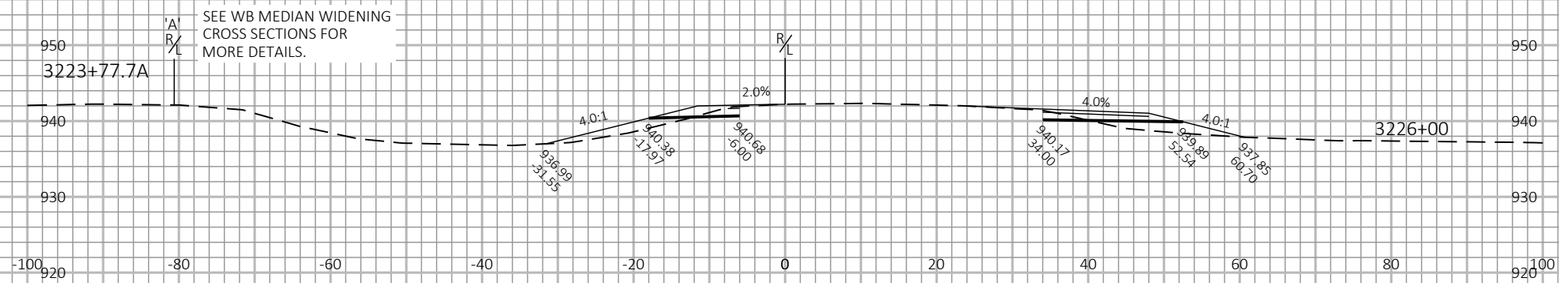
PLOT NAME :

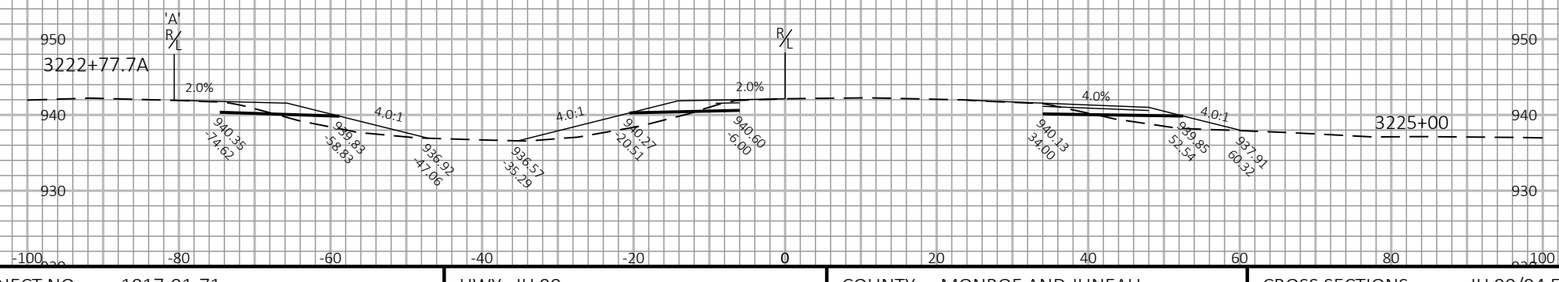
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

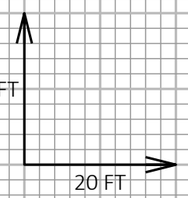
WISDOT/CADDS SHEET 49











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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING/MAINLINE CROSSOVER	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 12

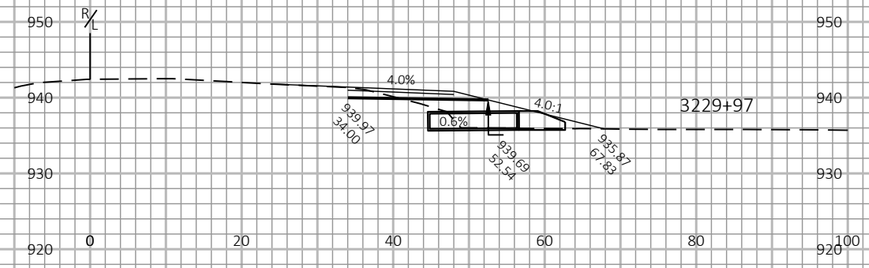
PLOT DATE : 3/24/2022 9:40 AM

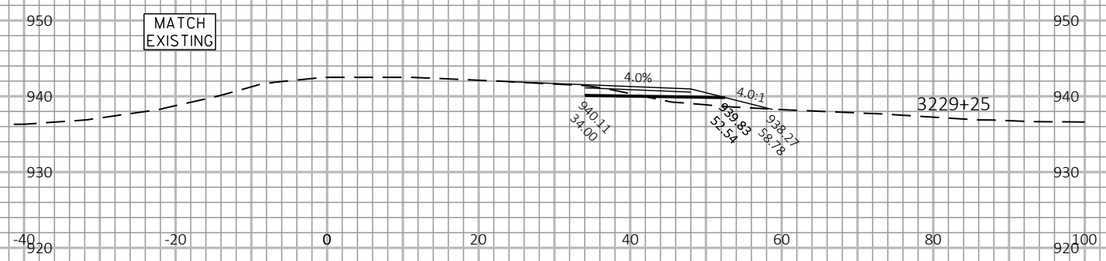
PLOT BY : MECUM, BRANDYN W

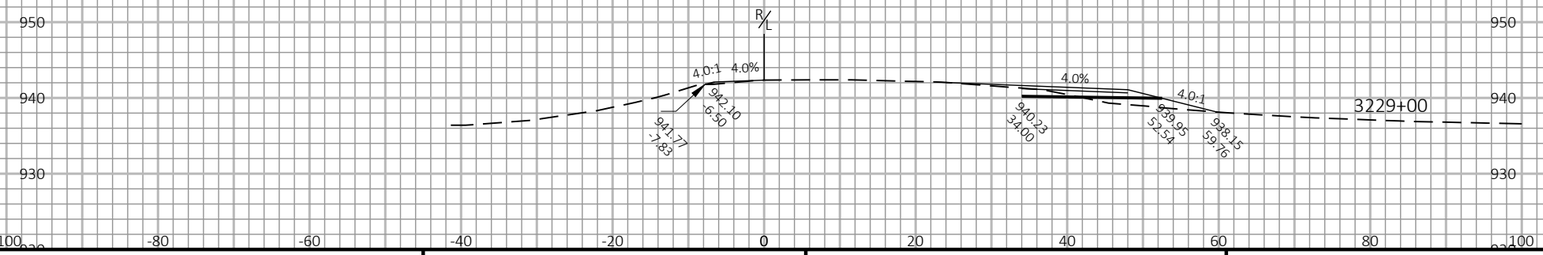
PLOT NAME :

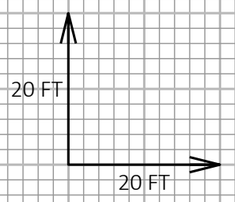
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING/MAINLINE CROSSOVER	SHEET	E

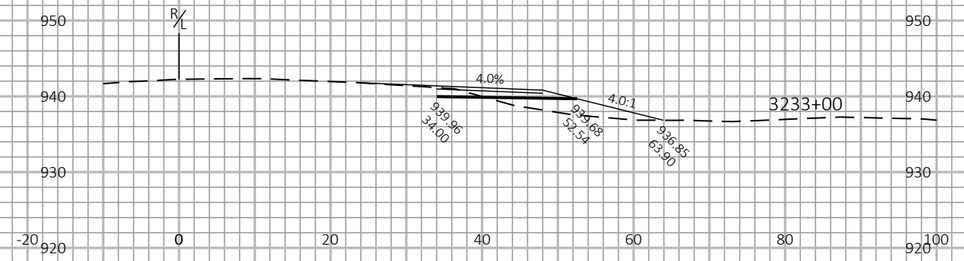
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 13

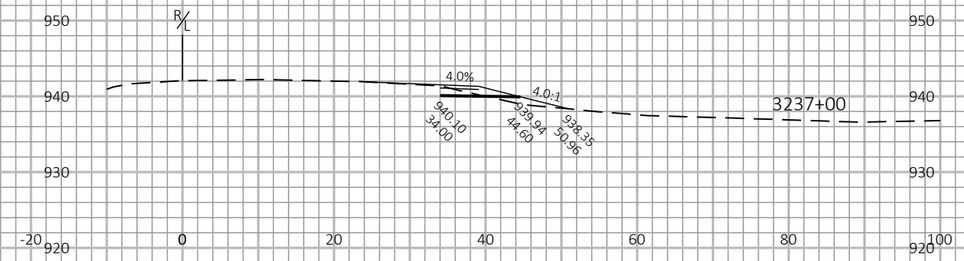
PLOT DATE : 3/24/2022 9:40 AM

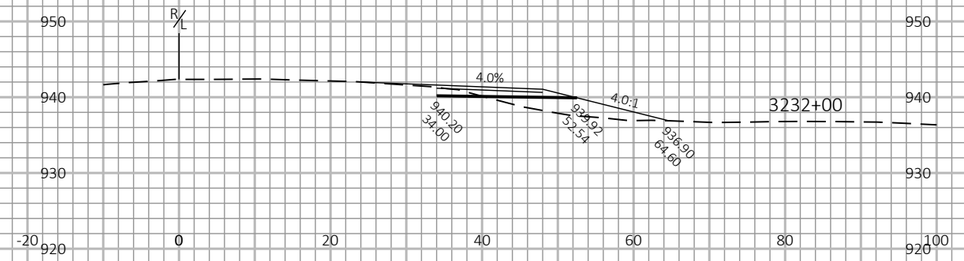
PLOT BY : MECUM, BRANDYN W

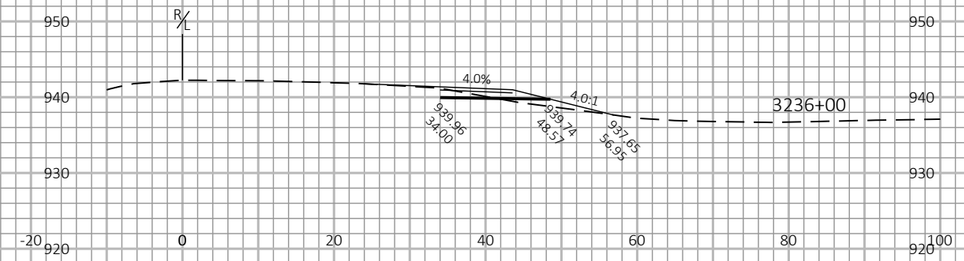
PLOT NAME :

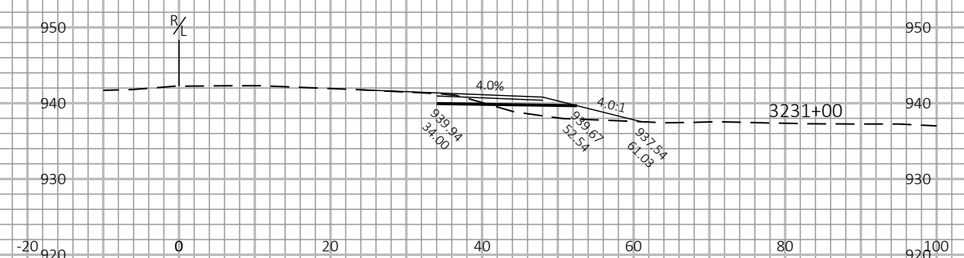
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

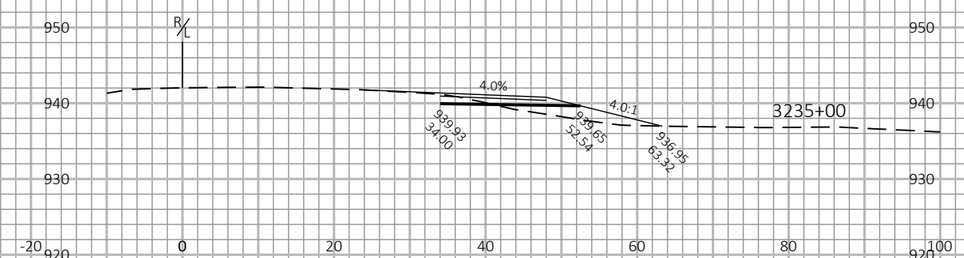


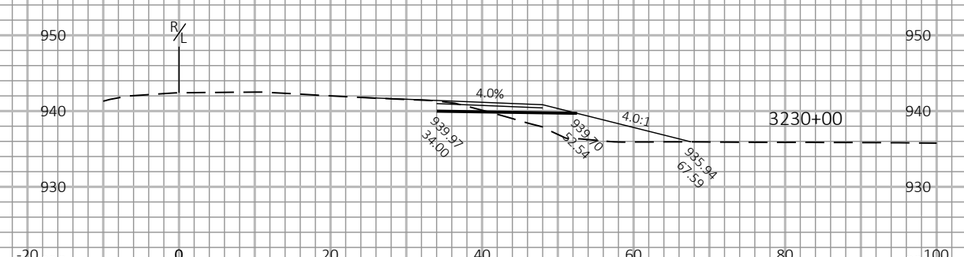


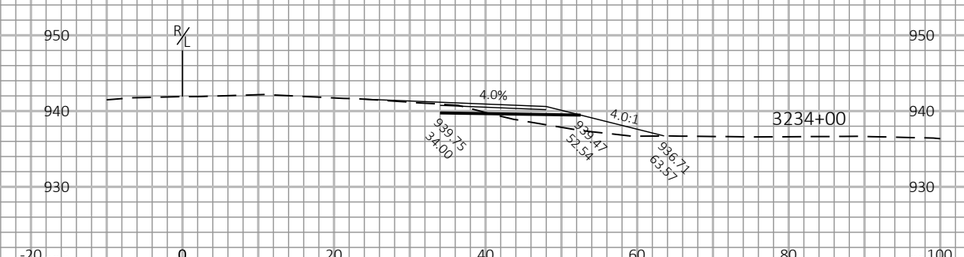


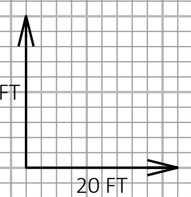












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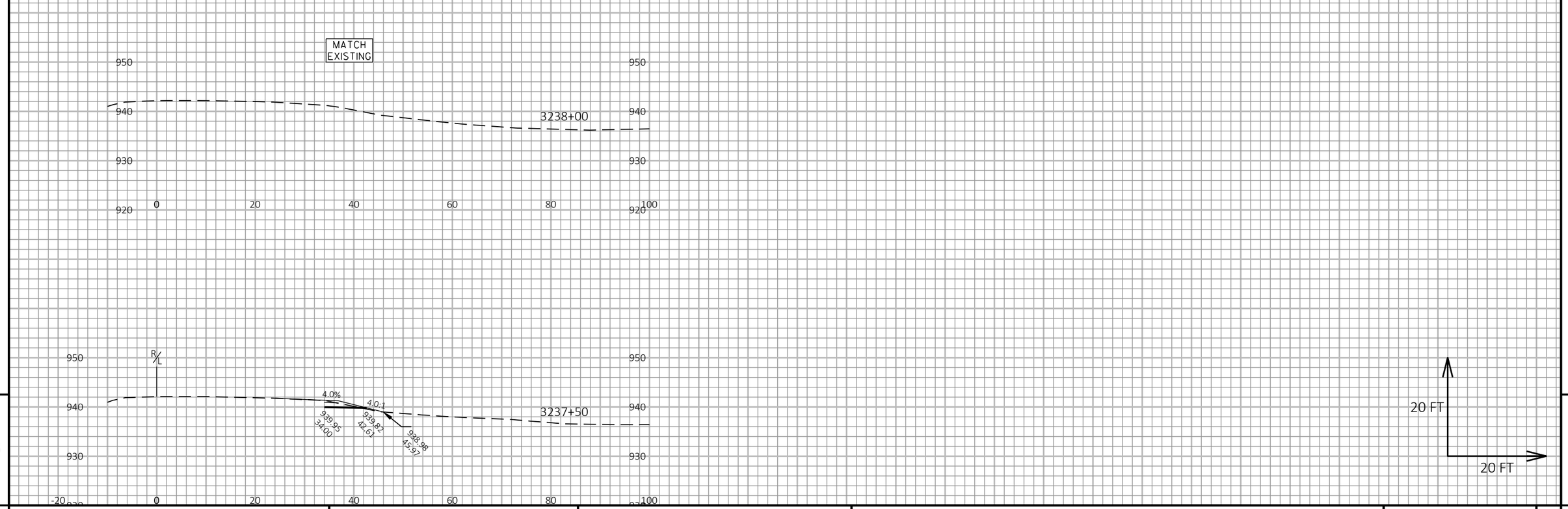
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 14

PLOT DATE : 3/24/2022 9:40 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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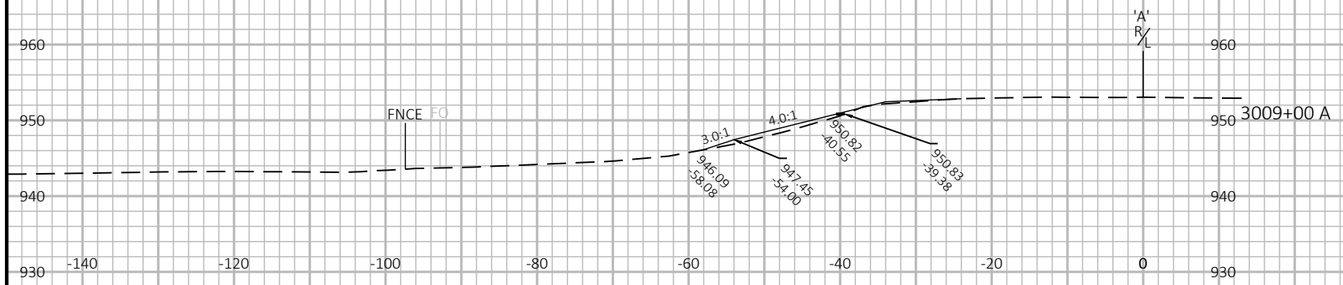
9

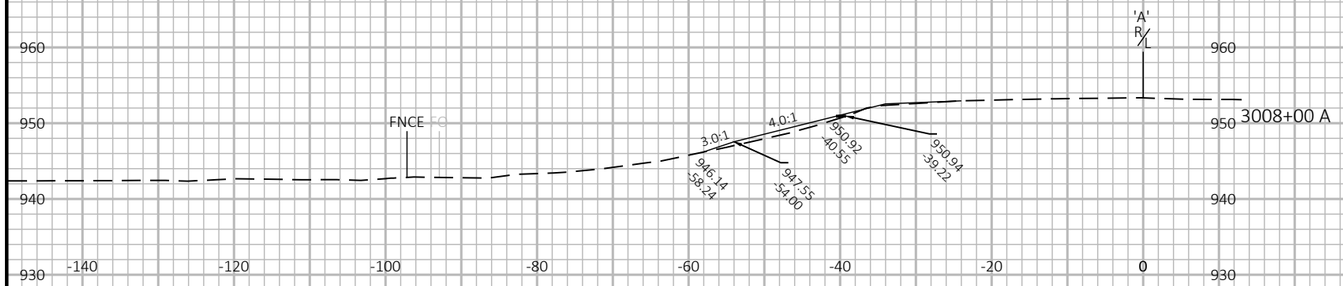
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB OUTSIDE WIDENING	SHEET E

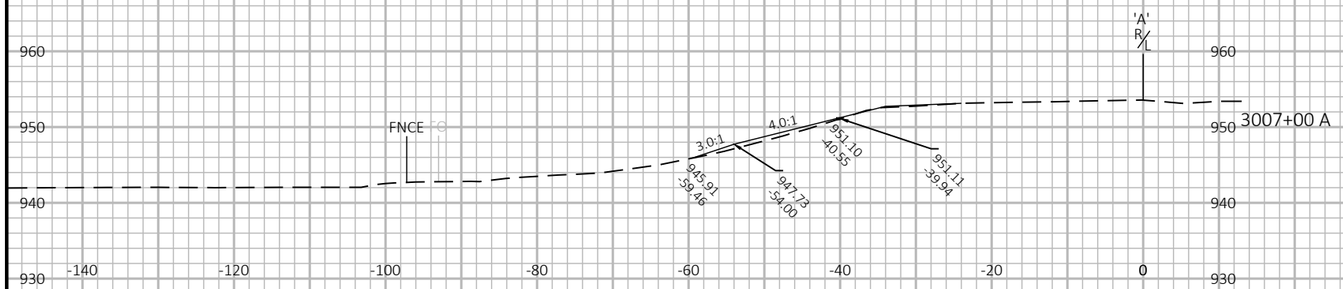
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090120_XS.DWG
LAYOUT NAME - 15

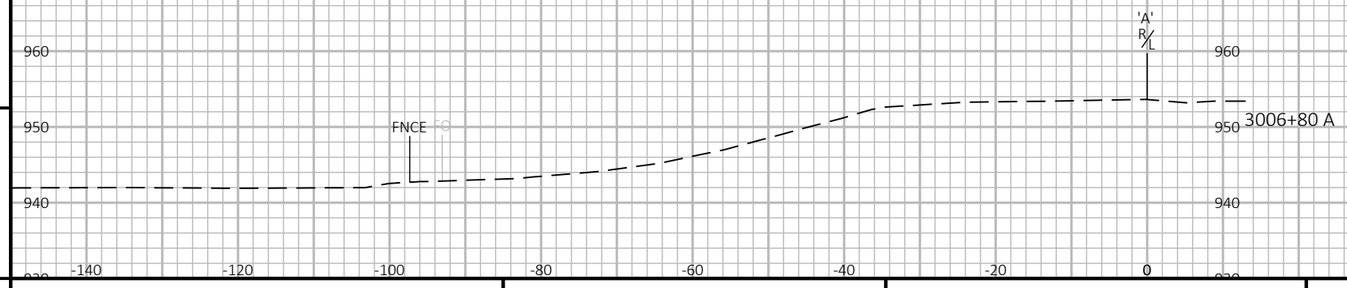
PLOT DATE : 3/24/2022 9:40 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

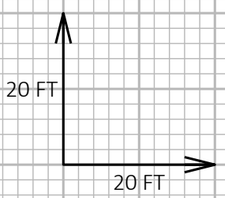
WISDOT/CADDS SHEET 49











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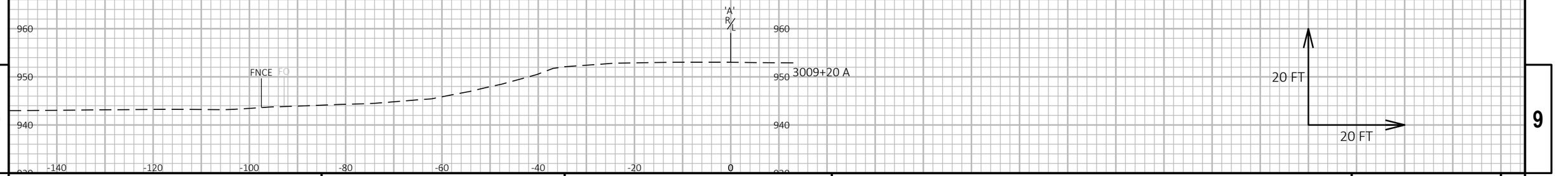
PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE	CROSS SECTIONS: IH 94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090238_XS.DWG
LAYOUT NAME - 02

PLOT DATE : 3/24/2022 1:47 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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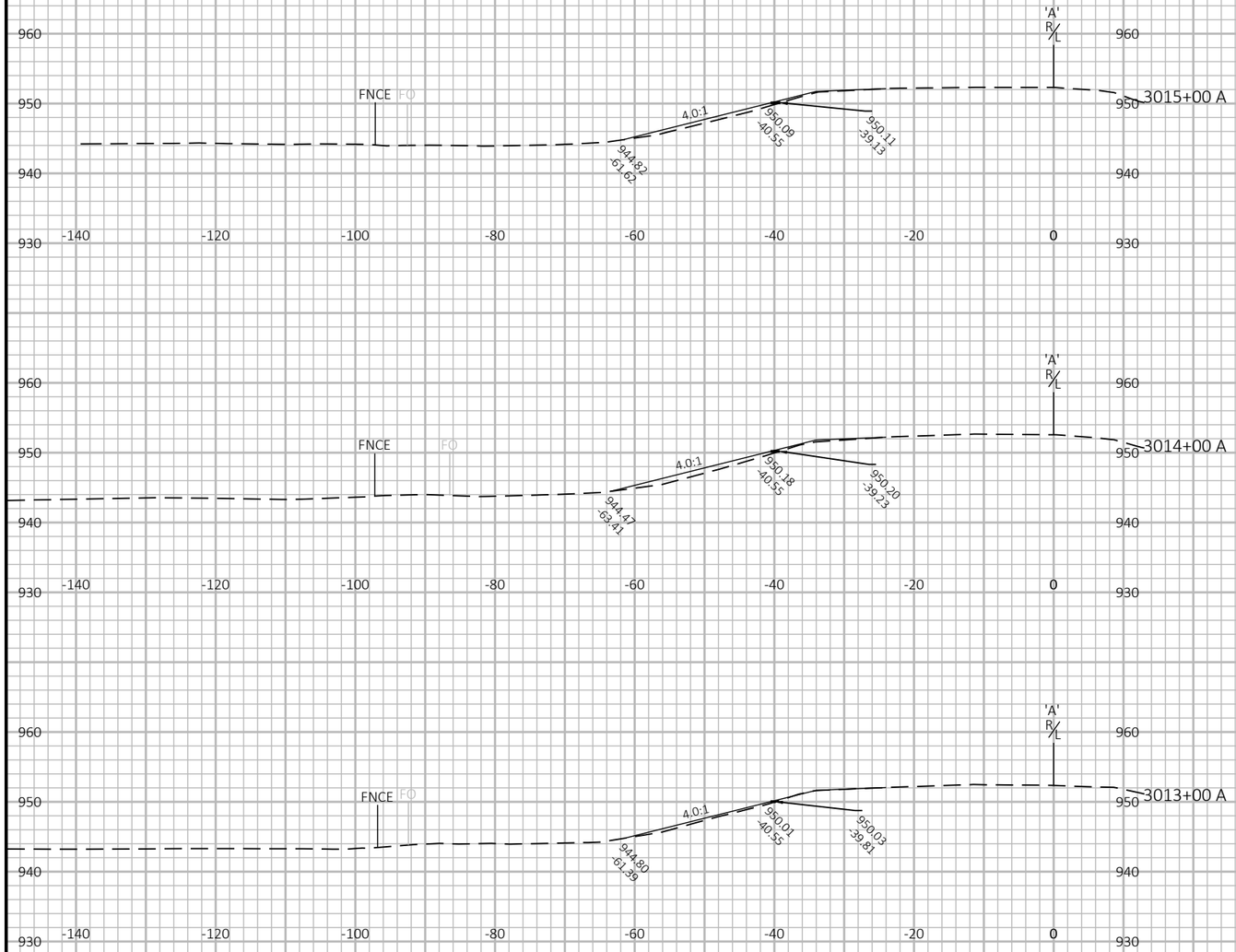
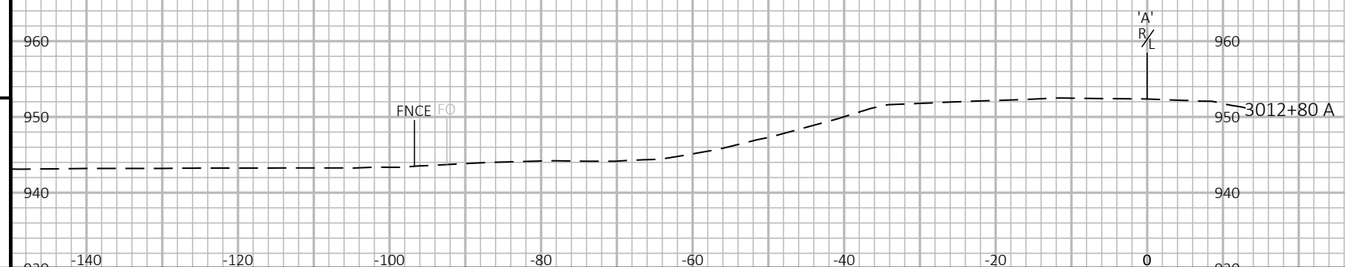
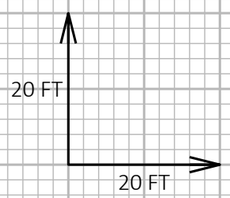
PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE	CROSS SECTIONS: IH 94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090238_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 3/24/2022 1:47 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







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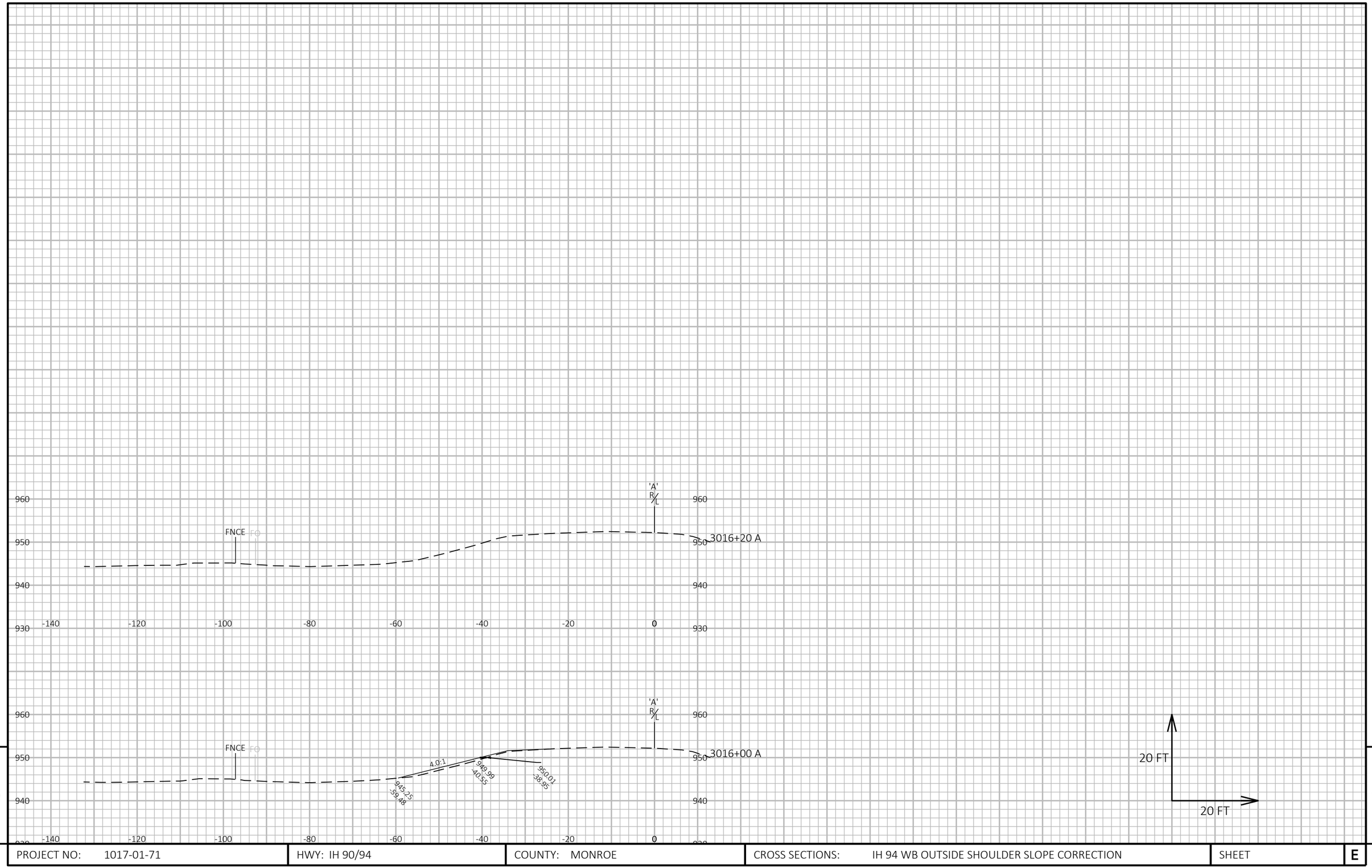
PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE	CROSS SECTIONS: IH 94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090238_XS.DWG
LAYOUT NAME - 06

PLOT DATE : 3/24/2022 1:47 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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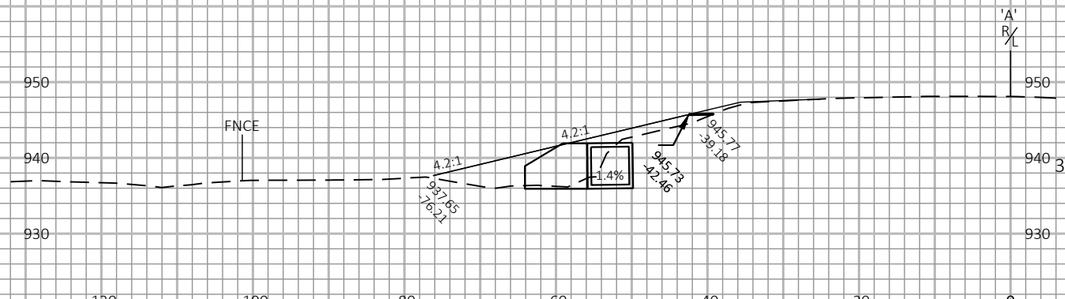
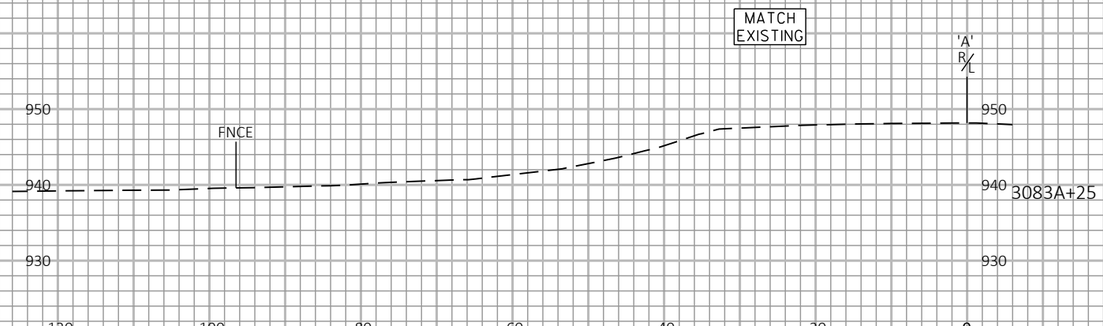
PROJECT NO: 1017-01-71	HWY: IH 90/94	COUNTY: MONROE	CROSS SECTIONS: IH 94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

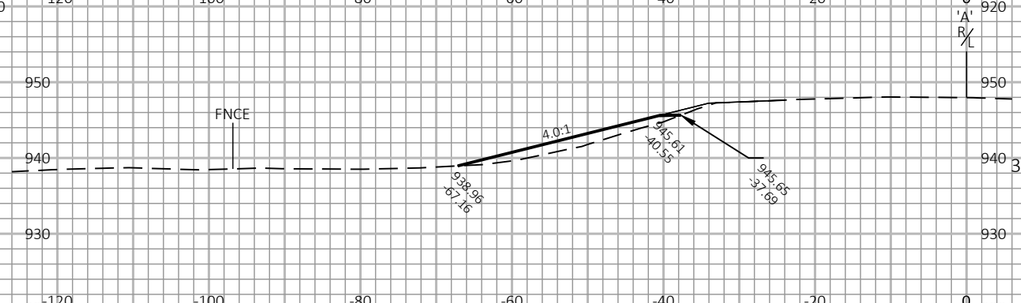
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090238_XS.DWG
LAYOUT NAME - 07

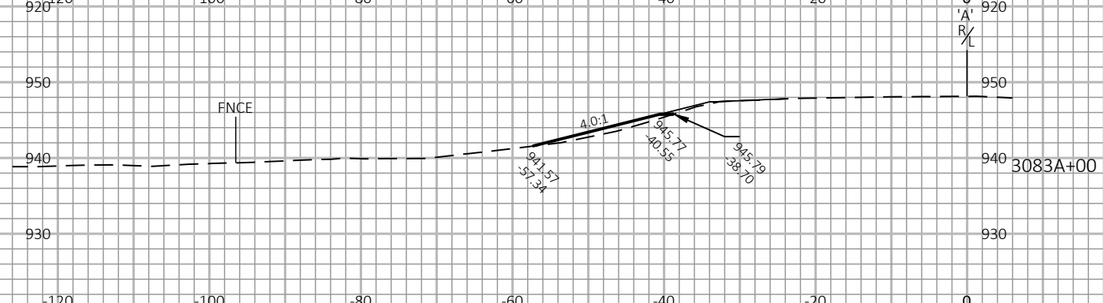
PLOT DATE : 3/24/2022 1:47 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

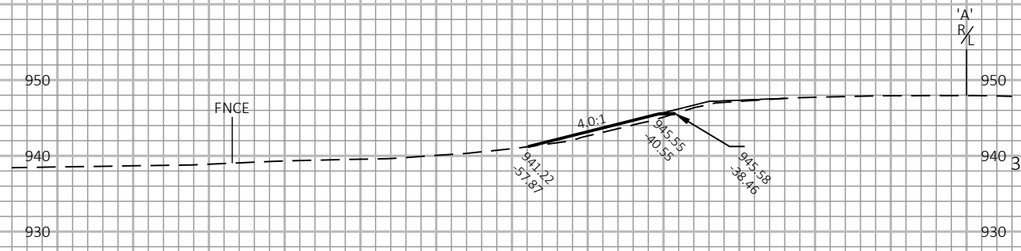
WISDOT/CADDS SHEET 49

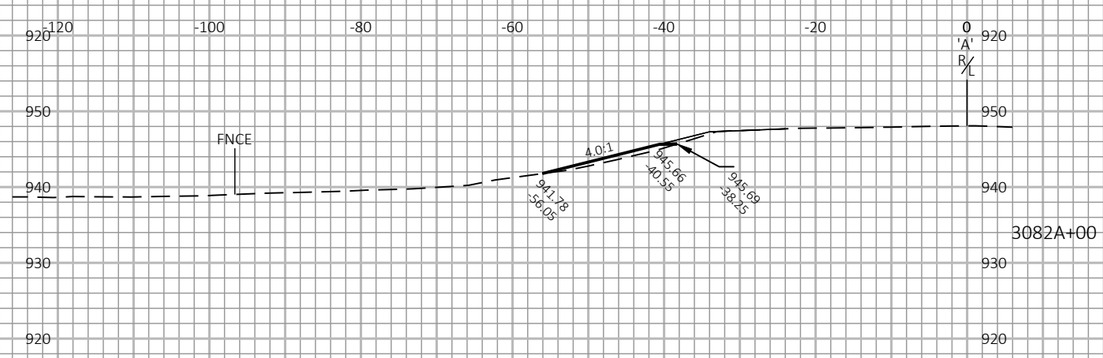


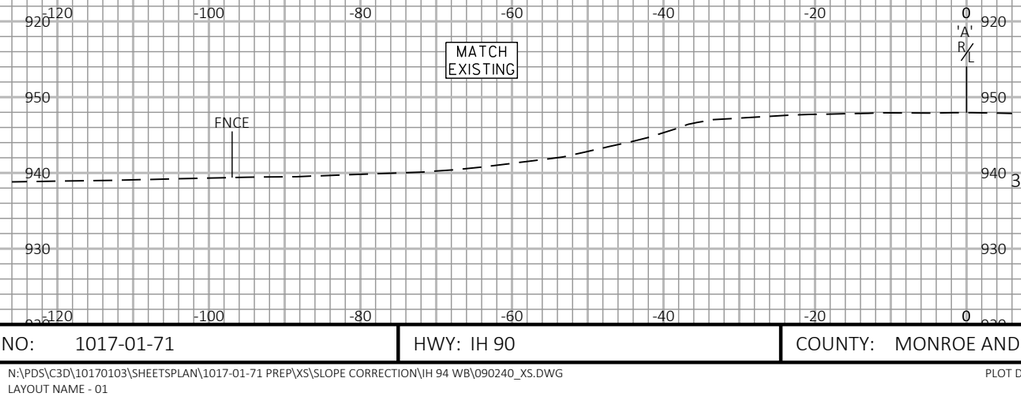


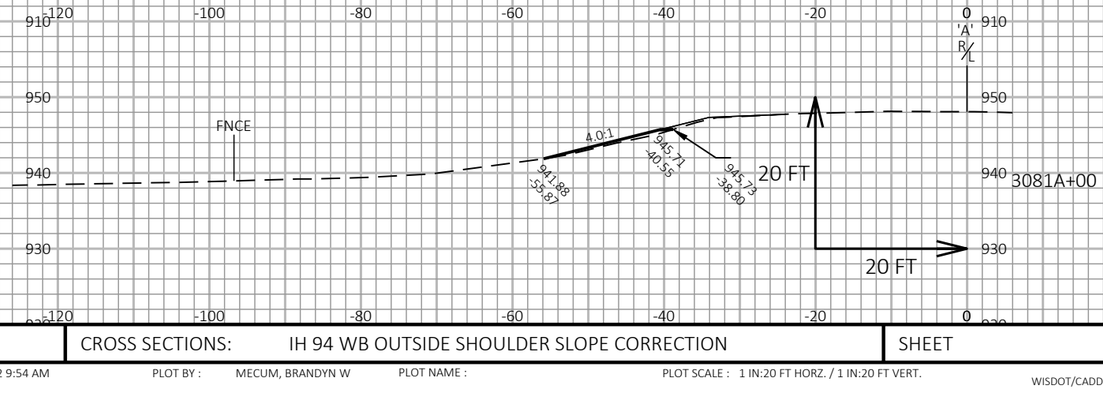












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090240_XS.DWG
LAYOUT NAME - 01

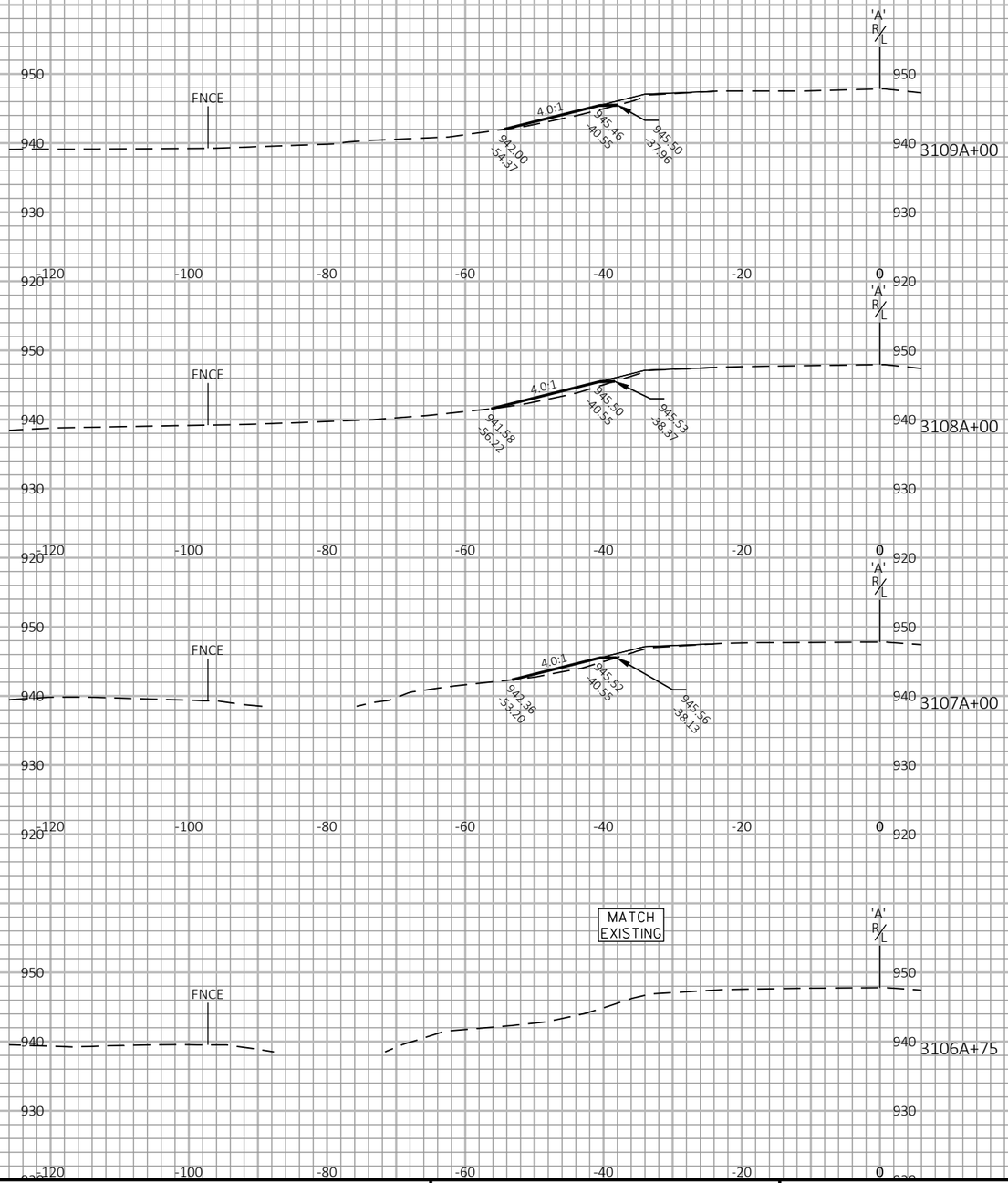
PLOT DATE : 3/24/2022 9:54 AM

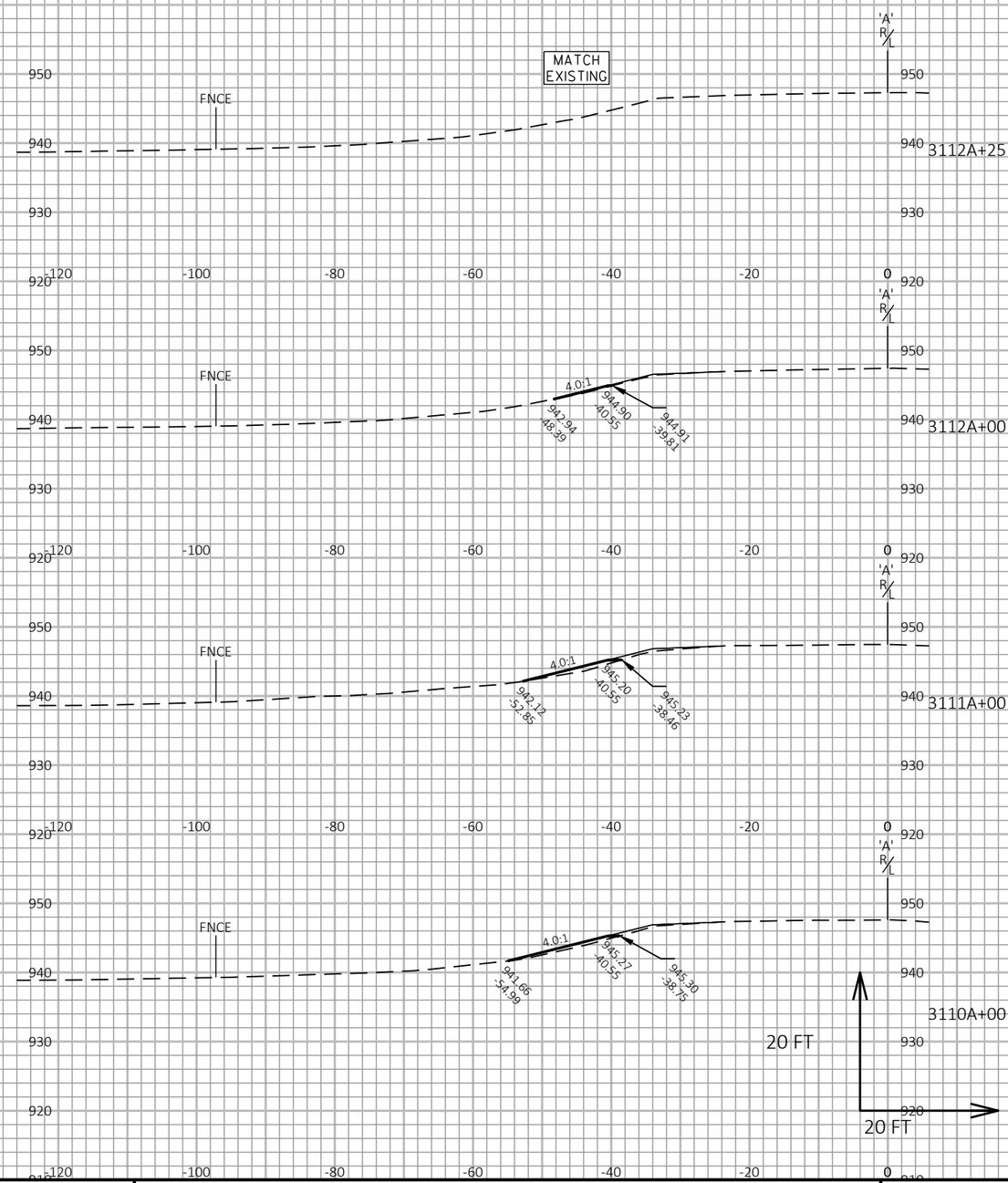
PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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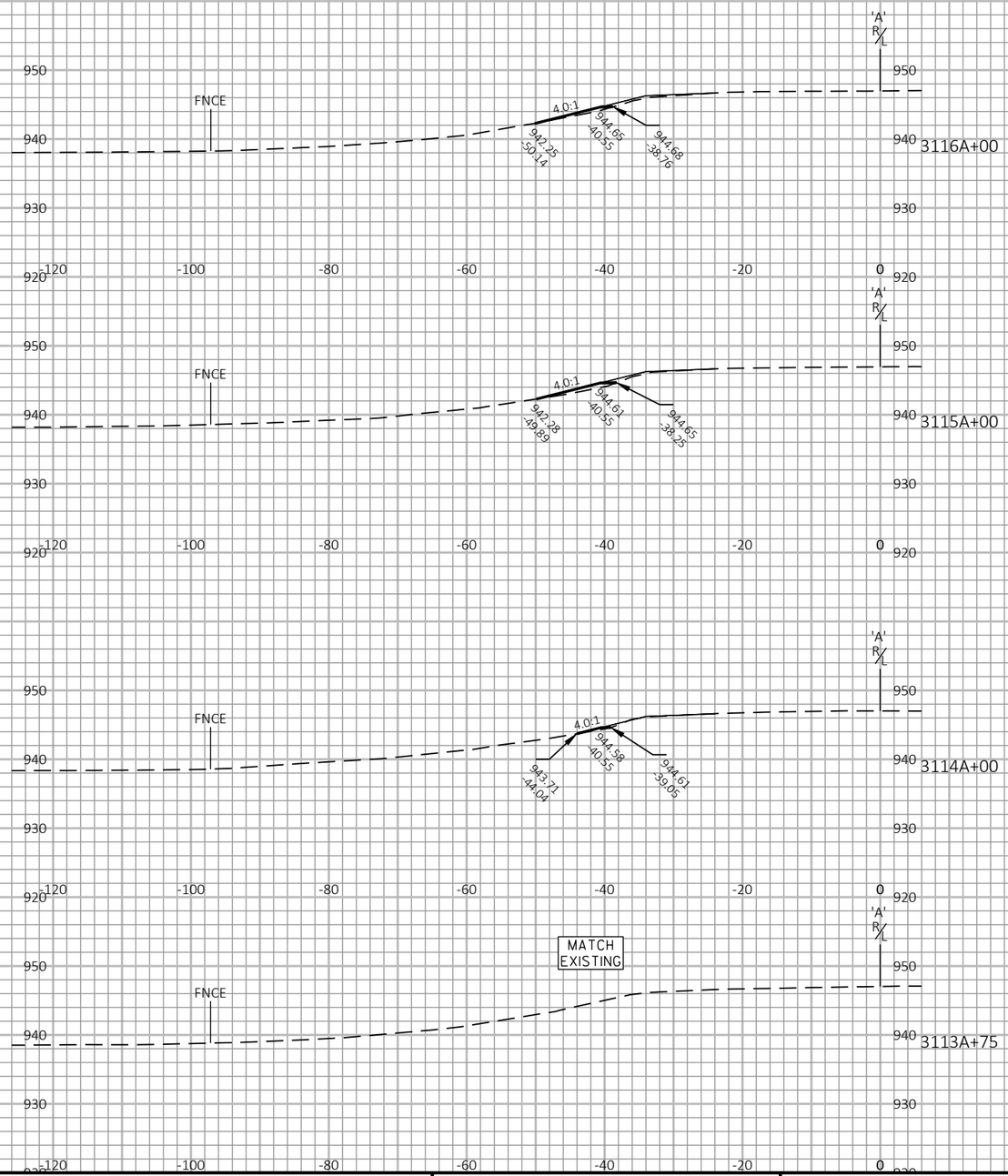
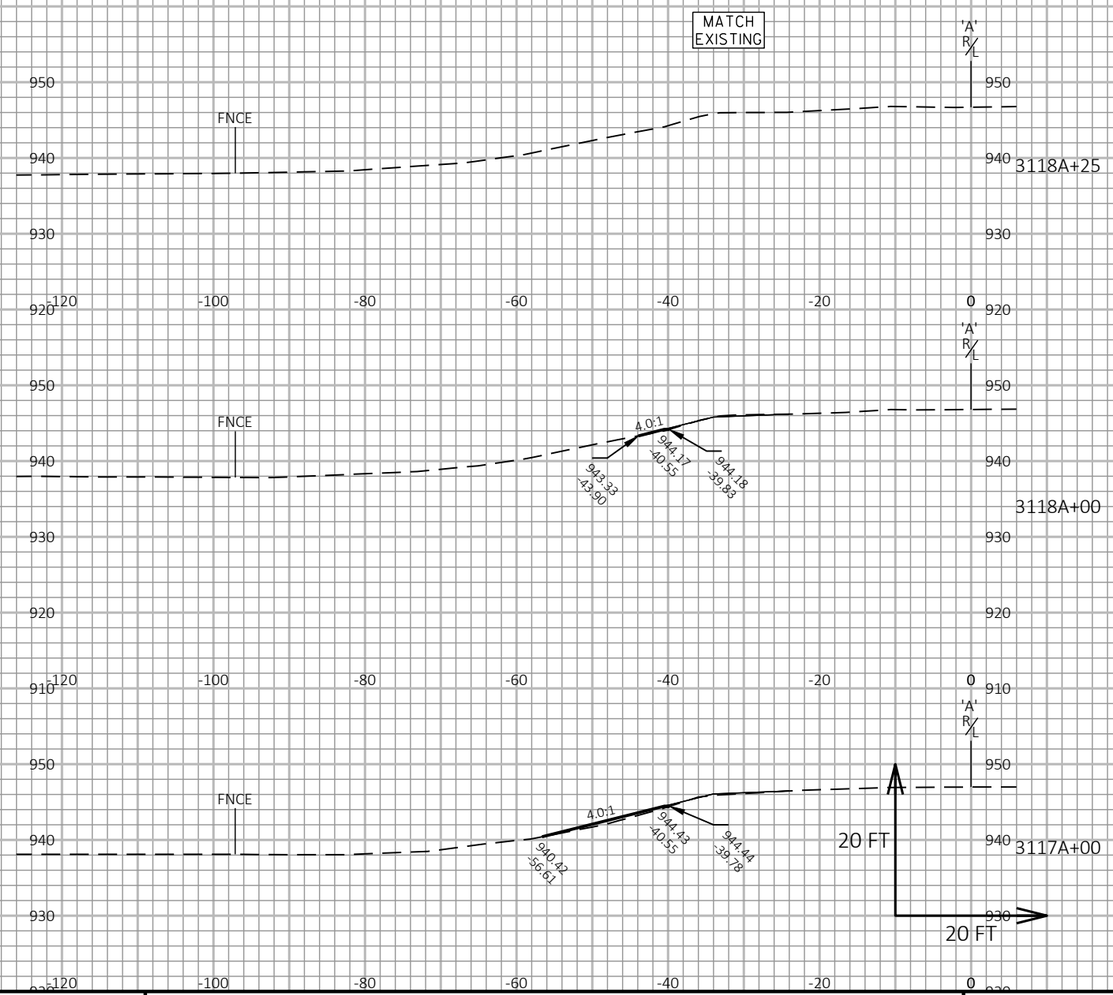
9

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090240_XS.DWG
LAYOUT NAME - 02

PLOT DATE : 3/24/2022 9:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





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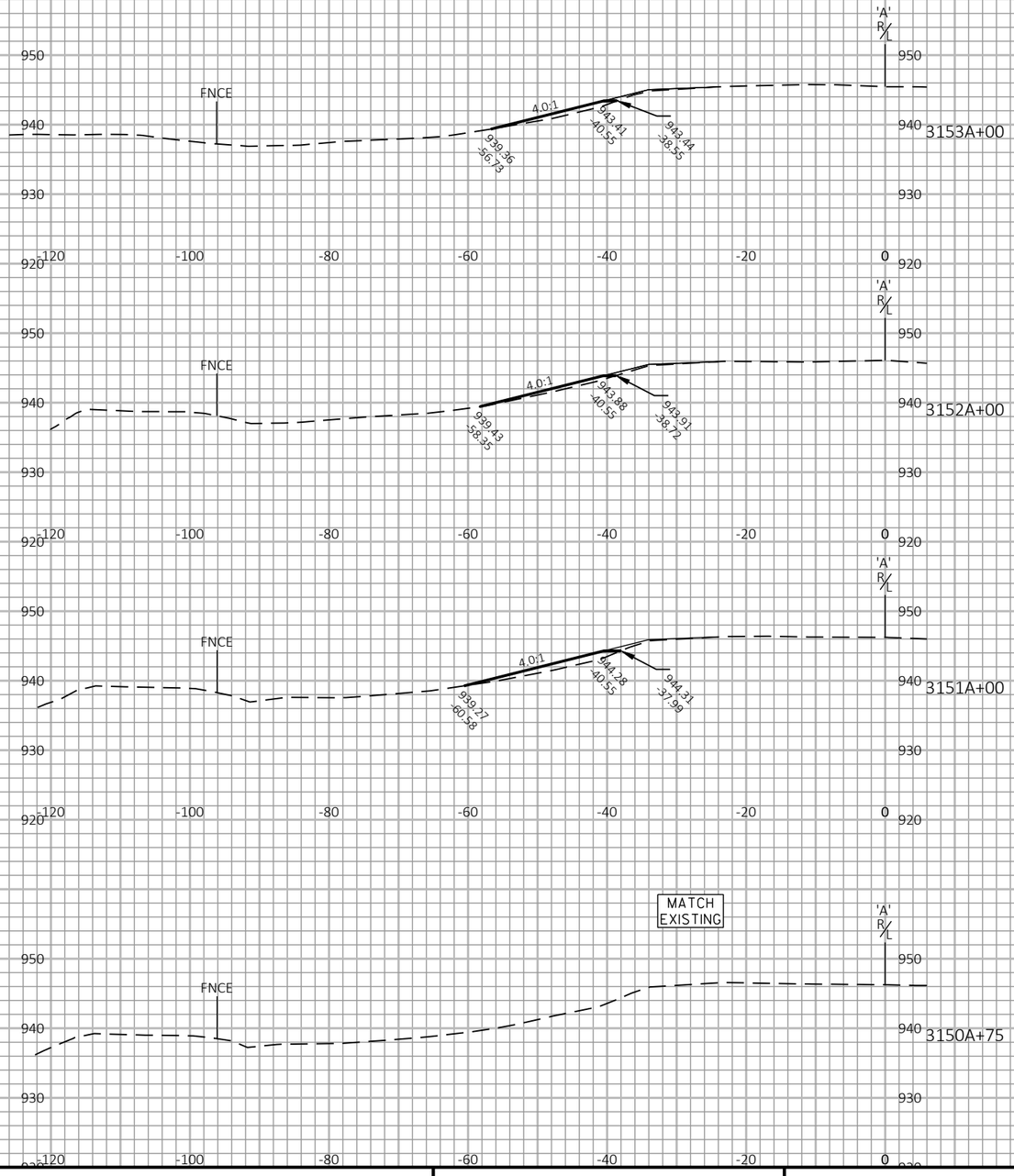
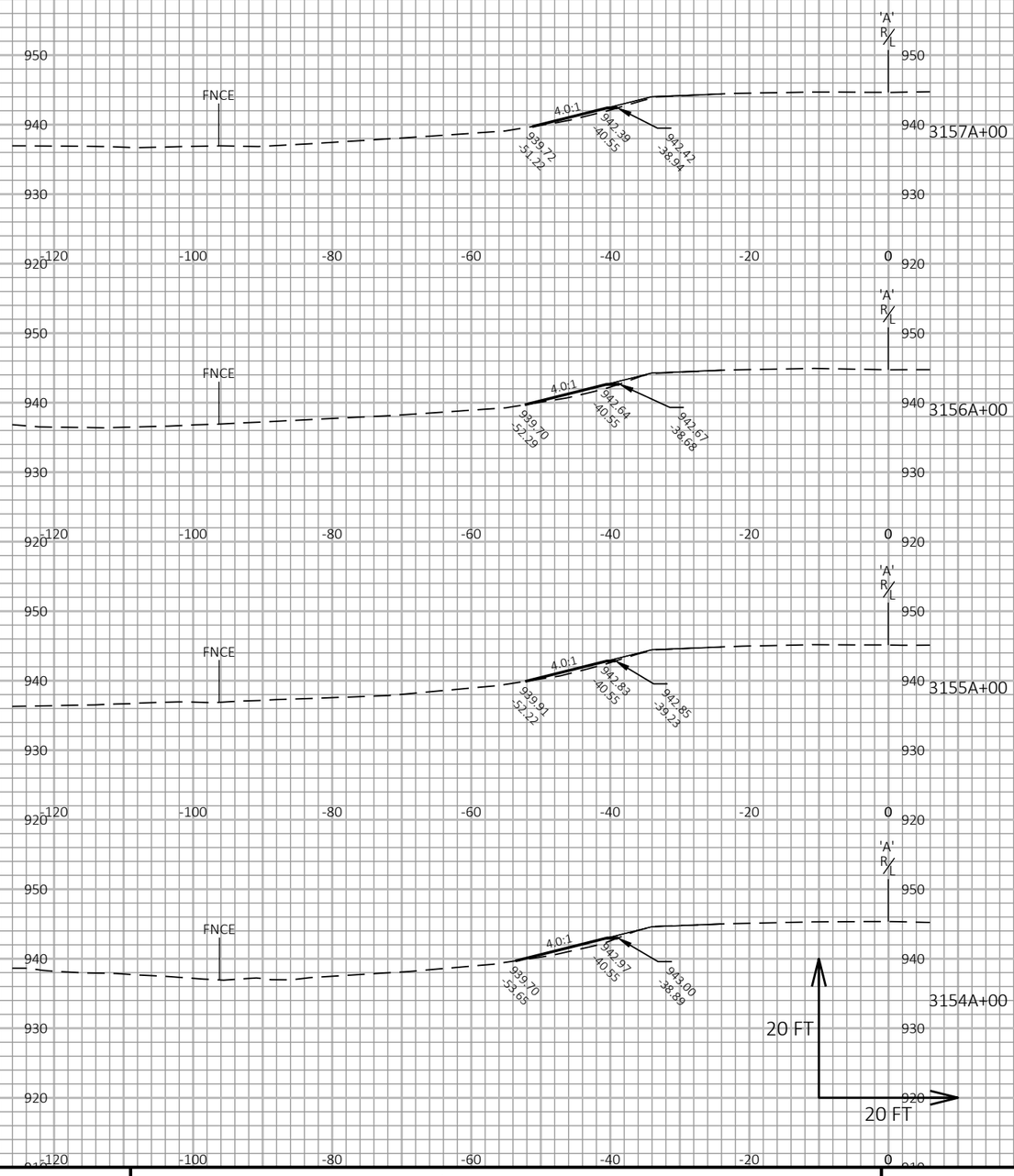
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090240_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 3/24/2022 9:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





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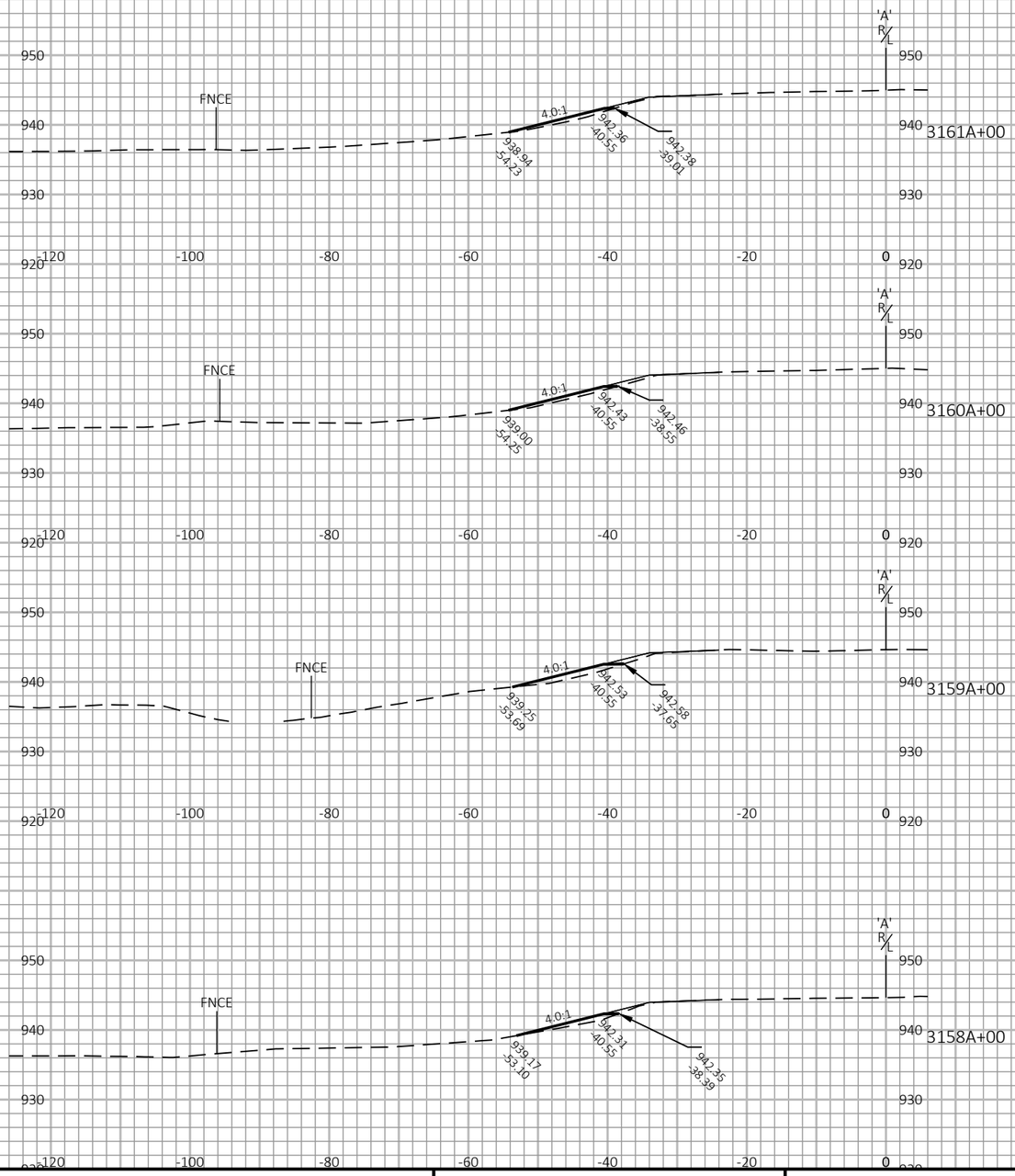
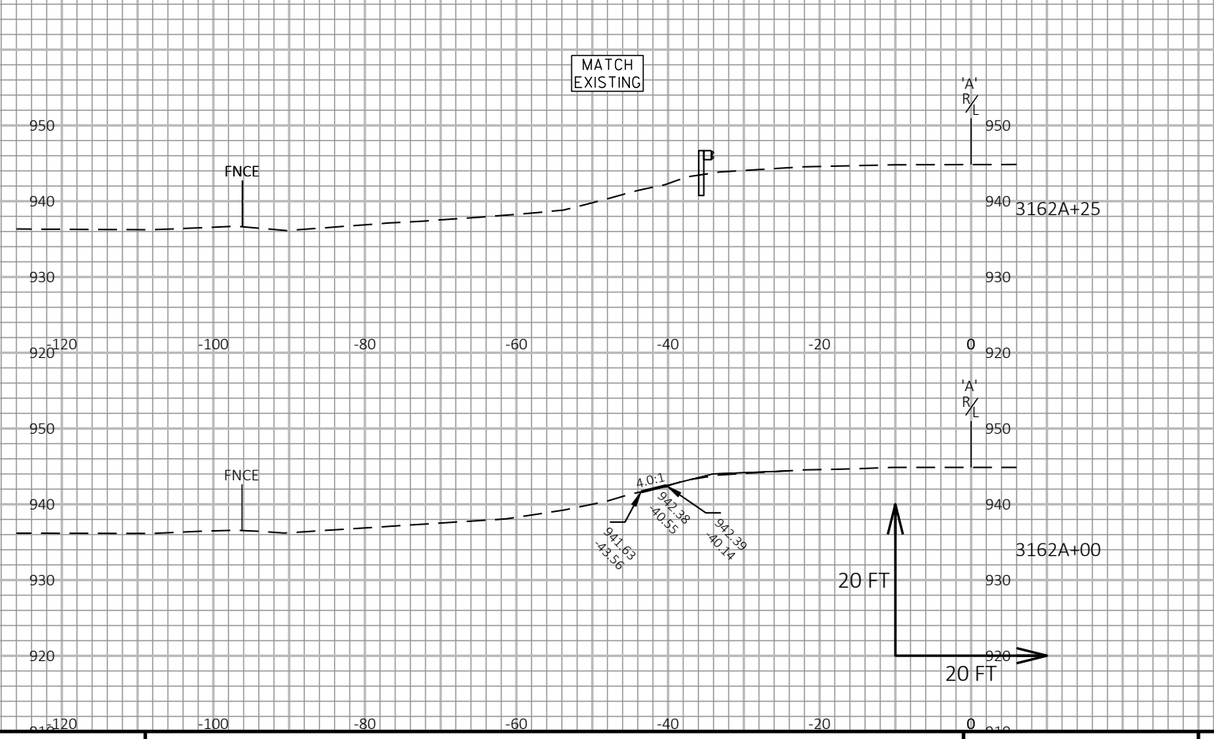
9

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 94 & IH90/94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090240_XS.DWG
LAYOUT NAME - 04

PLOT DATE : 3/24/2022 9:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





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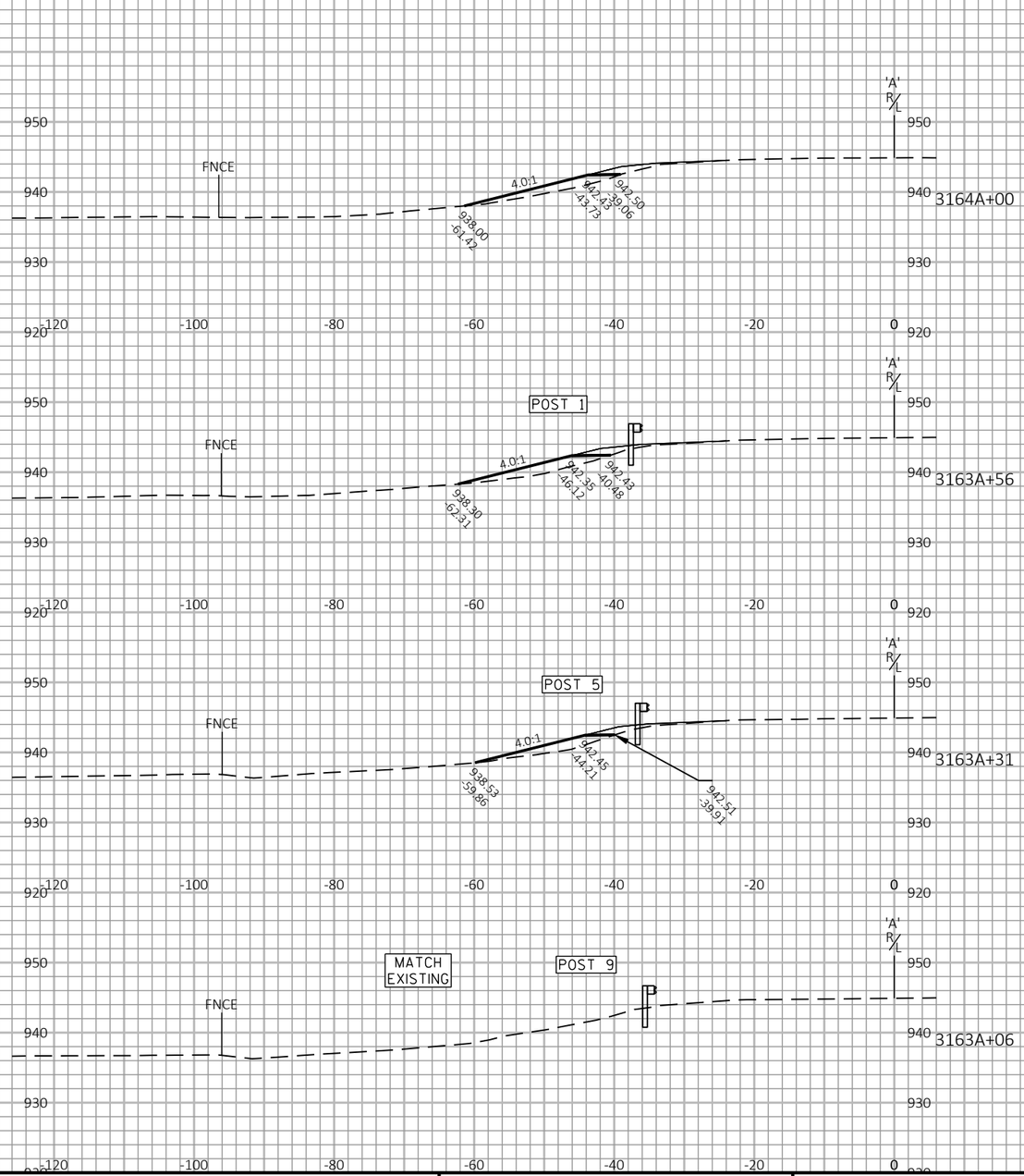
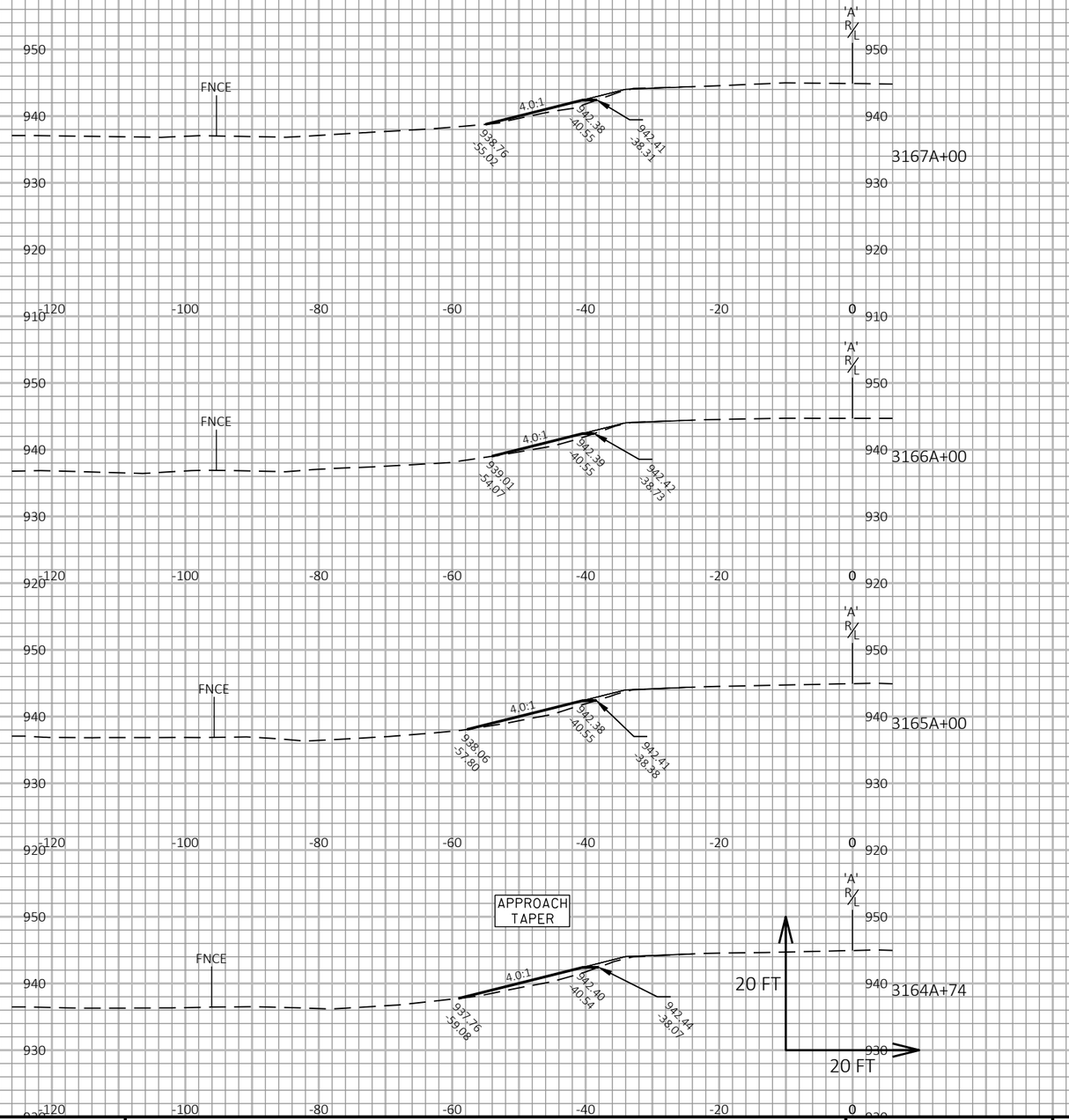
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH90/94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090240_XS.DWG
LAYOUT NAME - 05

PLOT DATE : 3/24/2022 9:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





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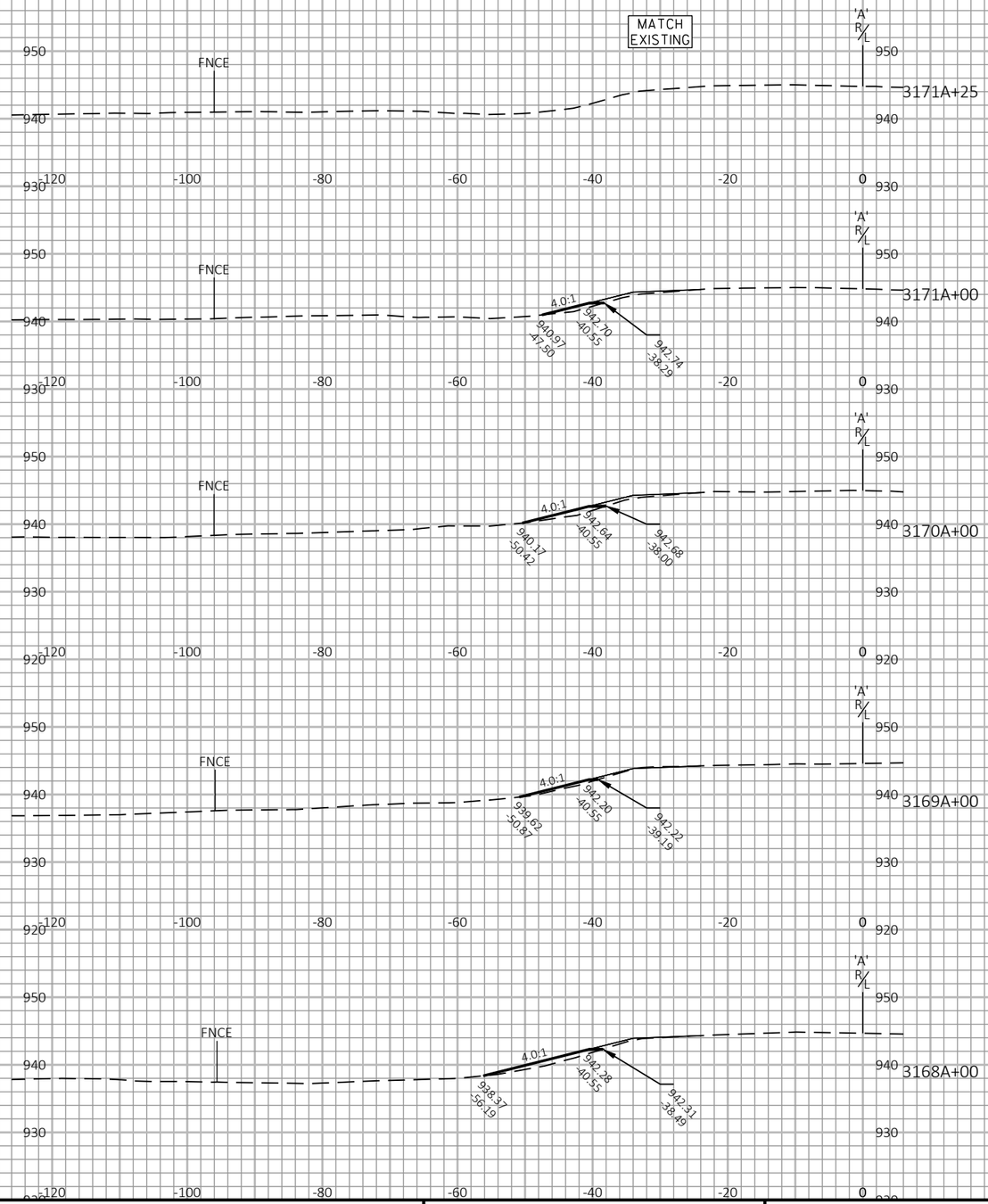
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH90/94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090240_XS.DWG
LAYOUT NAME - 06

PLOT DATE : 3/24/2022 9:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

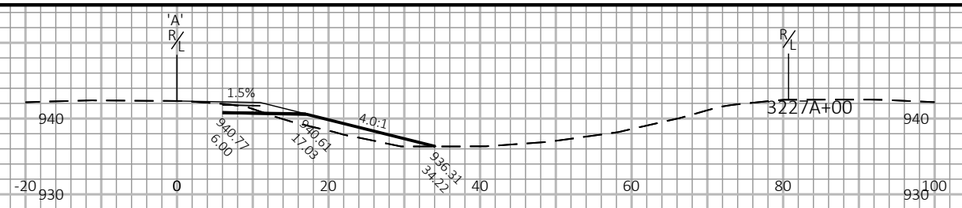


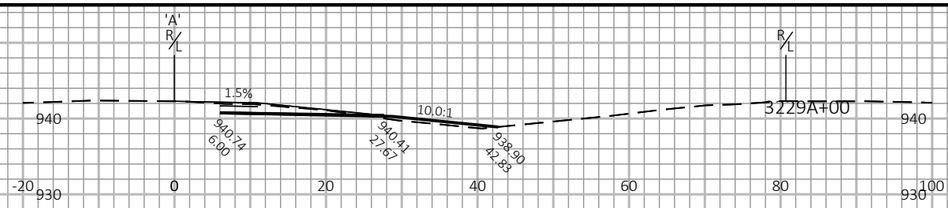
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH90/94 WB OUTSIDE SHOULDER SLOPE CORRECTION	SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\SLOPE CORRECTION\IH 94 WB\090240_XS.DWG
LAYOUT NAME - 07

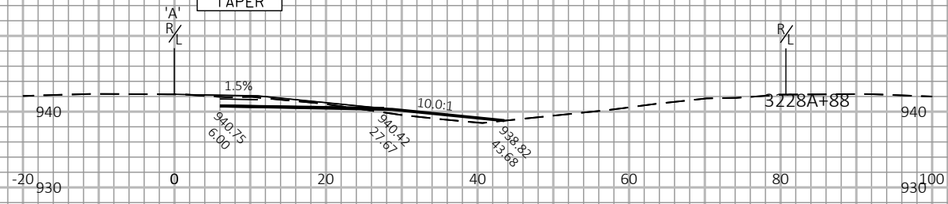
PLOT DATE : 3/24/2022 9:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

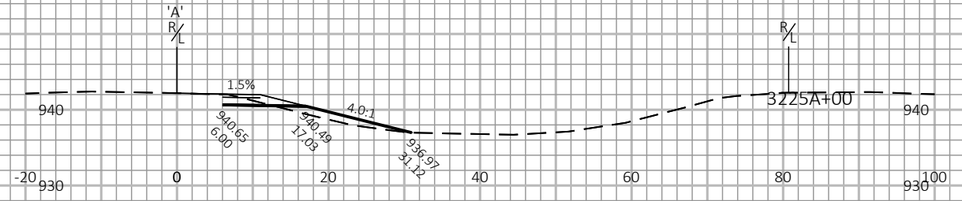
WISDOT/CADDS SHEET 49

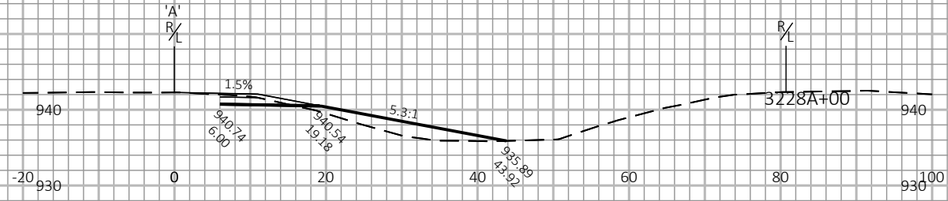


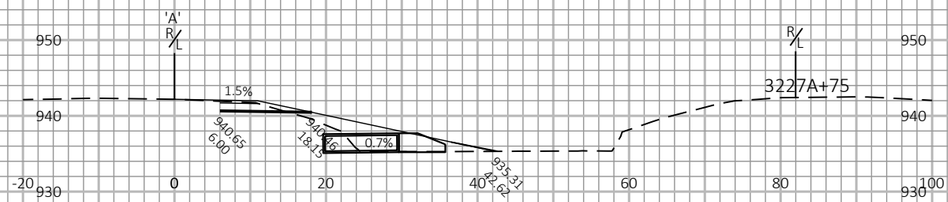


APPROACH TAPER

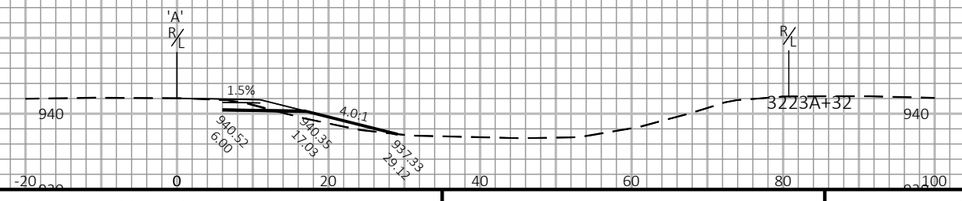


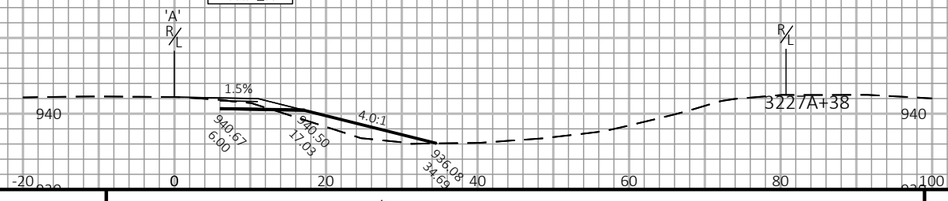






APPROACH TAPER





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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090122_XS.DWG
LAYOUT NAME - 1

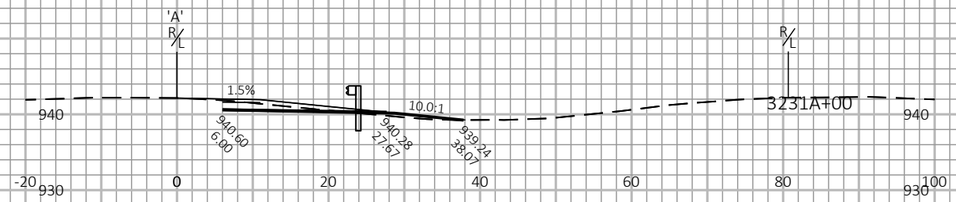
PLOT DATE : 3/24/2022 9:59 AM

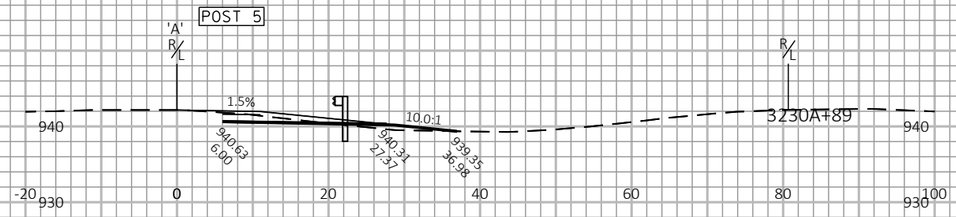
PLOT BY : MECUM, BRANDYN W

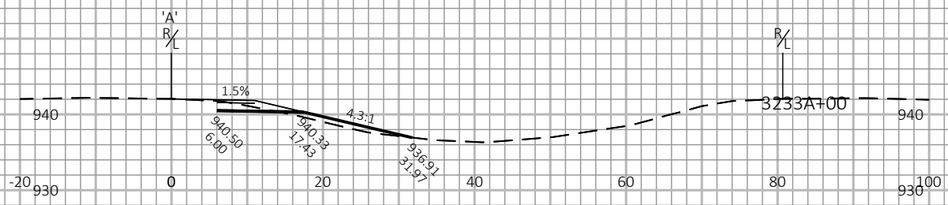
PLOT NAME :

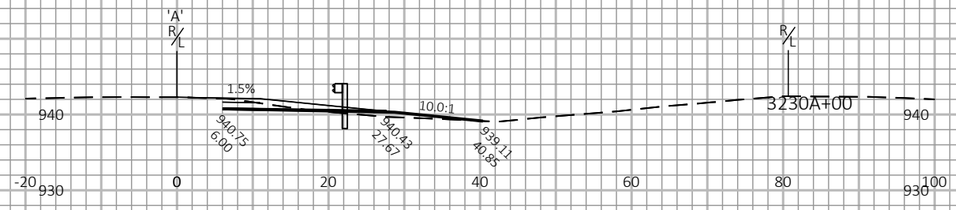
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

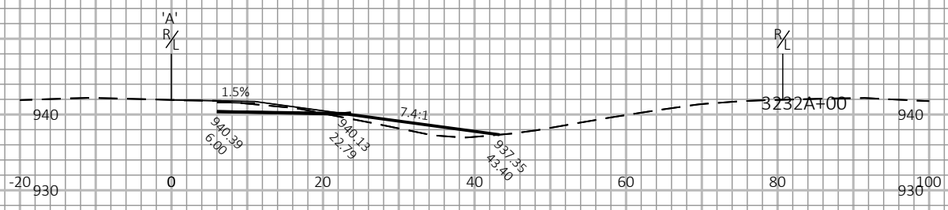
WISDOT/CADDS SHEET 49

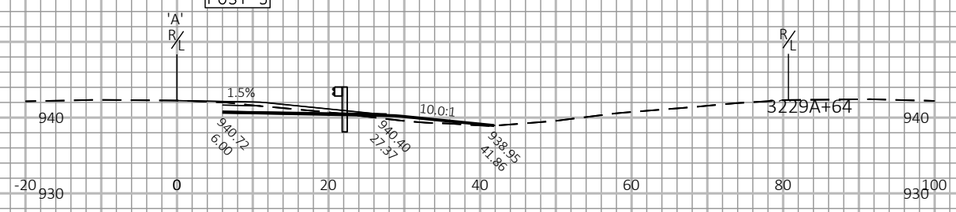


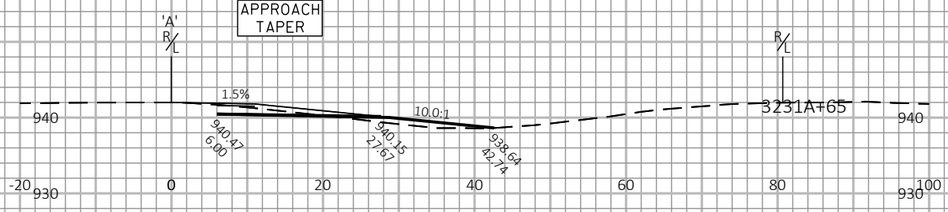


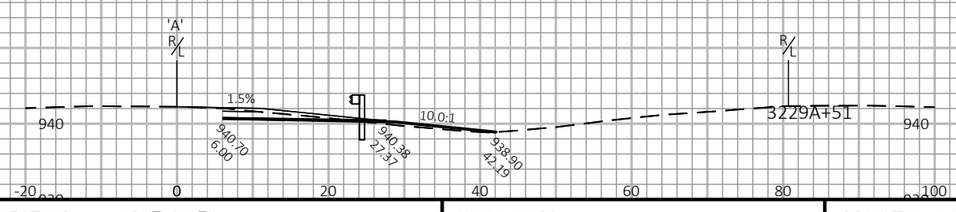


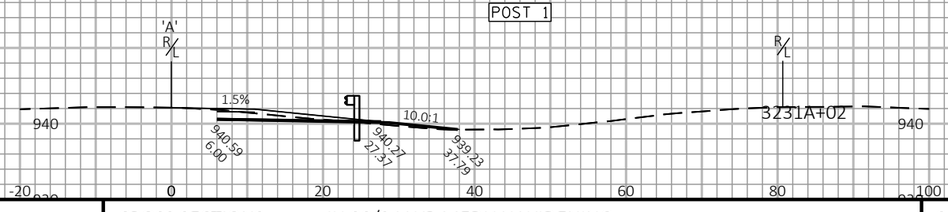


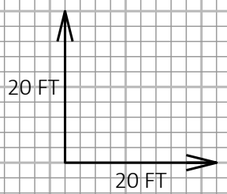












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

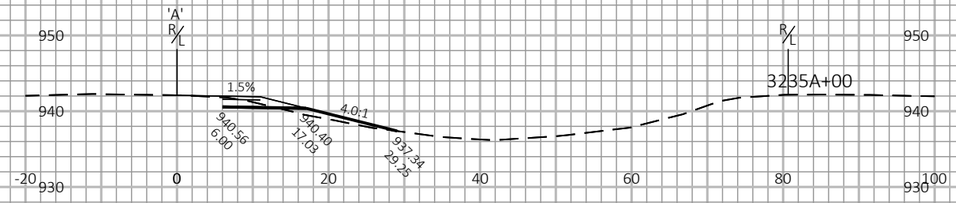
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090122_XS.DWG
LAYOUT NAME - 2

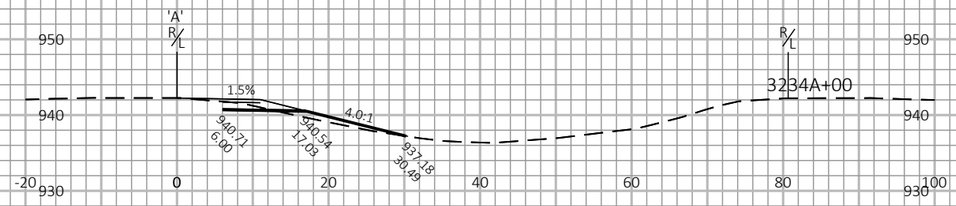
PLOT DATE : 3/24/2022 9:59 AM

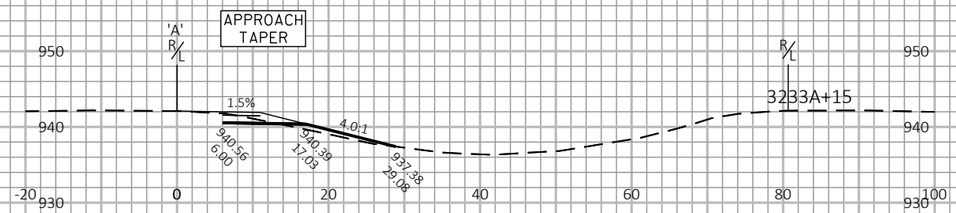
PLOT BY : MECUM, BRANDYN W

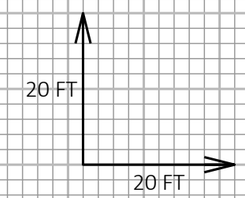
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.









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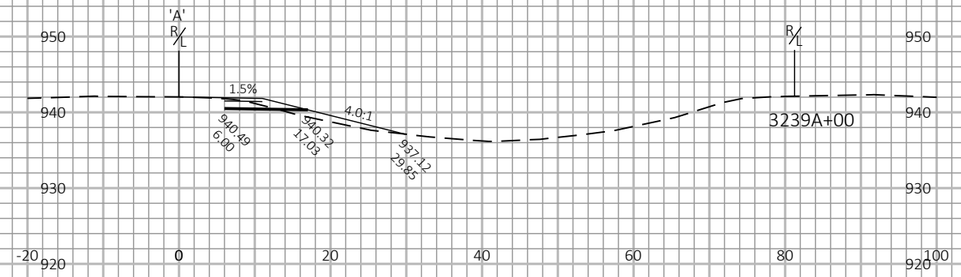
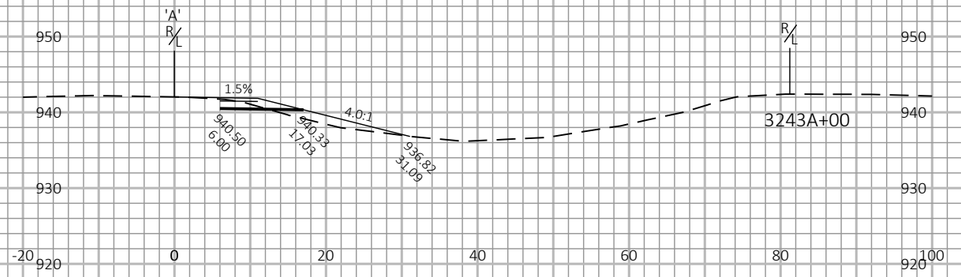
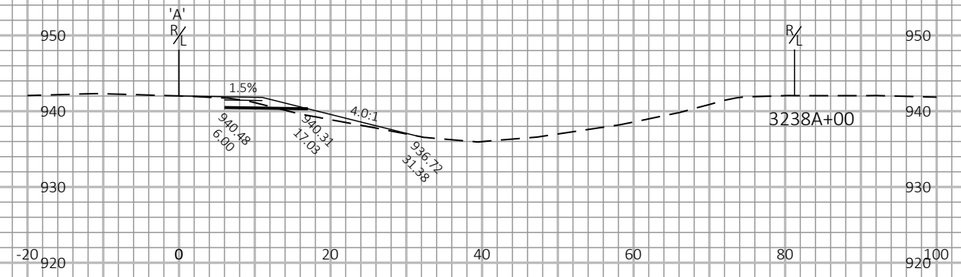
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

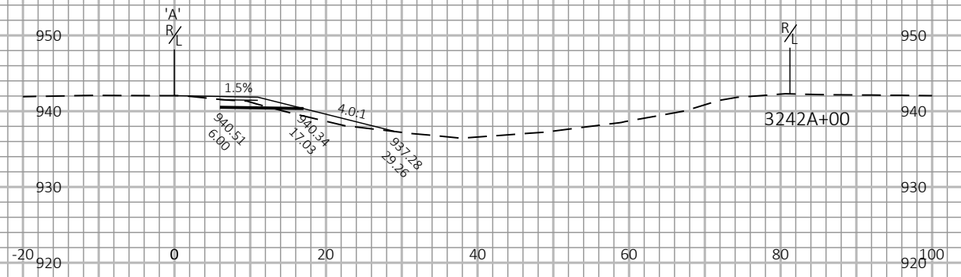
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090122_XS.DWG
LAYOUT NAME - 3

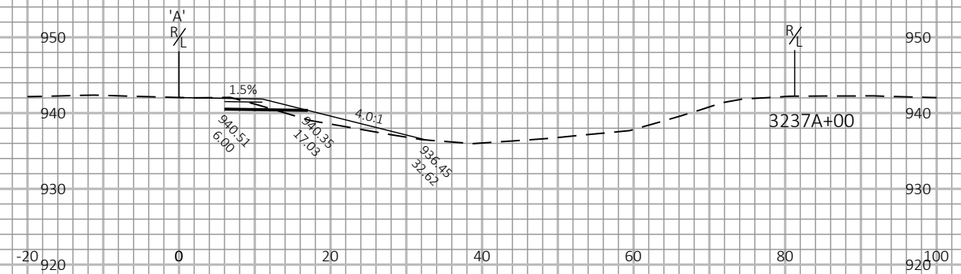
PLOT DATE : 3/24/2022 9:59 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

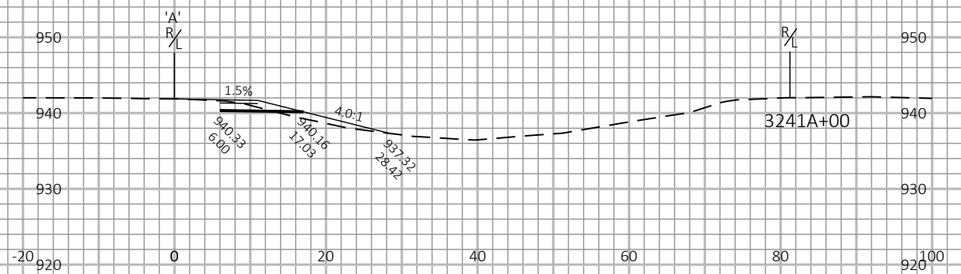


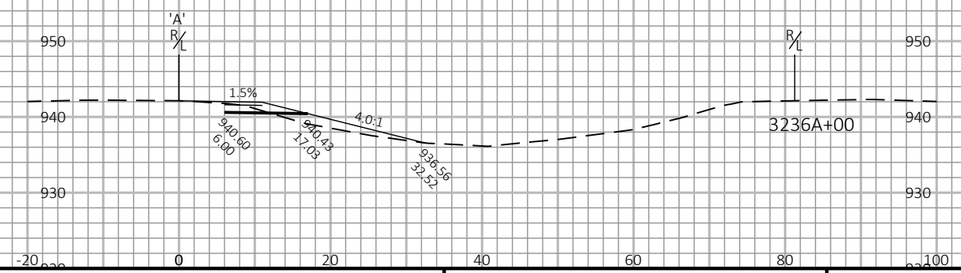


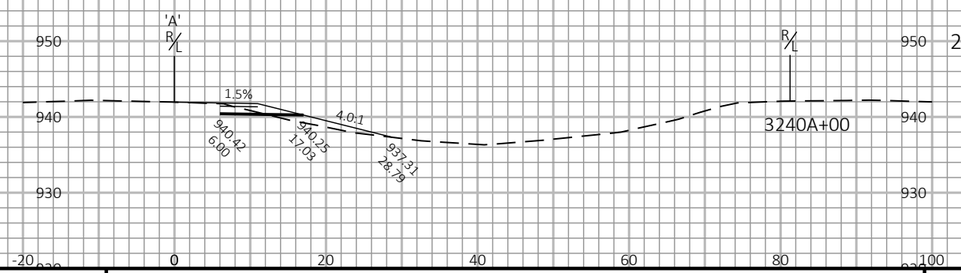


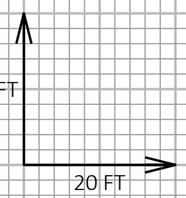












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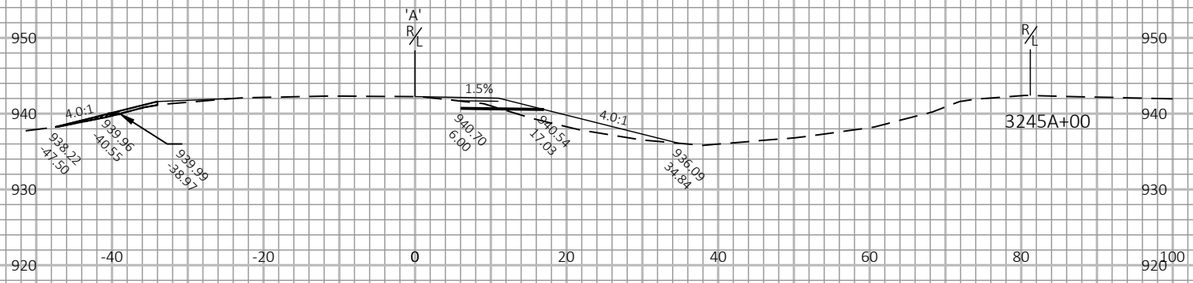
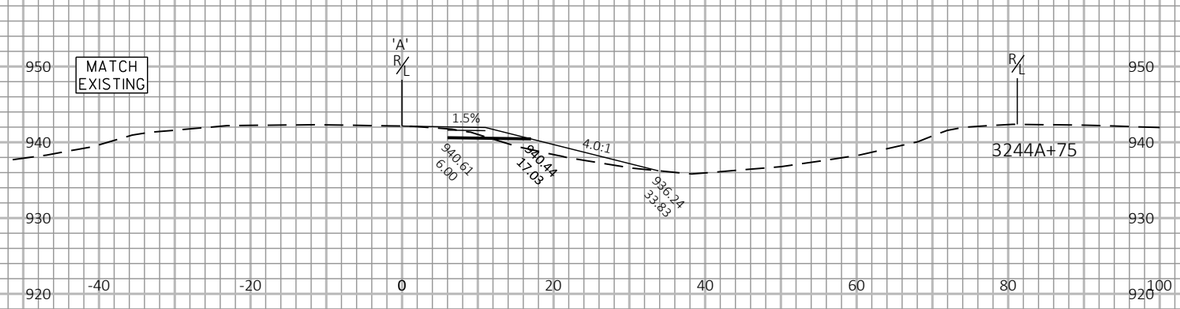
9

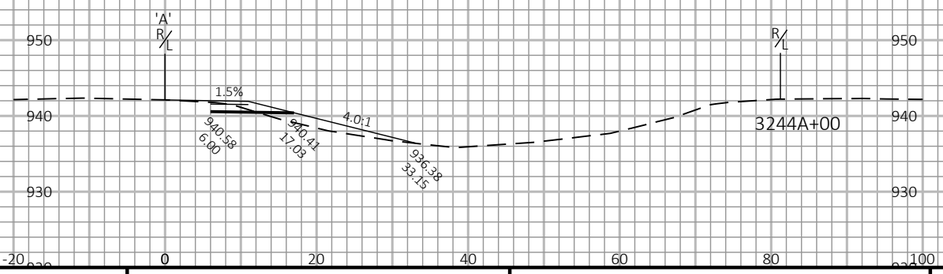
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

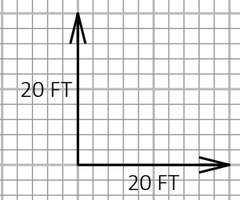
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 3

PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.









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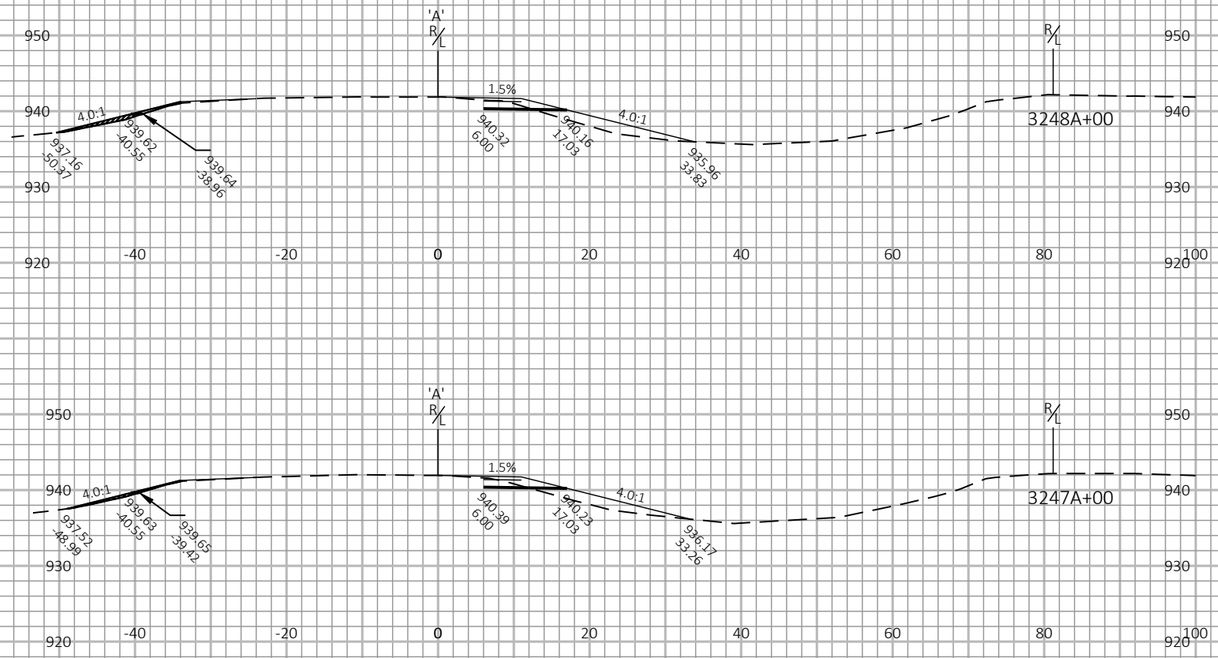
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 4

PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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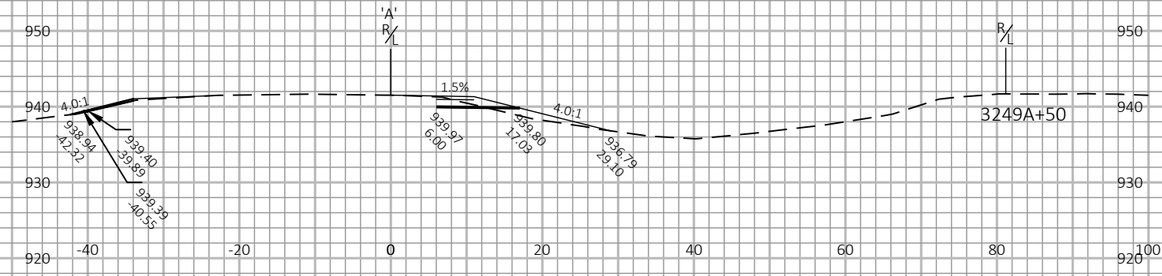
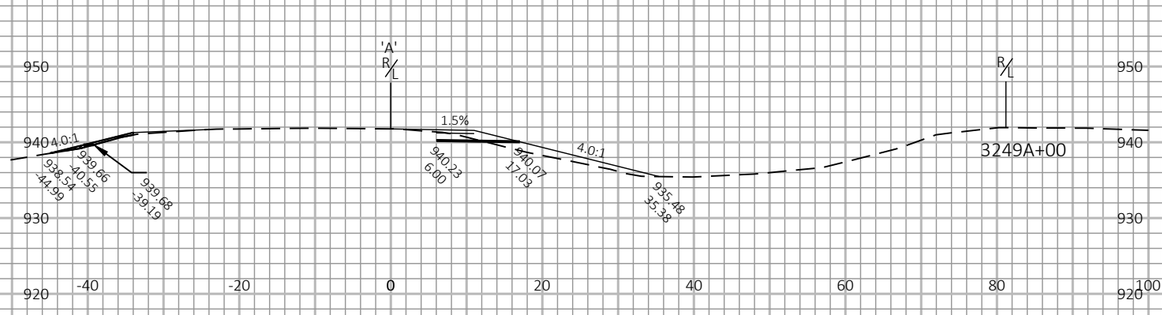
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

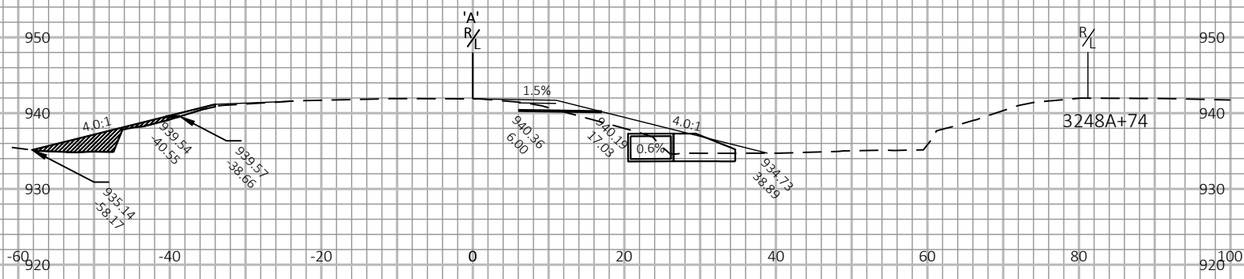
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 5

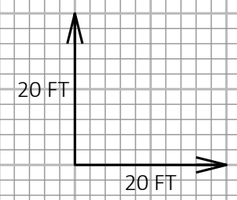
PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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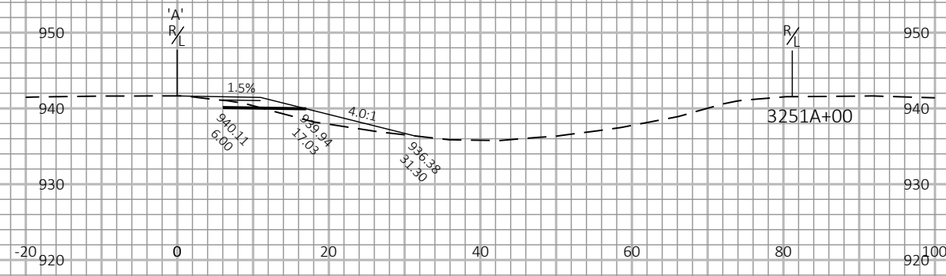
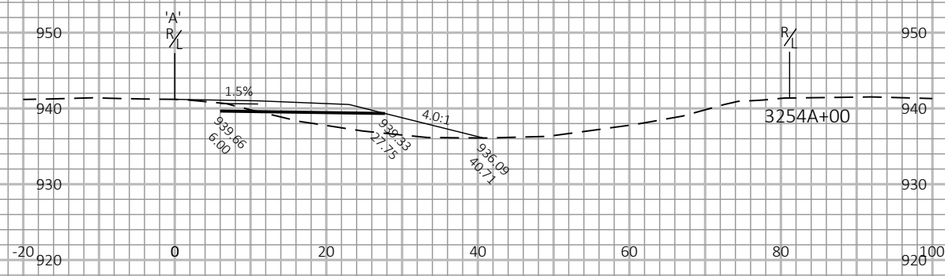
9

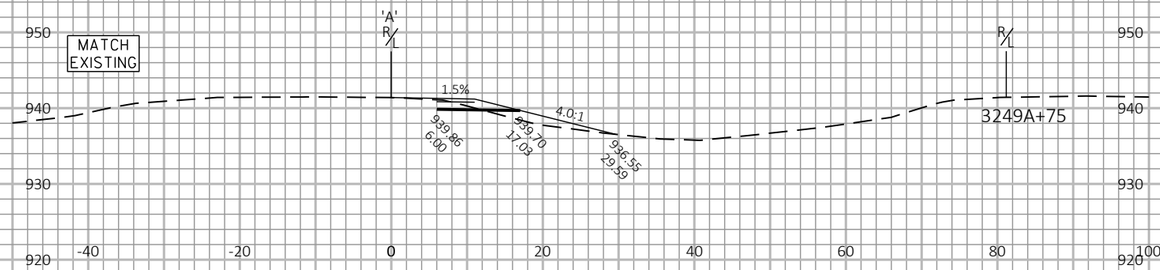
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

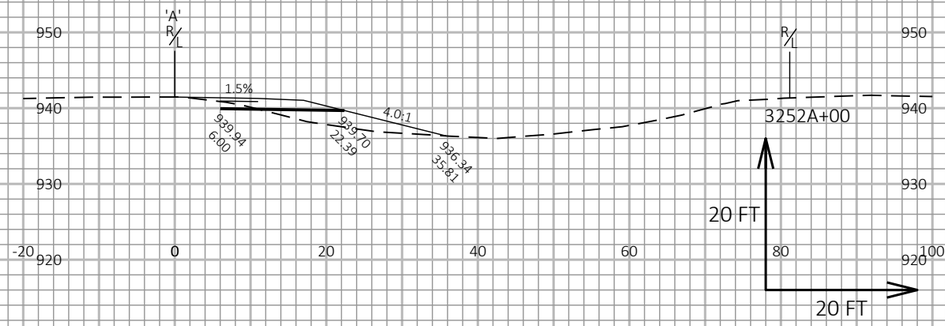
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 6

PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.









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9

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

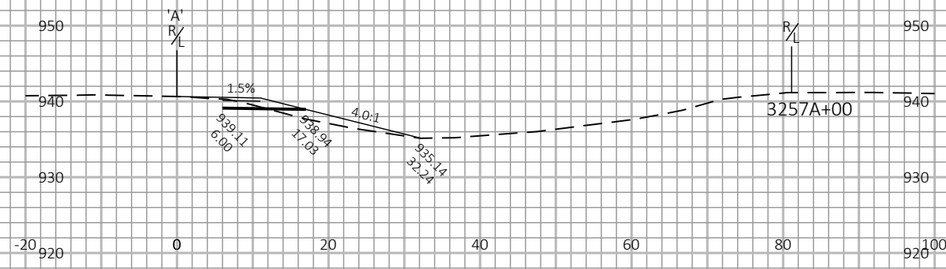
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 7

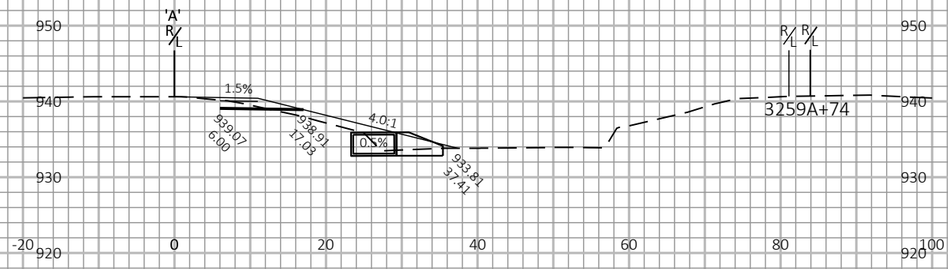
PLOT DATE : 7/21/2022 11:25 AM

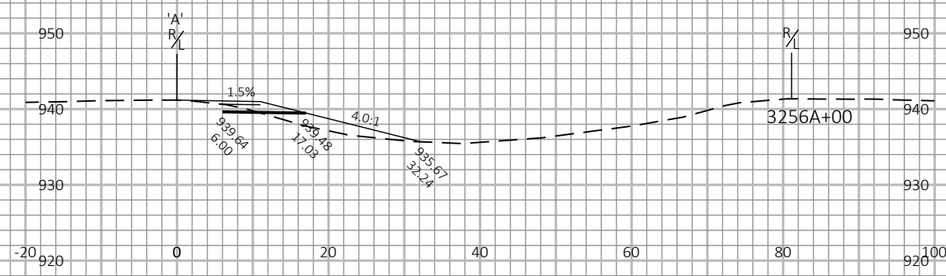
PLOT BY : MECUM, BRANDYN W

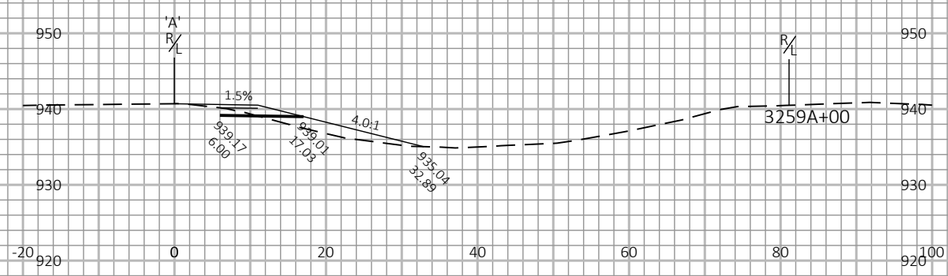
PLOT NAME :

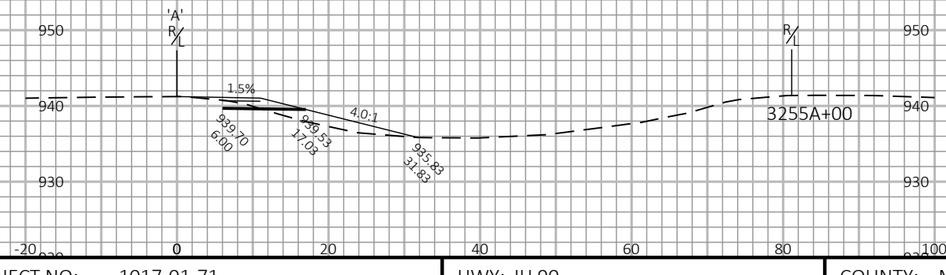
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

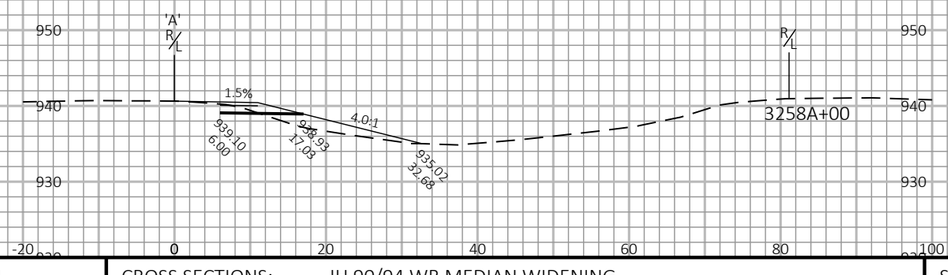


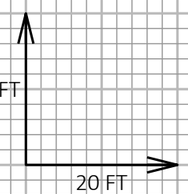












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

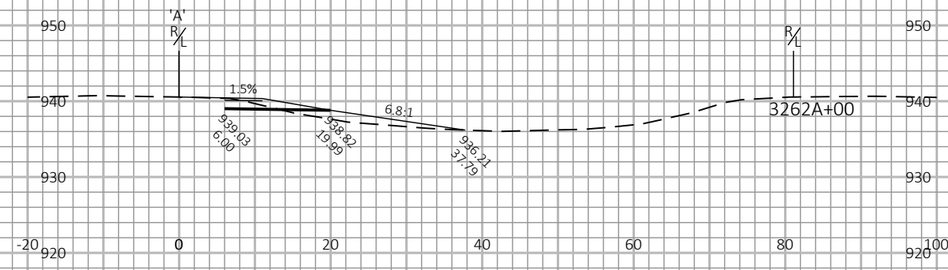
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 8

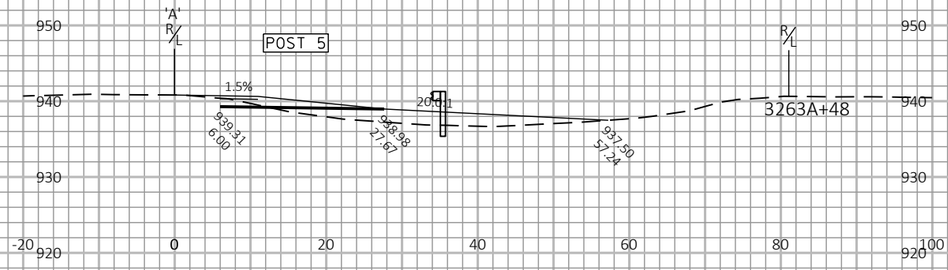
PLOT DATE : 7/21/2022 11:25 AM

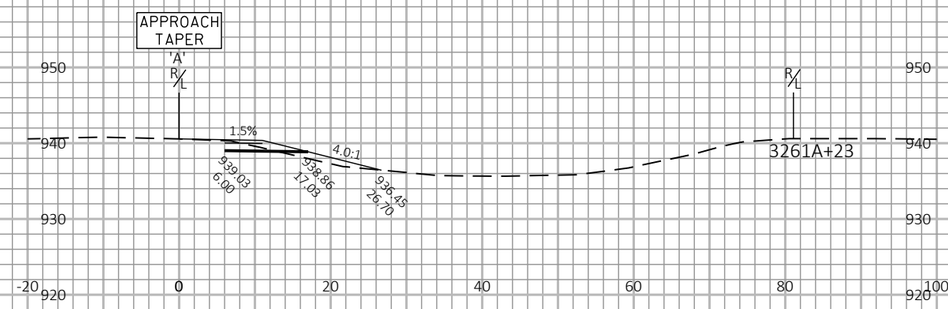
PLOT BY : MECUM, BRANDYN W

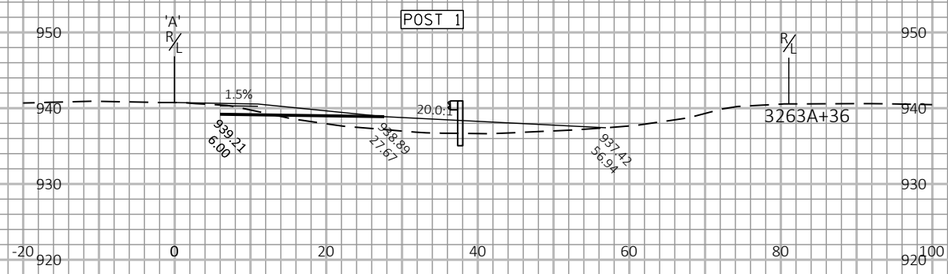
PLOT NAME :

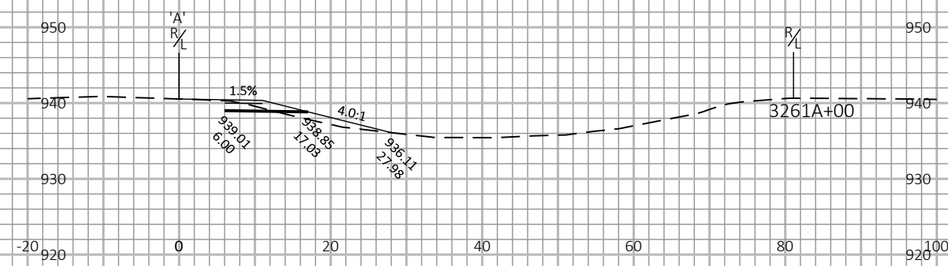
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

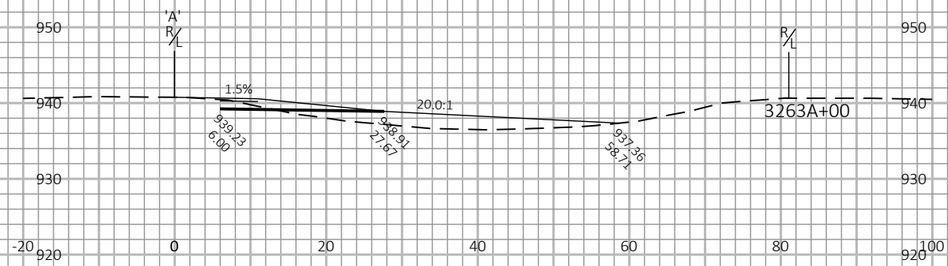


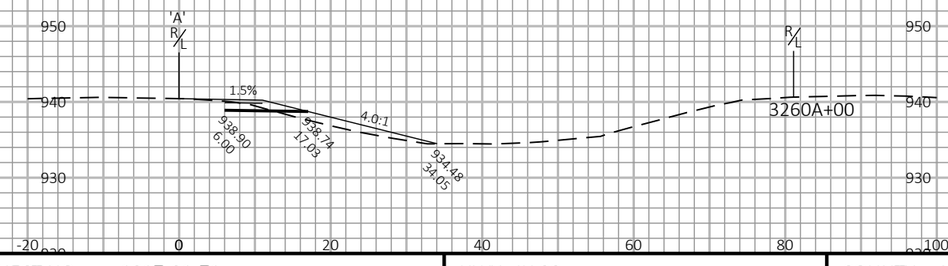


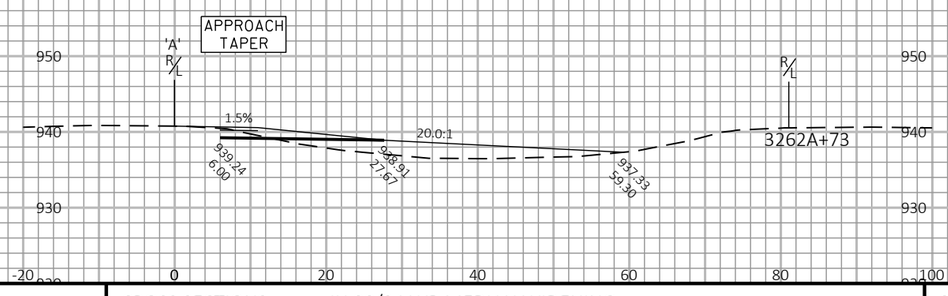












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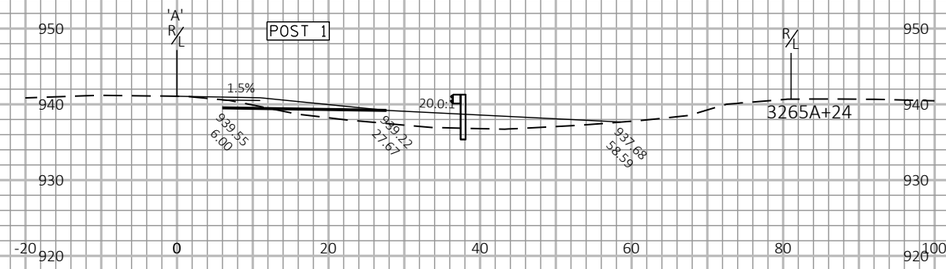
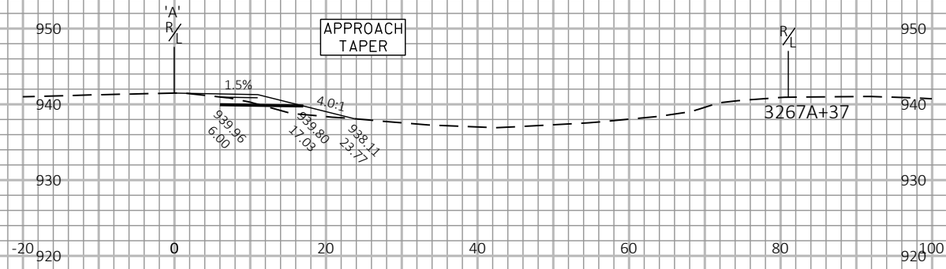
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

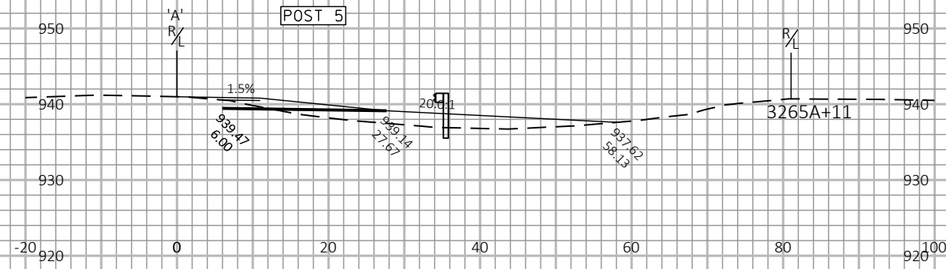
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 9

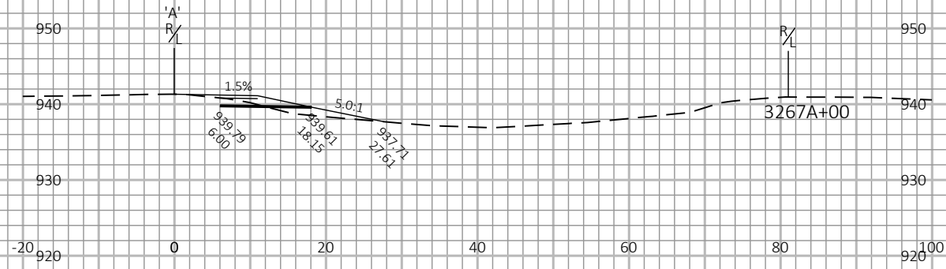
PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

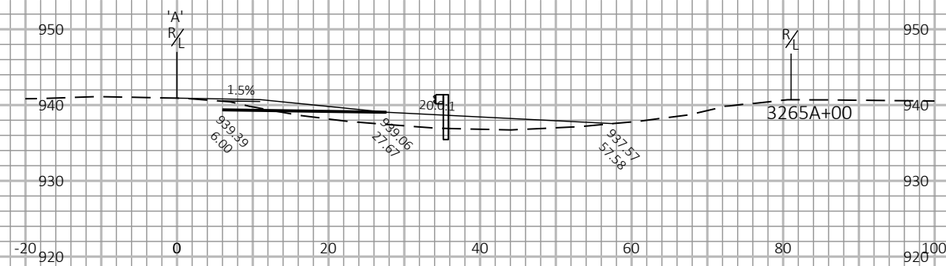
WISDOT/CADDS SHEET 49

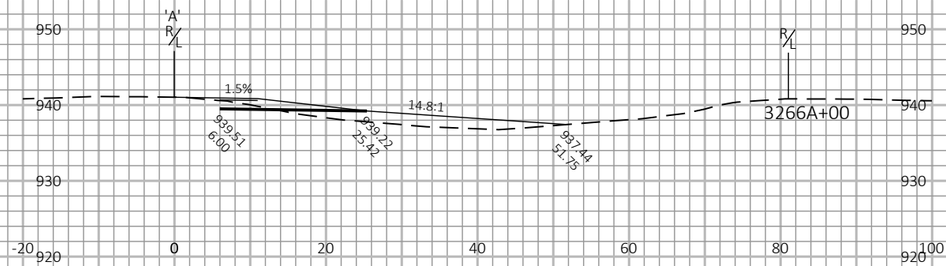


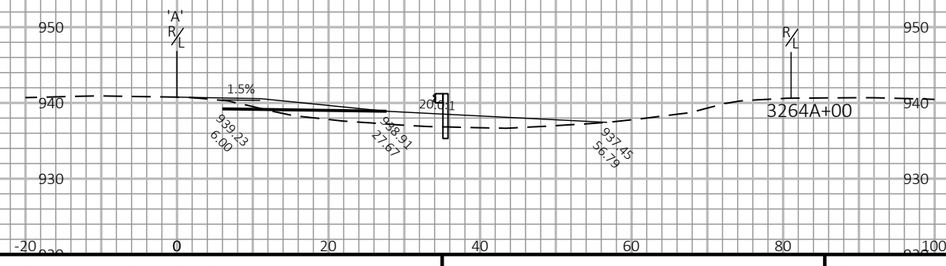


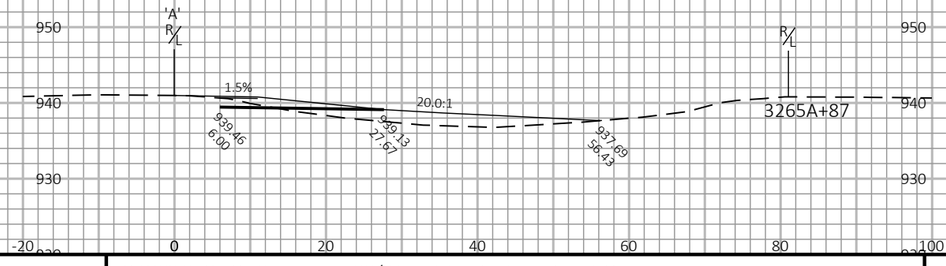


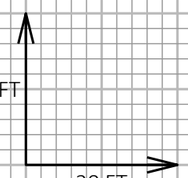












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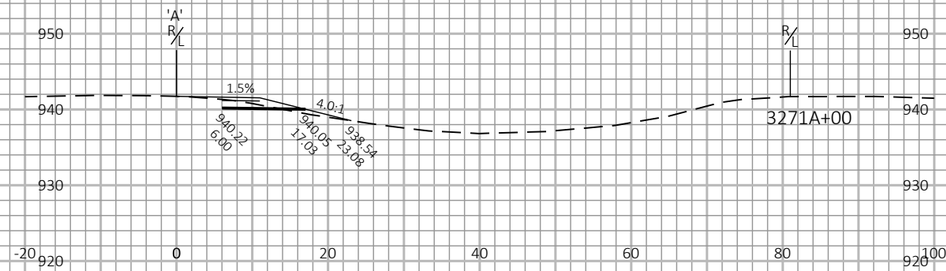
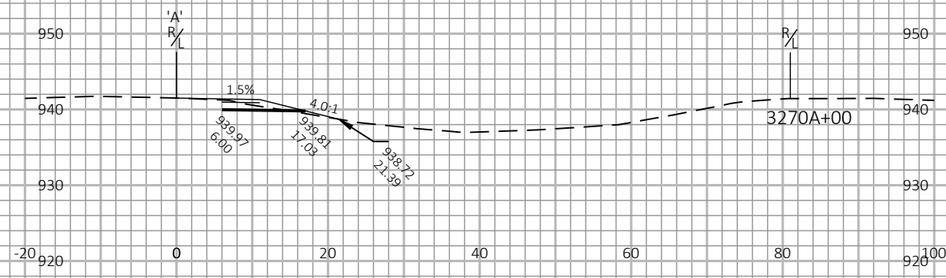
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

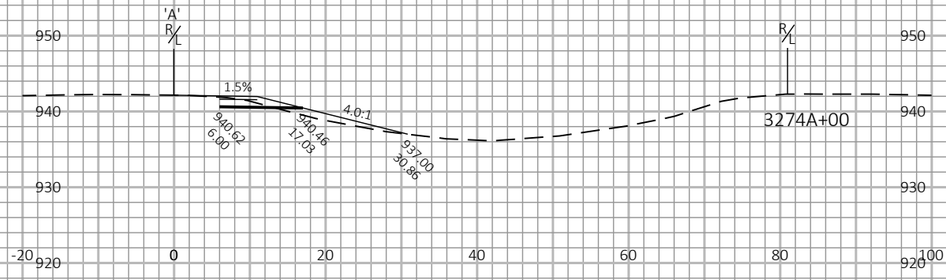
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 10

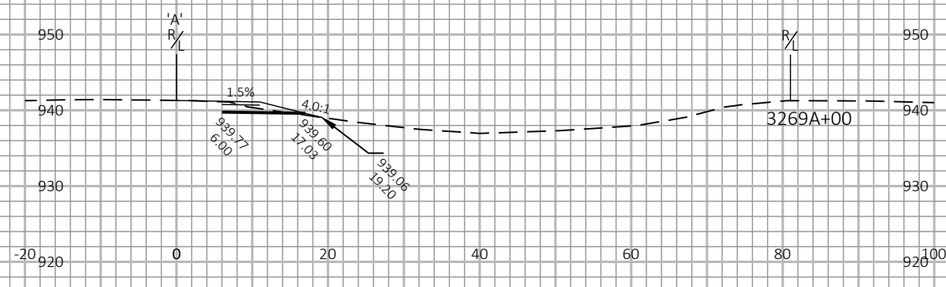
PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

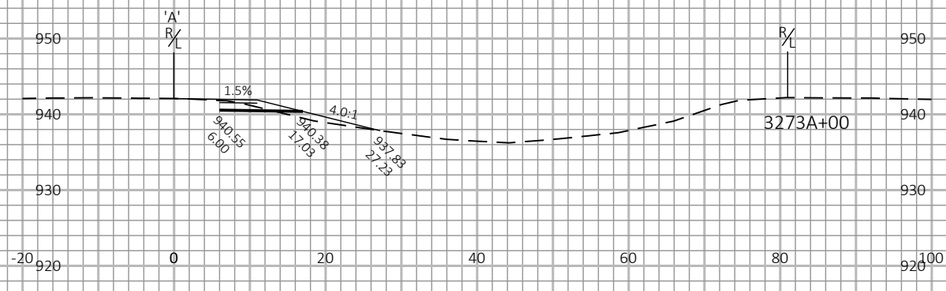
WISDOT/CADDS SHEET 49

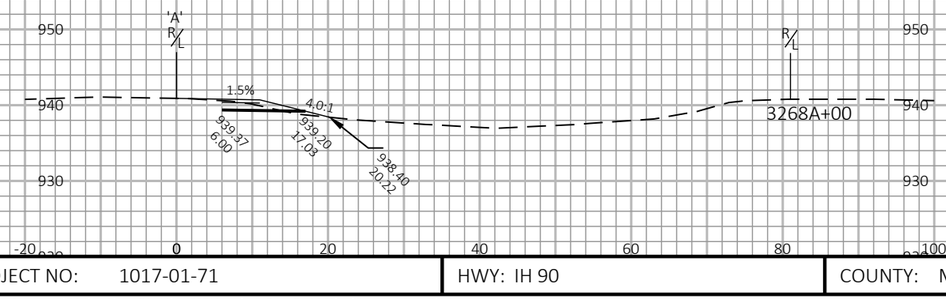


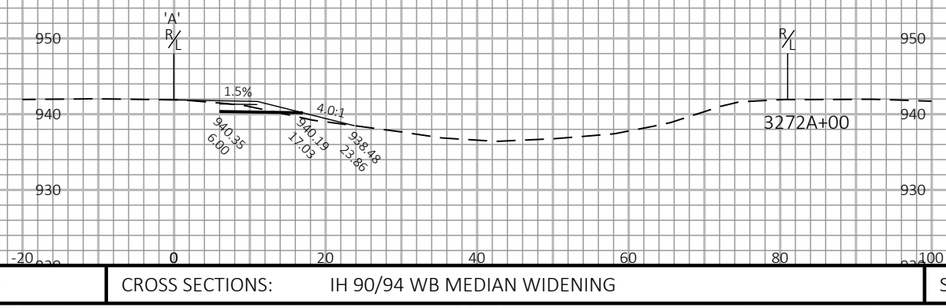


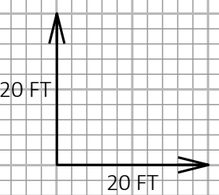












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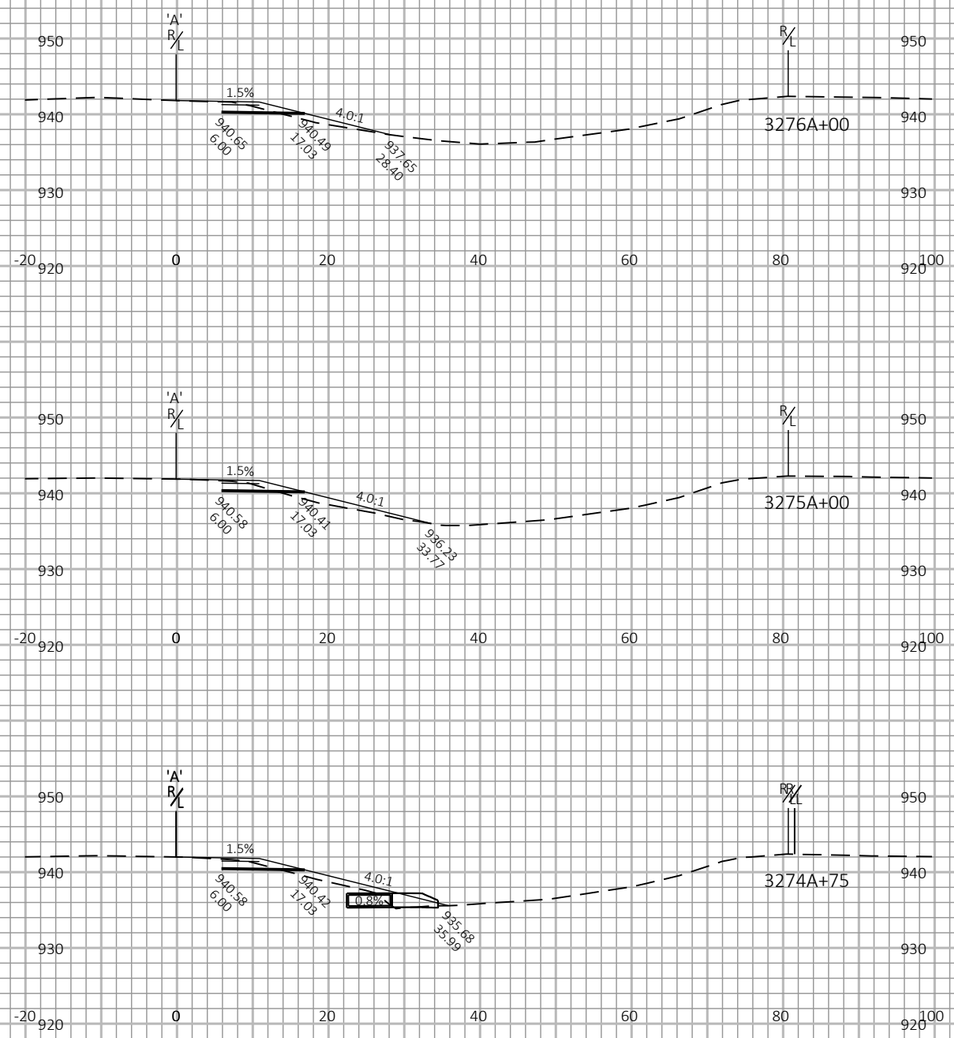
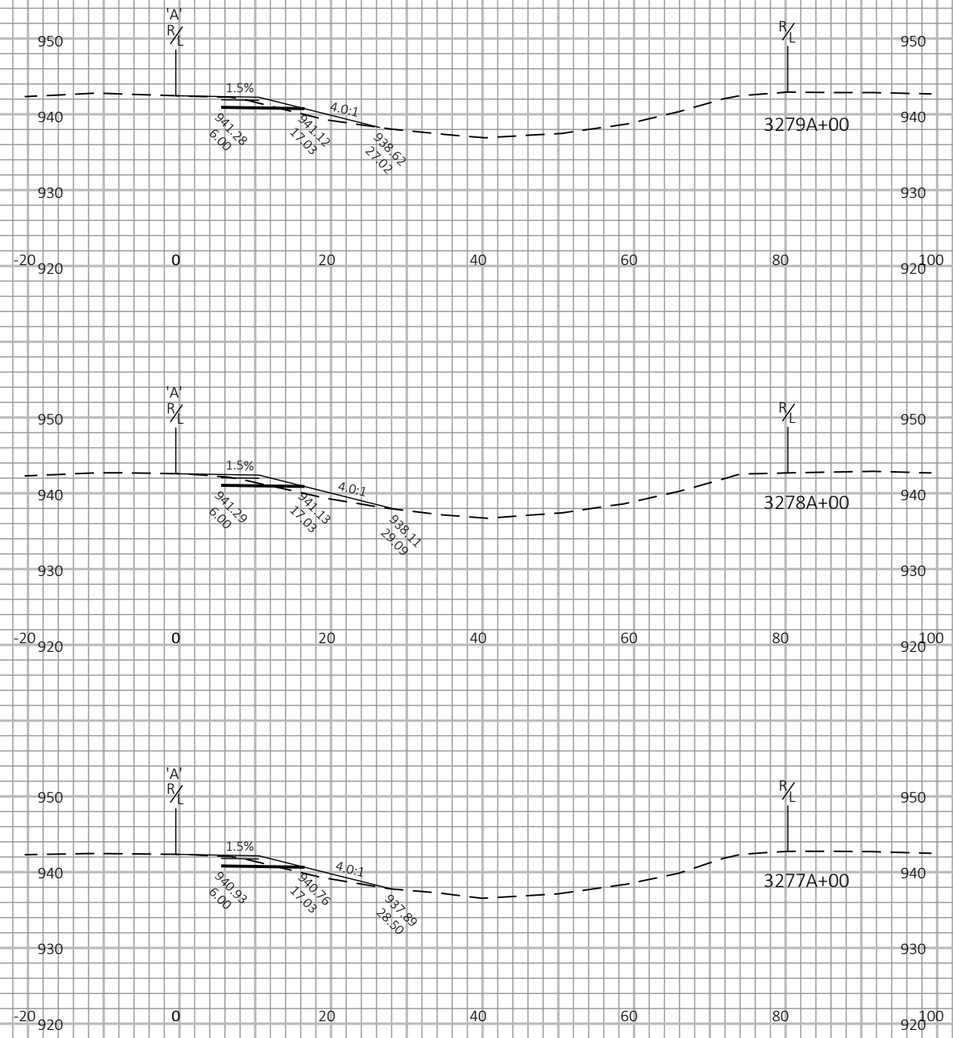
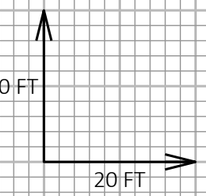
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







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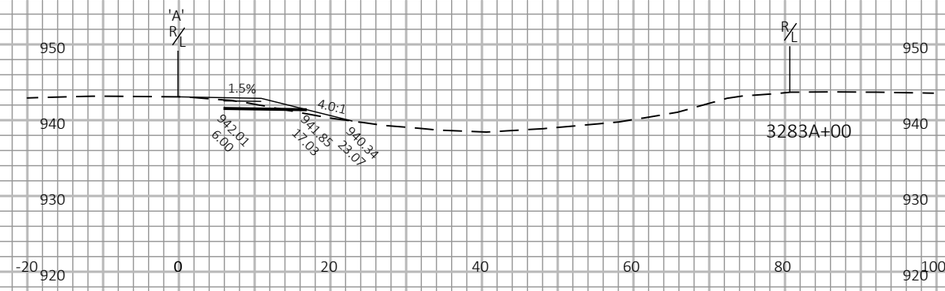
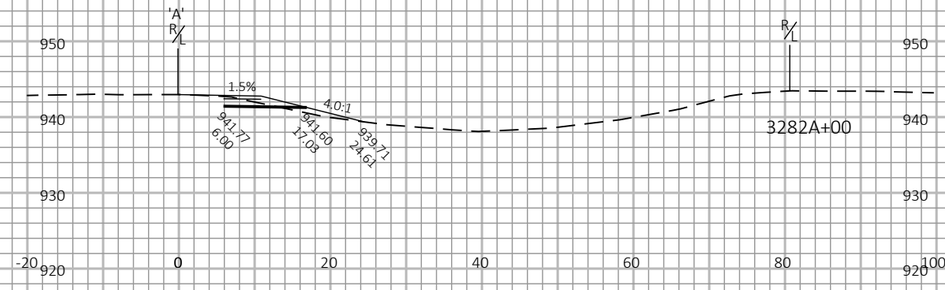
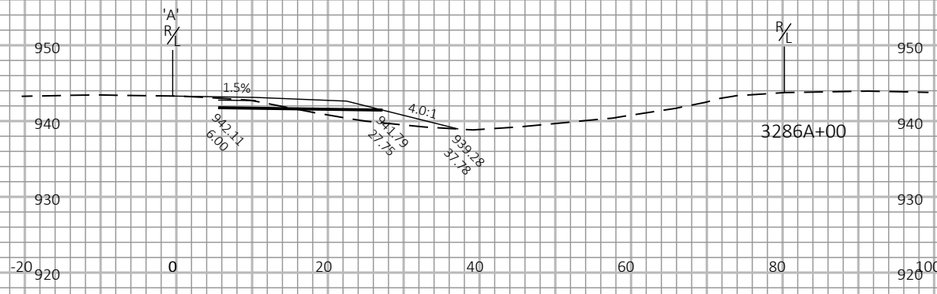
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

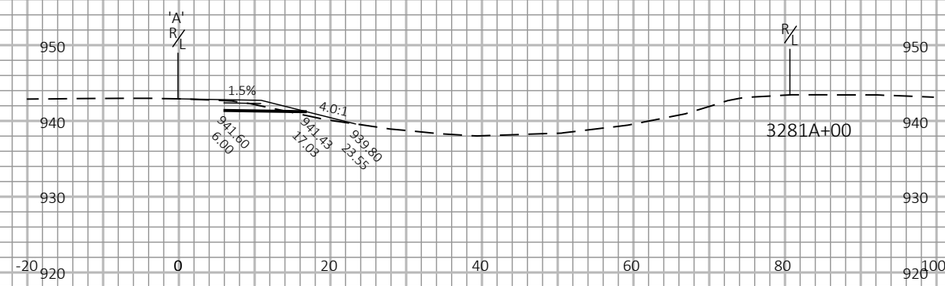
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 12

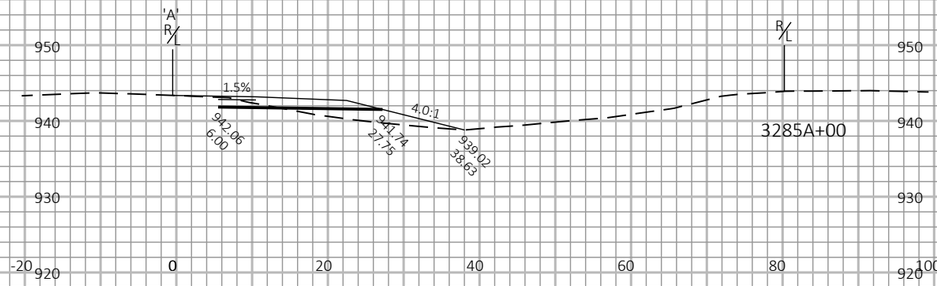
PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

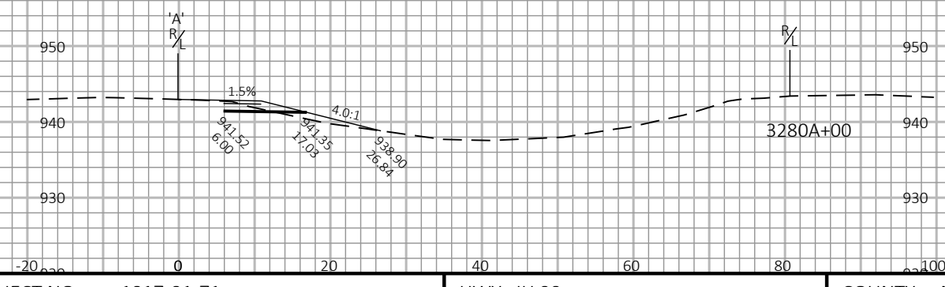


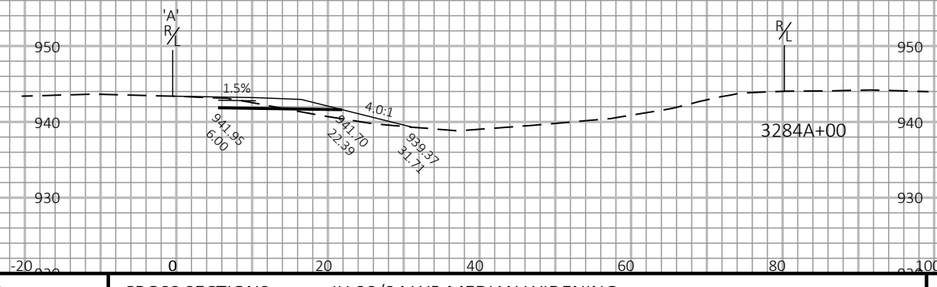


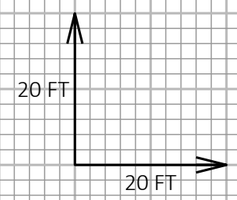












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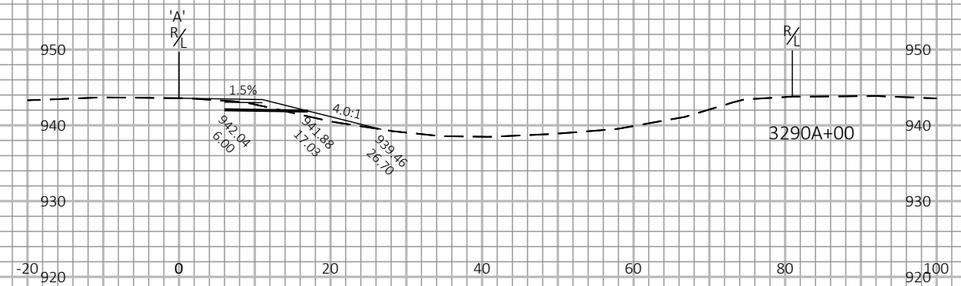
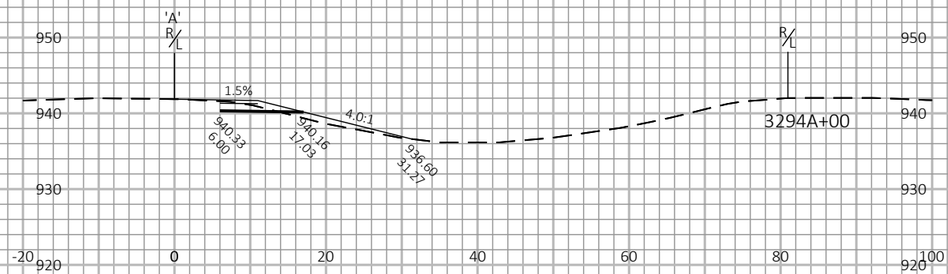
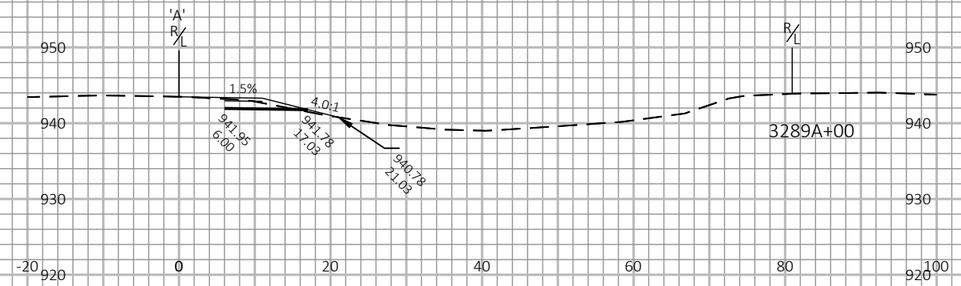
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET E

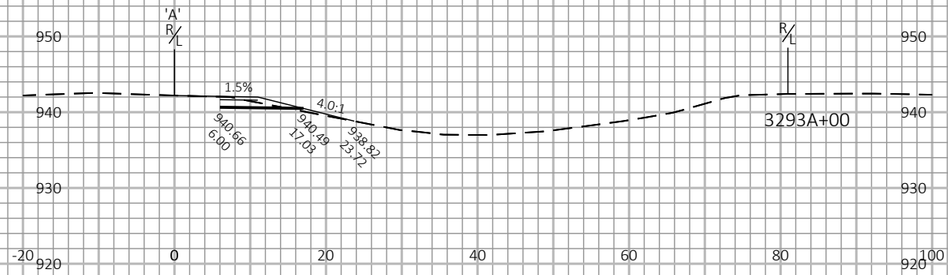
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090124_XS.DWG
LAYOUT NAME - 13

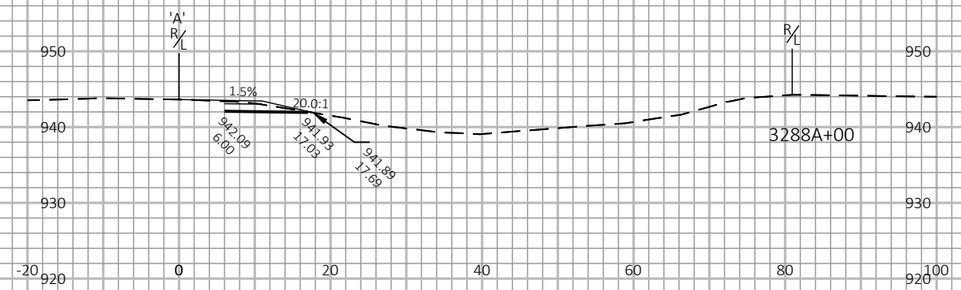
PLOT DATE : 7/21/2022 11:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

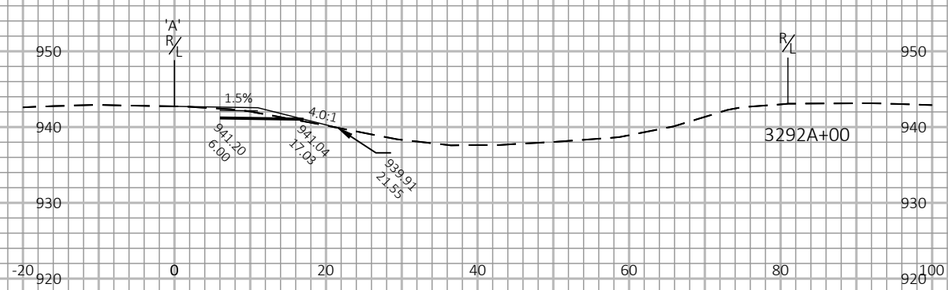


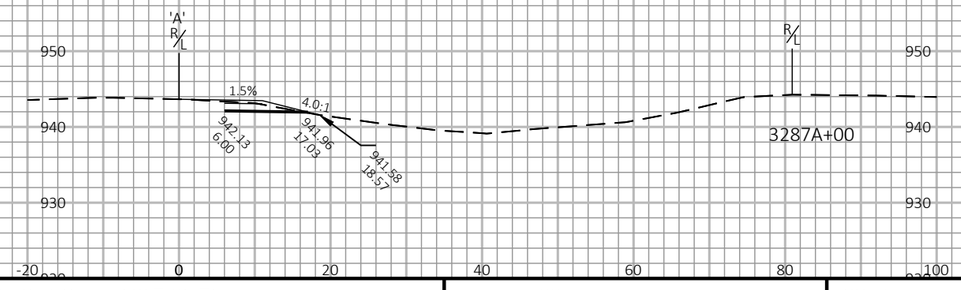


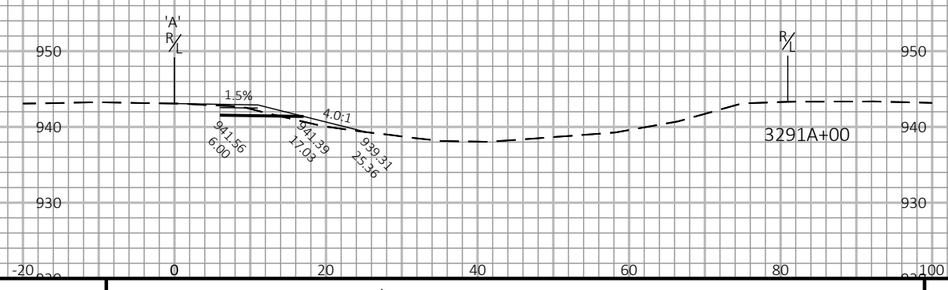


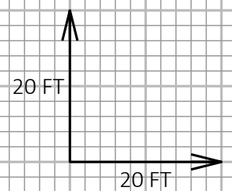












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

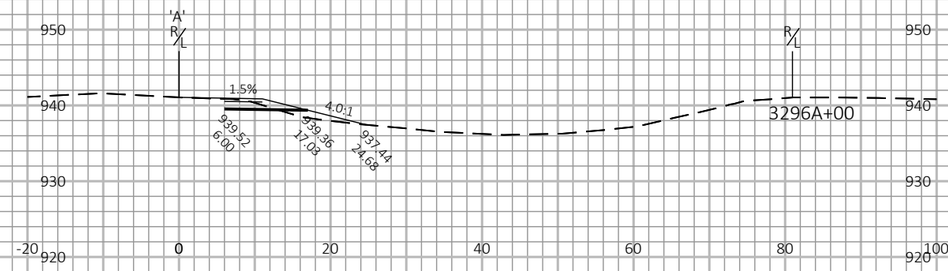
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090126_XS.DWG
LAYOUT NAME - 1

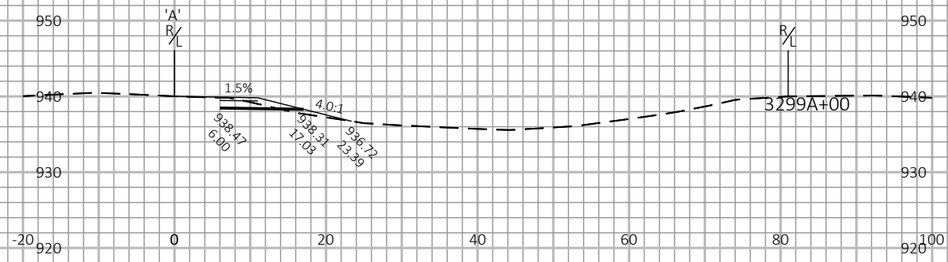
PLOT DATE : 3/24/2022 11:01 AM

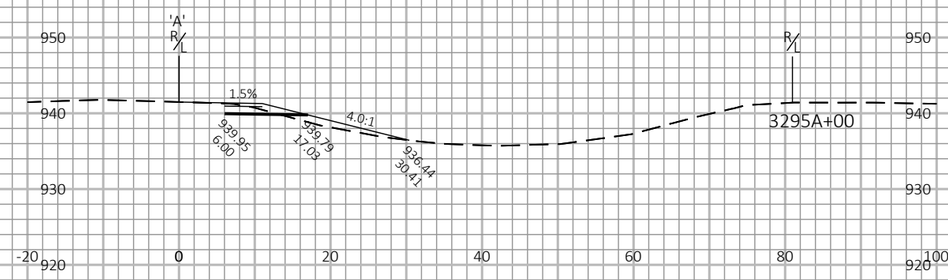
PLOT BY : MECUM, BRANDYN W

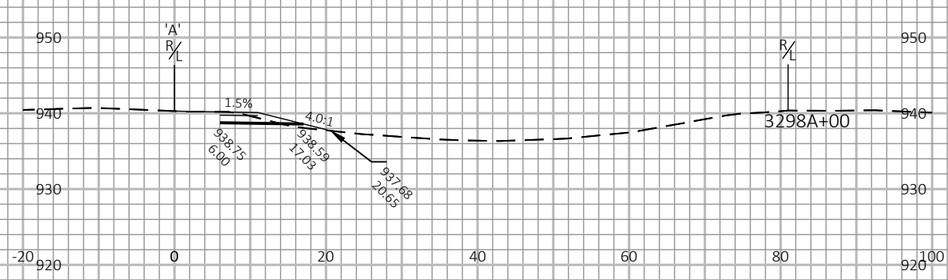
PLOT NAME :

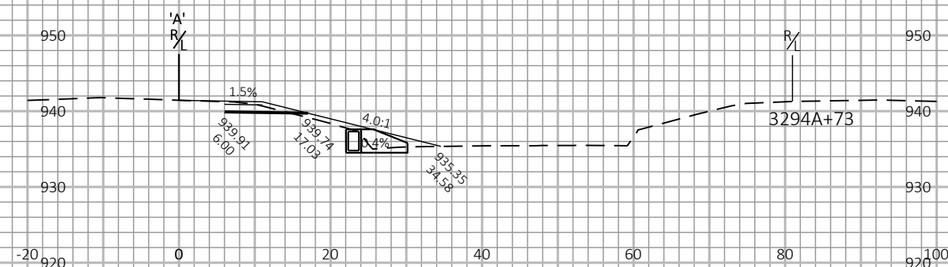
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

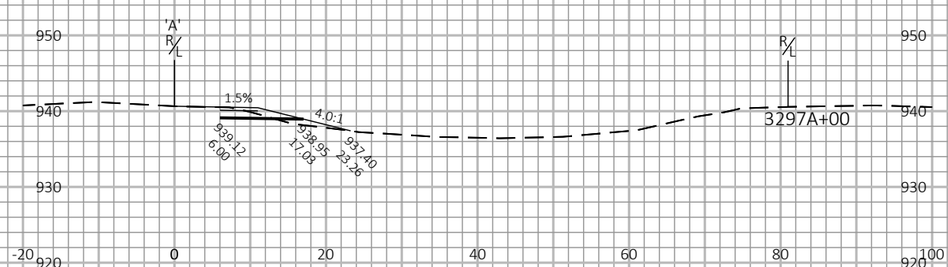


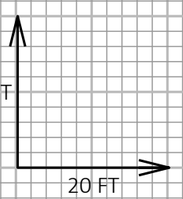












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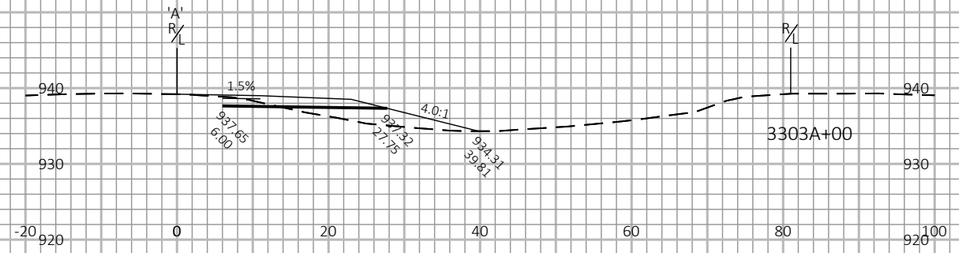
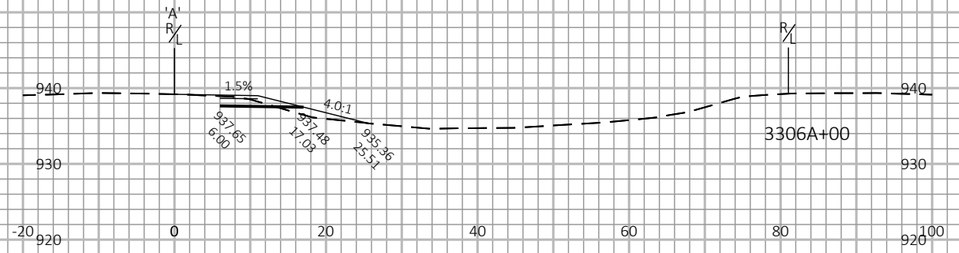
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

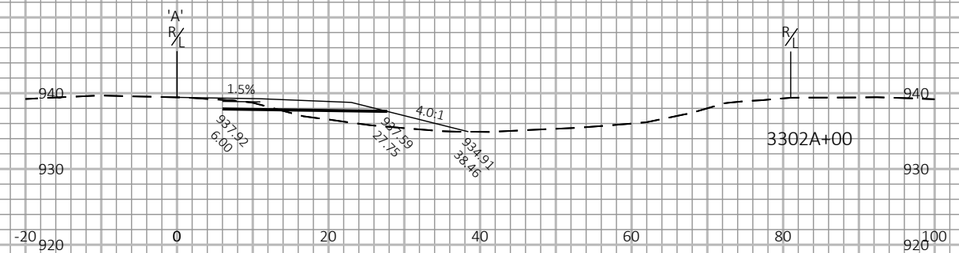
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090126_XS.DWG
LAYOUT NAME - 2

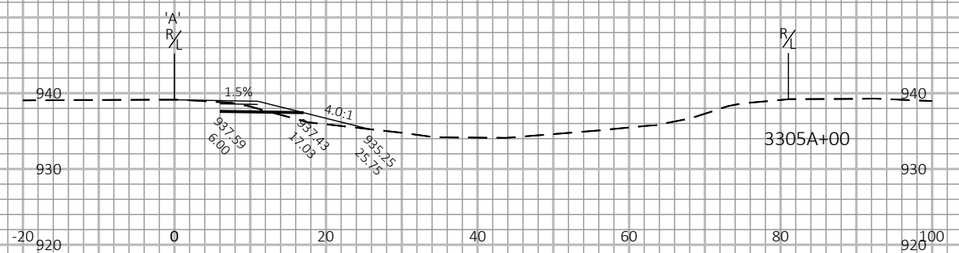
PLOT DATE : 3/24/2022 11:01 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

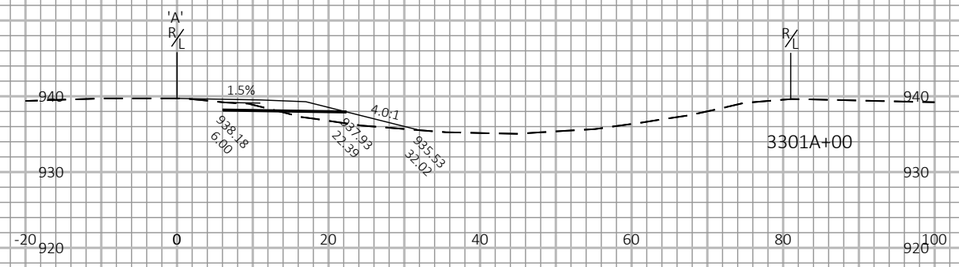
WISDOT/CADDS SHEET 49

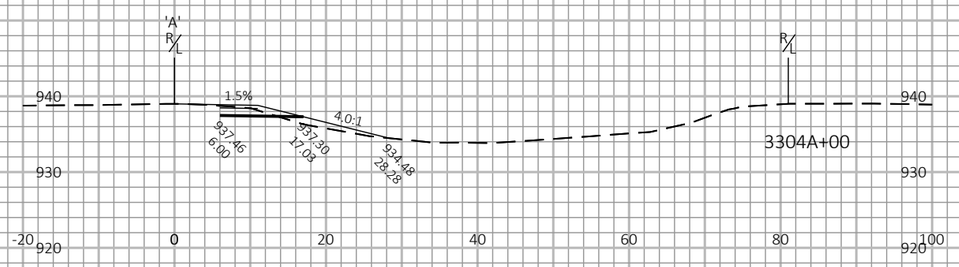


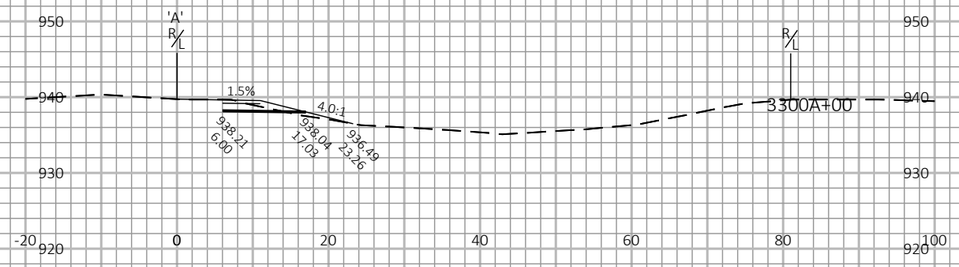


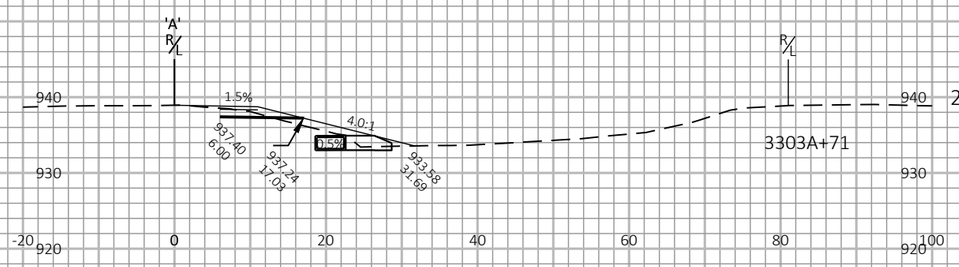












PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090126_XS.DWG
LAYOUT NAME - 3

PLOT DATE : 3/24/2022 11:01 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

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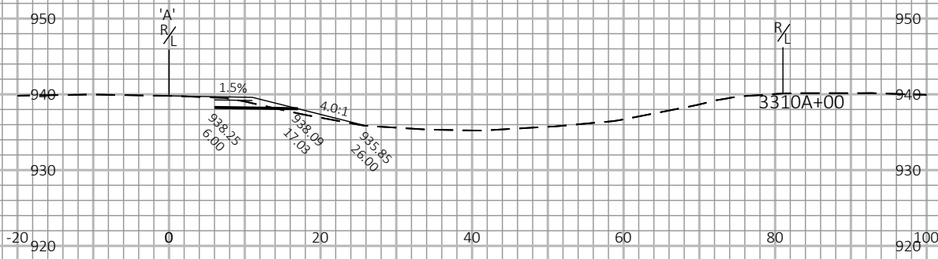

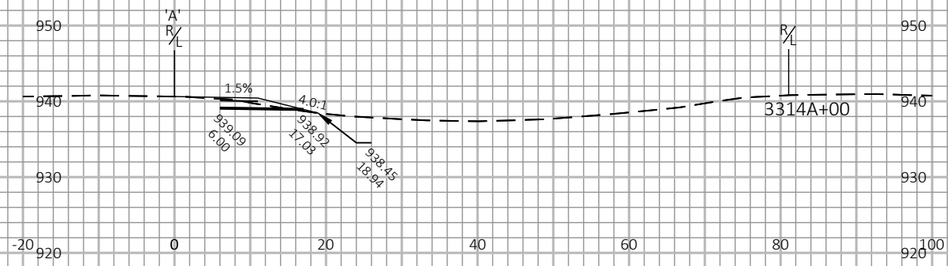

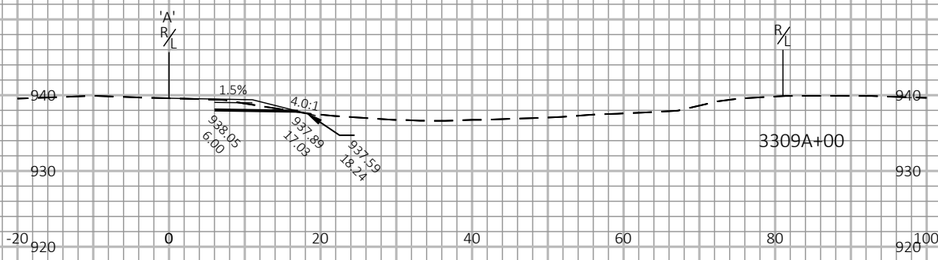

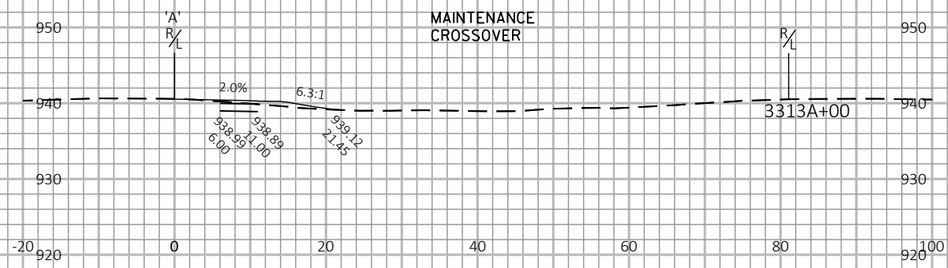

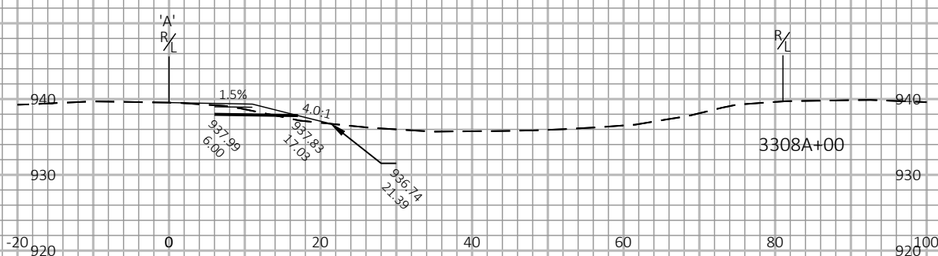

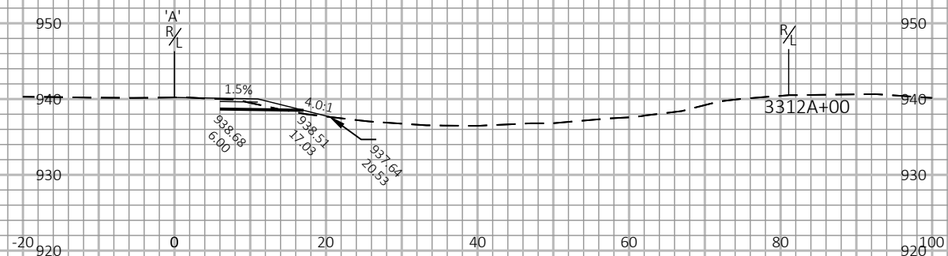

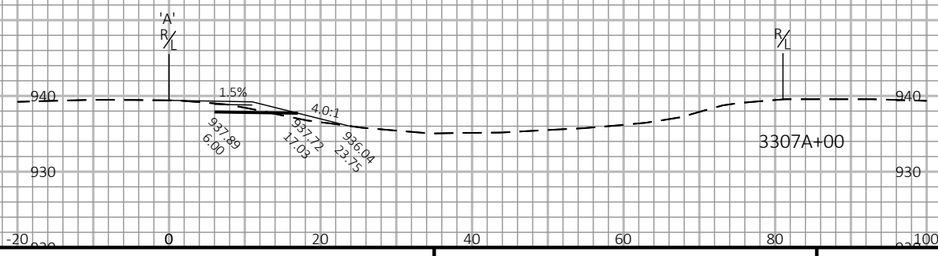

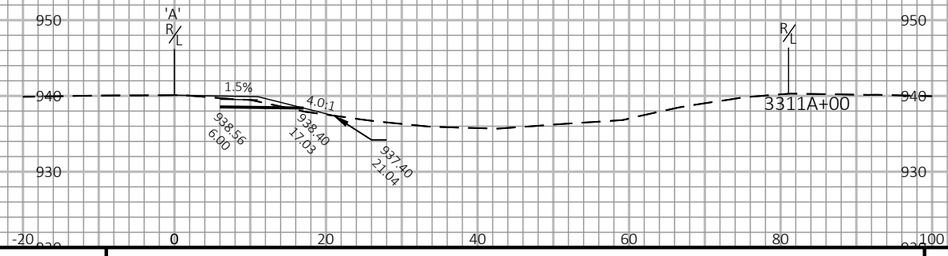

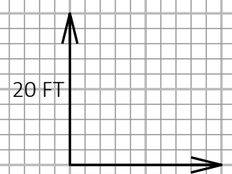

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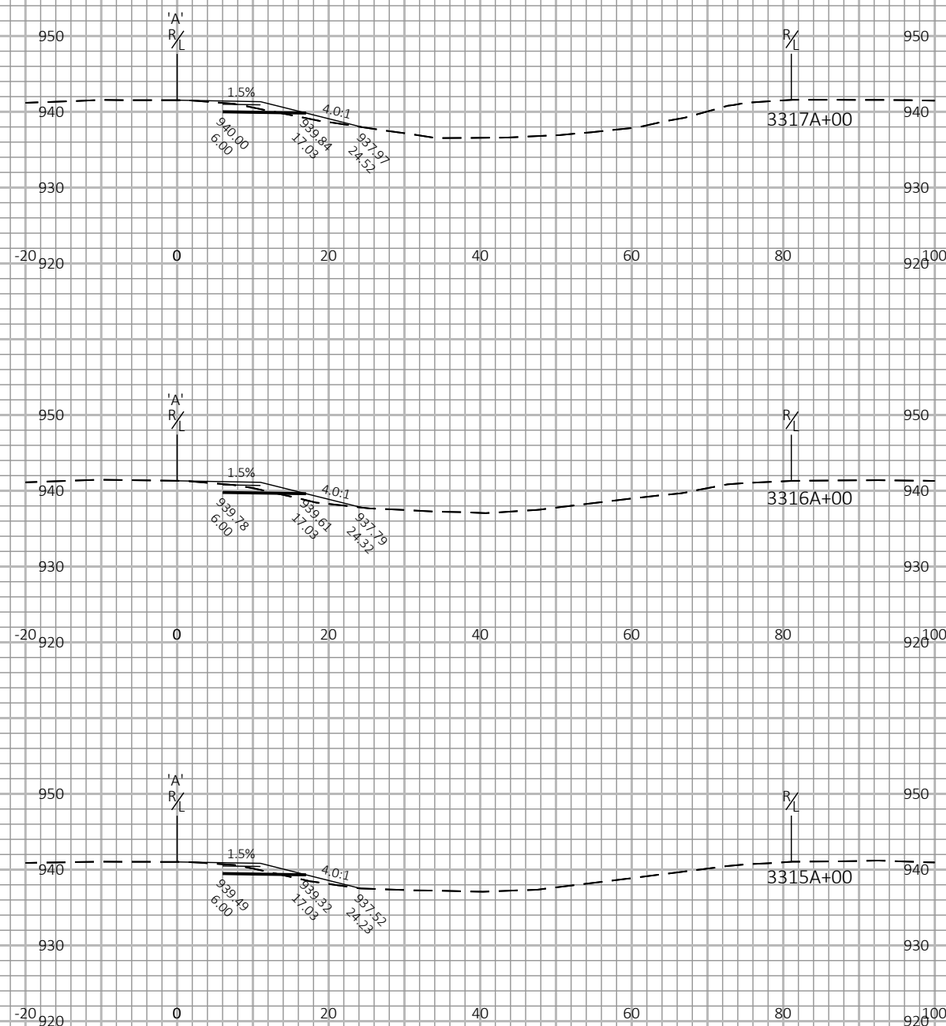
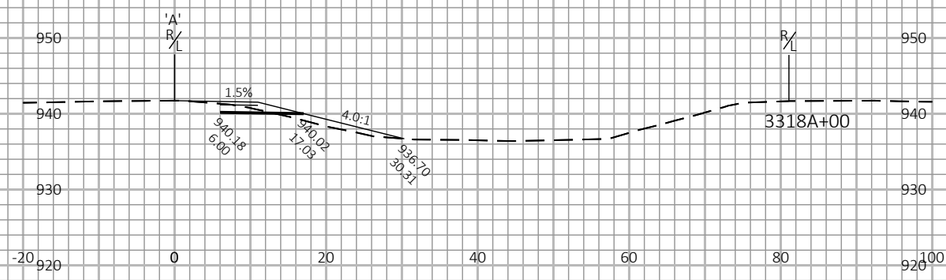
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

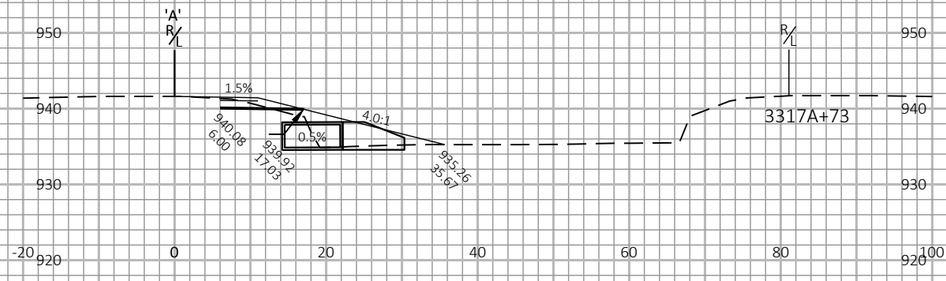
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090126_XS.DWG
LAYOUT NAME - 4

PLOT DATE : 3/24/2022 11:01 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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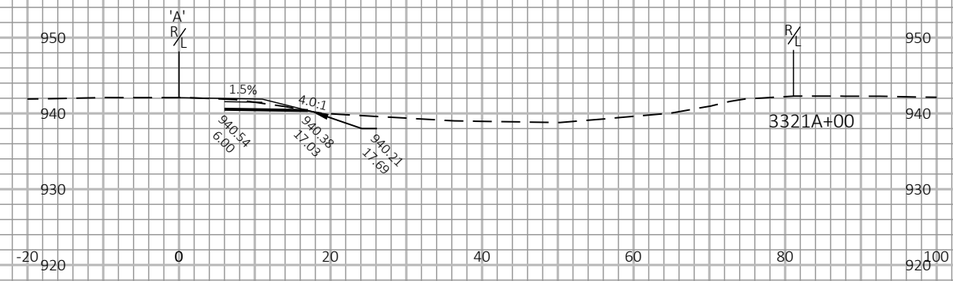
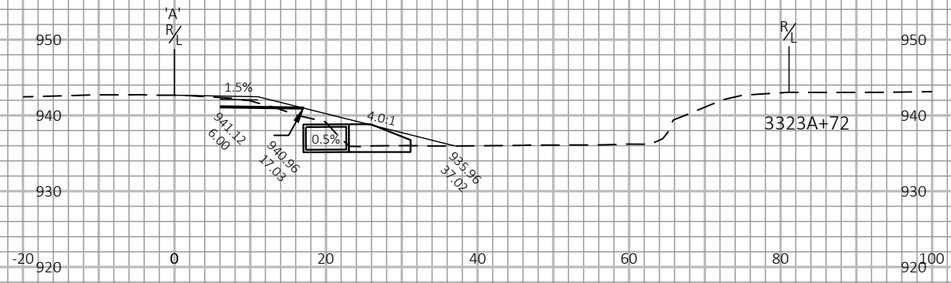
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

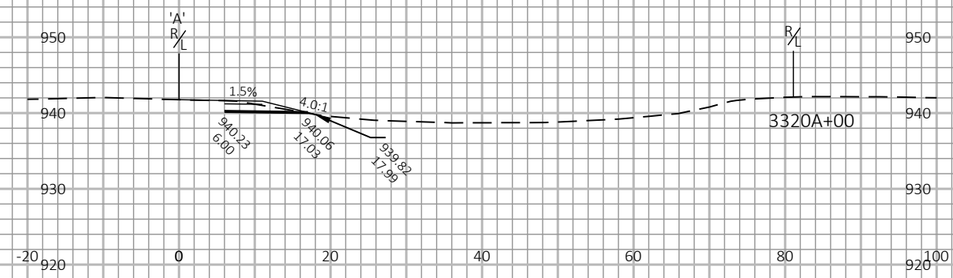
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090126_XS.DWG
LAYOUT NAME - 5

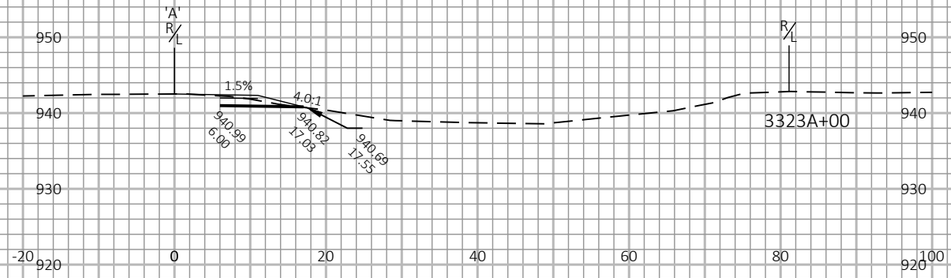
PLOT DATE : 3/24/2022 11:01 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

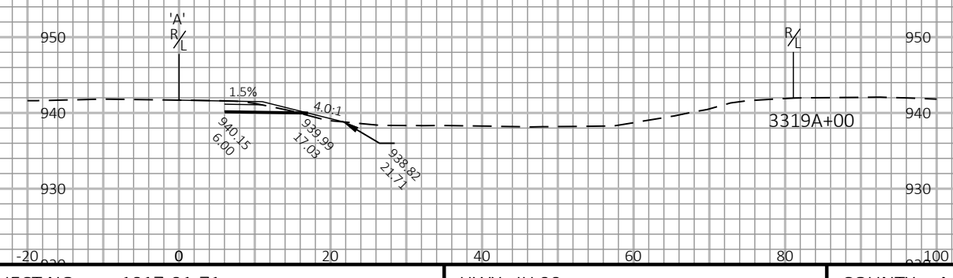
WISDOT/CADDS SHEET 49

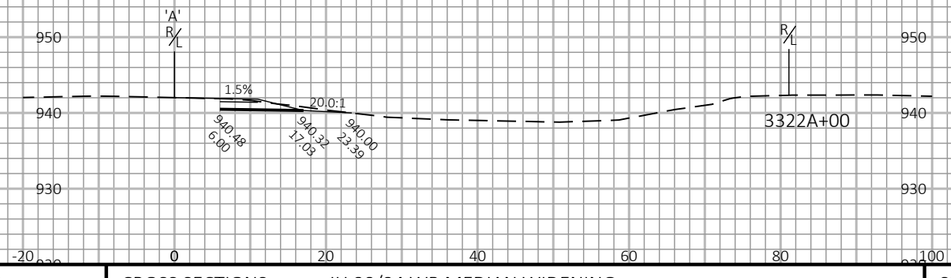


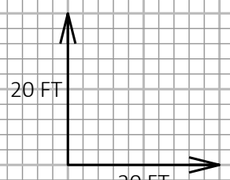












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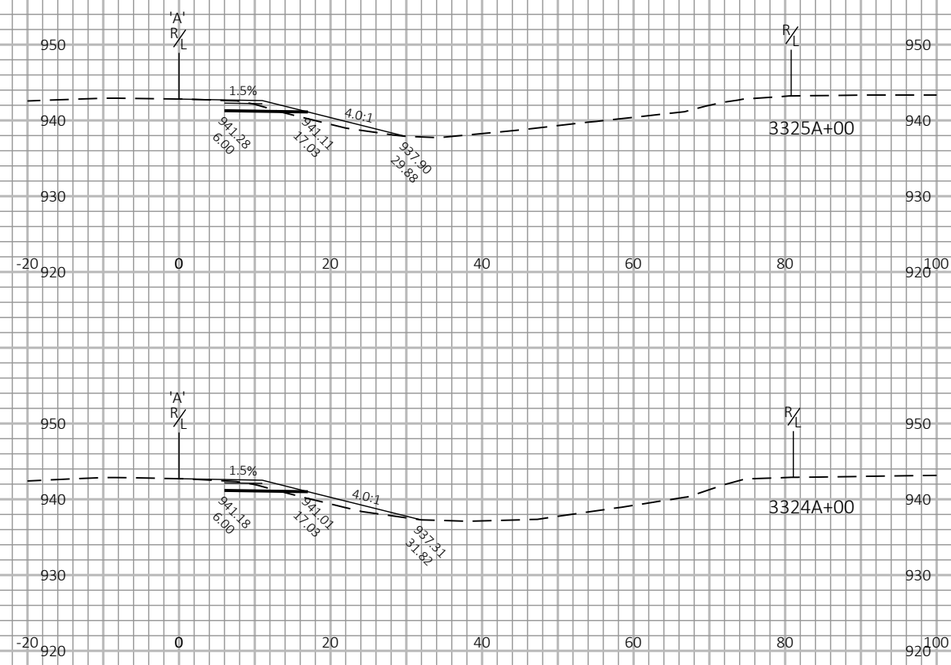
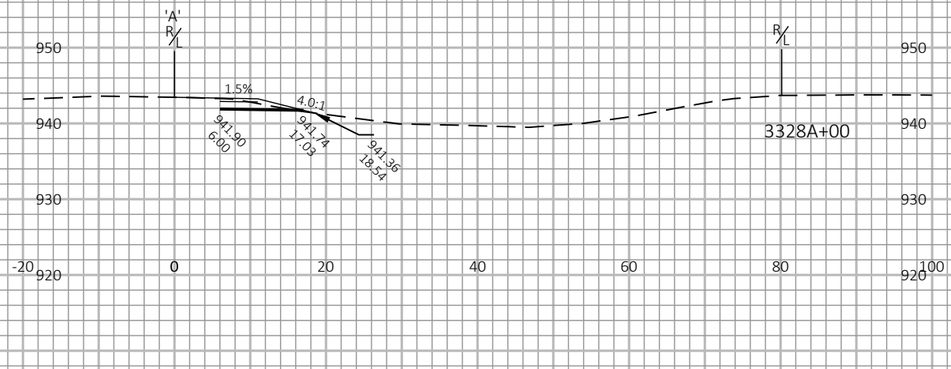
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

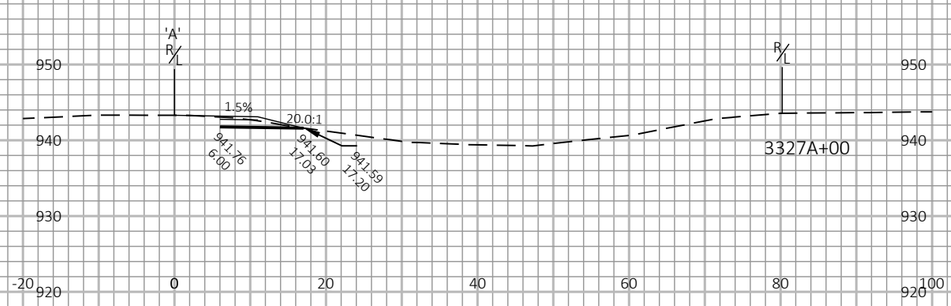
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090128_XS.DWG
LAYOUT NAME - 1

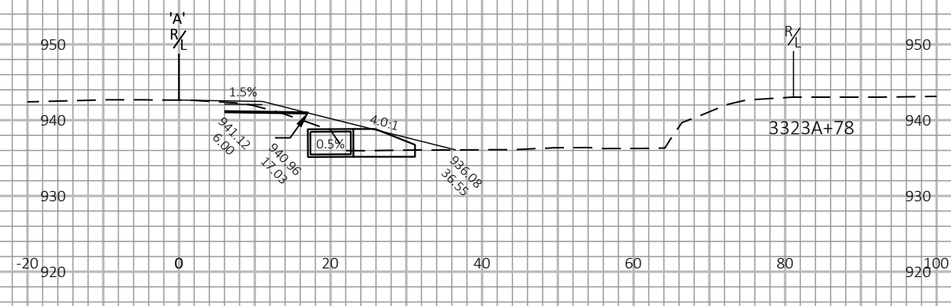
PLOT DATE : 3/24/2022 11:10 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

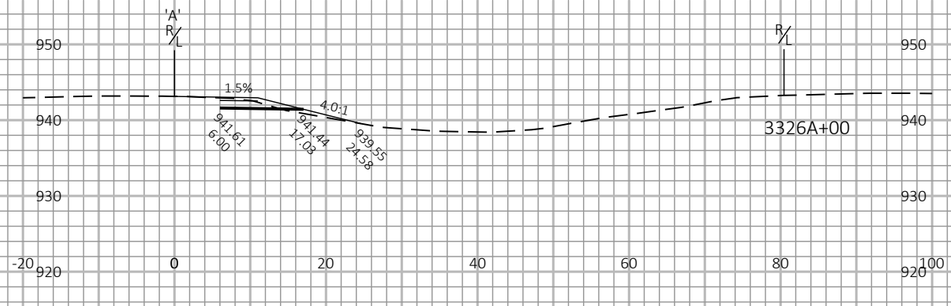
WISDOT/CADDS SHEET 49

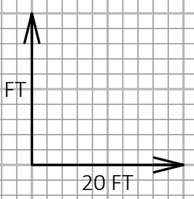












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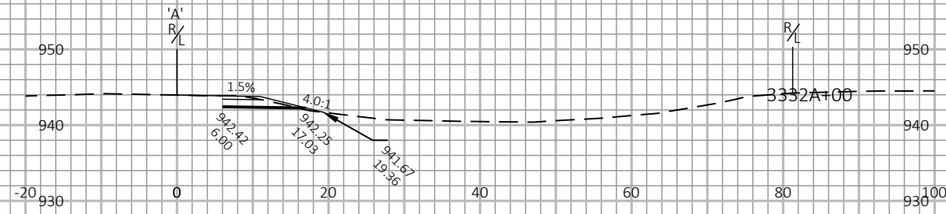
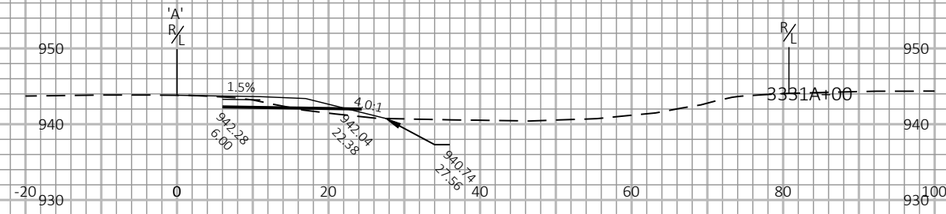
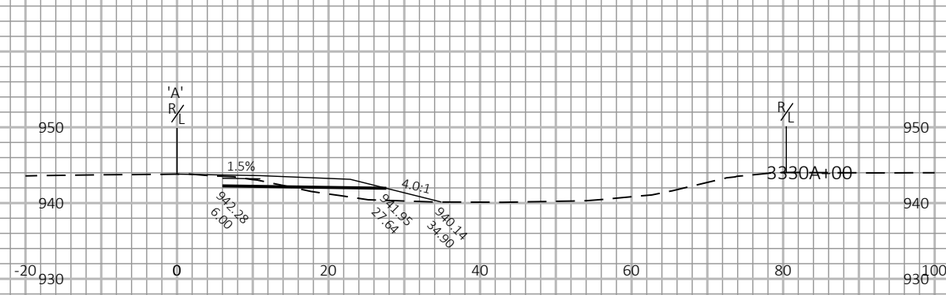
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

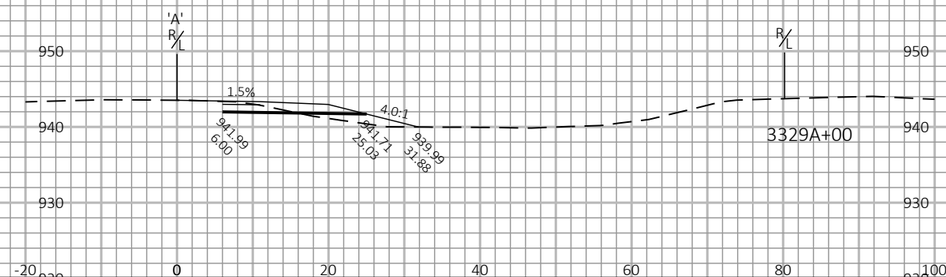
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090128_XS.DWG
LAYOUT NAME - 2

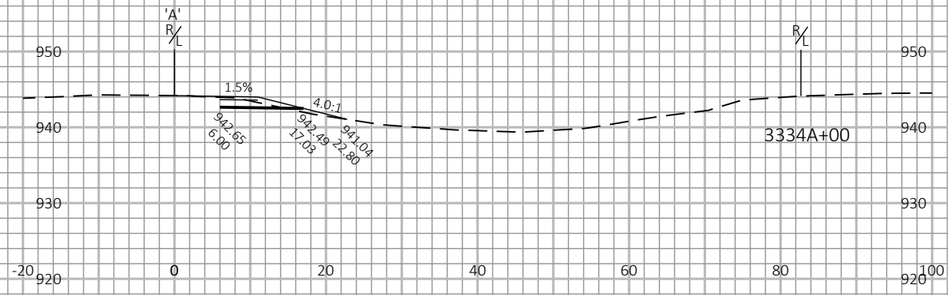
PLOT DATE : 3/24/2022 11:10 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

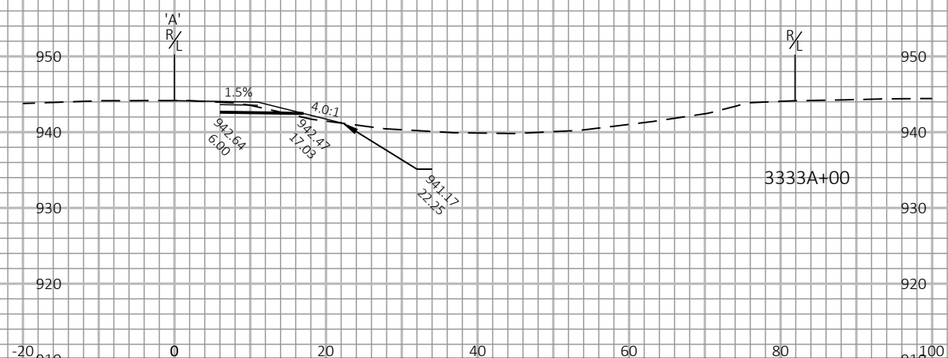












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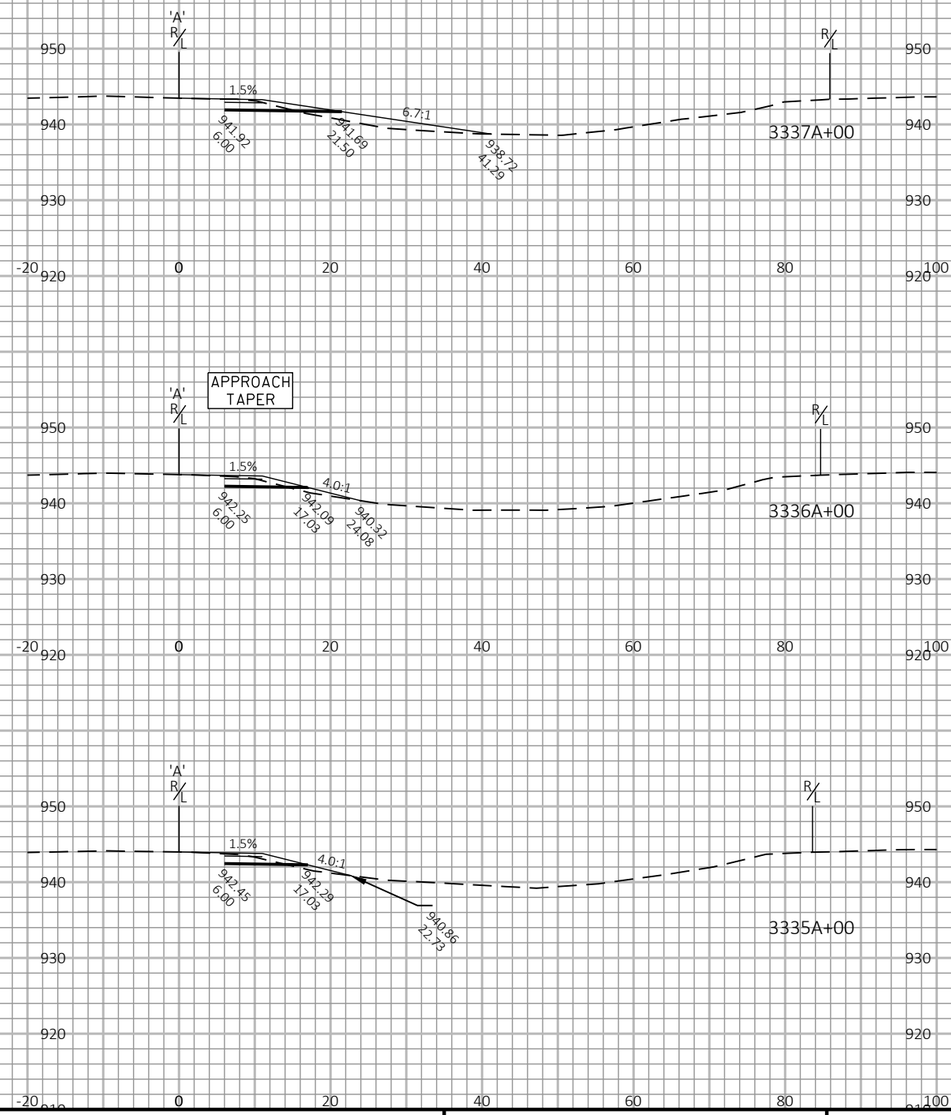
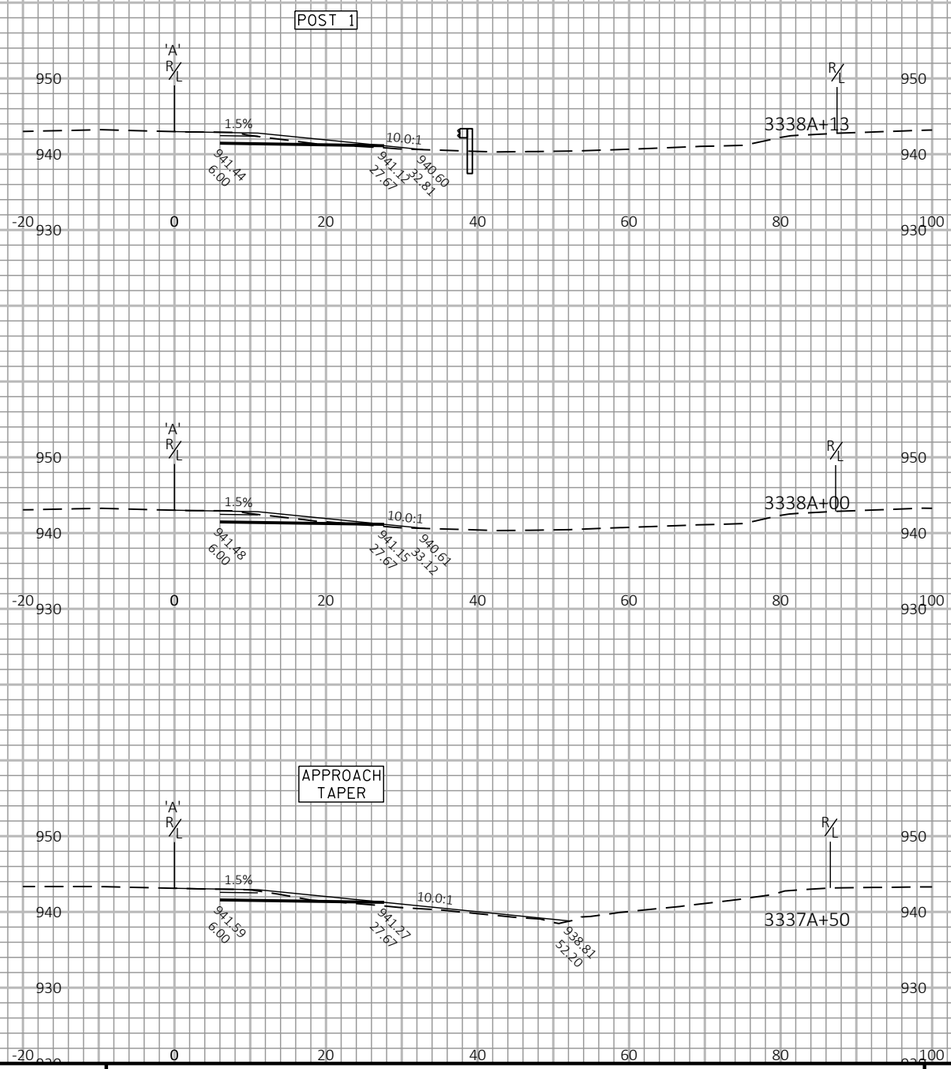
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

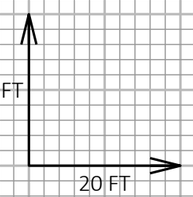
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090128_XS.DWG
LAYOUT NAME - 3

PLOT DATE : 3/24/2022 11:10 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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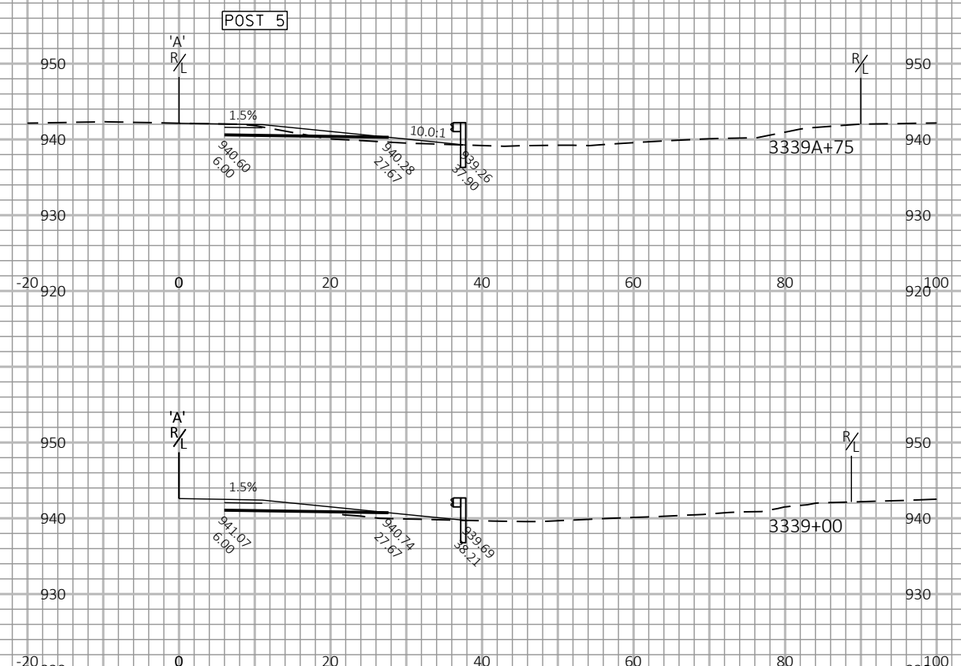
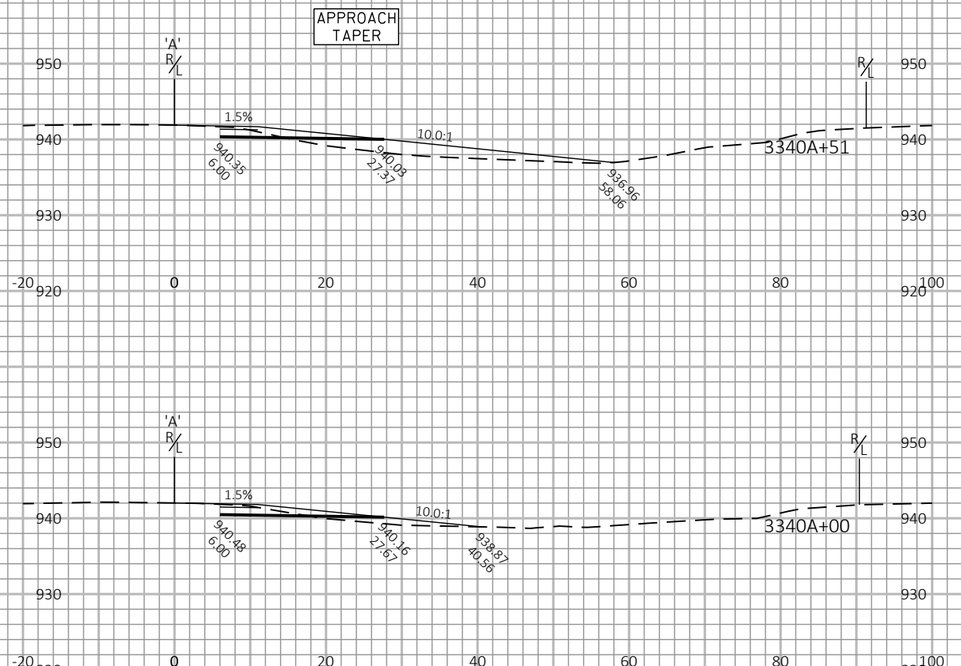
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090128_XS.DWG
LAYOUT NAME - 4

PLOT DATE : 3/24/2022 11:10 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





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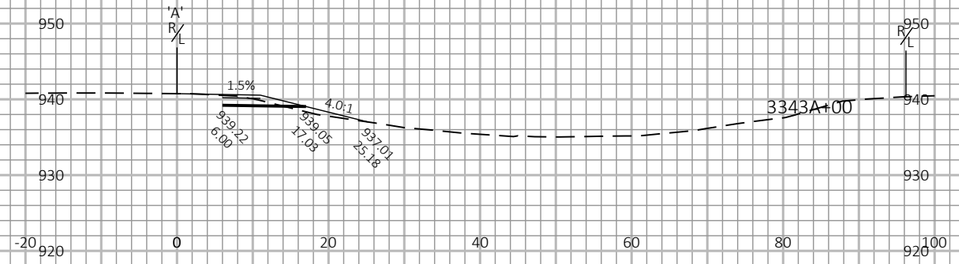
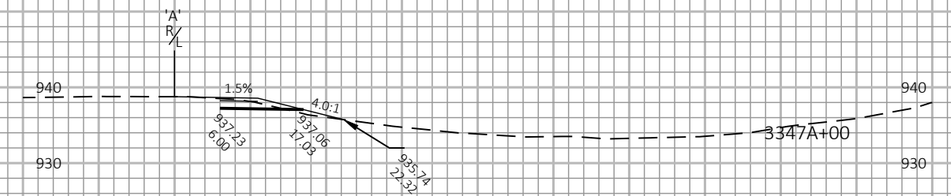
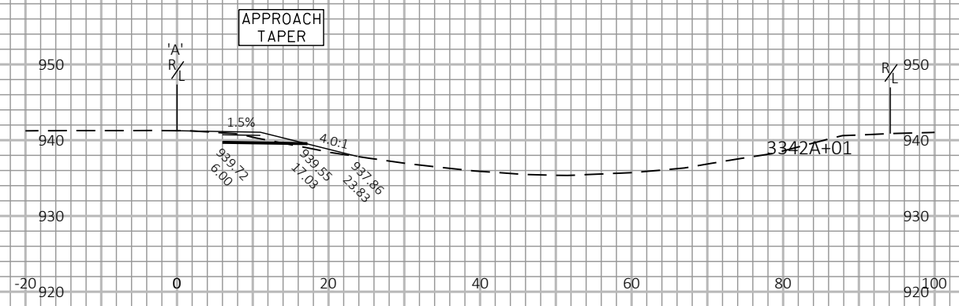
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET E

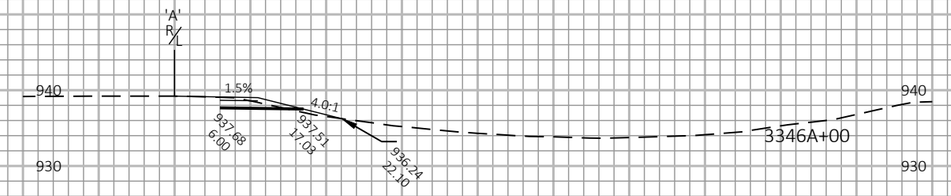
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090128_XS.DWG
LAYOUT NAME - 5

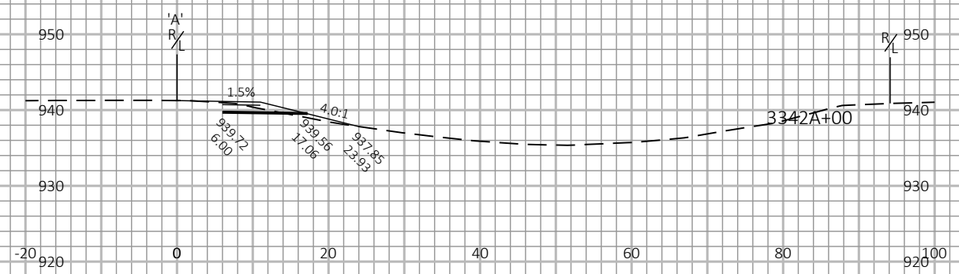
PLOT DATE : 3/24/2022 11:10 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

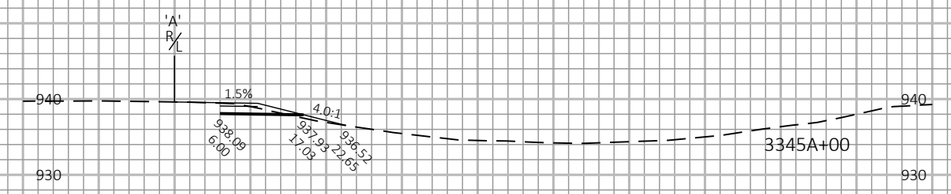


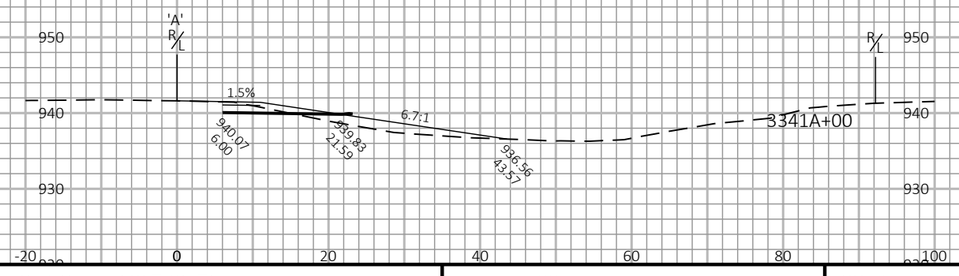


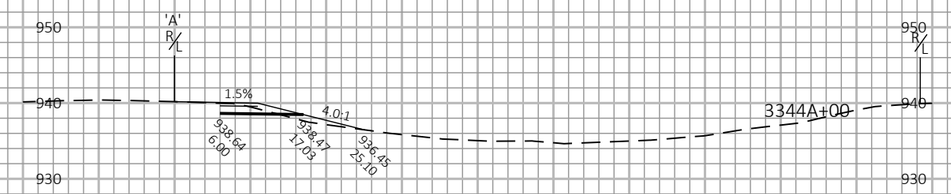












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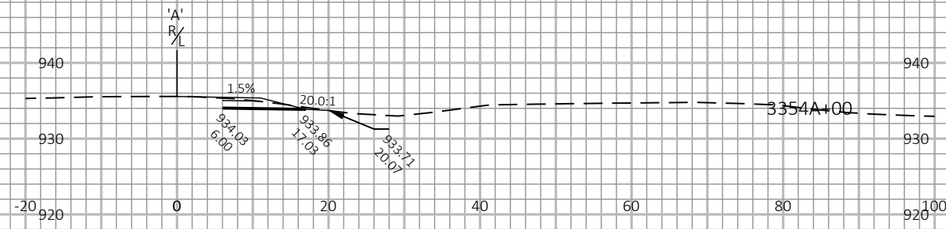
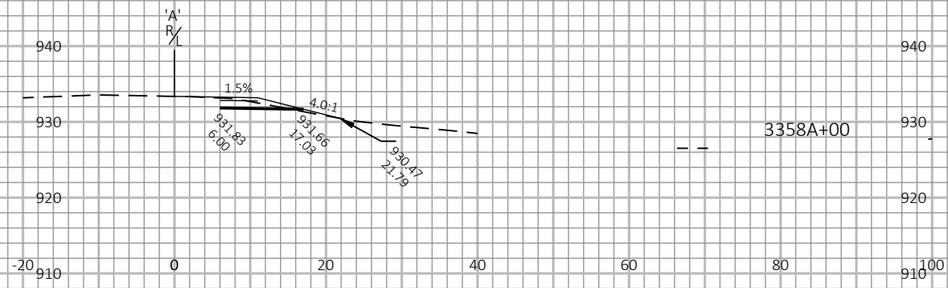
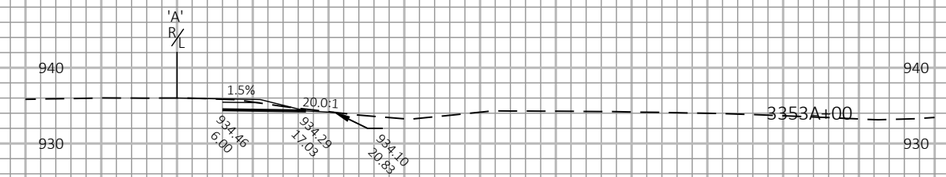
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

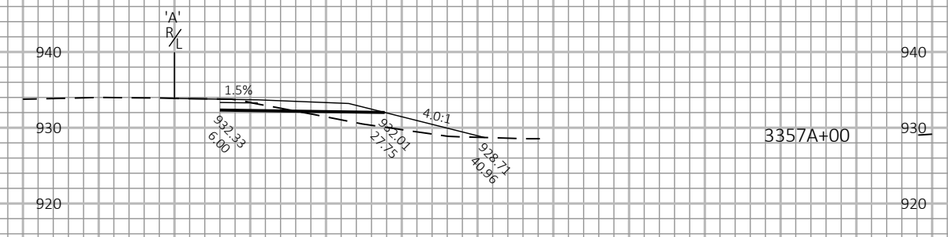
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090128_XS.DWG
LAYOUT NAME - 6

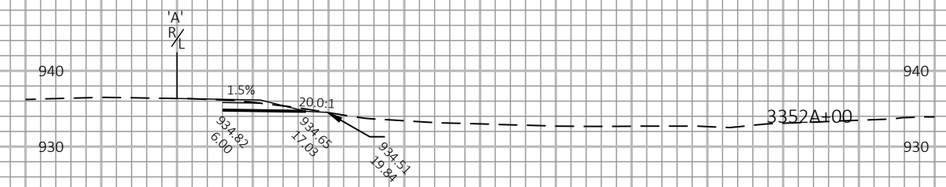
PLOT DATE : 3/24/2022 11:10 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

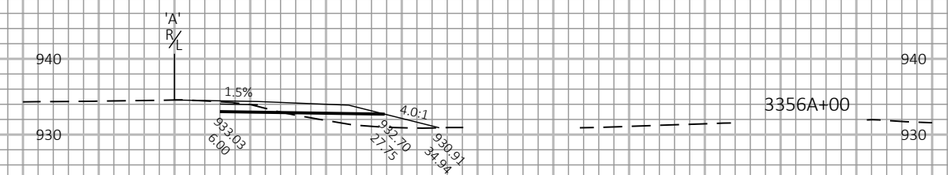


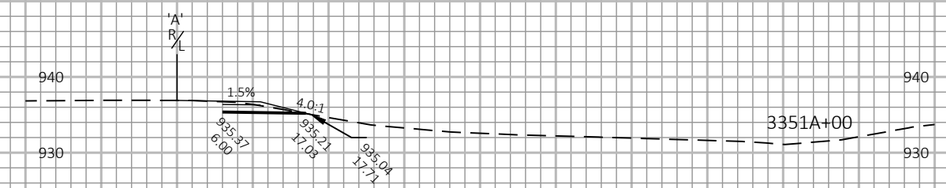


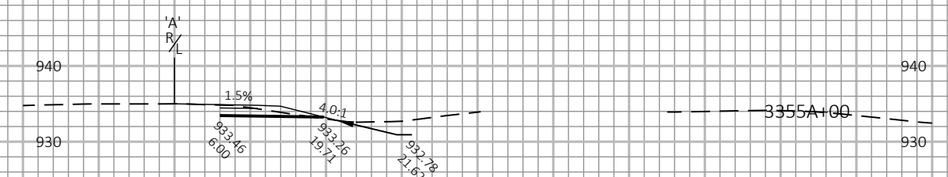


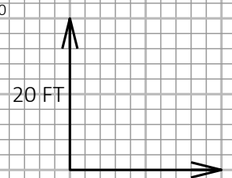












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

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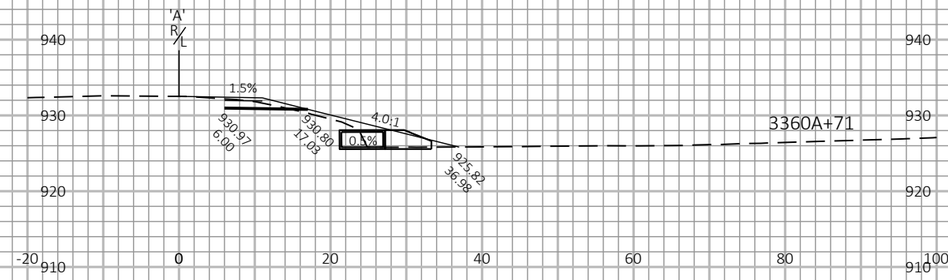
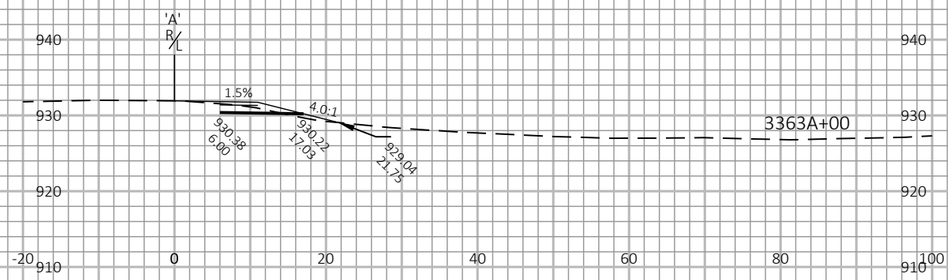
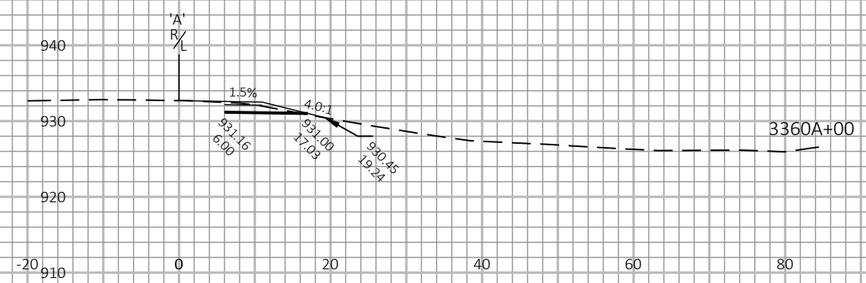
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090130_XS.DWG
LAYOUT NAME - 1

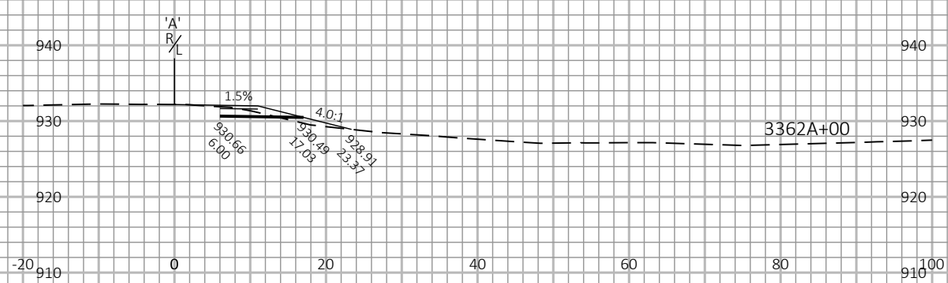
PLOT DATE : 3/24/2022 11:20 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

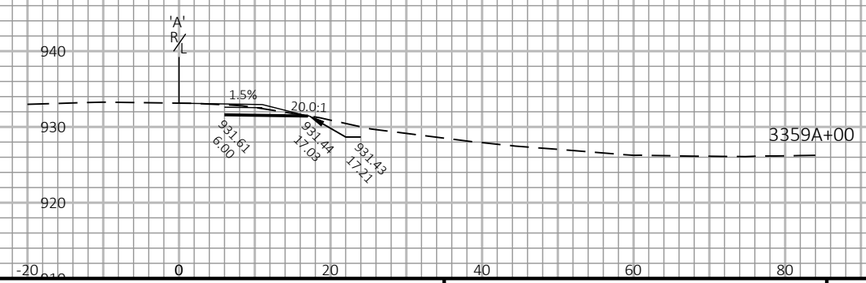
WISDOT/CADDS SHEET 49

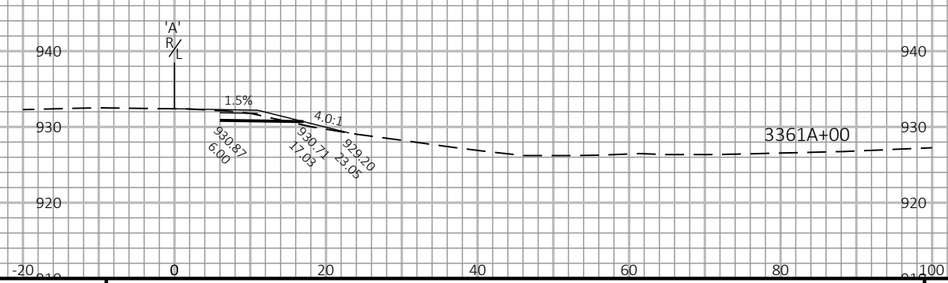


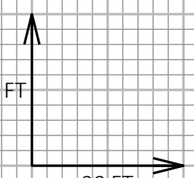












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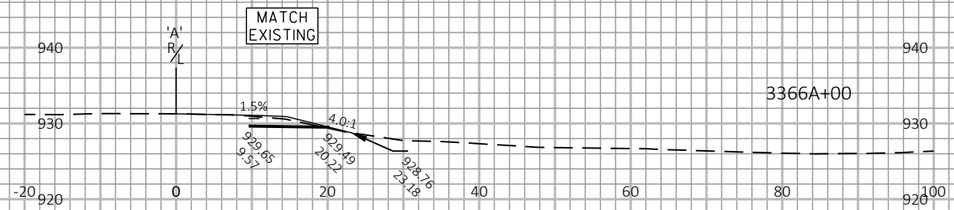
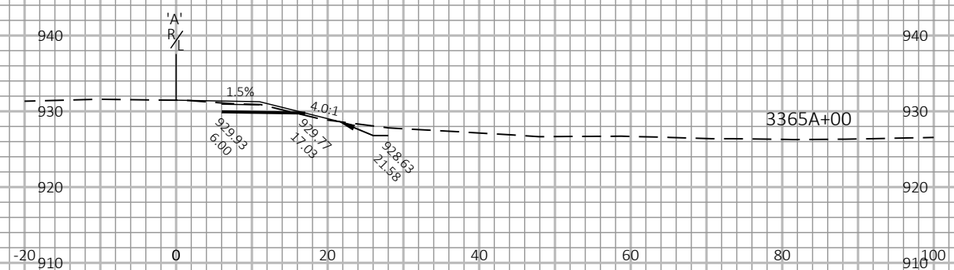
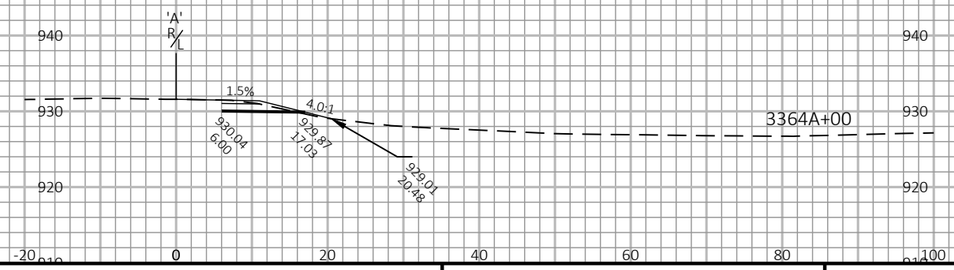
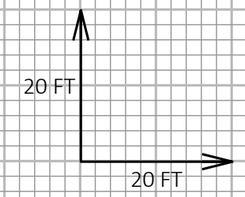
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090130_XS.DWG
LAYOUT NAME - 2
PLOT DATE : 3/24/2022 11:20 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49









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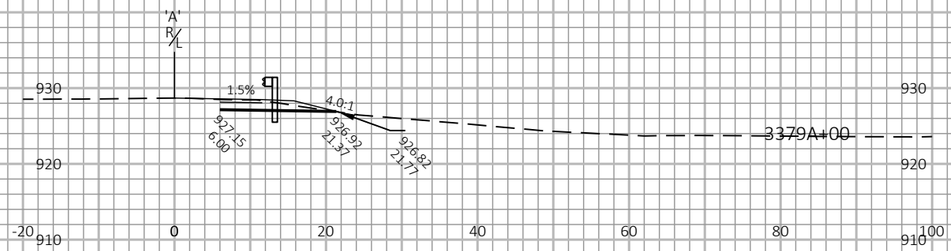
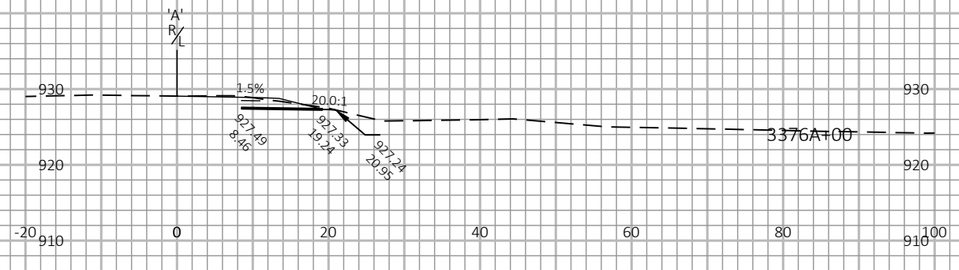
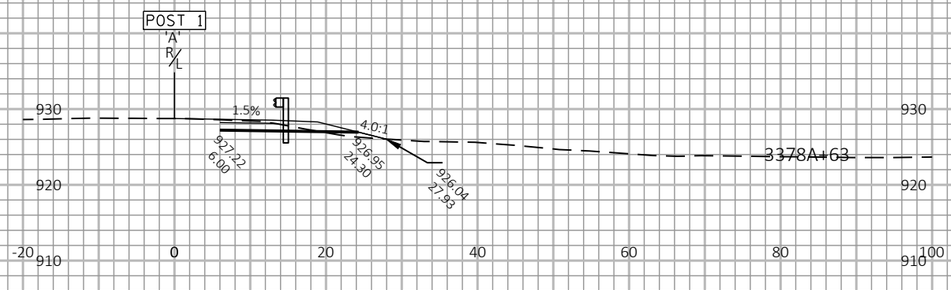
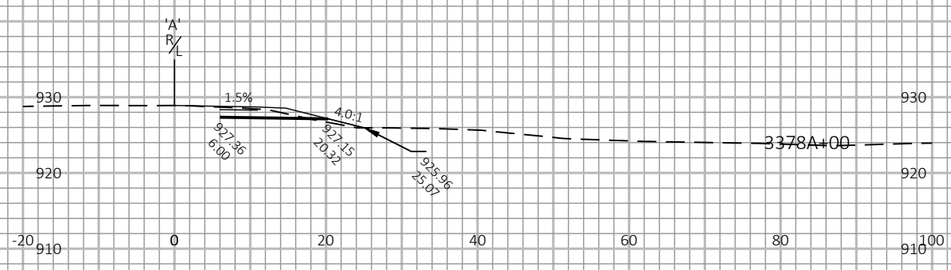
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

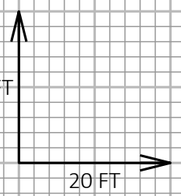
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090130_XS.DWG
LAYOUT NAME - 3
PLOT DATE : 3/24/2022 11:20 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49











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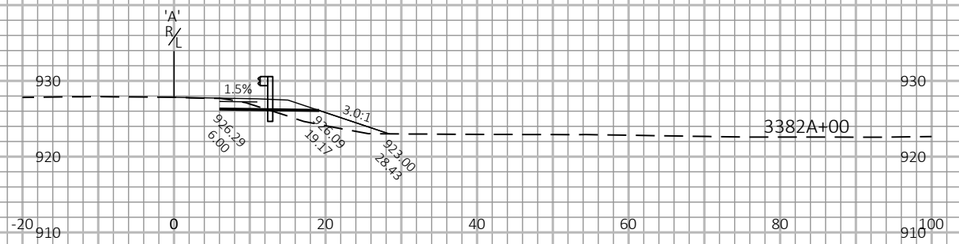
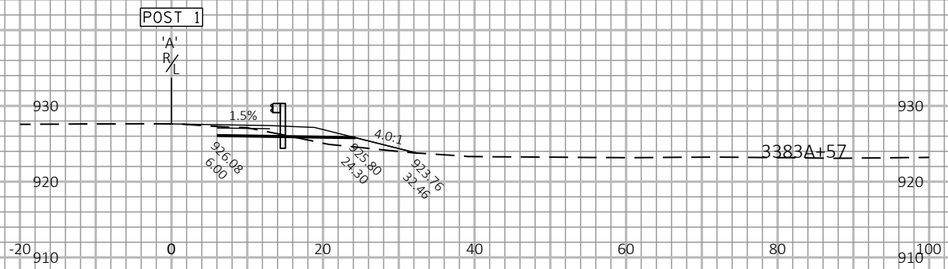
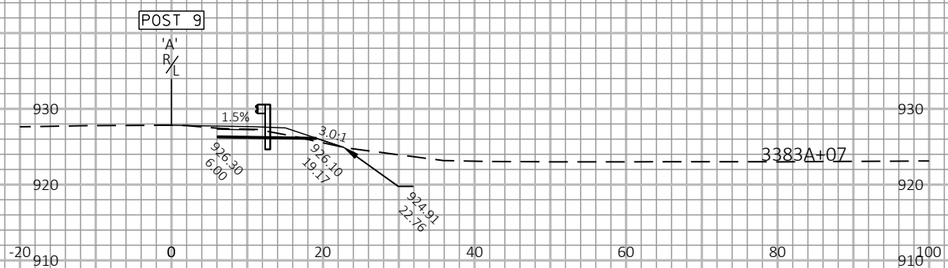
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

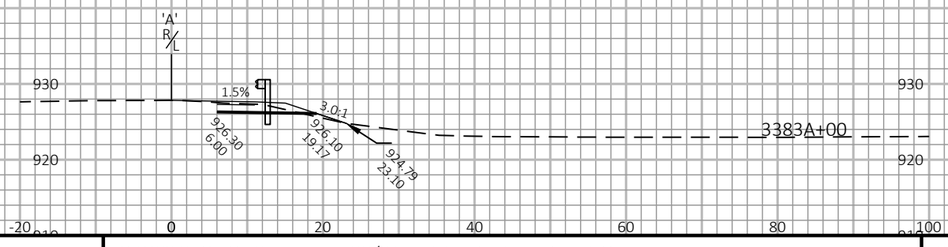
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090132_XS.DWG
LAYOUT NAME - 1

PLOT DATE : 3/24/2022 11:30 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.









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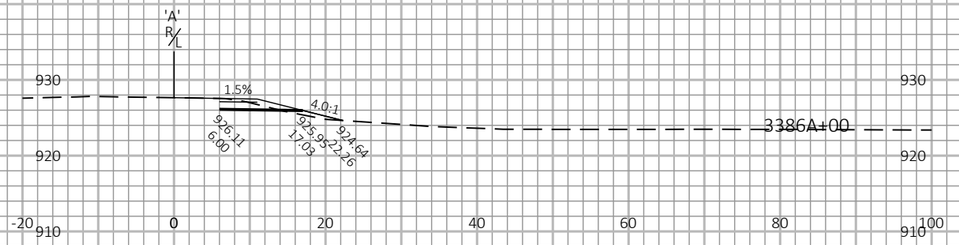
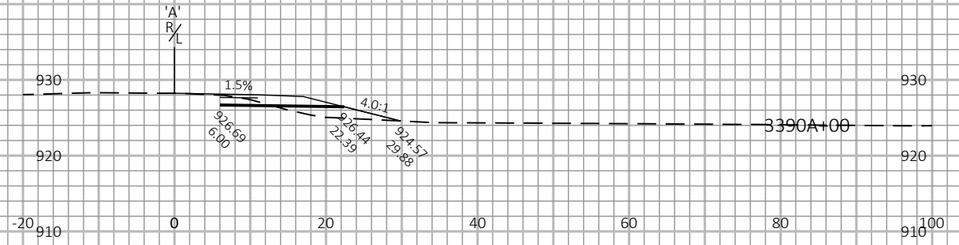
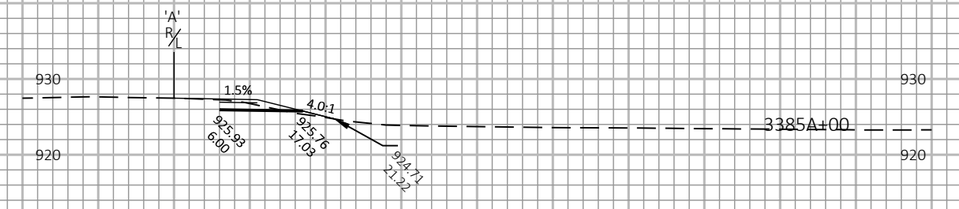
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

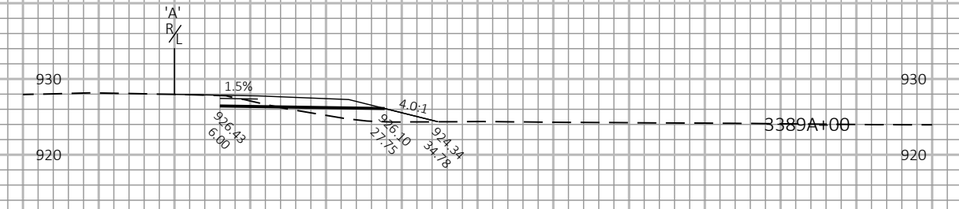
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090132_XS.DWG
LAYOUT NAME - 2

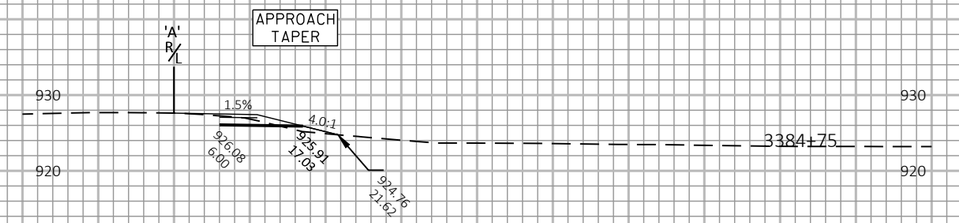
PLOT DATE : 3/24/2022 11:30 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

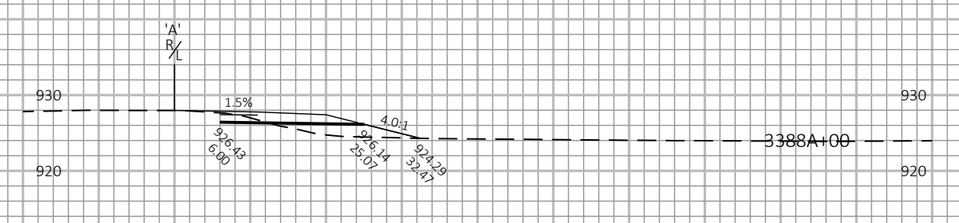


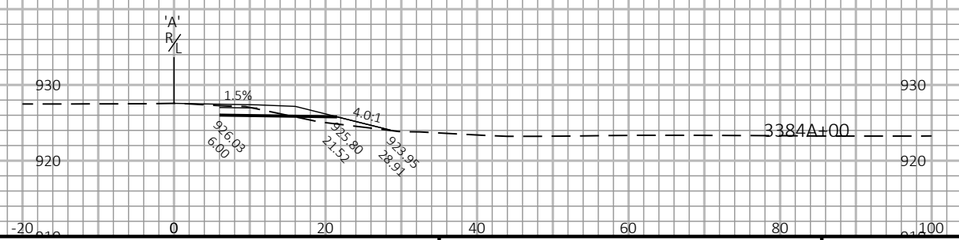


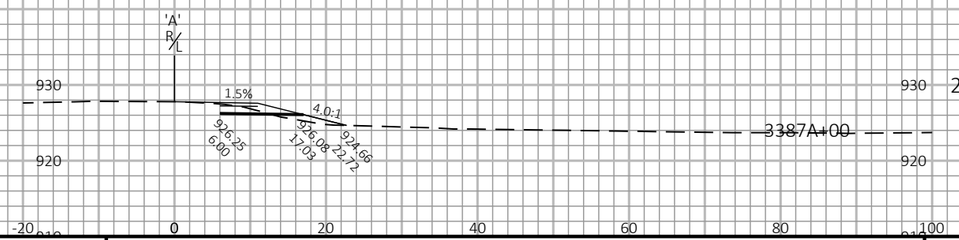


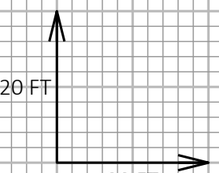












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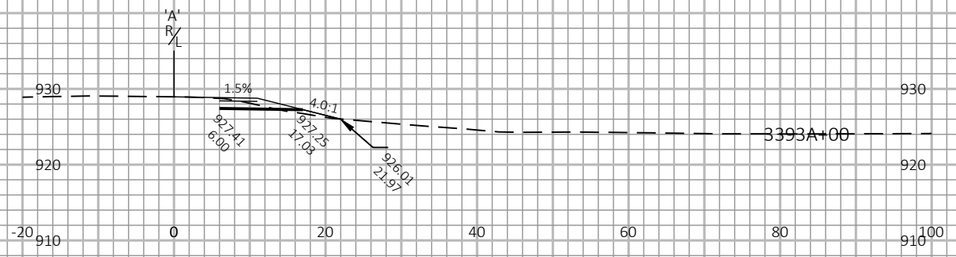
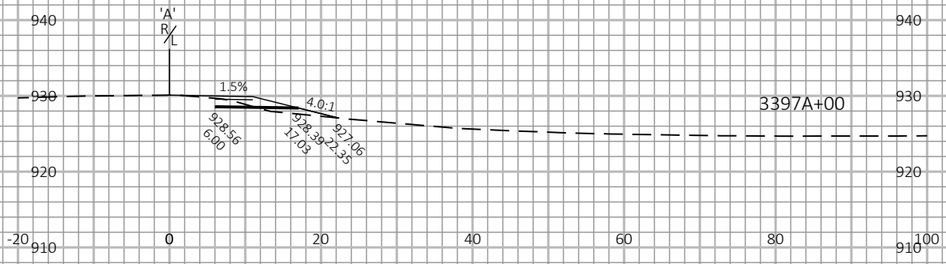
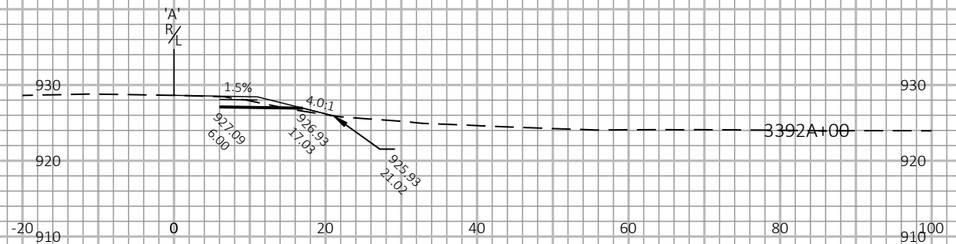
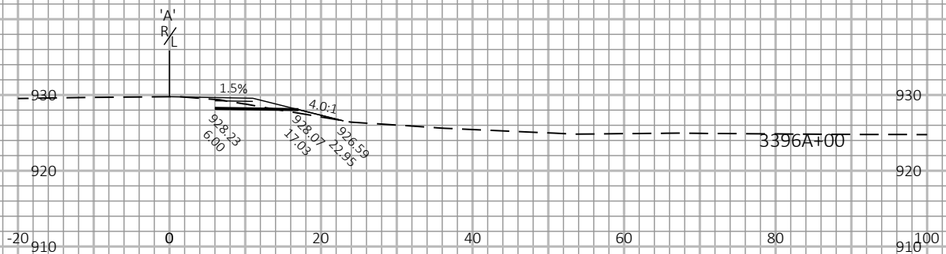
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

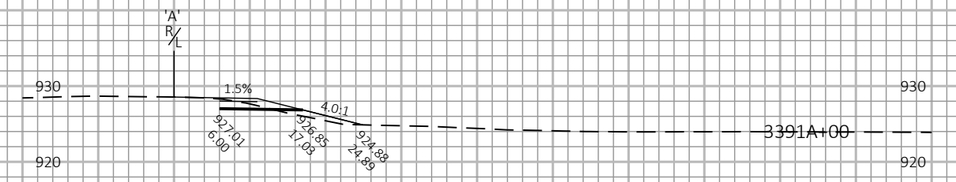
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090132_XS.DWG
LAYOUT NAME - 3
PLOT DATE : 3/24/2022 11:30 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

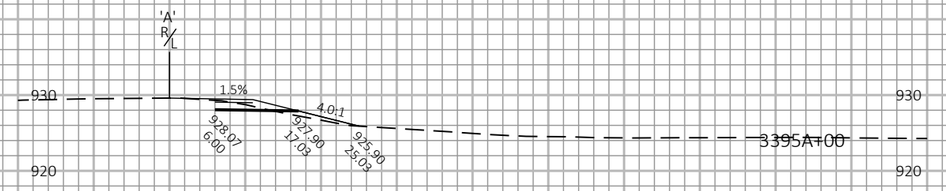


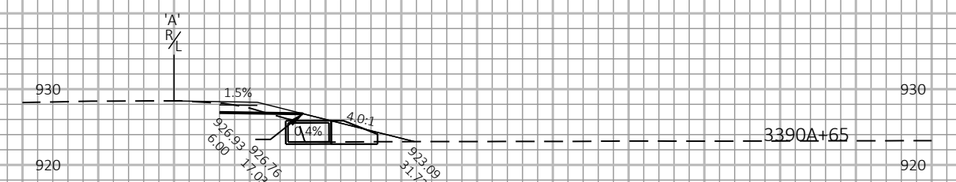


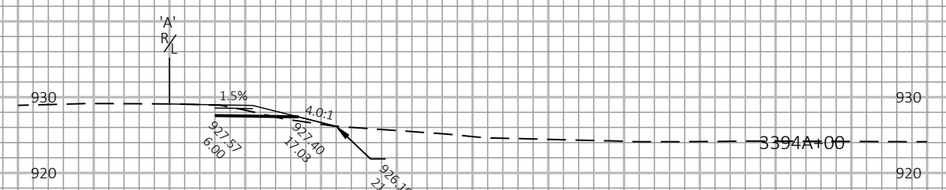


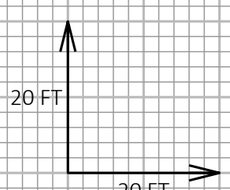












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090132_XS.DWG
LAYOUT NAME - 4

PLOT DATE : 3/24/2022 11:30 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

9

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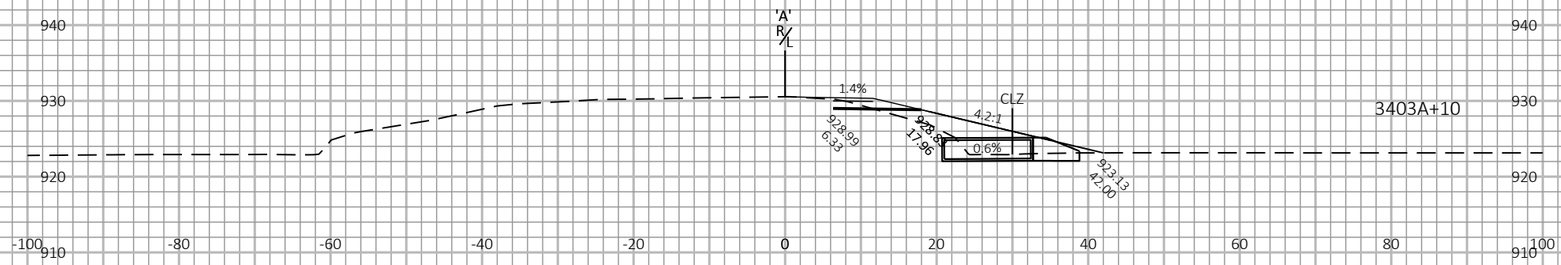
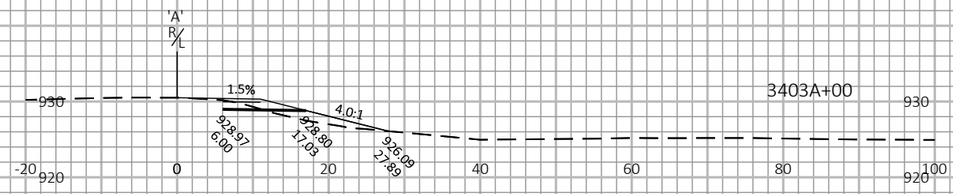
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

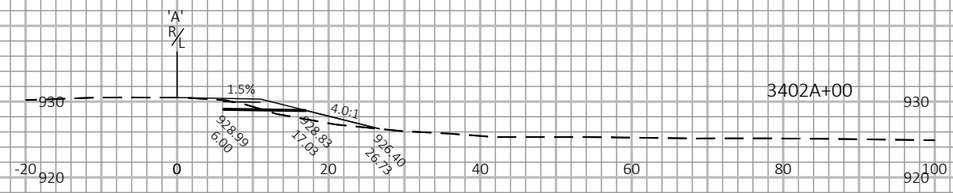
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090132_XS.DWG
LAYOUT NAME - 5

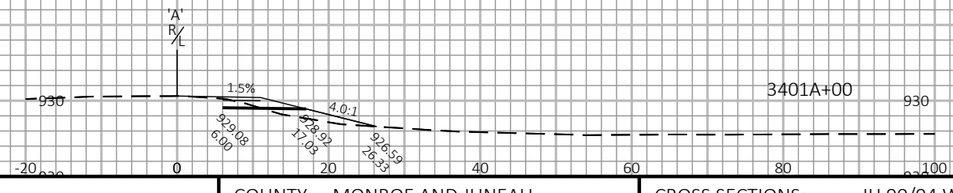
PLOT DATE : 3/24/2022 11:30 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

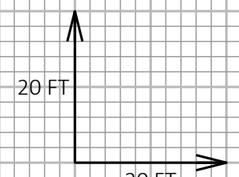
WISDOT/CADDS SHEET 49











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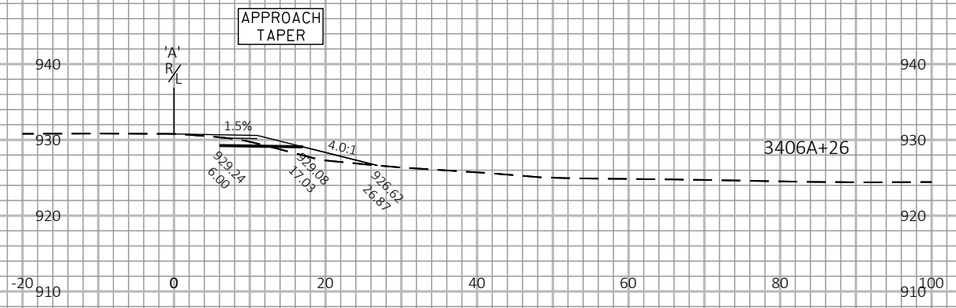
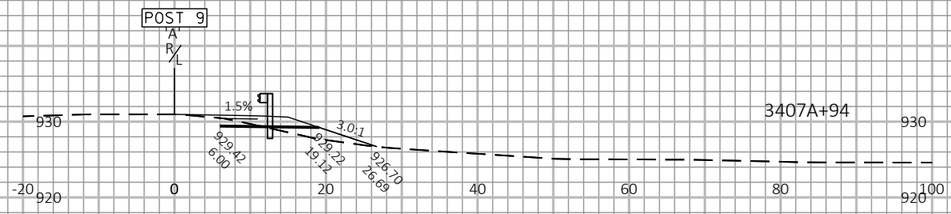
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

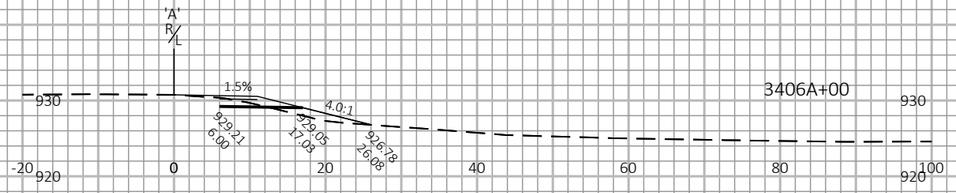
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090134_XS.DWG
LAYOUT NAME - 1

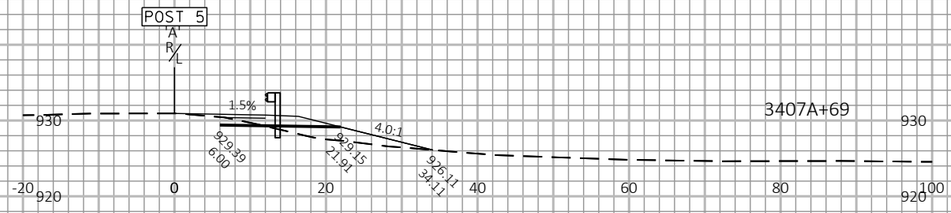
PLOT DATE : 3/24/2022 11:35 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

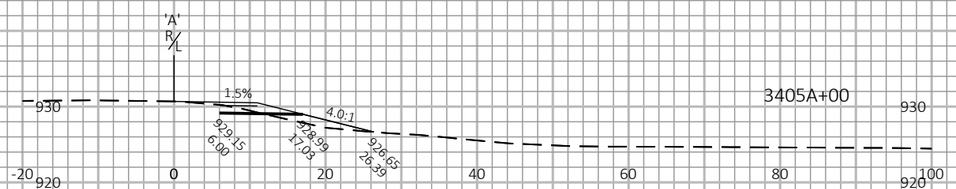
WISDOT/CADDS SHEET 49

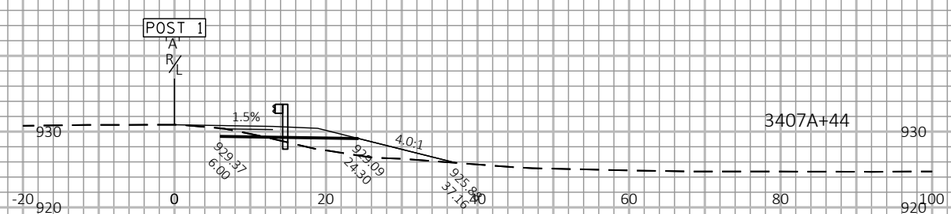


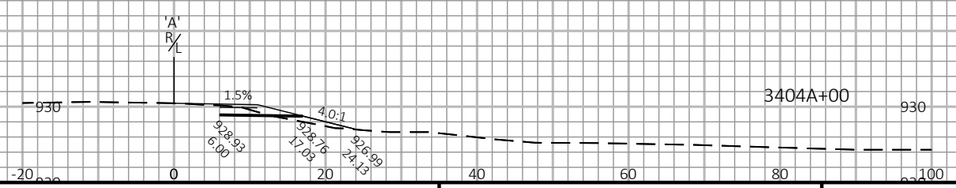


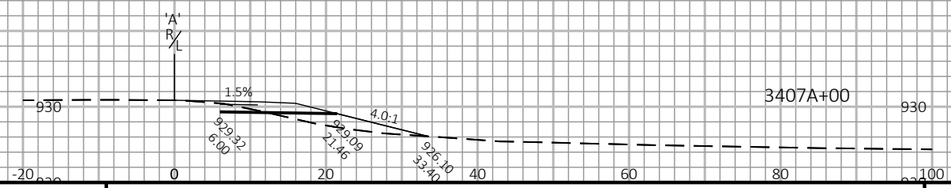


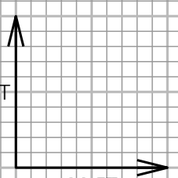












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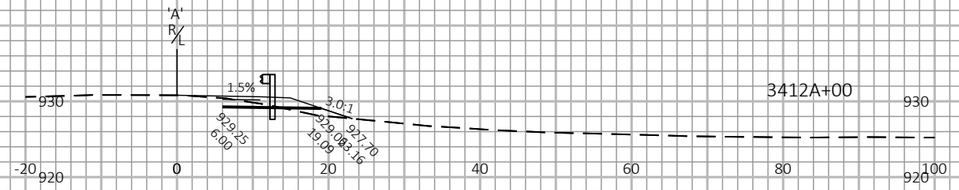
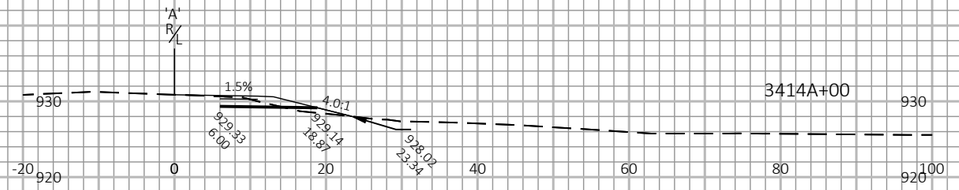
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

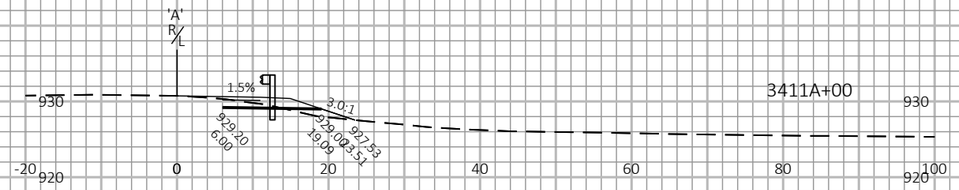
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090134_XS.DWG
LAYOUT NAME - 2

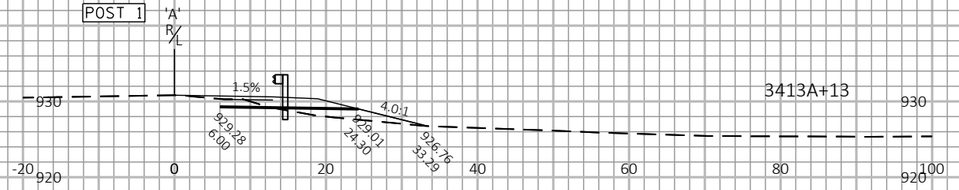
PLOT DATE : 3/24/2022 11:35 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

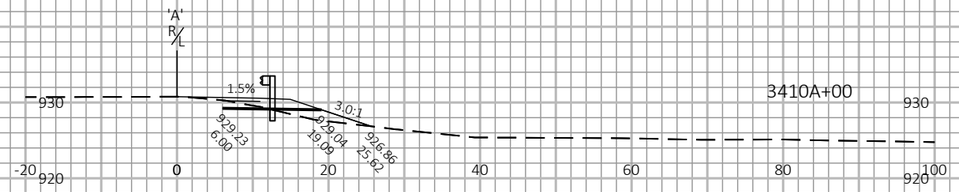
WISDOT/CADDS SHEET 49

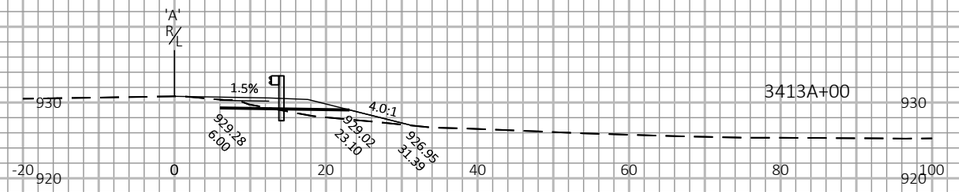


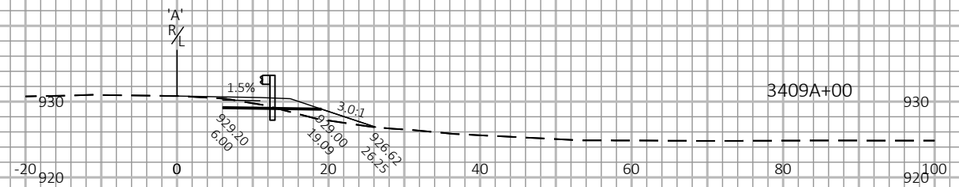


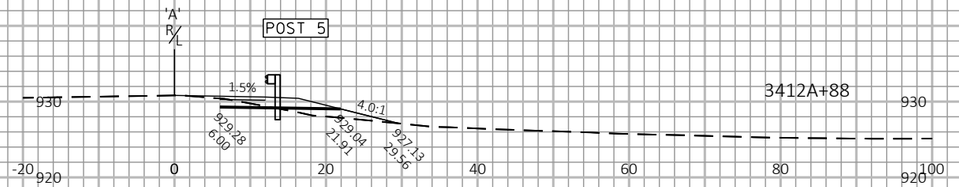


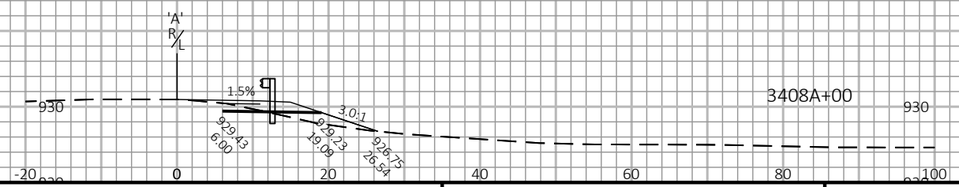


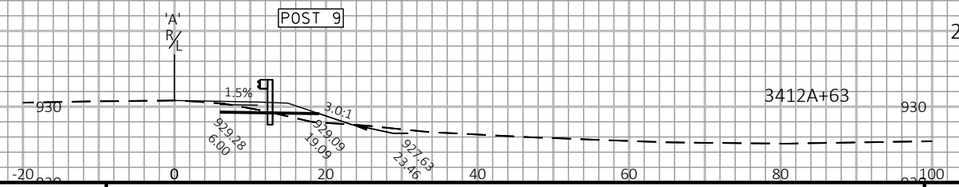


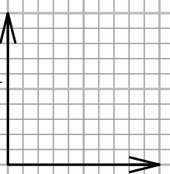












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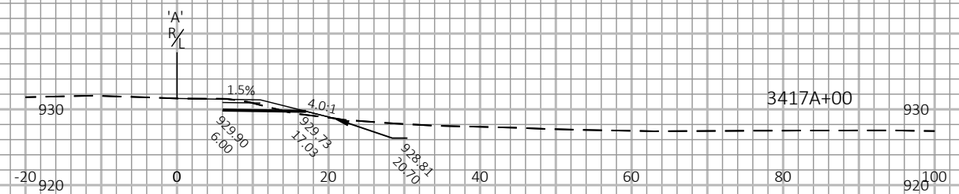
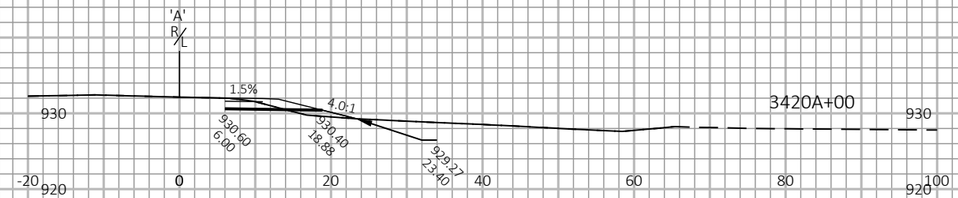
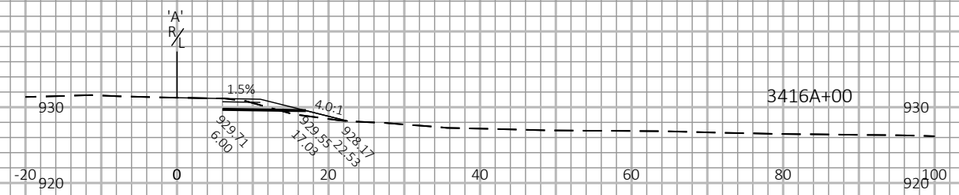
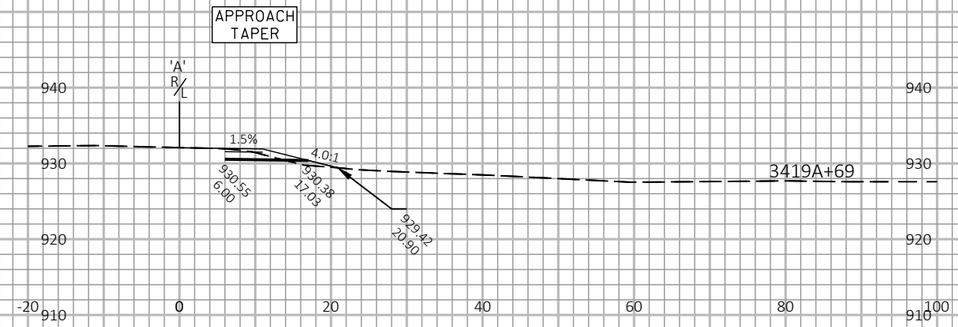
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

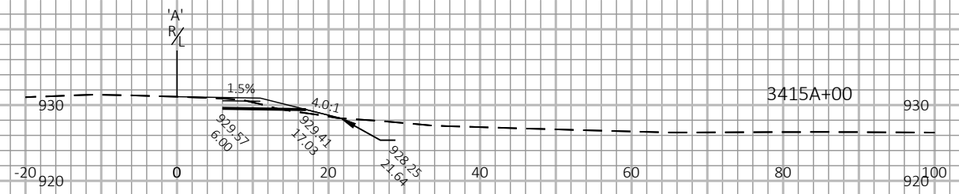
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090134_XS.DWG
LAYOUT NAME - 3
PLOT DATE : 3/24/2022 11:35 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

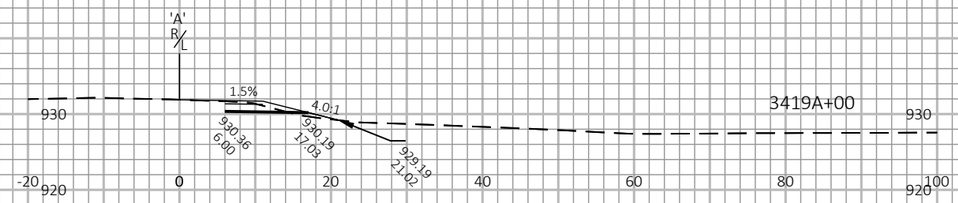


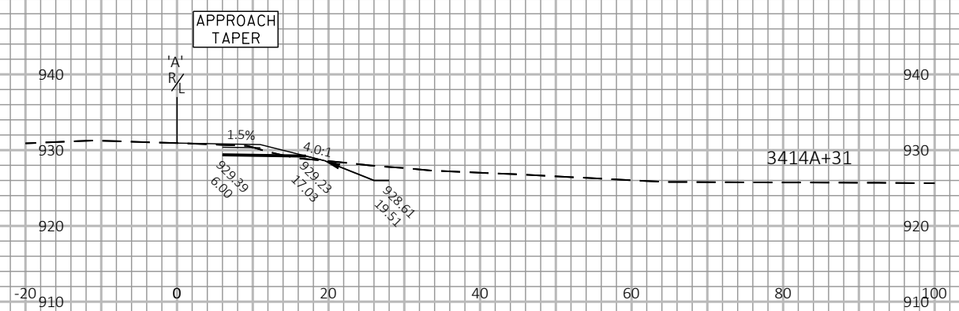


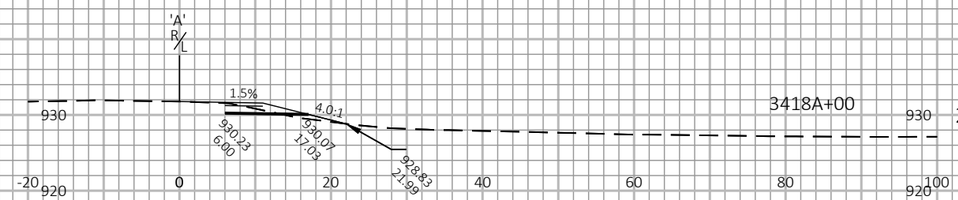


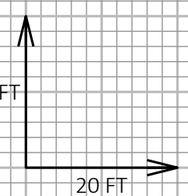












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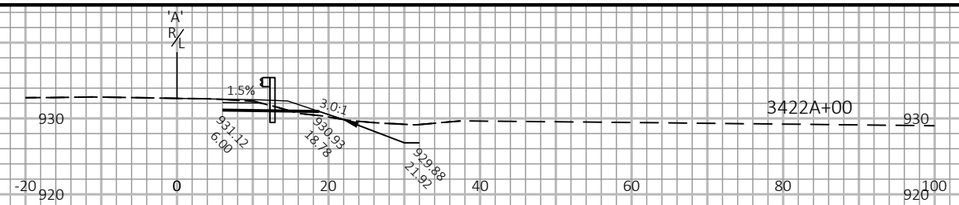
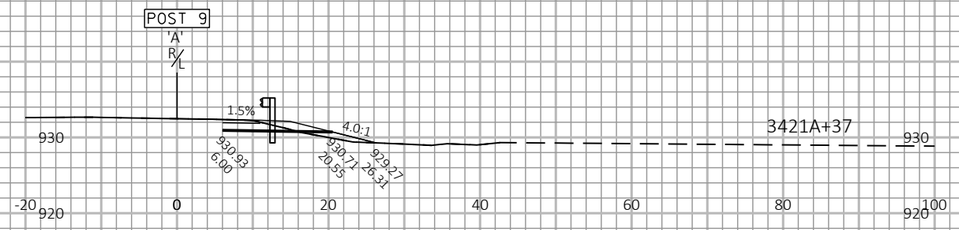
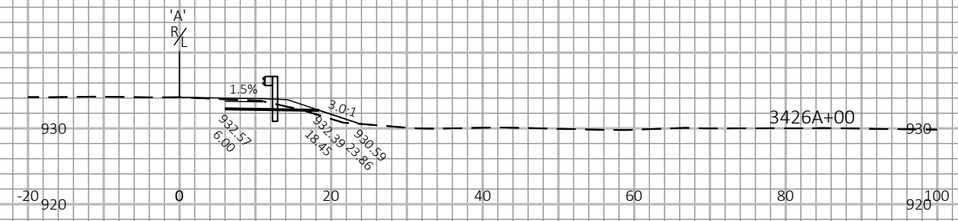
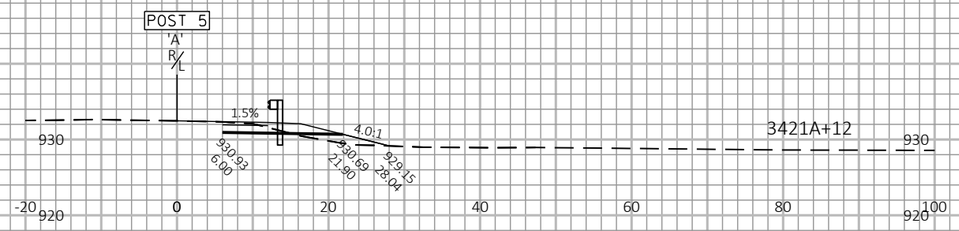
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

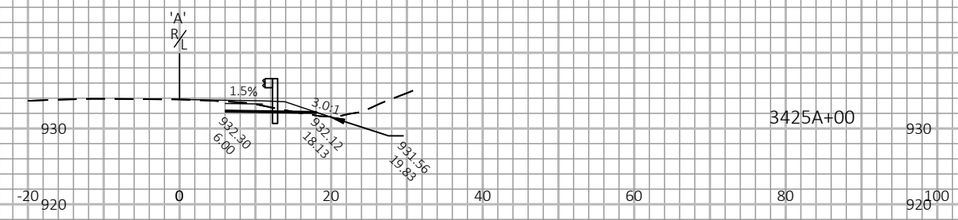
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090134_XS.DWG
LAYOUT NAME - 4
PLOT DATE : 3/24/2022 11:35 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

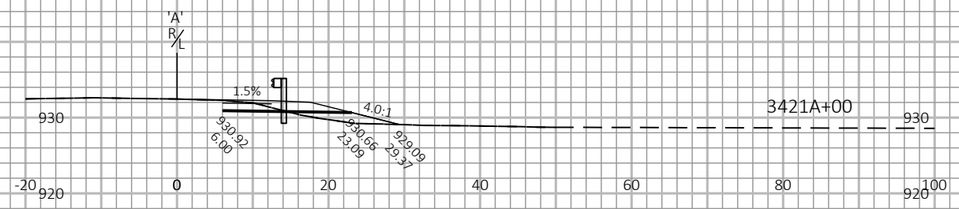


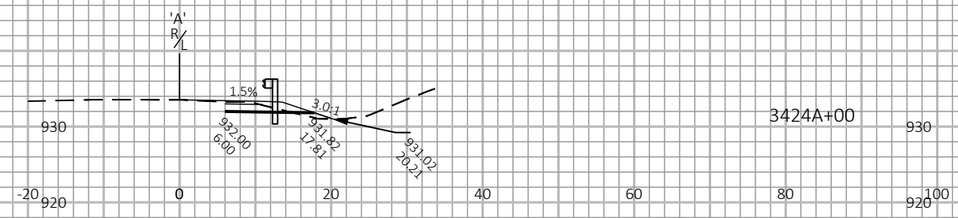


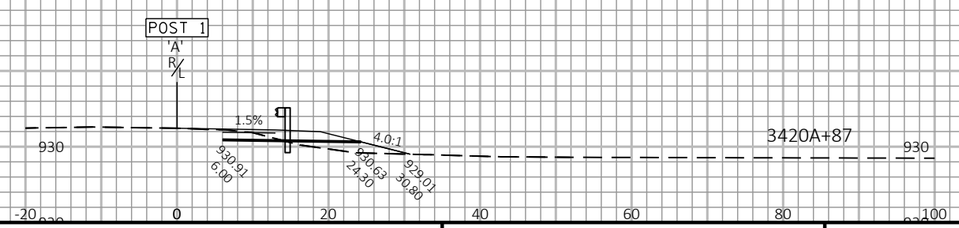


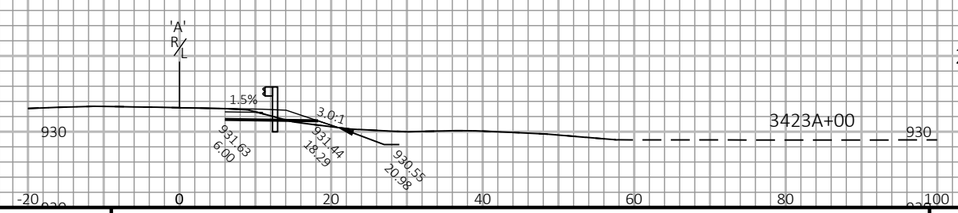


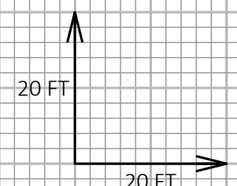












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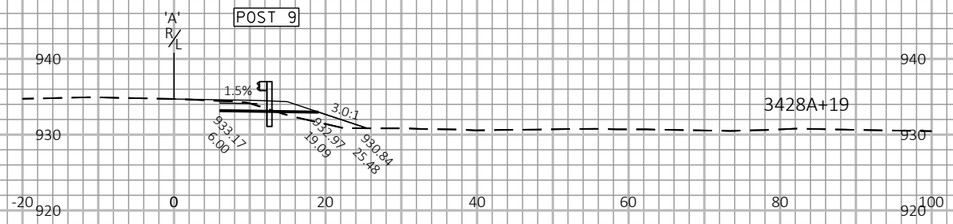
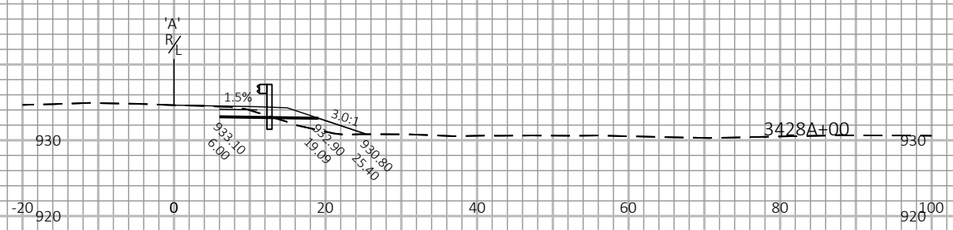
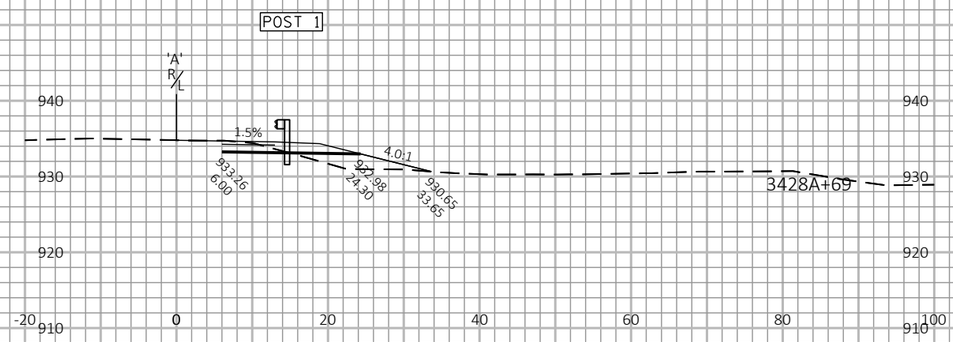
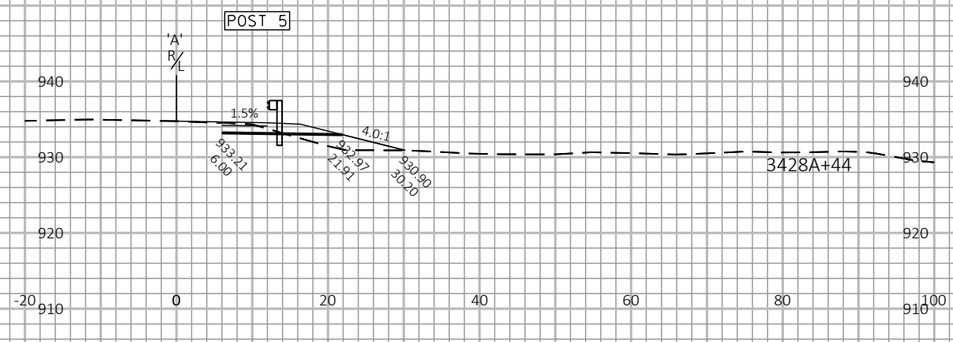
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090134_XS.DWG
LAYOUT NAME - 5
PLOT DATE : 3/24/2022 11:35 AM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49









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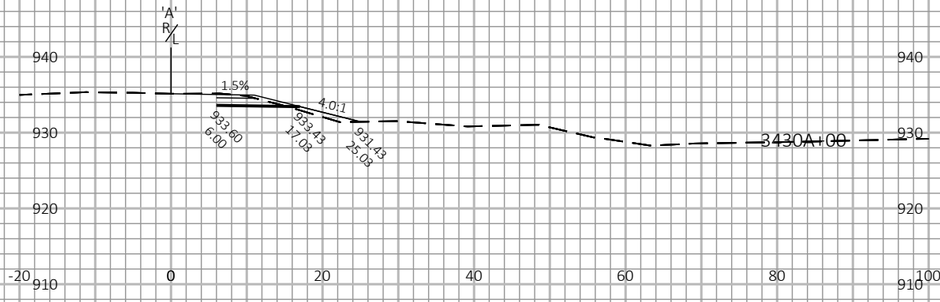
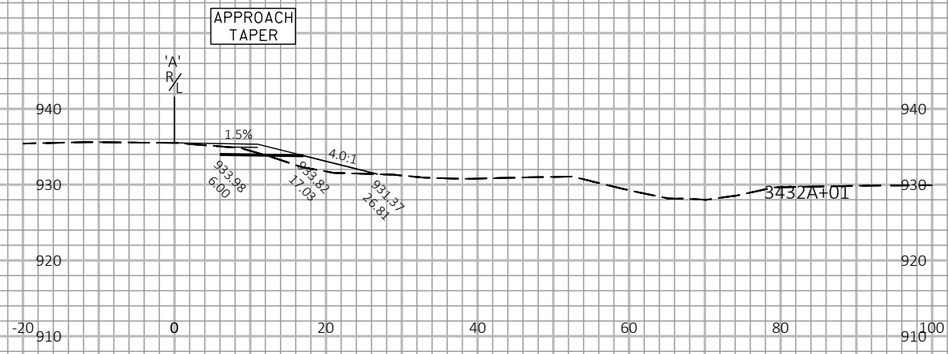
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

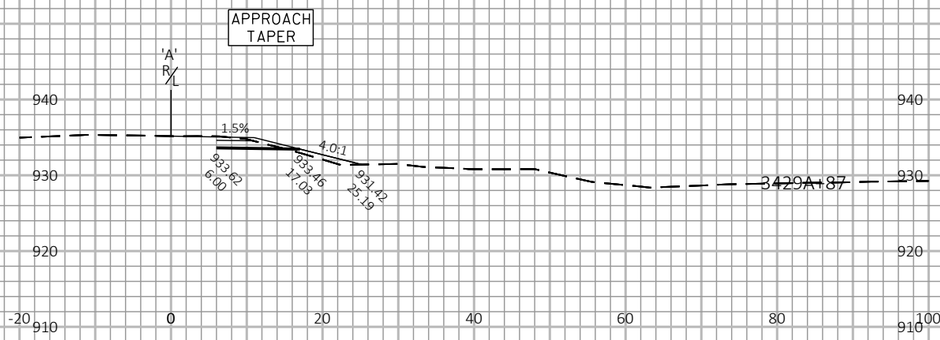
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090134_XS.DWG
LAYOUT NAME - 6

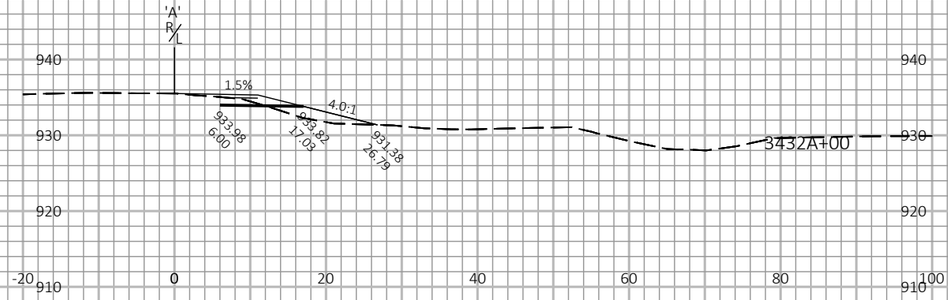
PLOT DATE : 3/24/2022 11:35 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

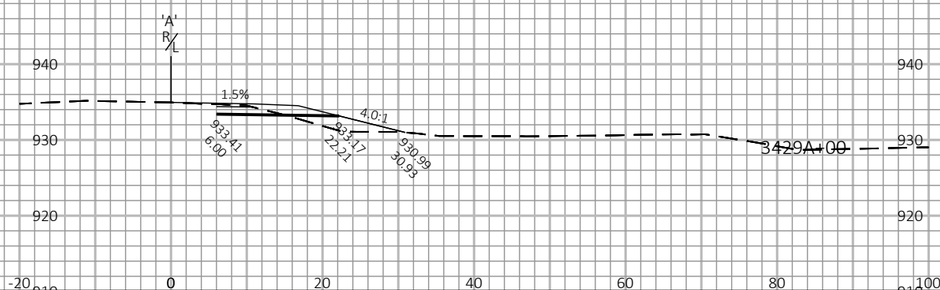
WISDOT/CADDS SHEET 49

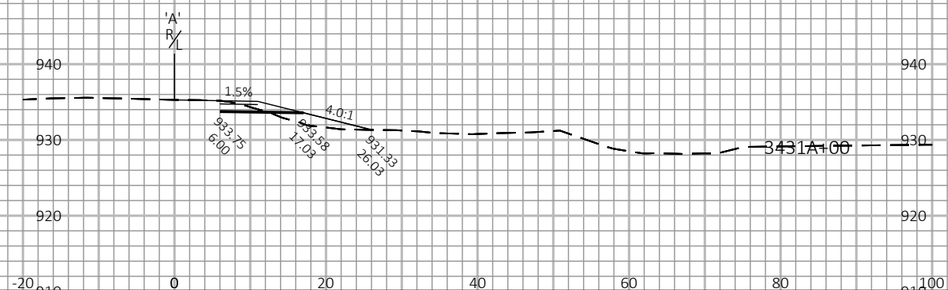












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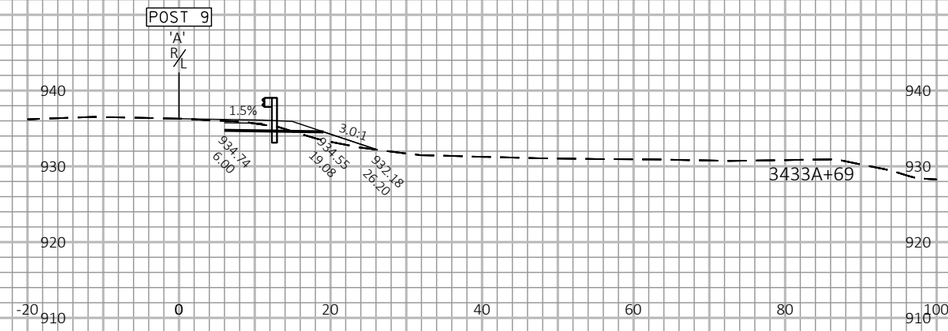
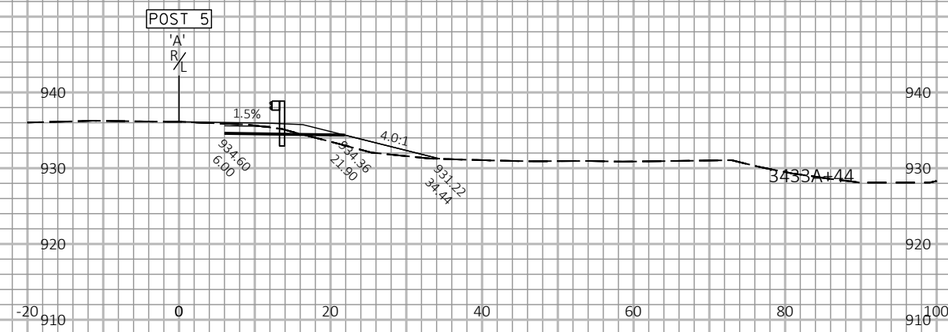
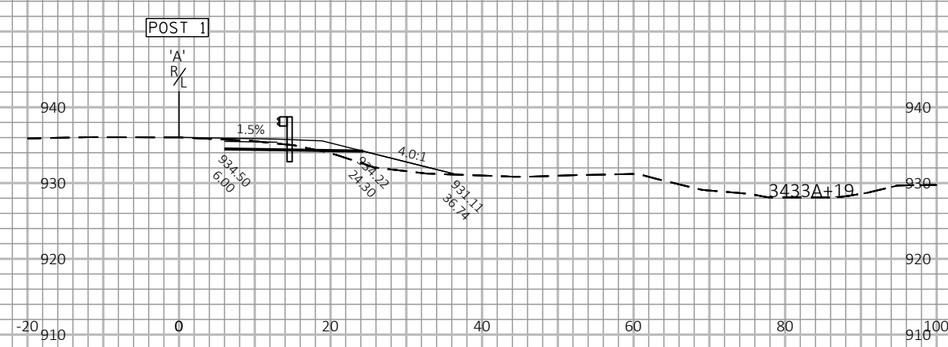
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

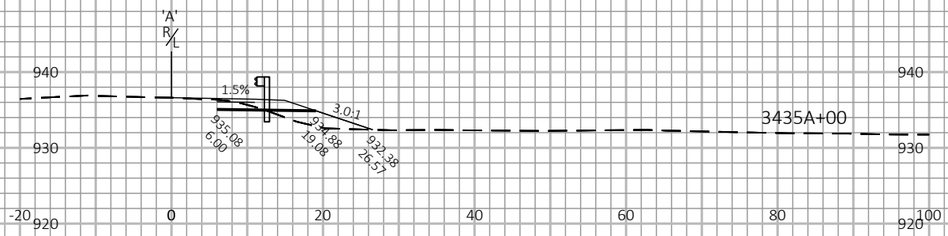
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 1

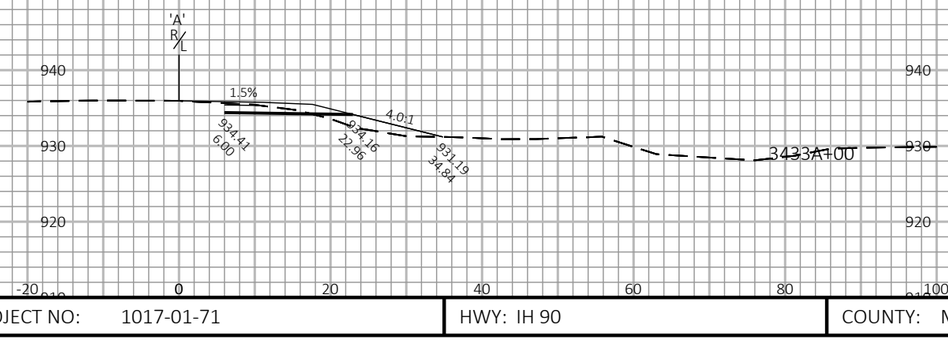
PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

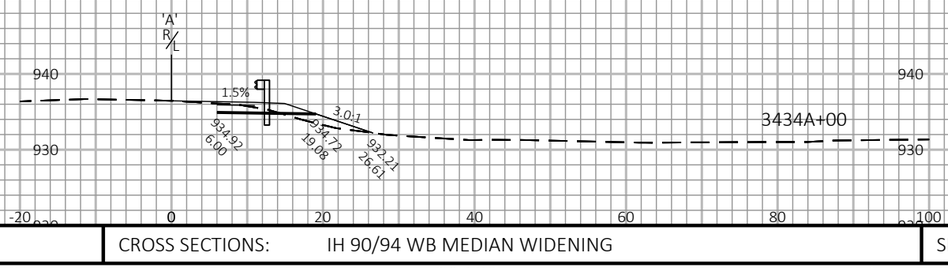


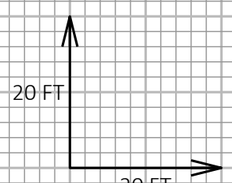












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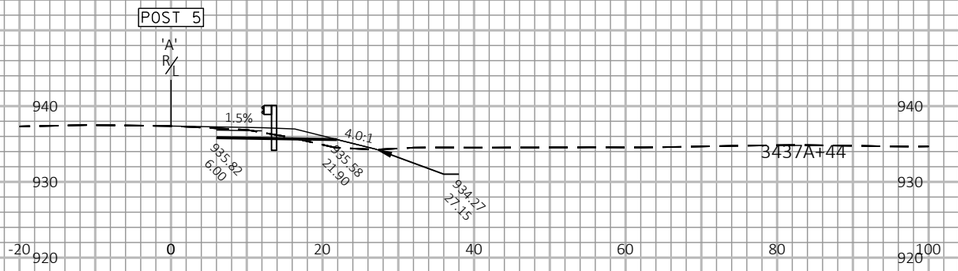
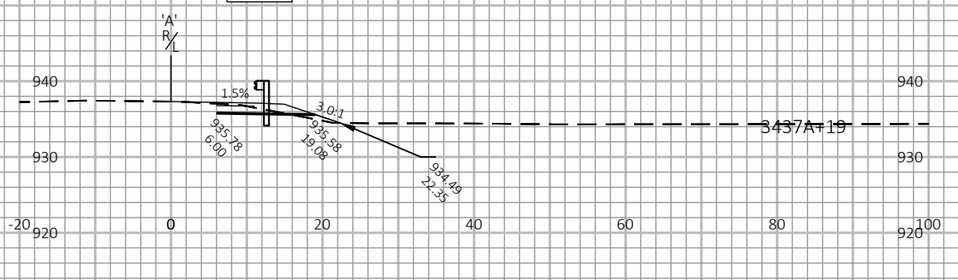
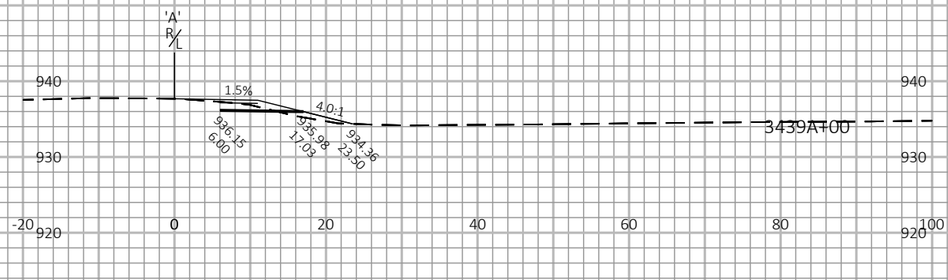
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

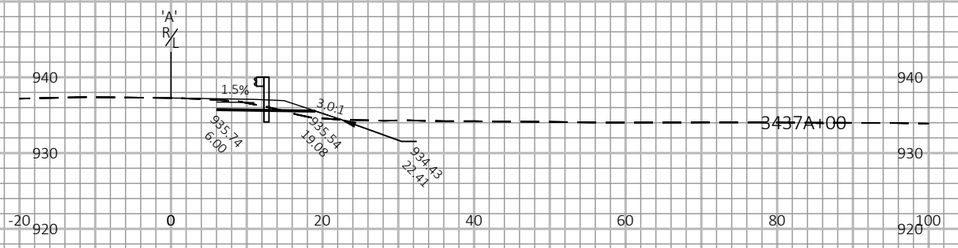
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 2

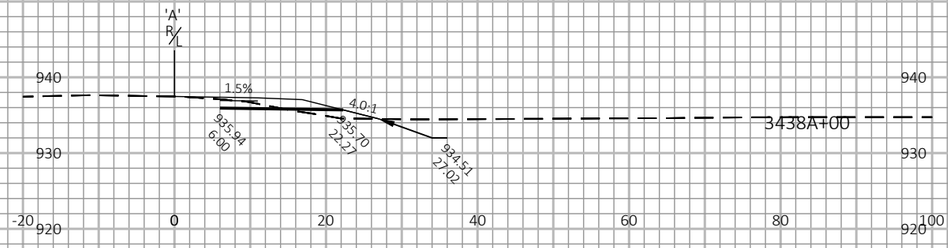
PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

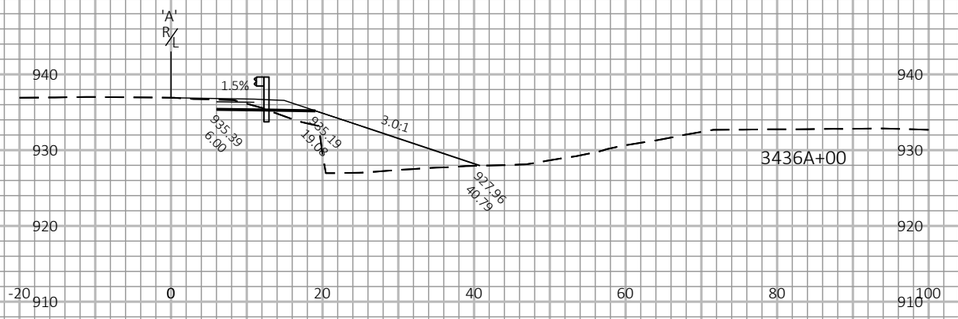


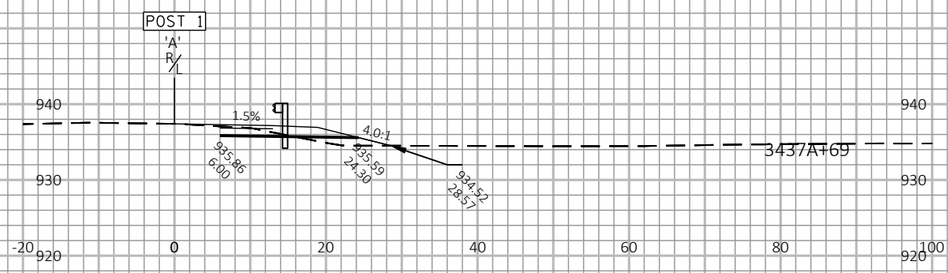


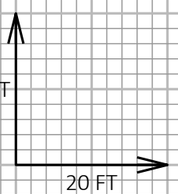












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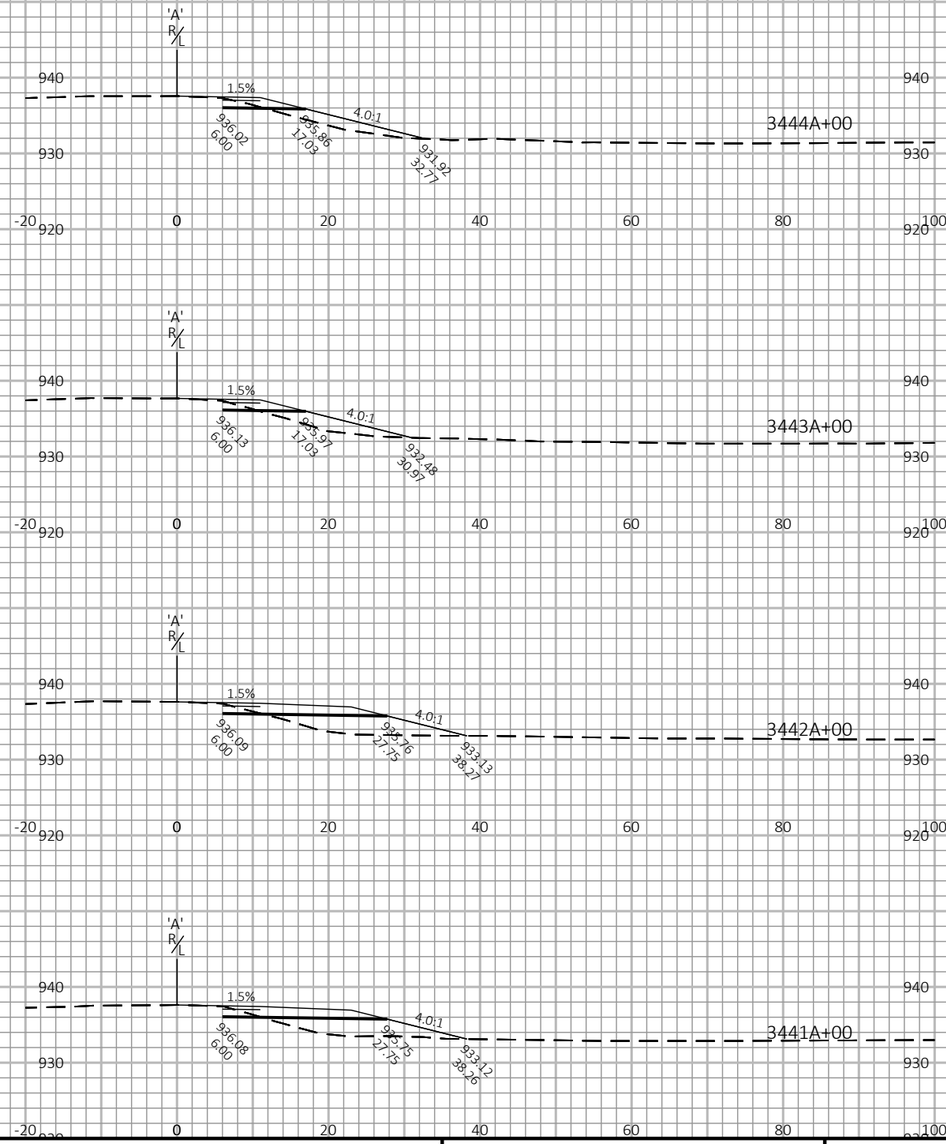
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 3

PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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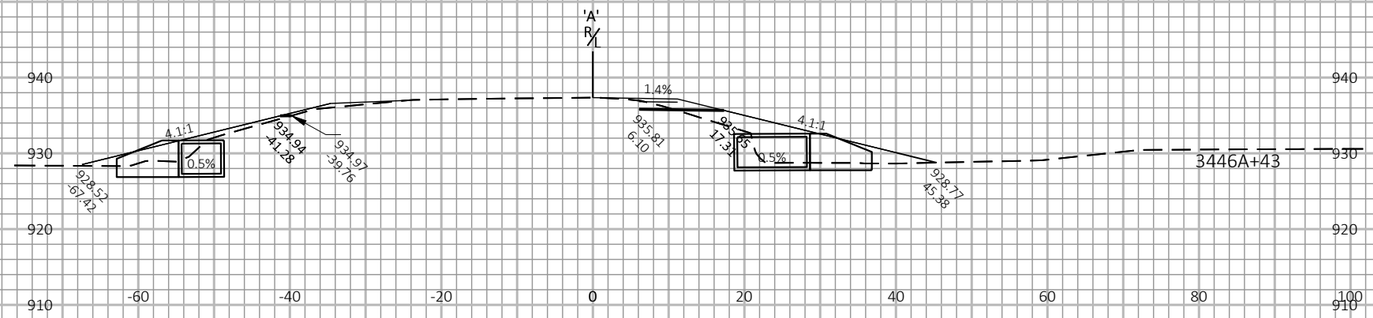
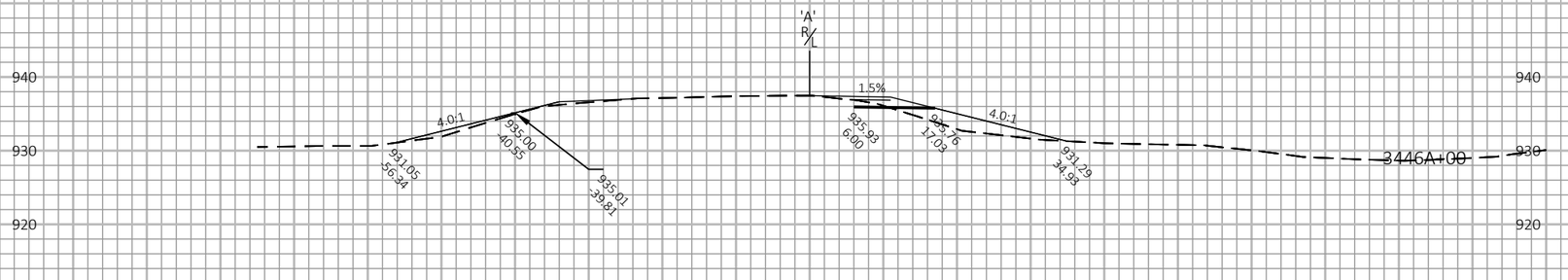
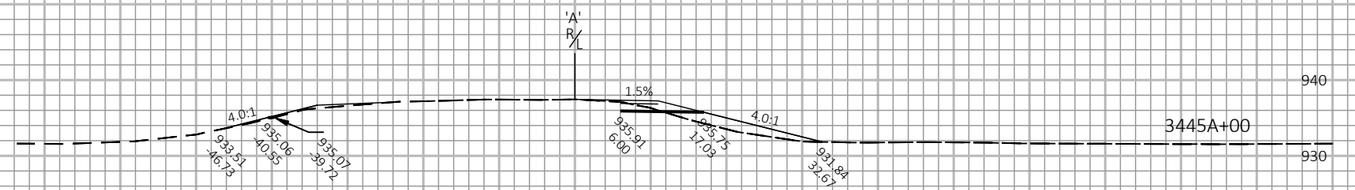
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

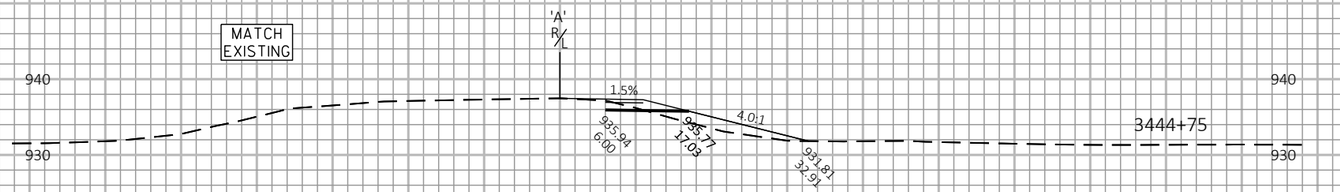
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 4

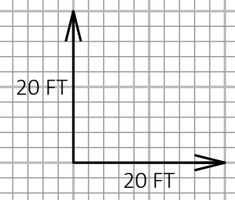
PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.











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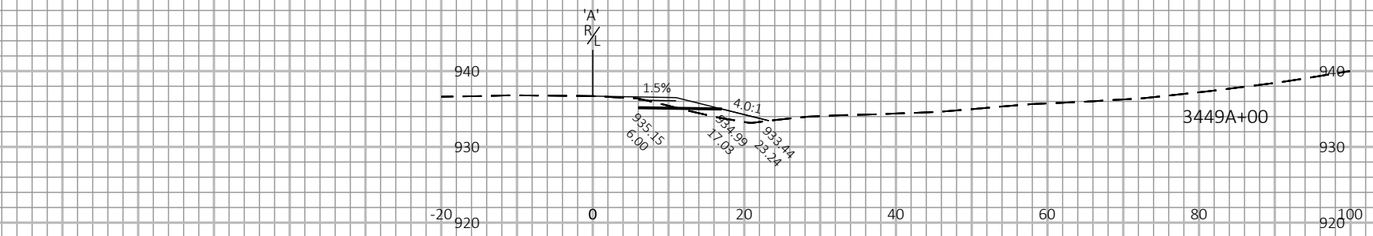
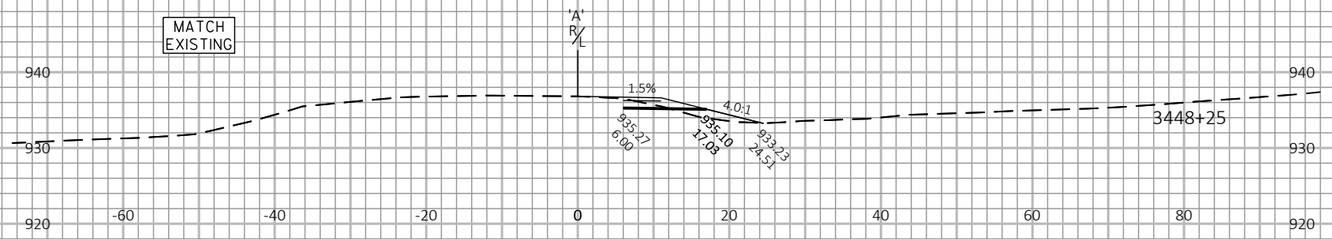
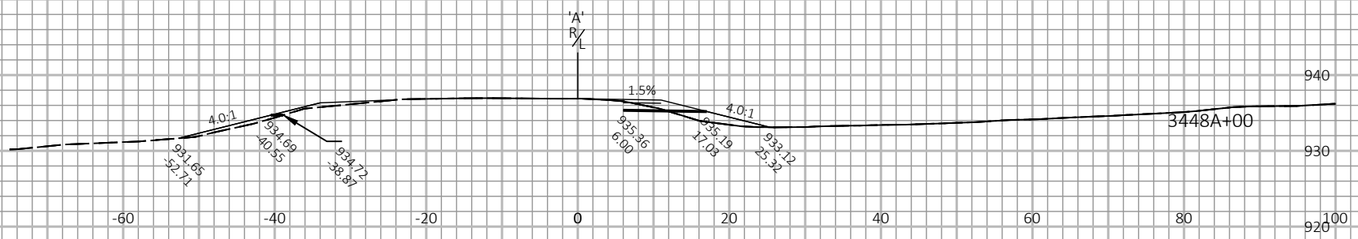
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

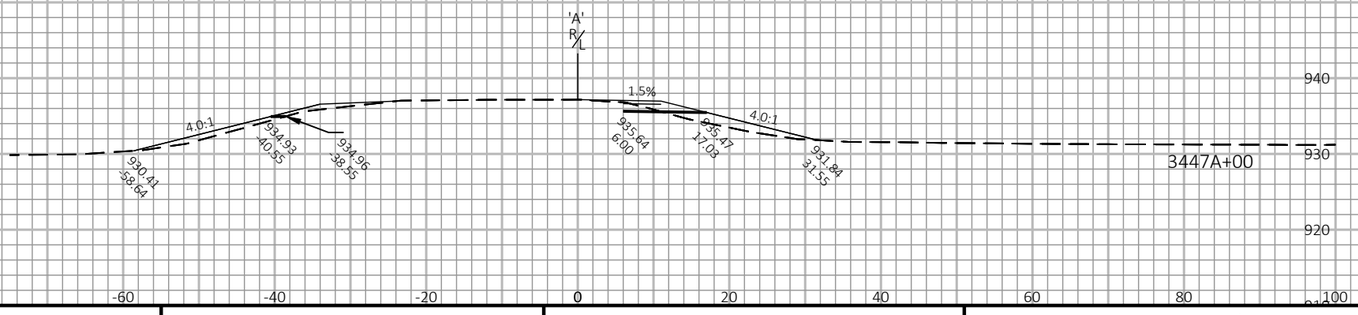
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 5

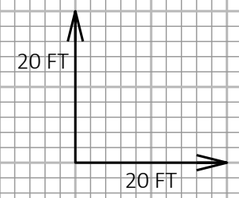
PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.











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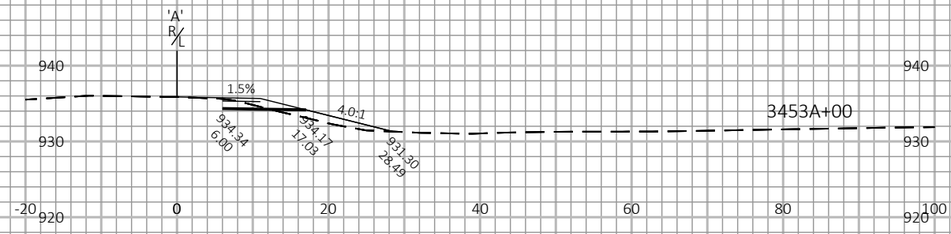
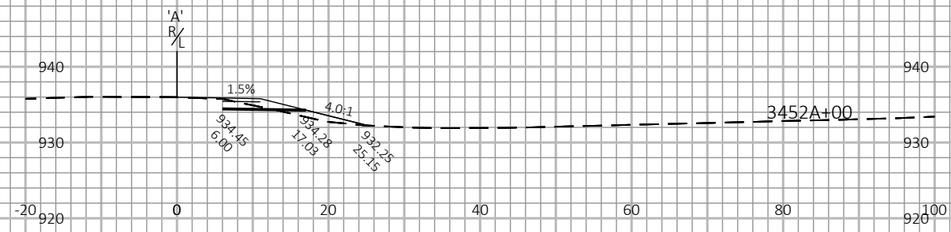
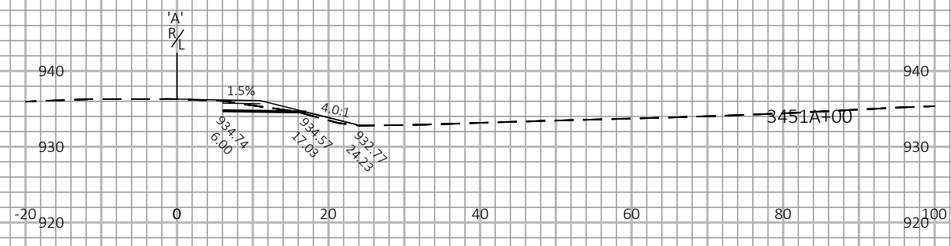
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

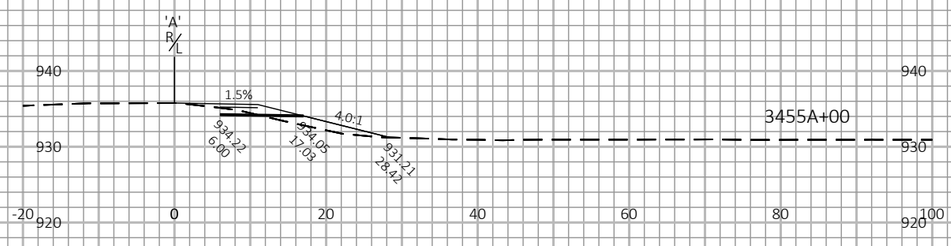
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 6

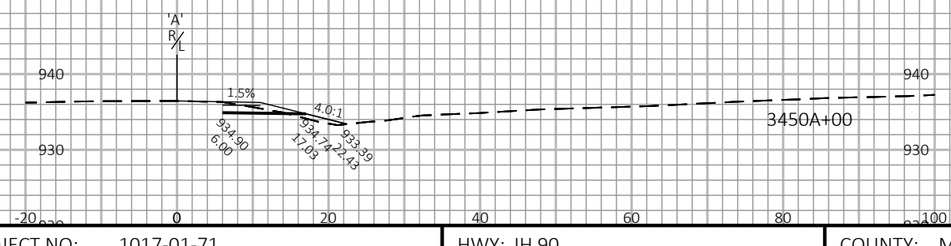
PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

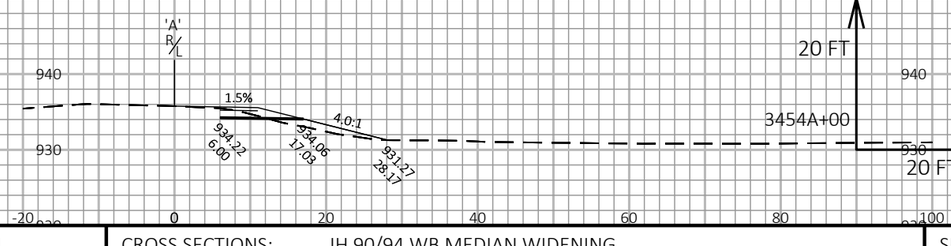












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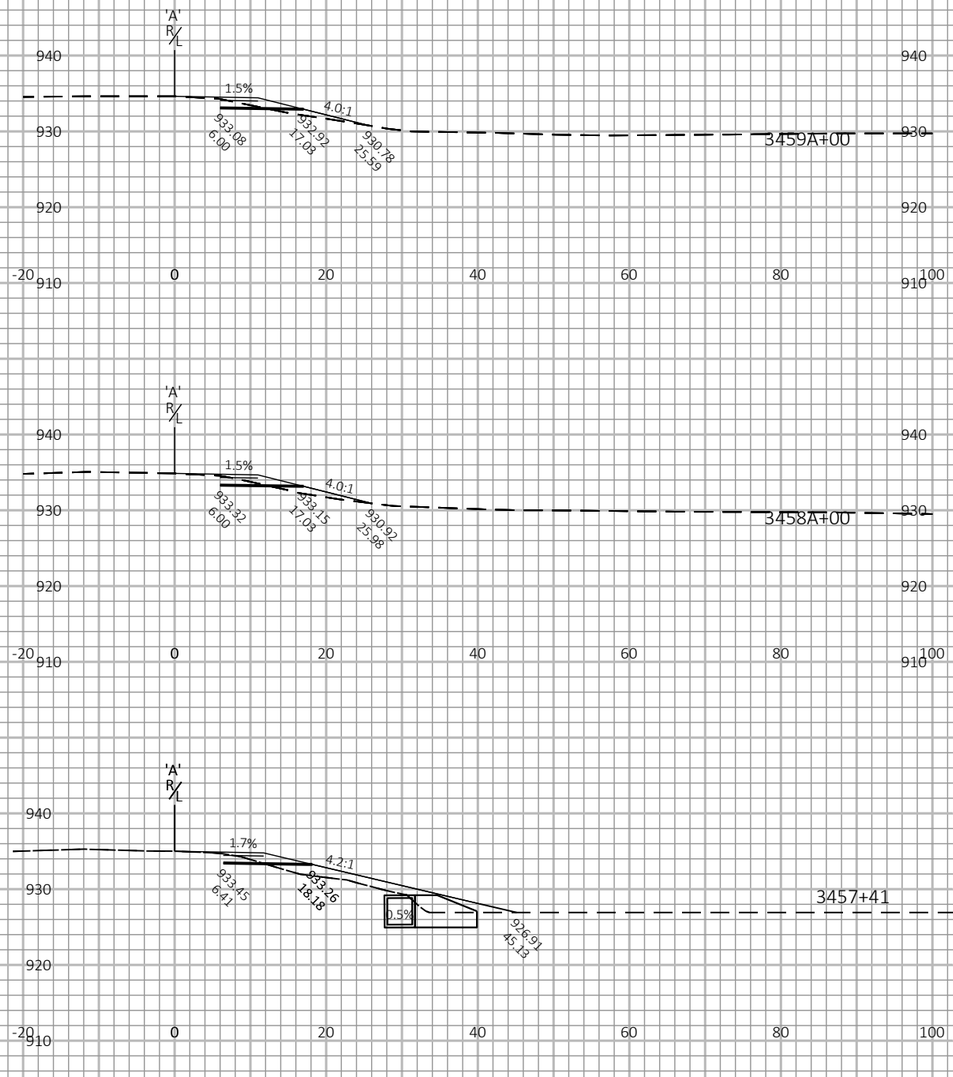
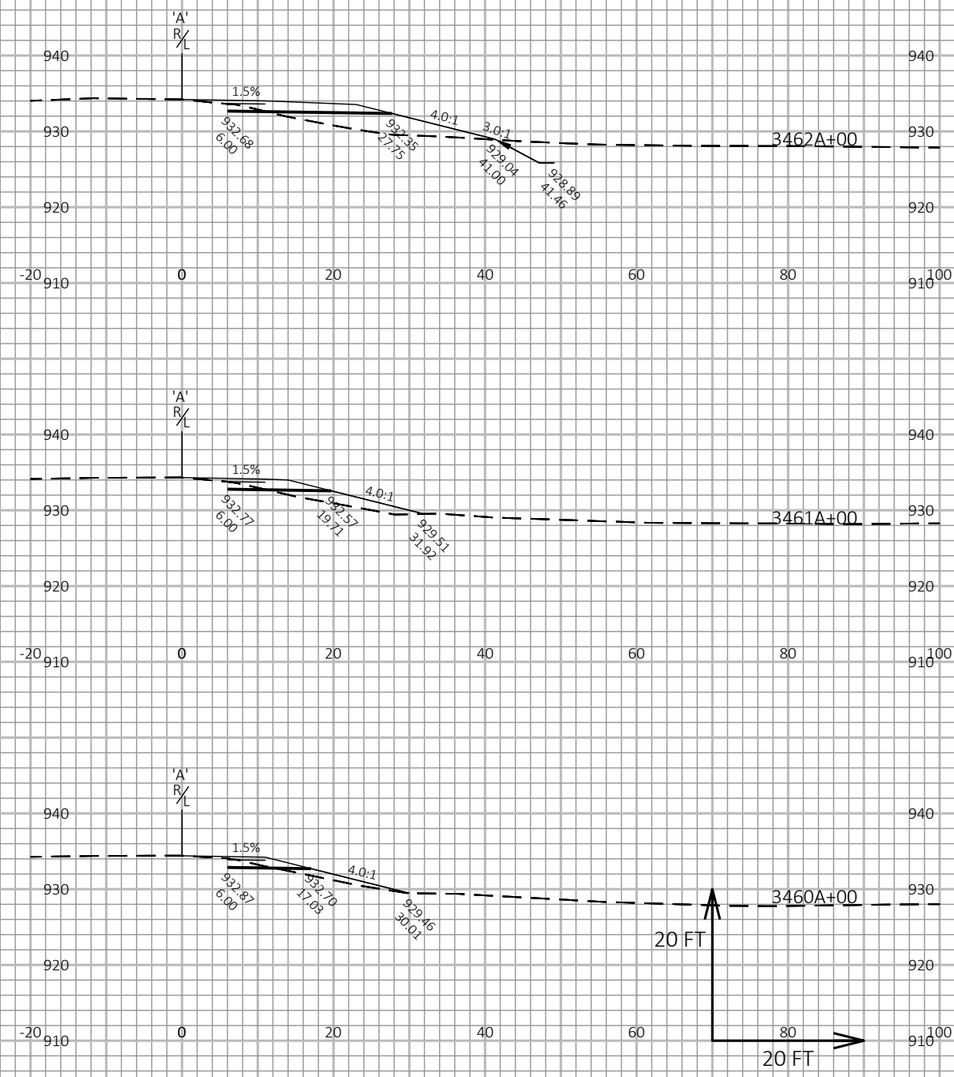
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 7

PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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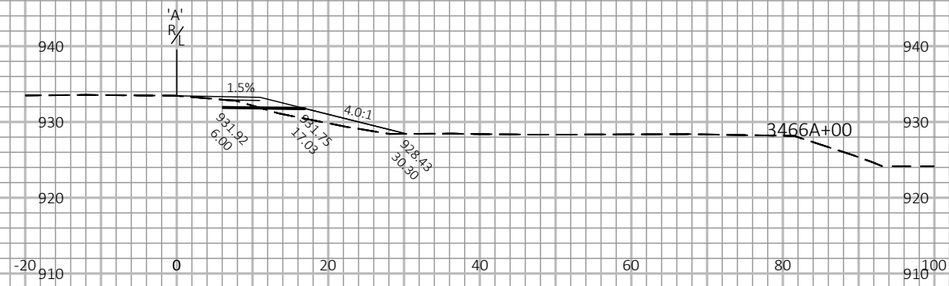
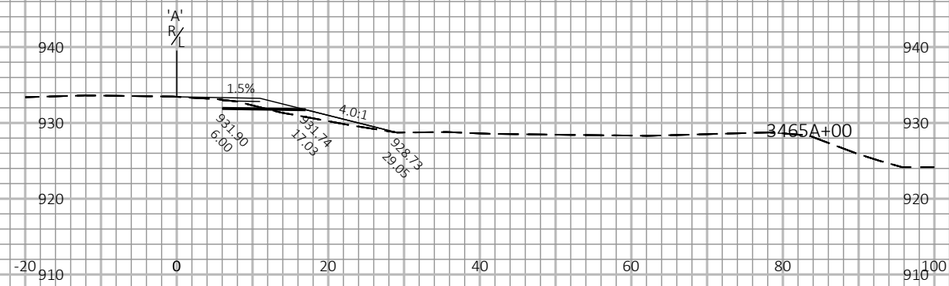
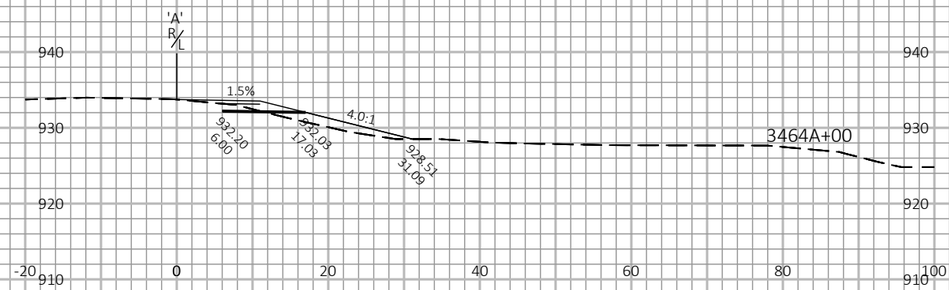
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

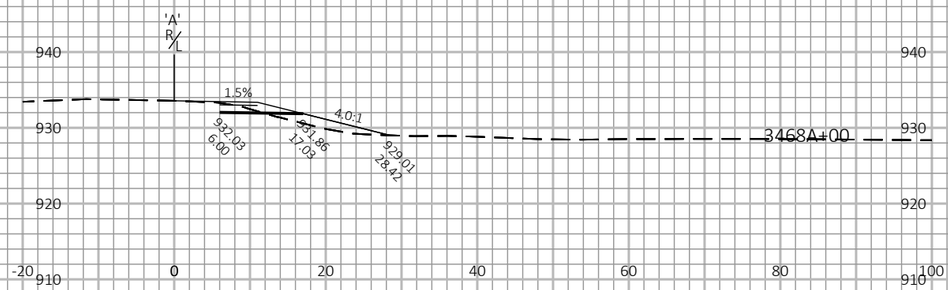
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 8

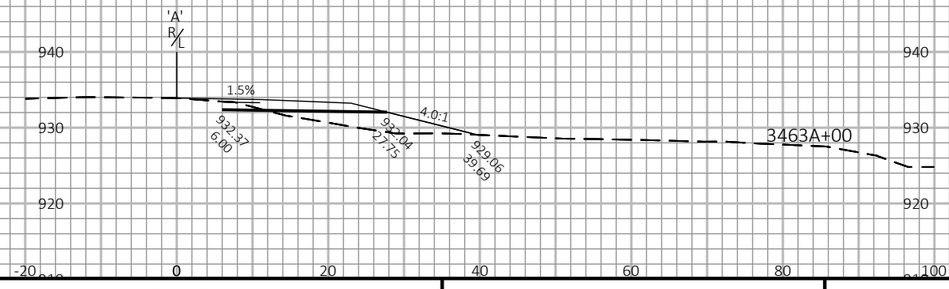
PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

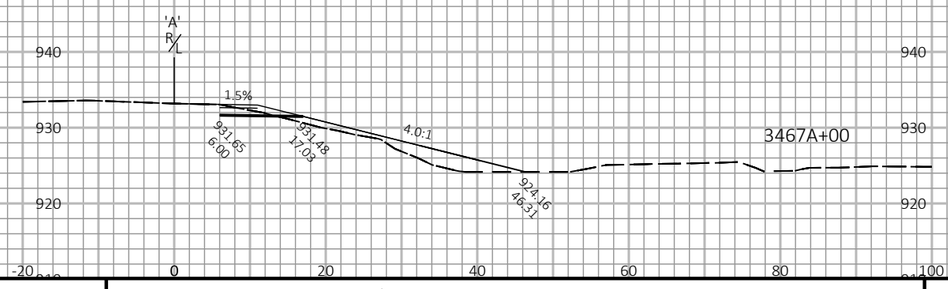












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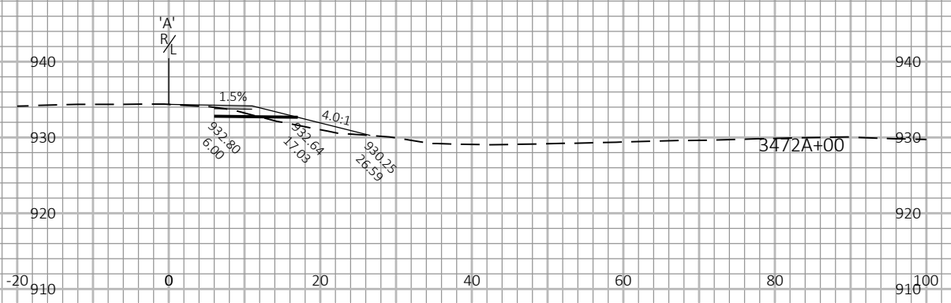
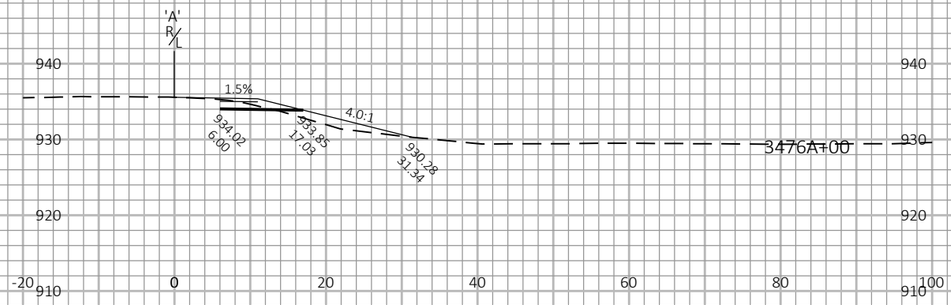
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

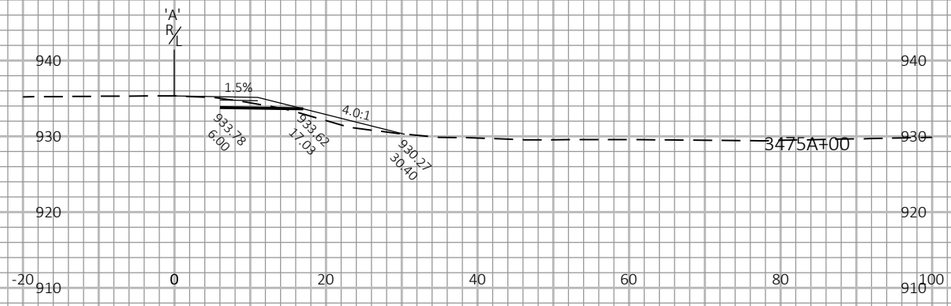
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090136_XS.DWG
LAYOUT NAME - 9

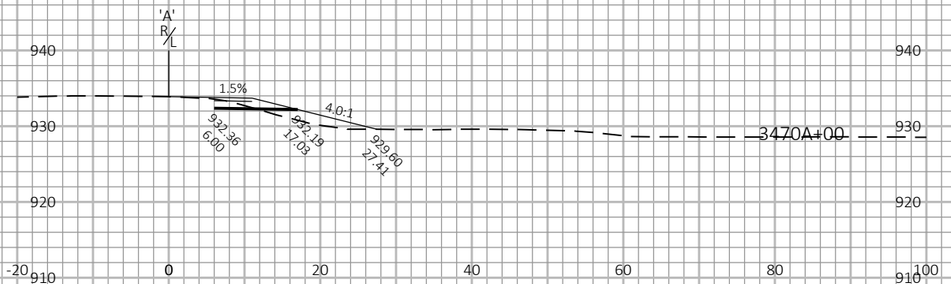
PLOT DATE : 3/24/2022 11:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

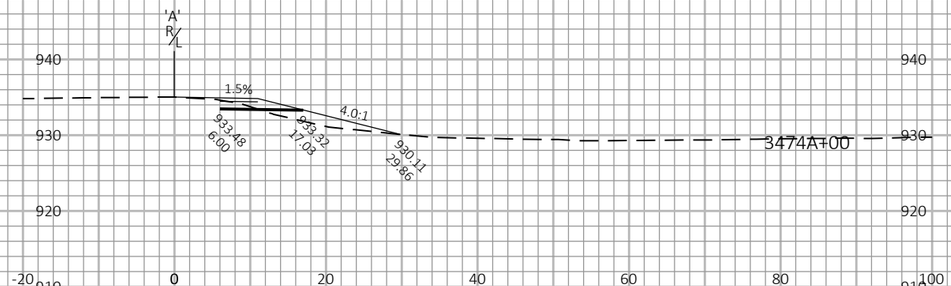
WISDOT/CADDS SHEET 49

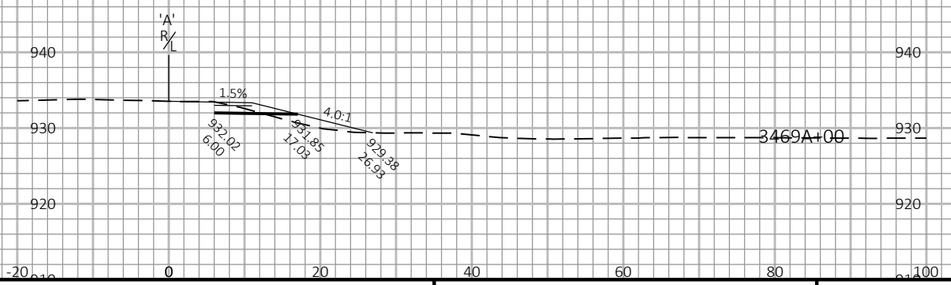


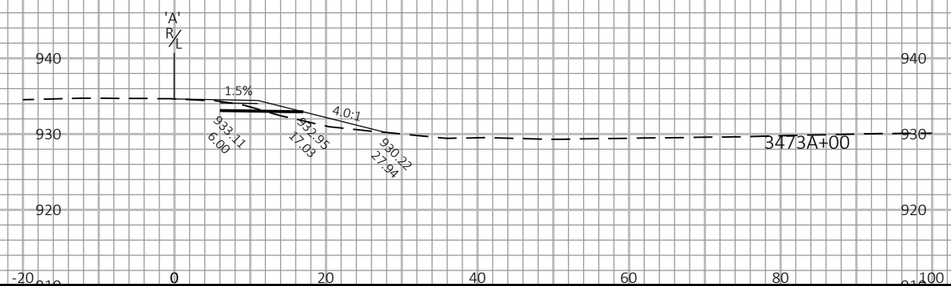


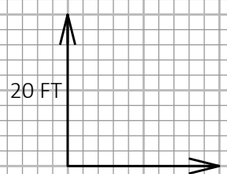












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090138_XS.DWG
LAYOUT NAME - 1

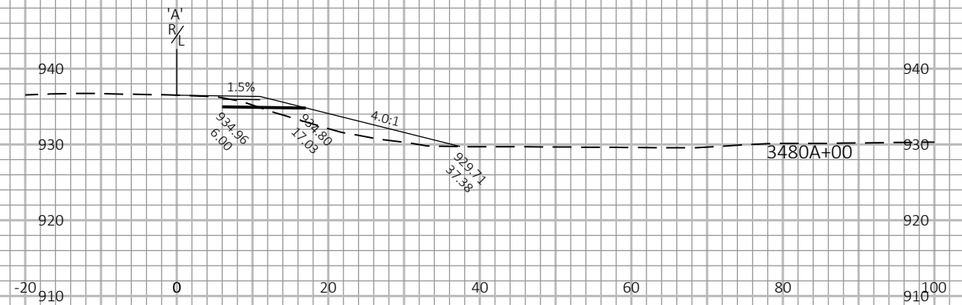
PLOT DATE : 8/31/2021 2:46 PM

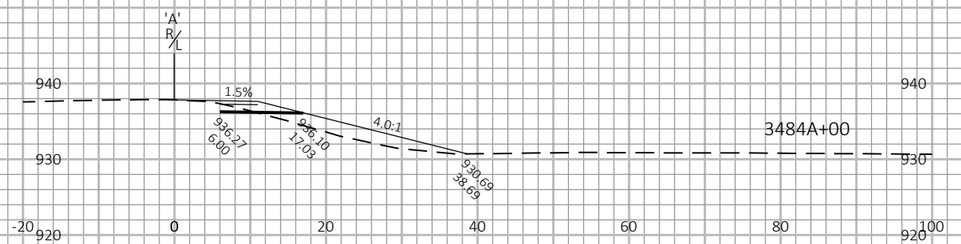
PLOT BY : GREINER JR, MICHAEL

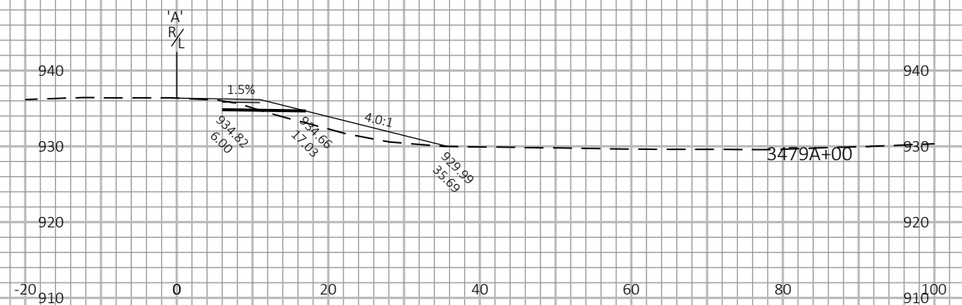
PLOT NAME :

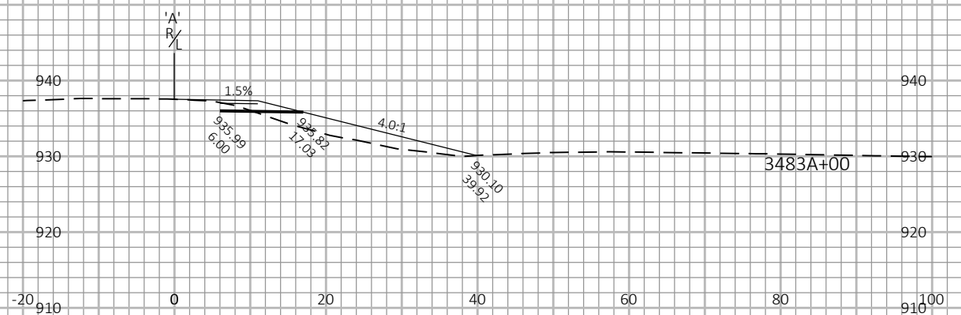
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

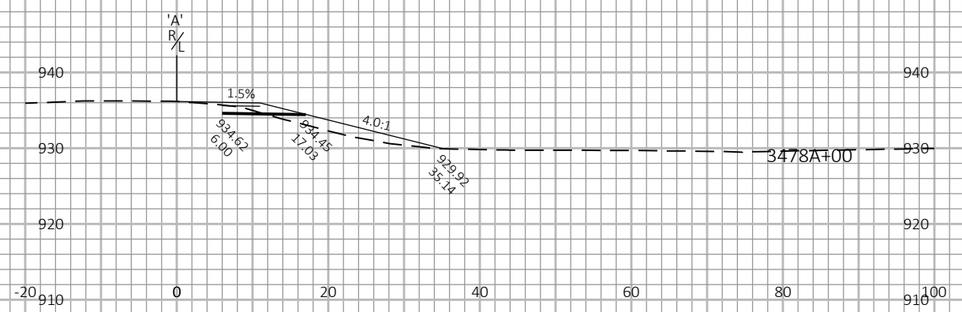
WISDOT/CADDS SHEET 49

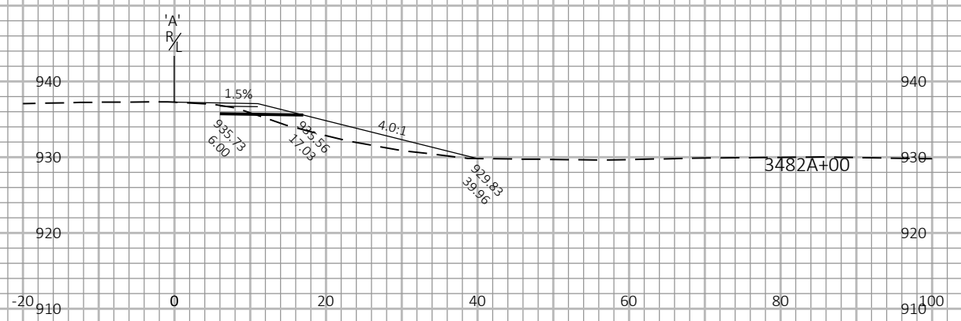


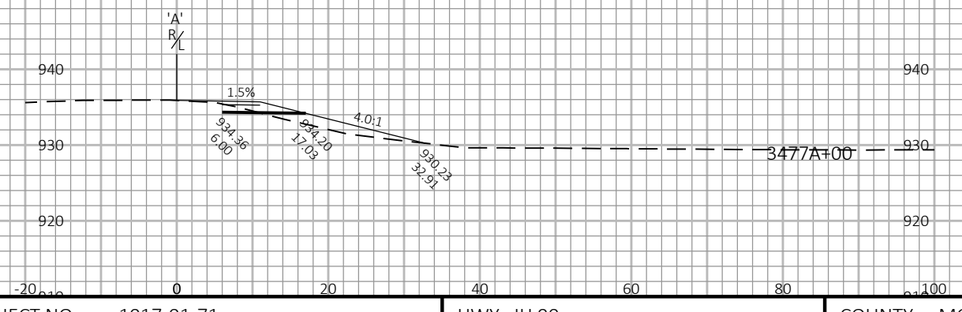


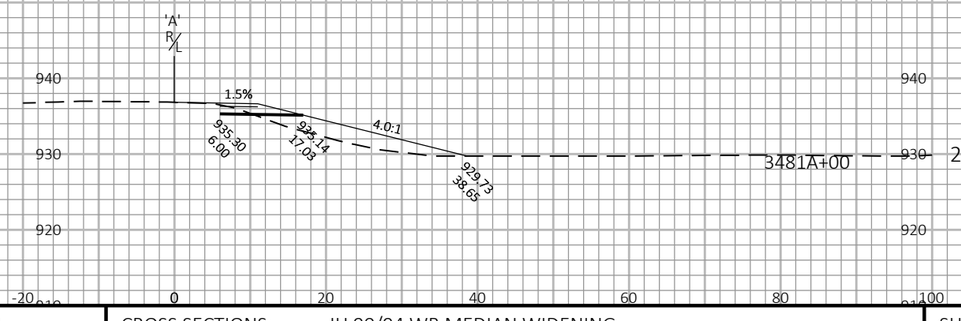


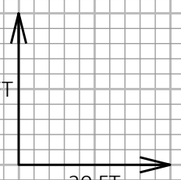












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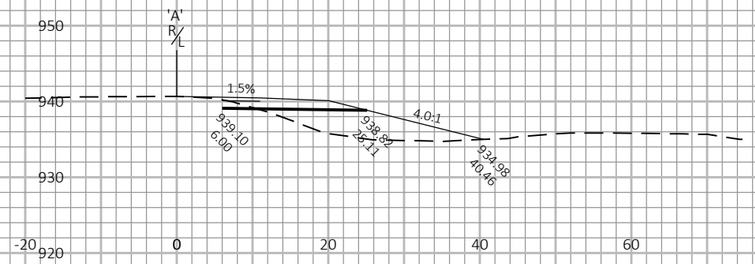
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET E

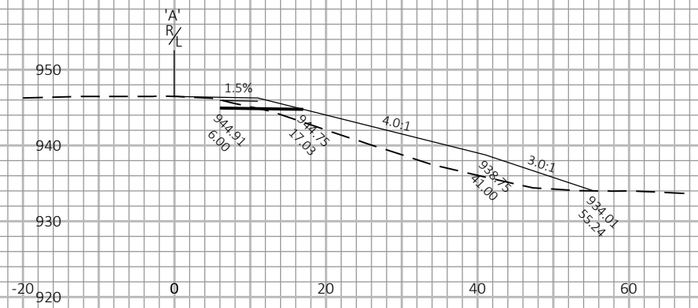
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090138_XS.DWG
LAYOUT NAME - 2

PLOT DATE : 8/31/2021 2:47 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

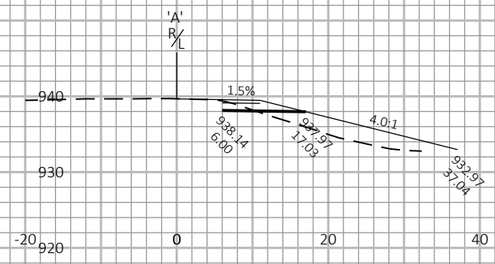
WISDOT/CADDS SHEET 49



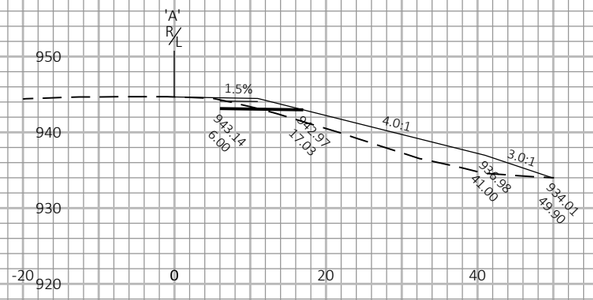
3488A+00



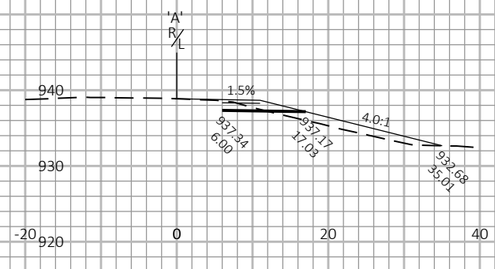
3492A+00



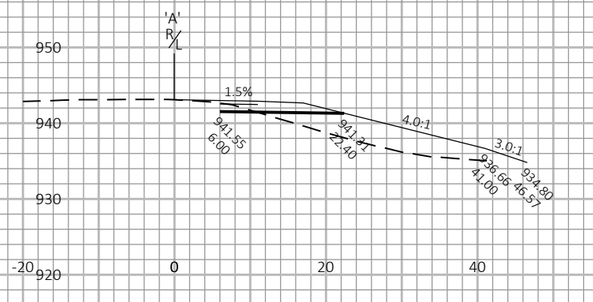
3487A+00



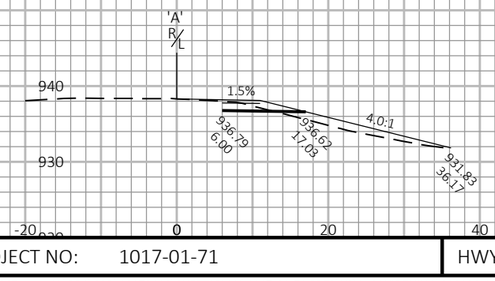
3491A+00



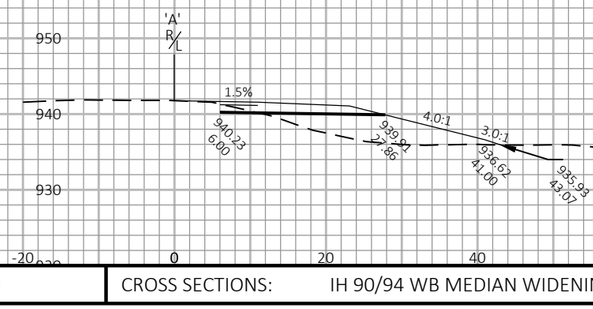
3486A+00



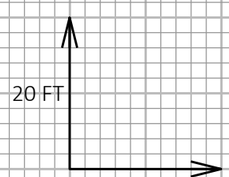
3490A+00



3485A+00



3489A+00



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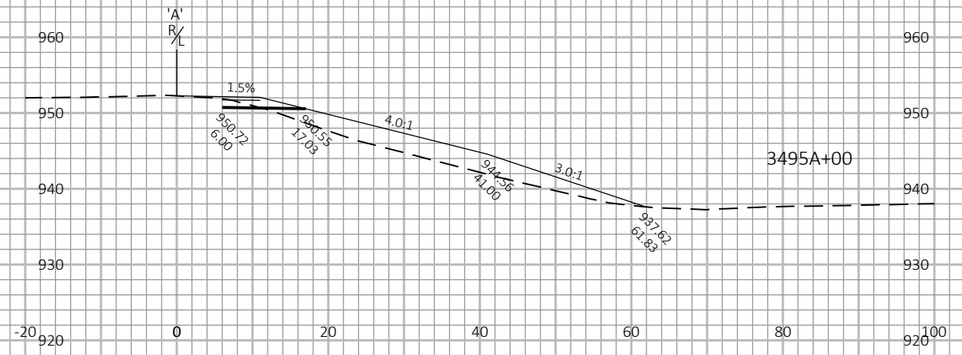
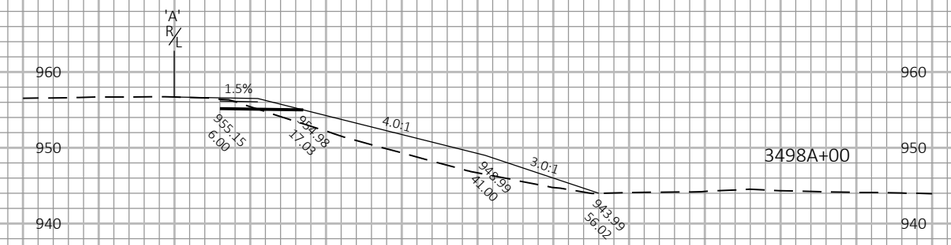
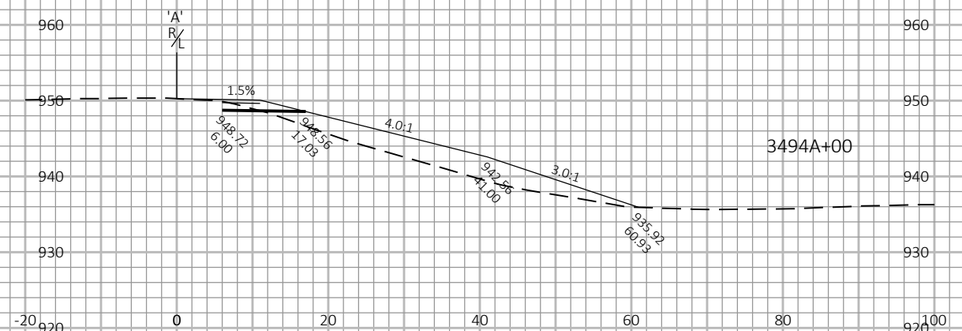
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

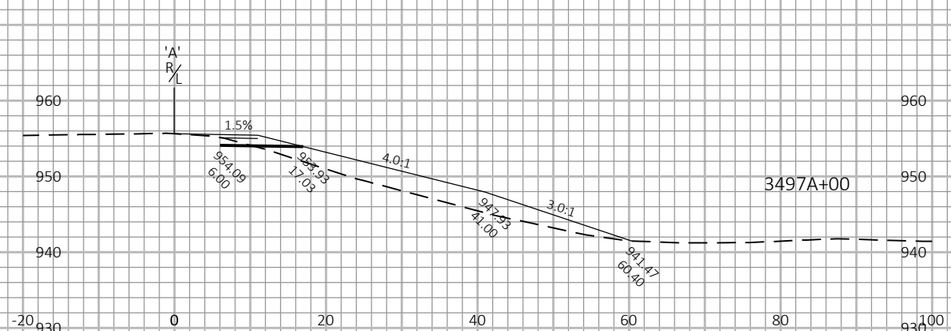
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090138_XS.DWG
LAYOUT NAME - 3

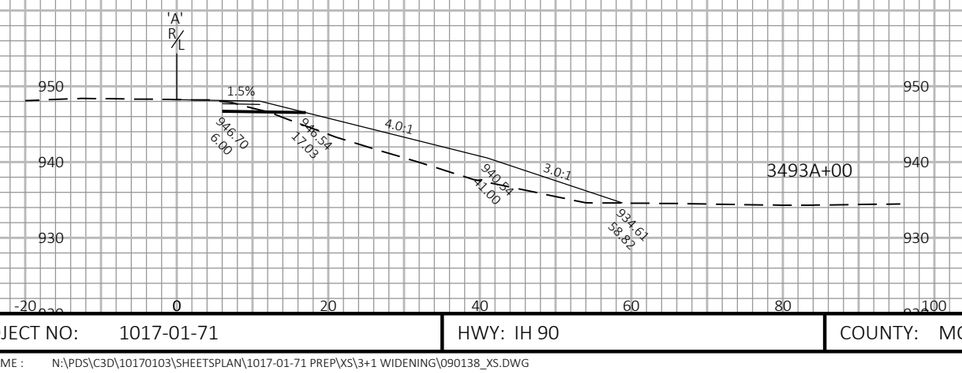
PLOT DATE : 8/31/2021 2:48 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

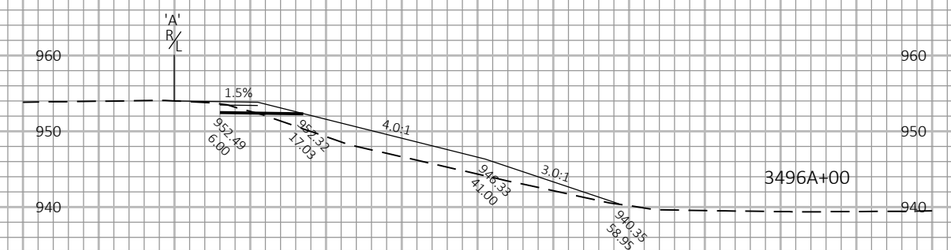












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090138_XS.DWG
LAYOUT NAME - 4

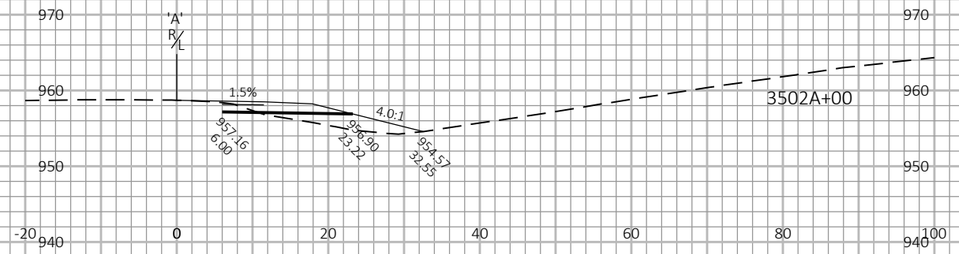
PLOT DATE : 8/31/2021 2:48 PM

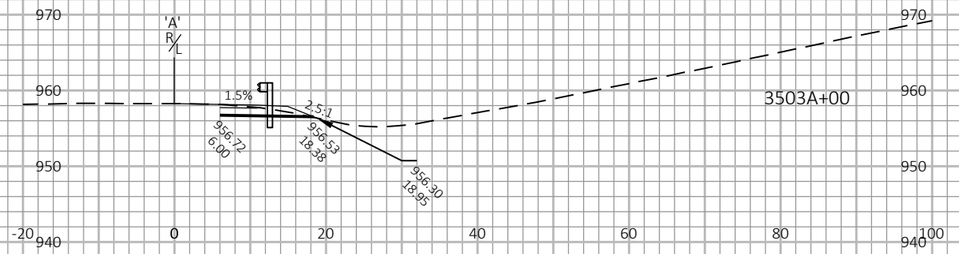
PLOT BY : GREINER JR, MICHAEL

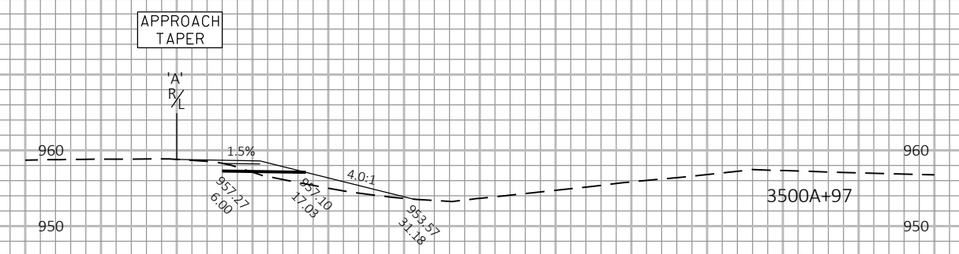
PLOT NAME :

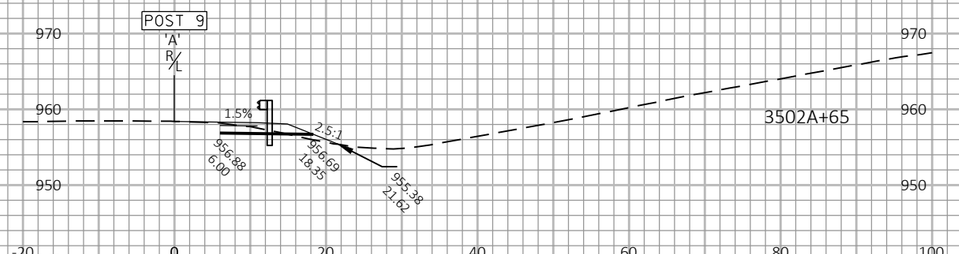
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

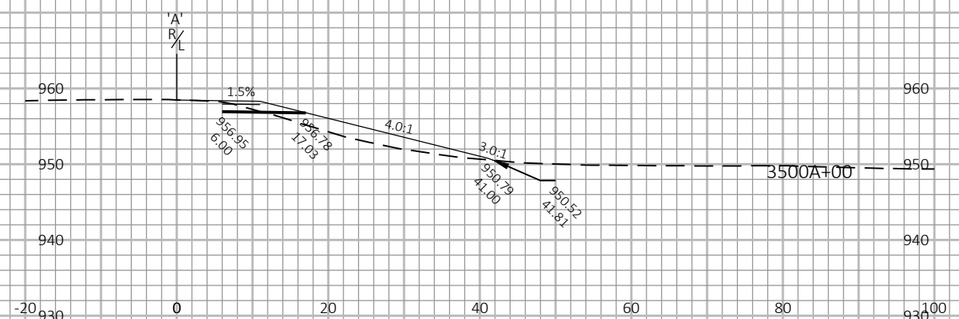
WISDOT/CADDS SHEET 49

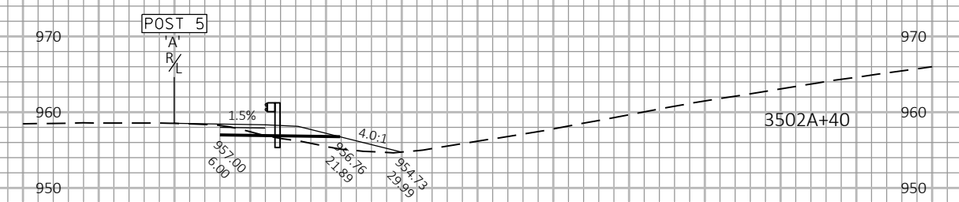


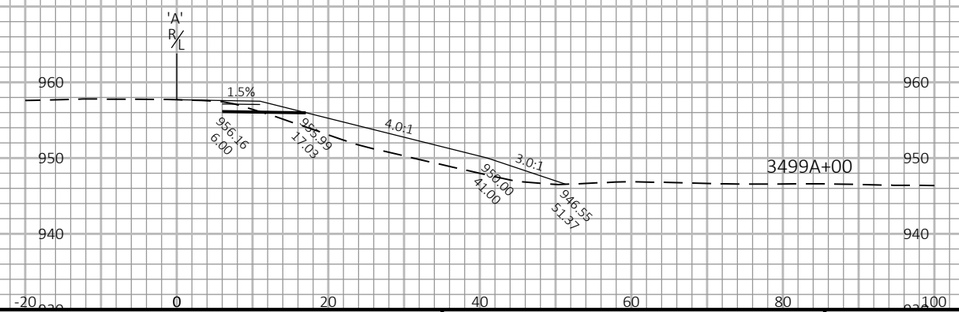


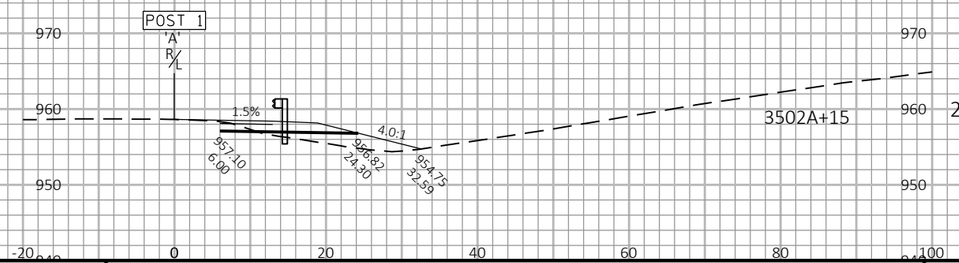












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090138_XS.DWG
LAYOUT NAME - 5

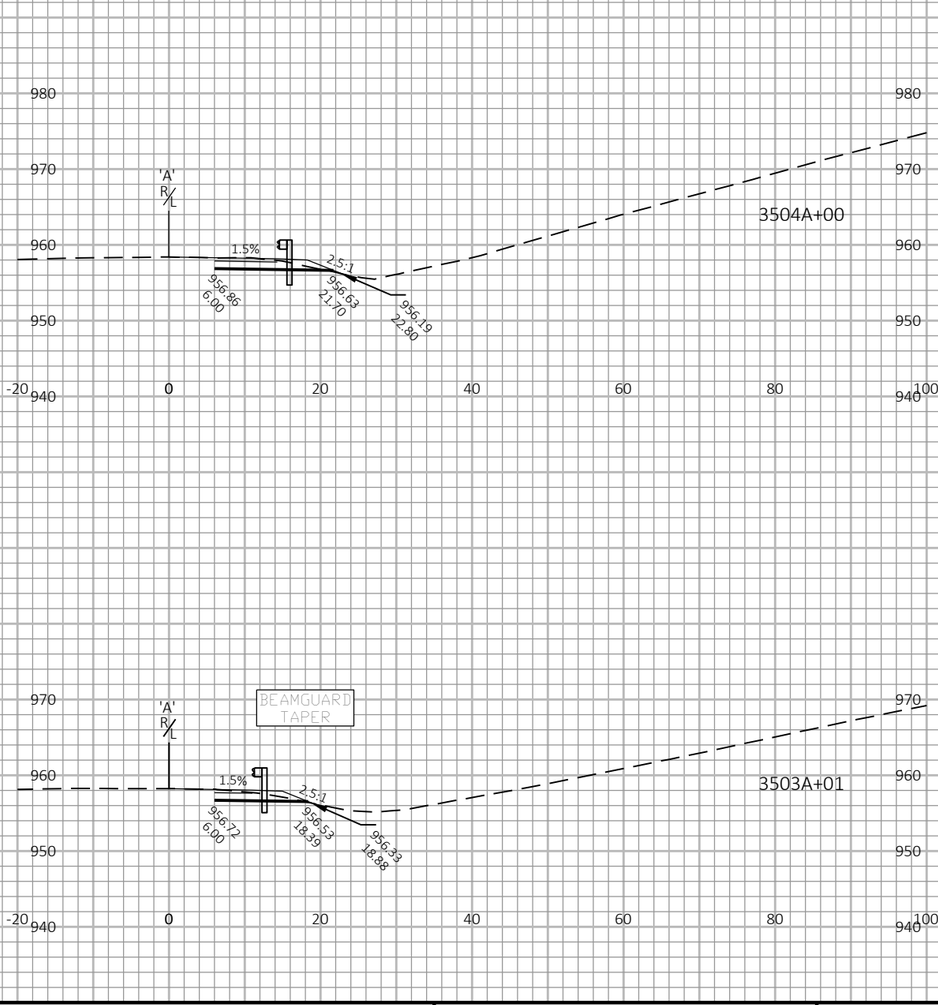
PLOT DATE : 8/31/2021 2:49 PM

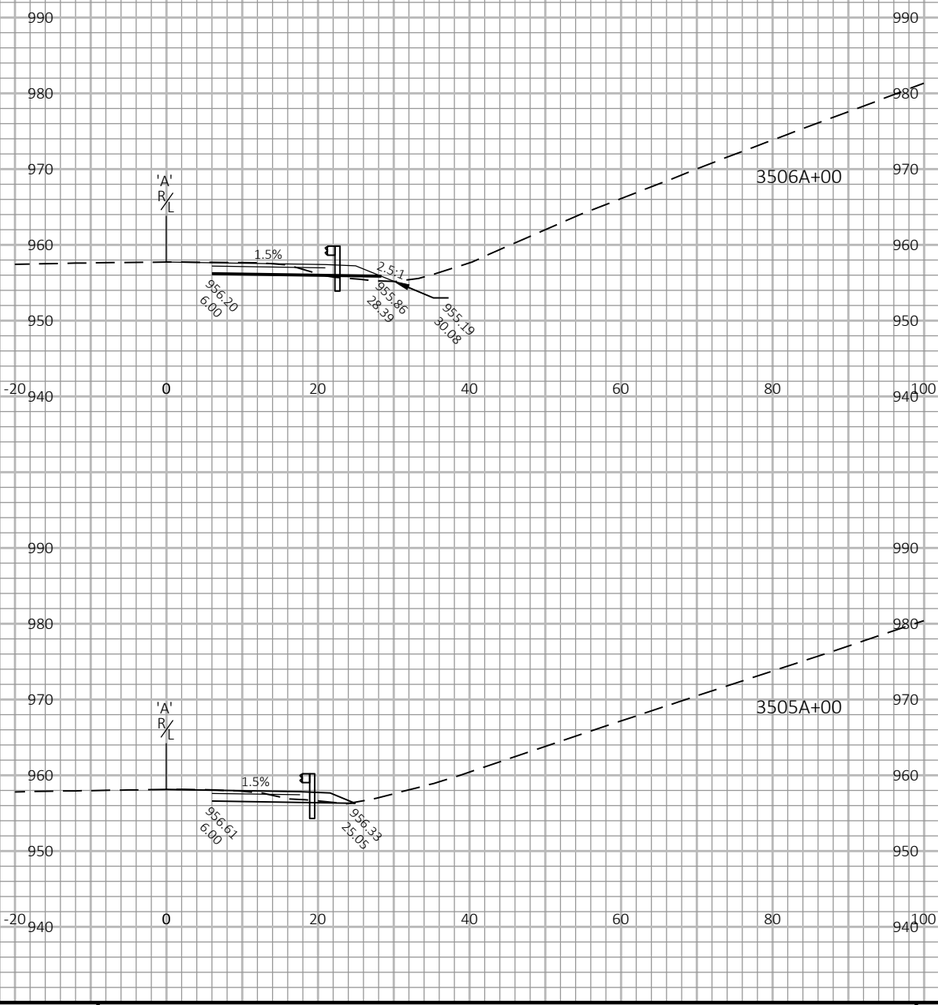
PLOT BY : GREINER JR, MICHAEL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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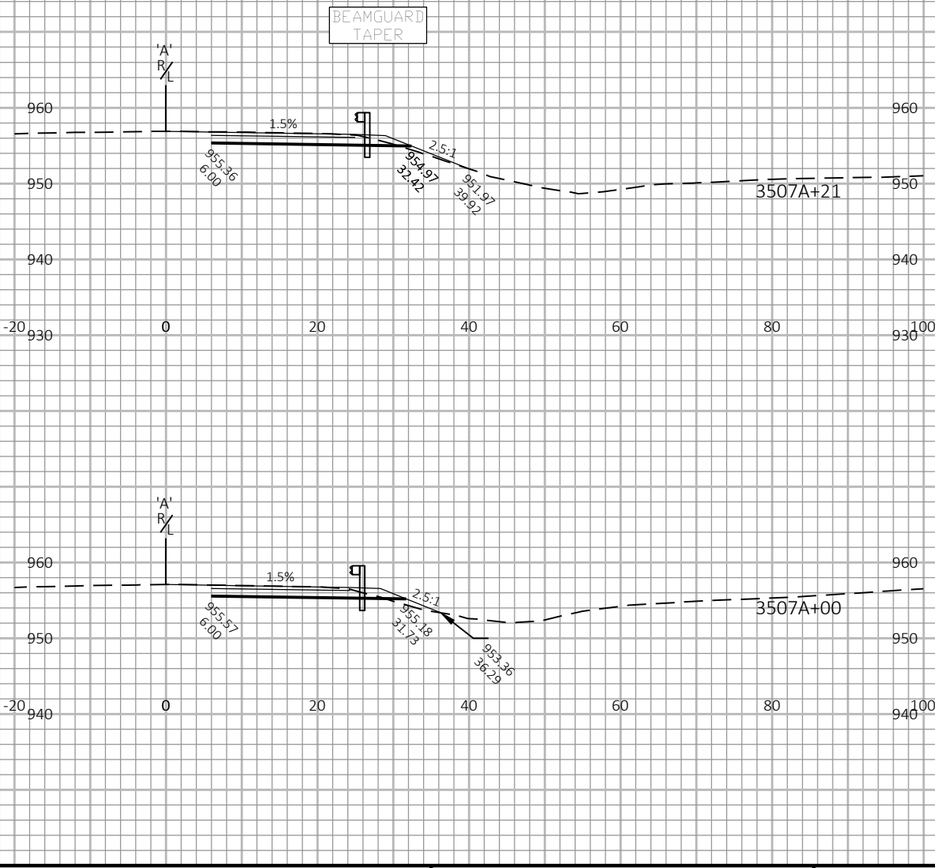
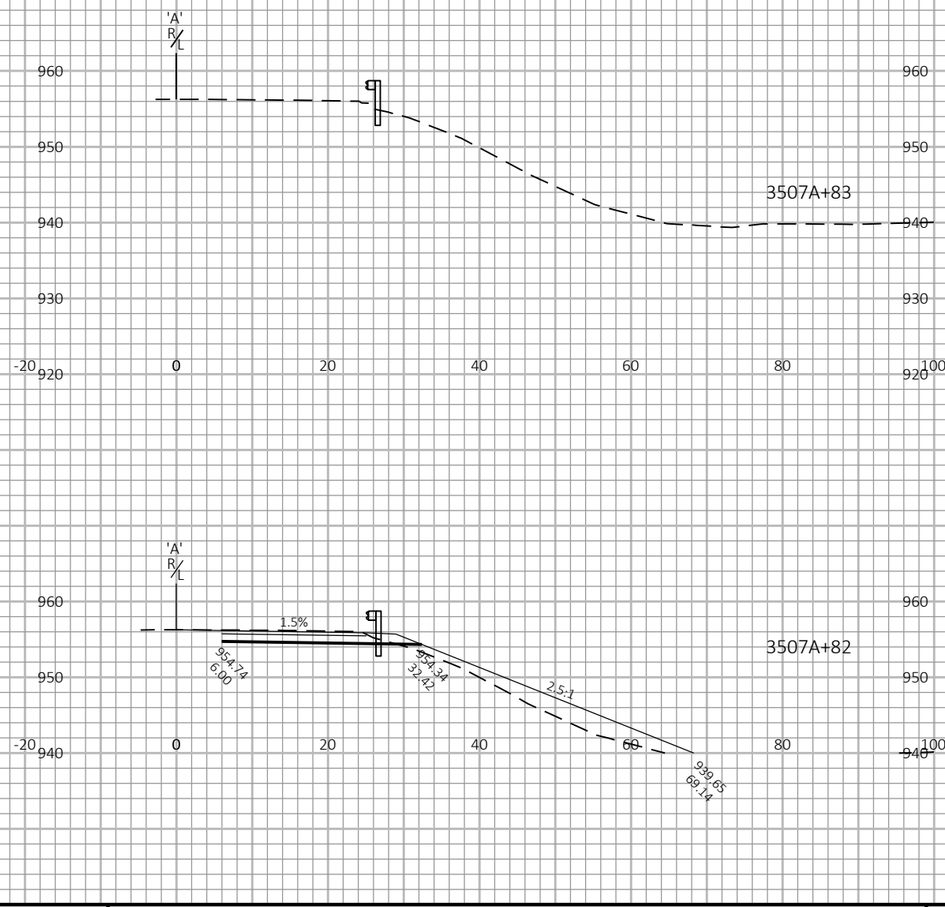
9

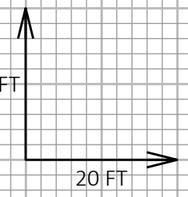
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090138_XS.DWG
LAYOUT NAME - 6

PLOT DATE : 8/31/2021 2:50 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090138_XS.DWG
LAYOUT NAME - 7

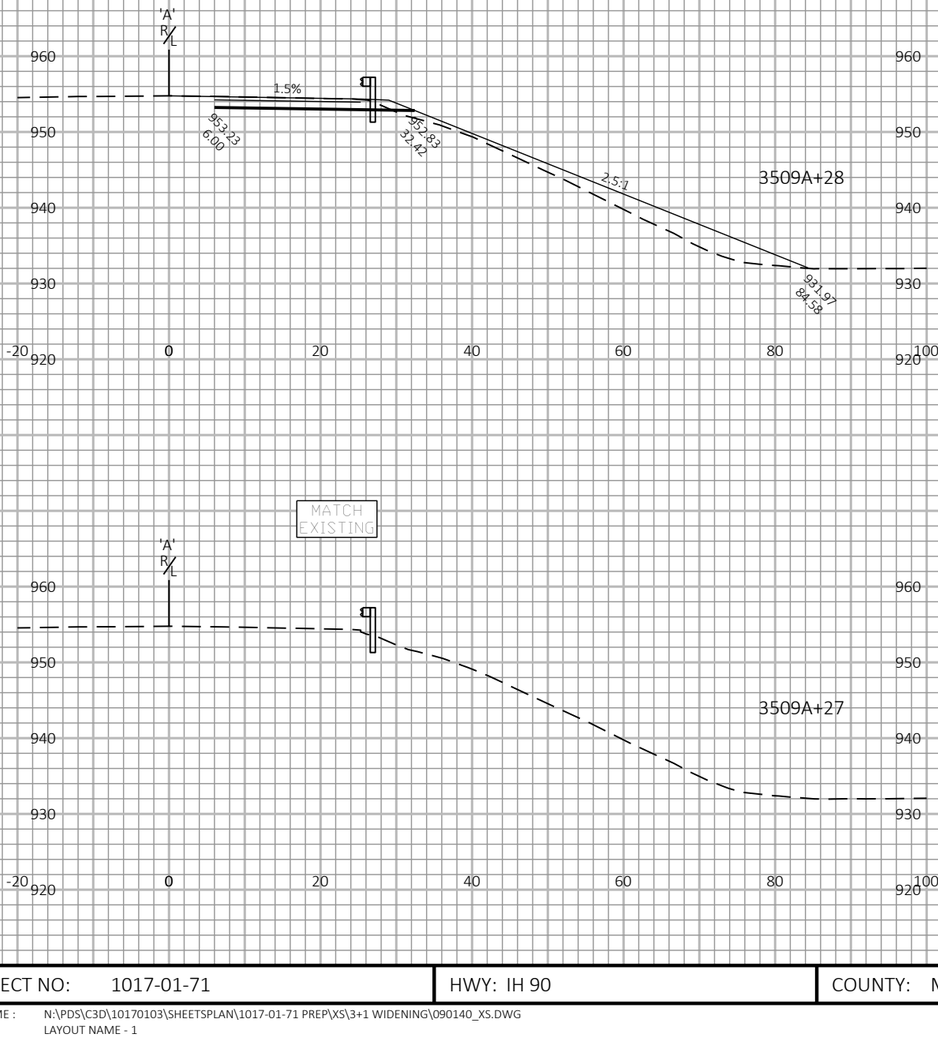
PLOT DATE : 8/31/2021 2:50 PM

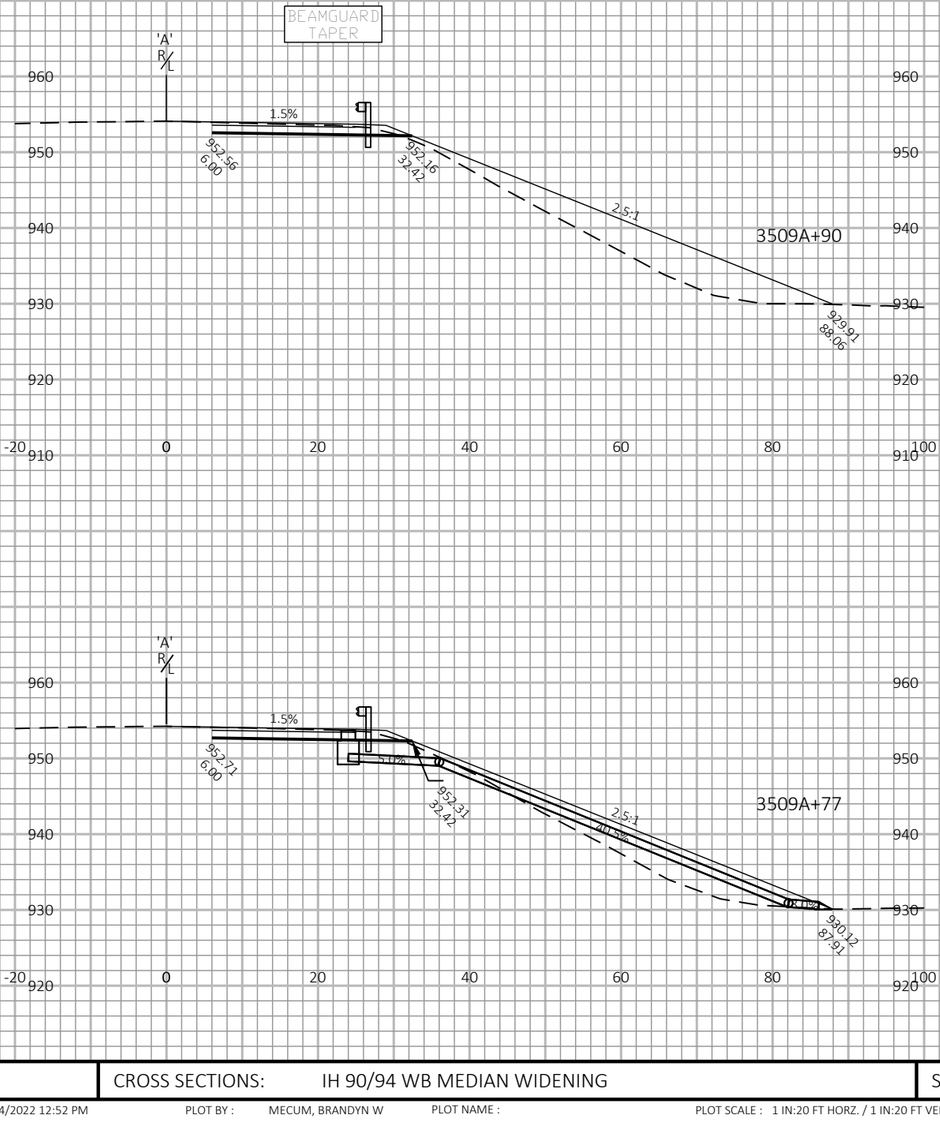
PLOT BY : GREINER JR, MICHAEL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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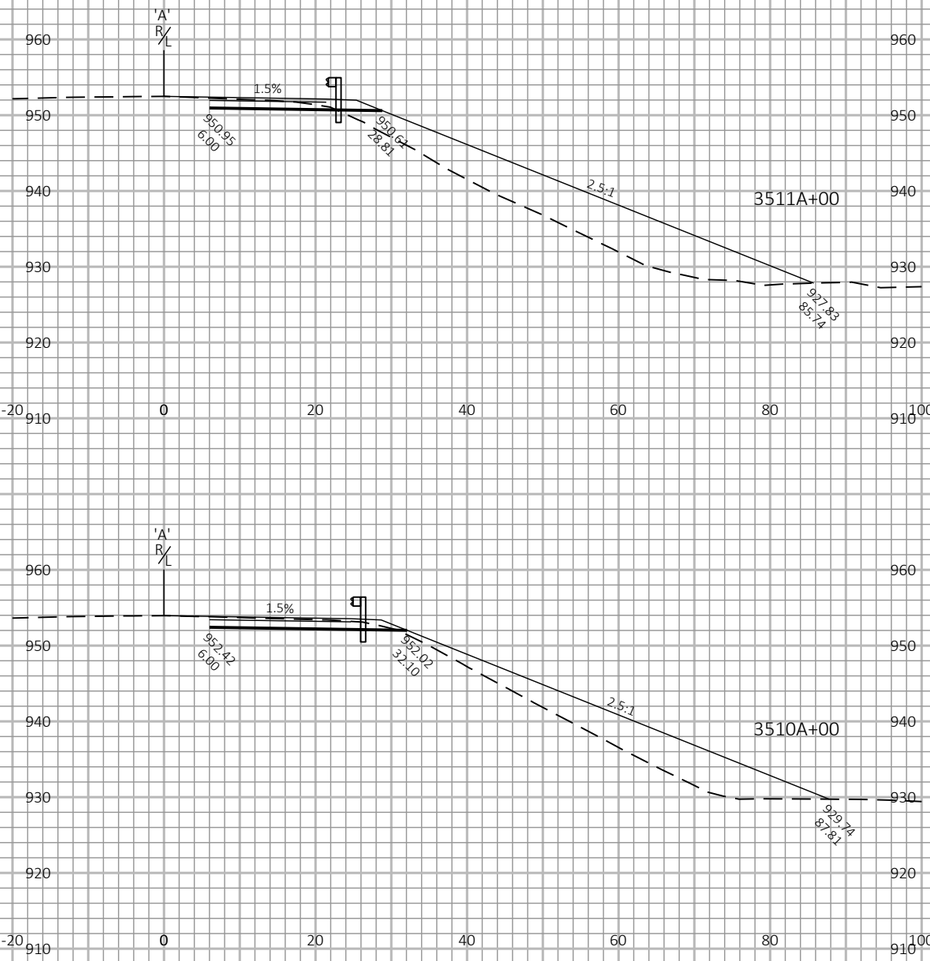
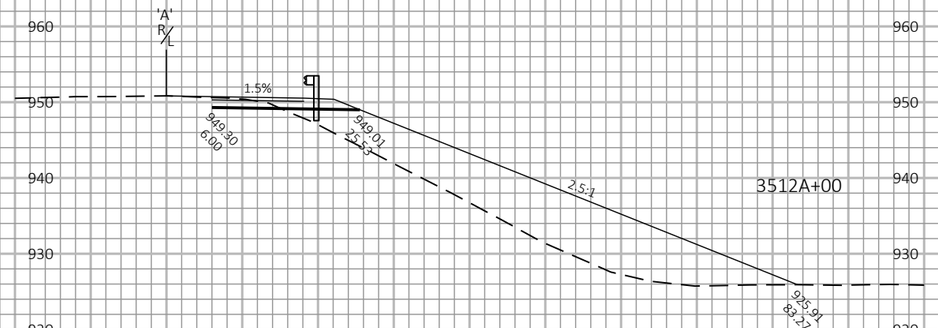
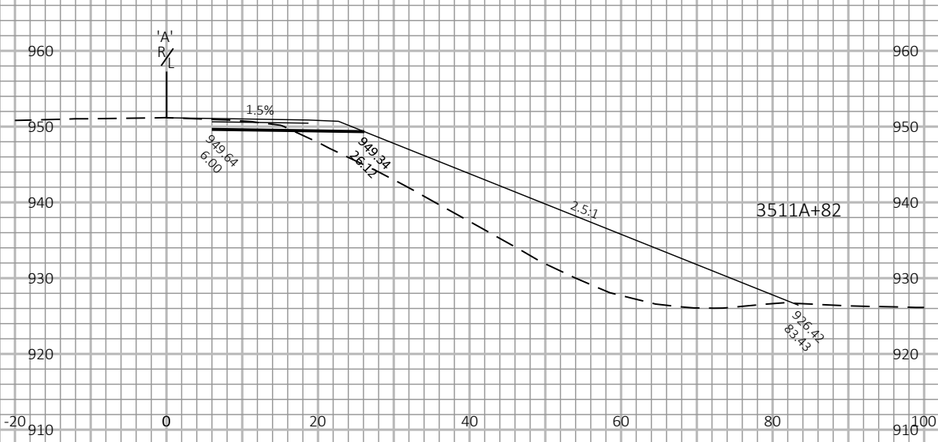
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 1

PLOT DATE : 3/24/2022 12:52 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







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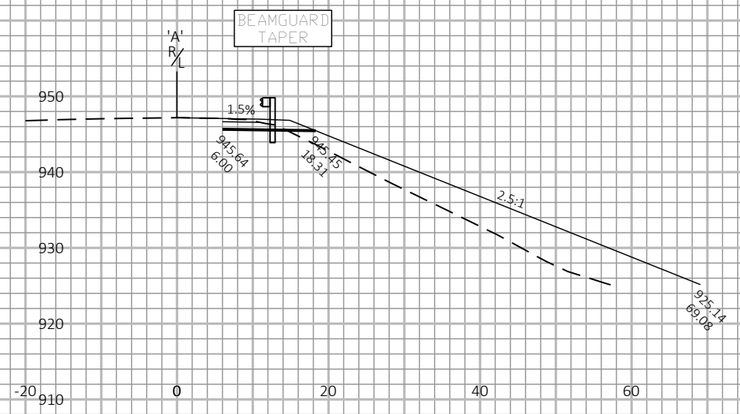
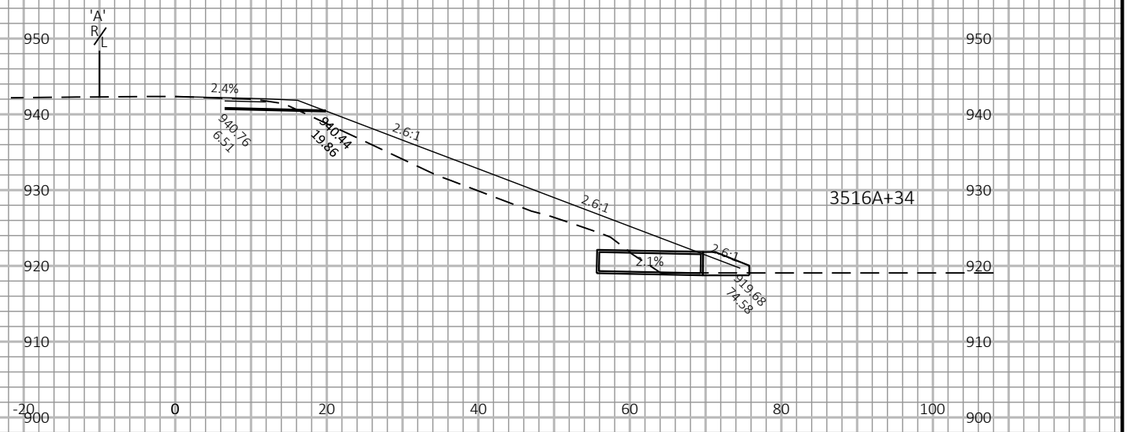
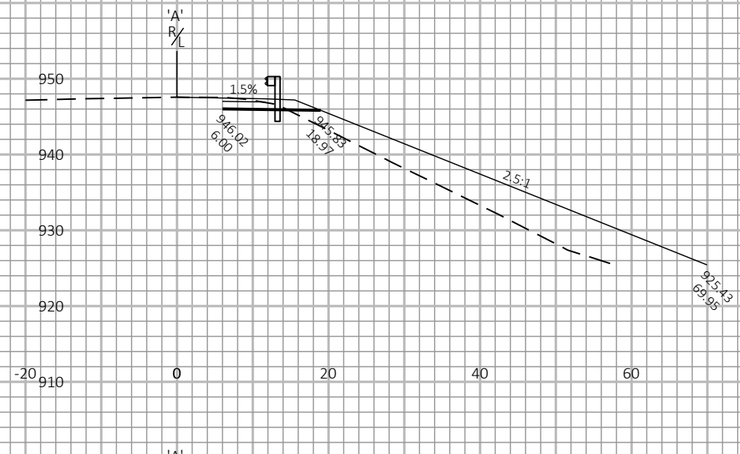
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

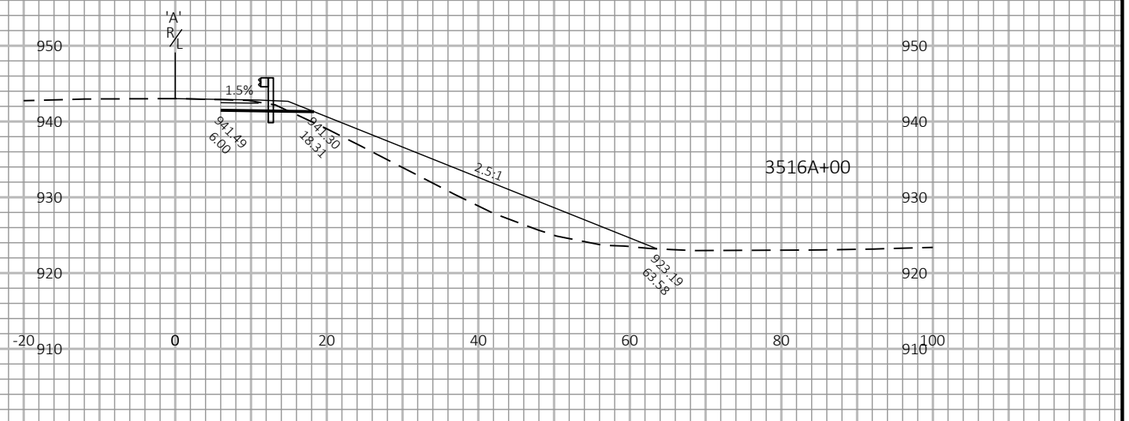
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 2

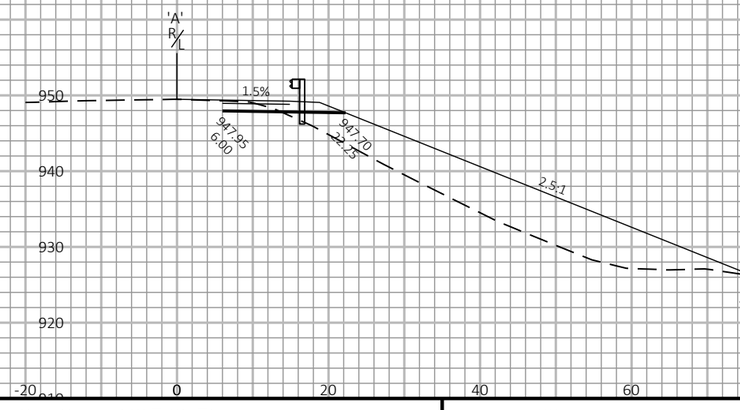
PLOT DATE : 3/24/2022 12:52 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

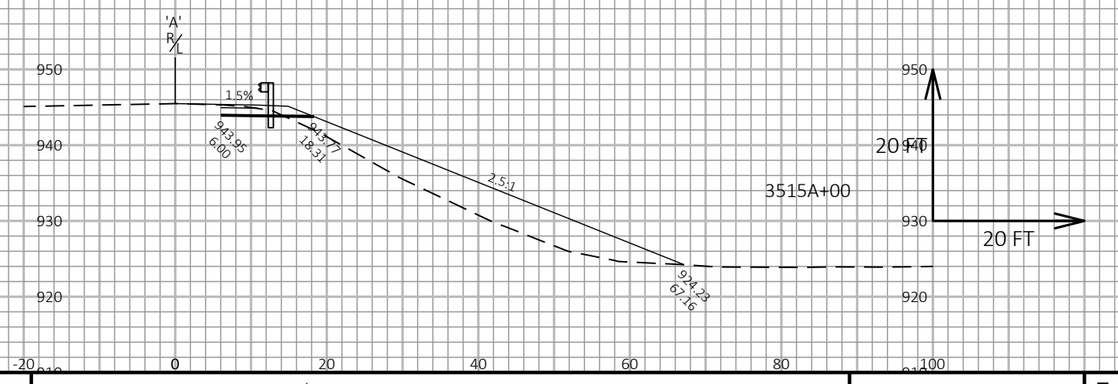












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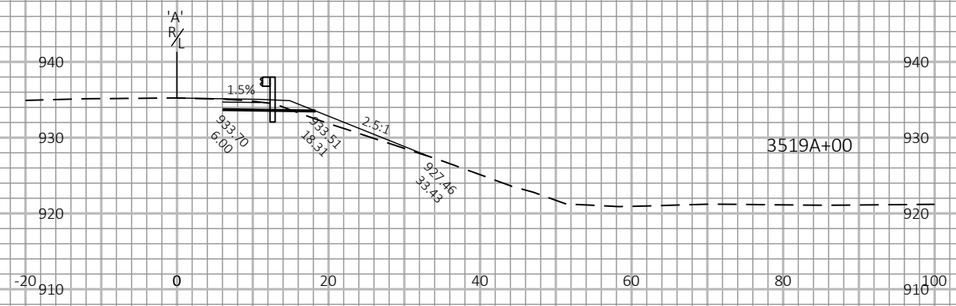
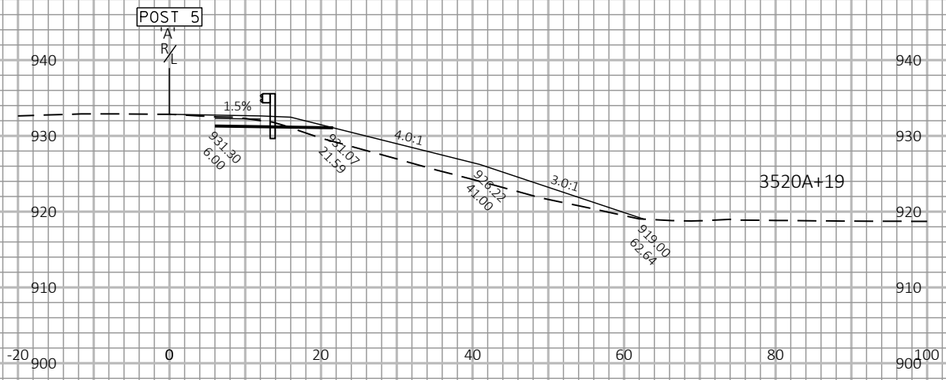
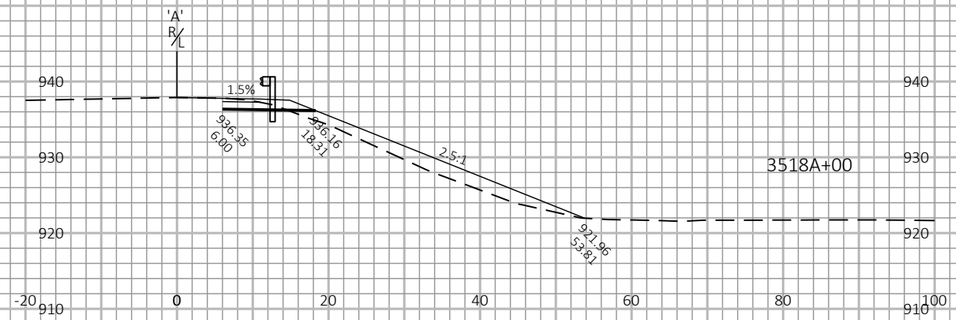
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

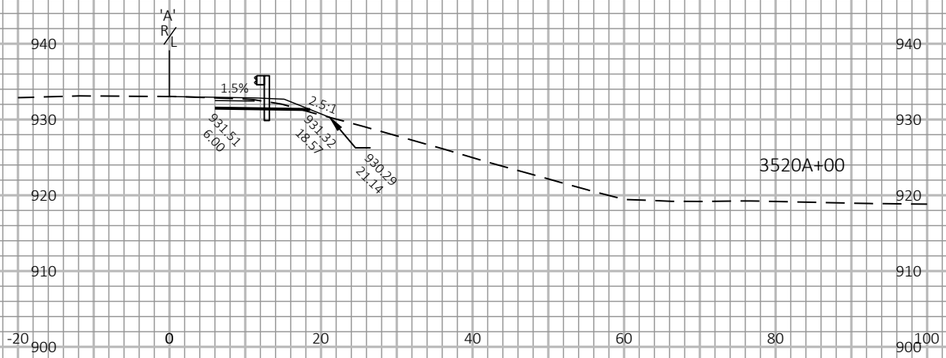
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 3

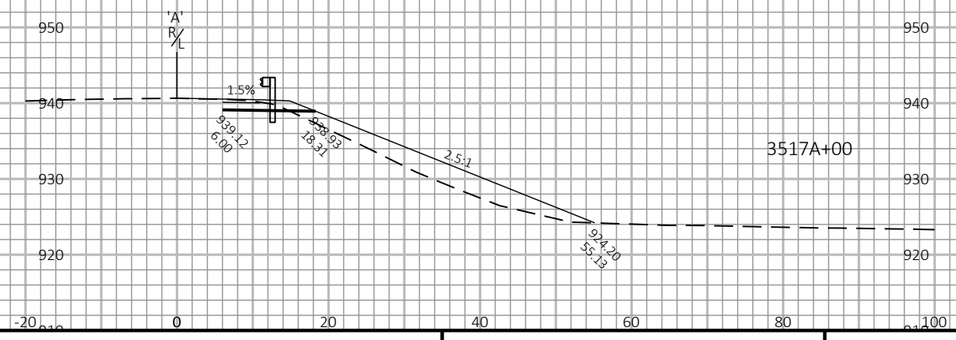
PLOT DATE : 3/24/2022 12:53 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

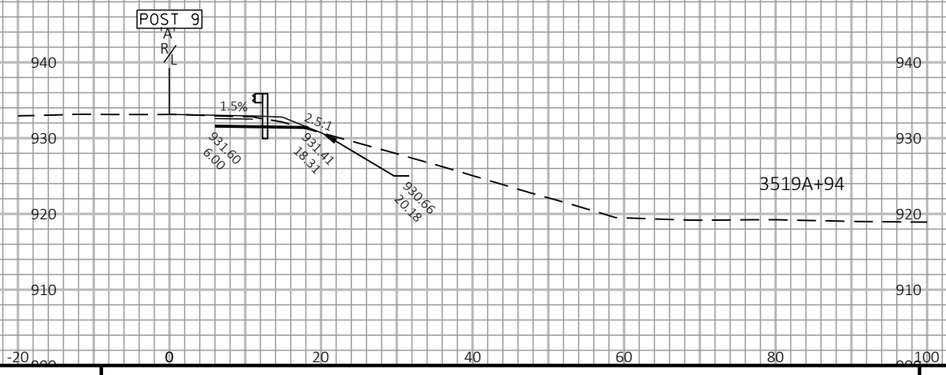












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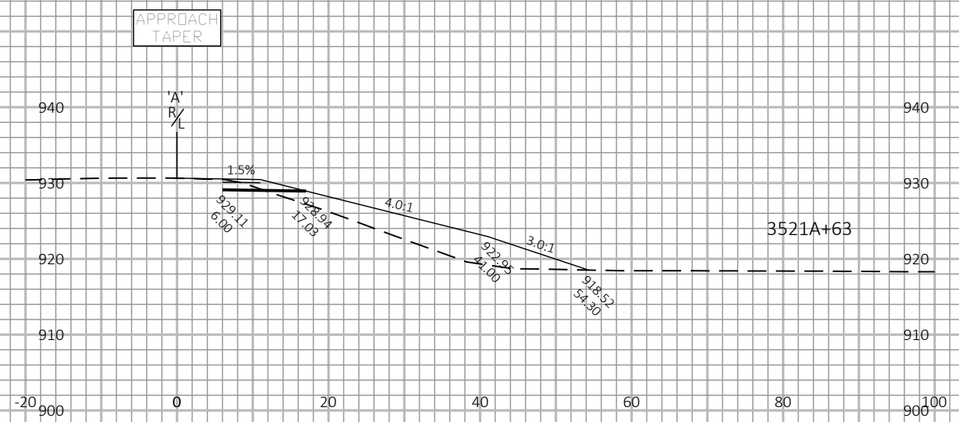
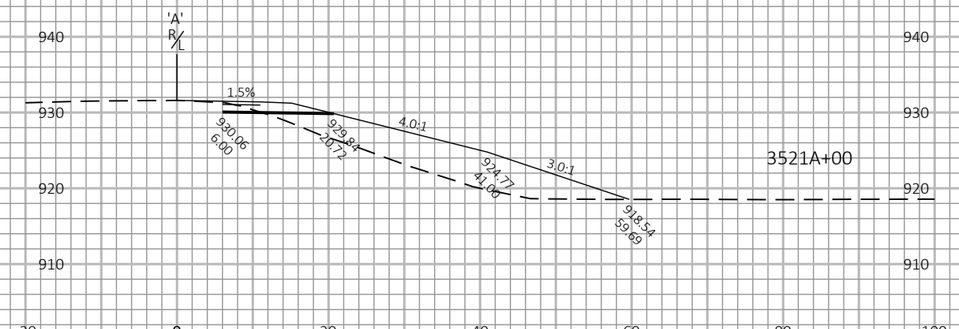
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

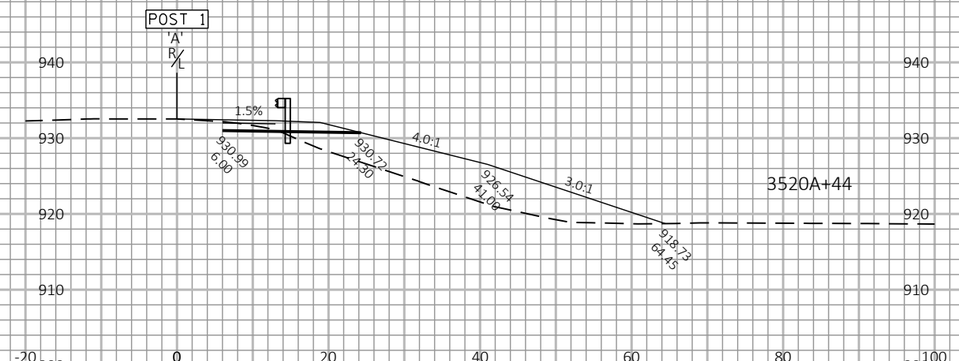
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 4

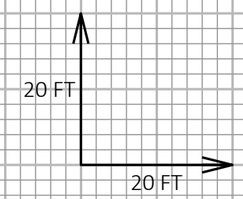
PLOT DATE : 3/24/2022 12:53 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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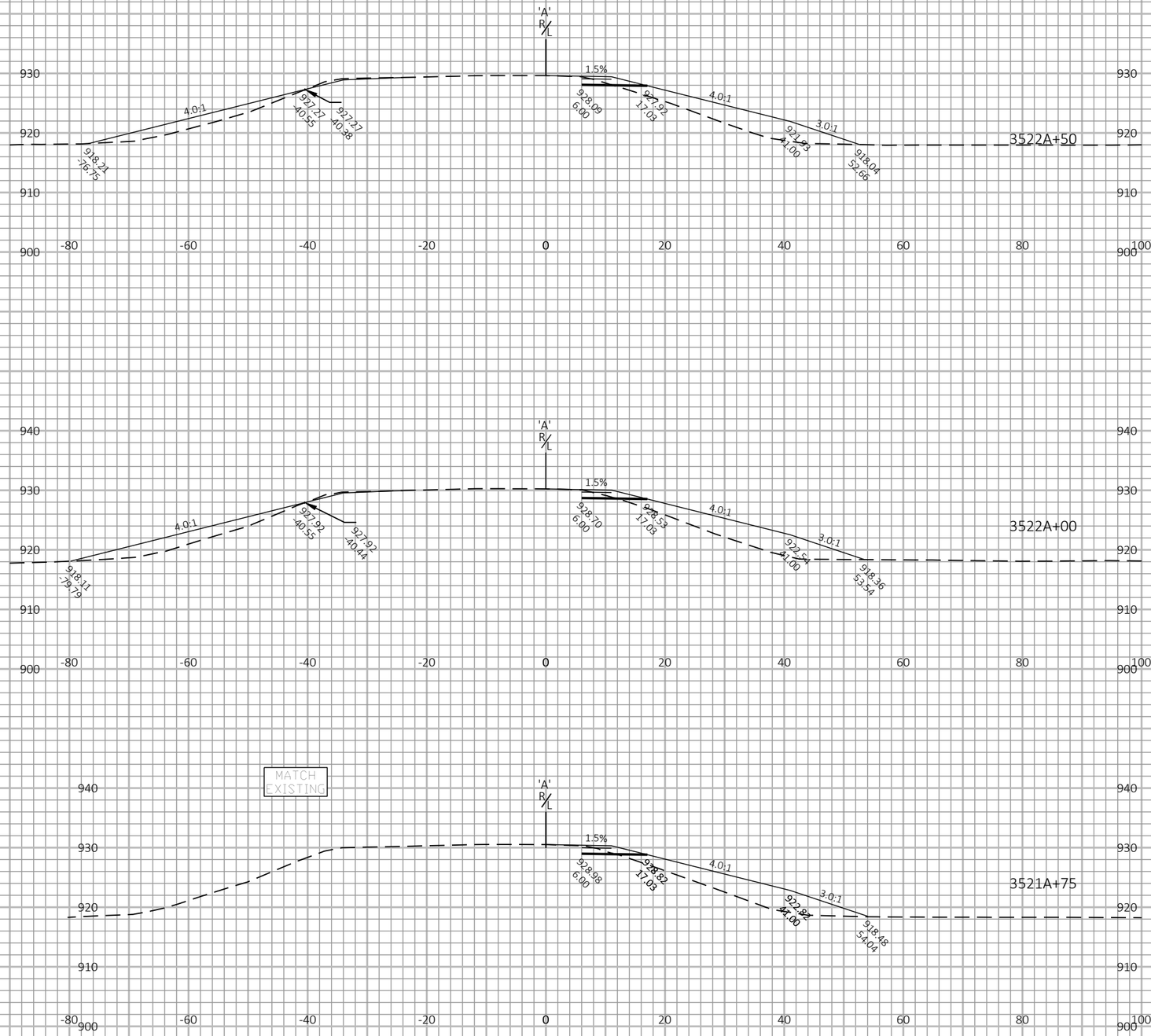
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

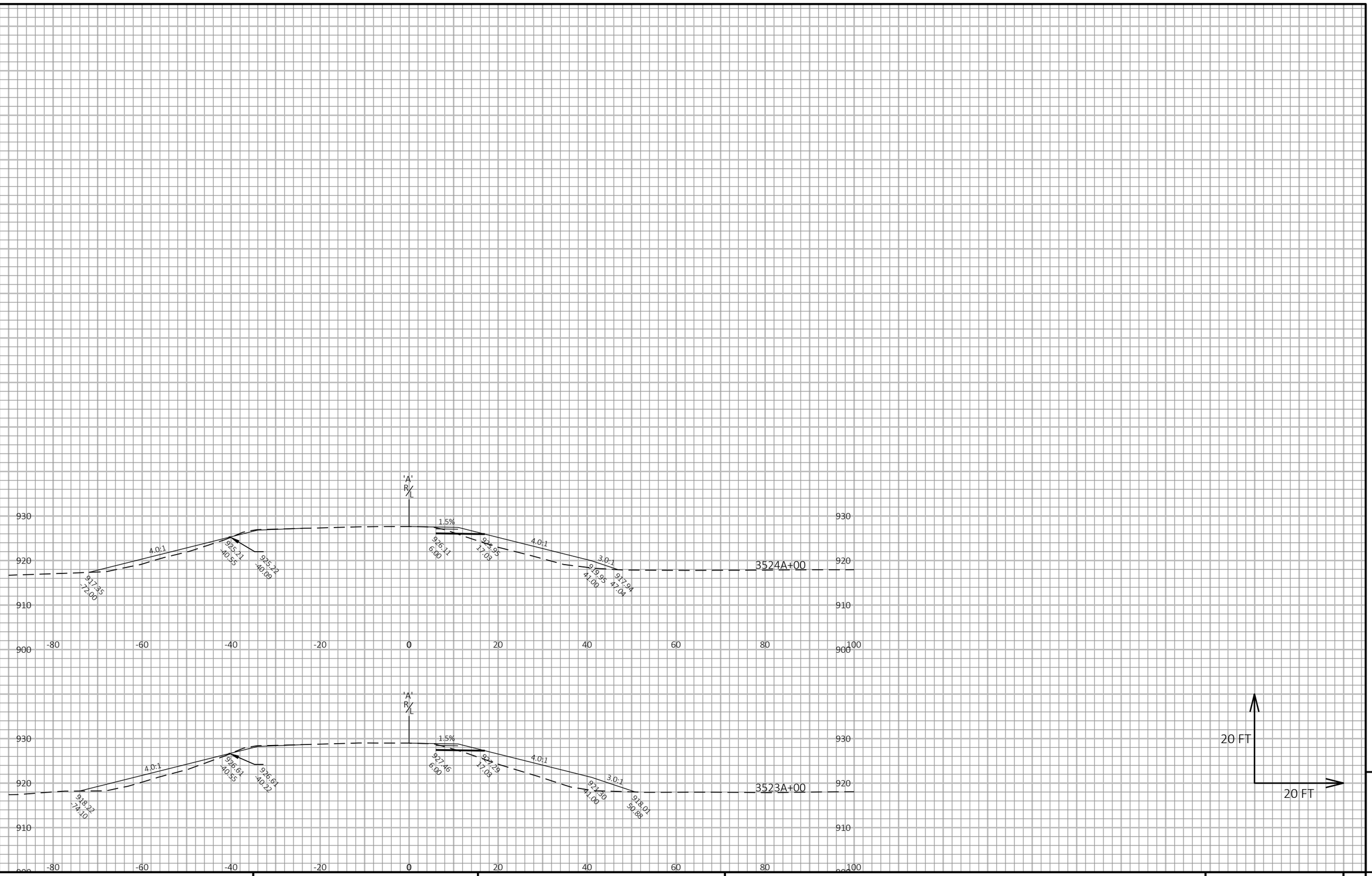
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 5

PLOT DATE : 3/24/2022 12:53 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E



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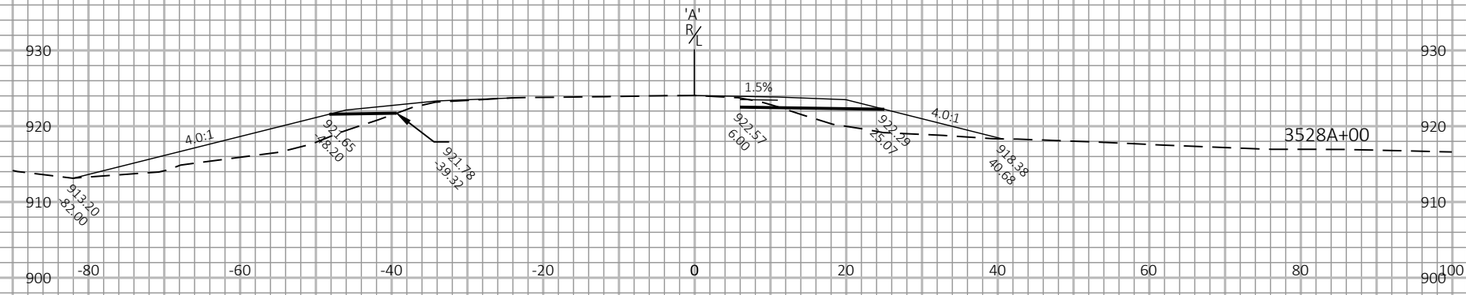
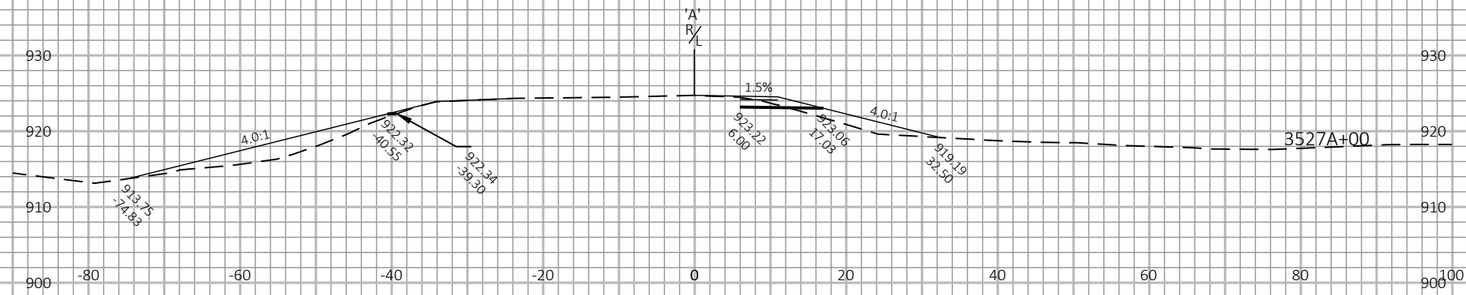
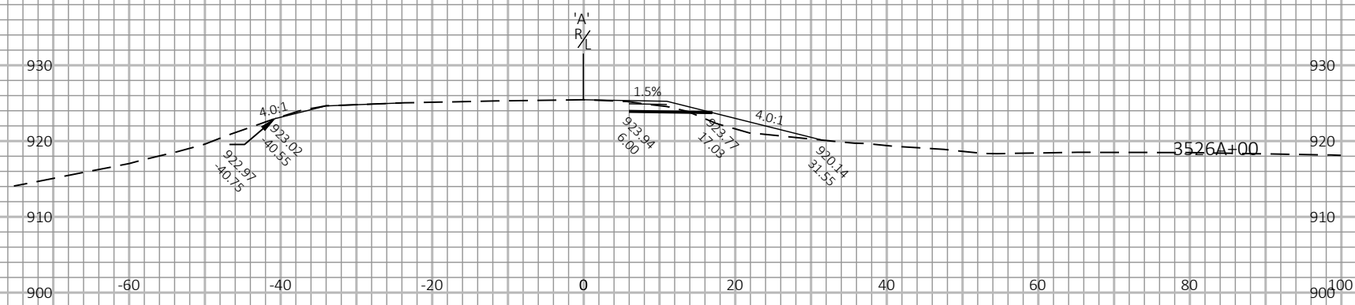
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

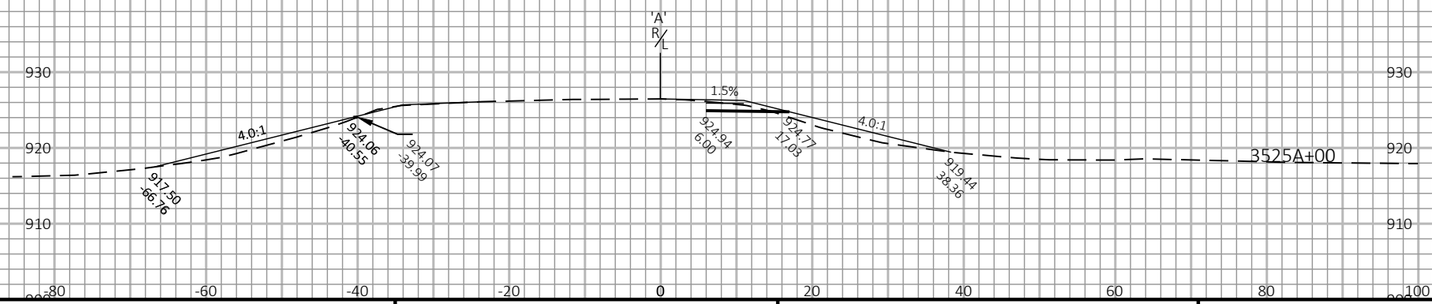
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 7

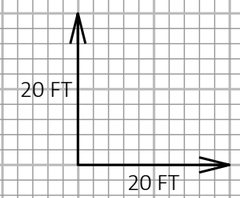
PLOT DATE : 3/24/2022 12:54 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.











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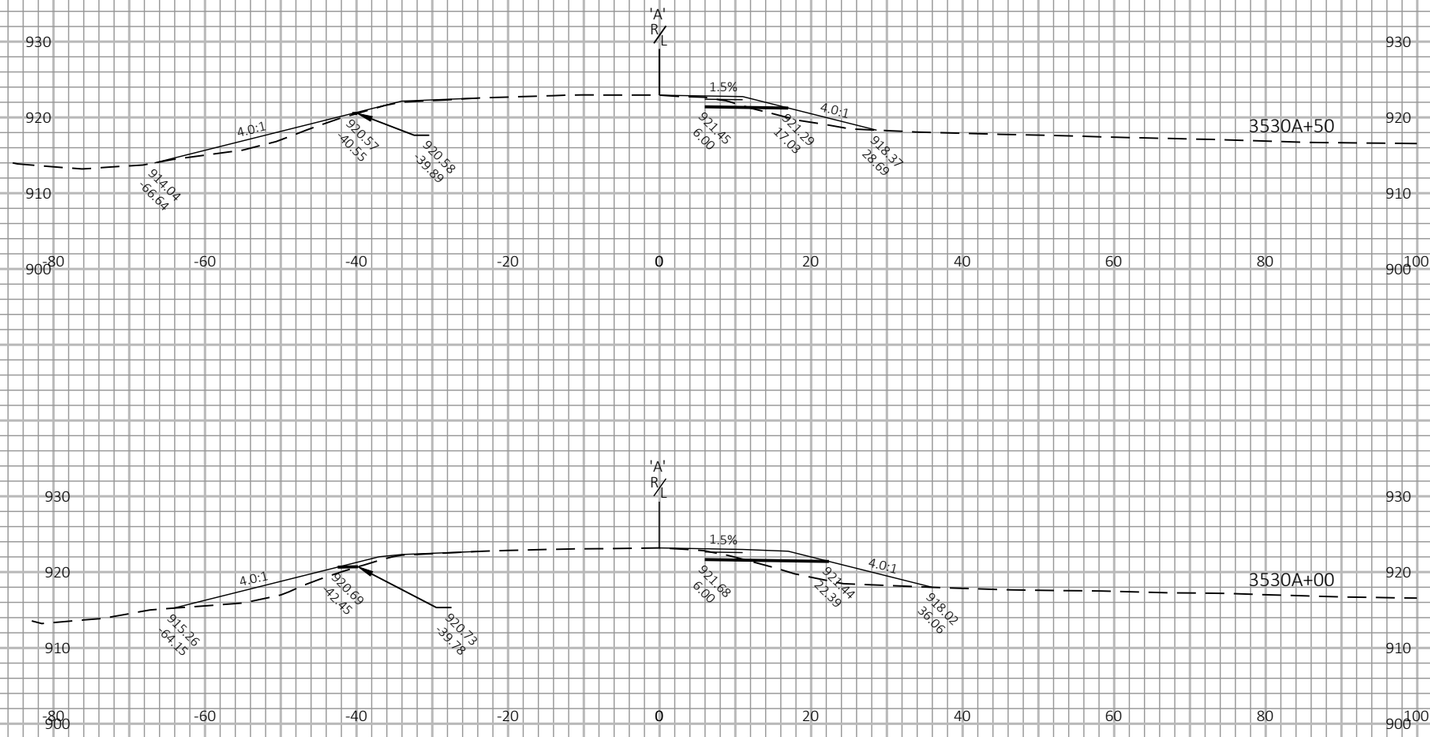
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 8

PLOT DATE : 3/24/2022 12:55 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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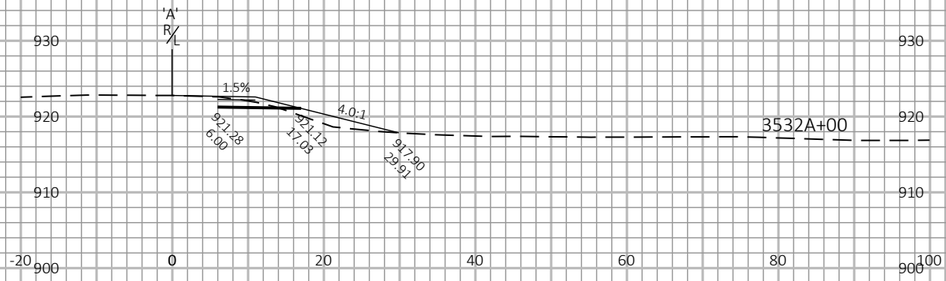
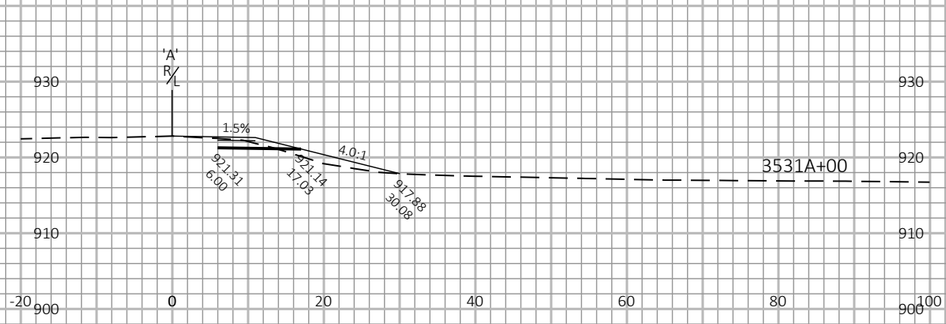
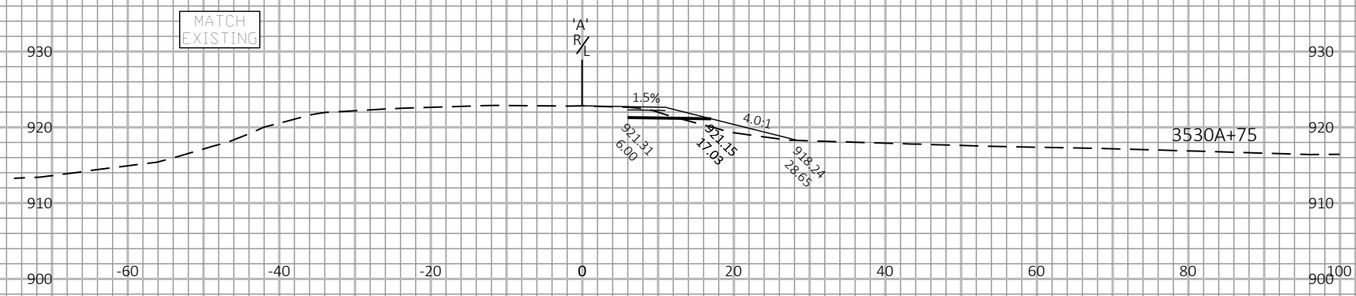
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

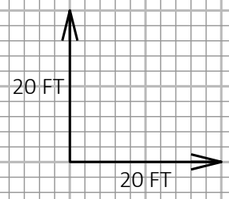
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 9

PLOT DATE : 3/24/2022 12:55 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.









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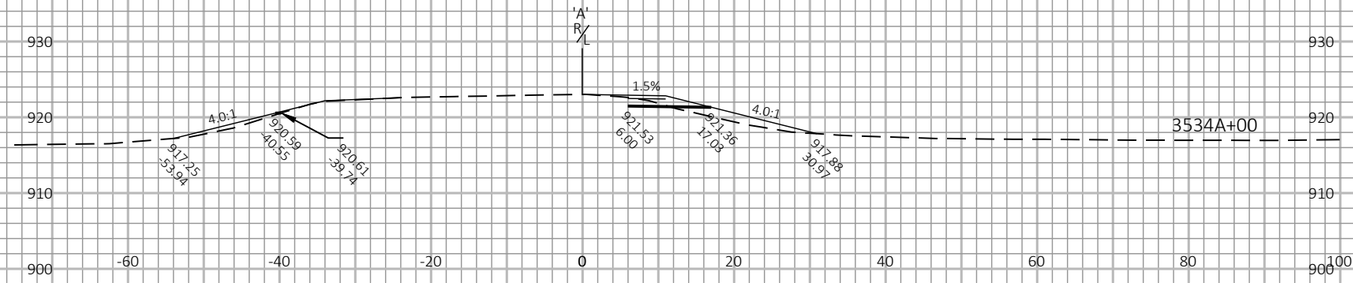
9

PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS:IH 90/94 WB MEDIAN WIDENING/OUTSIDE SHOULDER SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 10

PLOT DATE : 3/24/2022 12:55 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49


'A'
R/L
930
920
910
900
-60
-40
-20
0
20
40
60
80
100
1.5%
4.0:1
4.0:1
4.0:1
916.68
-56.24
917.25
-53.94
920.60
-40.55
920.59
-40.55
920.61
-39.90
920.61
-39.74
921.42
6.00
921.53
6.00
921.26
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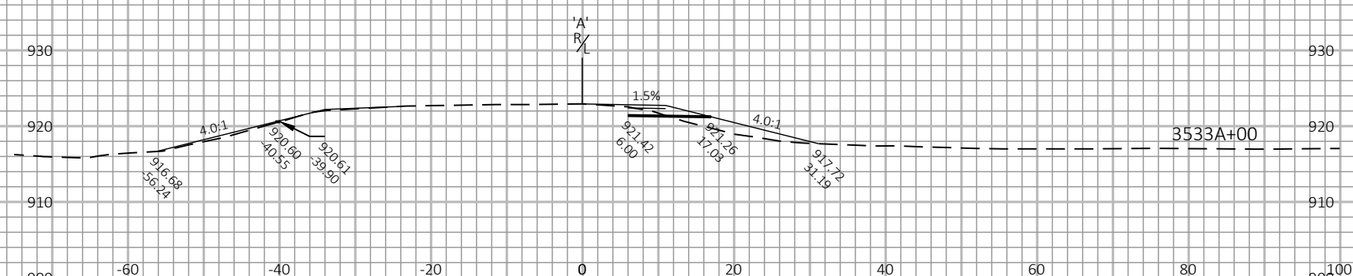
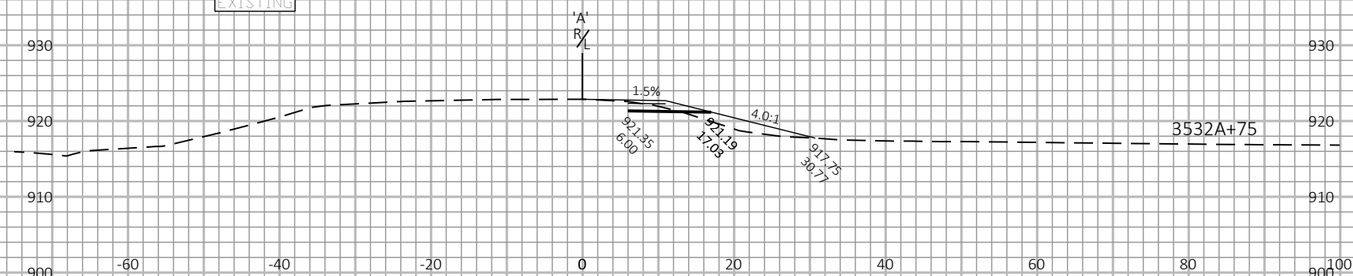
921.36
17.03
917.72
31.19
917.88
30.97
3533A+00
3534A+00



MATCH EXISTING



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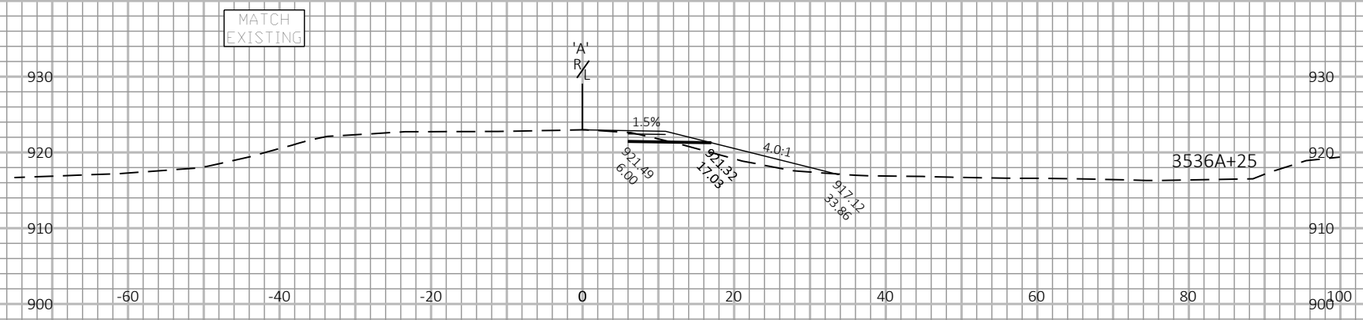
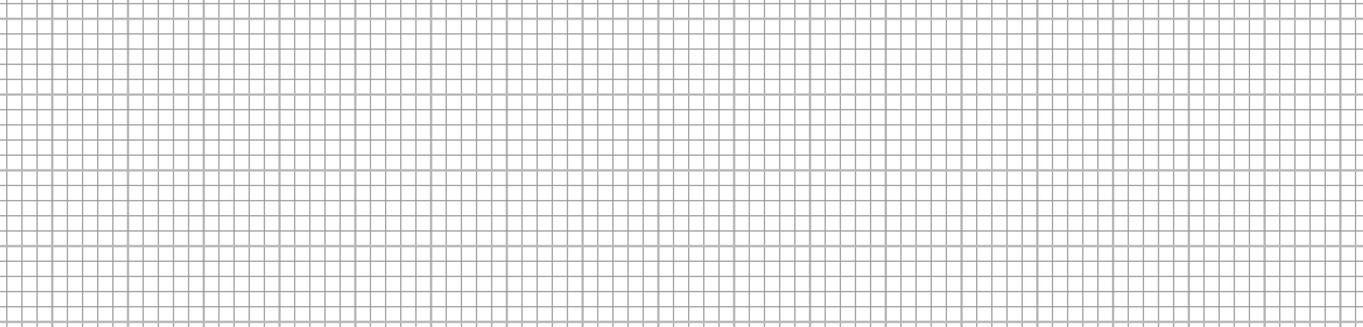
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

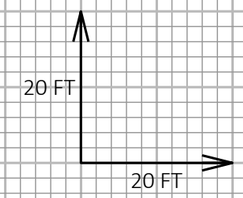
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 11

PLOT DATE : 3/24/2022 12:56 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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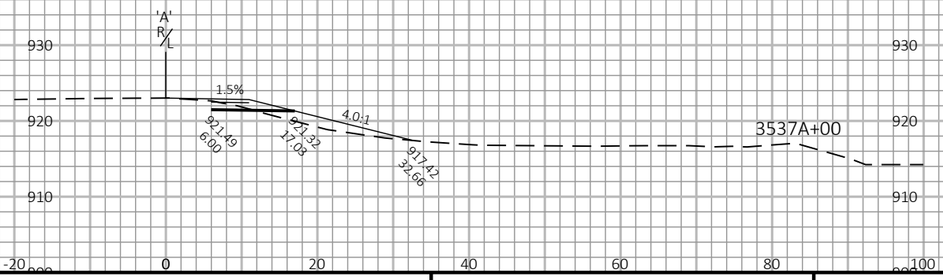
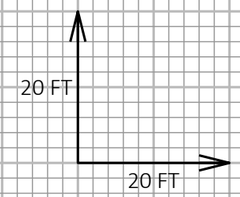
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 12

PLOT DATE : 3/24/2022 12:56 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





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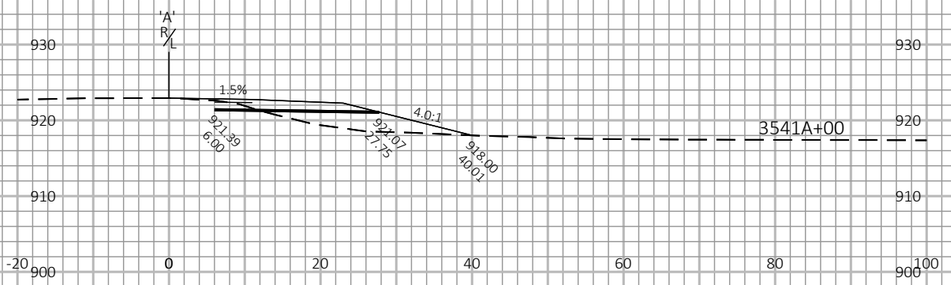
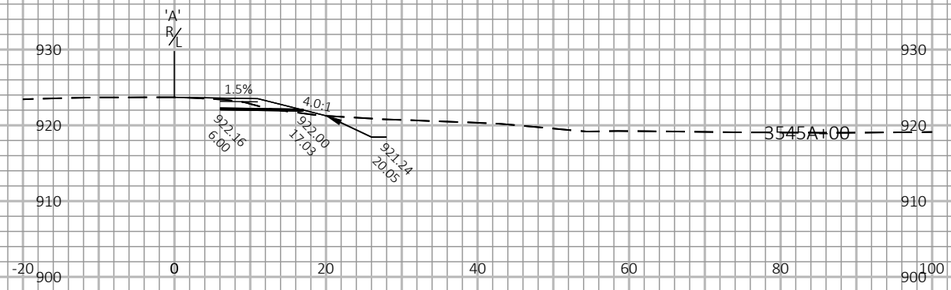
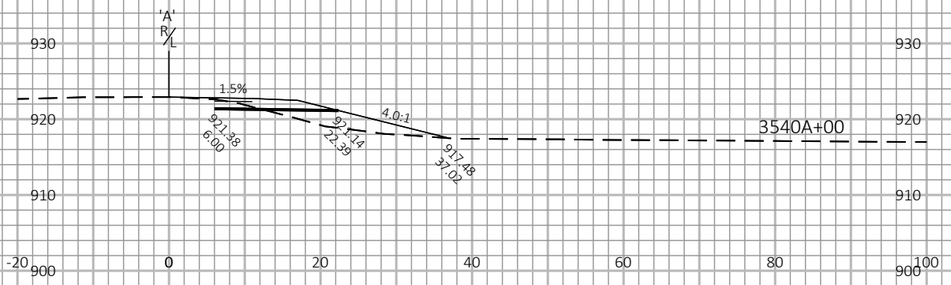
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

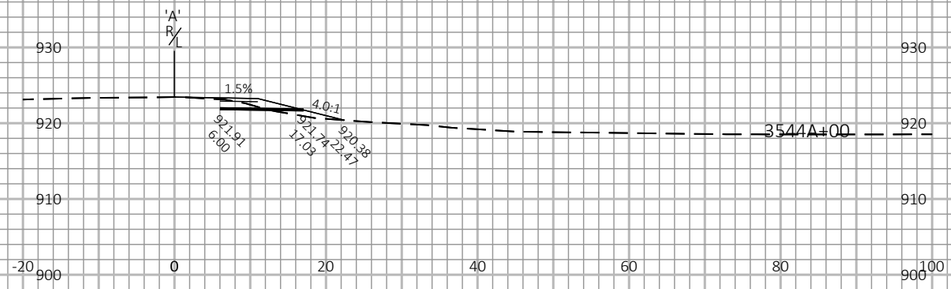
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090140_XS.DWG
LAYOUT NAME - 13

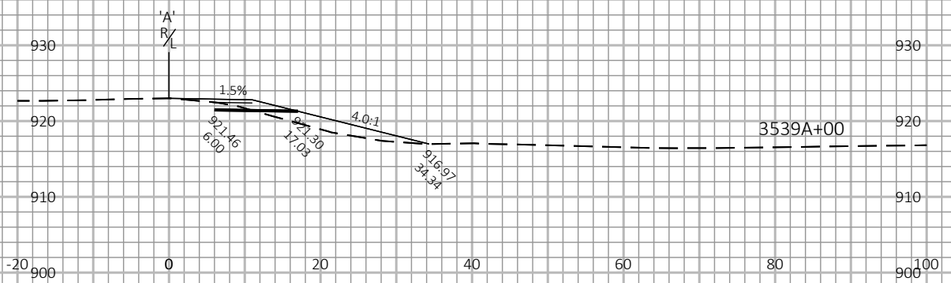
PLOT DATE : 3/24/2022 12:57 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

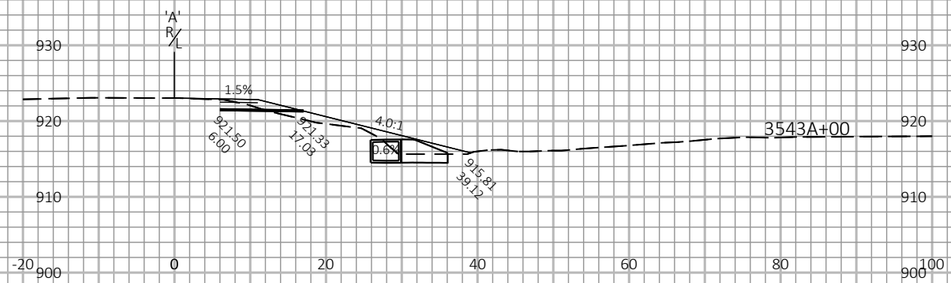


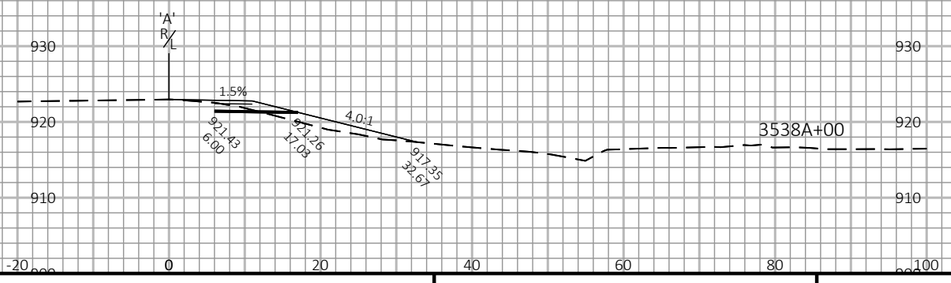


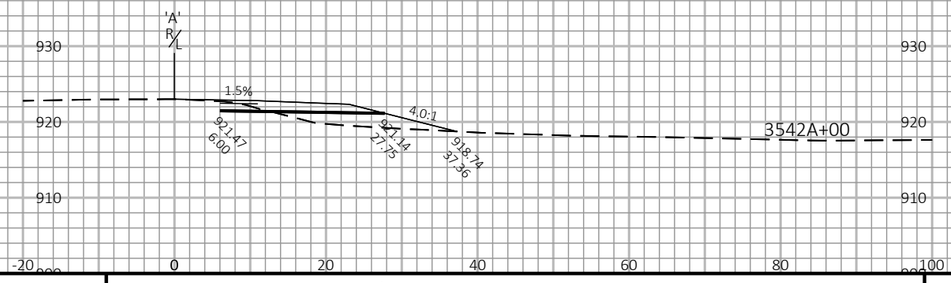












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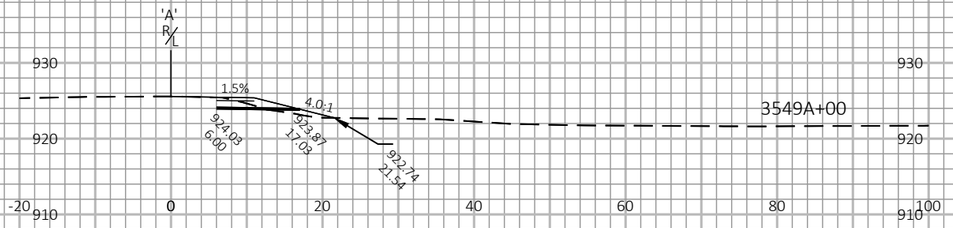
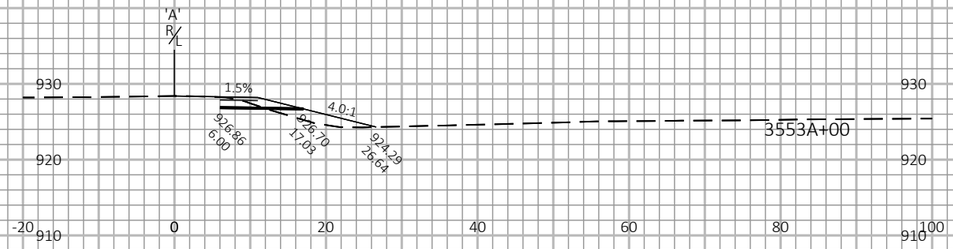
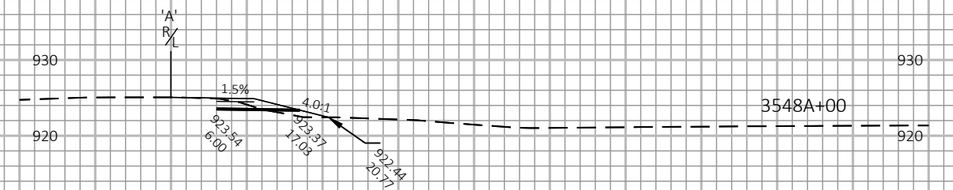
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

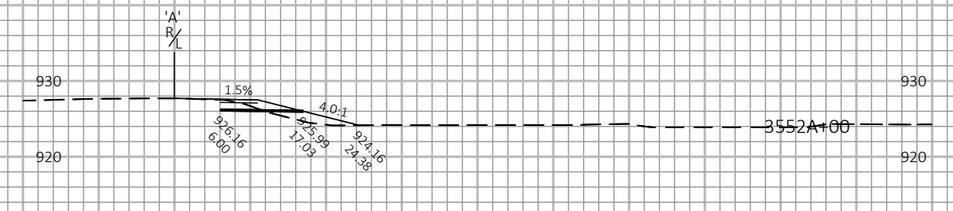
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090142_XS.DWG
LAYOUT NAME - 1

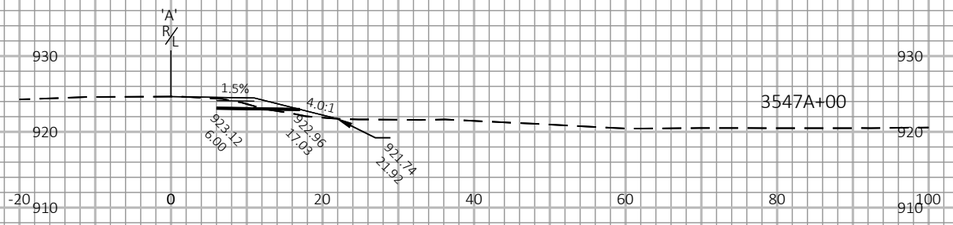
PLOT DATE : 7/21/2022 10:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

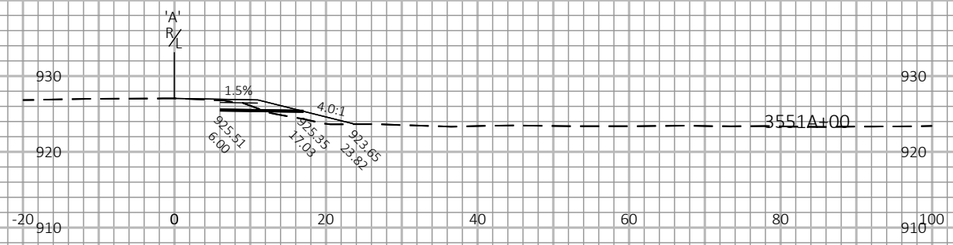


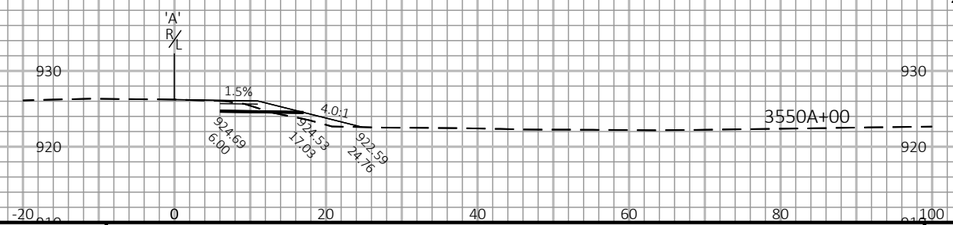


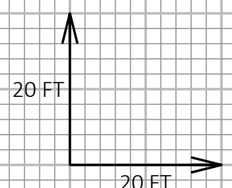












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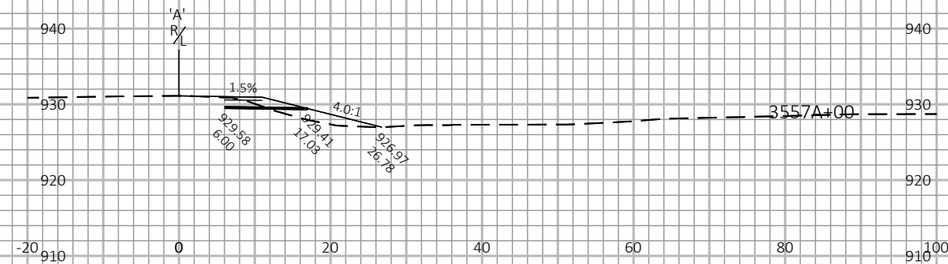
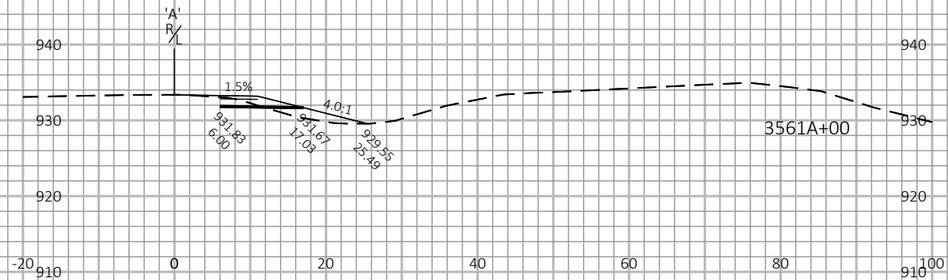
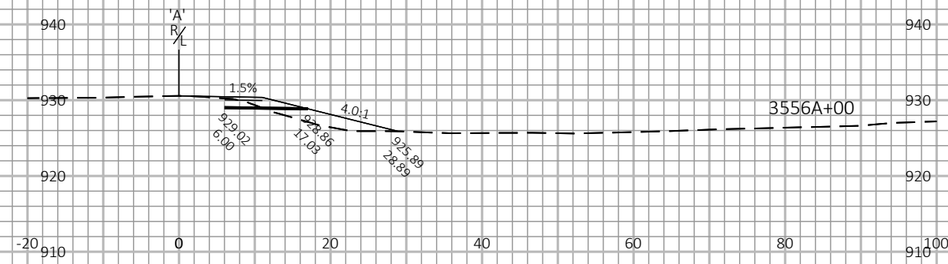
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

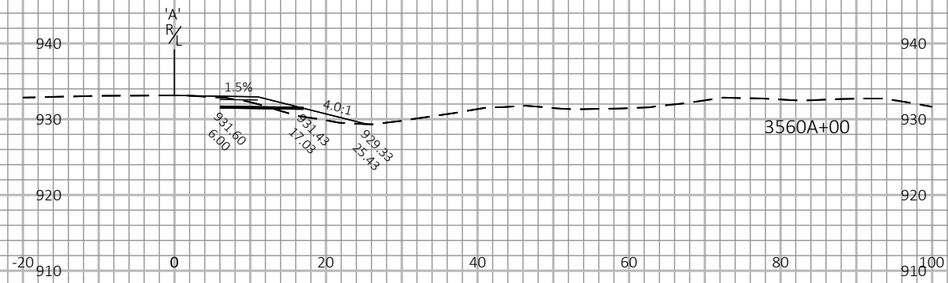
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090142_XS.DWG
LAYOUT NAME - 2

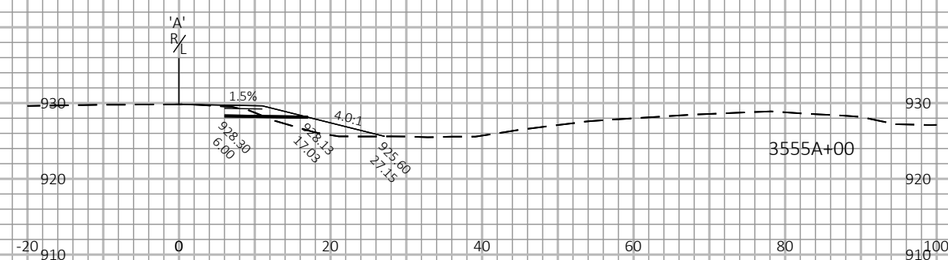
PLOT DATE : 7/21/2022 10:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

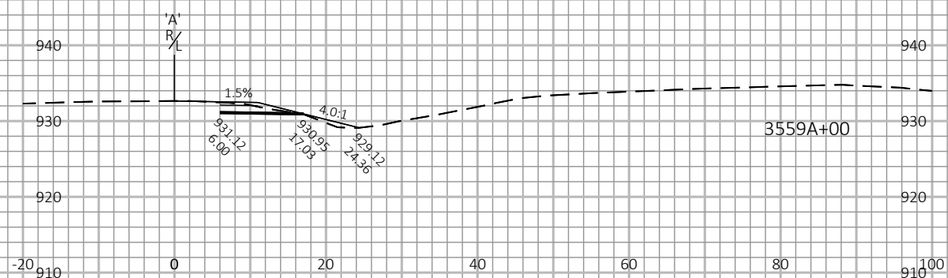


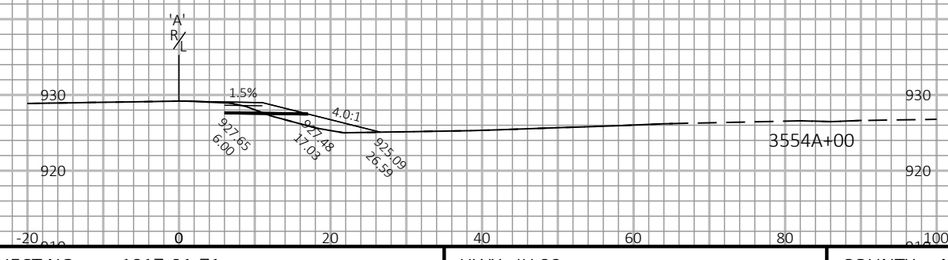


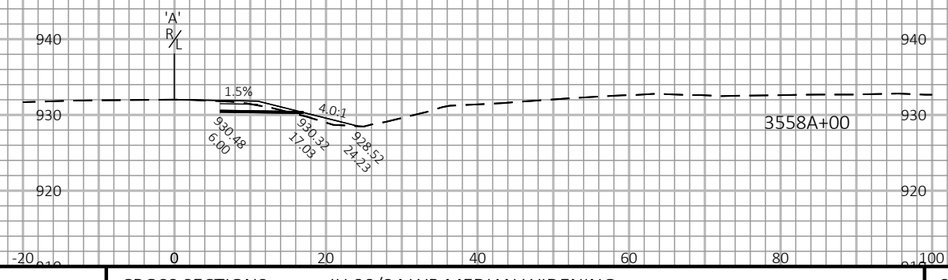


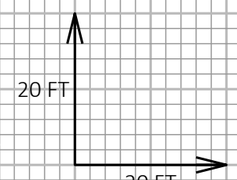












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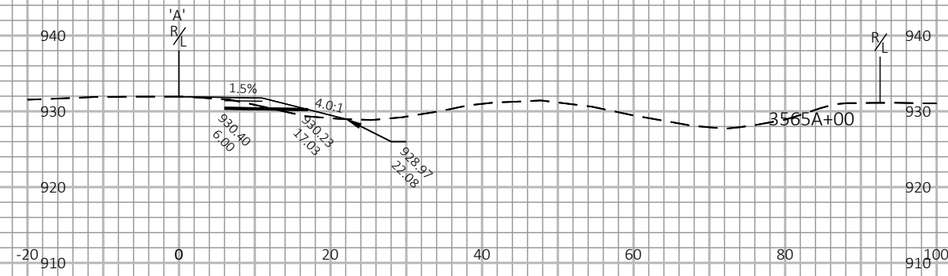
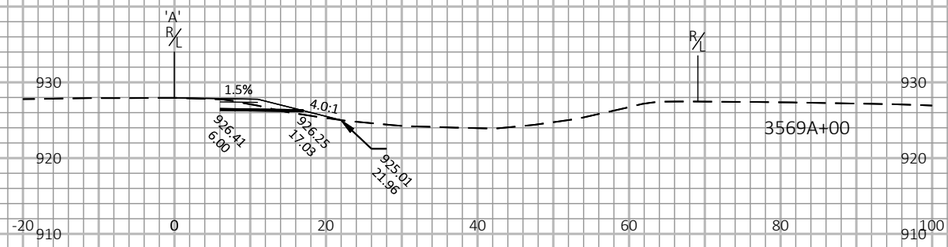
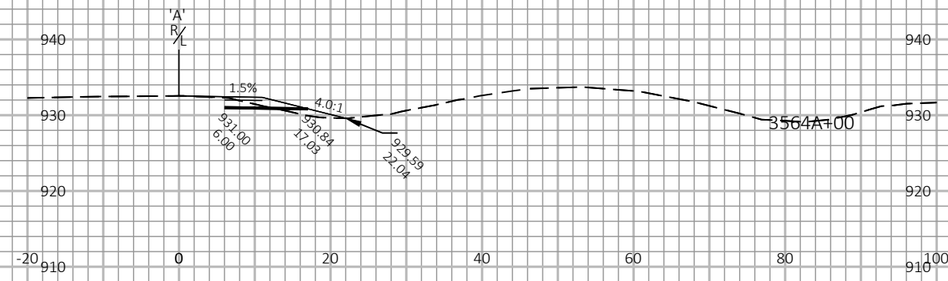
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

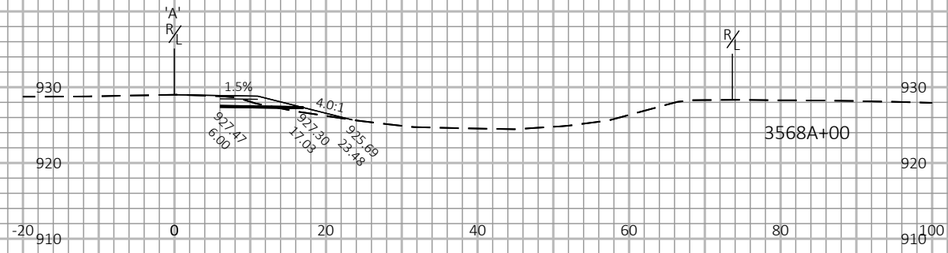
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090142_XS.DWG
LAYOUT NAME - 3

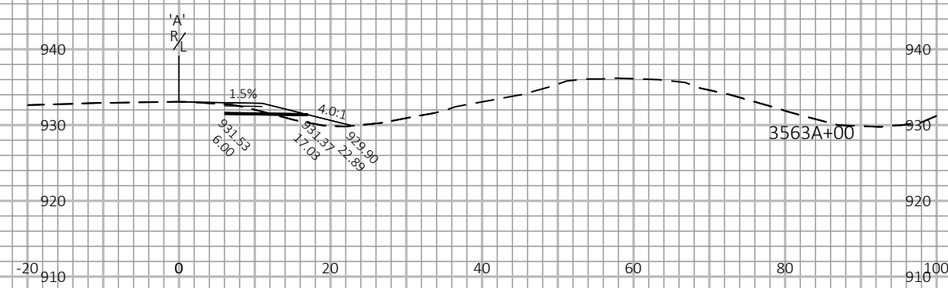
PLOT DATE : 7/21/2022 10:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

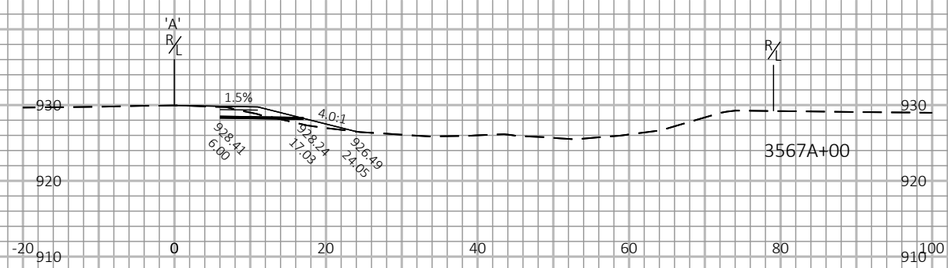


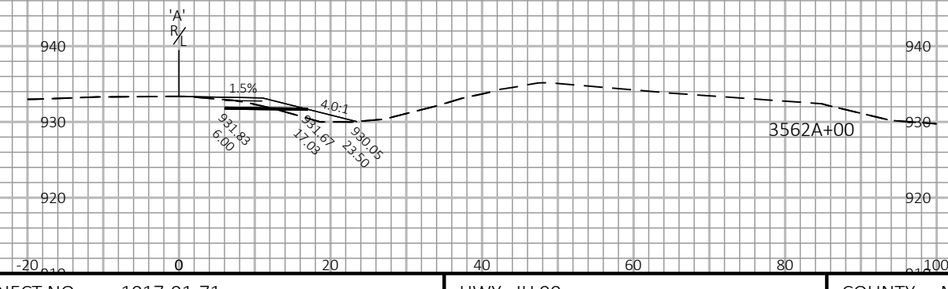


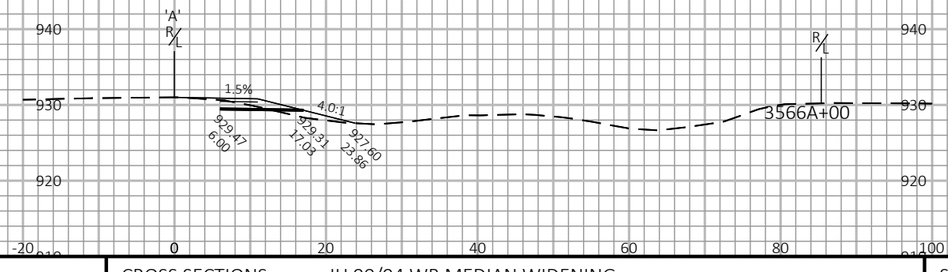


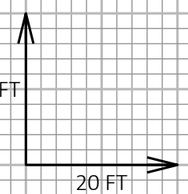












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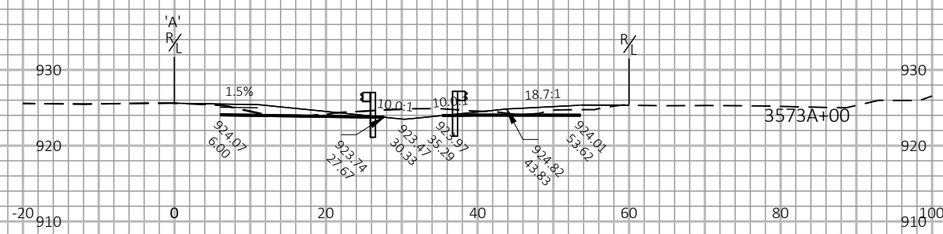
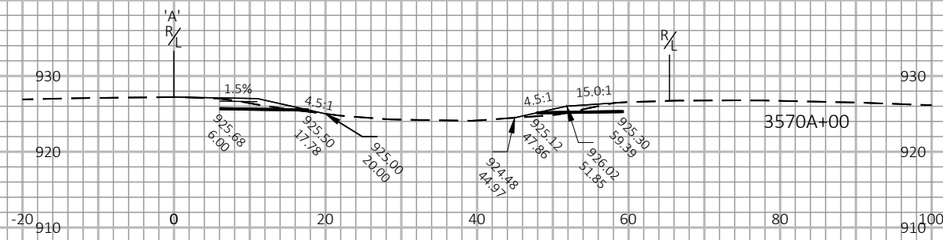
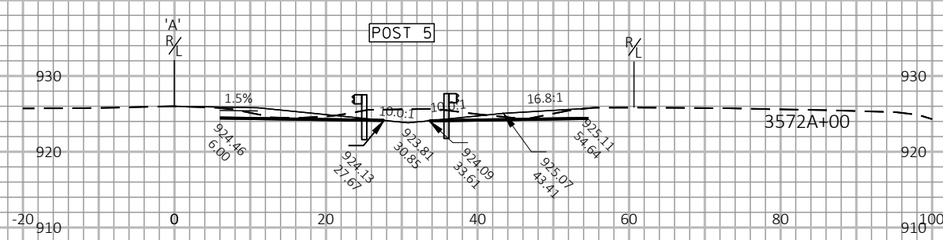
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

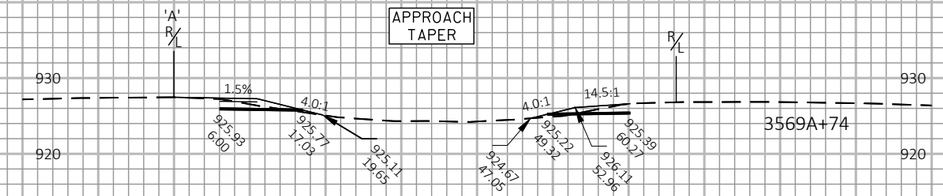
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090142_XS.DWG
LAYOUT NAME - 4

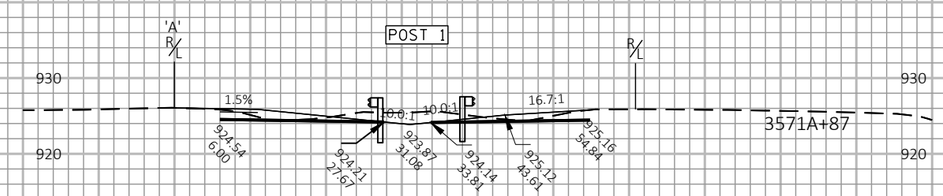
PLOT DATE : 7/21/2022 10:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

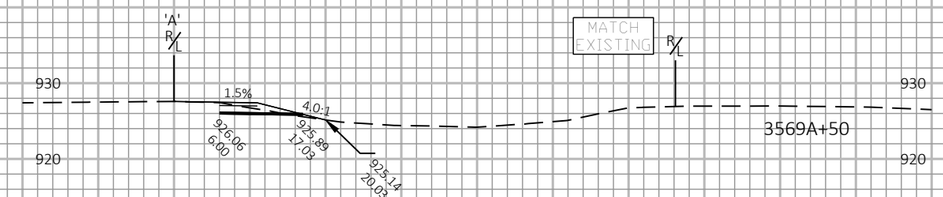


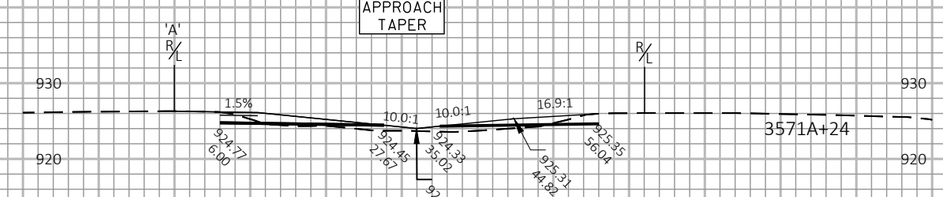












9

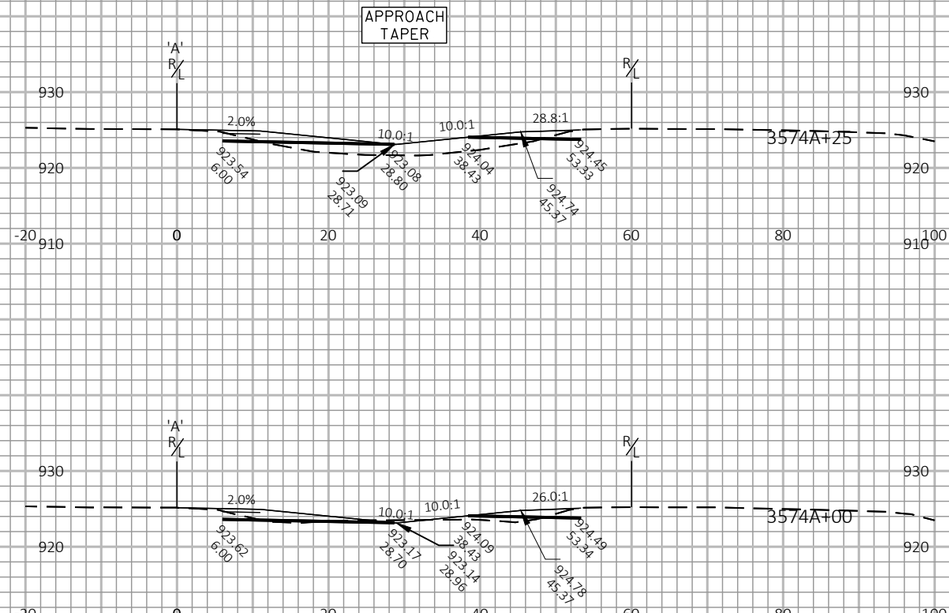
9

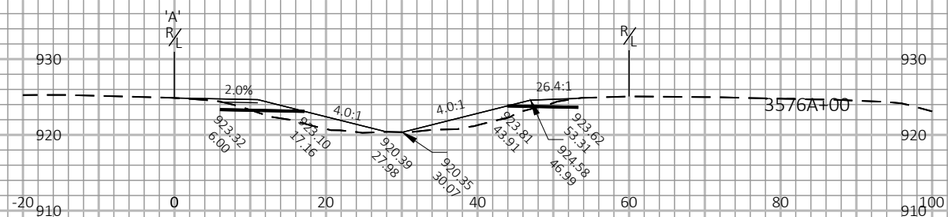
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

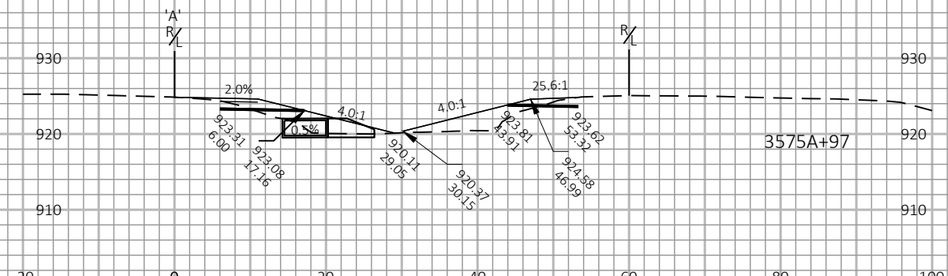
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090142_XS.DWG
LAYOUT NAME - 5

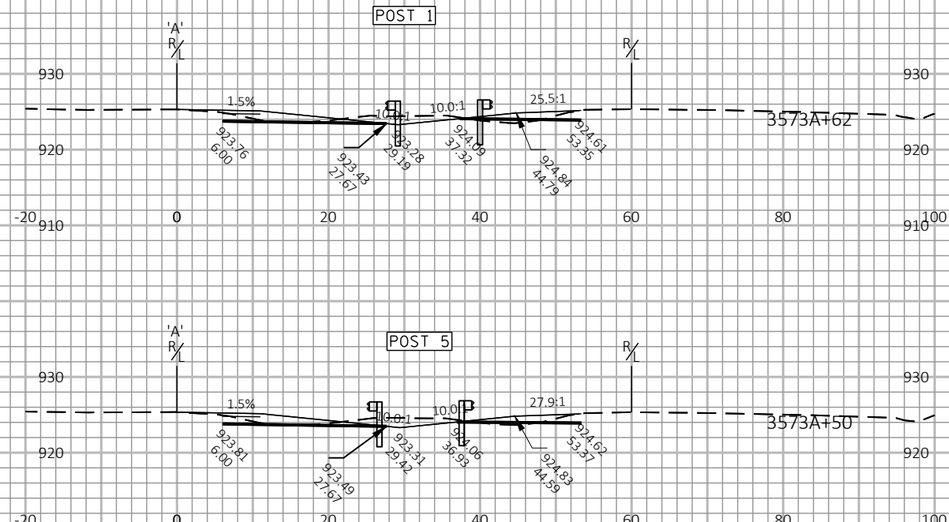
PLOT DATE : 7/21/2022 10:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

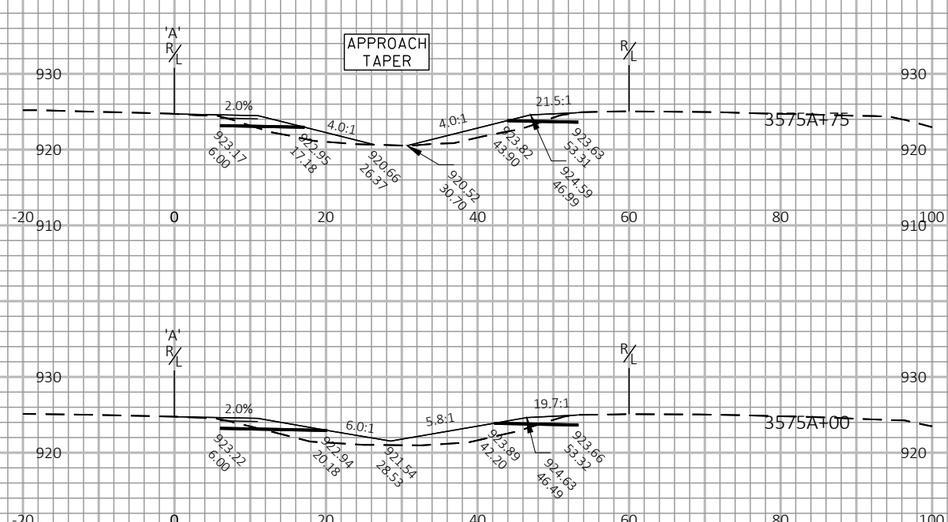
WISDOT/CADDS SHEET 49

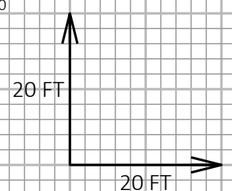












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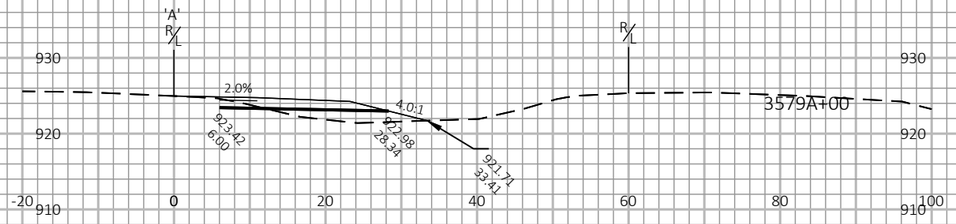
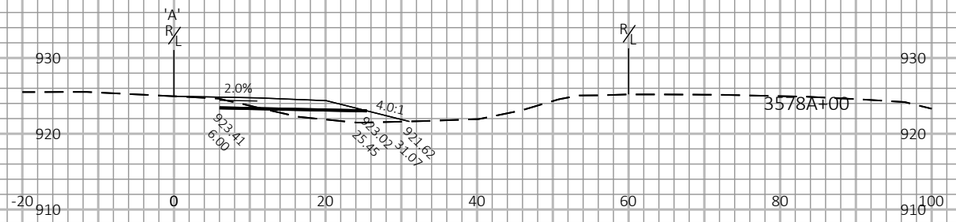
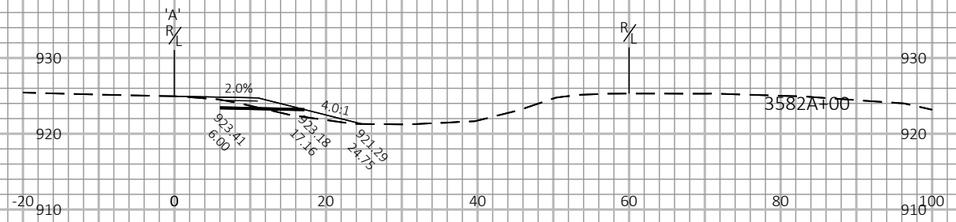
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

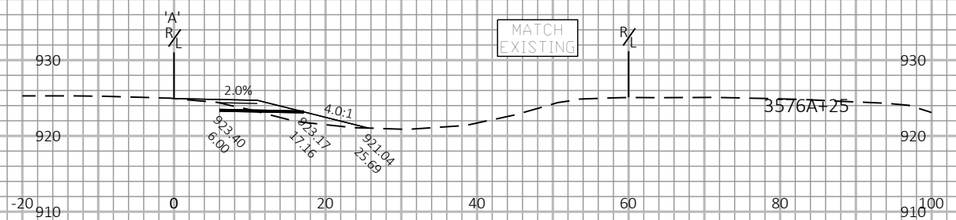
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090142_XS.DWG
LAYOUT NAME - 6

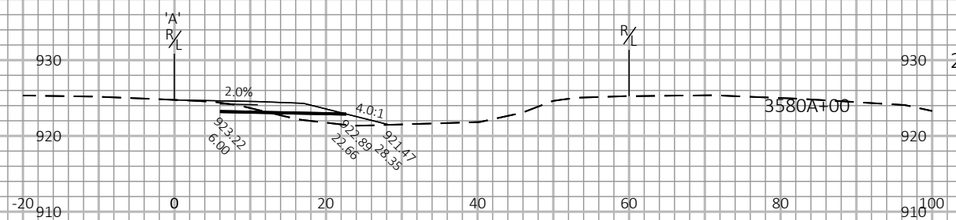
PLOT DATE : 7/21/2022 10:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.











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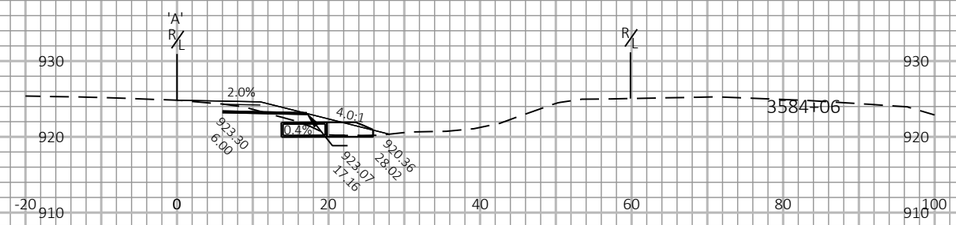
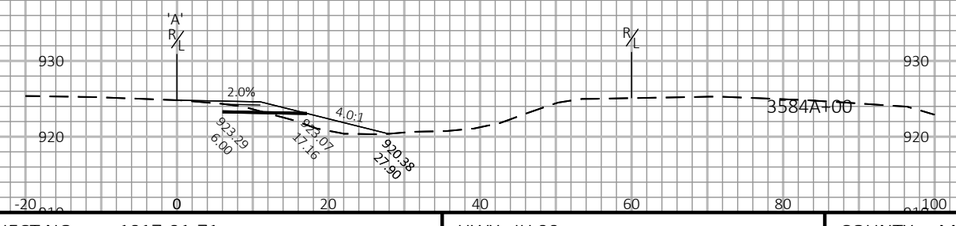
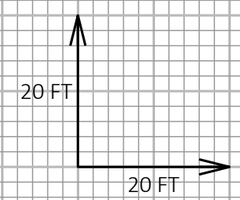
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090142_XS.DWG
LAYOUT NAME - 7

PLOT DATE : 7/21/2022 10:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







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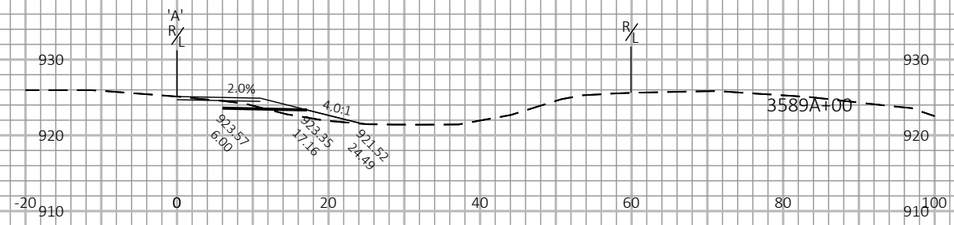
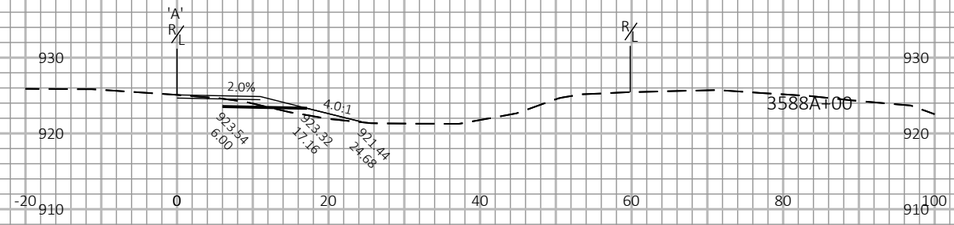
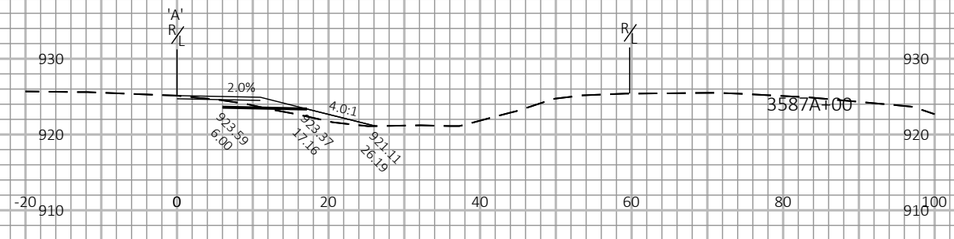
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

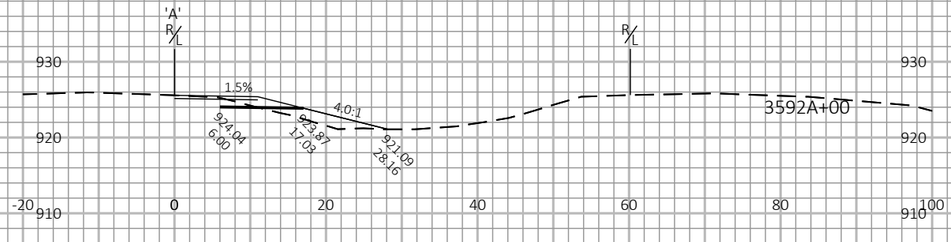
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090142_XS.DWG
LAYOUT NAME - 8

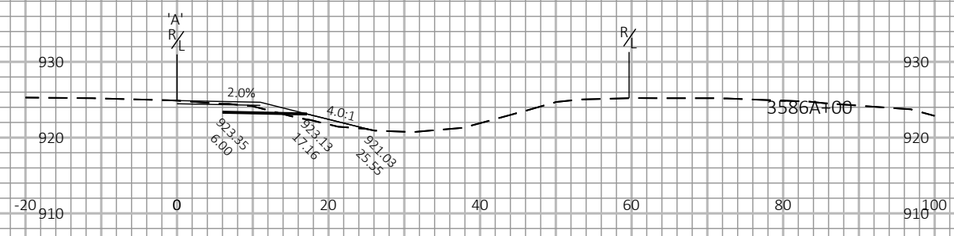
PLOT DATE : 7/21/2022 10:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

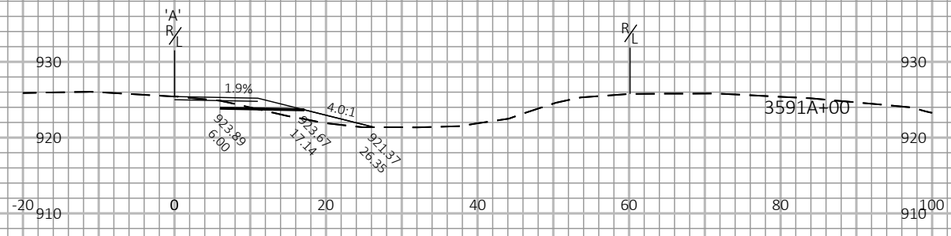


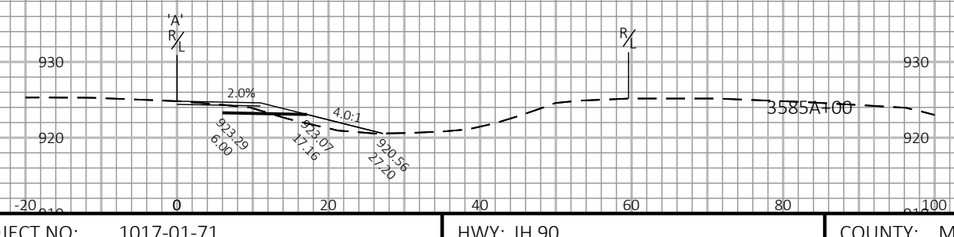


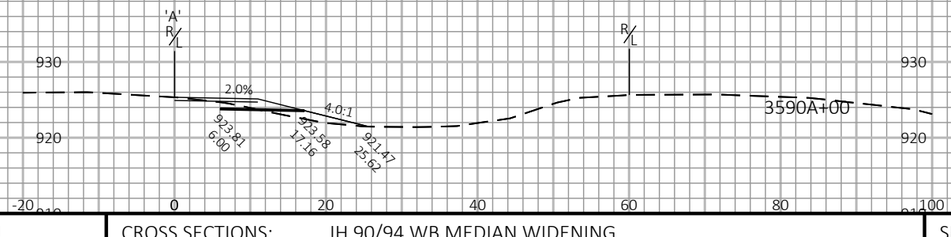


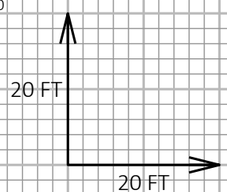












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090144_XS.DWG
LAYOUT NAME - 1

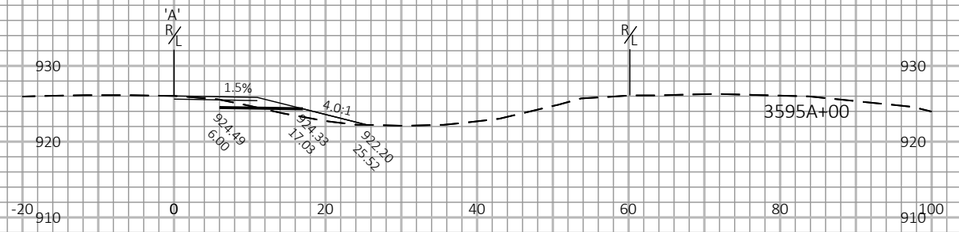
PLOT DATE : 3/24/2022 1:13 PM

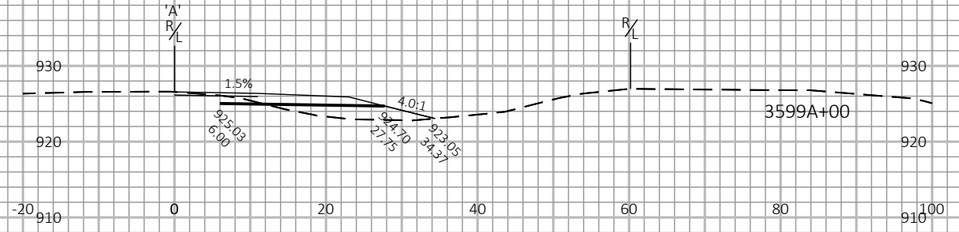
PLOT BY : MECUM, BRANDYN W

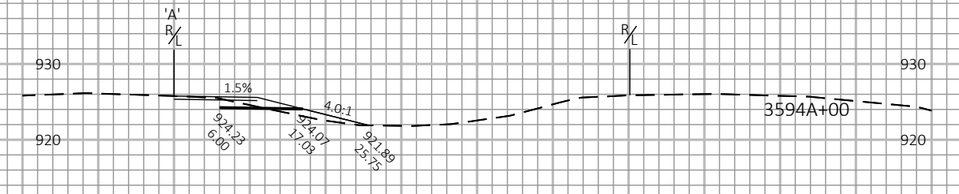
PLOT NAME :

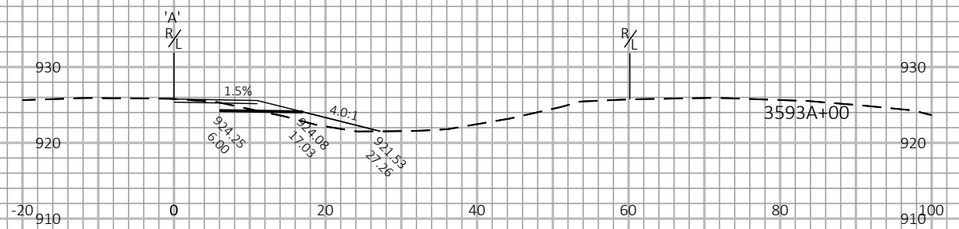
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

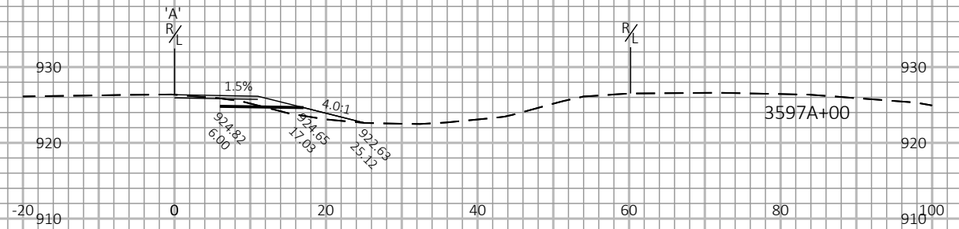
WISDOT/CADDS SHEET 49

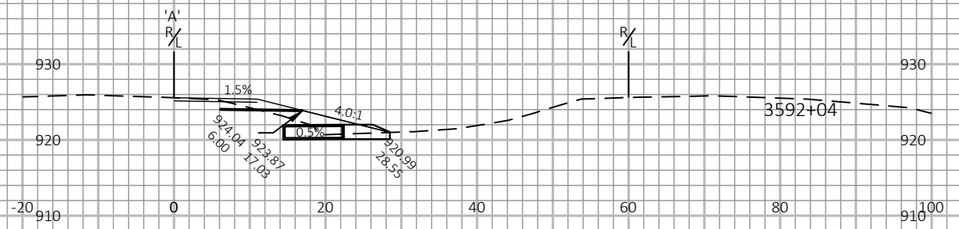


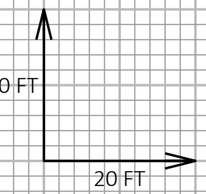












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

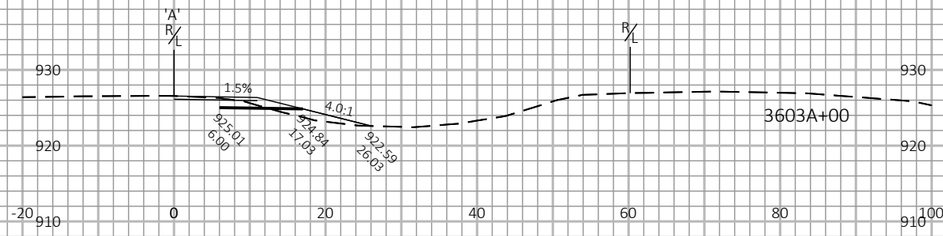
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090144_XS.DWG
LAYOUT NAME - 2

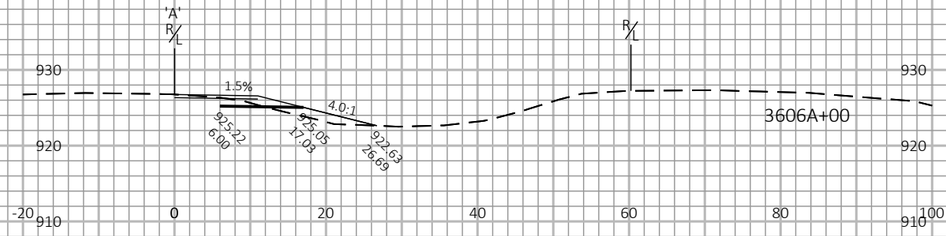
PLOT DATE : 3/24/2022 1:13 PM

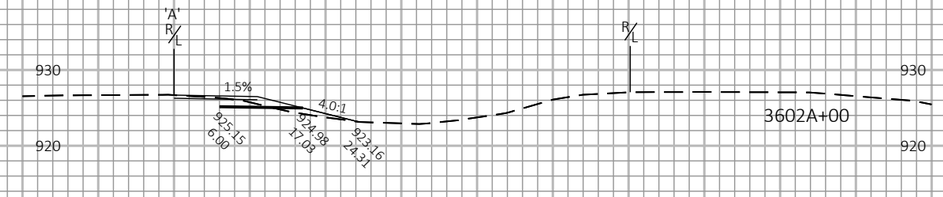
PLOT BY : MECUM, BRANDYN W

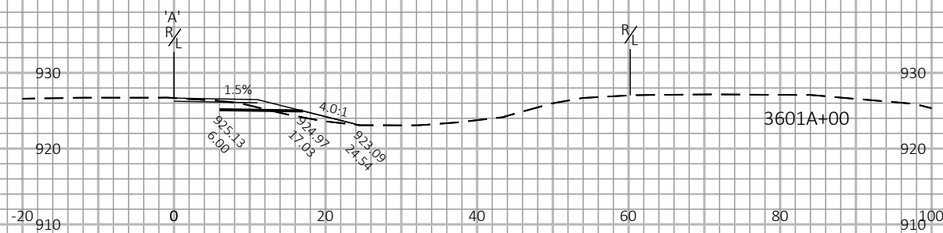
PLOT NAME :

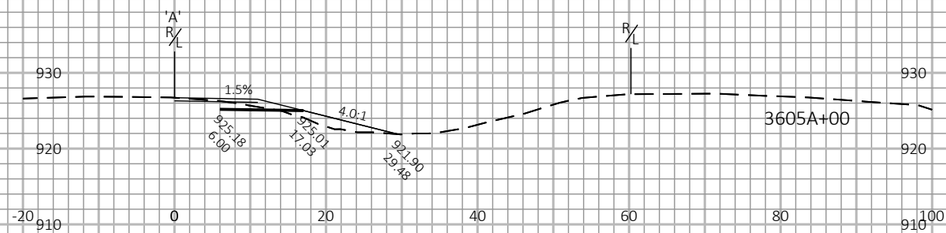
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

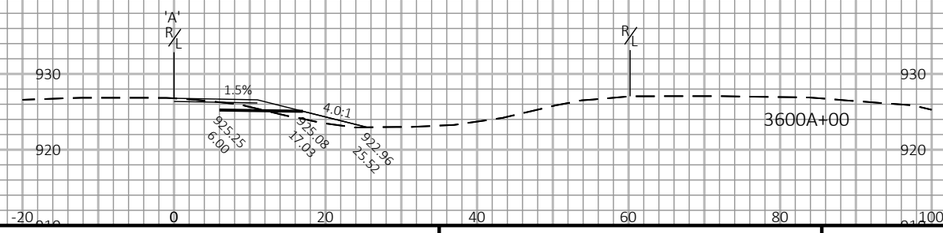


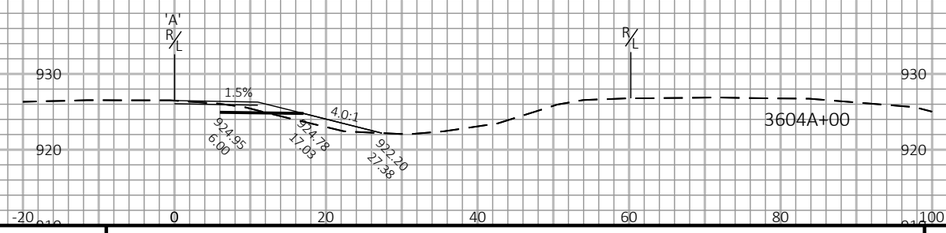


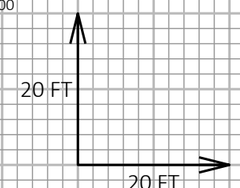












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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090144_XS.DWG
LAYOUT NAME - 3

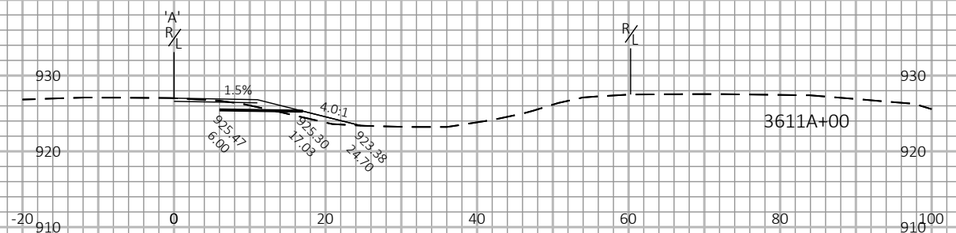
PLOT DATE : 3/24/2022 1:13 PM

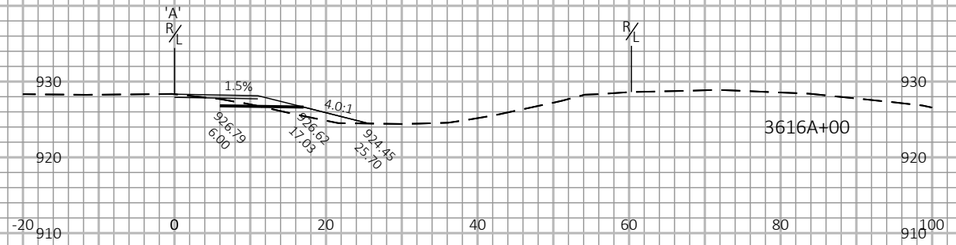
PLOT BY : MECUM, BRANDYN W

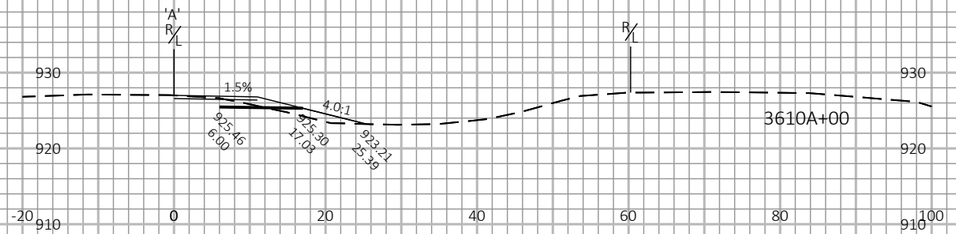
PLOT NAME :

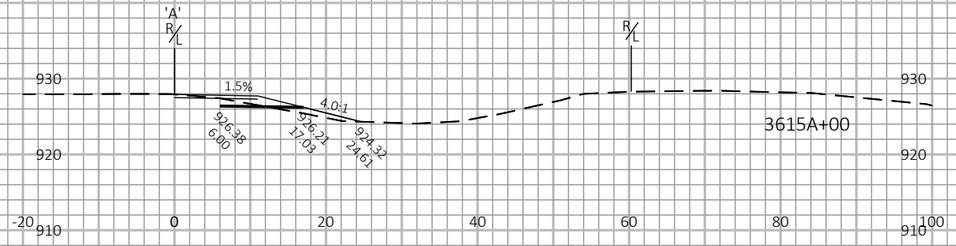
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

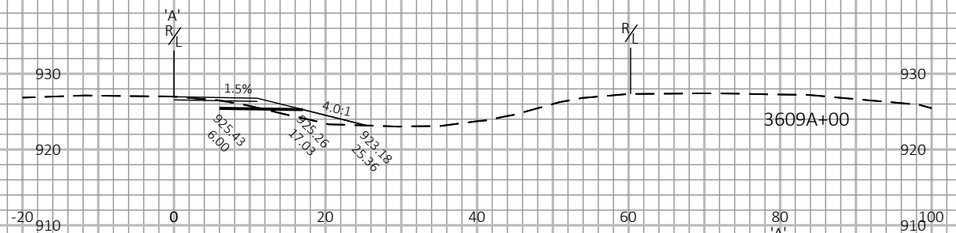
WISDOT/CADDS SHEET 49

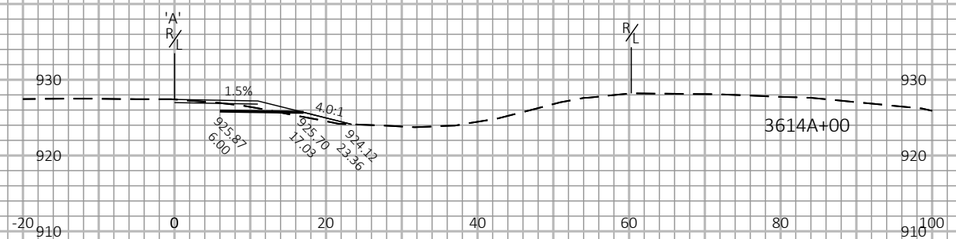


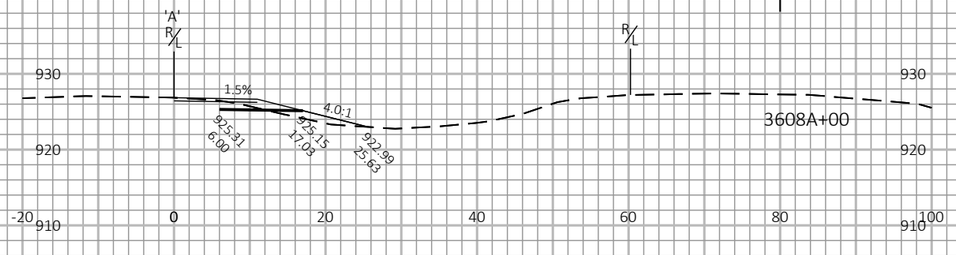


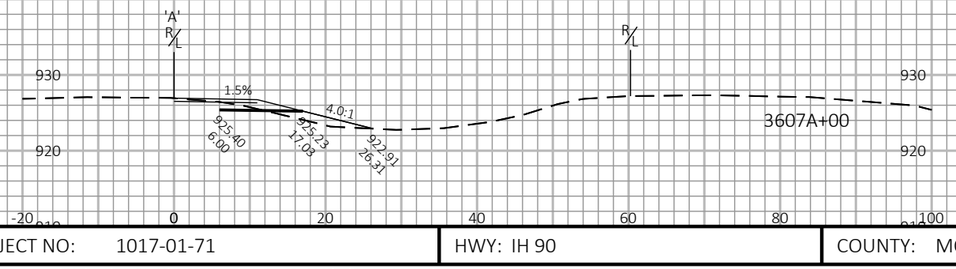


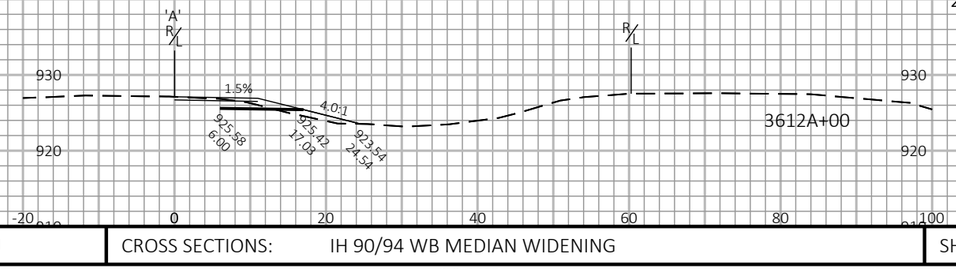


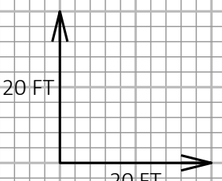












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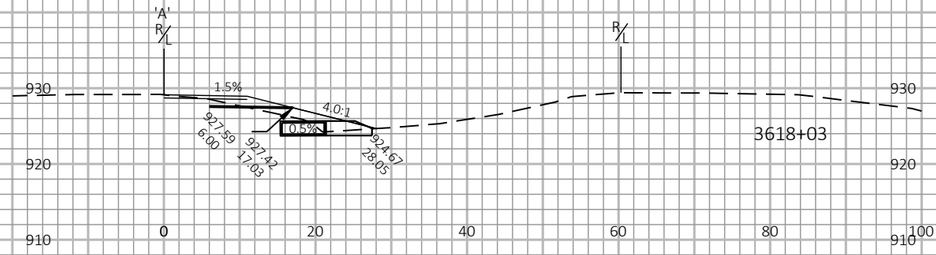
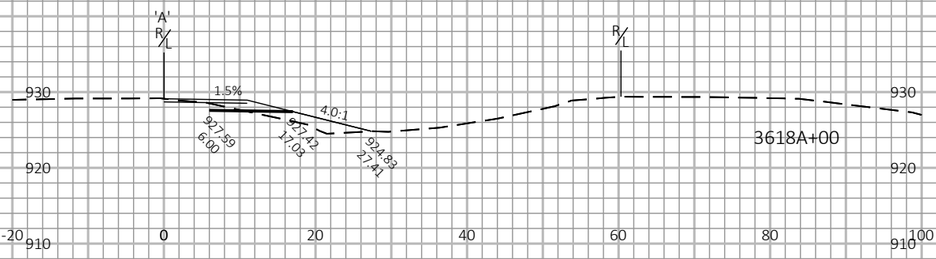
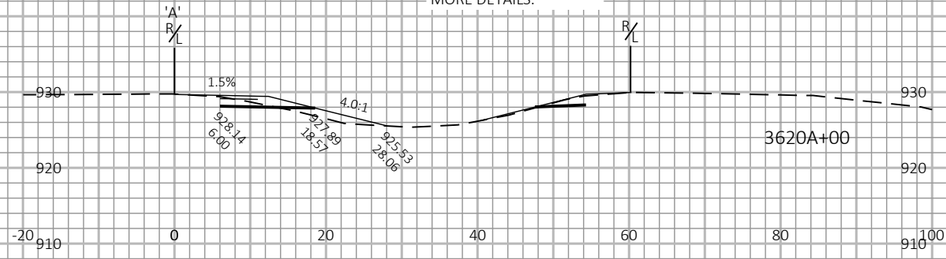
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

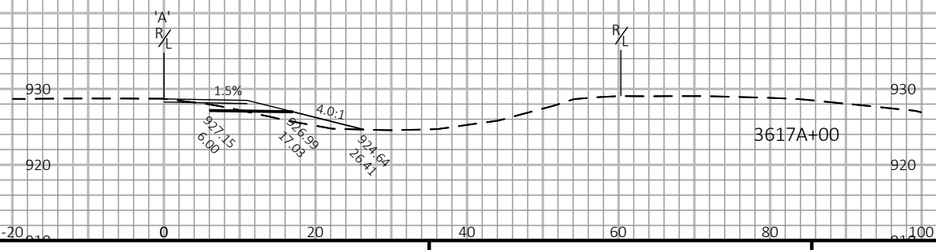
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090144_XS.DWG
LAYOUT NAME - 4
PLOT DATE : 3/24/2022 1:13 PM
PLOT BY : MECUM, BRANDYN W
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

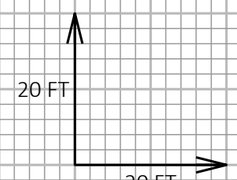




SEE TRAFFIC CROSSOVER CROSS SECTION FOR MORE DETAILS.







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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 WB MEDIAN WIDENING	SHEET	E

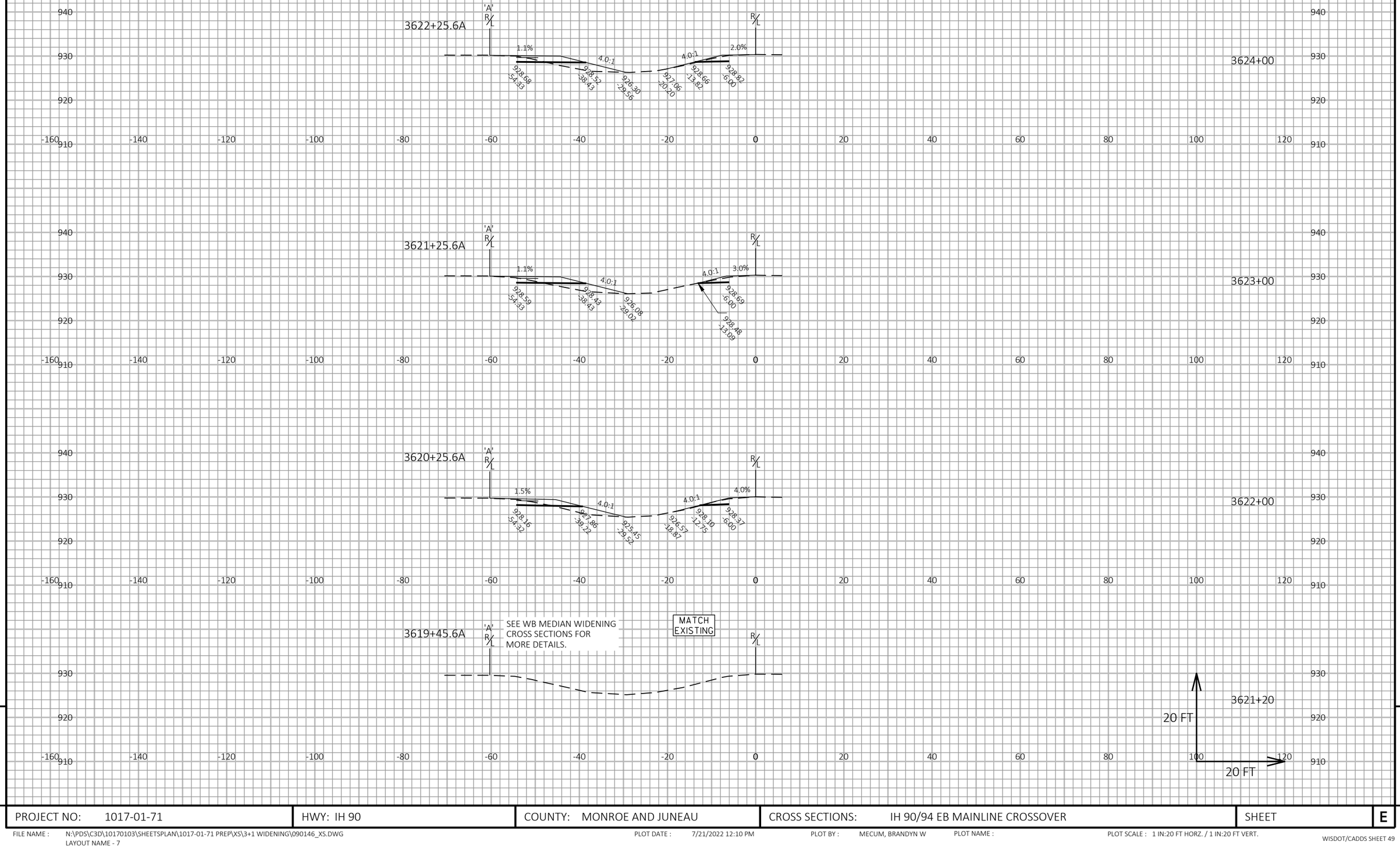
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090144_XS.DWG
LAYOUT NAME - 5

PLOT DATE : 3/24/2022 1:13 PM

PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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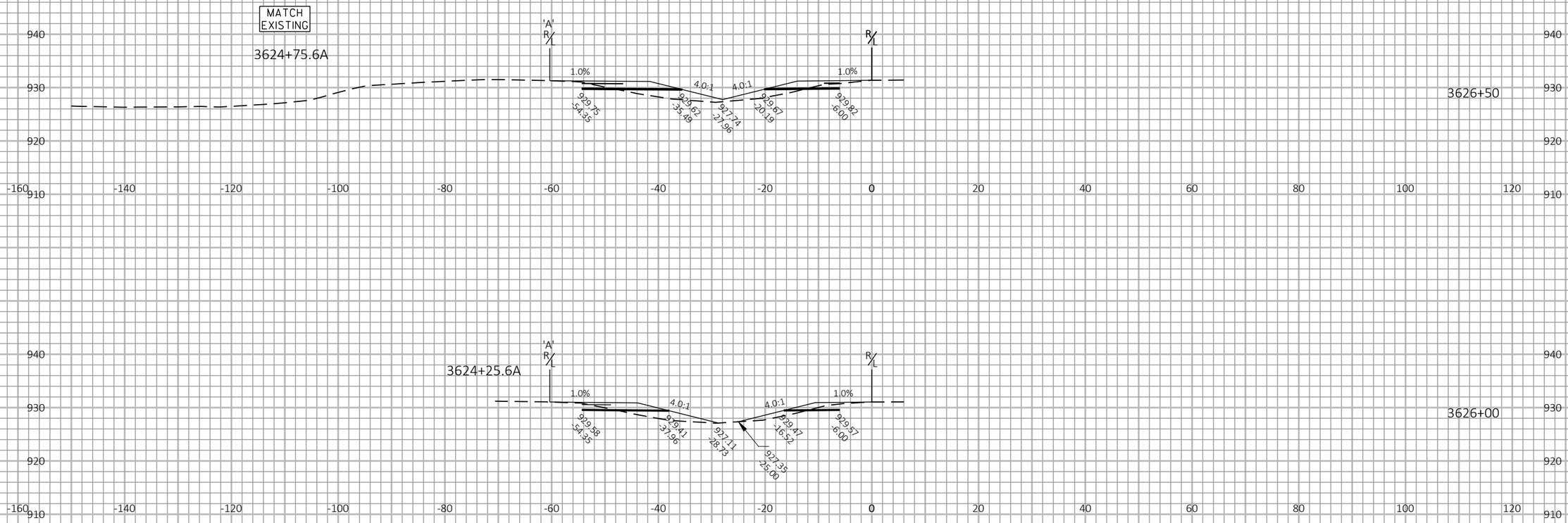
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB MAINLINE CROSSOVER	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090146_XS.DWG
LAYOUT NAME - 7

PLOT DATE : 7/21/2022 12:10 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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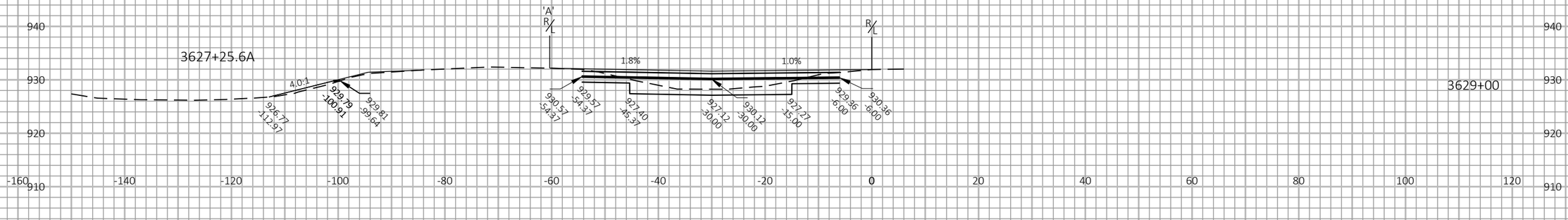
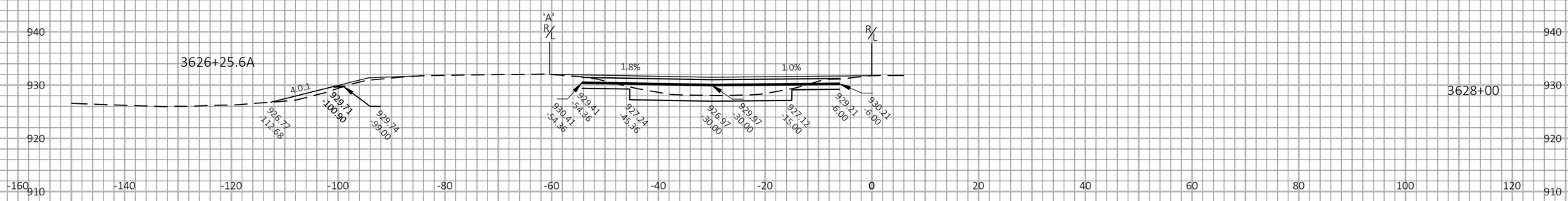
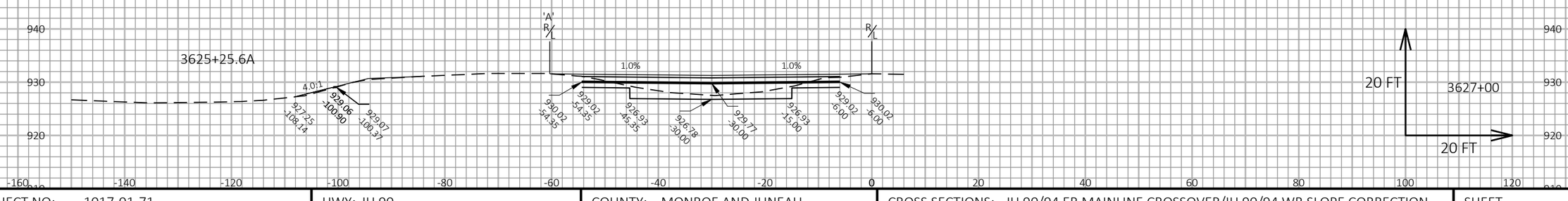
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB MAINLINE CROSSOVER/IH 90/94 WB SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090146_XS.DWG
LAYOUT NAME - 8

PLOT DATE : 7/21/2022 12:11 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







3629+00

3628+00

3627+00

20 FT

20 FT

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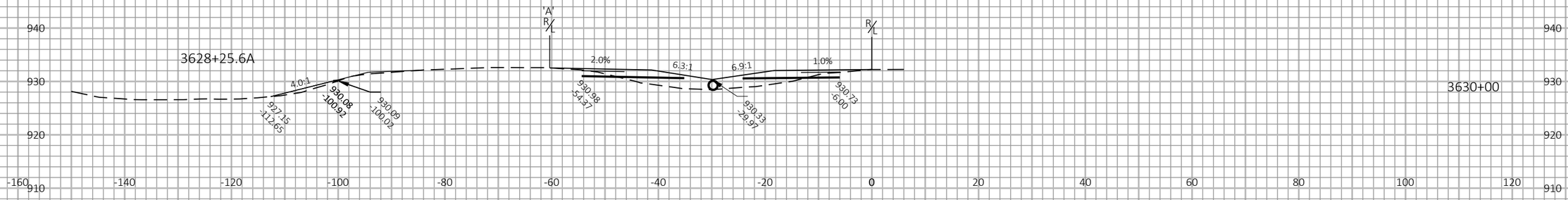
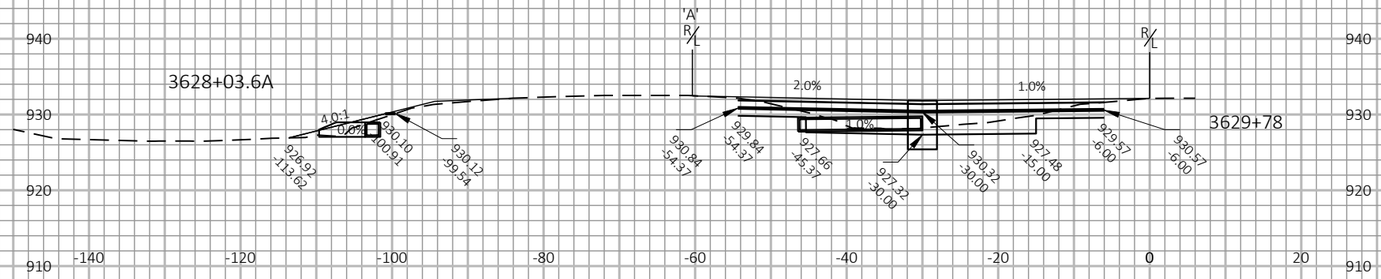
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB MAINLINE CROSSOVER/IH 90/94 WB SLOPE CORRECTION	SHEET	E

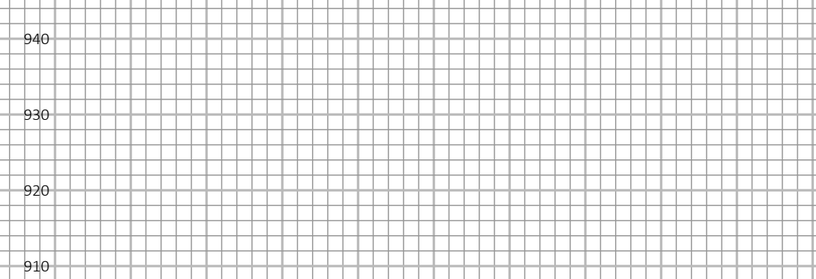
FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090146_XS.DWG
LAYOUT NAME - 9

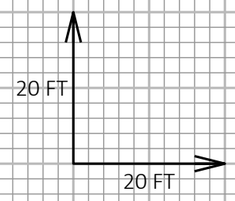
PLOT DATE : 7/21/2022 12:11 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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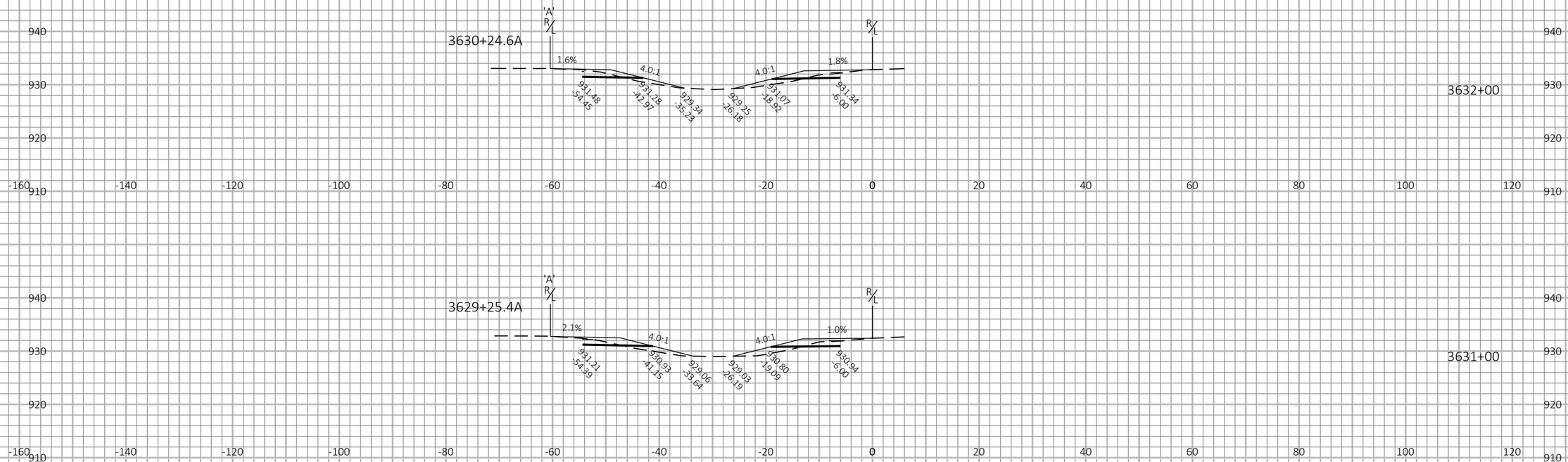
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB MAINLINE CROSSOVER/IH 90/94 WB SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090146_XS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/21/2022 12:11 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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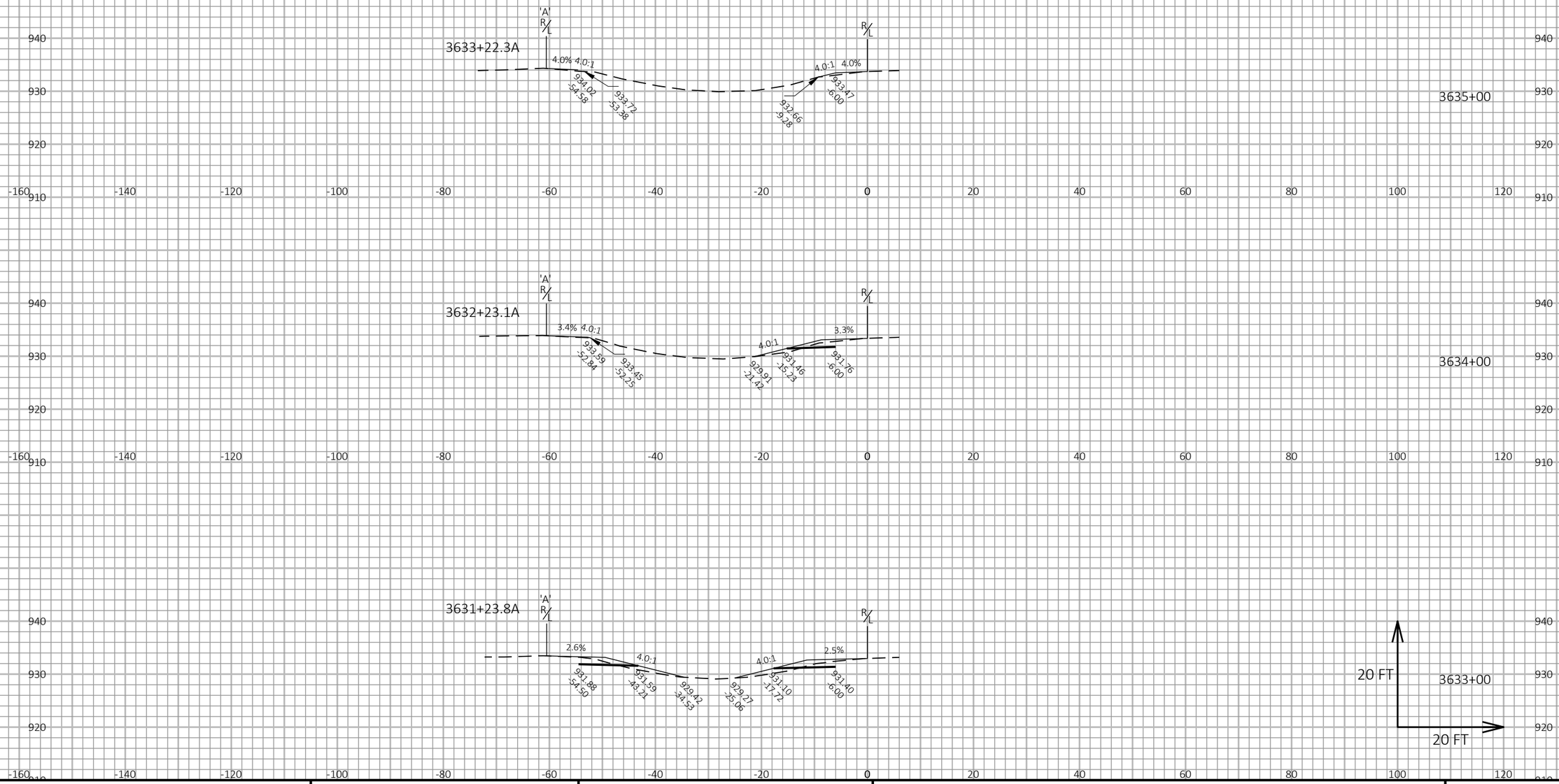
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB MAINLINE CROSSOVER/IH 90/94 WB SLOPE CORRECTION	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090146_XS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/21/2022 12:11 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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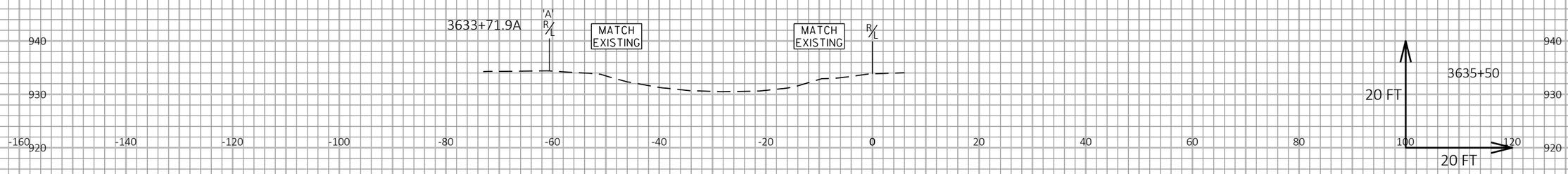
PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB MAINLINE CROSSOVER	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090146_XS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/21/2022 12:11 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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PROJECT NO: 1017-01-71	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CROSS SECTIONS: IH 90/94 EB MAINLINE CROSSOVER	SHEET	E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-71 PREP\XS\3+1 WIDENING\090146_XS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/21/2022 12:11 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

Notes

Wisconsin Department of Transportation

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Place Sheet Numbers