GRE

DECEMBER 2023

PROJECT ID: 1480-27-71

WITH: N/A

COUNTY: BROWN

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 = 362



21

N

DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| A.A.D.T. | 2024 | = | 36,270 |
| A.A.D.T. | 2044 | = | 46,300 |
| D.H.V. | | = | 4,815 |
| D.D. | | = | 50/50 |
| T. | | = | 7.1% |
| DESIGN SPEED | | = | 70 MPH |
| ESALS | | = | 5,600,000 |

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

**PLAN OF PROPOSED IMPROVEMENT**

# GREEN BAY - LUXEMBURG

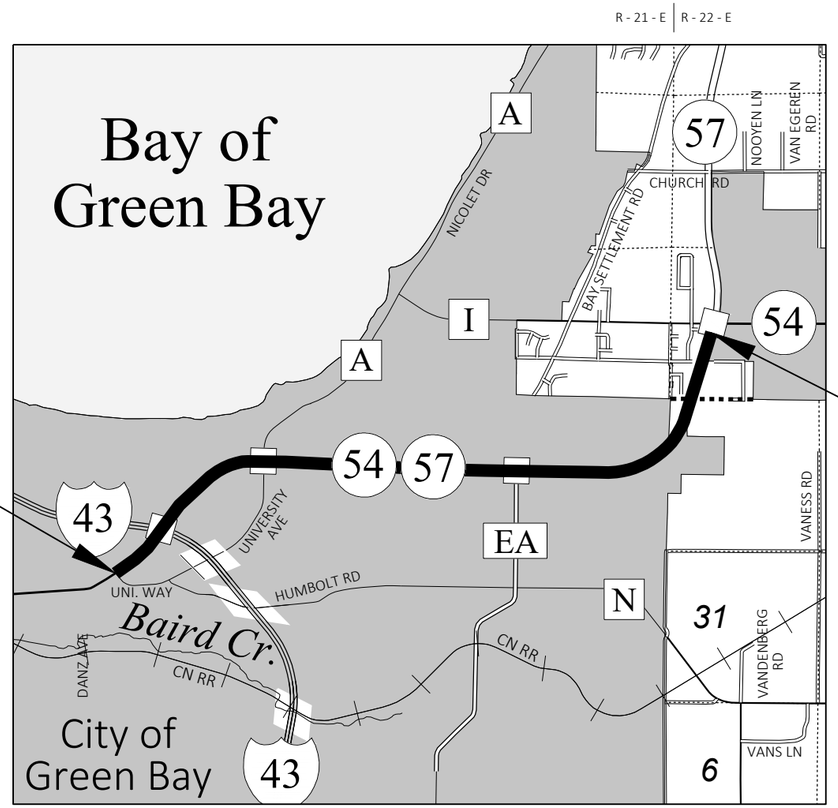
**UNIVERSITY WAY - STH 57**

## STH 54

## BROWN COUNTY

| STATE PROJECT NUMBER |
|---|
| 1480-27-71 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1480-27-71 | WISC 2024067 | 1 |
| | | |
| | | |
| | | |




BEGIN PROJECT
STA 205+82.80 EB
Y = 567,265.477
X = 114,110.942

END PROJECT
STA 438+01.87 EB
Y = 573,642.579
X = 134,168.433

T - 24 - N
T - 23 - N

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 4.398 MI

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | WISDOT |
| Designer | A. FARRELL |
| Project Manager | J. LANG |
| Regional Examiner | C. HAAG |
| Regional Supervisor | A. FULCER |

APPROVED FOR THE DEPARTMENT

DATE: 8/1/2023 Joshua J. Lang P.E. (Signature)

E

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\010101-TI.DWG PLOT DATE : 7/19/2023 12:28 PM PLOT BY : MARTIN, THOMAS S PLOT NAME :

2

## GENERAL NOTES

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

THE EXACT CONSTRUCTION LIMITS AND LOCATIONS OF ALL ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ORDER OF SECTION 2 DETAIL SHEETS


GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
PERMANENT SIGNING
TEMPORARY PEDESTRIAN ACCESS PLAN
TRAFFIC CONTROL
DETOUR PLAN
ALIGNMENT DETAILS


DNR LIAISON

JIM DOPERALSKI JR.
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
(920) 412-0165
james.doperalski@wisconsin.gov

BROWN COUNTY HIGHWAY COMMISSIONER

PAUL FONTECCHIO
BROWN COUNTY HIGHWAY DEPT.
2198 GLENDALE AVE.
GREEN BAY, WI 54303
(920) 492-4925
bc_highway@co.brown.wi.us

NE REGION SURVEY COORDINATOR

MICHAEL ANDRASCHKO, PLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-4166
michael.andraschko@dot.wi.gov

NE REGION DESIGN PROJECT MANAGER

JOSH LANG, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54303
(920) 492-4141
josh.lang@dot.wi.gov

## UTILITIES CONTACTS

AT&T WISCONSIN
VICTORIA KASSAB
205 S JEFFERSON ST
GREEN BAY, WI 54301
(920) 401-7512
vk352k@att.com

ATC MANAGEMENT, INC.
CHRIS DAILEY
P.O.BOX 47
WAUKESHA, WI 53817
(262) 506-6884
cdailey@atcllc.com

BROWN COUNTY TECHNOLOGY SERVICES
DAN BECKER
413 S MADISON ST
GREEN BAY, WI 54301
(920) 301-7902
MOBILE (920) 676-3496
dbecker@mcewi.com

BRIGHTSPEED OF CENTRAL WISCONSIN, LLC
RYAN BIRDSALL
710 MIFFLIN ST
MADISON, WI 53703
(608) 658-2899
Ryan.Birdsall@lumen.com

SPECTRUM
VINCENT ALBIN
3520 E DESTINATION DR
APPLETON, WI 54915
(920) 831-9249
MOBILE (920) 378-0444
vince.albin@charter.com

CITY OF GREEN BAY
MATTHEW HECKENLAIBLE
100 N JEFFERSON ST
GREEN BAY, WI 54301
PHONE (920) 448-3100
matt.heckenlaible@greenbaywi.gov

NEW WATER
ROB REINHART
2231 NORTH QUINCY ST
GREEN BAY, WI 54302-1248
(920) 438-1035
MOBILE (920) 619-4917
rreinhart@newwater.us

GREEN BAY WATER UTILITY
JASON MAES
631 S ADAMS ST
GREEN BAY, WI 54301
(920) 448-3480
(920) 448-3484 (AFTER-HOURS EMERGENCY)

PAETEC COMMUNICATIONS, LLC
LORI KETTER
341 N DANZ ST
GREEN BAY, WI 54302
(920) 410-6902
Lori.Ketter@Windstream.com

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)
TOM GORAL
2850 S ASHLAND AVE
GREEN BAY, WI 54304
(920) 493-2365
thomas.goral@wisconsinpublicservice.com

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
JIM EIDEN
2850 S ASHLAND AVE
GREEN BAY, WI 54304
(920) 617-5231
MOBILE: (920) 676-8068
james.eiden@wisconsinpublicservice.com

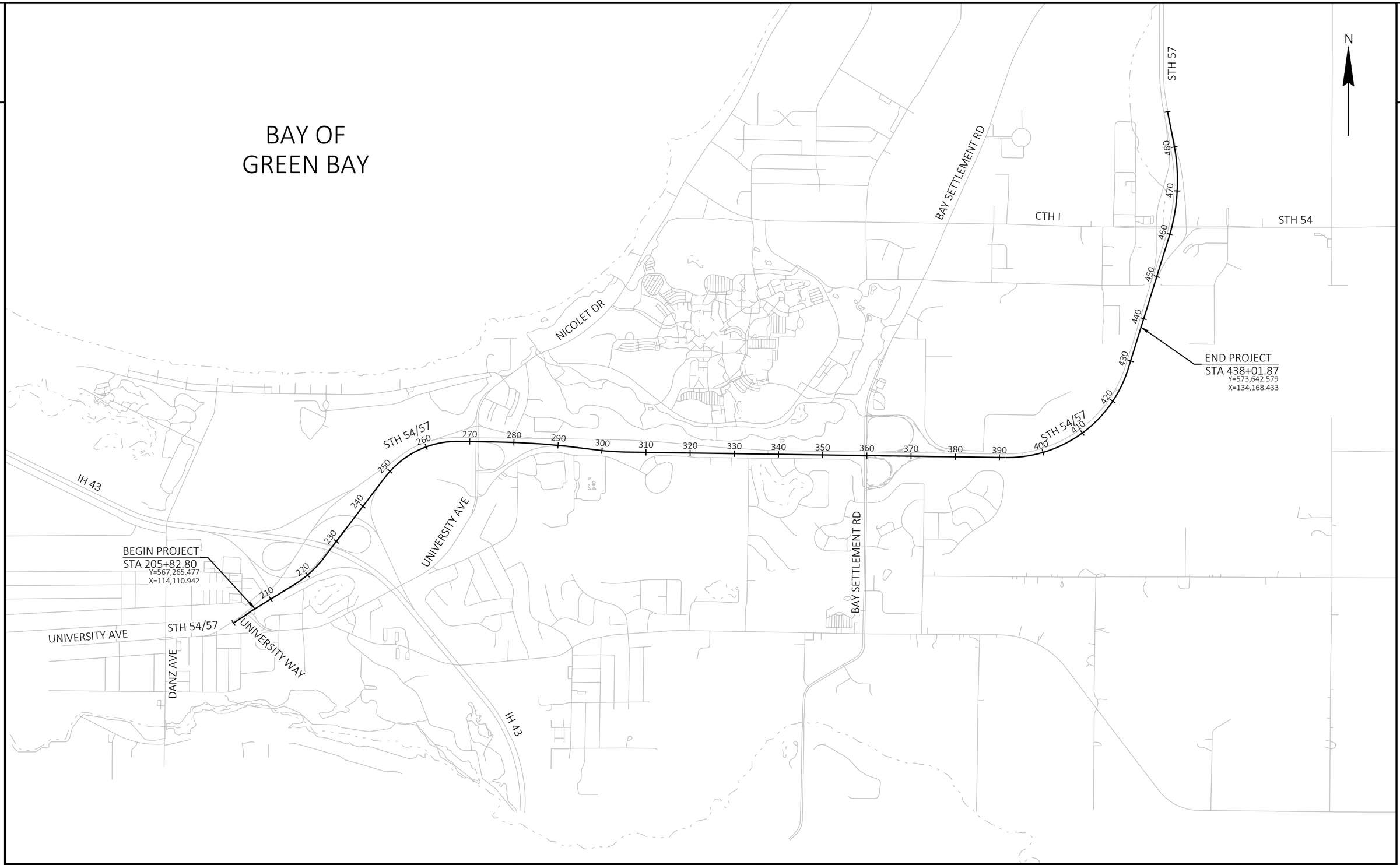
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

## 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<br>.22 | .16<br>.30 | .22<br>.38 | .12<br>.26 | .20<br>.34 | .27<br>.44 | .15<br>.30 | .24<br>.37 | .33<br>.50 | .19<br>.34 | .28<br>.41 | .38<br>.56 |
| MEDIAN STRIP-<br>TURF | .19<br>.24 | .20<br>.26 | .24<br>.30 | .19<br>.25 | .22<br>.28 | .26<br>.33 | .20<br>.26 | .23<br>.30 | .30<br>.37 | .20<br>.27 | .25<br>.32 | .30<br>.40 |
| SIDE SLOPE-<br>TURF | | | .25<br>.32 | | | .27<br>.34 | | | .28<br>.36 | | | .30<br>.38 |
| PAVEMENT: | | | | | | | | | | | | |
| ASPHALT | .70 - .95 | | | | | | | | | | | |
| CONCRETE | .80 - .95 | | | | | | | | | | | |
| BRICK | .70 - .80 | | | | | | | | | | | |
| DRIVES, WALKS | .75 - .85 | | | | | | | | | | | |
| ROOFS | .75 - .95 | | | | | | | | | | | |
| GRAVEL ROADS, SHOULDERS | .40 - .60 | | | | | | | | | | | |

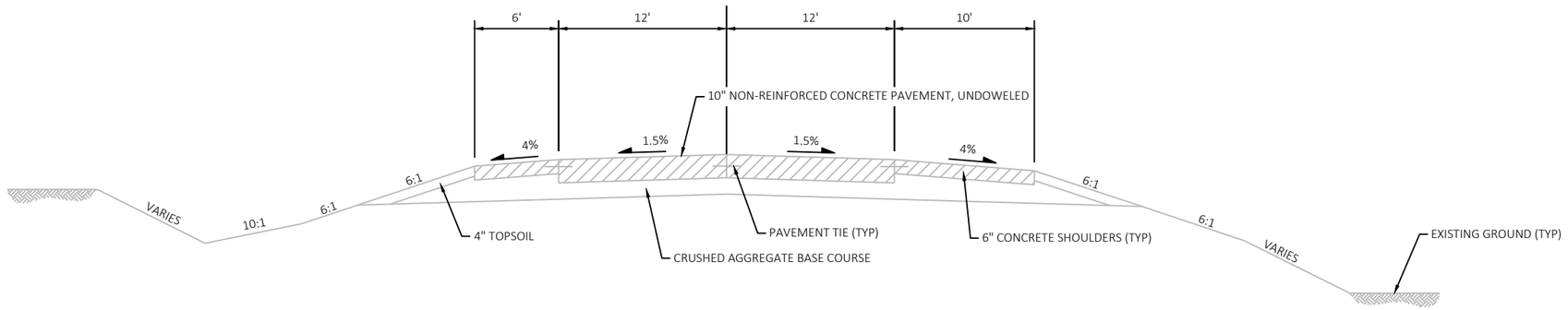
TOTAL PROJECT AREA = 279 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.52 ACRES

2




| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

STH 54 R/L

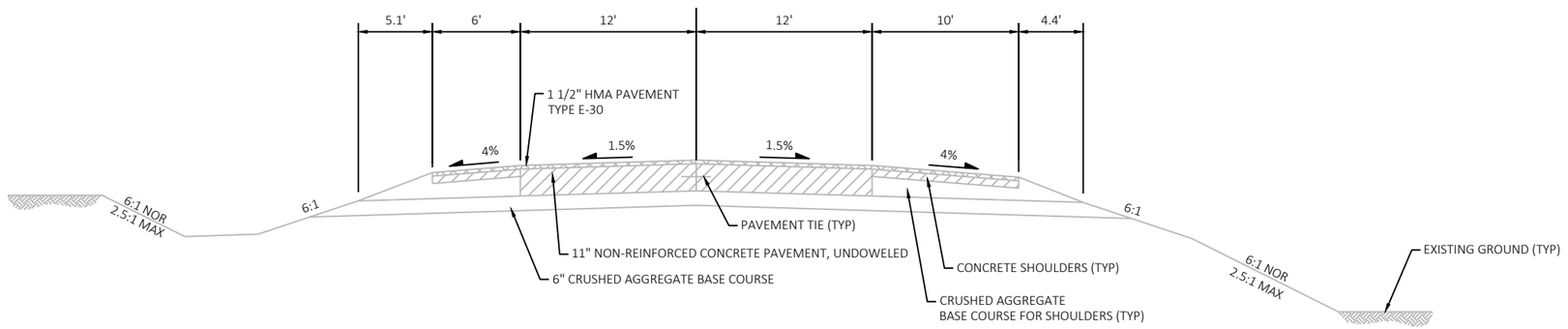



** EXISTING TYPICAL SECTION STH 54

STA 205+83 'EB' TO STA 269+85 'EB'
STA 505+82 'WB' TO STA 570+49 'WB'
STA 273+28 'EB' TO STA 296+70 'EB'
STA 574+15 'WB' TO STA 601+27 'WB'

** NOTE: TYPICAL SECTION IS ORIENTED TO DIRECTION OF TRAVEL

STH 54 R/L




** EXISTING TYPICAL SECTION STH 54

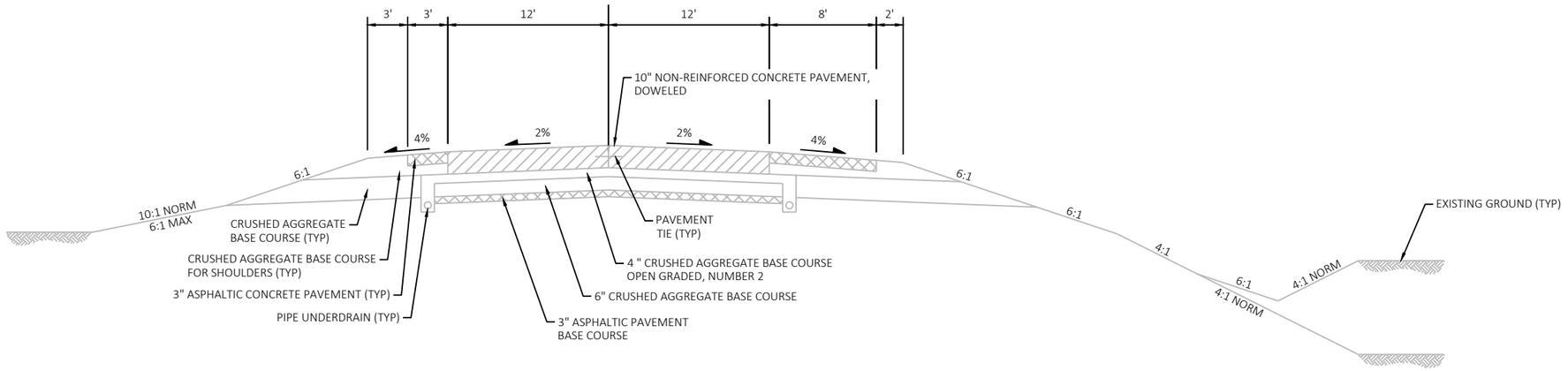
STA 269+85 'EB' TO STA 270+89 'EB'
STA 570+49 'WB' TO STA 571+50 'WB'
STA 272+43 'EB' TO STA 273+28 'EB'
STA 573+04 'WB' TO STA 574+15 'WB'

** NOTE: TYPICAL SECTION IS ORIENTED TO DIRECTION OF TRAVEL

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|

2

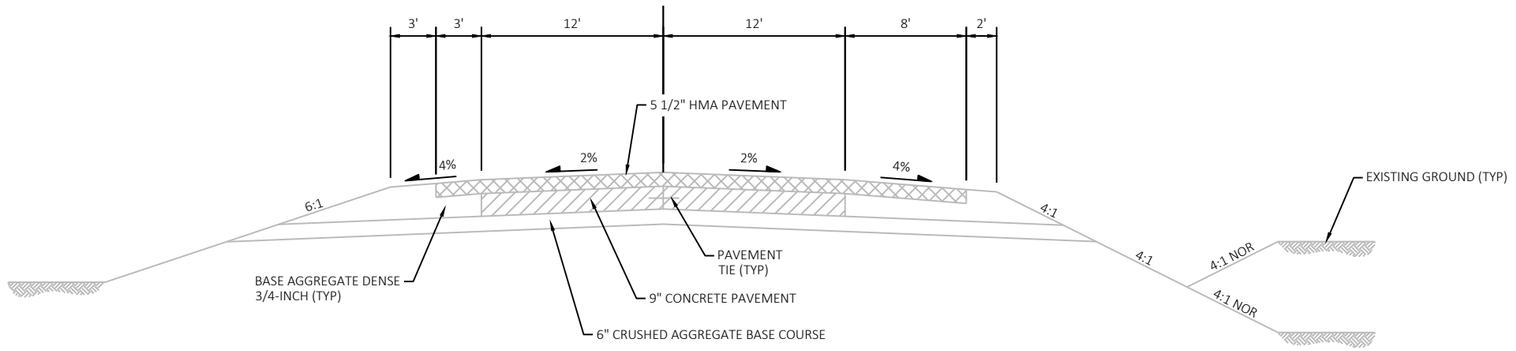
STH 54 R/L




EXISTING TYPICAL SECTION STH 54

STA 296+70 'EB' TO STA 358+41 'EB'

STH 54 R/L




** EXISTING TYPICAL SECTION STH 54

STA 601+27 'WB' TO STA 737+76 'WB'
STA 358+41 'EB' TO STA 438+02 'EB'

** NOTE: TYPICAL SECTION IS ORIENTED TO DIRECTION OF TRAVEL

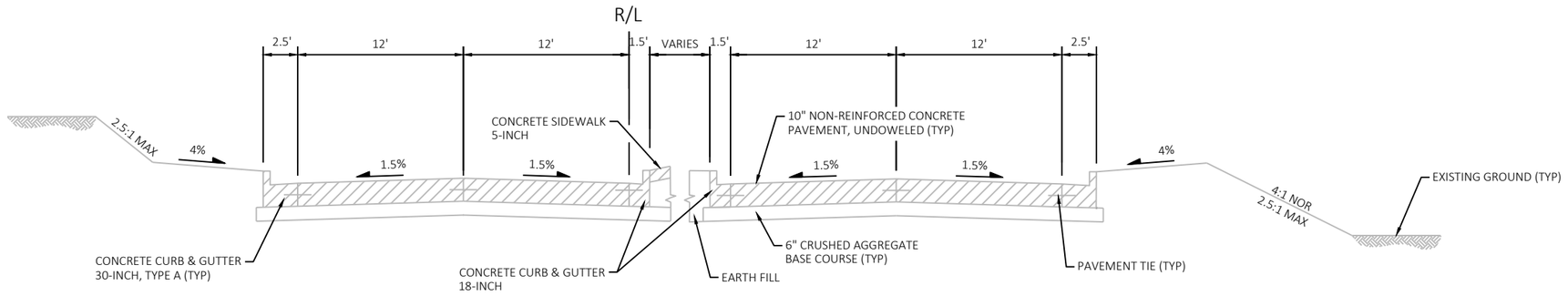
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020302-ts

PLOT DATE : 6/6/2022 8:26 AM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1IN:10 FT

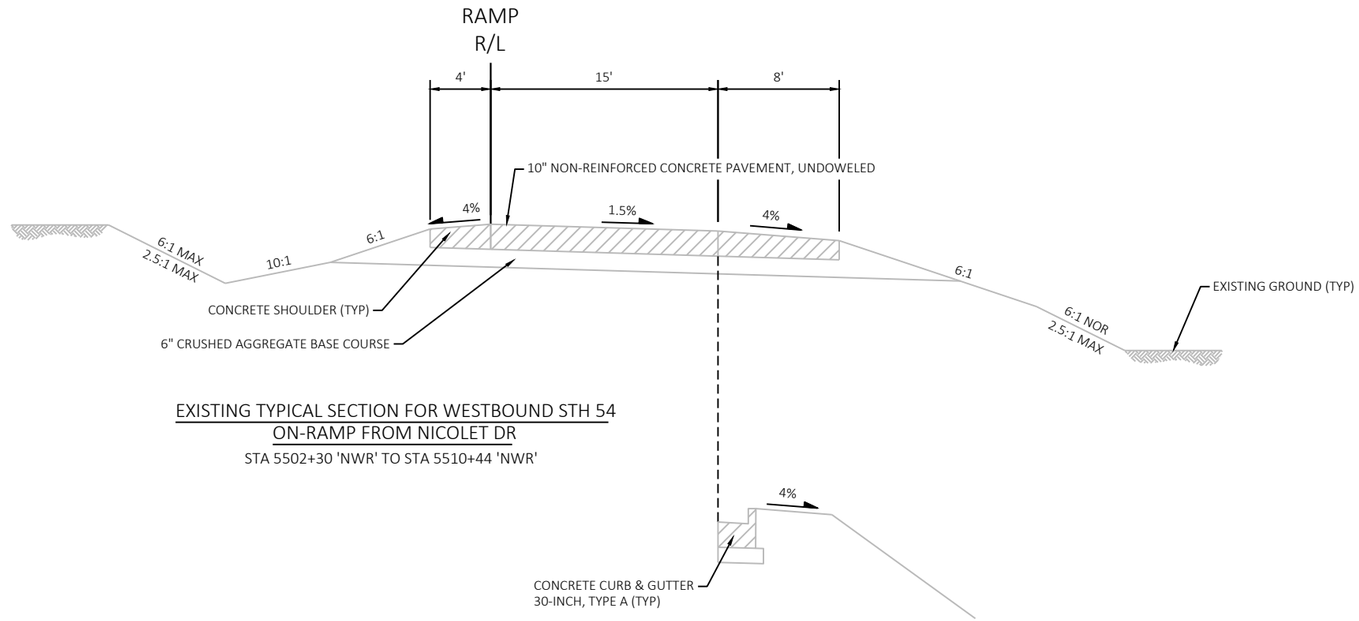
WISDOT/CADDS SHEET 42

2




EXISTING TYPICAL SECTION UNIVERSITY AVE/NICOLET DR

STA 5703+37 'UNNI' TO STA 5716+66 'UNNI' (NORTHBOUND TRAFFIC SIDE)
STA 5702+77 'UNNI' TO STA 5716+66 'UNNI' (SOUTHBOUND TRAFFIC SIDE)



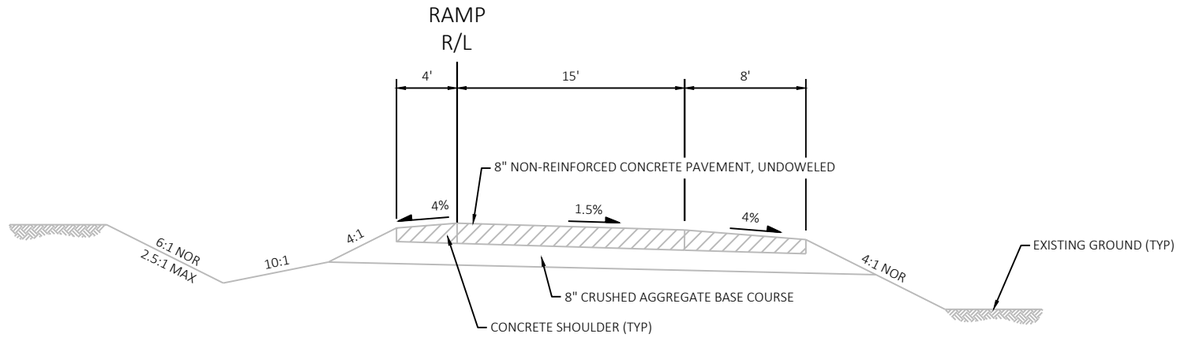

EXISTING TYPICAL SECTION FOR WESTBOUND STH 54
ON-RAMP FROM NICOLET DR

STA 5502+30 'NWR' TO STA 5510+44 'NWR'

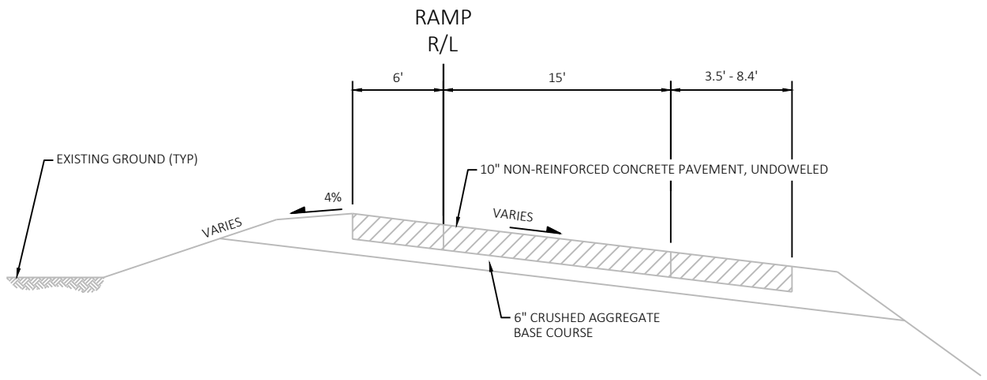
EXISTING TYPICAL SECTION FOR WESTBOUND STH 54
ON-RAMP FROM NICOLET DR

STA 5500+26 'NWR' TO STA 5502+30 'NWR'

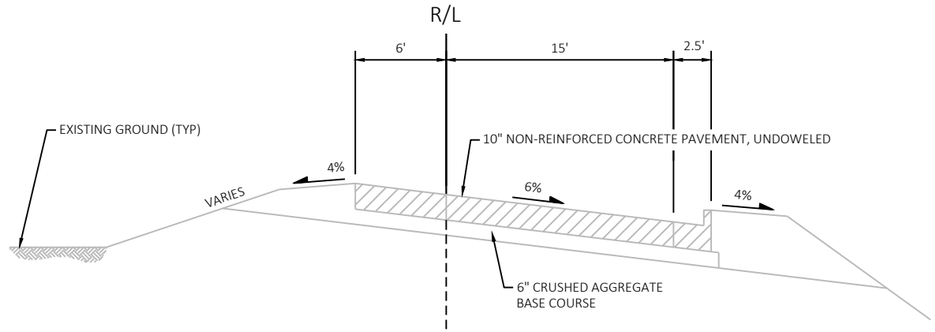
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|



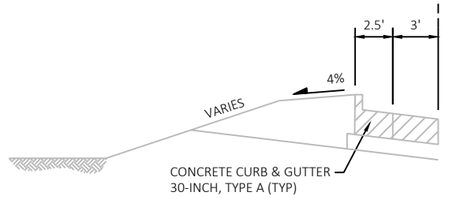

EXISTING TYPICAL SECTION FOR WESTBOUND STH 54
OFF-RAMP TO NICOLET DR
STA 5300+00 'NER' TO STA 5311+42 'NER'



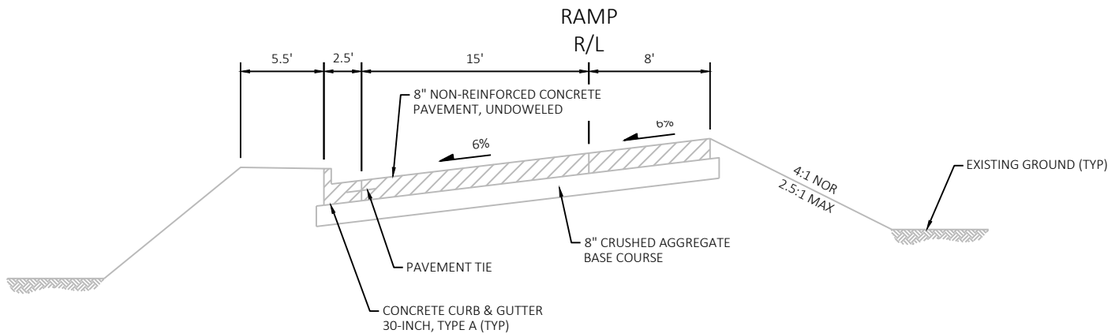

EXISTING TYPICAL SECTION FOR EASTBOUND STH 54
OFF-RAMP TO UNIVERSITY AVE
STA 5000+00 'LOOP R' TO STA 5002+59 'LOOP R'



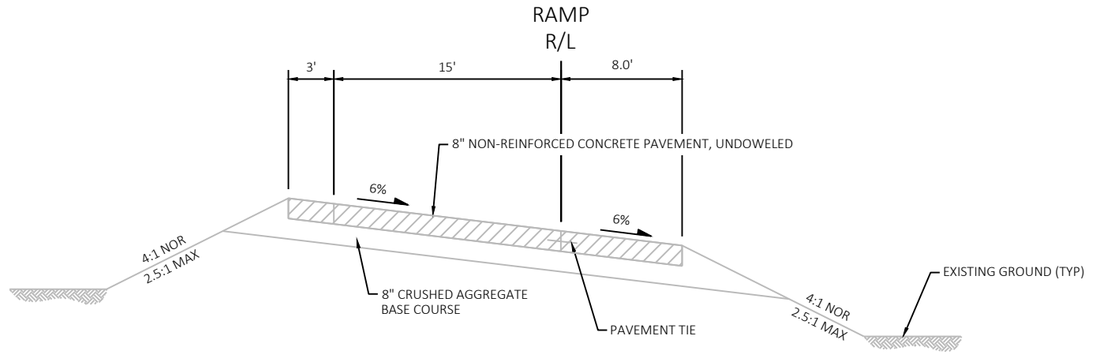

EXISTING TYPICAL SECTION FOR EASTBOUND STH 54
OFF-RAMP TO UNIVERSITY AVE
STA 5002+59 'LOOP R' TO STA 5006+80 'LOOP R'



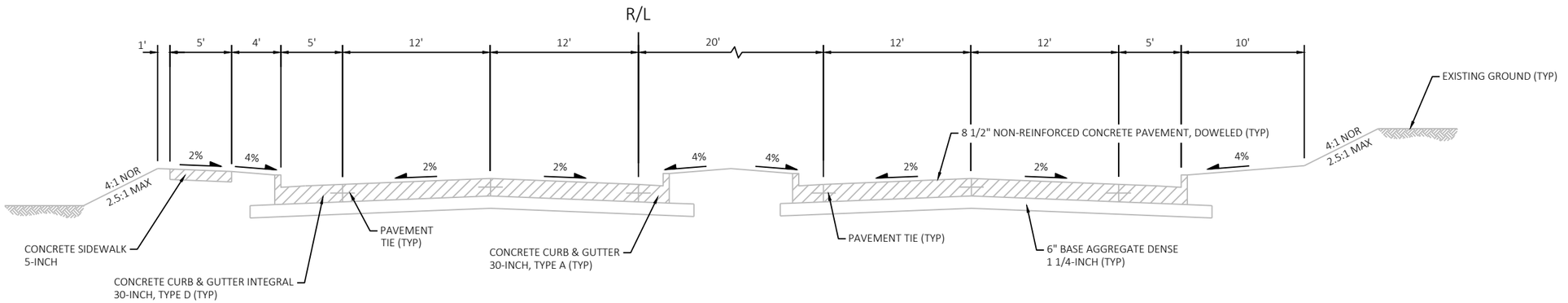

EXISTING TYPICAL SECTION FOR EASTBOUND STH 54
OFF-RAMP TO UNIVERSITY AVENUE
STA 5006+80 'LOOP R' TO STA 5013+00 'LOOP R'




EXISTING TYPICAL SECTION FOR EASTBOUND STH 54
ON-RAMP FROM UNIVERSITY AVE
STA 5200+26 'SER' TO STA 5207+21 'SER'

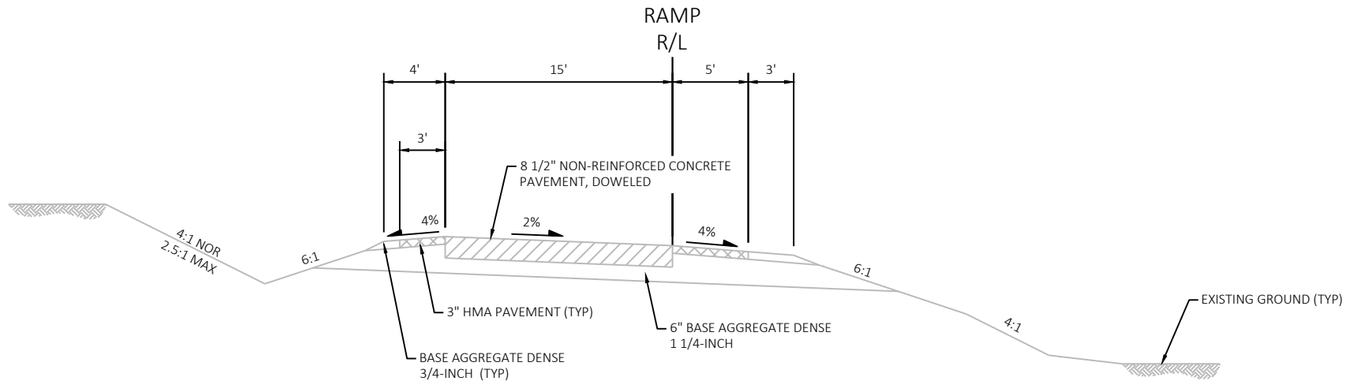



EXISTING TYPICAL SECTION FOR EASTBOUND STH 54
ON-RAMP FROM UNIVERSITY AVE
STA 5207+21 'SER' TO STA 5224+66 'SER'



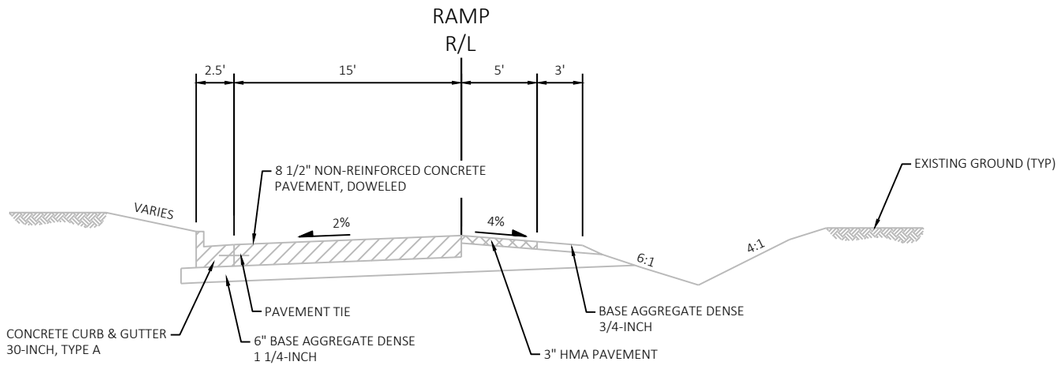

EXISTING TYPICAL SECTION BAY SETTLEMENT RD
STA 6501+30 'BAYS' TO STA 6519+86 'BAYS'

2




EXISTING TYPICAL SECTION FOR EASTBOUND STH 54
ON-RAMP AND OFF-RAMP TO BAY SETTLEMENT RD

STA 6000+59 'RB' TO STA 6005+08 'RB'
STA 6106+18 'RA' TO STA 6116+42 'RA'

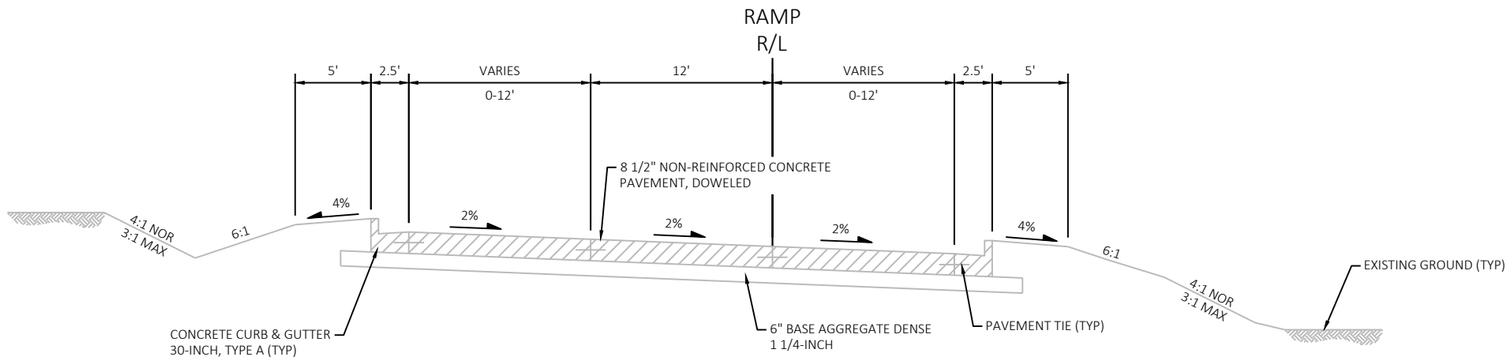



EXISTING TYPICAL SECTION FOR EASTBOUND STH 54
ON-RAMP AND OFF-RAMP TO BAY SETTLEMENT RD

STA 6005+08 'RB' TO STA 6010+47 'RB'
STA 6100+10 'RA' TO STA 6106+18 'RA'

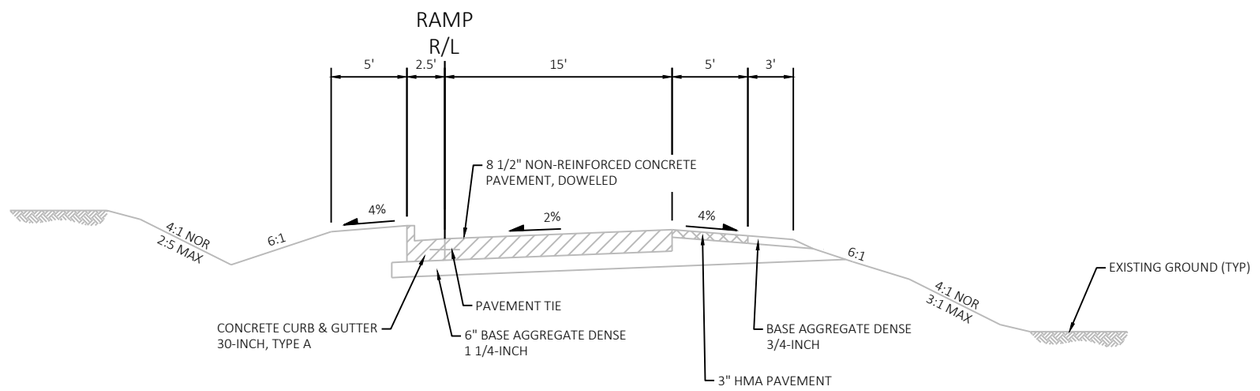
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|

2




EXISTING TYPICAL SECTION FOR EASTBOUND STH 54
OFF-RAMP TO BAY SETTLEMENT RD

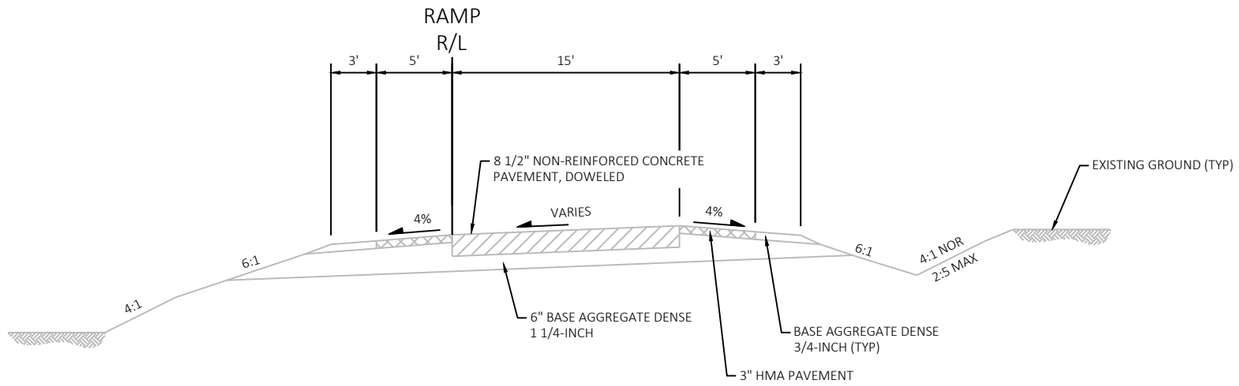
STA 6010+47 'RB' TO STA 6016+21 'RB'




EXISTING TYPICAL SECTION FOR WESTBOUND STH 54
ON-RAMP FROM BAY SETTLEMENT RD

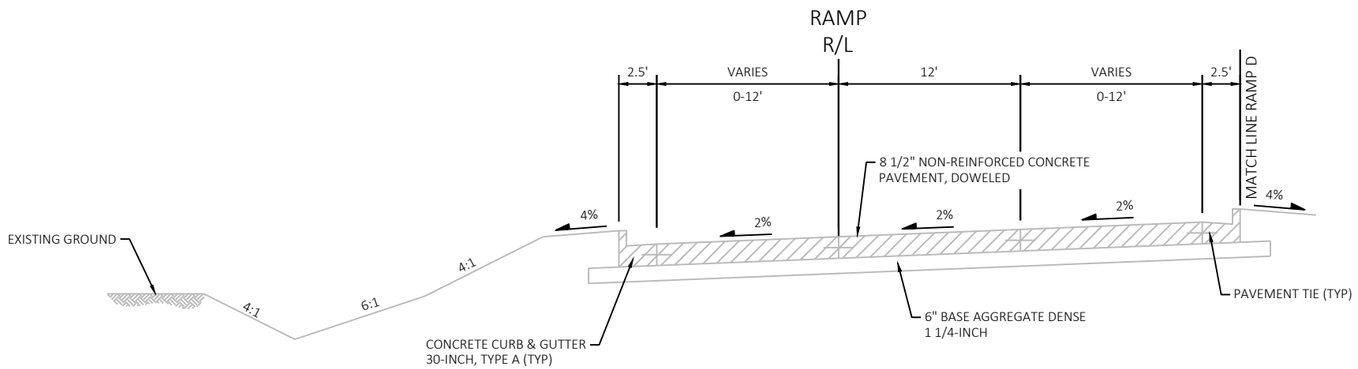
STA 6306+39 'RC' TO STA 6315+22 'RC'

2




EXISTING TYPICAL SECTION FOR WESTBOUND STH 54
ON-RAMP AND OFF-RAMP TO BAY SETTLEMENT RD

STA 6302+75 'RC' TO STA 6306+39 'RC'
STA 6209+00 'RD' TO STA 6214+76 'RD'



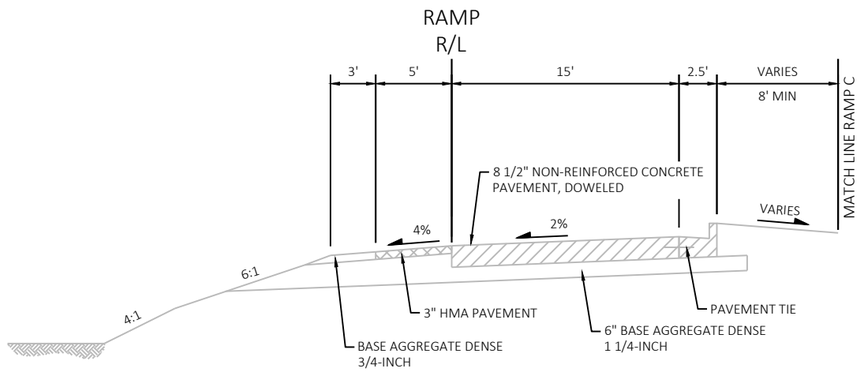

EXISTING TYPICAL SECTION FOR WESTBOUND STH 54
ON-RAMP FROM BAY SETTLEMENT RD

STA 6315+22 'RC' TO STA 6322+09 'RC'

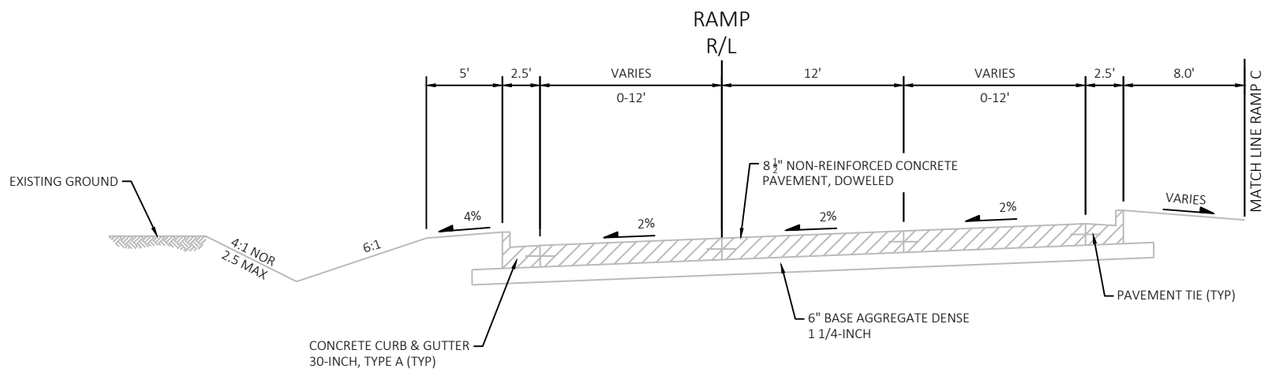
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 11 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020308-ts
PLOT DATE : 6/6/2022 8:26 AM
PLOT BY : FARRELL, ALAN E
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

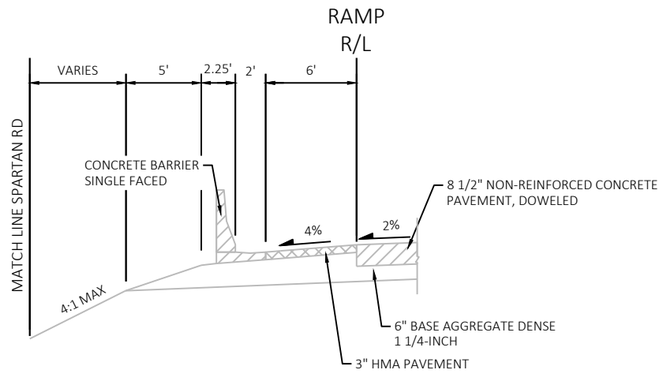
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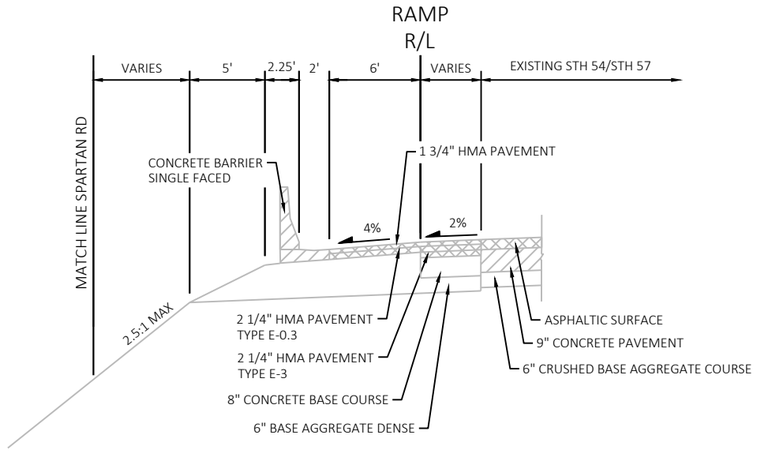

EXISTING TYPICAL SECTION FOR WESTBOUND STH 54
OFF-RAMP TO BAY SETTLEMENT RD
STA 6204+03 'RD' TO STA 6209+01 'RD'



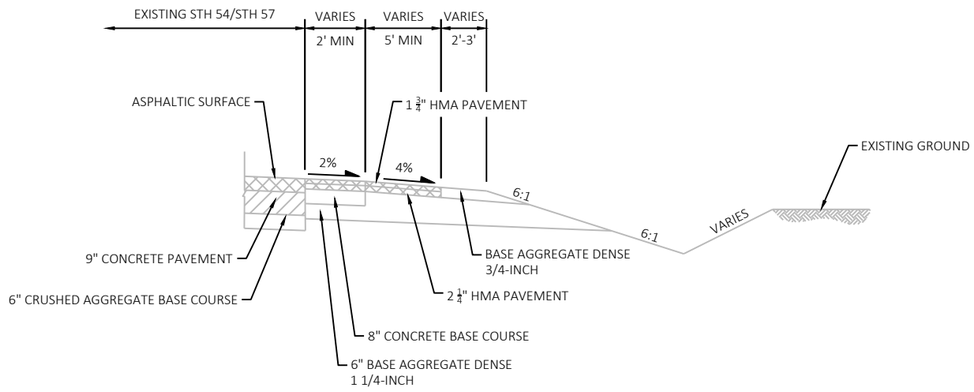

EXISTING TYPICAL SECTION FOR WESTBOUND STH 54
OFF-RAMP TO BAY SETTLEMENT RD
STA 6200+11 'RD' TO STA 6204+03 'RD'



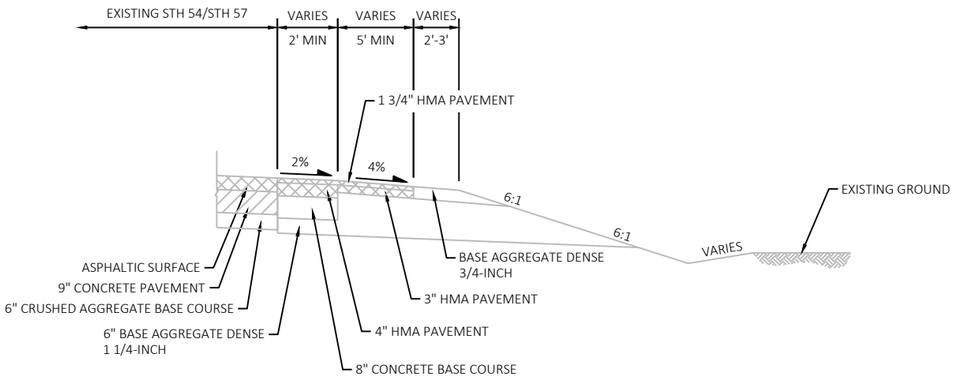

EXISTING PARTIAL TYPICAL SECTION FOR WESTBOUND STH
54 OFF-RAMP TO BAY SETTLEMENT RD
STA 6214+76 'RD' TO STA 6224+72 'RD'




EXISTING PARTIAL TYPICAL SECTION FOR WESTBOUND STH
54 OFF-RAMP TO BAY SETTLEMENT RD
STA 6224+72 'RD' TO STA 6227+38 'RD' AND STA 684+57 'WB'
TO STA 686+73 'WB'



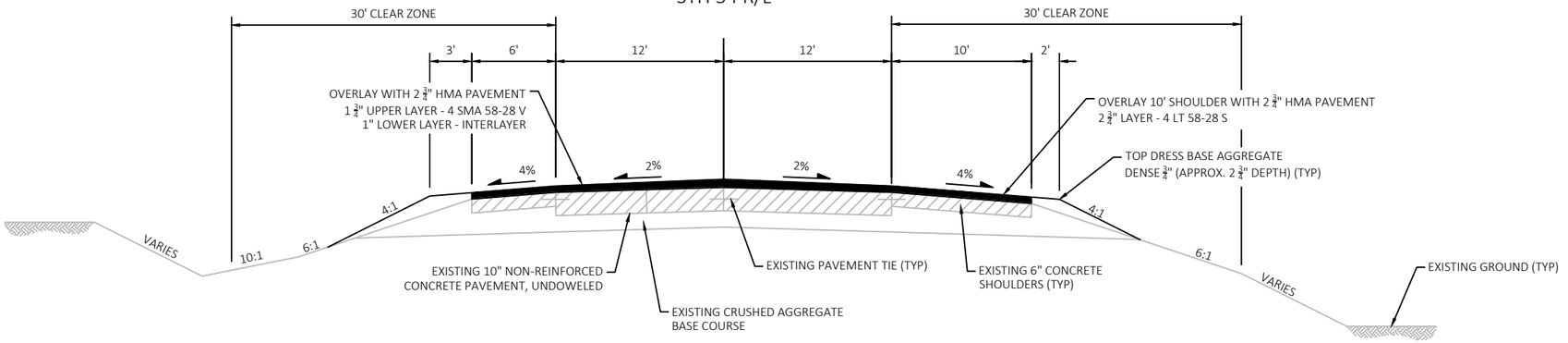

EXISTING PARTIAL TYPICAL SECTION FOR EASTBOUND STH
54 ON-RAMP FROM BAY SETTLEMENT RD
STA 373+75 'EB' TO STA 382+70 'EB'




EXISTING PARTIAL TYPICAL SECTION FOR EASTBOUND STH
54 OFF-RAMP TO BAY SETTLEMENT RD AND WESTBOUND
STH 54 ON-RAMP FROM BAY SETTLEMENT RD
STA 358+42 'EB' TO STA 359+21 'EB'
STA 652+69 'WB' TO STA 666+16 'WB'

2

STH 54 R/L

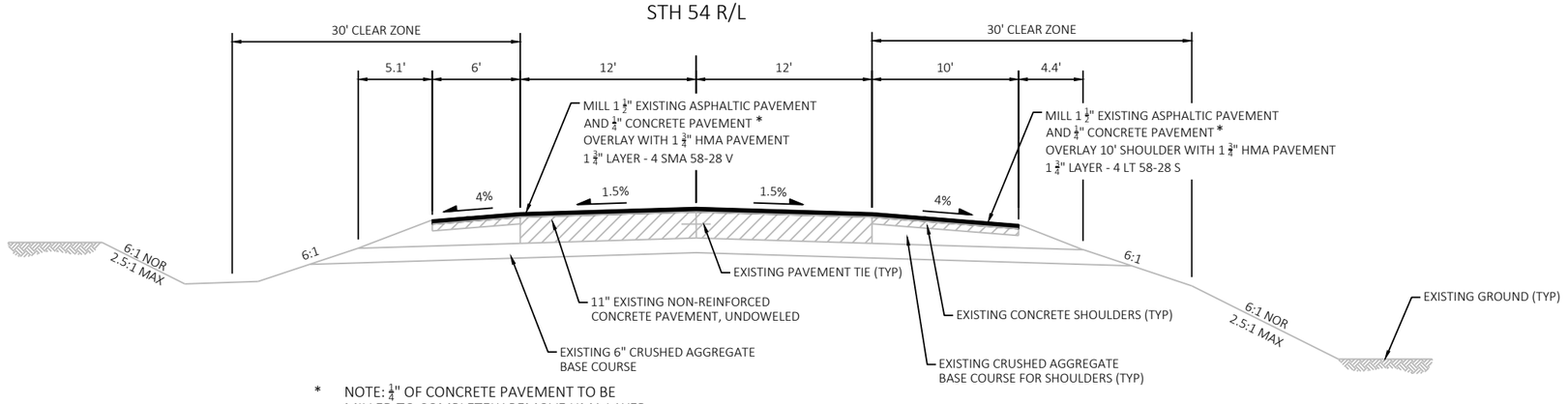



** FINISHED TYPICAL SECTION STH 54/STH 57

EASTBOUND STA 205+83 TO STA 269+85
WESTBOUND STA 505+82 TO STA 570+49
EASTBOUND STA 273+28 TO STA 296+70
WESTBOUND STA 574+15 TO STA 601+27

** NOTE: TYPICAL SECTION IS ORIENTED TO DIRECTION OF TRAVEL

STH 54 R/L




* NOTE: ¼" OF CONCRETE PAVEMENT TO BE MILLED TO COMPLETELY REMOVE HMA LAYER

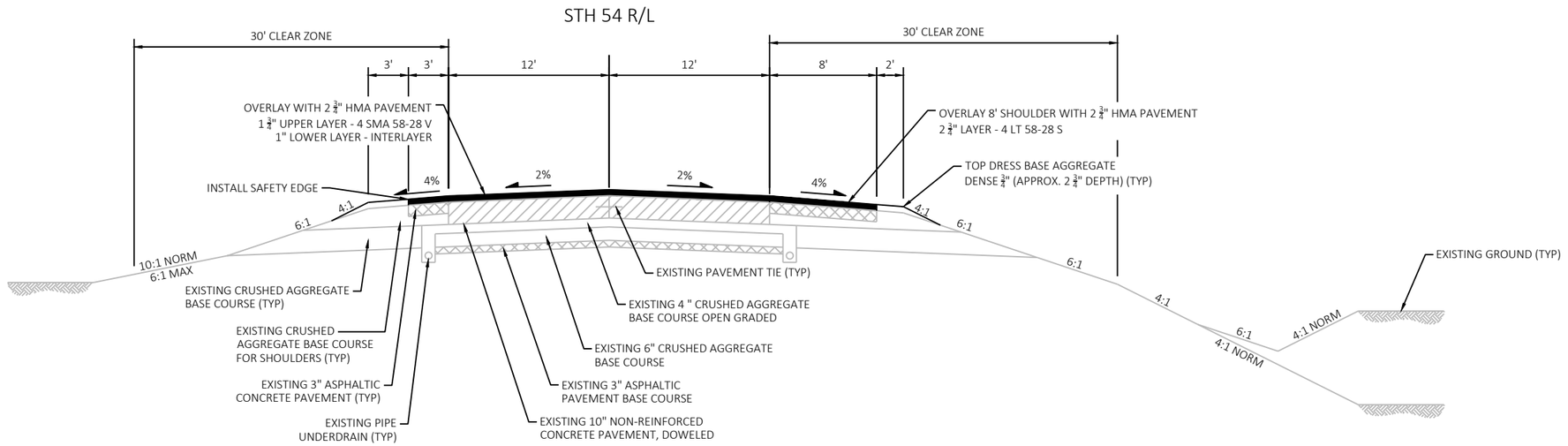
** FINISHED TYPICAL SECTION STH 54/STH 57

EASTBOUND STA 269+85 TO STA 270+89
WESTBOUND STA 570+49 TO STA 571+50
EASTBOUND STA 272+43 TO STA 273+28
WESTBOUND STA 573+04 TO STA 574+15

** NOTE: TYPICAL SECTION IS ORIENTED TO DIRECTION OF TRAVEL. TYPICAL SECTION ILLUSTRATES SECTION WHERE THE PAVEMENT CONNECTS TO STRUCTURE. SEE "TRANSITION FROM CONCRETE PAVEMENT WITH ASPHALT OVERLAY TO STRUCTURE" IN CONSTRUCTION DETAILS FOR PROPOSED PAVEMENT AND MILLING INFORMATION.

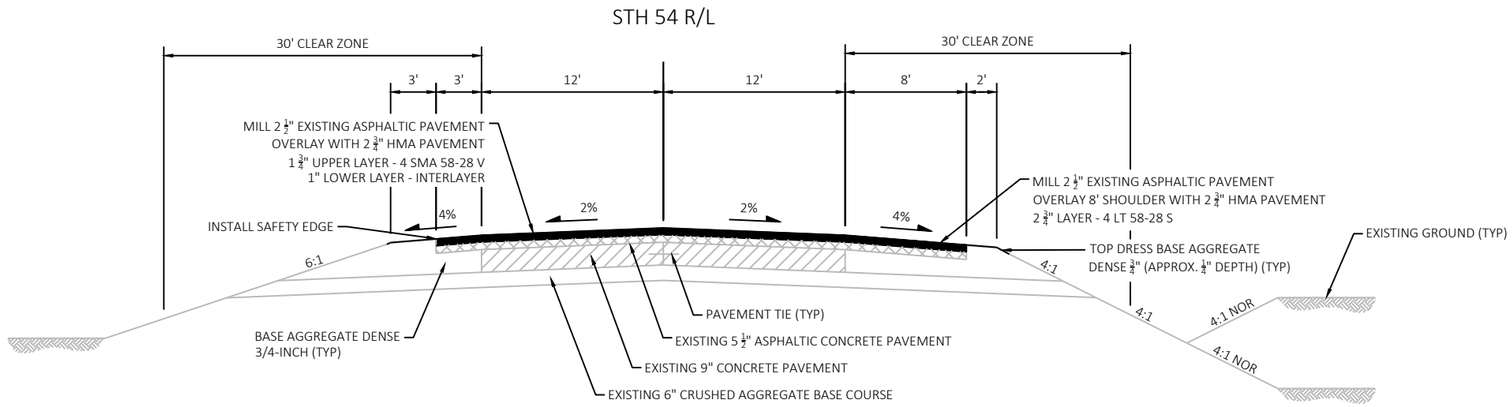
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 14 | E |
|---|---|---|---|---|---|

2




FINISHED TYPICAL SECTION STH 54/STH 57

EASTBOUND STA 296+70 TO STA 358+41




** FINISHED TYPICAL SECTION STH 54/STH 57

WESTBOUND STA 601+27 TO STA 737+76 ***

EASTBOUND STA 358+41 TO STA 438+02 ****

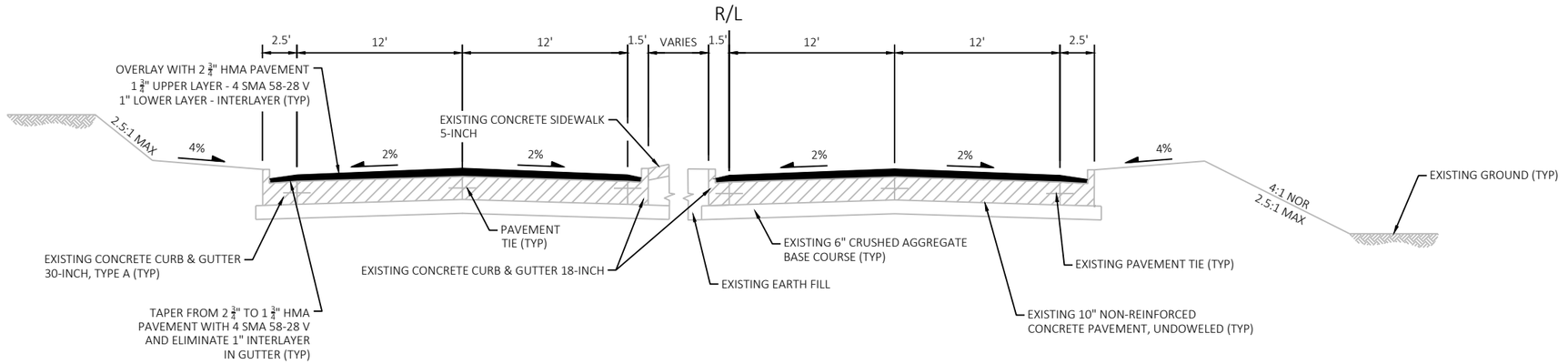
** NOTE: TYPICAL SECTION IS ORIENTED TO DIRECTION OF TRAVEL

*** NOTE: STA 689+30.15 TO STA 730+34.87 - INCREASE SUPER ELEVATION RATE - RT SHOULDER EDGE TO BE MILLED 2 ½" - SEE CONSTRUCTION DETAILS FOR TYPICAL SECTION INFORMATION

**** NOTE: STA 389+25.98 TO STA 430+30.70 - INCREASE SUPER ELEVATION RATE - LT SHOULDER EDGE TO BE MILLED 3 ½" - SEE CONSTRUCTION DETAILS FOR TYPICAL SECTION INFORMATION

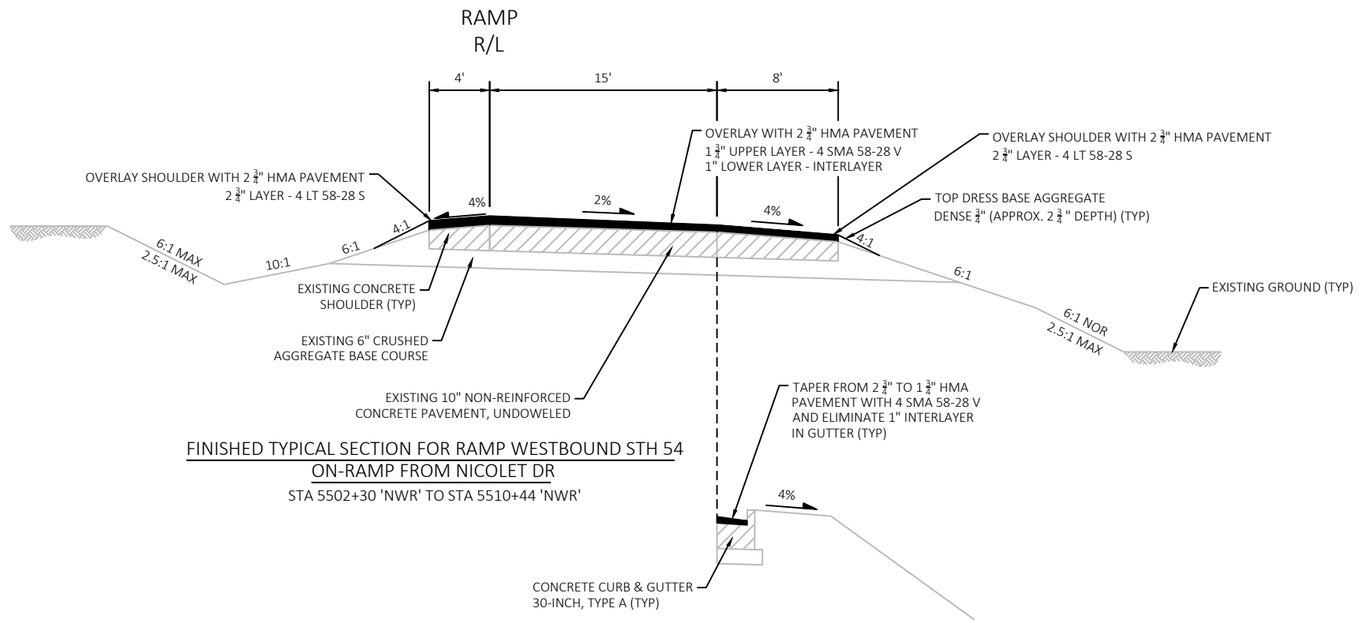
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 15 | E |
|---|---|---|---|---|---|

2




FINISHED TYPICAL SECTION UNIVERSITY AVE/NICOLET DR

STA 5703+37 'UNNI' TO STA 5716+66 'UNNI' (NORTHBOUND TRAFFIC SIDE)
STA 5702+77 'UNNI' TO STA 5716+66 'UNNI' (SOUTHBOUND TRAFFIC SIDE)



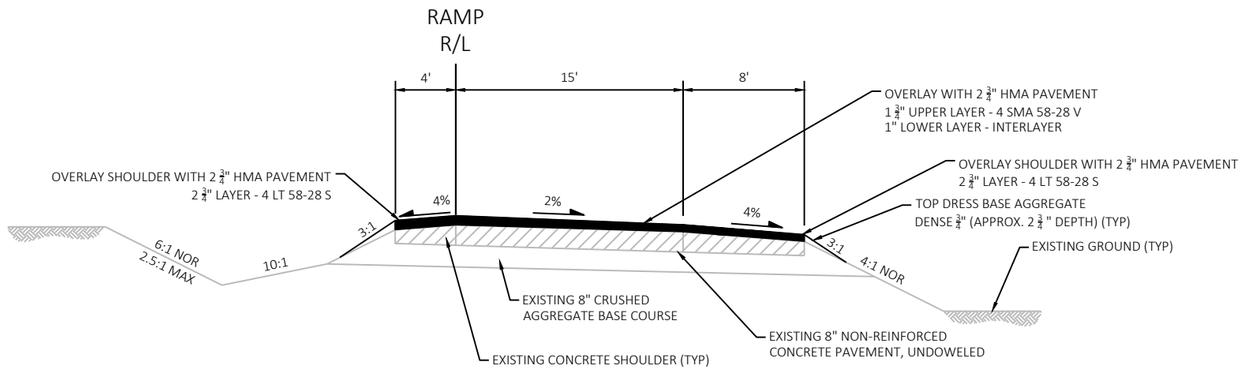

FINISHED TYPICAL SECTION FOR RAMP WESTBOUND STH 54
ON-RAMP FROM NICOLET DR

STA 5502+30 'NWR' TO STA 5510+44 'NWR'

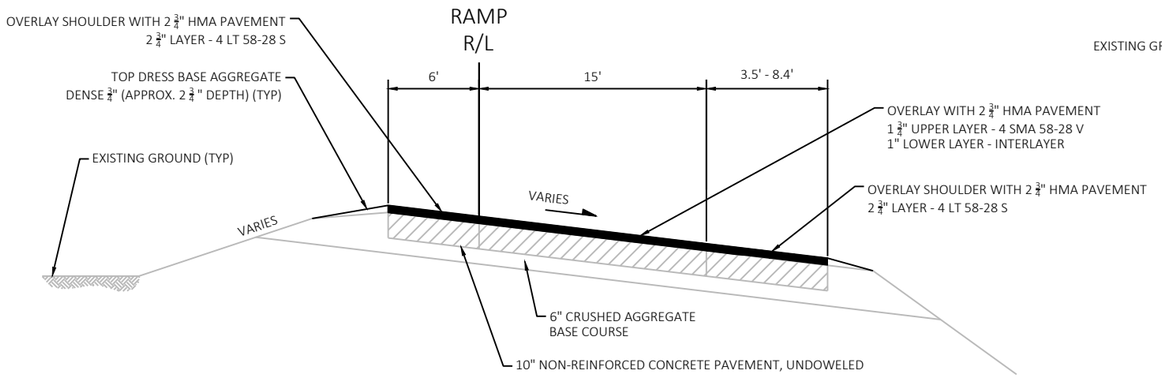
FINISHED TYPICAL SECTION FOR WESTBOUND STH 54
ON-RAMP FROM NICOLET DR

STA 5500+26 'NWR' TO STA 5502+30 'NWR'

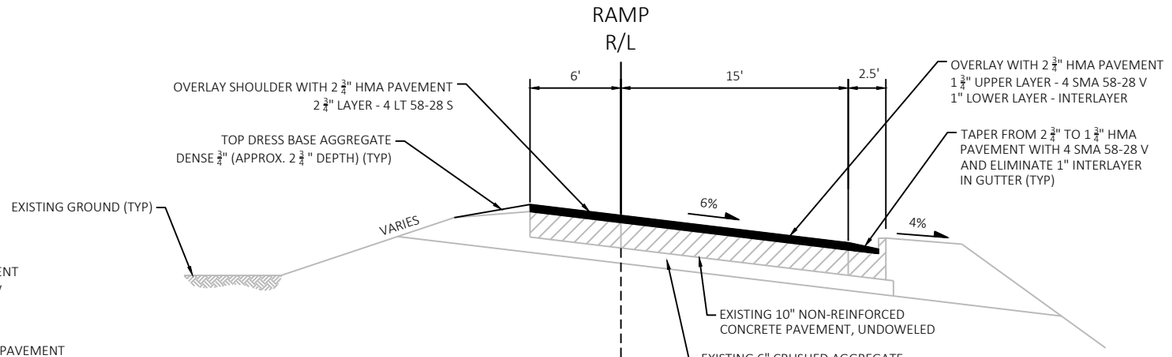
NOTE: TAPER HMA PAVEMENT WITHIN CURB AND GUTTER ON NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) SIMILAR TO THIS SECTION



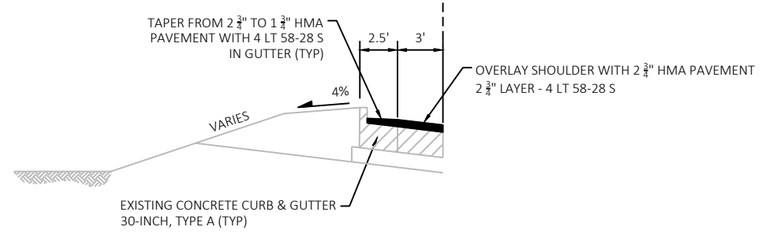

FINISHED TYPICAL SECTION FOR WESTBOUND STH 54
OFF-RAMP TO NICOLET DR
STA 5300+00 'NER' TO STA 5311+42 'NER'




FINISHED TYPICAL SECTION FOR EASTBOUND STH 54
OFF-RAMP TO UNIVERSITY AVE
STA 5000+00 'LOOP R' TO STA 5002+59 'LOOP R'



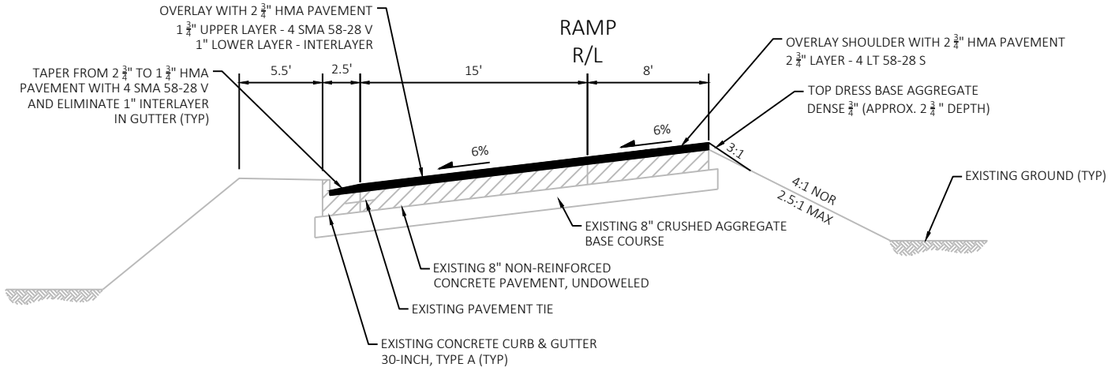

FINISHED TYPICAL SECTION FOR EASTBOUND STH 54
OFF-RAMP TO UNIVERSITY AVE
STA 5002+59 'LOOP R' TO STA 5006+80 'LOOP R'




FINISHED TYPICAL SECTION FOR EASTBOUND STH 54
OFF-RAMP TO UNIVERSITY AVENUE
STA 5006+80 'LOOP R' TO STA 5013+00 'LOOP R'

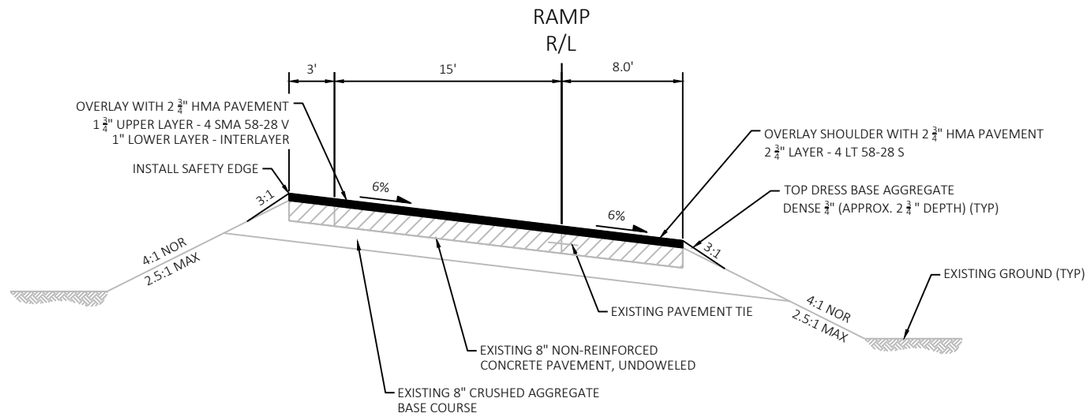
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 17 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020315-ts
PLOT DATE : 6/6/2022 8:26 AM
PLOT BY : FARRELL, ALAN E
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



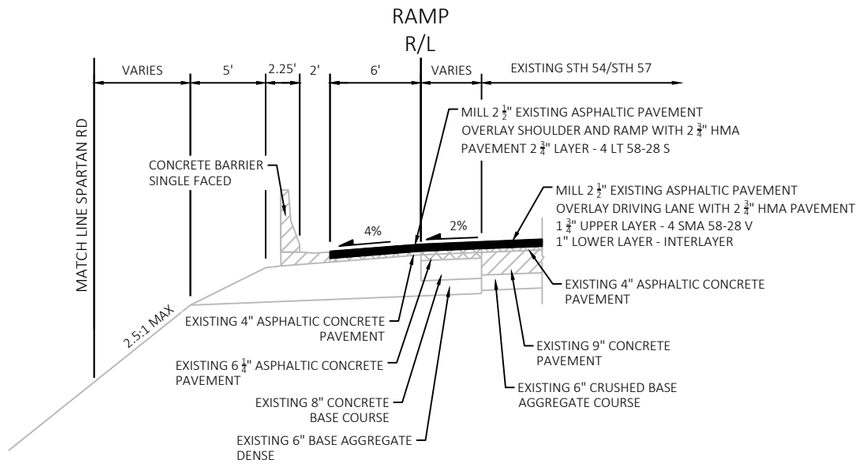

FINISHED TYPICAL SECTION FOR EASTBOUND STH 54
ON-RAMP FROM UNIVERSITY AVE

STA 5200+26 'SER' TO STA 5207+21 'SER'



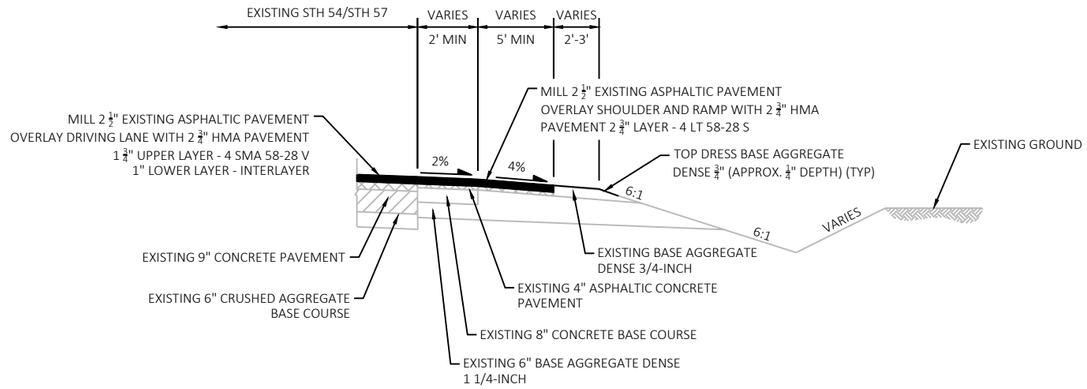

FINISHED TYPICAL SECTION FOR EASTBOUND STH 54
ON-RAMP FROM UNIVERSITY AVE

STA 5207+21 'SER' TO STA 5224+66 'SER'




FINISHED PARTIAL TYPICAL SECTION FOR WESTBOUND STH
54 OFF-RAMP TO BAY SETTLEMENT RD

STA 6224+72 'RD' TO STA 6227+38 'RD' AND STA 684+57 'WB'
TO STA 686+73 'WB'

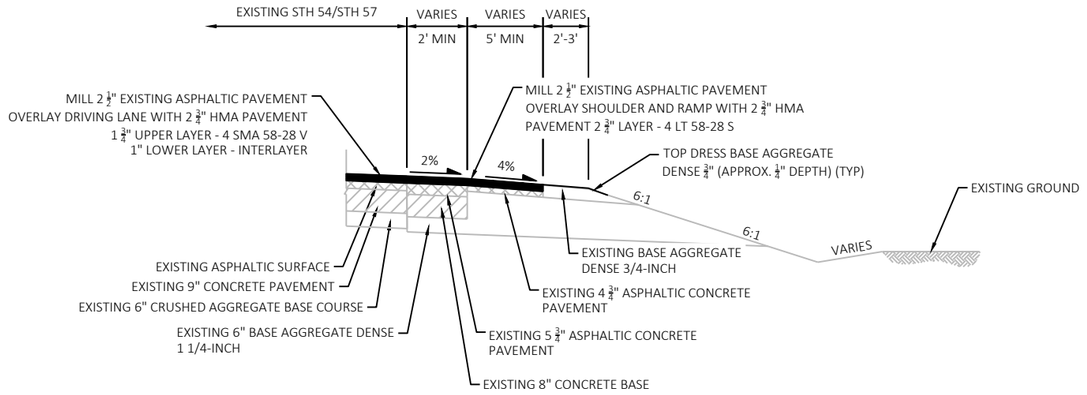



FINISHED PARTIAL TYPICAL SECTION FOR EASTBOUND STH
54 ON-RAMP FROM BAY SETTLEMENT RD

STA 373+75 'EB' TO STA 382+70 'EB'

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 18 | E |
|---|---|---|---|---|---|

2



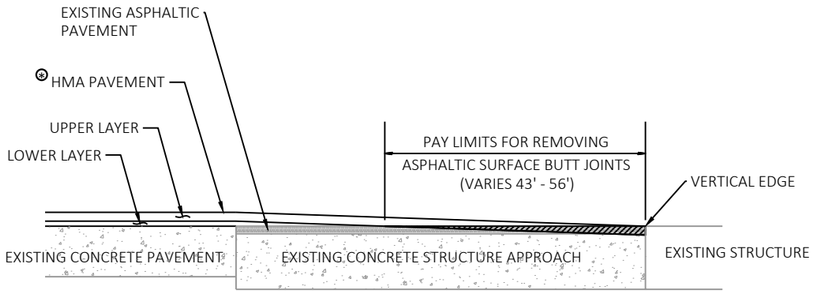

FINISHED PARTIAL TYPICAL SECTION FOR EASTBOUND STH 54 OFF-RAMP TO BAY SETTLEMENT RD
AND WESTBOUND STH 54 ON-RAMP FROM BAY SETTLEMENT RD

STA 358+42 'EB' TO STA 359+21 'EB'
STA 652+69 'WB' TO STA 666+16 'WB'

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020317-ts

PLOT DATE : 6/6/2022 8:26 AM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1IN:10 FT

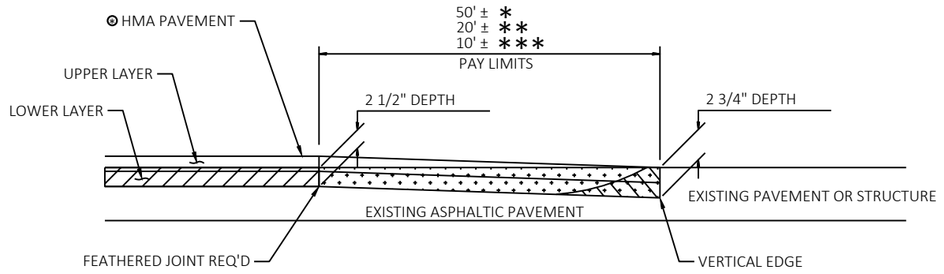



SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

MILL ASPHALTIC SURFACE AND CONCRETE PAVEMENT (INCLUDES UP TO 1/4" OF CONCRETE PAVEMENT)

## TRANSITION FROM CONCRETE PAVEMENT WITH ASPHALT OVERLAY TO STRUCTURE

SEE MISCELLANEOUS QUANTITIES "HMA PAVEMENT AND TACK COAT SUMMARY" FOR LOCATIONS




REMOVING ASPHALTIC SURFACE, MILLING

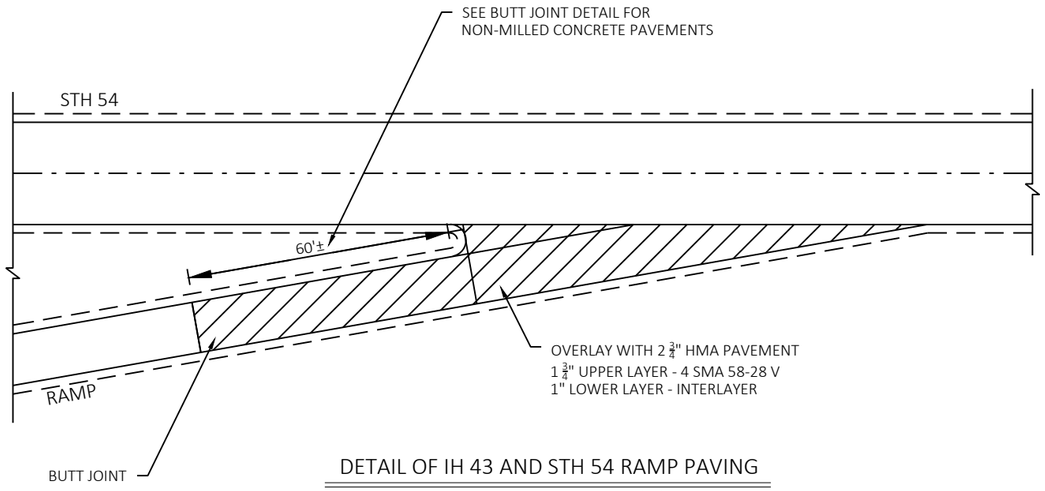
REMOVING ASPHALTIC SURFACE, BUTT JOINTS

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

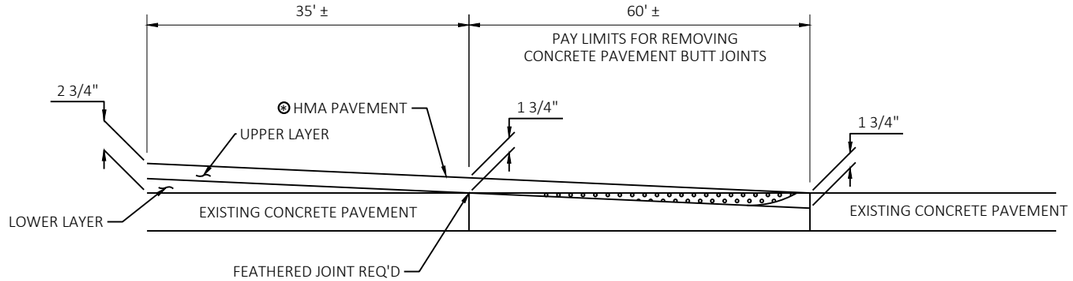
## BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES




## DETAIL OF IH 43 AND STH 54 RAMP PAVING

EB STH 54 TO SB IH 43 RAMP (SE)
SB IH 43 TO EB STH 54 RAMP (ES)
EB STH 54 TO NB IH 43 RAMP (NL)
NB IH 43 TO EB STH 54 RAMP (NE)
WB STH 54 TO NB IH 43 RAMP (NW)
NB IH 43 TO WB STH 54 RAMP (WN)
WB STH 54 TO SB IH 43 RAMP (SL)
SB IH 43 TO WB STH 54 RAMP (SW)

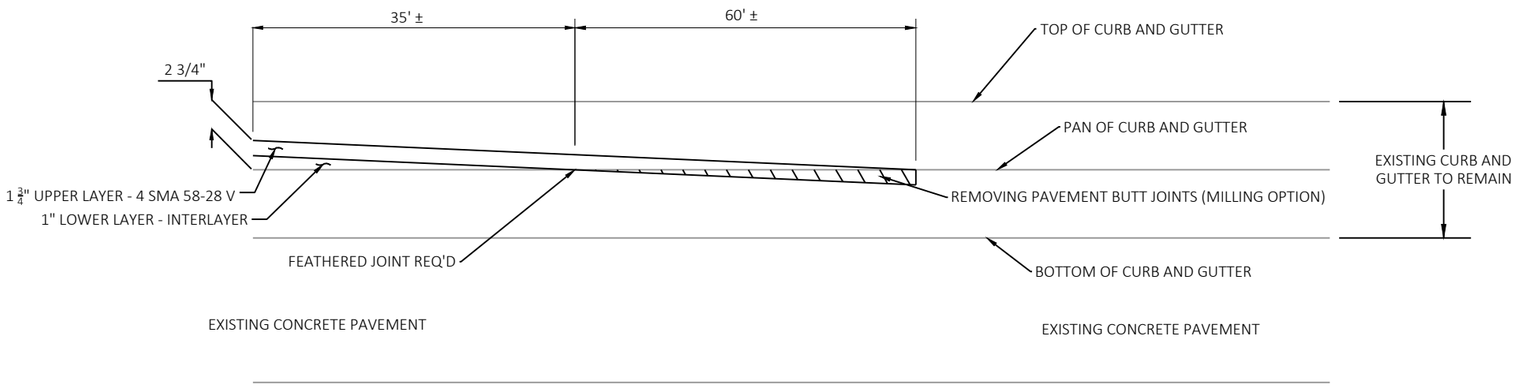



MILL CONCRETE PAVEMENT

SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

## BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS (PROFILE CHANGE)

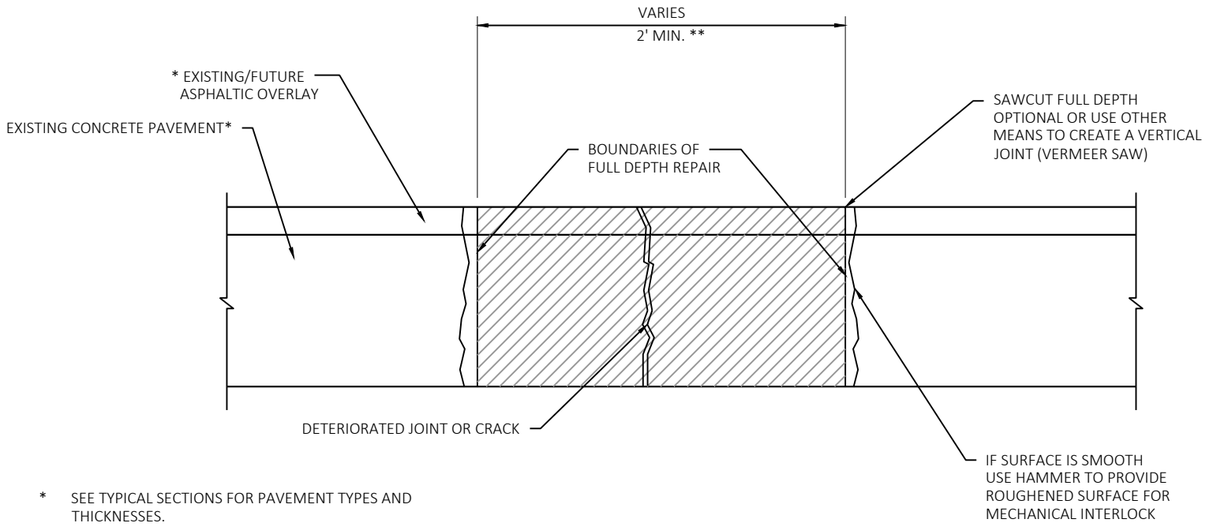
2




HMA PAVEMENT TAPER ON CURB AND GUTTER AT BUTT JOINTS FOR NON-MILLED CONCRETE PAVEMENTS

UNIVERSITY AVENUE AND NICOLET DRIVE

* NOTE: DRAWING NOT TO SCALE. VIEW POINT IS LOOKING FROM CENTERLINE TOWARDS CURB AND GUTTER AT THE PAVEMENT LEVEL AT THE FLANGE LINE.

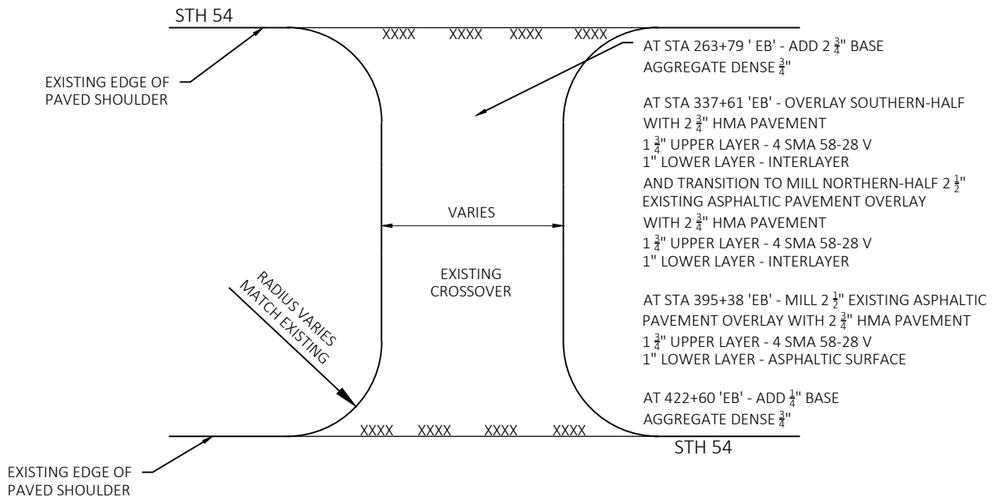



* SEE TYPICAL SECTIONS FOR PAVEMENT TYPES AND THICKNESSES.

** 2' MINIMUM WIDTH AND 6' MINIMUM LENGTH OR AS DETERMINED IN THE FIELD TO COMPLETELY REMOVE DETERIORATED JOINT.

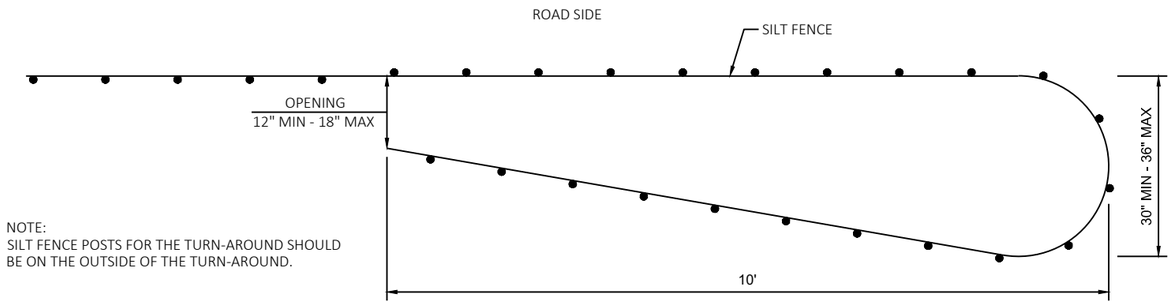
## BASE PATCHING CONCRETE

SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

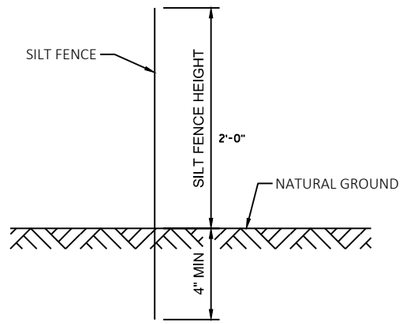



## DETAIL OF STH 54 EXISTING MAINTENANCE CROSSOVER RESURFACING

STA 263+79 'EB'
STA 337+61 'EB'
STA 395+38 'EB'
STA 422+60 'EB'




PLAN VIEW




SIDE VIEW

## SILT FENCE TURN-AROUND DETAIL

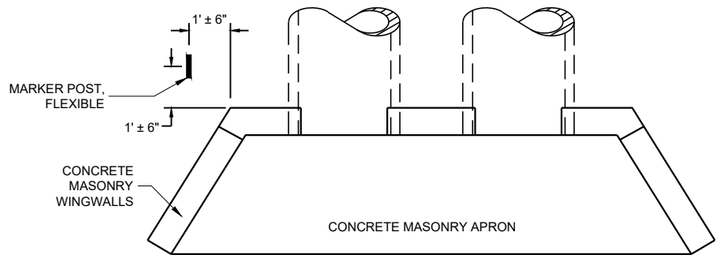
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 22 | E |
|---|---|---|---|---|---|

2

## GENERAL NOTES

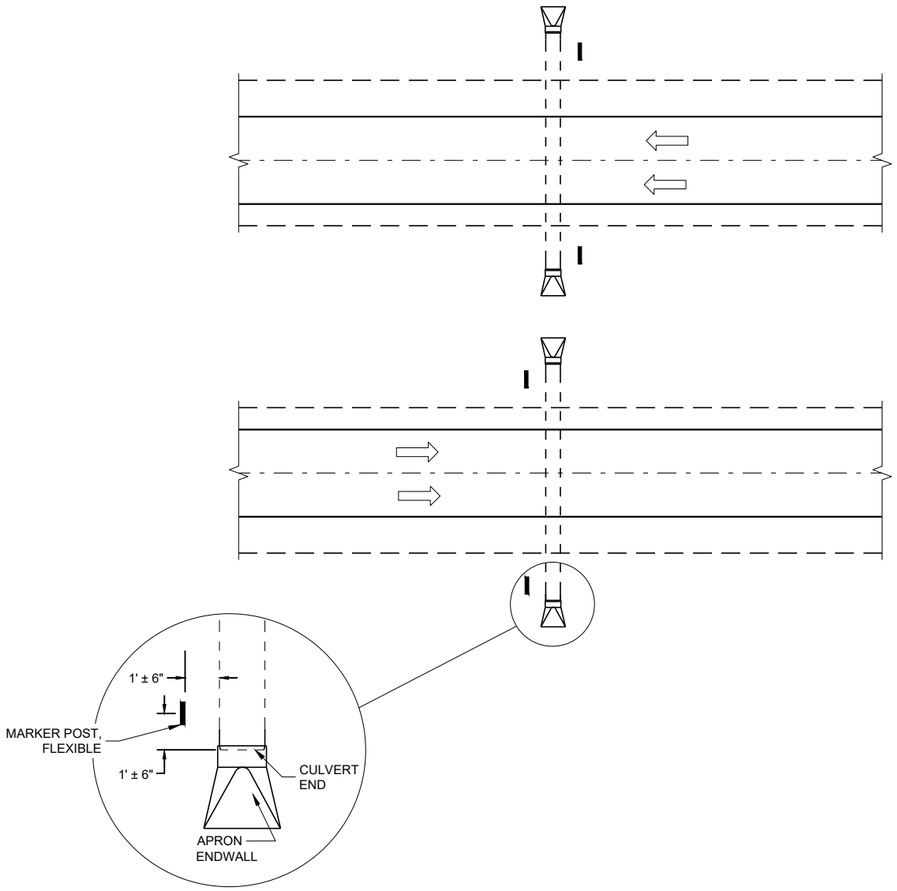
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

PAYMENT FOR FLEXIBLE MARKER POST (EXTENDED) SHALL BE MADE UNDER MARKERS CULVERT END ITEM.



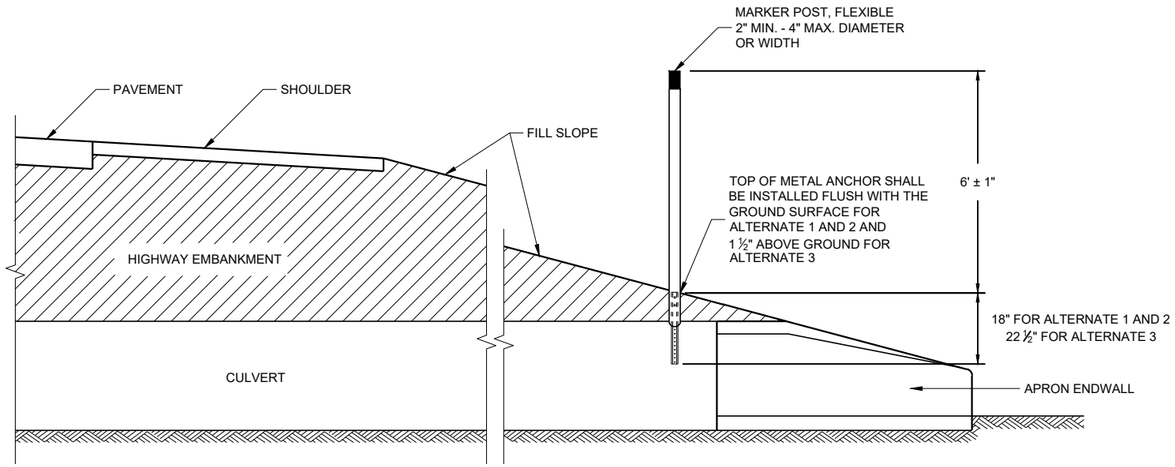

**PLAN VIEW**

**CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH**




**DETAIL A**
(TYPICAL)

**PLAN VIEW**
**DIVIDED HIGHWAY**




**CROSS SECTION**
**FLEXIBLE MARKER POST**

**LEGEND**

MARKER POST, FLEXIBLE

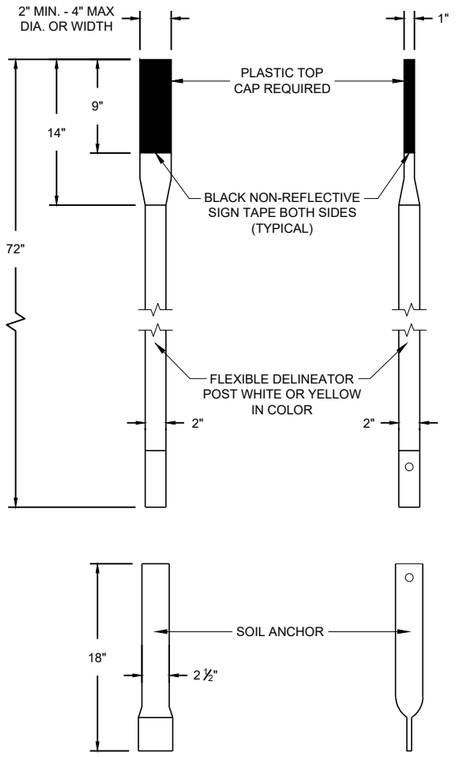
DIRECTION OF TRAFFIC FLOW

**FLEXIBLE MARKER POST EXTENDED LOCATION**

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 23 | E |
|---|---|---|---|---|---|

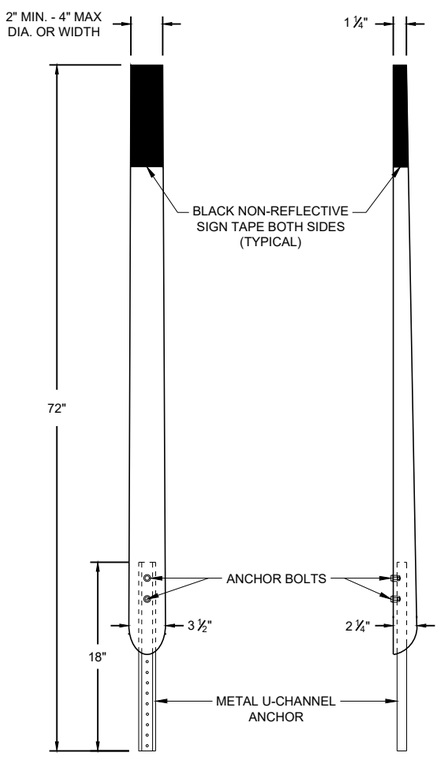
FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021004-cd
PLOT DATE : 9/12/2023 7:42 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



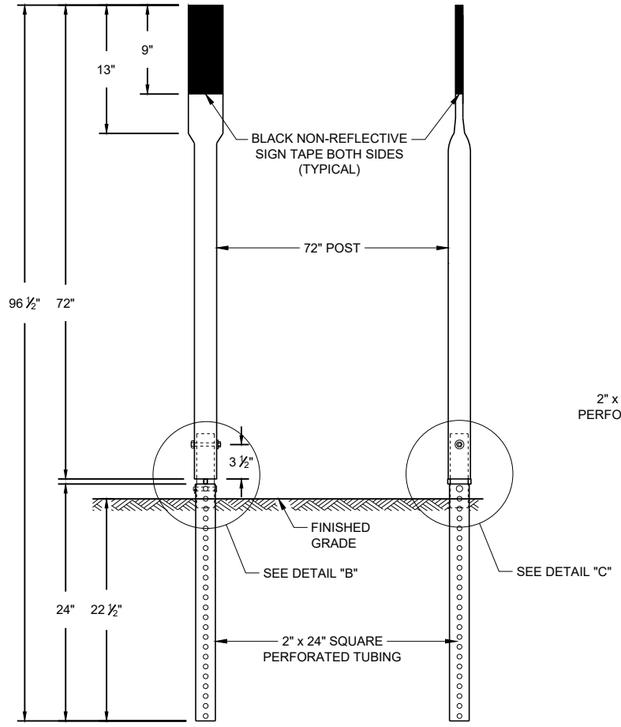

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

ALTERNATE 2




FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POSTS EXTENDED



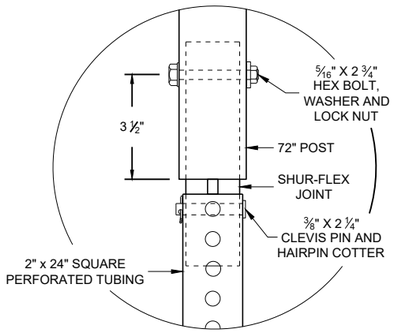
SECTION A - A



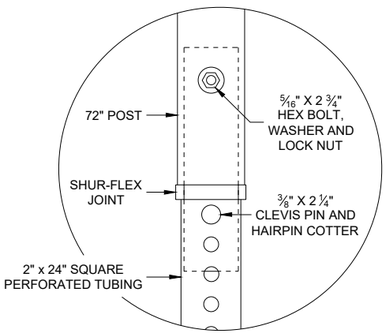

SECTION B - B



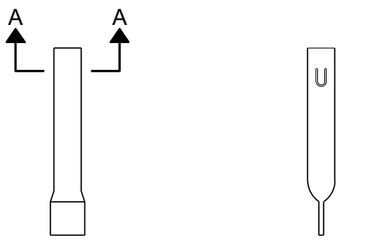
SECTION C - C




DETAIL B

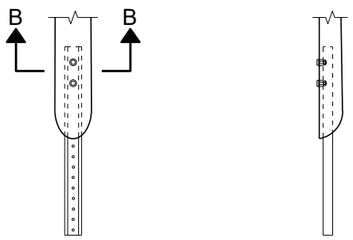



DETAIL C



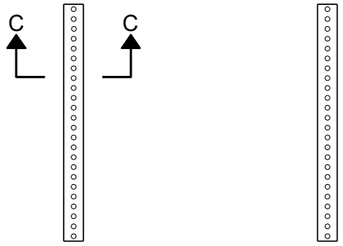

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

ALTERNATE 2



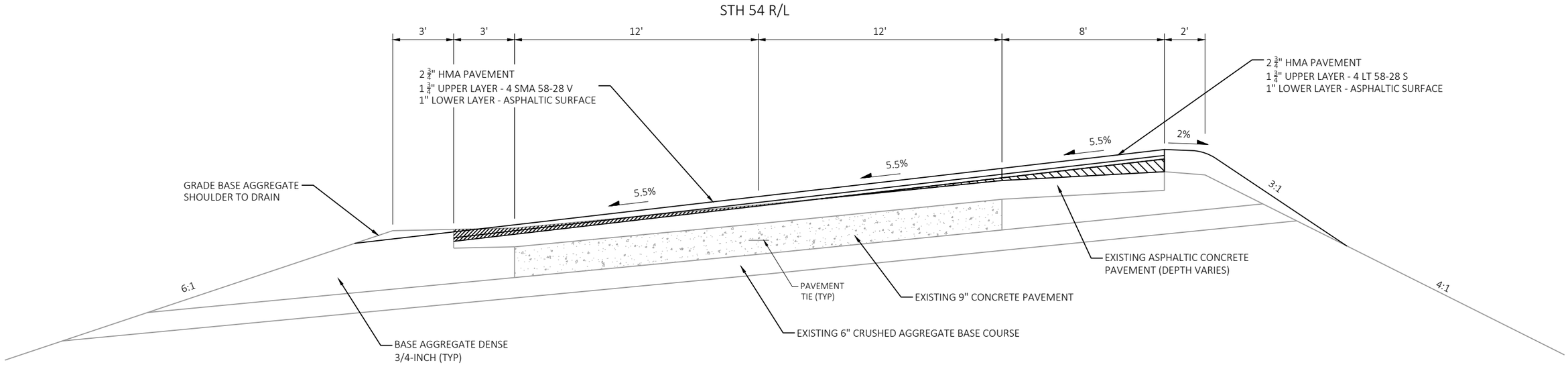

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST EXTENDED ANCHORS

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 24 | E |
|---|---|---|---|---|---|

2



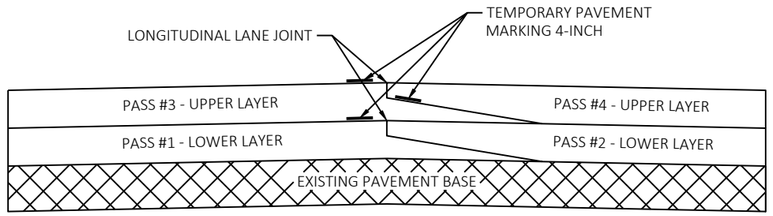

REMOVING ASPHALTIC SURFACE, MILLING

ASPHALTIC WEDGING WITH ASPHALTIC SURFACE (EXCEPT LT MIXES MAY NOT BE USED)

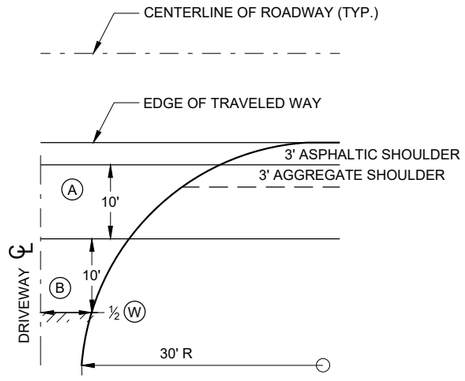
** TYPICAL FINISHED SECTION FOR SUPERELEVATION CORRECTION LOCATIONS

EASTBOUND STA 389+25.98 TO STA 430+30.70
WESTBOUND STA 689+30.15 TO STA 730+34.87

** NOTE: TYPICAL SECTION IS ORIENTED TO DIRECTION OF TRAVEL.




PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS



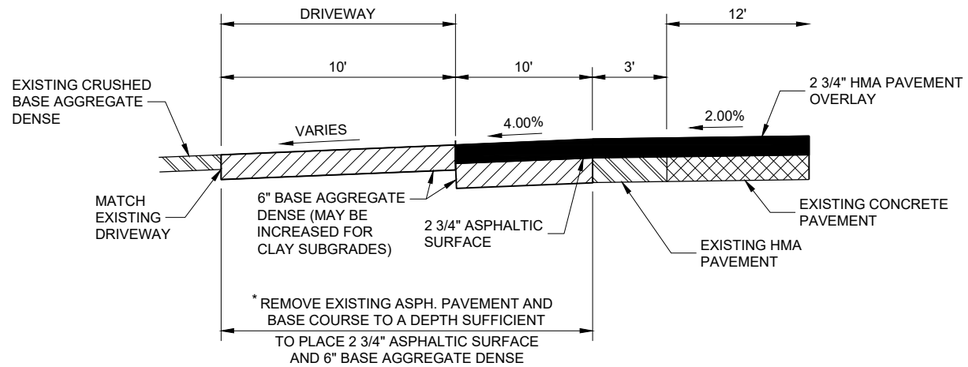

Ⓐ : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

Ⓑ : PAID FOR AS BASE AGGREGATE DENSE $\frac{3}{4}$" (TON)

Ⓦ : DRIVEWAY WIDTH - 30'.

**PLAN VIEW**

**HALF SECTION**




* NOTE: REMOVING BASE COURSE INCIDENTAL TO PREPARE FOUNDATION FOR BASE AGGREGATE ITEM.

**PROFILE VIEW**

# RURAL ENTRANCE WITH ASPHALTIC SURFACE

**RESURFACING PROJECTS**

2

## 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

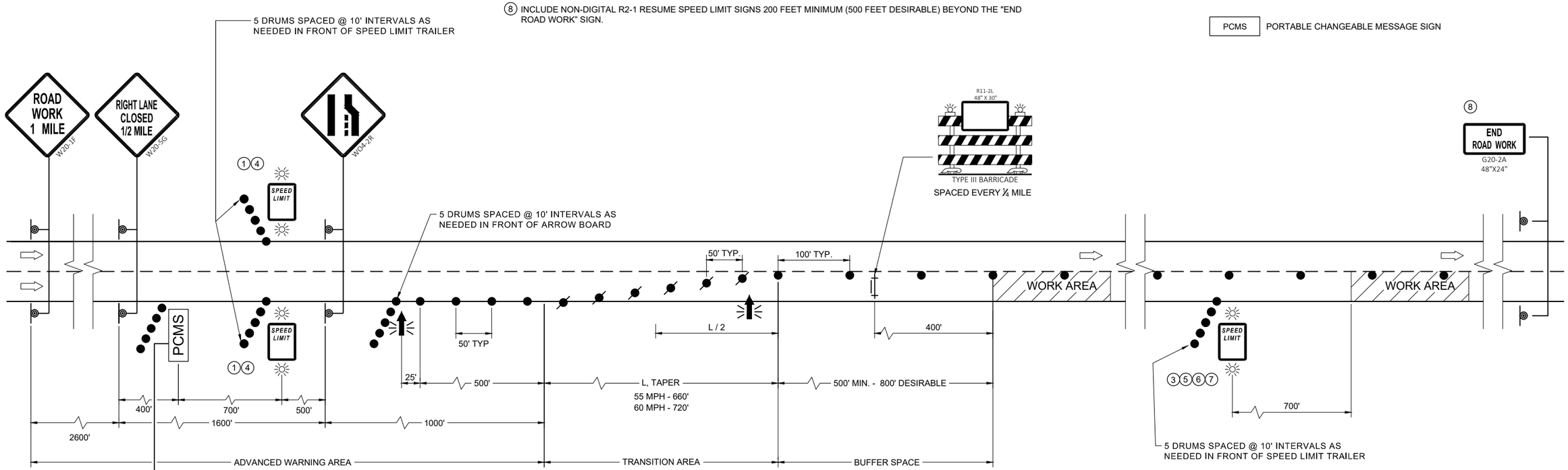
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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. EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED.
2. PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE.
3. PLACE A DIGITAL SPEED LIMIT TRAILER 700' FEET UPSTREAM OF EACH ACTIVE WORK AREA WHERE WORKERS ARE PRESENT.
4. A DIGITAL SPEED LIMIT TRAILER SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP.
5. IF WORK AREA STARTS LESS THAN 1,000 FEET FROM END OF LANE CLOSURE TAPER, OMIT DIGITAL SPEED LIMIT TRAILER AT THAT LOCATION.
6. PLACE A DIGITAL SPEED LIMIT TRAILER A MINIMUM OF EVERY ONE MILE. MODIFY PLACEMENT AS DIRECTED BY ENGINEER WHEN DIGITAL SPEED LIMIT TRAILER IS LOCATED IN CLOSE PROXIMITY TO AN ACCELERATION LANE OF AN ENTRANCE RAMP.
7. OMIT DRUM DELINEATION FOR DIGITAL SPEED LIMIT TRAILER WITHIN A CLOSURE.
8. INCLUDE NON-DIGITAL R2-1 RESUME SPEED LIMIT SIGNS 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END ROAD WORK" 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)
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD
- SPEED LIMIT — DIGITAL SPEED LIMIT TRAILER
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN




② PCMS MESSAGING

| POSTED SPEED REDUCTION | |
|---|---|
| FRAME 1 | FRAME 2 |
| REDUCED SPEED AHEAD | XX MPH |

NO SPEED REDUCTION

( FLASHING CAUTION MODE)

# TRAFFIC CONTROL
# LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 27 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021008-cd
PLOT DATE : 10/4/2023 9:54 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:1 FT

2

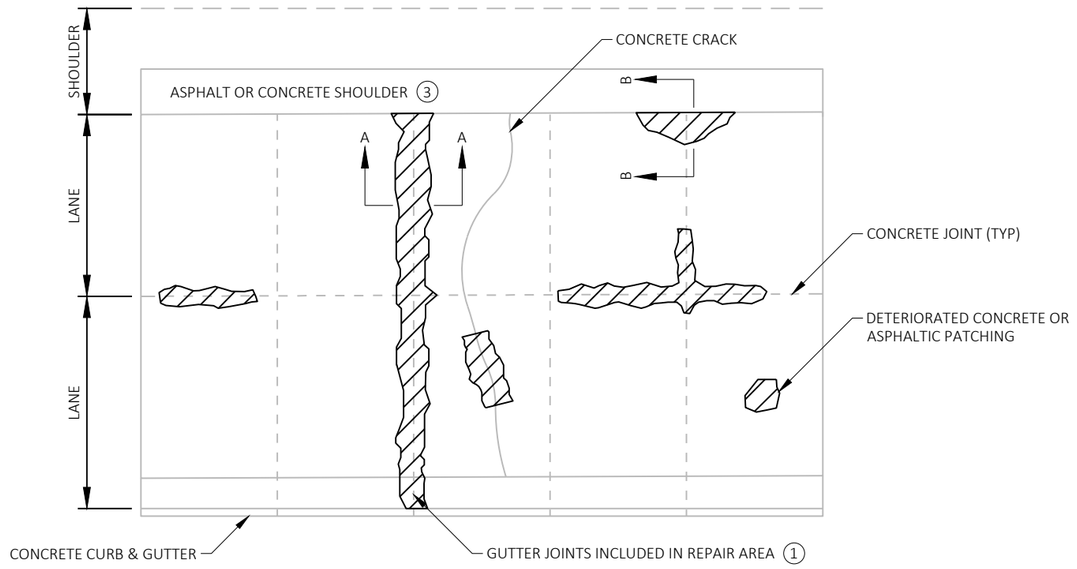
NOTES:

1. PERFORM CONCRETE JOINT AND CRACK CLEANING AND REPAIR IF ASPHALT OVERLAY WILL BE PLACED ON CONCRETE GUTTER
2. REMOVE UNSOUND AND DETERIORATED MATERIAL INCLUDING EXISTING ASPHALTIC PATCHING
3. EXISTING CONCRETE SHOULDER 5-FOOT OR LESS INCLUDED IN REPAIR AREA OF ADJACENT LANE

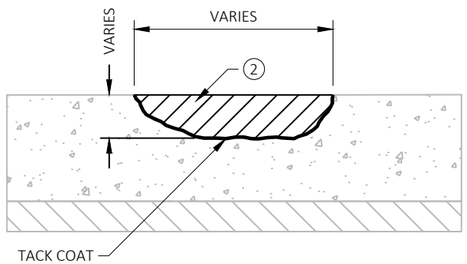
ASPHALTIC SURFACE

EXISTING CONCRETE PAVEMENT

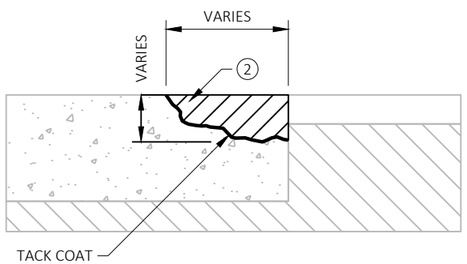
EXISTING BASE COURSE




PLAN VIEW




SECTION A-A

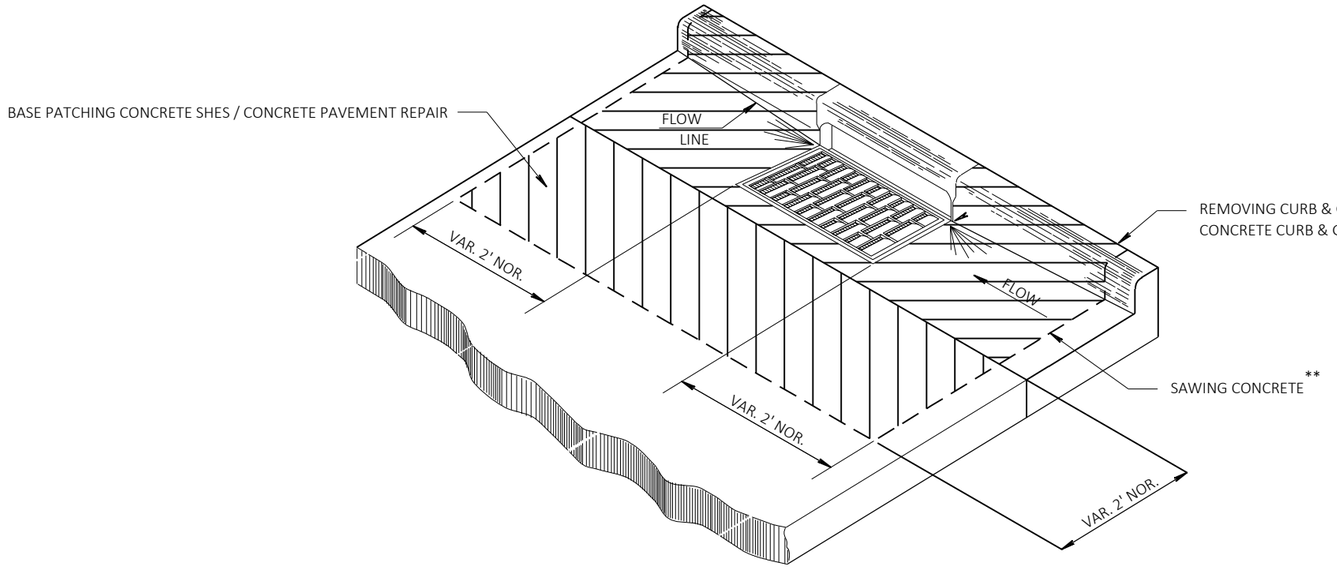



SECTION B-B

## CONCRETE JOINT AND CRACK CLEANING AND REPAIR

SEE MISCELLANEOUS QUANTITIES FOR LOCATION

2




* SIZE TO MATCH EXISTING CURB AND GUTTER

** SAWCUTS SHOULD MATCH WITH LOCATIONS OF EXISTING JOINTS ADJACENT TO INLETS.

## DETAIL OF INLET REPAIR

(TYPE 3-H INLET SHOWN)

(DETAIL TO BE USED WHEN PANEL ADJACENT TO INLET IS NOT BEING REPLACED)

2

N

PT: 568+13.31 'WB'

0 'WB' 567+00 'WB' 568+00 'WB' 569+00 'WB' 570+00 'WB' 571+00 'WB' 572+00 'WB'

STH 54/57 WB

BASE AGGREGATE TURN POINT
STA 267'EB'+56
-26.48' LT

START OF BASE AGGREGATE TAPER
STA 266'EB'+38.07
-19.39' LT

ASPHALT TURN POINT
STA 267'EB'+56
-20.54' LT

SLOPE INTERCEPT (TYP)

START OF ASPHALT TAPER
STA 267'EB'+34.65
-18.46' LT

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3

MGS THRIE BEAM TRANSITION

STA 267'EB'+56.01
-20.80' LT
POST #1

STA 267'EB'+80.97
-19.86' LT
POST #5

STA 268'EB'+05.97
-18.93' LT
POST #9

266+00 'EB' 267+00 'EB' 268+00 'EB' 269+00 'EB' 270+00 'EB' 271+00 'EB'

STH 54 EB

SAWING CONCRETE AND REMOVING CONCRETE PAVEMENT

REMOVING CURB

REMOVING INLET

STA 268'EB'+68.51
26.16' RT
POST #1

STA 268'EB'+93.48
25.21' RT
POST #5

STA 269'EB'+18.48
24.27' RT
POST #9

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT

PT: 267+51.07 'EB'

STA 267'EB'+42.51
23.23' RT

START OF BASE AGGREGATE TAPER

SIGN

SIGN

STA 268'EB'+30.03
22.03' RT

START OF ASPHALT TAPER

STA 268'EB'+68.47
31.63' RT

BASE AGGREGATE TURN POINT

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3

MGS THRIE BEAM GUARD

END OF CONCRETE SURFACE DRAIN HES STA 270'EB'+37.72, 37.47' RT

END OF CONCRETE SURFACE DRAIN HES STA 270'EB'+42.47, 37.56' RT

RIPRAP MEDIUM STA 270'EB'+36.33, 75.64' RT

RIPRAP MEDIUM STA 270'EB'+42.33, 75.76' RT

REMOVING STORM SEWER (12-INCH)

NOTE:
LOCATION LABEL FOR POST #1 IS TO FRONT FACE OF POST AND LOCATION LABELS FOR POSTS #5 AND #9 ARE TO FRONT FACE OF BLOCKS.

NOTE:
FINAL PLACEMENT OF THE FLUME MUST MAINTAIN THE MINIMUM POST SEPARATION DISTANCES IN THE STANDARD DETAIL.

SAN SAN SAN SAN SAN

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 30 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd

PLOT DATE : 6/8/2022 12:34 PM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MGS THRIE BEAM TRANSITION

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL EAT

BASE AGGREGATE TURN POINT
STA 575'WB'+82.38
-30.42' LT

ASPHALT TURN POINT
STA 575'WB'+82.38
-24.42' LT

START OF ASPHALT TAPER
STA 576'WB'+01.82
-22.54' LT

SLOPE INTERCEPT (TYP)

START OF BASE AGGREGATE TAPER
STA 577'WB'+01.45
-22.48' LT

STA 575'WB'+32.41
-22.86' LT
POST #9

STA 575'WB'+57.39
-23.78' LT
POST #5

STA 575'WB'+82.38
-24.77' LT
POST #1

572+00 'WB' 573+00 'WB' 574+00 'WB' 575+00 'WB' 576+00 'WB' 577+00 'WB' 578+00 'WB'

STH 54 WB

STA 575'WB'+94.87
17.76' RT
POST #9

STA 576'WB'+19.85
18.73' RT
POST #5

STA 576'WB'+44.83
19.79' RT
POST #1

ASPHALT TURN POINT
STA 576'WB'+44.84
19.43' RT

STA 576'WB'+64.98
17.36' RT

START OF ASPHALT TAPER

STA 576'WB'+44.84
25.31' RT

BASE AGGREGATE TURN POINT

STA 577'WB'+63.92
17.37' RT

START OF BASE AGGREGATE TAPER

MGS THRIE BEAM TRANSITION

MGS GUARDRAIL 3

EAT

272+00 'EB' 273+00 'EB' 274+00 'EB' 275+00 'EB' 276+00 'EB' 277+00 'EB'

STH 54 EB

EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R)

5001+00 LOOP R

PCC: 5001+24.91 LOOP R

PC: 275+89.08 'EB'

5002+00 LOOP R

PCC: 5002+04.57 LOOP R

5003+0

NOTE:
LOCATION LABEL FOR POST #1 IS TO FRONT FACE OF POST AND LOCATION LABELS FOR POSTS #5 AND #9 ARE TO FRONT FACE OF BLOCKS.

MH

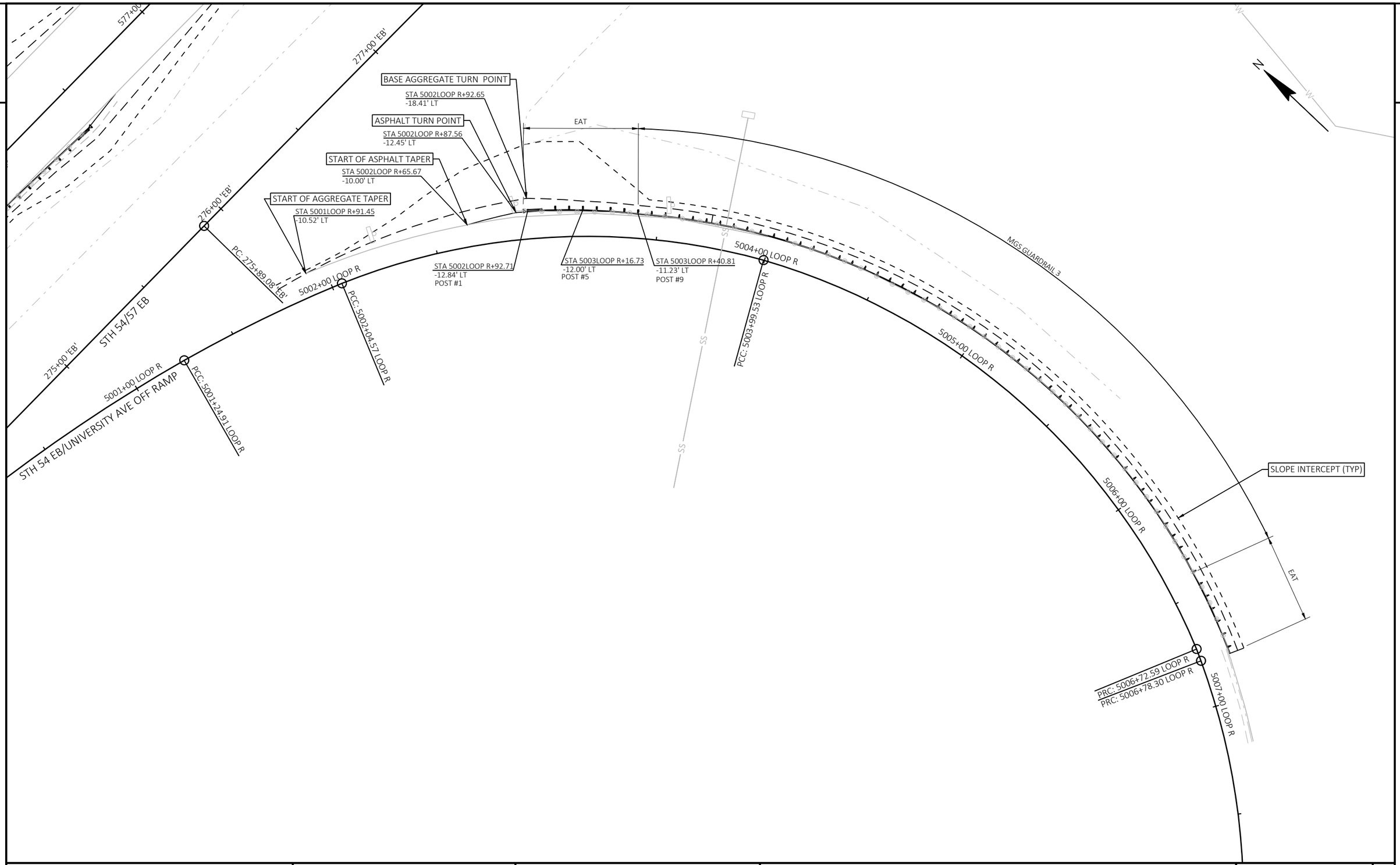
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 31 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021202-pd

PLOT DATE : 4/18/2022 9:46 AM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 32 | E |
|---|---|---|---|---|---|

2

2

N

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL TERMINAL TYPE 2

BASE AGGREGATE TURN POINT
STA 605'WB'+42.39
-29.98' LT

START OF ASPHALT TAPER
STA 605'WB'+69.57
-21.27' LT

ASPHALT TURN POINT
STA 605'WB'+42.38
-24.04' LT

START OF BASE AGGREGATE TAPER
STA 606'WB'+19.36
-24.72' LT

SLOPE INTERCEPT (TYP)

SIGN

STA 604'WB'+92.45
-22.50' LT
POST #9

STA 605'WB'+17.41
-23.41' LT
POST #5

STA 605'WB'+42.37
-24.31' LT
POST #1

602+00 'WB'

603+00 'WB'

604+00 'WB'

605+00 'WB'

606+00 'WB'

607+00 'WB'

STH 54 WB

MGS GUARDRAIL TERMINAL TYPE 2

STA 605'WB'+34.18
18.23' RT
POST #9

STA 605'WB'+59.18
19.16' RT
POST #5

STA 605'WB'+84.19
20.10' RT
POST #1

STA 605'WB'+84.20
19.83' RT

ASPHALT TURN POINT

STA 607'WB'+01.20
17.94' RT

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL EAT

STA 606'WB'+33.07
14.93' RT

STA 605'WB'+84.20
25.76' RT

START OF ASPHALT TAPER

BASE AGGREGATE TURN POINT

START OF BASE AGGREGATE TAPER

NOTE:
LOCATION LABEL FOR POST #1 IS TO FRONT FACE OF POST AND LOCATION LABELS FOR POSTS #5 AND #9 ARE TO FRONT FACE OF BLOCKS.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 33 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021204-pd
PLOT DATE : 4/18/2022 9:47 AM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MGS GUARDRAIL 3
MGS GUARDRAIL 3L
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2
611+00 'WB'
612+00 'WB'
613+00 'WB'
614+00 'WB'
615+00 'WB'
616+00 'WB'
STH 54/57 WB
GUY
WV
OH
E
W
BASE AGGREGATE TURN POINT
STA 614'WB'+91.90
-29.79' LT
START OF ASPHALT TAPER
START OF BASE AGGREGATE TAPER
STA 615'WB'+78.62
-23.91' LT
STA 615'WB'+20.62
-20.84' LT
SLOPE INTERCEPT (TYP)
STA 614'WB'+41.40
-22.11' LT
POST #9
STA 614'WB'+66.36
-23.07' LT
POST #5
STA 614'WB'+91.31
-24.10' LT
POST #1
ASPHALT TURN POINT
STA 614'WB'+91.32
-23.75' LT
STA 614'WB'+78.65
18.15' RT
POST #9
STA 615'WB'+03.65
19.15' RT
POST #5
STA 615'WB'+28.65
20.14' RT
POST #1
STA 615'WB'+28.66
19.87' RT
ASPHALT TURN POINT
STA 615'WB'+28.89
25.88' RT
BASE AGGREGATE TURN POINT
STA 615'WB'+75.95
15.23' RT
START OF ASPHALT TAPER
STA 616'WB'+63.07
17.13' RT
START OF BASE AGGREGATE TAPER

NOTE:
LOCATION LABEL FOR POST #1 IS TO FRONT FACE OF POST AND LOCATION LABELS FOR POSTS #5 AND #9 ARE TO FRONT FACE OF BLOCKS.

START OF BASE AGGREGATE TAPER
STA 310'EB'+21.49
-19.31' LT
BASE AGGREGATE TURN POINT
STA 311'EB'+17.60
-25.71' LT
ASPHALT TURN POINT
STA 311'EB'+17.60
-19.78' LT
START OF ASPHALT TAPER
STA 310'EB'+89.58
-16.97' LT
MGS GUARDRAIL TERMINAL EAT
MGS BEAMGUARD 3
STA 311'EB'+17.61
-20.13' LT
POST #1
STA 311'EB'+42.57
-19.10' LT
POST #5
STA 311'EB'+67.57
-18.16' LT
POST #9
'EB'
311+00 'EB'
312+00 'EB'
313+00 'EB'
314+00 'EB'
315+00 'EB'
316+00 'EB'
STH 54 EB
START OF ASPHALT TAPER
STA 311'EB'+27.20
19.52' RT
STA 311'EB'+59.69
23.04' RT
POST #1
STA 311'EB'+84.66
22.10' RT
POST #5
STA 312'EB'+09.66
21.16' RT
POST #9
MGS GUARDRAIL TERMINAL TYPE 2
STA 311'EB'+59.68
22.77' RT
MGS GUARDRAIL TERMINAL EAT
MGS BEAMGUARD 3
STA 310'EB'+71.83
22.85' RT
ASPHALT TURN POINT
STA 311'EB'+59.69
28.71' RT
START OF BASE AGGREGATE TAPER
BASE AGGREGATE TURN POINT
SS

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 34 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021205-pd
PLOT DATE : 4/18/2022 9:47 AM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N

MGS GUARDRAIL 3

MGS GUARDRAIL 3L

MGS BEAMGUARD 3

MGS GUARDRAIL TERMINAL TYPE 2

MGS GUARDRAIL TERMINAL EAT

BASE AGGREGATE TURN POINT

STA 632'WB'+82.03
-31.28' LT

ASPHALT TURN POINT

STA 632'WB'+82.02
-25.34' LT

START OF ASPHALT TAPER

STA 633'WB'+18.74
-21.61' LT

START OF BASE AGGREGATE TAPER

STA 633'WB'+74.84
-25.07' LT

SLOPE INTERCEPT (TYP)

STA 632'WB'+31.99
-23.77' LT
POST #9

STA 632'WB'+57
-24.69' LT
POST #5

STA 632'WB'+82.01
-25.69' LT
POST #1

629+00 'WB'
630+00 'WB'
631+00 'WB'
632+00 'WB'
633+00 'WB'
634+00 'WB'

STH 54 WB

329+00 'EB'
330+00 'EB'
331+00 'EB'
332+00 'EB'
333+00 'EB'
334+00 'EB'

STH 54 EB

NOTE:
LOCATION LABEL FOR POST #1 IS TO FRONT FACE OF POST AND LOCATION LABELS FOR POSTS #5 AND #9 ARE TO FRONT FACE OF BLOCKS.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 35 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021206-pd

PLOT DATE : 4/18/2022 9:47 AM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

4001
767.422
BM/BRASS CAP

SS

SS

SS

658+00 'WB'
659+00 'WB'
660+00 'WB'
661+00 'WB'
662+00 'WB'
663+00 'WB'
STH 54 WB

STA 358'EB'+71.67
-41.85' LT
POST #1

STA 358'EB'+83.83
-44.10' LT
POST #5

STA 358'EB'+71.67
-32.15' LT
POST #1

STA 358'EB'+83.83
-29.89' LT
POST #5

STA 360'EB'+66.05
-44.10' LT
POST #5

STA 360'EB'+78.20
-41.85' LT
POST #1

STA 360'EB'+66.05
-29.90' LT
POST #5

STA 360'EB'+78.20
-32.15' LT
POST #1

SLOPE INTERCEPT (TYP)

W

357+00 'EB'
358+00 'EB'
359+00 'EB'
360+00 'EB'
361+00 'EB'
362+00 'EB'
STH 54 EB

NOTE:
LOCATION LABEL FOR POST #1 IS TO FRONT FACE OF POST AND LOCATION LABEL FOR POST #5 IS TO FRONT FACE OF BLOCK.

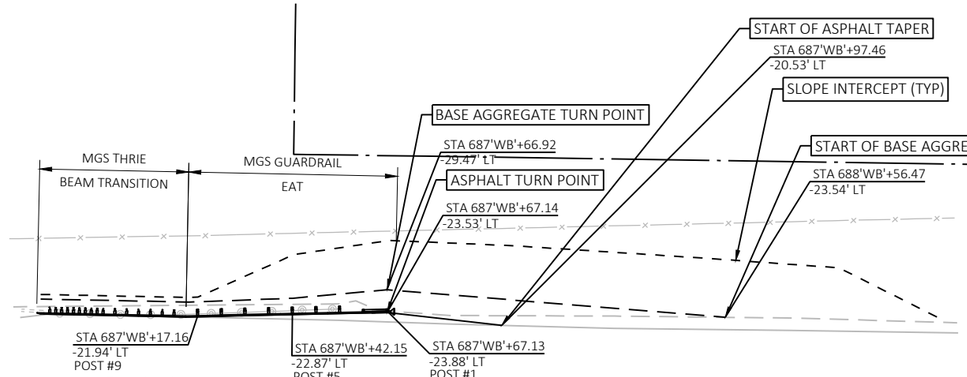
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 36 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021207-pd

PLOT DATE : 4/18/2022 9:47 AM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N




685+00 'WB' 686+00 'WB' 687+00 'WB' 688+00 'WB' 689+00 'WB' 690+00 'WB' 691+0

STH 54 WB

385+00 'EB' 386+00 'EB' 387+00 'EB' 388+00 'EB' 389+00 'EB' 390+00 'EB'

STH 54 EB

NOTE:
LOCATION LABEL FOR POST #1 IS TO FRONT FACE OF POST AND LOCATION LABELS FOR POSTS #5 AND #9 ARE TO FRONT FACE OF BLOCKS.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 37 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021208-pd
PLOT DATE : 4/18/2022 9:47 AM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

SB IH 43 TO WB 54 RAMP (SW) R/L

WB STH 54 TO SB IH 43 RAMP (SL) R/L

END CONSTRUCTION
STA 114+69.37

END CONSTRUCTION
STA 505+81.60

END CONSTRUCTION
STA 120+44.03

END CONSTRUCTION
STA 3585+87.81

NB IH 43 TO WB STH 54 RAMP (WN) R/L

MATCH LINE 230+50

505'WB'
205'EB'
510'WB'
115SW
115SE
115SL
120SL
121SL
520'WB'
515'WB'
525'WB'
3585WN

STH 54/57 WB

UNIVERSITY WAY

BEGIN PROJECT
STA 205+82.80
Y=567,265.477
X=114,110.942

STH 54/57 EB

SB IH 43 TO EB STH 54 RAMP (ES) R/L

END CONSTRUCTION
STA 116+83.82

END CONSTRUCTION
STA 124+44.11

EB STH 54 TO SB IH 43 RAMP (SE) R/L

210'EB'
215'EB'
120ES
120SE
125ES
220'EB'
225'EB'
230'EB'
PM

WB STH 54 TO NB IH 43 (NW) R/L

END CONSTRUCTION
STA 143+48.08

140NW
530'WB'
535'WB'
540'WB'
145'WB'
PM

STH 54/57 WB

NB IH 43 TO WB STH 54 RAMP (WN) R/L

250'EB'
245'EB'
240'EB'
255'EB'
260'EB'
145NE

STH 54/57 EB

235'EB'
135NL
35'SWN

END CONSTRUCTION
STA 144+94.48

END CONSTRUCTION
STA 135+08.12

EB STH 54 TO NB
IH 43 RAMP (NL) R/L

NB IH 43 TO EB STH 54 RAMP (NE) R/L

140NE

MATCH LINE 230+50

**LEGEND**

- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- BASE PATCHING CONCRETE SHES (JOINT)
- BASE PATCHING CONCRETE SHES (PANEL)
- PM — CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING
- CONCRETE PAVEMENT REPLACEMENT
- ** CONCRETE PAVEMENT REPAIR

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 38 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021209-pn

PLOT DATE : 10/5/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

NICOLET DR TO WB STH 54 RAMP (NWR) R/L

WB STH 54 TO NICOLET DRIVE RAMP (NER) R/L

NICOLET DR

UNIVERSITY AVE

STH 54/57 WB

STH 54/57 EB

EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) R/L

UNIVERSITY AVE TO EB STH 54 RAMP (SER) R/L

N

## LEGEND

- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- BASE PATCHING CONCRETE SHES (JOINT)
- BASE PATCHING CONCRETE SHES (PANEL)
- PM — CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING
- CONCRETE PAVEMENT REPLACEMENT
- ** CONCRETE PAVEMENT REPAIR

MATCH LINE 261+00

MATCH LINE 322+00

MATCH LINE 291+50

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 39 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021210-pd
PLOT DATE : 10/5/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE 322+00

MATCH LINE 352+50

2

N

625'WB'

630'WB'

635'WB'

640'WB'

645'WB'

650'WB'

STH 54/57 WB

325'EB'

330'EB'

335'EB'

340'EB'

345'EB'

350'EB'

STH 54/57 EB

**LEGEND**

- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- BASE PATCHING CONCRETE SHES (JOINT)
- BASE PATCHING CONCRETE SHES (PANEL)
- PM — CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING
- CONCRETE PAVEMENT REPLACEMENT
- ** CONCRETE PAVEMENT REPAIR

MATCH LINE 352+50

N

MATCH LINE 383+00

BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) R/L

WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) R/L

6305'RC'

6220'RD'

6225'RD'

655'WB'

660'WB'

665'WB'

670'WB'

675'WB'

680'WB'

STH 54/57 WB

355'EB'

360'EB'

365'EB'

370'EB'

375'EB'

380'EB'

STH 54/57 EB

6005

6115'RA'

6110'RA'

BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) R/L

EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) R/L

6510'BAYS'

6515'BAYS'

BAY SETTLEMENT RD

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021211-pd

PLOT DATE : 10/5/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

N

MATCH LINE 413+50

685'WB'

385'EB'

690'WB'

390'EB'

STH 54/57 WB

STH 54/57 EB

695'WB'

395'EB'

700'WB'

400'EB'

705'WB'

405'EB'

710'WB'

410'EB'

## LEGEND

- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- BASE PATCHING CONCRETE SHES (JOINT)
- BASE PATCHING CONCRETE SHES (PANEL)
- PM — CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING
- CONCRETE PAVEMENT REPLACEMENT
- ** CONCRETE PAVEMENT REPAIR

N

MATCH LINE 444+00

715'WB'

415'EB'

720'WB'

420'EB'

725'WB'

STH 54/57 WB

STH 54/57 EB

425'EB'

730'WB'

430'EB'

735'WB'

435'EB'

740'WB'

440'EB'

END CONSTRUCTION
STA 737+76.21

END PROJECT
STA 438+01.87
Y=573,642.579
X=134,168.433

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS | SHEET 41 | E |
|---|---|---|---|---|---|

2

N

END CONSTRUCTION
STA 5702+39.06

END CONSTRUCTION
STA 5702+96.67

NICOLET DRIVE TO NICOLET DRIVE 0N-RAMP (NWR ON) R/L

NICOLET DR TO WB STH 54 RAMP (NWR) R/L

WB STH 54 TO NICOLET DRIVE RAMP (NER) R/L

NICOLET DR

STH 54/57 WB

STH 54/57 EB

EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) R/L

EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) R/L

UNIVERSITY AVE TO EB STH 54 RAMP (SER) R/L

END CONSTRUCTION
STA 5716+88.03

END CONSTRUCTION
STA 5716+87.75

UNIVERSITY AVE

## LEGEND

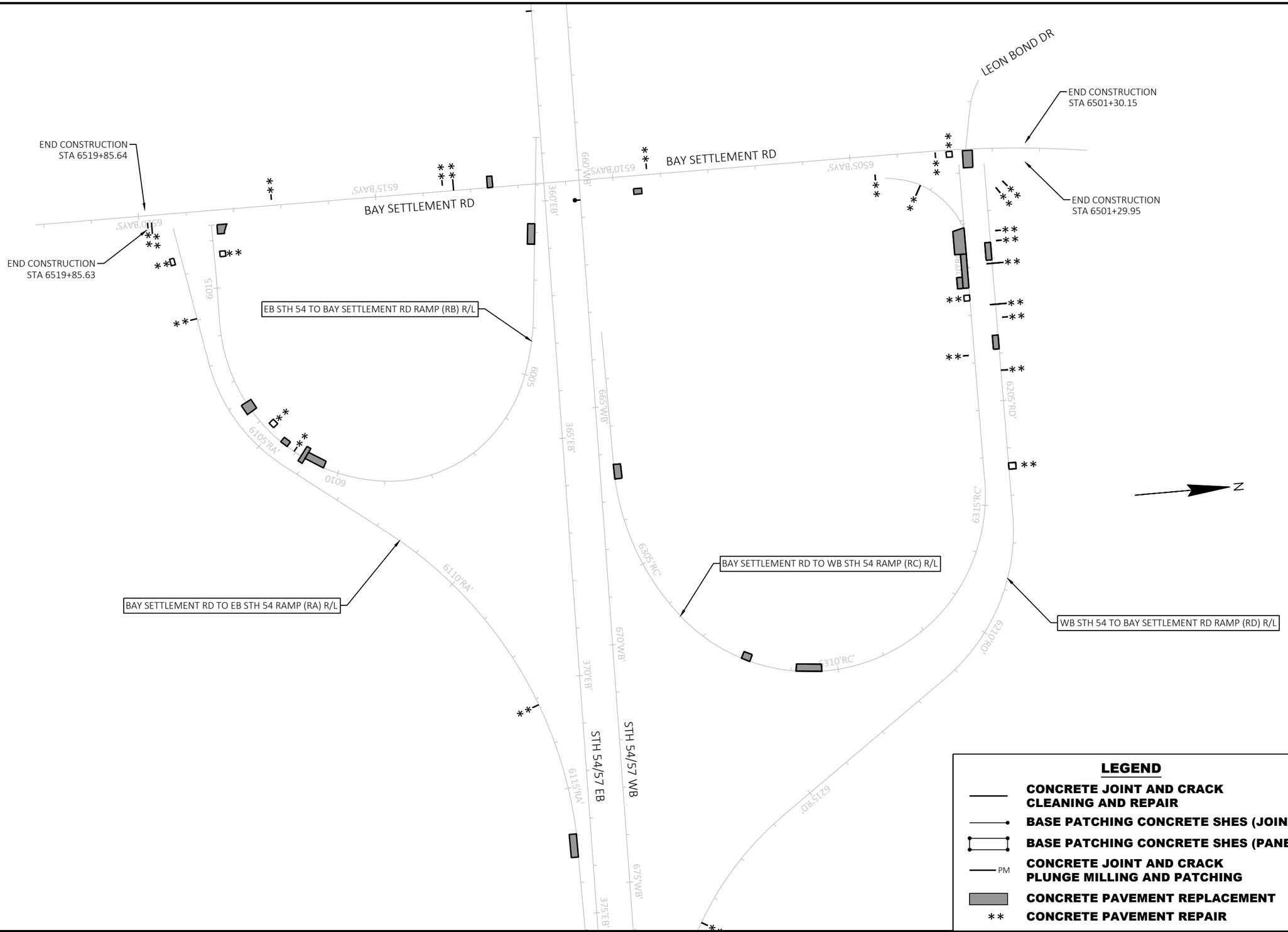
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- BASE PATCHING CONCRETE SHES (JOINT)
- BASE PATCHING CONCRETE SHES (PANEL)
- PM — CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING
- CONCRETE PAVEMENT REPLACEMENT
- ** CONCRETE PAVEMENT REPAIR

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS - UNIVERSITY AVE / NICOLET DR RAMPS | SHEET 42 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021205-PD.DWG
LAYOUT NAME - 021213-pd

PLOT DATE : 10/5/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

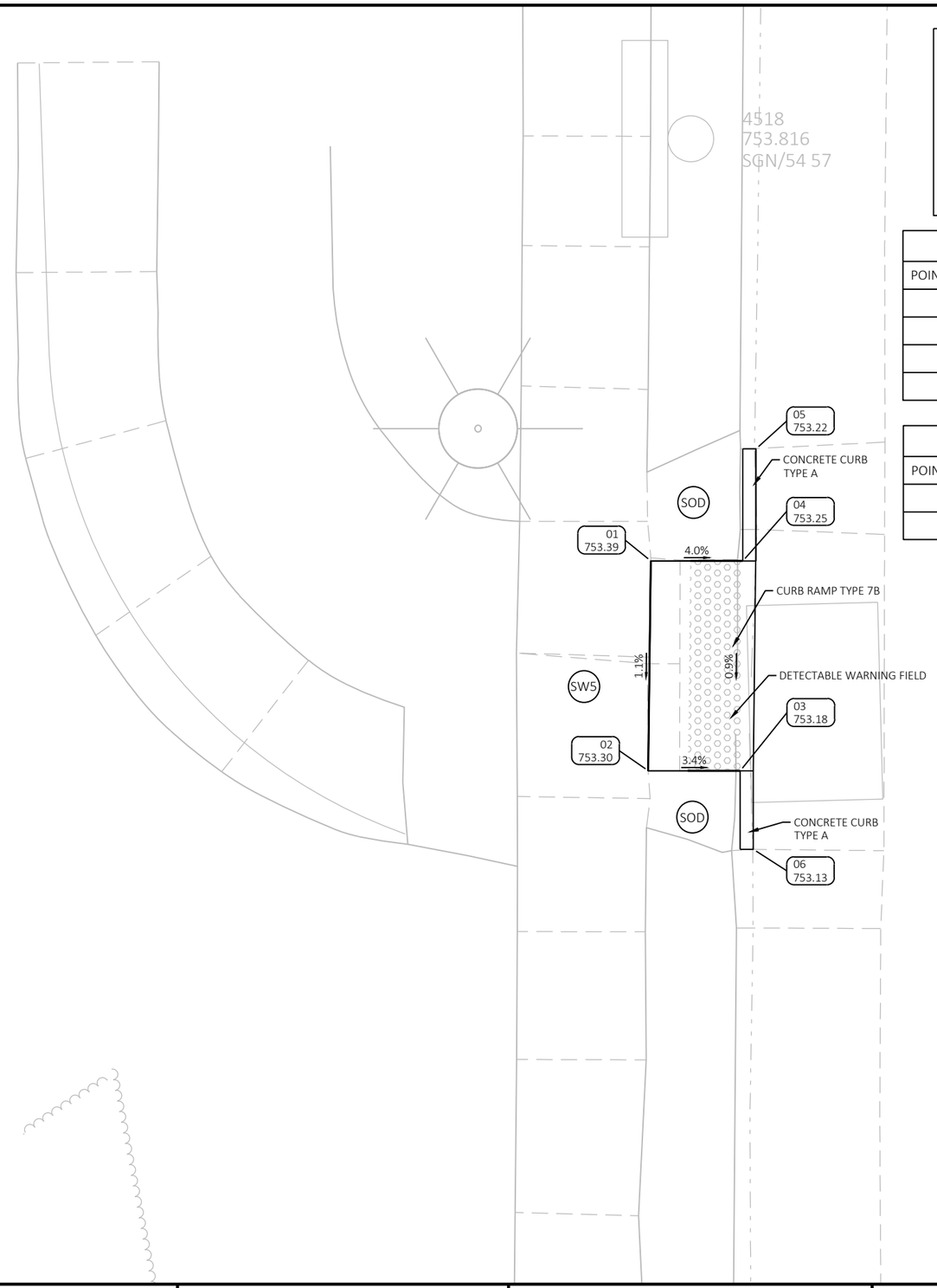



**LEGEND**

- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- BASE PATCHING CONCRETE SHES (JOINT)
- BASE PATCHING CONCRETE SHES (PANEL)
- PM — CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING
- CONCRETE PAVEMENT REPLACEMENT
- ** CONCRETE PAVEMENT REPAIR

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN DETAILS - BAY SETTLEMENT RD RAMPS | SHEET 43 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\021205-PD.DWG
LAYOUT NAME - 021214-pd
PLOT DATE : 10/5/2023 12:54 PM
PLOT BY : CAMPSHURE, MICHAEL R
PLOT NAME :
PLOT SCALE : 1 IN:200 FT




NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATIONS AND OFFSET INFORMATION REFERENCE BAY SETTLEMENT RD R/L.

| Bay Settlement Rd EB On Ramp NW 1 | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 01 | 6518+43.30 | 30.02' RT | 753.39 | 570036.16 | 127890.04 |
| 02 | 6518+51.30 | 30.08' RT | 753.30 | 570028.16 | 127889.94 |
| 03 | 6518+51.28 | 26.57' RT | 753.18 | 570028.16 | 127893.45 |
| 04 | 6518+43.28 | 26.51' RT | 753.25 | 570036.16 | 127893.55 |

| Bay Settlement Rd EB On Ramp NW 2 | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 05 | 6518+39.00 | 26.03' RT | 753.22 | 570040.44 | 127894.05 |
| 06 | 6518+54.27 | 26.05' RT | 753.13 | 570025.17 | 127893.95 |

6518+25 'BAYS'

BAY SETTLEMENT ROAD

6518+50 'BAYS'

N

2

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CURB RAMP DETAIL | SHEET 44 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - 023101-cr
PLOT DATE : 6/8/2023 8:34 AM
PLOT BY : DANA, SHARON T
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

6518+25 'BAYS'

BAY SETTLEMENT ROAD

6518+50 'BAYS'

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATIONS AND OFFSET INFORMATION REFERENCE BAY SETTLEMENT RD R/L.

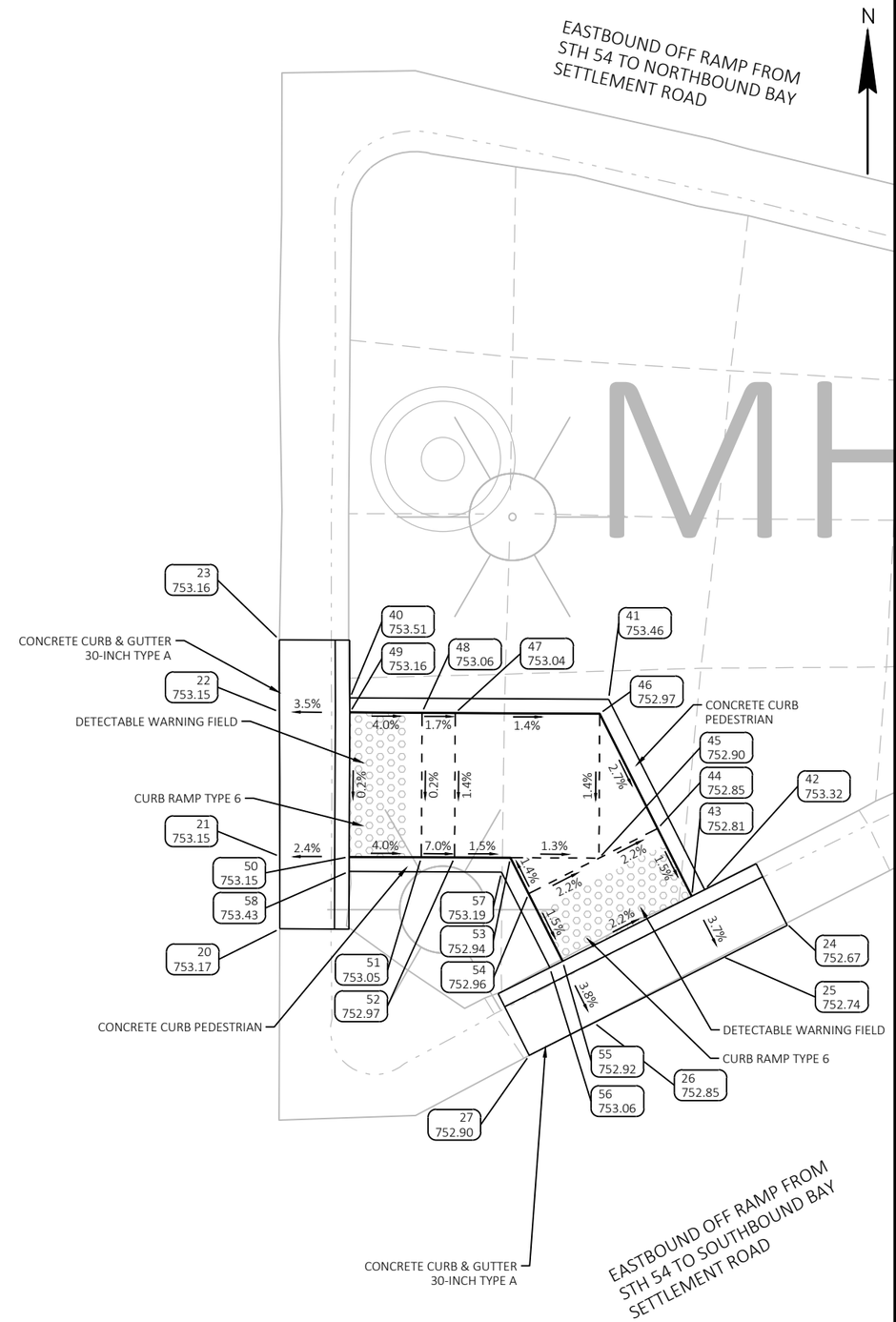
TECHNICALLY INFEASIBLE

TYPE 2 RAMP IS TECHNICALLY INFEASIBLE DUE TO THE ADJACENT FACILITIES. TYPE 6 CURB RAMPS FIT WITH THE ADJACENT FACILITIES.

1002
753.988
BM/N EDGE CONC BASE STOP GO LIGHT IN MED

| Bay Settlement Rd EB On Ramp NE 1 | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 20 | 6518+49.68 | 56.03' LT | 753.17 | 570029.36 | 127976.06 |
| 21 | 6518+47.18 | 56.03' LT | 753.15 | 570031.86 | 127976.07 |
| 22 | 6518+42.18 | 55.98' LT | 753.15 | 570036.86 | 127976.04 |
| 23 | 6518+39.68 | 55.96' LT | 753.16 | 570039.36 | 127976.04 |
| 24 | 6518+49.40 | 73.55' LT | 752.67 | 570029.55 | 127993.58 |
| 25 | 6518+50.54 | 71.33' LT | 752.74 | 570028.41 | 127991.36 |
| 26 | 6518+52.86 | 66.90' LT | 752.85 | 570026.12 | 127986.91 |
| 27 | 6518+54.02 | 64.68' LT | 752.90 | 570024.98 | 127984.69 |

| Bay Settlement Rd EB On Ramp NE 2 | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 40 | 6518+41.68 | 58.41' LT | 753.51 | 570037.35 | 127978.48 |
| 41 | 6518+41.68 | 67.37' LT | 753.46 | 570037.30 | 127987.44 |
| 42 | 6518+48.26 | 70.73' LT | 753.32 | 570030.71 | 127990.76 |
| 43 | 6518+48.48 | 70.28' LT | 752.81 | 570030.48 | 127990.31 |
| 44 | 6518+46.14 | 69.09' LT | 752.85 | 570032.83 | 127989.13 |
| 45 | 6518+47.18 | 67.06' LT | 752.90 | 570031.80 | 127987.10 |
| 46 | 6518+42.18 | 67.06' LT | 752.97 | 570036.80 | 127987.13 |
| 47 | 6518+42.18 | 62.06' LT | 753.04 | 570036.83 | 127982.13 |
| 48 | 6518+42.18 | 60.91' LT | 753.06 | 570036.83 | 127980.98 |
| 49 | 6518+42.18 | 58.41' LT | 753.16 | 570036.85 | 127978.48 |
| 50 | 6518+47.18 | 58.41' LT | 753.15 | 570031.85 | 127978.46 |
| 51 | 6518+47.18 | 60.91' LT | 753.05 | 570031.83 | 127980.96 |
| 52 | 6518+47.18 | 62.06' LT | 752.97 | 570031.83 | 127982.10 |
| 53 | 6518+47.18 | 64.00' LT | 752.94 | 570031.82 | 127984.04 |
| 54 | 6518+48.42 | 64.63' LT | 752.96 | 570030.58 | 127984.67 |
| 55 | 6518+50.75 | 65.83' LT | 752.92 | 570028.23 | 127985.85 |
| 56 | 6518+50.98 | 65.38' LT | 753.06 | 570028.01 | 127985.40 |
| 57 | 6518+47.68 | 63.69' LT | 753.19 | 570031.32 | 127983.73 |
| 58 | 6518+47.68 | 58.41' LT | 753.43 | 570031.35 | 127978.45 |




| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CURB RAMP DETAIL | SHEET 45 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - 023102-cr

PLOT DATE : 6/8/2023 8:34 AM PLOT BY : DANA, SHARON T PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

2

2

N

564+00 'WB'

565+00 'WB'

566+00 'WB'

567+00 'WB'

568+00 'WB'

569+00 'WB'

570+00 'WB'

571+00 'WB'

STH 54 WB

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

264+00 'EB'

265+00 'EB'

266+00 'EB'

267+00 'EB'

268+00 'EB'

269+00 'EB'

270+00 'EB'

STH 54 EB

SIGN

SIGN

STA 267'EB'+99.59
36.64' RT

STA 269'EB'+15.25
34.92' RT

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4-INCH
- SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *
- SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 46 | E |
|---|---|---|---|---|---|

2

N

5010+00 'LOOP R'

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

STH 54 EB

274+00 'EB'

275+00 'EB'

276+00 'EB'

277+00 'EB'

278+00 'EB'

SS

SS

5005+00 'LOOP R'

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4-INCH
- SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *
- SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 47 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003-ec

PLOT DATE : 10/4/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

STA 575'WB'+37.92
-33.57' LT

STA 576'WB'+40.90
-35.10' LT

573+00 'WB' 574+00 'WB' 575+00 'WB' 576+00 'WB' 577+00 'WB' 578+00 'WB' 579+00 'WB' 580+00 'WB'

STH 54 WB

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INLET PROTECTION
TYPE B

273+00 'EB' 274+00 'EB' 275+00 'EB' 276+00 'EB' 277+00 'EB' 278+00 'EB' 279+00 'EB' 280+00 'EB'

STH 54 EB

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4-INCH
- SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *
- SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 48 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002-ec

PLOT DATE : 10/4/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

STA 605'WB'+06.97
-36.33' LT

STA 605'WB'+81.07
-39.78' LT

STA 605'WB'+71.70
-35.76' LT

STA 606'WB'+70.68
-39.58' LT

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

601+00 'WB'
602+00 'WB'
603+00 'WB'
604+00 'WB'
605+00 'WB'
606+00 'WB'
607+00 'WB'
608+00 'WB'

STH 54 WB

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

STA 605'WB'+40.40
32.81' RT

STA 606'WB'+34.24
32.69' RT

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4-INCH
- SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *
- SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 49 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022004-ec

PLOT DATE : 10/4/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

STA 612'WB'+18
28.91' RT

STA 613'WB'+32.13
29.16' RT

STA 614'WB'+96.47
29.23' RT

STA 616'WB'+27.91
27.88' RT

STA 313'EB'+79.42
-26.60' LT

STA 314'EB'+18.61
-26.60' LT

610+00 'WB'
611+00 'WB'
612+00 'WB'
613+00 'WB'
614+00 'WB'
615+00 'WB'
616+00 'WB'
617+

STH 54 WB

311+00 'EB'
312+00 'EB'
313+00 'EB'
314+00 'EB'
315+00 'EB'
316+00 'EB'

STH 54 EB

MH
GUY
WV
SS
SAN
OH
E
W

## LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4-INCH
- SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *
- SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 50 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022005-ec

PLOT DATE : 10/4/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

STA 630'WB'+29.62
-38.62' LT

STA 630'WB'+98.62
-38.37' LT

STA 632'WB'+39.18
-39.01' LT

STA 632'WB'+84.38
-38.44' LT

STA 632'WB'+84.40
-40.02' LT

STA 633'WB'+69.42
-38.70' LT

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

628+00 'WB'
629+00 'WB'
630+00 'WB'
631+00 'WB'
632+00 'WB'
633+00 'WB'
634+00 'WB'
635+00 'WB'

STH 54 WB

327+00 'EB'
328+00 'EB'
329+00 'EB'
330+00 'EB'
331+00 'EB'
332+00 'EB'
333+00 'EB'
334+00 'EB'

STH 54 EB

SAN
GUY
OH
SIGN
W
SS
SAN
N E

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4-INCH
- SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *
- SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 51 | E |
|---|---|---|---|---|---|

2

2

N

BAY SETTLEMENT RD

6509+00 'BAYS'

6510+00 'BAYS'

656+00 'WB'

657+00 'WB'

658+00 'WB'

659+00 'WB'

660+00 'WB'

661+00 'WB'

662+00 'WB'

663+00 'WB'

STH 54 WB

SS

SS

SS

W

W

W

W

W

W

B'

356+00 'EB'

357+00 'EB'

358+00 'EB'

359+00 'EB'

360+00 'EB'

361+00 'EB'

362+00 'EB'

363

STH 54 EB

INLET PROTECTION
TYPE B

6512+00 'BAYS'

N HURON RD

6513+00 'BAYS'

LEGEND

SILT FENCE

SLOPE INTERCEPT

INLET PROTECTION

TEMPORARY DITCH CHECK

BASE AGGREGATE DENSE 3/4-INCH

SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

ABANDONED

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 52 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022007-ec

PLOT DATE : 10/4/2023 12:54 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

INLET PROTECTION
TYPE B

6515+00 'BAYS' 6516+00 'BAYS' 6517+00 'BAYS' 6518+00 'BAYS' 6519+00 'BAYS' 6520+00 'BAYS' 6521+00 'BAYS' 6522+00 'BAYS'

N HURON RD

MH

MH

MH

4518

753.81

SGN/5457

SEEDING MIXTURE NO. 40, FERTILIZER AND
EROSION MAT URBAN CLASS I TYPE B

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4-INCH
- SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *
- SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 53 | E |
|---|---|---|---|---|---|

2

2

N

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

INSTALL SILT FENCE TURN-AROUND.
SEE CONSTRUCTION DETAILS.

4+00 'WB' 685+00 'WB' 686+00 'WB' 687+00 'WB' 688+00 'WB' 689+00 'WB' 690+00 'WB' 691+00 'WB'

STH 54 WB

384+00 'EB' 385+00 'EB' 386+00 'EB' 387+00 'EB' 388+00 'EB' 389+00 'EB' 390+00 'EB' 391+00 'EB'

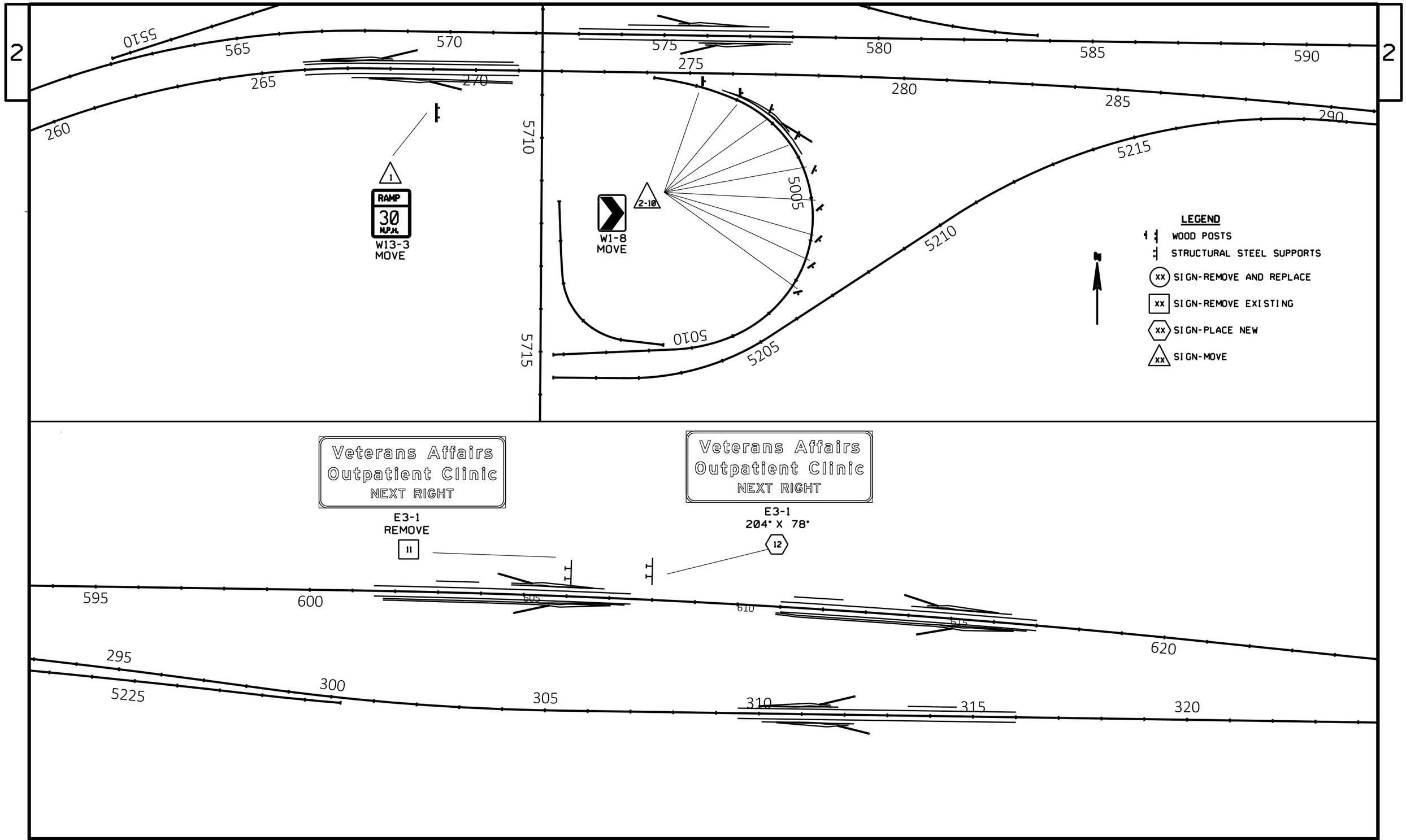
STH 54 EB

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- BASE AGGREGATE DENSE 3/4-INCH
- SEEDING MIXTURE NO. 10, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *
- SEEDING MIXTURE NO. 70, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B *

* NOTE: ITEM PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | EROSION CONTROL | SHEET 54 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PERMANANT SIGNING | SHEET | E |
|---|---|---|---|---|---|

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

N

HIGHLAND CENTER DR

BAY SETTLEMENT RD

6520'BAYS'

6515'BAYS'

6510'BAYS'

660'WB'

360'EB

10'

M4-9BL
30"X24"

M4-9BR
30"X24"

WO11-2
48"X48"

WO16-7L
24"X12"

M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

M4-9BL
30"X24"

WO11-2
48"X48"

WO16-7L
24"X12"

6015'RB

250' BUFFER

RAMP WORK AHEAD
W20-1 ALTERNATE

STH 54/57 EB

STH 54/57 WB

25' DRUM SPACING (TYP)

FLASHING ARROW BOARD

245' TAPER

6105'RA

6010'RB'

350'

6005'RB'

CENTER LANE CLOSED AHEAD
W20-36A

665'WB'

365'EB'

STH 54 EB OFF RAMP

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- PEDESTRIAN DETOUR
- WORK AREA
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

NOTES:

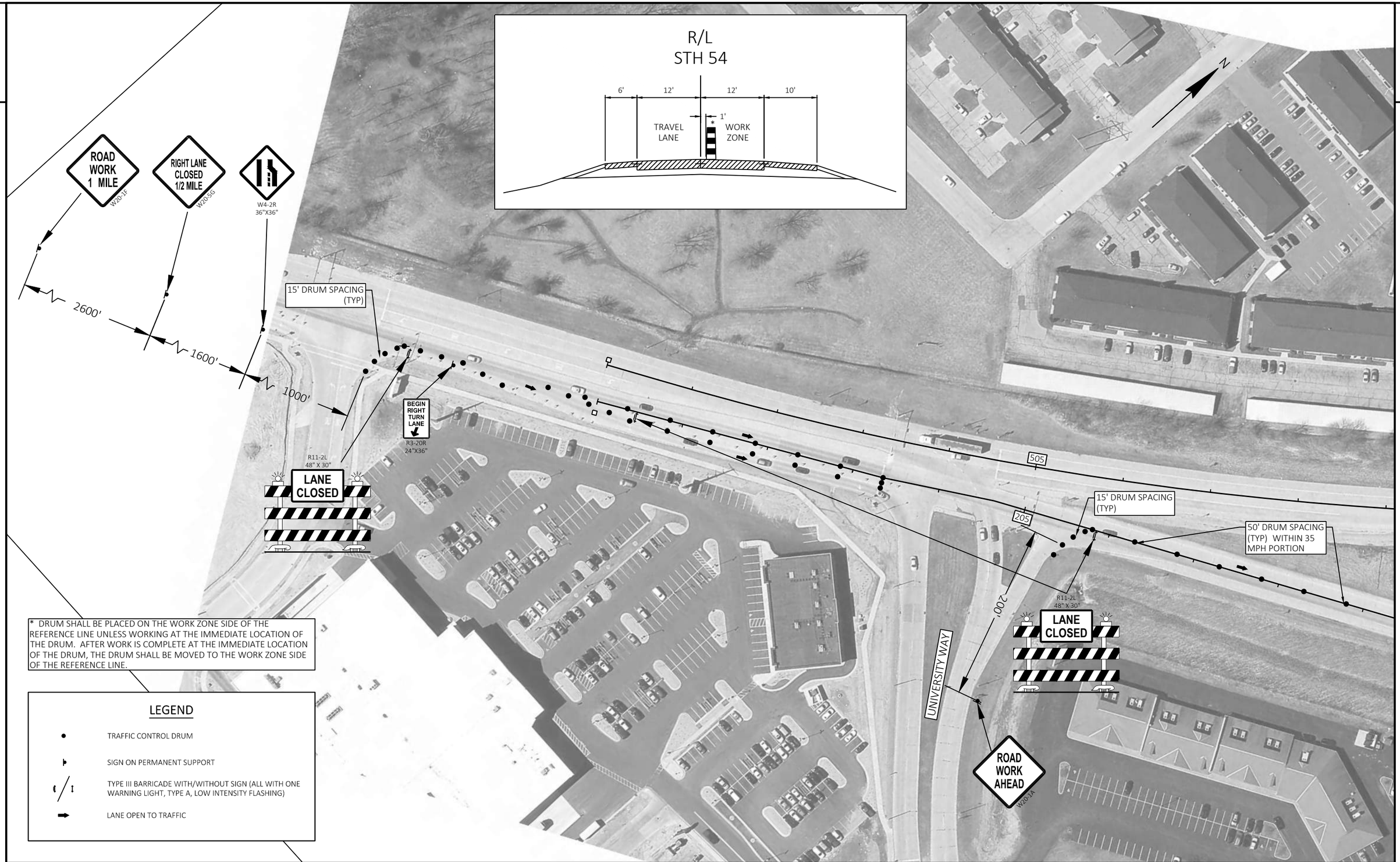
FOLLOW SDD 15D28 "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE UNDIVIDED ROADWAY" AT TEMPORARY CURB RAMPS AND CURB AND GUTTER REPLACEMENT AREAS WHEN ROADWAY IS OPEN TO THRU TRAFFIC.

FOLLOW SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" SHEETS A-C FOR DETAILS NOT SHOWN ON THIS SHEET.

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TEMPORARY PEDESTRIAN ACCESS PLAN - BAY SETTLEMENT RD RAMPS | SHEET 56 | E |
|---|---|---|---|---|---|

2

2




* DRUM SHALL BE PLACED ON THE WORK ZONE SIDE OF THE REFERENCE LINE UNLESS WORKING AT THE IMMEDIATE LOCATION OF THE DRUM. AFTER WORK IS COMPLETE AT THE IMMEDIATE LOCATION OF THE DRUM, THE DRUM SHALL BE MOVED TO THE WORK ZONE SIDE OF THE REFERENCE LINE.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- LANE OPEN TO TRAFFIC

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TRAFFIC CONTROL - EB STH 54 PROJECT START | SHEET 57 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 025001-tc
PLOT DATE : 5/25/2022 9:39 AM
PLOT BY : MARTIN, THOMAS S
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD W20-1A

RAMP CLOSED AHEAD W20-53A

R3-1 24"X24"

R3-2 24"X24"

RAMP CLOSED AHEAD W20-53A

5720

5715

5710

12.5'

25'

UNIVERSITY AVE/NICOLET DR

UNIVERSITY AVE/NICOLET DR

350'

350'

25'

12.5'

RAMP CLOSED AHEAD W20-53A

R11-2R 48" X 30"

RAMP CLOSED

TYPE III BARRICADE

5012

5202

5010

5024

5007

RAMP CLOSED AHEAD SIGN SHOWN IS FOR NICOLET DR TO WB STH 54 RAMP.

270

STH 54 EB

STH 54 WB

575

275

* DRUM SHALL BE PLACED ON THE WORK ZONE SIDE OF THE REFERENCE LINE UNLESS WORKING AT THE IMMEDIATE LOCATION OF THE DRUM. AFTER WORK IS COMPLETE AT THE IMMEDIATE LOCATION OF THE DRUM, THE DRUM SHALL BE MOVED TO THE WORK ZONE SIDE OF THE REFERENCE LINE.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- LANE OPEN TO TRAFFIC

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TRAFFIC CONTROL - UNIVERSITY AVE TO EB STH 54 RAMP | SHEET 58 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 025002-tc
PLOT DATE : 5/25/2022 9:40 AM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

RAMP CLOSED AHEAD SIGN SHOWN IS FOR UNIVERSITY AVE TO EB STH 54 RAMP.

RAMP CLOSED AHEAD W20-3A

RAMP CLOSED AHEAD W20-3A

RAMP CLOSED AHEAD W20-3A

ROAD WORK AHEAD W20-1A

270

570

STH 54 EB

STH 54 WB

UNIVERSITY AVE/NICOLET DR

UNIVERSITY AVE/NICOLET DR

5710

5705

12.5'

350'

25'

12.5'

25'

350'

350'

R11-2R 48" X 30"

RAMP CLOSED

TYPE III BARRICADE

R3-2 24"X24"

R3-1 24"X24"

R11-2R 48" X 30"

RAMP CLOSED

TYPE III BARRICADE

575

275

500

* DRUM SHALL BE PLACED ON THE WORK ZONE SIDE OF THE REFERENCE LINE UNLESS WORKING AT THE IMMEDIATE LOCATION OF THE DRUM. AFTER WORK IS COMPLETE AT THE IMMEDIATE LOCATION OF THE DRUM, THE DRUM SHALL BE MOVED TO THE WORK ZONE SIDE OF THE REFERENCE LINE.

## LEGEND

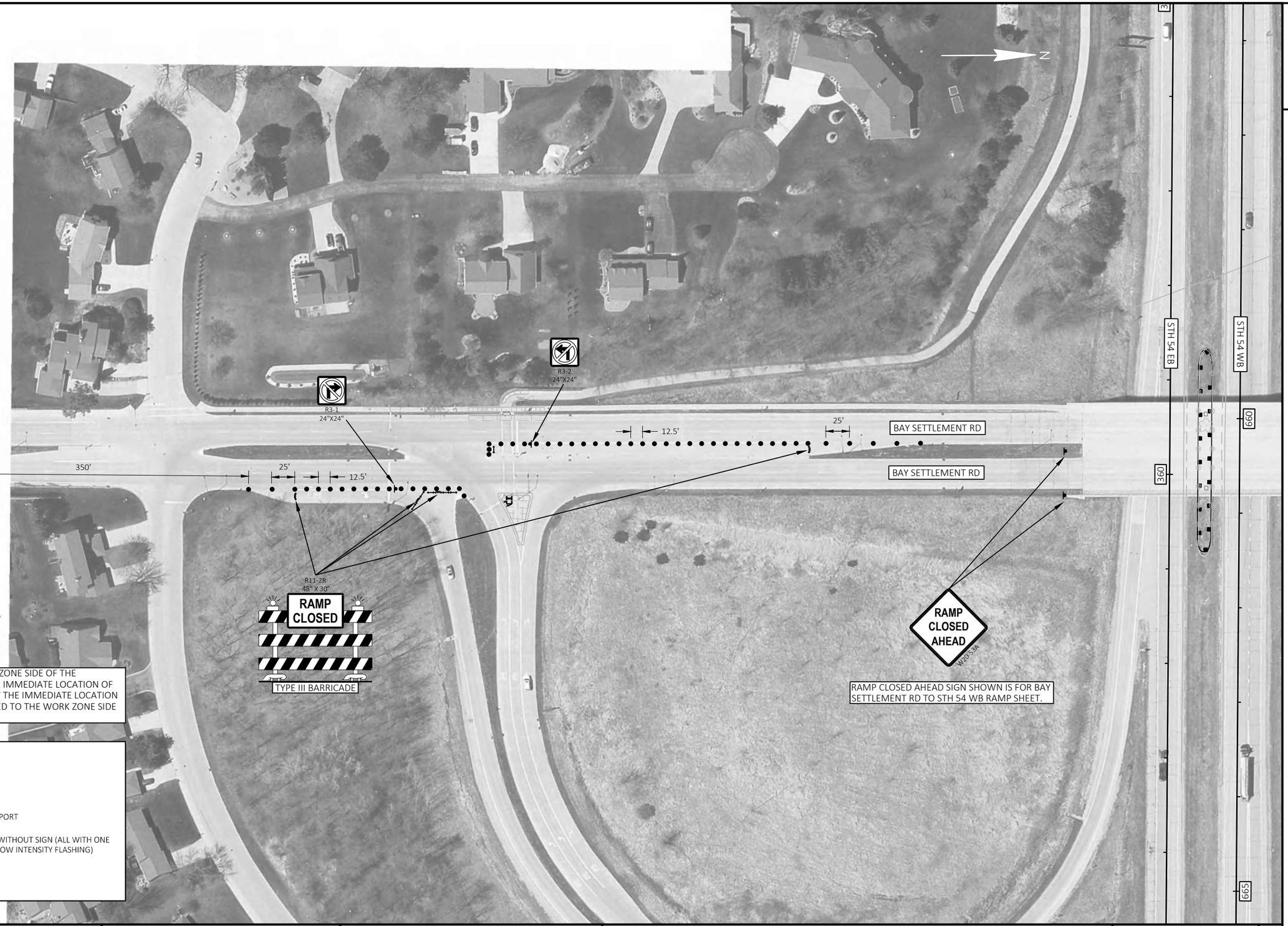
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- LANE OPEN TO TRAFFIC

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TRAFFIC CONTROL - NICOLET DR TO WB STH 54 RAMP | SHEET 59 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 025003-tc

PLOT DATE : 5/25/2022 9:40 AM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : 1 IN:100 FT

2




* DRUM SHALL BE PLACED ON THE WORK ZONE SIDE OF THE REFERENCE LINE UNLESS WORKING AT THE IMMEDIATE LOCATION OF THE DRUM. AFTER WORK IS COMPLETE AT THE IMMEDIATE LOCATION OF THE DRUM, THE DRUM SHALL BE MOVED TO THE WORK ZONE SIDE OF THE REFERENCE LINE.

RAMP CLOSED AHEAD SIGN SHOWN IS FOR BAY SETTLEMENT RD TO STH 54 WB RAMP SHEET.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- LANE OPEN TO TRAFFIC

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TRAFFIC CONTROL - BAY SETTLEMENT RD TO EB STH 54 RAMP | SHEET 60 | E |
|---|---|---|---|---|---|

2

2

RAMP CLOSED AHEAD SIGN SHOWN IS FOR BAY SETTLEMENT RD TO STH 54 EB RAMP SHEET.

RAMP CLOSED AHEAD W20-53A

STH 54 EB

STH 54 WB

360

660

665

BAY SETTLEMENT RD

25'

12.5'

R3-1 24"X24"

R3-2 24"X24"

12.5'

25'

BAY SETTLEMENT RD

350'

350'

RAMP CLOSED AHEAD W20-53A

ROAD WORK AHEAD W20-1A

N

R11-2R 48" X 30"

RAMP CLOSED

TYPE III BARRICADE

* DRUM SHALL BE PLACED ON THE WORK ZONE SIDE OF THE REFERENCE LINE UNLESS WORKING AT THE IMMEDIATE LOCATION OF THE DRUM. AFTER WORK IS COMPLETE AT THE IMMEDIATE LOCATION OF THE DRUM, THE DRUM SHALL BE MOVED TO THE WORK ZONE SIDE OF THE REFERENCE LINE.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- LANE OPEN TO TRAFFIC

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | TRAFFIC CONTROL - BAY SETTLEMENT RD TO WB STH 54 RAMP | SHEET 61 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 025005-tc
PLOT DATE : 5/25/2022 9:40 AM
PLOT BY : MARTIN, THOMAS S
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

LEGEND

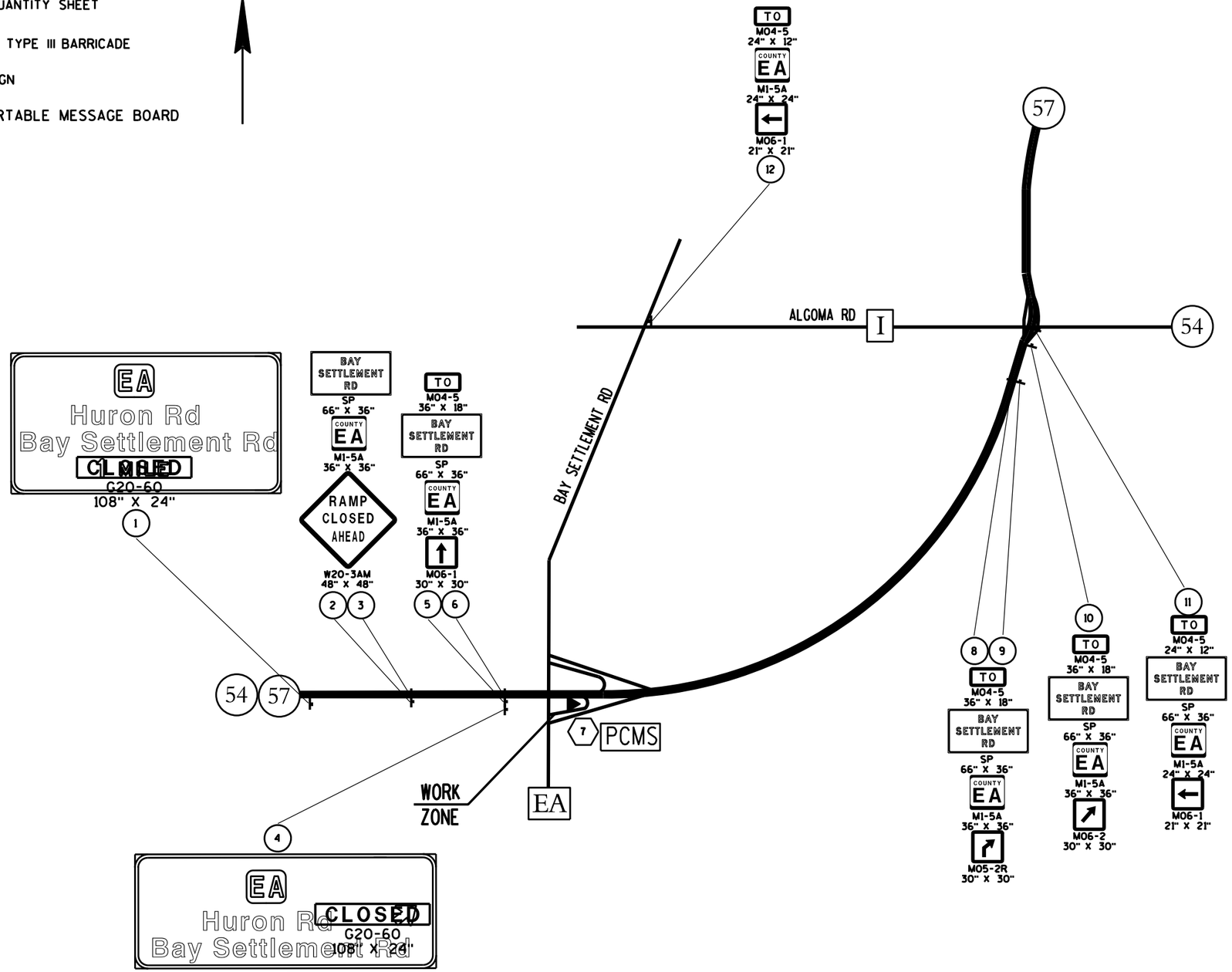
(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD

N




PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO:1480-27-71 | HWY: STH 54 | COUNTY:BROWN | DETOUR SIGNING DETAIL - NB OFF-RAMP | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

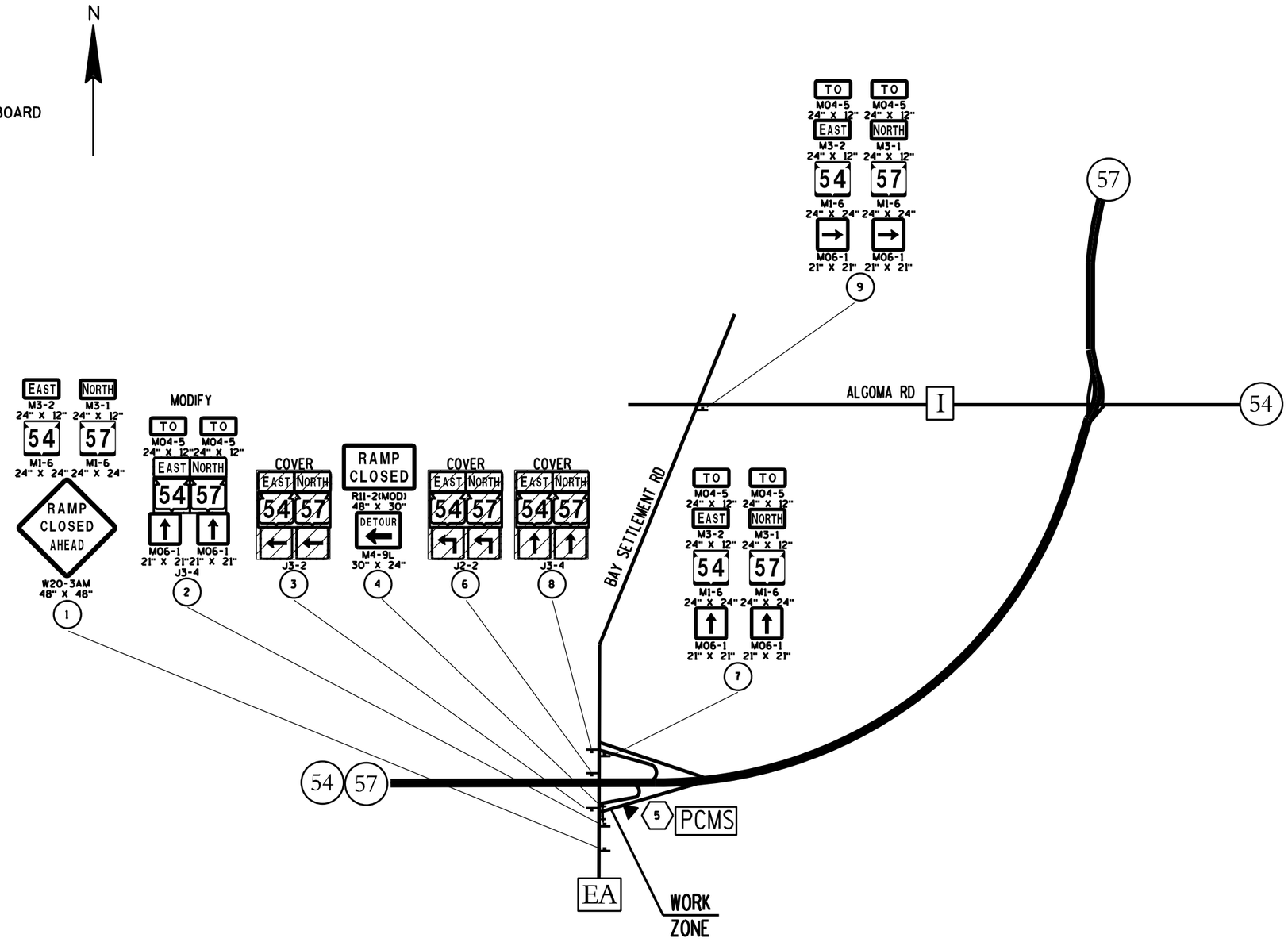
LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD




PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO:1480-27-71 | HWY: STH 54 | COUNTY:BROWN | DETOUR SIGNING DETAIL - NB ON-RAMP | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

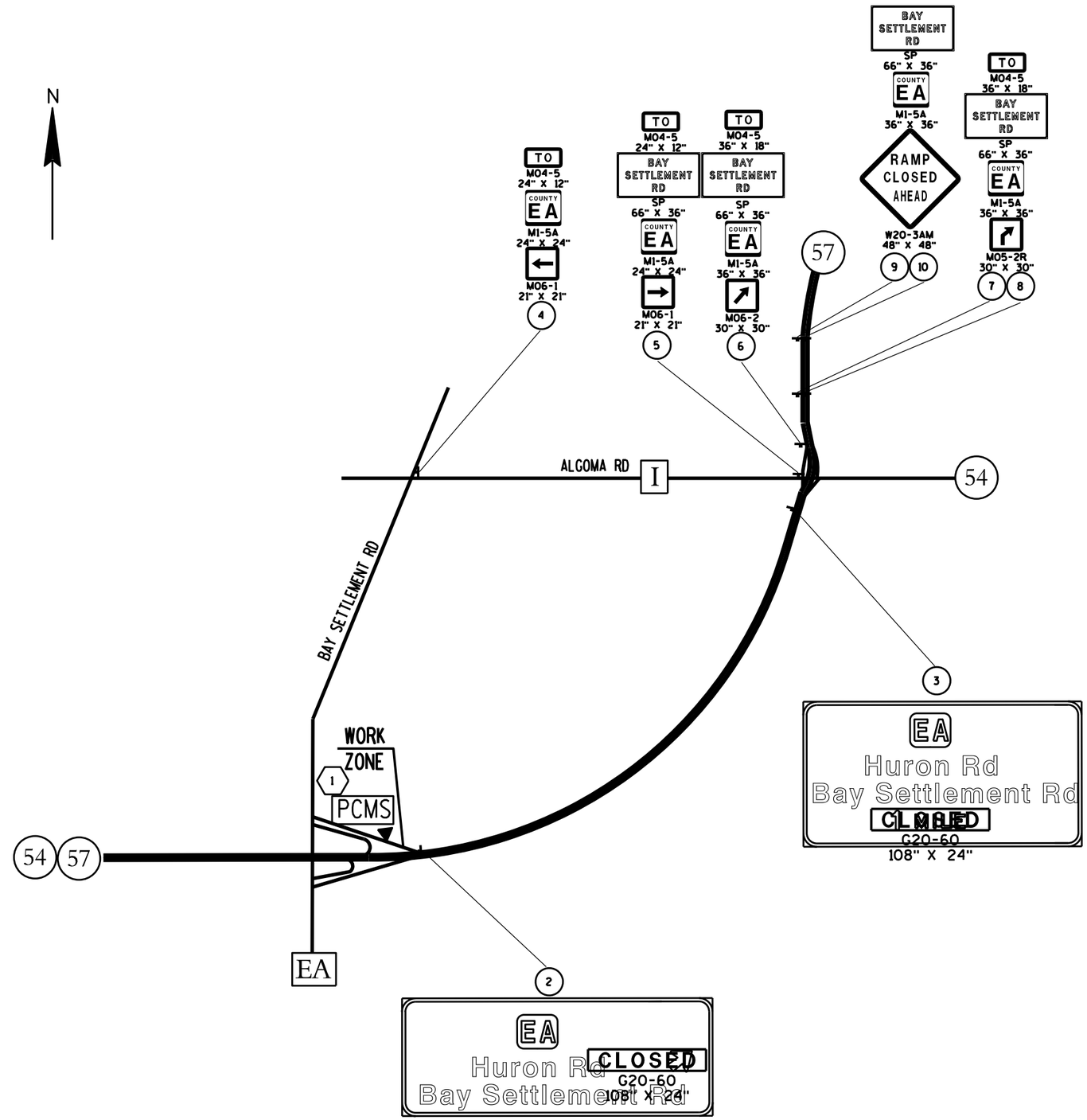
(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD

N




PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | DETOUR SIGNING DETAIL - SB OFF-RAMP | SHEET | E |
|---|---|---|---|---|---|

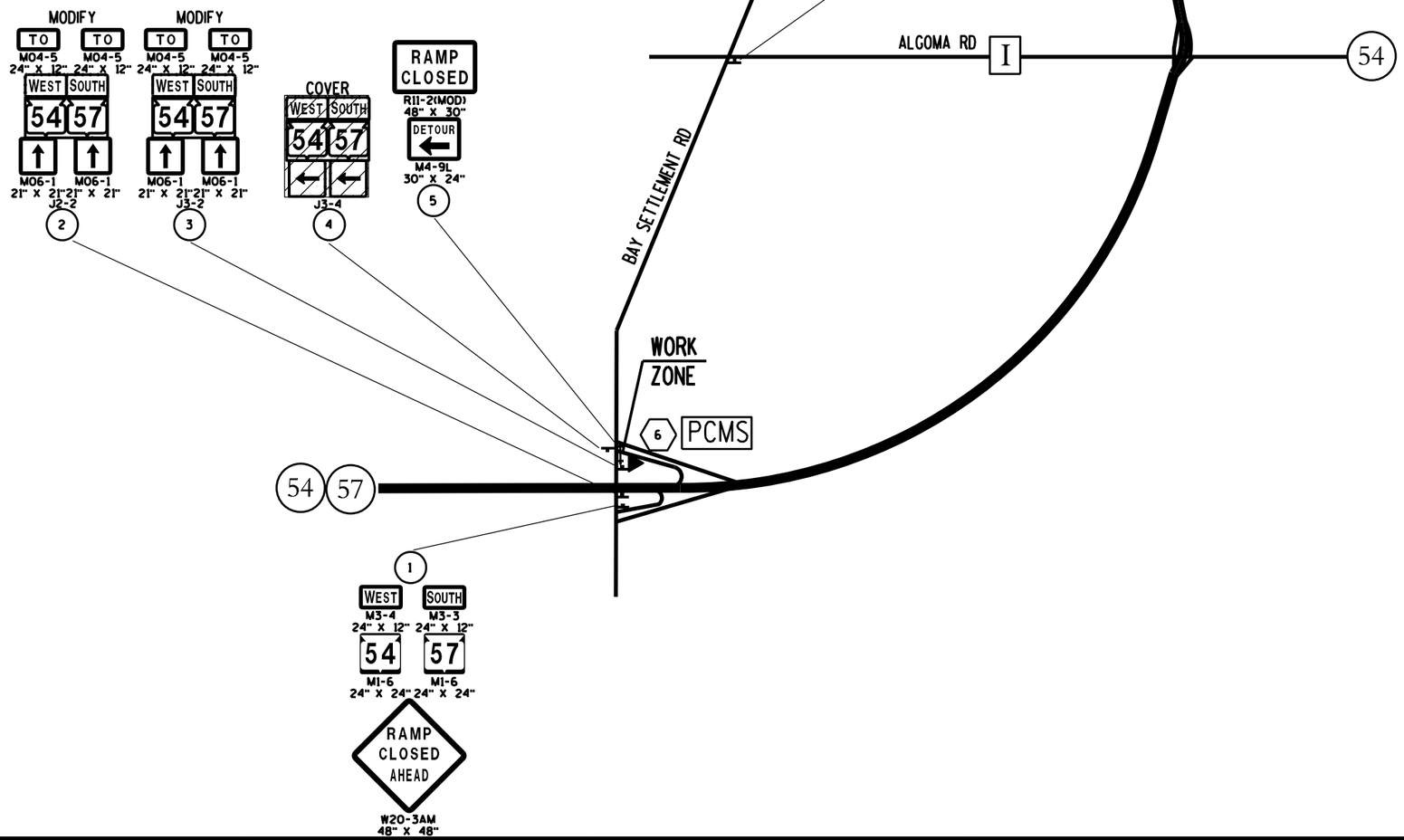


FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN
- (X) CHANGEABLE PORTABLE MESSAGE BOARD

N




PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | DETOUR SIGNING DETAIL - SB ON-RAMP | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

BEGIN 'WB' ALIGNMENT
STA 500+00.00'WB'
Y=566,980.344
X=113,601.490

PC: 500+55.47'WB'

PI: 203+35.07'EB'

BEGIN 'EB' ALIGNMENT
STA 200+00.00'EB'
Y=566,944.363
X=113,624.862

UNIVERSITY WAY

PI: 204+63.84'EB'

SB IH 43 TO WB 54 RAMP (SW) R/L

Mid: 509+15.26'WB'

115SW

115SS

WB STH 54 TO SB IH 43 RAMP (SL) R/L

PT: 517+75.05'WB'

PC: 528+27

505'WB'

205'EB'

510'WB'

STH 54 WB

515'WB'

120SL

121SL

520'WB'

525'WB'

3585WN

NB IH 43 TO WB STH 54 RAMP (WN) R/L

SB IH 43 TO EB STH 54 RAMP (ES) R/L

210'EB'

STH 54 EB

215'EB'

120ES

EB STH 54 TO SB IH 43 RAMP (SE) R/L

PC: 216+22.13'EB'

120SE

125ES

220'EB'

225'EB'

230'EB'

PT: 225+46.25'EB'

MATCH LINE 230+50

WB STH 54 TO NB IH 43 (NW) R/L

140NW

530'WB'

535'WB'

540'WB'

145NW

STH 54 WB

545'WB'

PT: 538+10.42'WB'

550'WB'

PC: 554+59.17'WB'

555'WB'

560'WB'

NB IH 43 TO WB STH 54 RAMP (WN) R/L

MATCH LINE 230+50

250'EB'

245'EB'

146NE

240'EB'

145NE

255'EB'

260'EB'

235'EB'

STH 54 EB

357SWN

135NL

PC: 248+19.51'EB'

NB IH 43 TO EB STH 54 RAMP (NE) R/L

EB STH 54 TO NB
IH 43 RAMP (NL) R/L

140NE

MATCH LINE 261+00

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | ALIGNMENT DETAILS | SHEET 66 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027201-ad

PLOT DATE : 3/30/2022 2:38 PM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) R/L

NICOLET DR TO WB STH 54 RAMP (NWR) R/L

5705'UNN'

5505'NWR'

5510'NWR'

565'WB'

570'WB'

PT: 568+13.31'WB'

PT: 267+51.07'EB'

265'EB'

270'EB'

MATCH LINE 261+00

5710'UNN'

UNIVERSITY AVE/NICOLET DR R/L

WB STH 54 RAMP OFF-RAMP TO NICOLET DRIVE (NER OFF) R/L

5310'NER'

WB STH 54 TO NICOLET DRIVE RAMP (NER) R/L

5305'NER'

575'WB'

580'WB'

585'WB'

590'WB'

STH 54 WB

275'EB'

280'EB'

285'EB'

290'EB'

STH 54 EB

5220'SER'

PC: 275+89.08'EB'

EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) R/L

5005'LOOP R'

5215'SER'

5210'SER'

EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) R/L

UNIVERSITY AVE TO EB STH 54 RAMP (SER) R/L

MATCH LINE 291+50

N

2

PC: 600+62.00'WB'

Mid: 610+74.13'WB'

PT: 620+86.26'WB'

595'WB'

600'WB'

605'WB'

610'WB'

615'WB'

620'WB'

STH 54 WB

MATCH LINE 291+50

295'EB'

5225'SER'

300'EB'

305'EB'

310'EB'

315'EB'

320'EB'

STH 54 EB

UNIVERSITY AVE TO EB STH 54 RAMP (SER) R/L

PT: 297+00.14'EB'

PC: 298+39.12'EB'

PT: 305+31.70'EB'

MATCH LINE 322+00

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | ALIGNMENT DETAILS | SHEET 67 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027202-ad

PLOT DATE : 3/30/2022 2:38 PM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 322+00

PC: 623+64.91'WB'

Mid: 633+35.64'WB'

PT: 643+06.36'WB'

625'WB'

630'WB'

635'WB'

640'WB'

645'WB'

650'WB'

STH 54 WB

325'EB'

330'EB'

335'EB'

340'EB'

345'EB'

350'EB'

STH 54 EB

N

MATCH LINE 352+50

BAY SETTLEMENT RD R/L

510'BAYS'

BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) R/L

6305'RC'

WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) R/L

6220'RD'

6225'RD'

655'WB'

660'WB'

665'WB'

670'WB'

675'WB'

680'WB'

STH 54 WB

355'EB'

360'EB'

365'EB'

370'EB'

375'EB'

380'EB'

STH 54 EB

EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) R/L

6005'RB'

6515'BAYS'

6115'RA'

6110'RA'

BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) R/L

N

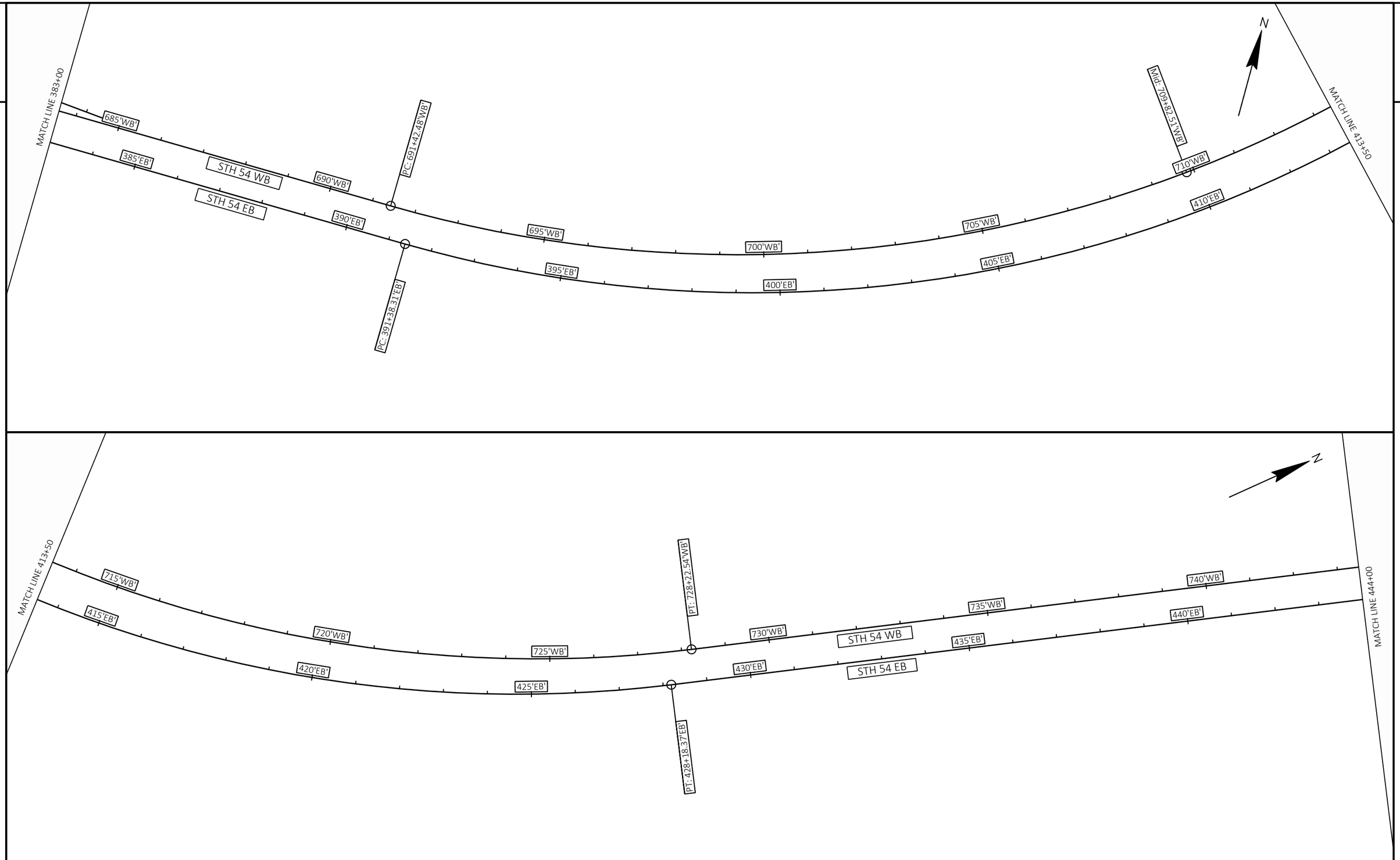
MATCH LINE 383+00

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | ALIGNMENT DETAILS | SHEET 68 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027203-ad

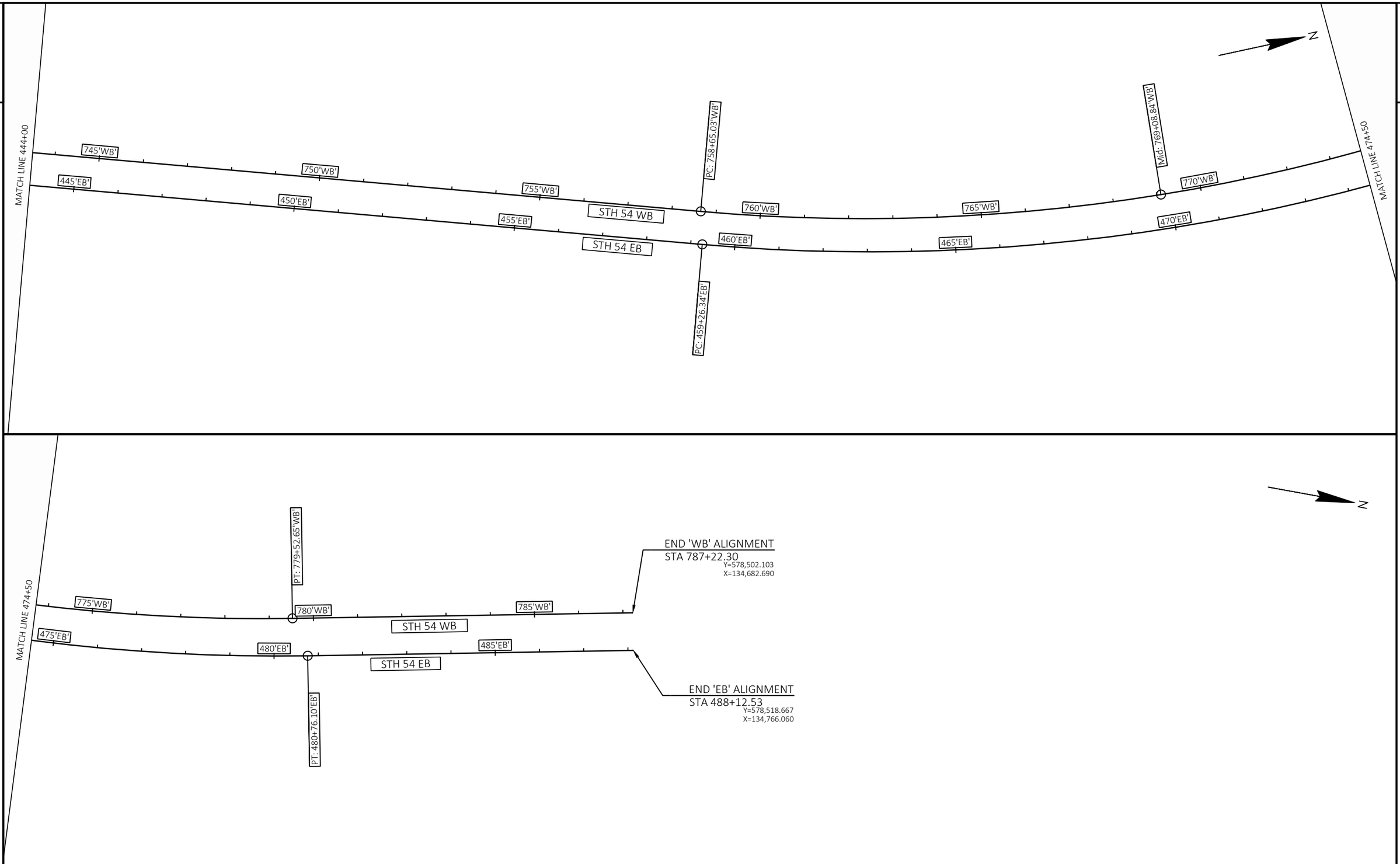
PLOT DATE : 3/30/2022 2:38 PM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44


MATCH LINE 383+00
685'WB'
385'EB'
STH 54 WB
STH 54 EB
690'WB'
390'EB'
PC: 691+42.48'WB'
PC: 391+38.31'EB'
695'WB'
395'EB'
700'WB'
400'EB'
705'WB'
405'EB'
Mid: 709+82.51'WB'
710'WB'
410'EB'
MATCH LINE 413+50
N
MATCH LINE 413+50
715'WB'
415'EB'
720'WB'
420'EB'
725'WB'
425'EB'
PT: 728+22.54'WB'
PT: 428+18.37'EB'
730'WB'
430'EB'
735'WB'
435'EB'
740'WB'
440'EB'
STH 54 WB
STH 54 EB
MATCH LINE 444+00
N

2

2




| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | ALIGNMENT DETAILS | SHEET 70 | E |
|---|---|---|---|---|---|

2

2

N

PT: 267+51.05'EB'

PT: 568+13.31'WB'

5505'UNNI'

NICOLET DR TO WB STH 54 RAMP (NWR) R/L

STH 54 EB R/L

270'EB'

570'WB'

NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) R/L

STH 54 WB R/L

5720'UNNI'

5715'UNNI'

5710'UNNI'

5705'UNNI'

UNIVERSITY AVE

NICOLET DR

EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) R/L

5310'NER'

PT: 5703+12.06'UNNI'

UNIVERSITY AVE TO EB STH 54 RAMP (SER) R/L

5010'LOOP R'

EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) R/L

275'EB'

575'WB'

WB STH 54 RAMP OFF-RAMP TO NICOLET DRIVE (NER OFF) R/L

WB STH 54 TO NICOLET DRIVE RAMP (NER) R/L

PC: 275+89.08'EB'

355'EB'

STH 54 EB R/L

STH 54 WB R/L

N

PT: 6503+28.32'BAYS'

LEON BOND DR R/L

6515'BAYS'

6520'BAYS'

BAY SETTLEMENT RD

660'WB'

510'BAYS'

360'EB'

BAY SETTLEMENT RD

6505'BAYS'

BAY SETTLEMENT RD TO WB STH 54 RAMP (RC ON) R/L

6015'RB'

EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) R/L

6320'RC'

BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) R/L

BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) R/L

WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) R/L

600'RB'

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | ALIGNMENT DETAILS | SHEET 71 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027206-ad

PLOT DATE : 3/30/2022 2:39 PM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:200 FT

1480-27-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 201.0105 | Clearing | STA | 15.000 | 15.000 |
| 0004 | 201.0205 | Grubbing | STA | 15.000 | 15.000 |
| 0006 | 204.0100 | Removing Concrete Pavement | SY | 16.000 | 16.000 |
| 0008 | 204.0105 | Removing Concrete Pavement Butt Joints | SY | 2,510.000 | 2,510.000 |
| 0010 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 1,780.000 | 1,780.000 |
| 0012 | 204.0120 | Removing Asphaltic Surface Milling | SY | 80,000.000 | 80,000.000 |
| 0014 | 204.0126.S | Removing Asphaltic Longitudinal Notched Wedge Joint Milling | LF | 61,300.000 | 61,300.000 |
| 0016 | 204.0130 | Removing Curb | LF | 15.000 | 15.000 |
| 0018 | 204.0150 | Removing Curb & Gutter | LF | 160.000 | 160.000 |
| 0020 | 204.0155 | Removing Concrete Sidewalk | SY | 16.000 | 16.000 |
| 0022 | 204.0165 | Removing Guardrail | LF | 4,160.000 | 4,160.000 |
| 0024 | 204.0220 | Removing Inlets | EACH | 1.000 | 1.000 |
| 0026 | 204.0245 | Removing Storm Sewer (size) 01. 12-Inch | LF | 68.000 | 68.000 |
| 0028 | 204.9060.S | Removing (item description) 01. Endwall | EACH | 1.000 | 1.000 |
| 0030 | 204.9060.S | Removing (item description) 01. Sand Barrel Arrays | EACH | 10.000 | 10.000 |
| 0032 | 211.0101 | Prepare Foundation for Asphaltic Paving (project) 01. 1480-27-71 | EACH | 1.000 | 1.000 |
| 0034 | 211.0400 | Prepare Foundation for Asphaltic Shoulders | STA | 30.000 | 30.000 |
| 0036 | 211.0500 | Prepare Foundation for Base Aggregate | STA | 1.000 | 1.000 |
| 0038 | 213.0100 | Finishing Roadway (project) 01. 1480-27-71 | EACH | 1.000 | 1.000 |
| 0040 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 5,300.000 | 5,300.000 |
| 0042 | 390.0100 | Removing Pavement for Base Patching | CY | 661.000 | 661.000 |
| 0044 | 390.0405 | Base Patching Concrete SHES | CY | 661.000 | 661.000 |
| 0046 | 416.0610 | Drilled Tie Bars | EACH | 550.000 | 550.000 |
| 0048 | 416.0620 | Drilled Dowel Bars | EACH | 7,690.000 | 7,690.000 |
| 0050 | 416.1710 | Concrete Pavement Repair | SY | 400.000 | 400.000 |
| 0052 | 416.1720 | Concrete Pavement Replacement | SY | 1,550.000 | 1,550.000 |
| 0054 | 450.4000 | HMA Cold Weather Paving | TON | 9,110.000 | 9,110.000 |
| 0056 | 455.0605 | Tack Coat | GAL | 26,200.000 | 26,200.000 |
| 0058 | 460.0115.S | HMA Pavement Test Strip Volumetrics | EACH | 1.000 | 1.000 |
| 0060 | 460.0120.S | HMA Pavement Test Strip Density | EACH | 2.000 | 2.000 |
| 0062 | 460.2000 | Incentive Density HMA Pavement | DOL | 16,160.000 | 16,160.000 |
| 0064 | 460.4210.S | HMA Pavement Interlayer | TON | 10,950.000 | 10,950.000 |
| 0066 | 460.5224 | HMA Pavement 4 LT 58-28 S | TON | 6,760.000 | 6,760.000 |
| 0068 | 460.8624 | HMA Pavement 4 SMA 58-28 V | TON | 18,670.000 | 18,670.000 |
| 0070 | 460.9000.S | Material Transfer Vehicle | EACH | 1.000 | 1.000 |
| 0072 | 465.0105 | Asphaltic Surface | TON | 2,830.000 | 2,830.000 |
| 0074 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 8.000 | 8.000 |
| 0076 | 465.0510 | Asphaltic Rumble Strips, Shoulder Divided Roadway | LF | 82,800.000 | 82,800.000 |
| 0078 | 521.1018 | Apron Endwalls for Culvert Pipe Steel 18-Inch | EACH | 1.000 | 1.000 |
| 0080 | 531.1100 | Concrete Masonry Ancillary Structures Type NS | CY | 2.400 | 2.400 |
| 0082 | 531.1140 | Steel Reinforcement HS Ancillary Structures Type NS | LB | 360.000 | 360.000 |
| 0084 | 531.2024 | Drilling Shaft 24-Inch | LF | 20.000 | 20.000 |
| 0086 | 601.0105 | Concrete Curb Type A | LF | 7.000 | 7.000 |
| 0088 | 601.0405 | Concrete Curb & Gutter 18-Inch Type A | LF | 42.000 | 42.000 |
| 0090 | 601.0409 | Concrete Curb & Gutter 30-Inch Type A | LF | 121.000 | 121.000 |
| 0092 | 601.0590 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT | LF | 58.000 | 58.000 |
| 0094 | 601.0600 | Concrete Curb Pedestrian | LF | 26.000 | 26.000 |
| 0096 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 91.000 | 91.000 |
| 0098 | 602.0505 | Curb Ramp Detectable Warning Field Yellow | SF | 36.000 | 36.000 |

1480-27-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0100 | 602.3015 | Concrete Surface Drains HES | CY | 1.000 | 1.000 |
| 0102 | 606.0200 | Riprap Medium | CY | 13.000 | 13.000 |
| 0104 | 611.0430 | Reconstructing Inlets | EACH | 1.000 | 1.000 |
| 0106 | 611.0603 | Inlet Covers Type A-S | EACH | 1.000 | 1.000 |
| 0108 | 611.8115 | Adjusting Inlet Covers | EACH | 14.000 | 14.000 |
| 0110 | 614.0010 | Barrier System Grading Shaping Finishing | EACH | 14.000 | 14.000 |
| 0112 | 614.0220 | Steel Thrie Beam Bullnose Terminal | EACH | 2.000 | 2.000 |
| 0114 | 614.0230 | Steel Thrie Beam | LF | 214.000 | 214.000 |
| 0116 | 614.0400 | Adjusting Steel Plate Beam Guard | LF | 2,229.500 | 2,229.500 |
| 0118 | 614.0700 | Sand Barrel Arrays | EACH | 10.000 | 10.000 |
| 0120 | 614.2300 | MGS Guardrail 3 | LF | 2,987.500 | 2,987.500 |
| 0122 | 614.2340 | MGS Guardrail 3 L | LF | 337.500 | 337.500 |
| 0124 | 614.2500 | MGS Thrie Beam Transition | LF | 197.000 | 197.000 |
| 0126 | 614.2610 | MGS Guardrail Terminal EAT | EACH | 13.000 | 13.000 |
| 0128 | 614.2620 | MGS Guardrail Terminal Type 2 | EACH | 8.000 | 8.000 |
| 0130 | 618.0100 | Maintenance And Repair of Haul Roads (project) 01. 1480-27-71 | EACH | 1.000 | 1.000 |
| 0132 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0134 | 624.0100 | Water | MGAL | 53.000 | 53.000 |
| 0136 | 625.0105 | Topsoil | CY | 1.000 | 1.000 |
| 0138 | 628.1504 | Silt Fence | LF | 9,340.000 | 9,340.000 |
| 0140 | 628.1520 | Silt Fence Maintenance | LF | 1,870.000 | 1,870.000 |
| 0142 | 628.1905 | Mobilizations Erosion Control | EACH | 6.000 | 6.000 |
| 0144 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 4.000 | 4.000 |
| 0146 | 628.2008 | Erosion Mat Urban Class I Type B | SY | 4.000 | 4.000 |
| 0148 | 628.7010 | Inlet Protection Type B | EACH | 3.000 | 3.000 |
| 0150 | 628.7015 | Inlet Protection Type C | EACH | 26.000 | 26.000 |
| 0152 | 628.7504 | Temporary Ditch Checks | LF | 340.000 | 340.000 |
| 0154 | 629.0210 | Fertilizer Type B | CWT | 0.002 | 0.002 |
| 0156 | 630.0140 | Seeding Mixture No. 40 | LB | 0.100 | 0.100 |
| 0158 | 630.0500 | Seed Water | MGAL | 0.100 | 0.100 |
| 0160 | 633.5200 | Markers Culvert End | EACH | 19.000 | 19.000 |
| 0162 | 634.0618 | Posts Wood 4x6-Inch X 18-FT | EACH | 2.000 | 2.000 |
| 0164 | 635.0200 | Sign Supports Structural Steel HS | LB | 1,435.000 | 1,435.000 |
| 0166 | 637.1220 | Signs Type I Reflective SH | SF | 110.500 | 110.500 |
| 0168 | 638.2102 | Moving Signs Type II | EACH | 9.000 | 9.000 |
| 0170 | 638.2601 | Removing Signs Type I | EACH | 1.000 | 1.000 |
| 0172 | 638.3000 | Removing Small Sign Supports | EACH | 2.000 | 2.000 |
| 0174 | 638.3100 | Removing Structural Steel Sign Supports | EACH | 2.000 | 2.000 |
| 0176 | 642.5401 | Field Office Type D | EACH | 1.000 | 1.000 |
| 0178 | 643.0300 | Traffic Control Drums | DAY | 15,840.000 | 15,840.000 |
| 0180 | 643.0410 | Traffic Control Barricades Type II | DAY | 36.000 | 36.000 |
| 0182 | 643.0420 | Traffic Control Barricades Type III | DAY | 690.000 | 690.000 |
| 0184 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 847.000 | 847.000 |
| 0186 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 3,660.000 | 3,660.000 |
| 0188 | 643.0800 | Traffic Control Arrow Boards | DAY | 294.000 | 294.000 |
| 0190 | 643.0900 | Traffic Control Signs | DAY | 6,930.000 | 6,930.000 |
| 0192 | 643.0910 | Traffic Control Covering Signs Type I | EACH | 30.000 | 30.000 |
| 0194 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 299.000 | 299.000 |
| 0196 | 643.1000 | Traffic Control Signs Fixed Message | SF | 231.000 | 231.000 |

1480-27-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0198 | 643.1050 | Traffic Control Signs PCMS | DAY | 220.000 | 220.000 |
| 0200 | 643.1205.S | Basic Traffic Queue Warning System | DAY | 536.000 | 536.000 |
| 0202 | 643.3105 | Temporary Marking Line Paint 4-Inch | LF | 37,400.000 | 37,400.000 |
| 0204 | 643.3205 | Temporary Marking Line Paint 8-Inch | LF | 1,220.000 | 1,220.000 |
| 0206 | 643.3350 | Temporary Marking Crosswalk Removable Tape 6-inch | LF | 163.000 | 163.000 |
| 0208 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0210 | 645.0120 | Geotextile Type HR | SY | 41.000 | 41.000 |
| 0212 | 646.2020 | Marking Line Epoxy 6-Inch | LF | 7,690.000 | 7,690.000 |
| 0214 | 646.2025 | Marking Line Grooved Black Epoxy 6-Inch | LF | 12,500.000 | 12,500.000 |
| 0216 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 108,400.000 | 108,400.000 |
| 0218 | 646.2050 | Marking Line Grooved Permanent Tape 6-Inch | LF | 12,500.000 | 12,500.000 |
| 0220 | 646.4020 | Marking Line Epoxy 10-Inch | LF | 1,610.000 | 1,610.000 |
| 0222 | 646.4050 | Marking Line Grooved Permanent Tape 10-Inch | LF | 14,200.000 | 14,200.000 |
| 0224 | 646.5020 | Marking Arrow Epoxy | EACH | 8.000 | 8.000 |
| 0226 | 646.5120 | Marking Word Epoxy | EACH | 8.000 | 8.000 |
| 0228 | 646.5220 | Marking Symbol Epoxy | EACH | 4.000 | 4.000 |
| 0230 | 646.6020 | Marking Stop Line Epoxy 12-Inch | LF | 224.000 | 224.000 |
| 0232 | 646.7420 | Marking Crosswalk Epoxy Transverse Line 6-Inch | LF | 126.000 | 126.000 |
| 0234 | 646.8220 | Marking Island Nose Epoxy | EACH | 16.000 | 16.000 |
| 0236 | 650.8000 | Construction Staking Resurfacing Reference | LF | 50,000.000 | 50,000.000 |
| 0238 | 650.9000 | Construction Staking Curb Ramps | EACH | 3.000 | 3.000 |
| 0240 | 650.9500 | Construction Staking Sidewalk (project) 01. 1480-27-71 | EACH | 1.000 | 1.000 |
| 0242 | 650.9911 | Construction Staking Supplemental Control (project) 01. 1480-27-71 | EACH | 1.000 | 1.000 |
| 0244 | 690.0150 | Sawing Asphalt | LF | 57.000 | 57.000 |
| 0246 | 690.0250 | Sawing Concrete | LF | 18,900.000 | 18,900.000 |
| 0248 | 740.0440 | Incentive IRI Ride | DOL | 35,619.000 | 35,619.000 |
| 0250 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 2,400.000 | 2,400.000 |
| 0252 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 2,100.000 | 2,100.000 |
| 0254 | SPV.0045 | Special 01. Digital Speed Reduction System | DAY | 140.000 | 140.000 |
| 0256 | SPV.0060 | Special 01. Inlet Extension Rings | EACH | 26.000 | 26.000 |
| 0258 | SPV.0060 | Special 02. Removing Raised Pavement Markers With Overlay | EACH | 122.000 | 122.000 |
| 0260 | SPV.0060 | Special 03. Removing Raised Pavement Markers Without Overlay | EACH | 43.000 | 43.000 |
| 0262 | SPV.0060 | Special 04. Sand Barrel Array Grading Shaping Finishing | EACH | 10.000 | 10.000 |
| 0264 | SPV.0090 | Special 01. Concrete Joint and Crack Cleaning and Repair | LF | 17,400.000 | 17,400.000 |
| 0266 | SPV.0090 | Special 02. Concrete Joint and Crack Plunge Milling and Patching | LF | 750.000 | 750.000 |

3

## CLEARING AND GRUBBING SUMMARY

| STATION | TO | STATION | LOCATION | 201.0105 CLEARING STA | 201.0205 GRUBBING STA | REMARKS |
|---|---|---|---|---|---|---|
| 575+00 | -- | 576+00 | WB STH 54, LT | 1 | 1 | |
| 605+00 | -- | 607+00 | WB STH 54, LT | 2 | 2 | |
| 605+00 | -- | 607+60 | WB STH 54, RT | 3 | 3 | |
| 610+00 | -- | 612+00 | WB STH 54, LT & RT | 4 | 4 | |
| 615+00 | -- | 616+00 | WB STH 54, RT | 1 | 1 | |
| 629+50 | -- | 631+00 | WB STH 54, LT | 2 | 2 | |
| 632+50 | -- | 634+00 | WB STH 54, LT | 2 | 2 | |
| | | | TOTAL | 15 | 15 | |

3

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

## REMOVING PAVEMENT BUTT JOINTS SUMMARY

| STATION | TO | STATION | LOCATION | 204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS SY | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | REMARKS |
|---|---|---|---|---|---|---|
| 205+83 | -- | 206+43 | EB STH 54 | 269 | -- | |
| 116+21 | -- | 116+84 | EB STH 54 TO SB IH 43 RAMP (SE) | 161 | -- | |
| 124+44 | -- | 125+06 | SB IH 43 TO EB STH 54 RAMP (ES) | 161 | -- | |
| 134+48 | -- | 135+00 | EB STH 54 TO NB IH 43 RAMP (NL) | 143 | -- | |
| 144+95 | -- | 145+55 | NB IH 43 TO EB STH 54 RAMP (NE) | 180 | -- | |
| 270+37 | -- | 270+89 | EB STH 54 | -- | 262 | |
| 272+43 | -- | 272+86 | EB STH 54 | -- | 234 | |
| 357+81 | -- | 358+41 | EB STH 54 | 270 | -- | |
| 6000+59 | -- | 6000+59 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | -- | 117 | |
| 6116+44 | -- | 6116+94 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | -- | 128 | |
| 437+52 | -- | 438+02 | EB STH 54 | -- | 194 | |
| 505+82 | -- | 506+42 | WB STH 54 | 267 | -- | |
| 571+00 | -- | 571+50 | WB STH 54 | -- | 220 | |
| 573+04 | -- | 573+60 | WB STH 54 | -- | 248 | |
| 114+69 | -- | 115+28 | SB IH 43 TO WB STH 54 RAMP (SW) | 164 | -- | |
| 120+44 | -- | 121+09 | WB STH 54 TO SB IH 43 RAMP (SL) | 148 | -- | |
| 3585+87 | -- | 3586+50 | NB IH 43 TO WB STH 54 RAMP (WN) | 123 | -- | |
| 143+61 | -- | 144+11 | WB STH 54 TO NB IH 43 RAMP (NW) | 129 | -- | |
| 600+76 | -- | 601+27 | WB STH 54 | 216 | -- | |
| 6302+28 | -- | 6302+78 | BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) | -- | 76 | |
| 6224+76 | -- | 6225+26 | WB STH 54 TO BAY SETTLEMENT RD (RD) | -- | 107 | |
| 737+26 | -- | 737+76 | WB STH 54 | -- | 194 | |
| 5702+78 | -- | 5702+98 | SB NICOLET DR | 82 | -- | |
| 5703+38 | -- | 5703+58 | NB NICOLET DR | 65 | -- | |
| 5716+48 | -- | 5716+68 | SB UNIVERSITY AVE | 52 | -- | |
| 5716+48 | -- | 5716+68 | NB UNIVERSITY AVE | 80 | -- | |
| | | | TOTAL | 2,510 | 1,780 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## REMOVING ASPHALTIC SURFACE MILLING SUMMARY

| STATION | TO | STATION | LOCATION | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | REMARKS |
|---|---|---|---|---|---|
| 358+41 | -- | 389+26 | EB STH 54 | 12,403 | |
| 389+26 | -- | 430+31 | EB STH 54 | 12,304 | |
| 437+52 | -- | 438+00 | EB STH 54 | 2,804 | |
| 601+27 | -- | 689+30 | WB STH 54 | 34,708 | |
| 689+30 | -- | 730+35 | WB STH 54 | 13,200 | |
| 737+24 | -- | 737+74 | WB STH 54 | 2,684 | |
| 6007+00 | -- | 6010+49 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB), LT | 216 | SHOULDER |
| 6104+27 | -- | 6106+00 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), RT | 96 | SHOULDER |
| 6106+32 | -- | 6107+50 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | 53 | SHOULDER |
| 6109+00 | -- | 6113+00 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | 182 | SHOULDER |
| 6209+00 | -- | 6220+00 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD), LT | 366 | SHOULDER |
| 6214+00 | -- | 6216+00 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD), RT | 122 | SHOULDER |
| 6206+00 | -- | 6212+00 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD), RT | 368 | SHOULDER |
| 6304+49 | -- | 6313+00 | BAY SETTLEMENT RD TO WB STH RAMP (RC), RT | 494 | SHOULDER |
| | | | TOTAL | 80,000 | |

## REMOVING GUARDRAIL SUMMARY

| STATION | TO | STATION | LOCATION | 204.0165 REMOVING GUARDRAIL LF | REMARKS |
|---|---|---|---|---|---|
| 267+58 | -- | 270+86 | EB STH 54, LT | 328 | |
| 269+59 | -- | 270+86 | EB STH 54, RT | 127 | |
| 311+18 | -- | 314+51 | EB STH 54, LT | 333 | |
| 311+67 | -- | 315+00 | EB STH 54, RT | 333 | |
| 358+68 | -- | 360+87 | EB STH 54, LT | 444 | |
| 573+15 | -- | 574+43 | WB STH 54, LT | 128 | |
| 573+15 | -- | 576+43 | WB STH 54, RT | 328 | |
| 602+00 | -- | 605+35 | WB STH 54, LT | 335 | |
| 602+00 | -- | 605+33 | WB STH 54, RT | 333 | |
| 611+75 | -- | 614+83 | WB STH 54, LT | 308 | |
| 611+38 | -- | 614+59 | WB STH 54, RT | 321 | |
| 629+11 | -- | 632+82 | WB STH 54, LT | 371 | |
| 686+75 | -- | 687+55 | WB STH 54, LT | 80 | |
| 5002+88 | -- | 5006+79 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R) | 391 | |
| | | | TOTAL | 4,160 | |

## REMOVING ENDWALL AND SAND BARREL ARRAYS SUMMARY

| STATION | LOCATION | 204.9060.S.01 REMOVING ENDWALL EACH | 204.9060.S.02 REMOVING SAND BARREL ARRAYS EACH | REMARKS |
|---|---|---|---|---|
| 213+50 | EB STH 54, RT | -- | 1 | |
| 213+50 | EB STH 54, LT | -- | 1 | |
| 226+55 | EB STH 54, RT | -- | 1 | |
| 226+55 | EB STH 54, LT | -- | 1 | |
| 263+96 | EB STH 54, RT | 1 | -- | |
| 526+45 | WB STH 54, RT | -- | 1 | |
| 526+45 | WB STH 54, LT | -- | 1 | |
| 543+10 | WB STH 54, RT | -- | 1 | |
| 543+10 | WB STH 54, LT | -- | 1 | |
| 561+00 | WB STH 54, RT | -- | 1 | |
| 561+00 | WB STH 54, LT | -- | 1 | |
| | TOTAL | 1 | 10 | |

## REMOVING INLETS AND REMOVING STORM SEWER SUMMARY

| STATION | LOCATION | 204.0220 REMOVING INLETS EACH | 204.0245 REMOVING STORM SEWER (12-INCH) LF | REMARKS |
|---|---|---|---|---|
| 270+80 | EB STH 54, RT | 1 | 68 | |
| | TOTAL | 1 | 68 | |

## REMOVING CONCRETE SIDEWALK SUMMARY

| STATION | TO | STATION | LOCATION | 204.0155 REMOVING CONCRETE SIDEWALK SY | REMARKS |
|---|---|---|---|---|---|
| 6518+38 | -- | 6518+54 | BAY SETTLEMENT RD (BAYS), RT | 6 | |
| 6518+42 | -- | 6518+51 | BAY SETTLEMENT RD (BAYS), LT | 10 | |
| | | | TOTAL | 16 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

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## REMOVING CONCRETE PAVEMENT, REMOVING CURB AND REMOVING CURB & GUTTER SUMMARY

| STATION | TO | STATION | LOCATION | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0130 REMOVING CURB LF | 204.0150 REMOVING CURB & GUTTER LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 270+25 | -- | 270+82 | EB STH 54, RT | 16 | 8 | -- | |
| 5716+25 | -- | 5716+31 | NB UNIVERSITY AVE, RT | -- | -- | 6 | INLET REPAIR LOCATION |
| 5705+11 | -- | 5705+17 | NB UNIVERSITY AVE, RT | -- | -- | 6 | INLET REPAIR LOCATION |
| 5709+53 | -- | 5709+59 | SB UNIVERSITY AVE, LT & RT | -- | -- | 12 | INLET REPAIR LOCATIONS |
| 5712+55 | -- | 5712+61 | SB UNIVERSITY AVE, RT | -- | -- | 6 | INLET REPAIR LOCATION |
| 5714+43 | -- | 5714+71 | SB UNIVERSITY AVE, RT | -- | -- | 27 | REMOVING DRIVEWAY OPENING |
| 5715+70 | -- | 5715+76 | SB UNIVERSITY AVE, RT | -- | -- | 6 | INLET AND CURB AND GUTTER REPAIR LOCATION |
| 6517+53 | -- | 6517+56 | SB BAY SETTLEMENT RD, LT | -- | -- | 16 | INLET REPAIR LOCATION |
| 5716+10 | -- | 5716+16 | SB UNIVERSITY AVE, LT | -- | -- | 6 | CURB AND GUTTER REPAIR LOCATION |
| 6518+39 | -- | 6518+43 | SB BAY SETTLEMENT RD, RT | -- | 4 | -- | |
| 6518+51 | -- | 6518+54 | SB BAY SETTLEMENT RD, RT | -- | 3 | -- | |
| 6517+62 | -- | 6517+69 | NB BAY SETTLEMENT RD, LT | -- | -- | 7 | INLET REPAIR LOCATION |
| 6518+40 | -- | 6518+50 | NB BAY SETTLEMENT RD, LT | -- | -- | 10 | |
| 6518+49 | -- | 6518+54 | NB BAY SETTLEMENT RD, LT | -- | -- | 10 | |
| 6503+58 | | 6503+65 | NB BAY SETTLEMENT RD, LT | -- | -- | 7 | INLET REPAIR LOCATION |
| 6010+76 | -- | 6010+83 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB), RT | -- | -- | 7 | INLET REPAIR LOCATION |
| 6102+84 | -- | 6102+91 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | -- | -- | 7 | INLET REPAIR LOCATION |
| 6105+86 | -- | 6105+93 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | -- | -- | 7 | INLET REPAIR LOCATION |
| 6320+49 | -- | 6320+56 | BAY SETTLEMENT RD TO WB STH RAMP (RC), LT & RT | -- | -- | 13 | INLET REPAIR LOCATIONS |
| 6320+38 | -- | 6320+45 | BAY SETTLEMENT RD TO WB STH RAMP (RC), RT | -- | -- | 7 | INLET REPAIR LOCATION |
| | | | TOTAL | 16 | 15 | 160 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

## PREPARE FOUNDATION FOR ASPHALTIC PAVING SUMMARY

211.0101

PREPARE FOUNDATION FOR ASPHALTIC PAVING

| STATION | TO | STATION | LOCATION | EACH | REMARKS |
|---|---|---|---|---|---|
| 205+83 | -- | 270+89 | EB STH 54 | 1 | |
| 272+43 | -- | 438+02 | EB STH 54 | INCLUDED IN EACH | |
| 505+82 | -- | 571+50 | WB STH 54 | INCLUDED IN EACH | |
| 573+04 | -- | 737+76 | WB STH 54 | INCLUDED IN EACH | |
| 337+23 | -- | 337+95 | EB STH 54, MAINTENANCE TURN-AROUND | INCLUDED IN EACH | |
| 395+03 | -- | 395+76 | EB STH 54, MAINTENANCE TURN-AROUND | INCLUDED IN EACH | |
| 116+21 | -- | 116+84 | EB STH 54 TO SB IH 43 RAMP (SE) | INCLUDED IN EACH | |
| 124+44 | -- | 125+06 | SB IH 43 TO EB STH 54 RAMP (ES) | INCLUDED IN EACH | |
| 134+48 | -- | 135+00 | EB STH 54 TO NB IH 43 RAMP (NL) | INCLUDED IN EACH | |
| 144+95 | -- | 145+55 | NB IH 43 TO EB STH 54 RAMP (NE) | INCLUDED IN EACH | |
| 5000+00 | -- | 5013+01 | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | INCLUDED IN EACH | |
| 5100+81 | -- | 5102+70 | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OEE) | INCLUDED IN EACH | |
| 5200+23 | -- | 5218+04 | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | INCLUDED IN EACH | |
| 6000+09 | -- | 6000+59 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | INCLUDED IN EACH | |
| 6116+42 | -- | 6116+92 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | INCLUDED IN EACH | |
| 114+69 | -- | 116+18 | SB IH 43 TO WB STH 54 RAMP (SW) | INCLUDED IN EACH | |
| 120+45 | -- | 121+09 | WB STH 54 TO SB IH 43 RAMP (SL) | INCLUDED IN EACH | |
| 3585+87 | -- | 3586+50 | NB IH 43 TO WB STH 54 RAMP (WN) | INCLUDED IN EACH | |
| 143+61 | -- | 144+11 | WB STH 54 TO NB IH 43 RAMP (NW) | INCLUDED IN EACH | |
| 5500+23 | -- | 5508+20 | NICOLET DRIVE TO WB STH 54 RAMP (NWR) | INCLUDED IN EACH | |
| 5600+95 | -- | 5602+41 | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | INCLUDED IN EACH | |
| 5301+69 | -- | 5311+43 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | INCLUDED IN EACH | |
| 6302+24 | -- | 6302+74 | BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) | INCLUDED IN EACH | |
| 6224+73 | -- | 6225+23 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | INCLUDED IN EACH | |
| 5702+78 | -- | 5716+68 | UNIVERSITY AVE / NICOLET DRIVE | INCLUDED IN EACH | |
| | | | TOTAL | 1 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.



FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\030201-MQ.DWG
LAYOUT NAME - 05
PLOT DATE : 6/23/2022 10:13 AM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

## PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS SUMMARY

211.0400

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

| STATION | TO | STATION | LOCATION | STA | REMARKS |
|---|---|---|---|---|---|
| 213+28 | -- | 213+57 | EB STH 54, LT | 1 | FOR SAND BARREL ARRAY FOUNDATION |
| 115+19 | -- | 115+49 | EB STH 54 TO SB IH 43 RAMP (SE) | 1 | FOR SAND BARREL ARRAY FOUNDATION |
| 226+32 | -- | 226+61 | EB STH 54, LT & RT | 2 | FOR SAND BARREL ARRAY FOUNDATION |
| 267+35 | -- | 268+09 | EB STH 54, LT | 1 | FOR GUARDRAIL EAT TAPER |
| 268+30 | -- | 270+82 | EB STH 54, RT | 3 | FOR GUARDRAIL EAT TAPER AND PAVEMENT WIDENING ADJACENT TO GUARDRAIL |
| 5002+66 | -- | 5003+57 | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | 1 | FOR GUARDRAIL EAT TAPER |
| 310+90 | -- | 311+71 | EB STH 54, LT | 1 | FOR GUARDRAIL EAT TAPER |
| 311+27 | -- | 312+13 | EB STH 54, RT | 1 | FOR GUARDRAIL EAT TAPER |
| 526+35 | -- | 226+64 | WB STH 54, RT | 1 | FOR SAND BARREL ARRAY FOUNDATION |
| 526+37 | -- | 526+66 | WB STH 54, LT | 1 | FOR SAND BARREL ARRAY FOUNDATION |
| 543+01 | -- | 543+30 | WB STH 54, RT | 1 | FOR SAND BARREL ARRAY FOUNDATION |
| 543+06 | -- | 543+35 | WB STH 54, LT | 1 | FOR SAND BARREL ARRAY FOUNDATION |
| 560+67 | -- | 560+97 | WB STH 54, RT | 1 | FOR SAND BARREL ARRAY FOUNDATION |
| 561+04 | -- | 561+33 | WB STH 54, LT & RT | 2 | FOR SAND BARREL ARRAY FOUNDATION |
| 575+29 | -- | 576+02 | WB STH 54, LT | 1 | FOR GUARDRAIL EAT TAPER |
| 575+92 | -- | 576+65 | WB STH 54, RT | 1 | FOR GUARDRAIL EAT TAPER |
| 602+06 | -- | 602+65 | WB STH 54, RT | 1 | PAVEMENT WIDENING ADJACENT TO GUARDRAIL |
| 604+89 | -- | 605+70 | WB STH 54, LT | 1 | FOR GUARDRAIL EAT TAPER |
| 605+31 | -- | 606+33 | WB STH 54, RT | 2 | FOR GUARDRAIL EAT TAPER |
| 614+38 | -- | 615+21 | WB STH 54, LT | 1 | FOR GUARDRAIL EAT TAPER |
| 614+25 | -- | 615+76 | WB STH 54, RT | 2 | FOR GUARDRAIL EAT TAPER AND PAVEMENT WIDENING ADJACENT TO GUARDRAIL |
| 629+04 | -- | 629+97 | WB STH 54, LT | 1 | PAVEMENT WIDENING ADJACENT TO GUARDRAIL |
| 632+29 | -- | 633+19 | WB STH 54, LT | 1 | FOR GUARDRAIL EAT TAPER |
| 687+13 | -- | 687+98 | WB STH 54, LT | 1 | FOR GUARDRAIL EAT TAPER |
| | | | TOTAL | 30 | |

## PREPARE FOUNDATION FOR BASE AGGREGATE SUMMARY

211.0500

PREPARE FOUNDATION FOR BASE AGGREGATE

| STATION | TO | STATION | LOCATION | STA | REMARKS |
|---|---|---|---|---|---|
| 390+69 | -- | -- | FB STH 54, LT | 1 | DRIVFWAY FOR PUMP HOUSE |
| | | | TOTAL | 1 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## BASE AGGREGATE DENSE 3/4-INCH SUMMARY

| STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 624.0100 WATER (FOR COMPACTION) MGAL | REMARKS |
|---|---|---|---|---|---|---|
| 205+83 | -- | 266+38 | EB STH 54 | 794 | 7.9 | |
| 266+38 | -- | 270+89 | EB STH 54 | 131 | 1.3 | |
| 272+43 | -- | 310+32 | EB STH 54 | 507 | 5.1 | |
| 309+69 | -- | -- | EB STH 54, LT | 30 | 0.3 | DRIVEWAY TO PUMP HOUSE |
| 310+32 | -- | 315+00 | EB STH 54 | 131 | 1.3 | |
| 315+00 | -- | 356+58 | EB STH 54 | 500 | 5.0 | |
| 356+58 | -- | 362+92 | EB STH 54 | 30 | 0.3 | INCLUDES EB AND WB SIDES OF MEDIAN |
| 362+92 | -- | 389+26 | EB STH 54 | 23 | 0.2 | |
| 389+26 | -- | 430+31 | EB STH 54 | 427 | 4.3 | |
| 430+31 | -- | 438+02 | EB STH 54 | 7 | 0.1 | |
| 505+82 | -- | 571+50 | WB STH 54 | 944 | 9.4 | |
| 573+04 | -- | 577+64 | WB STH 54 | 110 | 1.1 | |
| 577+64 | -- | 601+27 | WB STH 54 | 397 | 4.0 | |
| 601+27 | -- | 601+80 | WB STH 54 | 0.4 | 0.0 | |
| 601+80 | -- | 607+03 | WB STH 54 | 46 | 0.5 | |
| 607+03 | -- | 611+04 | WB STH 54 | 3 | 0.0 | |
| 611+04 | -- | 616+48 | WB STH 54 | 30 | 0.3 | |
| 616+48 | -- | 629+00 | WB STH 54 | 11 | 0.1 | |
| 629+00 | -- | 634+01 | WB STH 54 | 11 | 0.1 | |
| 634+01 | -- | 686+75 | WB STH 54 | 41 | 0.4 | |
| 686+75 | -- | 689+30 | WB STH 54 | 3 | 0.0 | |
| 689+30 | -- | 730+35 | WB STH 54 | 681 | 6.8 | |
| 730+35 | -- | 737+76 | WB STH 54 | 6 | 0.1 | |
| 263+42 | -- | 264+08 | EB STH 54, MAINTENANCE TURN-AROUND | 27 | 0.3 | |
| 337+23 | -- | 337+95 | EB STH 54, MAINTENANCE TURN-AROUND | 1 | 0.0 | |
| 395+03 | -- | 395+76 | EB STH 54, MAINTENANCE TURN-AROUND | 2 | 0.0 | |
| 422+23 | -- | 422+94 | EB STH 54, MAINTENANCE TURN-AROUND | 3 | 0.0 | |
| 116+21 | -- | 116+84 | EB STH 54 TO SB IH 43 RAMP (SE) | 2 | 0.0 | |
| 124+44 | -- | 125+06 | SB IH 43 TO EB STH 54 RAMP (ES) | 2 | 0.0 | |
| 134+48 | -- | 135+00 | EB STH 54 TO NB IH 43 RAMP (NL) | 2 | 0.0 | |
| 144+95 | -- | 145+55 | NB IH 43 TO EB STH 54 RAMP (NE) | 3 | 0.0 | |
| 5000+00 | -- | 5013+01 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R) | 57 | 0.6 | |
| 5200+23 | -- | 5218+04 | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 103 | 1.0 | |
| 6000+09 | -- | 6000+59 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | 0.3 | 0.0 | |
| 6116+42 | -- | 6116+92 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | 0.3 | 0.0 | |
| | | | SUB-TOTAL | 5,066 | 50.7 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

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## BASE AGGREGATE DENSE 3/4-INCH SUMMARY (CONTINUED)

| STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 624.0100 WATER (FOR COMPACTION) MGAL | REMARKS |
|---|---|---|---|---|---|---|
| 120+45 | -- | 121+09 | WB STH 54 TO SB IH 43 RAMP (SL) | 2 | 0.0 | |
| 3585+87 | -- | 3586+50 | NB IH 43 TO WB STH 54 RAMP (WN) | 2 | 0.0 | |
| 143+61 | -- | 144+11 | WB STH 54 TO NB IH 43 RAMP (NW) | 2 | 0.0 | |
| 5500+23 | -- | 5508+20 | NICOLET DRIVE TO WB STH 54 RAMP (NWR) | 120 | 1.2 | |
| 5301+69 | -- | 5311+43 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | 108 | 1.1 | |
| 6302+24 | -- | 6302+74 | BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) | 0.3 | 0.0 | |
| | | | SUB TOTAL | 5,066 | 50.7 | |
| | | | TOTAL | 5,300 | 53 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 206+44 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 206+63 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 206+83 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 207+03 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 207+24 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 207+66 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 207+80 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 207+91 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 208+12 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 208+31 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 208+43 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 208+57 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 208+93 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 209+03 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 209+14 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 209+30 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 209+48 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 209+61 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 209+74 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 210+02 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 210+18 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 210+26 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 210+37 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 210+57 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 210+76 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 210+84 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 210+94 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 211+17 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 211+37 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 211+51 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 211+65 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 211+82 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 1 | 1 | 744 | 0 | 0 | 32 | 0 | 54 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 212+01 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 212+10 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 212+22 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 212+46 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 212+62 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 212+74 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 212+87 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 28 | |
| 213+02 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 213+20 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 213+40 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 213+54 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 213+70 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 213+92 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 28 | |
| 213+92 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 214+05 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 214+13 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 214+29 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 214+45 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 214+92 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 215+13 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 215+25 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 116+04 | -- | -- | EB STH 54 TO SB IH 43 RAMP (SE) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 215+28 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 215+48 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 215+71 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 215+85 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 215+98 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 216+14 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 216+41 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 216+55 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 216+67 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 216+77 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 3 | 3 | 447 | 0 | 0 | 64 | 0 | 110 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 216+97 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 217+11 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 217+26 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 217+43 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 217+59 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 217+76 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 217+84 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 218+02 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 218+34 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 218+66 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 218+84 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 218+97 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 219+12 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 219+47 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 219+89 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 220+09 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 220+20 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 220+32 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 220+50 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 220+69 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 220+81 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 220+94 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 221+15 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 221+34 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 221+47 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 221+58 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 221+78 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 221+98 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 222+11 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 222+23 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 222+36 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 222+56 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 8 | 8 | 552 | 24 | 0 | 240 | 0 | 408 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 222+68 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 222+85 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 223+03 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 223+22 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 223+33 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 223+45 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 223+66 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 223+84 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 223+97 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 224+10 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 224+30 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 224+48 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 224+59 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 224+73 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 224+91 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 225+09 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 225+21 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 225+35 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 225+52 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 225+69 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 225+87 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 225+99 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 226+14 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 227+18 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 227+22 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 227+52 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 227+61 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 228+31 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 228+70 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 228+78 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 229+25 | -- | 229+51 | EB STH 54, LT & RT LANES | 19 | 19 | -- | -- | -- | 16 | -- | 126 | |
| 229+64 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| | | | SUB-TOTAL | 28 | 28 | 504 | 24 | 0 | 304 | 0 | 612 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 229+89 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 231+02 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | -- | 36 | -- | -- | -- | -- | |
| 231+10 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 231+44 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 231+57 | -- | -- | EB STH 54, LT LANE AND RAMP LANE | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 231+76 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 231+94 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 232+00 | -- | -- | EB STH 54, RT LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 232+20 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 232+39 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 232+58 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 84 | |
| 232+69 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 39 | -- | -- | -- | -- | -- | |
| 232+73 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 39 | -- | -- | -- | -- | -- | |
| 134+84 | -- | -- | IH 43 RAMP (NL) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 233+60 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 235+12 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 235+28 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 235+64 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 236+08 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 237+03 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 237+14 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 238+39 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 238+77 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 239+52 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 239+64 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 240+02 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 240+13 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 240+29 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 240+64 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 240+75 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 241+66 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 241+96 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 10 | 10 | 525 | 36 | 0 | 272 | 0 | 462 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 242+86 | -- | -- | EB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 243+72 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 243+75 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 243+85 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 243+96 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 244+03 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 244+14 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 244+37 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 244+48 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 244+64 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 245+05 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 245+16 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 245+27 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 245+43 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 245+64 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 245+77 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 245+88 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 246+05 | -- | 246+23 | EB STH 54, RT LANE | 6 | 6 | -- | -- | 5 | 16 | | 58 | |
| 246+37 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 246+53 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 246+68 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 246+86 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 247+11 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 247+47 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 247+59 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 247+73 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 248+11 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 248+24 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 248+35 | -- | -- | EB STH 54, LT LANE AND RAMP LANE | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 248+66 | -- | -- | EB STH 54, LT LANE AND RAMP LANE | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 248+78 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 248+90 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 18 | 18 | 564 | 0 | 5 | 288 | 0 | 520 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 249+10 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 249+42 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 249+57 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 250+20 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 250+54 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 250+66 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 250+80 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 251+00 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 251+18 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 251+31 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 251+48 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 251+81 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 251+93 | -- | -- | EB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 252+02 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 252+30 | -- | -- | EB STH 54, RT LANE AND RAMP LANE | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 252+44 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 252+49 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 252+59 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 252+69 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 252+87 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 252+92 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 252+98 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 253+04 | -- | -- | EB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 253+17 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 253+42 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 253+61 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 253+73 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 254+04 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 254+12 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 254+20 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 254+32 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 254+53 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 4 | 4 | 708 | 0 | 0 | 96 | 0 | 168 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 254+68 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 254+97 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 255+06 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 3 | -- | -- | -- | -- | -- | |
| 255+25 | -- | 256+66 | EB STH 54, RAMP LANE | 9 | 9 | -- | -- | 50 | -- | -- | -- | |
| 255+34 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 255+56 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 255+64 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 255+73 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 255+95 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 256+14 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 256+28 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 256+77 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 256+84 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 257+11 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 257+47 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 257+78 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 258+04 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 258+50 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 258+62 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 259+13 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 259+51 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 259+99 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 260+54 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 260+69 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 261+08 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 261+28 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 261+42 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 261+61 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 261+73 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 262+07 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 262+25 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 262+36 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 11 | 11 | 519 | 0 | 50 | 64 | 0 | 108 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 262+86 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 263+13 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 263+28 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 263+47 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 263+59 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 263+71 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 624+11 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 264+30 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 264+67 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 264+78 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 266+09 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 266+64 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 268+43 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 268+90 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 269+76 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 273+77 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 273+96 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 274+13 | -- | -- | EB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 275+00 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 275+39 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 275+82 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 276+00 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 276+64 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 276+76 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 276+85 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 277+09 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 277+27 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 277+37 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 277+71 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 278+00 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 278+32 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 278+50 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 9 | 9 | 384 | 0 | 0 | 240 | 0 | 414 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 279+11 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 279+24 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 279+36 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 279+85 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 280+36 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 280+48 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 280+62 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 281+21 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 281+74 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 282+18 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 282+32 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 282+74 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 283+44 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 283+59 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 284+50 | -- | 284+78 | EB STH 54, LT & RT LANES | 17 | 17 | -- | -- | 3 | 32 | -- | 122 | |
| 285+23 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 285+38 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 285+76 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 285+93 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 286+02 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 286+63 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 286+76 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 287+15 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 287+28 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 288+38 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 288+81 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 289+01 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 289+14 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 289+61 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 289+74 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 289+89 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 290+04 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 25 | 25 | 360 | 0 | 3 | 208 | 0 | 434 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 290+21 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 290+31 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 290+72 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 290+95 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 291+17 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 291+38 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 291+56 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 291+66 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 292+80 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 293+05 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 293+23 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 293+53 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 293+65 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 293+82 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 294+00 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 294+19 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 294+96 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 295+13 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 295+23 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 295+39 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 295+71 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 295+84 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 296+33 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 296+58 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 269+72 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 299+47 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 299+87 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 300+94 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 305+51 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 311+12 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 311+86 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 313+25 | -- | -- | EB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 2 | 2 | 480 | 0 | 0 | 48 | 0 | 84 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 314+13 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 314+60 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 317+74 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 318+47 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 319+61 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 320+53 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 321+25 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 323+46 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 324+40 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 325+86 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 335+74 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 349+64 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 350+13 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 352+15 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 354+32 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 355+44 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 355+64 | -- | -- | EB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 356+00 | -- | -- | EB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 386+11 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 422+13 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 423+64 | -- | -- | EB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 431+54 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 431+99 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 433+47 | -- | -- | EB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 436+36 | -- | -- | EB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 437+81 | -- | -- | EB STH 54, LT & RT LANES | 2 | 2 | -- | -- | -- | 32 | -- | 54 | |
| 732+46 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 689+54 | -- | -- | WB STH 54, LT & RT LANES | 2 | 2 | -- | -- | -- | 16 | -- | 54 | |
| 688+54 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 678+55 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 660+63 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 649+60 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| | | | SUB-TOTAL | 18 | 18 | 264 | 0 | 0 | 320 | 0 | 600 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 612+37 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 597+96 | -- | 598+13 | WB STH 54, RT LANE | 6 | 6 | -- | -- | 5 | 16 | -- | 58 | |
| 597+34 | -- | 597+76 | WB STH 54, RT LANE | 16 | 16 | -- | -- | 12 | 16 | -- | 110 | |
| 594+58 | -- | -- | WB STH 54, RT LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 594+41 | -- | -- | WB STH 54, RT LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 588+20 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 588+10 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 587+95 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 587+76 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 587+60 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 587+49 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 587+34 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 587+16 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 586+95 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 586+87 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 586+71 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 586+55 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 586+21 | -- | 586+33 | WB STH 54, RAMP LANE | 5 | 5 | -- | -- | 3 | 16 | -- | 48 | |
| 586+10 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 585+91 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 585+73 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 585+21 | -- | 586+33 | WB STH 54, RT LANE AND RAMP LANE | 23 | 23 | -- | -- | 9 | 32 | -- | 141 | |
| 585+16 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 585+00 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 584+90 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 584+68 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 584+50 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 584+37 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 584+25 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 584+08 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 583+90 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 578+32 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| | | | SUB-TOTAL | 59 | 59 | 228 | 0 | 29 | 80 | 0 | 627 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 578+17 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 577+97 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 577+81 | -- | -- | WB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 577+69 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 577+55 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 577+37 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 577+18 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 577+09 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 576+98 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 576+78 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 576+60 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | -- | -- | 54 | |
| 576+49 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 576+36 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 576+18 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 575+99 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 575+86 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 574+56 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 570+27 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 570+07 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 569+96 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 569+83 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 569+63 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 569+47 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 569+36 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 568+74 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 568+61 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 568+42 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 568+23 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 568+11 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 567+97 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 567+79 | -- | -- | WB STH 54, LT LANE | -- | -- | -- | 12 | -- | -- | -- | -- | |
| 567+60 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 12 | 12 | 300 | 12 | 0 | 320 | 0 | 600 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 567+34 | -- | -- | WB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 567+09 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 566+92 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 566+78 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 566+69 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 566+31 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 566+19 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 566+09 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 565+70 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 565+66 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 565+31 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 565+03 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 564+89 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 564+71 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 564+52 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 564+40 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 563+80 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 563+69 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 563+16 | -- | -- | WB STH 54, LT LANE | -- | -- | -- | 12 | -- | -- | -- | -- | |
| 563+05 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 562+84 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 562+71 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 562+58 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 562+42 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 562+24 | -- | -- | WB STH 54, LT LANE | -- | -- | -- | 12 | -- | -- | -- | -- | |
| 562+05 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 562+01 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 561+93 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 561+87 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 561+82 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 561+76 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 561+63 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 3 | 3 | 456 | 24 | 0 | 64 | 0 | 114 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 561+55 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 561+43 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 561+34 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 561+33 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 561+29 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 561+20 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 561+11 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 561+02 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 560+91 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 560+88 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 560+74 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 560+58 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 560+58 | -- | 560+70 | WB STH 54, RAMP LANE | 4 | 4 | -- | -- | 3 | 16 | -- | 48 | |
| 560+46 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 560+42 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 560+35 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 560+24 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 560+17 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 560+12 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 560+09 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 560+03 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 559+93 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 559+78 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 559+65 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 559+61 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 559+49 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 559+48 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 559+38 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 559+36 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 559+22 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 558+99 | -- | 559+13 | WB STH 54, LT LANE | 5 | 5 | -- | -- | 3 | 16 | -- | 52 | |
| 558+88 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| | | | SUB-TOTAL | 20 | 20 | 384 | 0 | 6 | 256 | 0 | 502 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 558+84 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 558+73 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 558+65 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 558+56 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 558+43 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 558+36 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 558+33 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 558+24 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 558+10 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 558+01 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 557+91 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 557+80 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 557+68 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 557+62 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 557+59 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 557+52 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 557+50 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 557+32 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 557+26 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 557+13 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 557+12 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 556+93 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 556+89 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 556+76 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 556+71 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 556+58 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 556+53 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 556+50 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 556+40 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 556+33 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 556+27 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 556+14 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| | | | SUB-TOTAL | 10 | 10 | 444 | 0 | 0 | 160 | 0 | 300 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 556+07 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 555+94 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 555+90 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 555+80 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 555+77 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 555+65 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 555+47 | -- | -- | WB STH 54, LT LANE AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 555+27 | -- | -- | WB STH 54, LT LANE AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 555+20 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 555+15 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 555+04 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 12 | -- | -- | 32 | -- | 54 | |
| 554+84 | -- | -- | WB STH 54, LT LANE AND RAMP LANE | 1 | 1 | 12 | -- | -- | 16 | -- | 30 | |
| 554+67 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 554+58 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 554+42 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 554+22 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 554+07 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 553+97 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 553+92 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 553+81 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 553+60 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 553+41 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 553+36 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 553+32 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 553+25 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 553+17 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 553+13 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 552+97 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 552+84 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 552+72 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 552+62 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 552+57 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 21 | 21 | 492 | 0 | 0 | 416 | 0 | 738 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 552+50 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 552+36 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 552+31 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 552+20 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 552+09 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 551+96 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 551+90 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 551+78 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 551+61 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 551+51 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 551+38 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 551+18 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 551+13 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 551+01 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 550+95 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 550+86 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 550+79 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 550+71 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 550+68 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 550+52 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 550+34 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 550+22 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 550+09 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 549+89 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 549+71 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 549+60 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 549+54 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 549+49 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 549+29 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 549+15 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 548+98 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | -- | 24 | -- | 16 | -- | 30 | |
| 548+86 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| | | | SUB-TOTAL | 28 | 28 | 348 | 24 | 0 | 608 | 0 | 1,032 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 548+66 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 548+50 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 548+37 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 548+24 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 548+05 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 547+92 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 547+86 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 547+78 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 547+75 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 547+63 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 547+43 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 547+25 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 547+14 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 547+11 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 547+05 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 547+01 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 546+91 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 546+83 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 546+68 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 546+64 | -- | -- | WB STH 54, RT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 546+51 | -- | -- | WB STH 54, RT LANE AND RAMP LANE | 1 | 1 | 12 | -- | -- | 16 | -- | 30 | |
| 546+38 | -- | 546+64 | WB STH 54, LT LANE | 9 | 9 | -- | -- | 8 | 16 | -- | 76 | |
| 546+38 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 546+24 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 546+19 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 546+02 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 545+98 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 545+87 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 545+75 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 545+56 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 545+40 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 545+28 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| | | | SUB-TOTAL | 24 | 24 | 480 | 24 | 8 | 304 | 0 | 586 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 545+20 | -- | -- | WB STH 54, RAMP LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 545+15 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 544+96 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 544+79 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 544+67 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 544+53 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | 1 | 1 | 24 | -- | -- | 16 | -- | 30 | |
| 544+36 | -- | -- | WB STH 54, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 544+23 | -- | -- | WB STH 54, RAMP LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 544+15 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 544+03 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 543+91 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 543+73 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 543+55 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 543+41 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 543+29 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 543+08 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 542+94 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 542+79 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 542+62 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 542+44 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 542+27 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 542+18 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 542+06 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 541+84 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 541+63 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 541+51 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 541+37 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 541+18 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 541+04 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 540+91 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 540+79 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 540+60 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 3 | 3 | 696 | 24 | 0 | 64 | 0 | 114 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 540+43 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 540+30 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 540+17 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 539+98 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 539+81 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 539+71 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 539+58 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 539+35 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 539+23 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 539+09 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 538+97 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 538+73 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 538+45 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 537+81 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 537+69 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 537+50 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 537+32 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 537+20 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 537+10 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 536+90 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 536+60 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 536+46 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 536+29 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 536+12 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 535+97 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 535+67 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 535+49 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 534+76 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 534+43 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 534+24 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 534+12 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 533+83 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 3 | 3 | 456 | 0 | 0 | 80 | 0 | 138 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 533+66 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 533+39 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 533+21 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 532+90 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 532+44 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 532+31 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 531+70 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 531+38 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 531+18 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 530+94 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 530+75 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 530+56 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 530+47 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 530+15 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 529+83 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 529+28 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 529+22 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 529+08 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 528+69 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 528+54 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 528+98 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 527+83 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 257+65 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 527+37 | -- | -- | WB STH 54, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 527+21 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 527+05 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 526+60 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 526+39 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 526+08 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 525+97 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 525+80 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 525+73 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 3 | 3 | 408 | 0 | 0 | 48 | 0 | 90 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 524+82 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 524+78 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 524+57 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 524+44 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 523+33 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 523+28 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 523+12 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 523+03 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 522+88 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | -- | -- | 54 | |
| 522+70 | -- | -- | WB STH 54, RT LANE | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 522+51 | -- | -- | WB STH 54, RT LANE | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 522+41 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 422+25 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | -- | -- | 54 | |
| 522+07 | -- | -- | WB STH 54, LT & RT LANES | 1 | 1 | -- | -- | -- | -- | -- | 54 | |
| 521+88 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 521+77 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 521+64 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 521+46 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 521+26 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 521+14 | -- | -- | WB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 521+02 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 520+83 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 520+66 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 520+53 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 520+39 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 520+03 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 519+94 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 519+82 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 519+17 | -- | -- | WB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 518+82 | -- | -- | WB STH 54, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 518+59 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 517+46 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 4 | 4 | 612 | 0 | 0 | 0 | 0 | 192 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 516+70 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 516+23 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 515+59 | -- | -- | WB STH 54, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 511+58 | -- | -- | WB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 509+70 | -- | 510+31 | WB STH 54, RAMP LANE | 8 | 8 | -- | -- | 8 | 12 | -- | 131 | |
| 510+27 | -- | -- | WB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 508+07 | -- | -- | WB STH 54, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 116+46 | -- | -- | SB IH 43 TO WB 54 RAMP (SW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 125+36 | -- | -- | SB IH 43 TO EB 54 RAMP (ES) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 125+53 | -- | -- | SB IH 43 TO EB 54 RAMP (ES) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 126+79 | -- | -- | SB IH 43 TO EB 54 RAMP (ES) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 127+11 | -- | -- | SB IH 43 TO EB 54 RAMP (ES) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5000+23 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5000+44 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5000+57 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5000+69 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | 1 | 1 | -- | -- | -- | -- | -- | 36 | |
| 5001+04 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5001+24 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5001+64 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5001+83 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5002+03 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 30 | -- | -- | -- | -- | -- | |
| 5002+21 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5002+47 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | 1 | 1 | -- | -- | -- | -- | -- | 36 | |
| 5002+67 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | 1 | 1 | -- | -- | -- | -- | -- | 36 | |
| 5003+65 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5004+42 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5006+26 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5006+43 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5006+64 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5006+86 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | 1 | 1 | -- | -- | -- | -- | -- | 36 | |
| 5007+10 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5007+30 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 12 | 12 | 402 | 0 | 8 | 12 | 0 | 275 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5007+41 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5007+68 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5008+23 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5009+56 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5010+19 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5010+37 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5010+60 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5011+14 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5011+37 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5011+53 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5012+08 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5012+22 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5012+32 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5012+46 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5012+55 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5012+73 | -- | -- | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5100+53 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5100+77 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5100+93 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5101+55 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5101+74 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5101+90 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5102+14 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5102+30 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5102+94 | -- | -- | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5716+25 | -- | 5716+31 | NB UNIVERSITY AVE, RT | -- | -- | -- | -- | 5 | 2 | -- | 6 | INLET REPAIR LOCATION, CURB AND GUTTER |
| 5716+09 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5716+09 | -- | 5715+68 | NB UNIVERSITY AVE, RAMP LANE | 40 | 40 | -- | -- | 30 | 12 | -- | 194 | |
| 5715+59 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5715+21 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5714+97 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 44 | 44 | 420 | 0 | 35 | 112 | 0 | 368 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5714+81 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5714+62 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5714+42 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5714+22 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5714+04 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5713+78 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5713+61 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5713+39 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5713+19 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5713+02 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5712+85 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | -- | -- | -- | 36 | -- | -- | -- | -- | |
| 5712+65 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5712+45 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5712+25 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5712+02 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5711+84 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 1 | 1 | 12 | -- | -- | 32 | -- | 54 | |
| 5711+65 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 1 | 1 | 12 | -- | -- | 32 | -- | 54 | |
| 5711+44 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 5711+22 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5711+01 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5710+80 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5710+60 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5710+40 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 2710+22 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5710+02 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 1 | 1 | 12 | -- | -- | 32 | -- | 54 | |
| 5709+83 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES AND RAMP LANE | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5709+63 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5709+45 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5709+24 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5709+01 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5708+82 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5708+65 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 21 | 21 | 444 | 60 | 0 | 576 | 0 | 954 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5707+87 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5707+74 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5707+63 | -- | -- | NB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5706+80 | -- | -- | NB NICOLET DR, LT LANE | 1 | 1 | -- | -- | -- | 16 | -- | 30 | |
| 5706+58 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5706+36 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5706+16 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5705+95 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5705+41 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5705+20 | -- | -- | S NICOLET DRE, LT & RT LANES AND LT TURN LA | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5705+11 | -- | 5705+17 | NB UNIVERSITY AVE, RT | 0 | 0 | -- | -- | 5 | 2 | -- | 16 | INLET REPAIR LOCATION |
| 5704+98 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5704+82 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5704+61 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5704+34 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5704+18 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | -- | -- | 36 | -- | -- | -- | -- | -- | |
| 5703+98 | -- | -- | B NICOLET DR, LT & RT LANES AND LT TURN LAI | 2 | 2 | -- | -- | -- | 48 | -- | 78 | |
| 5703+79 | -- | -- | NB NICOLET DR, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 5703+04 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5703+26 | -- | -- | SB NICOLET DR, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5703+44 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5703+62 | -- | -- | SB NICOLET DR, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5703+84 | -- | -- | SB NICOLET DR, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5704+02 | -- | -- | SB NICOLET DR, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5704+20 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5704+39 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5704+58 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5704+81 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5704+97 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5705+25 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5705+43 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5705+64 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 18 | 18 | 516 | 0 | 5 | 466 | 0 | 784 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5705+84 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5706+05 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 5706+23 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 5706+43 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 5706+66 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | -- | |
| 5706+88 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5707+02 | -- | -- | SB NICOLET DR, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5707+72 | -- | -- | SB NICOLET DR, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 5707+89 | -- | -- | SB NICOLET DR, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 5708+02 | -- | -- | SB NICOLET DR, RT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 5708+77 | -- | -- | SB UNIVERSITY AVE, LT LANE | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 5708+87 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5709+05 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5709+24 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5709+43 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5709+53 | -- | 5709+59 | SB UNIVERSITY AVE, LT & RT | 0 | 0 | -- | -- | 5 | 2 | -- | 42 | INLET REPAIR LOCATION |
| 5709+62 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5709+82 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5710+03 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5710+22 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5710+38 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5710+60 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5711+00 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5711+19 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5711+40 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5711+59 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5711+80 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5712+01 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5712+21 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5712+43 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5712+55 | -- | 5712+61 | SB UNIVERSITY AVE, RT | 0 | 0 | -- | -- | 5 | 2 | -- | 16 | INLET REPAIR LOCATION |
| 5712+60 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| | | | SUB-TOTAL | 2 | 2 | 504 | 120 | 10 | 68 | 0 | 166 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5712+80 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5712+99 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5713+19 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5713+39 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5713+58 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5713+81 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5713+99 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5714+18 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5714+40 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5714+59 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5714+80 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5714+97 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5715+22 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5715+59 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5715+72 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5715+90 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5716+08 | -- | -- | SB UNIVERSITY AVE, LT & RT LANES | -- | -- | -- | 24 | -- | -- | -- | 0 | |
| 5715+70 | -- | 5715+76 | SB UNIVERSITY AVE, RT | 0 | 0 | -- | -- | 5 | 2 | -- | 16 | INLET REPAIR LOCATION |
| 5200+86 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 24 | -- | -- | -- | -- | 0 | |
| 5201+06 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 1 | 1 | -- | -- | -- | 32 | -- | 54 | |
| 5201+26 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | 0 | |
| 5201+81 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5202+05 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5202+27 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5202+69 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5205+29 | -- | 5205+85 | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 21 | 21 | -- | -- | - | 18 | -- | 142 | |
| 5206+53 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5206+97 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5207+37 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5207+60 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5207+85 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5208+03 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 22 | 22 | 333 | 264 | 5 | 52 | 0 | 212 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5208+42 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5208+55 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5208+74 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5208+96 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5209+19 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5209+39 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5209+61 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5209+84 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5210+04 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5210+26 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5210+43 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5210+58 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5210+80 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5210+98 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5211+14 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5211+52 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5211+75 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5211+95 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5212+14 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5212+72 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5212+92 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5213+92 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5214+99 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5215+19 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5215+33 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5215+93 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5216+33 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5216+73 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5217+13 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5217+32 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5218+18 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5218+48 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 1 | 1 | 465 | 0 | 0 | 18 | 0 | 36 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5218+67 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5218+84 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5219+25 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5219+32 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5219+56 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5219+69 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5220+00 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5220+14 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5220+28 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5220+48 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5220+54 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5220+75 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5220+95 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5221+16 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5221+27 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5221+39 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5221+58 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5221+77 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5221+87 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5222+01 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5222+21 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5222+35 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | -- | 15 | -- | -- | -- | -- | |
| 5222+48 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5222+59 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5222+78 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5223+01 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5223+11 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5223+21 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5223+41 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5223+61 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5224+08 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5224+21 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 4 | 4 | 405 | 15 | 0 | 72 | 0 | 144 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5224+33 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5224+96 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5225+49 | -- | 5225+61 | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 5 | 5 | -- | -- | -- | 18 | -- | 56 | |
| 5226+10 | -- | -- | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5300+09 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5300+33 | -- | 5300+48 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | 5 | 5 | -- | -- | -- | 18 | -- | 60 | |
| 5300+57 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5300+72 | -- | 5301+10 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | 14 | 14 | -- | -- | -- | 30 | -- | 106 | |
| 5301+22 | -- | 5301+34 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | 4 | 4 | -- | -- | -- | 18 | -- | 54 | |
| 5301+55 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5301+76 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5301+93 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5302+45 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5302+65 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5302+97 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5303+18 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5303+32 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5303+55 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5303+68 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5303+89 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5304+08 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5304+23 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5304+45 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5304+64 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5304+94 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5305+11 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5305+28 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5305+40 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5305+61 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5305+87 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5306+08 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5306+30 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 29 | 29 | 405 | 0 | 0 | 102 | 0 | 312 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5306+43 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5306+68 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5306+95 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5307+13 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5307+27 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5307+42 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5307+65 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5307+82 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5308+04 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5308+18 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5308+43 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5308+57 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5308+76 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5309+04 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5309+25 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5309+48 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5309+61 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5309+71 | -- | 5309+87 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | 5 | 5 | 12 | -- | 5 | 16 | -- | 58 | |
| 5310+11 | -- | 5310+47 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | 11 | 11 | 36 | -- | 12 | 27 | -- | 96 | |
| 5310+65 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 5310+89 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 5311+05 | -- | -- | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 12 | -- | -- | -- | -- | -- | |
| 5311+18 | -- | 5311+49 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | 16 | 16 | 12 | -- | 8 | 65 | -- | 125 | |
| 5400+10 | -- | -- | WB STH 54 RAMP OFF-RAMP TO NICOLET DRIVE (NER OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5400+32 | -- | -- | WB STH 54 RAMP OFF-RAMP TO NICOLET DRIVE (NER OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5400+49 | -- | -- | WB STH 54 RAMP OFF-RAMP TO NICOLET DRIVE (NER OFF) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5400+63 | -- | 5400+99 | WB STH 54 RAMP OFF-RAMP TO NICOLET DRIVE (NER OFF) | 14 | 14 | -- | -- | 12 | 33 | -- | 104 | |
| 5600+17 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5600+30 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | 1 | 1 | -- | -- | -- | -- | -- | 36 | |
| 5600+64 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5600+82 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | 1 | 1 | -- | -- | -- | -- | -- | 36 | |
| 5601+00 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 48 | 48 | 441 | 0 | 37 | 141 | 0 | 455 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5601+14 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5601+28 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5601+43 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5601+67 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5601+92 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5602+10 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5602+27 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5602+40 | -- | -- | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5500+31 | -- | 5500+61 | NICOLET DR TO WB STH 54 RAMP (NWR) | 16 | 16 | 12 | -- | 7 | 32 | -- | 104 | |
| 5500+79 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5500+99 | -- | 5501+40 | NICOLET DR TO WB STH 54 RAMP (NWR) | 19 | 19 | -- | -- | 13 | 18 | -- | 112 | |
| 5501+50 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5501+67 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | 1 | 1 | -- | -- | -- | -- | -- | 30 | |
| 5501+84 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | 1 | 1 | -- | -- | -- | -- | -- | 54 | |
| 5501+98 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 24 | -- | -- | -- | -- | -- | |
| 5502+15 | -- | 5502+35 | NICOLET DR TO WB STH 54 RAMP (NWR) | 8 | 8 | -- | -- | 1 | 16 | -- | 64 | |
| 5502+52 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5502+82 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5502+99 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5503+23 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5503+34 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5503+49 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5503+67 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5504+16 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5504+36 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 5504+43 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5504+64 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5504+82 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5504+99 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5505+22 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5505+37 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5505+50 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 47 | 47 | 396 | 0 | 21 | 102 | 0 | 436 | |

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5505+73 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5505+94 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5506+15 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | -- | 15 | -- | -- | -- | -- | |
| 5506+44 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | -- | 15 | -- | -- | -- | -- | |
| 5506+61 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5506+74 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5506+97 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5507+35 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5507+51 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5507+61 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5507+77 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5507+98 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5508+13 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5508+37 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5508+51 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5508+66 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5508+75 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5508+94 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5509+19 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5509+24 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5509+43 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5509+57 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5509+78 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5509+92 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5510+03 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 5510+24 | -- | -- | NICOLET DR TO WB STH 54 RAMP (NWR) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 146+06 | -- | -- | WB STH 54 TO NB IH 43 (NW) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 145+95 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 145+84 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 145+55 | -- | -- | WB STH 54 TO NB IH 43 (NW) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| 145+43 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 145+32 | -- | -- | WB STH 54 TO NB IH 43 (NW) | 1 | 1 | -- | -- | -- | 18 | -- | 36 | |
| | | | SUB-TOTAL | 3 | 3 | 405 | 30 | 0 | 54 | 0 | 108 | |

3

## BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY

| STATION | TO | STATION | LOCATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0405 BASE PATCHING CONCRETE SHES CY | SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR LF | SPV.0090.02 CONCRETE JOINT AND CRACK PLUNGE MILLING AND PATCHING LF | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 145+16 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | 18 | -- | -- | |
| 144+98 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 144+86 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 144+72 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 144+55 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 144+37 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 144+25 | -- | -- | WB STH 54 TO NB IH 43 (NW) | -- | -- | 15 | -- | -- | -- | -- | -- | |
| 6518+39 | -- | 6518+54 | BAY SETTLEMENT RD, RT | -- | -- | -- | -- | -- | -- | -- | 32 | CURB RAMP REPLACEMENT |
| 6518+40 | -- | 6518+54 | BAY SETTLEMENT RD, LT | -- | -- | -- | -- | -- | -- | -- | 64 | CURB RAMPS REPLACEMENT |
| 5714+43 | -- | 5714+71 | UNIVERSITY AVE, RT | -- | -- | -- | -- | -- | -- | -- | 34 | DRIVEWAY CURB AND GUTTER REMOVAL |
| 309+69 | -- | -- | EB STH 54, LT | -- | -- | -- | -- | -- | -- | 57 | -- | DRIVEWAY TO PUMP HOUSE |
| | | | UNDISTRIBUTED | 81 | 81 | 804 | 69 | -- | -- | -- | -- | |
| | | | SUB-TOTAL | 81 | 81 | 909 | 69 | 0 | 18 | 57 | 130 | |
| | | | SUB-TOTAL FROM PREVIOUS PAGES | 580 | 580 | 16,491 | 681 | 222 | 6,351 | 0 | 13,257 | |
| | | | PROJECT TOTAL | 661 | 661 | 17,400 | 750 | | | 57 | | |
| | | | | | | | | 222 | 6,369 | | 13,387 | |
| | | | | | | | | * | * | | * | |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

## CONCRETE PAVEMENT REPAIR, CONCRETE PAVEMENT REPLACEMENT AND DRILLED DOWEL BARS SUMMARY

| STATION | TO | STATION | LOCATION | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 6001+81 | -- | 6002+24 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | -- | 72 | -- | 18 | 116 | |
| 6010+33 | -- | 6010+86 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | -- | 110 | 4 | 24 | 177 | |
| 6010+76 | -- | 6010+83 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB), RT | -- | -- | 4 | 2 | 6 | INLET REPAIR LOCATION, CURB AND GUTTER |
| 6011+03 | -- | -- | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | 10 | -- | 4 | 9 | 42 | |
| 6011+21 | -- | 6011+38 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | -- | 22 | 5 | 16 | 56 | |
| 6011+69 | -- | 6011+83 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | 18 | -- | 6 | 16 | 50 | |
| 6012+26 | -- | 6012+49 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | -- | 59 | 8 | 32 | 94 | |
| 6015+65 | -- | 6015+76 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | 15 | -- | -- | 16 | 46 | |
| 6016+13 | -- | 6016+32 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | -- | 37 | 20 | 12 | 75 | |
| 6519+82 | -- | -- | NB BAY SETTLEMENT RD, RT LANE | 8 | -- | 4 | 16 | 36 | |
| 6519+74 | -- | -- | NB BAY SETTLEMENT RD, RT LANE AND RT TURN LANE | 16 | -- | 4 | 16 | 60 | |
| 6517+62 | -- | 6517+69 | NB BAY SETTLEMENT RD, LT | 2 | -- | 5 | 2 | 24 | INLET REPAIR LOCATION |
| 6509+58 | -- | 6509+42 | NB BAY SETTLEMENT RD, RT LANE | -- | 23 | 5 | 16 | 58 | |
| 6504+50 | -- | -- | NB BAY SETTLEMENT RD, RT TURN LANE | 8 | -- | 4 | 16 | 36 | |
| 6503+58 | | 6503+65 | NB BAY SETTLEMENT RD, LT | 2 | -- | 5 | 2 | 24 | INLET REPAIR LOCATION |
| 6503+20 | -- | -- | NB BAY SETTLEMENT RD, LT LANE | 8 | -- | 2 | 16 | 36 | |
| 6502+97 | -- | 6502+85 | NB BAY SETTLEMENT RD, LT LANE | 16 | -- | 2 | 16 | 48 | |
| 6502+63 | -- | 6502+42 | NB BAY SETTLEMENT RD, LT & RT LANES | -- | 81 | 4 | 32 | 113 | |
| 6509+28 | -- | -- | SB BAY SETTLEMENT RD, RT LANE | 8 | -- | 4 | 16 | 36 | |
| 6512+64 | -- | 6512+53 | SB BAY SETTLEMENT RD, LT & RT LANES | -- | 30 | 4 | 32 | 70 | |
| 6513+36 | -- | -- | SB BAY SETTLEMENT RD, LT & RT LANES | 16 | -- | 4 | 32 | 60 | |
| 6513+58 | -- | -- | SB BAY SETTLEMENT RD, RT LANE | 8 | -- | 4 | 16 | 36 | |
| 6517+62 | -- | 6517+69 | SB BAY SETTLEMENT RD, LT | 2 | -- | 5 | 2 | 24 | INLET REPAIR LOCATION |
| 6517+19 | -- | -- | SB BAY SETTLEMENT RD, RT LANE | 8 | -- | 4 | 16 | 36 | |
| 6100+61 | -- | 6100+75 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | 14 | -- | 6 | 16 | 42 | |
| 6101+96 | -- | -- | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | 10 | -- | 4 | 18 | 42 | |
| 6102+84 | -- | 6102+91 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | 2 | -- | 5 | 2 | 24 | INLET REPAIR LOCATION |
| 6105+86 | -- | 6105+93 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | 2 | -- | 5 | 2 | 24 | INLET REPAIR LOCATION |
| 6113+14 | -- | -- | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | 10 | -- | -- | 18 | 42 | |
| 6115+98 | -- | 6116+46 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | -- | 30 | -- | 18 | 128 | |
| 6222+94 | -- | 6224+68 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | -- | 289 | -- | 18 | 378 | |
| 6222+24 | -- | 6222+78 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | -- | 91 | -- | 18 | 140 | |
| | | | SUB-TOTAL | 181 | 844 | 131 | 501 | 2179 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## CONCRETE PAVEMENT REPAIR, CONCRETE PAVEMENT REPLACEMENT AND DRILLED DOWEL BARS SUMMARY

| STATION | TO | STATION | LOCATION | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 6220+58 | -- | 6220+84 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | -- | 43 | -- | 16 | 82 | |
| 6218+59 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 10 | -- | -- | 18 | 42 | |
| 6206+32 | -- | 6206+45 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 22 | -- | -- | 18 | 58 | |
| 6204+36 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 10 | -- | -- | 18 | 42 | |
| 6203+62 | -- | 6203+91 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | -- | 39 | -- | 16 | 82 | |
| 6203+26 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 8 | -- | -- | 16 | 36 | |
| 6202+97 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 24 | -- | -- | 48 | 84 | |
| 6202+11 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 24 | -- | -- | 48 | 84 | |
| 6201+67 | -- | 6202+03 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | -- | 49 | -- | 16 | 98 | |
| 6201+64 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 8 | -- | -- | 16 | 36 | |
| 6201+43 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 8 | -- | -- | 16 | 36 | |
| 6200+53 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 8 | -- | -- | 16 | 36 | |
| 6200+40 | -- | -- | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 8 | -- | -- | 16 | 36 | |
| 6400+77 | -- | -- | BAY SETTLEMENT RD TO WB STH 54 RAMP (RC ON) | 16 | -- | -- | 32 | 60 | |
| 6320+49 | -- | 6320+56 | BAY SETTLEMENT RD TO WB STH RAMP (RC), LT | -- | -- | 5 | 2 | 6 | INLET REPAIR LOCATION, CURB AND GUTTER |
| 6320+49 | -- | 6320+56 | BAY SETTLEMENT RD TO WB STH RAMP (RC), RT | 2 | -- | 5 | 2 | 24 | INLET REPAIR LOCATION |
| 6320+38 | -- | 6320+45 | BAY SETTLEMENT RD TO WB STH RAMP (RC), RT | 2 | -- | 5 | 2 | 24 | INLET REPAIR LOCATION |
| 6319+58 | -- | 6320+85 | BAY SETTLEMENT RD TO WB STH RAMP (RC) | -- | 266 | 26 | 48 | 320 | |
| 6319+31 | -- | 6319+43 | BAY SETTLEMENT RD TO WB STH RAMP (RC) | 16 | -- | -- | 16 | 48 | |
| 6318+17 | -- | -- | BAY SETTLEMENT RD TO WB STH RAMP (RC) | 8 | -- | -- | 16 | 36 | |
| 6309+11 | -- | 6309+66 | BAY SETTLEMENT RD TO WB STH RAMP (RC) | -- | 89 | -- | 16 | 137 | |
| 6307+93 | -- | 6308+11 | BAY SETTLEMENT RD TO WB STH RAMP (RC) | -- | 31 | -- | 18 | 66 | |
| 6302+81 | -- | 6303+11 | BAY SETTLEMENT RD TO WB STH RAMP (RC) | -- | 50 | -- | 18 | 90 | |
| | | | UNDISTRIBUTED | 45 | 140 | 52 | 372 | 1771 | |
| | | | SUB-TOTAL | 218 | 706 | 93 | 820 | 3,334 | |
| | | | SUB-TOTAL FROM PREVIOUS PAGE | 181 | 844 | 131 | 501 | 2,179 | |
| | | | PROJECT TOTAL | 400 | 1,550 | | | | |
| | | | | | | 224 | 1,321 | 5,513 | |
| | | | | | | * | 6,369 | 13,387 | ** |
| | | | | | | | 7,690 | 18,900 | PROJECT TOTAL |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

** TOTAL FROM BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE. ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## HMA PAVEMENT AND TACK COAT SUMMARY

| STATION | TO | STATION | LOCATION | 455.0605 TACK COAT GAL | 460.4210.S HMA PAVEMENT INTERLAYER TON | 460.5224 HMA PAVEMENT 4 LT 58-28S TON | 460.8624 HMA PAVEMENT 4 SMA 58-28V TON | 465.0105 ASPHALTIC SURFACE TON | 204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTHCHED WEDGE JOINT MILLING LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 205+83 | -- | 206+43 | EB STH 54 | 20 | -- | 11 | 20 | -- | 60 | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 206+43 | -- | 269+85 | EB STH 54 | 3,672 | 1,886 | 629 | 2,782 | -- | 9,466 | |
| 269+85 | -- | 270+89 | EB STH 54 | 36 | 6 | 10 | 42 | -- | 207 | TRANSITION FROM CONCRETE PAVEMENT WITH ASPHALT OVERLAY TO STRUCTURE |
| 272+43 | -- | 273+28 | EB STH 54 | 33 | 5 | 11 | 37 | -- | 171 | TRANSITION FROM CONCRETE PAVEMENT WITH ASPHALT OVERLAY TO STRUCTURE |
| 273+28 | -- | 357+81 | EB STH 54 | 3,948 | 1,957 | 1,262 | 2,794 | -- | 9,558 | |
| 357+81 | -- | 358+41 | EB STH 54 | 20 | -- | 5 | 23 | -- | 120 | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 358+41 | -- | 389+26 | EB STH 54 | 1,385 | 689 | 338 | 1,018 | -- | 4,016 | |
| 389+26 | -- | 430+31 | EB STH 54 | 1,917 | -- | 359 | 1,212 | 1,264 | 4,103 | HMA PAVEMENT 4 LT 58-28S THICKNESS IS CALCULATED AT 1.75-INCHES |
| 430+31 | -- | 438+02 | EB STH 54 | 327 | 154 | 112 | 228 | -- | 770 | |
| 505+82 | -- | 506+42 | WB STH 54 | 20 | -- | 11 | 20 | -- | 60 | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 506+42 | -- | 570+49 | WB STH 54 | 3,739 | 1,858 | 920 | 2,736 | -- | 9,227 | |
| 570+49 | -- | 571+50 | WB STH 54 | 30 | 5 | 13 | 33 | -- | 100 | TRANSITION FROM CONCRETE PAVEMENT WITH ASPHALT OVERLAY TO STRUCTURE |
| 573+04 | -- | 574+15 | WB STH 54 | 33 | -- | 13 | 40 | -- | 110 | TRANSITION FROM CONCRETE PAVEMENT WITH ASPHALT OVERLAY TO STRUCTURE |
| 574+15 | -- | 600+66 | WB STH 54 | 1,379 | 747 | 464 | 964 | -- | 3,352 | |
| 600+66 | -- | 601+27 | WB STH 54 | 16 | -- | 10 | 15 | -- | 50 | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 601+27 | -- | 689+30 | WB STH 54 | 3,928 | 1,905 | 1,165 | 2,817 | -- | 10,170 | |
| 689+30 | -- | 730+35 | WB STH 54 | 2,077 | -- | 356 | 1,213 | 1,552 | 4,103 | HMA PAVEMENT 4 LT 58-28S THICKNESS IS CALCULATED AT 1.75-INCHES |
| 730+35 | -- | 737+76 | WB STH 54 | 313 | 148 | 108 | 219 | -- | 739 | |
| 337+23 | -- | 337+95 | EB STH 54, MAINTENANCE TURN-AROUND | 23 | 13 | -- | 19 | -- | -- | |
| 395+03 | -- | 395+76 | EB STH 54, MAINTENANCE TURN-AROUND | 25 | -- | -- | 20 | 14 | -- | |
| 116+21 | -- | 116+84 | EB STH 54 TO SB IH 43 RAMP (SE) | 12 | -- | 9 | 10 | -- | -- | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 124+44 | -- | 125+06 | SB IH 43 TO EB STH 54 RAMP (ES) | 12 | -- | -- | 16 | -- | -- | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 134+48 | -- | 135+08 | EB STH 54 TO NB IH 43 RAMP (NL) | 13 | -- | 9 | 11 | -- | -- | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 144+95 | -- | 145+55 | NB IH 43 TO EB STH 54 RAMP (NE) | 14 | -- | 9 | 13 | -- | -- | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 5000+00 | -- | 5013+01 | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | 408 | 188 | 105 | 319 | -- | -- | |
| 5100+81 | -- | 5102+70 | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF) | 47 | 23 | -- | 44 | -- | -- | |
| 5200+23 | -- | 5218+04 | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 540 | 235 | 239 | 370 | -- | -- | |
| 6000+09 | -- | 6000+59 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | 14 | 6 | 5 | 9 | -- | -- | REMOVING ASPHALTIC SURFACE BUTT JOINT |
| 6116+42 | -- | 6116+92 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | 14 | 7 | 5 | 10 | -- | -- | REMOVING ASPHALTIC SURFACE BUTT JOINT |
| 114+69 | -- | 115+28 | SB IH 43 TO WB STH 54 RAMP (SW) | 13 | -- | 7 | 12 | -- | -- | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 115+28 | -- | 116+18 | SB IH 43 TO WB STH 54 RAMP (SW) | 28 | 15 | -- | 22 | -- | -- | |
| 120+44 | -- | 121+09 | WB STH 54 TO SB IH 43 RAMP (SL) | 10 | -- | 9 | 9 | -- | -- | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 3585+88 | -- | 3586+50 | NB IH 43 TO WB STH 54 RAMP (WN) | 9 | -- | -- | 12 | -- | -- | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 143+48 | -- | 144+11 | WB STH 54 TO NB IH 43 RAMP (NW) | 11 | -- | 9 | 10 | -- | -- | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 5500+23 | -- | 5508+20 | NICOLET DRIVE TO WB STH 54 RAMP (NWR) | 244 | 137 | 139 | 153 | -- | -- | |
| | | | SUB-TOTAL | 24,330 | 9,984 | 6,342 | 17,272 | 2,830 | 56,382 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## HMA PAVEMENT AND TACK COAT SUMMARY (CONTINUED)

| STATION | TO | STATION | LOCATION | 455.0605 TACK COAT GAL | 460.4210.S HMA PAVEMENT INTERLAYER TON | 460.5224 HMA PAVEMENT 4 LT 58-28S TON | 460.8624 HMA PAVEMENT 4 SMA 58-28V TON | 465.0105 ASPHALTIC SURFACE TON | 204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTHCHED WEDGE JOINT MILLING LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 5600+95 | -- | 5602+41 | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | 37 | 18 | -- | 34 | -- | -- | |
| 5301+69 | -- | 5311+43 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | 316 | 181 | 182 | 198 | -- | -- | |
| 6302+24 | -- | 6302+74 | BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) | 11 | 5 | 5 | 8 | -- | -- | REMOVING ASPHALTIC SURFACE BUTT JOINT |
| 6224+73 | -- | 6225+23 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 13 | 7 | -- | 10 | -- | -- | REMOVING ASPHALTIC SURFACE BUTT JOINT |
| 5702+98 | -- | 5716+48 | UNIVERSITY AVE / NICOLET DRIVE | 1,300 | 755 | -- | 1,062 | -- | 4,498 | |
| 5702+39 | -- | 5702+98 | SB NICOLET DRIVE | 18 | -- | -- | 25 | -- | 120 | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 5702+97 | -- | 5703+58 | NB NICOLET DRIVE | 14 | -- | -- | 20 | -- | 120 | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 5716+28 | -- | 5716+88 | SB UNVERSITY AVENUE | 12 | -- | -- | 16 | -- | 60 | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 5716+28 | -- | 5716+88 | NB UNIVERSITY AVENUE | 17 | -- | -- | 25 | -- | 120 | REMOVING CONCRETE PAVEMENT BUTT JOINT |
| 6007+00 | -- | 6010+49 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB), LT | 15 | -- | 26 | -- | -- | -- | |
| 6104+27 | -- | 6106+00 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), RT | 7 | -- | 12 | -- | -- | -- | |
| 6106+32 | -- | 6107+50 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | 4 | -- | 6 | -- | -- | -- | |
| 6109+00 | -- | 6113+00 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | 13 | -- | 22 | -- | -- | -- | |
| 6209+00 | -- | 6220+00 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD), LT | 26 | -- | 45 | -- | -- | -- | |
| 6214+00 | -- | 6216+00 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD), RT | 9 | -- | 15 | -- | -- | -- | |
| 6206+00 | -- | 6212+00 | WB STH 54 TO BAY SETTLEMENT RD RAMP (RD), RT | 26 | -- | 45 | -- | -- | -- | |
| 6304+49 | -- | 6313+00 | BAY SETTLEMENT RD TO WB STH RAMP (RC), RT | 34 | -- | 60 | -- | -- | -- | |
| | | | SUB-TOTAL | 1,870 | 966 | 418 | 1,398 | 0 | 4,918 | |
| | | | PROJECT TOTAL | 26,200 | 10,950 | 6,760 | 18,670 | 2,830 | 61,300 | |

## HMA PAVEMENT TEST STRIPS VOLUMETRICS, HMA PAVEMENT TEST STRIPS DENSITY & MATERIAL TRANSFER VEHICLE SUMMARY

| LOCATION | 460.0115.S HMA PAVEMENT TEST STRIPS VOLUMETRICS EACH | 460.0120.S HMA PAVEMENT TEST STRIPS DENSITY EACH | 460.9000.S MATERIAL TRANSFER VEHICLE EACH | REMARKS |
|---|---|---|---|---|
| PROJECT 1480-27-71 | 1 | 2 | 1 | |
| TOTAL | 1 | 2 | 1 | |

- HMA PAVEMENT TEST STRIPS DENSITY QUANTITY INCLUDES ONE TEST FOR HMA PAVEMENT OVER CONCRETE PAVEMENT AND ONE TEST FOR HMA PAVEMENT OVER MILLED ASF

## HMA COLD WEATHER PAVING SUMMARY

| LOCATION | 450.4000 HMA COLD WEATHER PAVING TON | REMARKS |
|---|---|---|
| PROJECT LIMITS | 9,110 | |
| TOTAL | 9,110 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

## ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES SUMMARY

465.0120

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

| STATION | TO | STATION | LOCATION | TON | REMARKS |
|---|---|---|---|---|---|
| 390+69 | -- | -- | EB STH 54, LT | 8 | DRIVEWAY TO PUMP HOUSE |
| | | | TOTAL | 8 | |

## ASPHALTIC SHOULDER RUMBLE STRIPS SUMMARY

465.0510
ASPHALTIC SHOULDER
RUMBLE STRIPS, SHOULDER
DIVIDED ROADWAY

| STATION | TO | STATION | LOCATION | LF | REMARKS |
|---|---|---|---|---|---|
| 205+83 | -- | 208+22 | EB STH 54, RT | 240 | |
| 205+83 | -- | 220+80 | EB STH 54, LT | 1,500 | |
| 216+55 | -- | 224+54 | EB STH 54, RT | 800 | |
| 227+73 | -- | 270+89 | EB STH 54, LT | 4,330 | |
| 233+75 | -- | 243+78 | EB STH 54, RT | 1,000 | |
| 250+48 | -- | 266+04 | EB STH 54, RT | 1,540 | |
| 272+43 | -- | 438+02 | EB STH 54, LT | 16,540 | |
| 275+41 | -- | 288+42 | EB STH 54, RT | 1,300 | |
| 295+48 | -- | 356+21 | EB STH 54, RT | 6,080 | |
| 361+54 | -- | 372+08 | EB STH 54, RT | 1,050 | |
| 373+87 | -- | 438+02 | EB STH 54, RT | 6,430 | |
| 505+82 | -- | 509+60 | WB STH 54, LT | 380 | |
| 505+82 | -- | 522+74 | WB STH 54, RT | 1,700 | |
| 510+97 | -- | 517+81 | WB STH 54, LT | 680 | |
| 527+33 | -- | 539+52 | WB STH 54, LT | 1,220 | |
| 528+46 | -- | 571+50 | WB STH 54, RT | 4,290 | |
| 542+61 | -- | 562+06 | WB STH 54, LT | 1,960 | |
| 564+31 | -- | 571+50 | WB STH 54, LT | 720 | |
| 573+04 | -- | 582+03 | WB STH 54, LT | 900 | |
| 573+04 | -- | 737+76 | WB STH 54, RT | 16,490 | |
| 590+11 | -- | 662+18 | WB STH 54, LT | 7,210 | |
| 667+43 | -- | 679+78 | WB STH 54, LT | 1,240 | |
| 685+56 | -- | 737+76 | WB STH 54, LT | 5,200 | |
| | | | TOTAL | 82,800 | |

## APRON ENDWALLS FOR CULVERT PIPE SUMMARY

521.1018
APRON ENDWALLS FOR
PIPE STEEL 18-INCH

| STATION | OFFSET | LOCATION | EACH | REMARKS |
|---|---|---|---|---|
| 263+96 | 98' RT | EB STH 54 | 1 | |
| | | TOTAL | 1 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## CURB, CURB & GUTTER AND DRILLED TIE BARS SUMMARY

| STATION | TO | STATION | LOCATION | 601.0105 CONCRETE CURB TYPE A LF | 601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF | 601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF | 601.0590 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBBTT LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | 416.0610 DRILLED TIE BARS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 270+25 | -- | 270+82 | EB STH 54, RT | -- | -- | -- | 58 | -- | 19 | |
| 5716+25 | -- | 5716+31 | NB UNIVERSITY AVE, RT | -- | 6 | -- | -- | -- | 4 | |
| 5705+11 | -- | 5705+17 | NB UNIVERSITY AVE, RT | -- | 6 | -- | -- | -- | 4 | |
| 5709+53 | -- | 5709+59 | SB UNIVERSITY AVE, LT & RT | -- | 12 | -- | -- | -- | 8 | |
| 5712+55 | -- | 5712+61 | SB UNIVERSITY AVE, RT | -- | 6 | -- | -- | -- | 4 | |
| 5714+43 | -- | 5714+71 | SB UNIVERSITY AVE, RT | -- | -- | 28 | -- | -- | 9 | |
| 5715+70 | -- | 5715+76 | SB UNIVERSITY AVE, RT | -- | 6 | -- | -- | -- | 4 | |
| 5716+10 | -- | 5716+16 | SB UNIVERSITY AVE, LT | -- | 6 | -- | -- | -- | 2 | |
| 6517+53 | -- | 6517+70 | SB BAY SETTLEMENT RD, LT | -- | -- | 17 | -- | -- | 12 | |
| 6518+39 | -- | 6518+43 | SB BAY SETTLEMENT RD, RT | 4 | -- | -- | -- | -- | -- | |
| 6518+51 | -- | 6518+54 | SB BAY SETTLEMENT RD, RT | 3 | -- | -- | -- | -- | -- | |
| 6517+62 | -- | 6517+69 | NB BAY SETTLEMENT RD, LT | -- | -- | 7 | -- | -- | 4 | |
| 6518+40 | -- | 6518+50 | NB BAY SETTLEMENT RD, RT | -- | -- | 10 | -- | -- | 3 | |
| 6518+49 | -- | 6518+54 | NB BAY SETTLEMENT RD, RT | -- | -- | 10 | -- | -- | 3 | |
| 6518+42 | -- | 6518+51 | NB BAY SETTLEMENT RD, RT | -- | -- | -- | -- | 26 | -- | |
| 6503+58 | | 6503+65 | NB BAY SETTLEMENT RD, LT | -- | -- | 7 | -- | -- | 4 | |
| 6010+76 | -- | 6010+83 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB), RT | -- | -- | 7 | -- | -- | 4 | |
| 6102+84 | -- | 6102+91 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | -- | -- | 7 | -- | -- | 4 | |
| 6105+86 | -- | 6105+93 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | -- | -- | 7 | -- | -- | 4 | |
| 6320+49 | -- | 6320+56 | BAY SETTLEMENT RD TO WB STH RAMP (RC), LT & RT | -- | -- | 14 | -- | -- | 8 | |
| 6320+38 | -- | 6320+45 | BAY SETTLEMENT RD TO WB STH RAMP (RC), RT | -- | -- | 7 | -- | -- | 4 | |
| | | | TOTAL | 7 | 42 | 121 | 58 | 26 | 104 | |
| | | | | | | | | | 222 | * |
| | | | | | | | | | 224 | ** |
| | | | | | | | | | 550 | PROJECT TOTAL |

* TOTAL FROM BASE PATCHING CONCRETE SHES, CONCRETE JOINT AND CRACK CLEANING AND REPAIR, AND SAWING SUMMARY.

** TOTAL FROM CONCRETE PAVEMENT REPAIR, CONCRETE PAVEMENT REPLACEMENT AND DRILLED DOWEL BARS SUMMARY.

## CONCRETE SIDEWALK SUMMARY

| STATION | TO | STATION | LOCATION | 602.0410 CONCRETE SIDEWALK 5-INCH SF | REMARKS |
|---|---|---|---|---|---|
| 6518+43 | -- | 6518+51 | BAY SETTLEMENT RD, RT | 28 | |
| 6518+42 | -- | 6518+51 | BAY SETTLEMENT RD, LT | 63 | |
| | | | TOTAL | 91 | |

## RIPRAP MEDIUM AND GEOTEXTILE TYPE HR SUMMARY

| STATION | LOCATION | 606.0200 RIPRAP MEDIUM CY | 645.0120 GEOTEXTILE TYPE HR SY | REMARKS |
|---|---|---|---|---|
| 270+40 | EB STH 54, RT | 13 | 41 | |
| | TOTAL | 13 | 41 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## CURB RAMP DETECTABLE WARNING FIELD SUMMARY

| STATION | TO | STATION | LOCATION | 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF | REMARKS |
|---|---|---|---|---|---|
| 6518+43 | -- | 6518+51 | BAY SETTLEMENT RD, RT | 16 | |
| 6518+42 | -- | 6518+47 | BAY SETTLEMENT RD, LT | 10 | |
| 6518+48 | -- | 6518+51 | BAY SETTLEMENT RD, LT | 10 | |
| | | | TOTAL | 36 | |

## RECONSTRUCTING INLET SUMMARY

| STATION | LOCATION | 611.0430 RECONSTRUCTING INLETS EACH | REMARKS |
|---|---|---|---|
| 658+48 | WB STH 54, RT | 1 | INCREASING RIM ELEVATION BY 1.04' |
| | TOTAL | 1 | |

## CONCRETE SURFACE DRAINS HES SUMMARY

| STATION | LOCATION | 602.3015 CONCRETE SURFACE DRAINS HES CY | REMARKS |
|---|---|---|---|
| 270+40 | EB STH 54, RT | 1 | |
| | TOTAL | 1 | |

3

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## GUARDRAIL SUMMARY

| STATION | TO | STATION | LOCATION | 614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH | 614.0230 STEEL THRIE BEAM LF | * 614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF | 614.2300 MGS GUARDRAIL 3 LF | 614.2340 MGS GUARDRAIL 3 L LF | 614.2500 MGS THRIE BEAM TRANSITION LF | 614.2610 MGS GUARDRAIL TERMINAL EAT EACH | 614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 267+56 | -- | 270+86 | EB STH 54, LT | -- | -- | 330.0 | 237.5 | -- | 39.4 | 1 | -- | |
| 268+69 | -- | 270+86 | EB STH 54, RT | -- | -- | 217.5 | 125 | -- | 39.4 | 1 | -- | |
| 311+18 | -- | 314+58 | EB STH 54, LT | -- | -- | 340.6 | 287.5 | -- | -- | 1 | 1 | |
| 311+60 | -- | 315+00 | EB STH 54, RT | -- | -- | 340.6 | 287.5 | -- | -- | 1 | 1 | |
| 358+68 | -- | 360+82 | EB STH 54, LT | 2 | 214 | -- | -- | -- | -- | -- | -- | ITEMS INCLUDE ENTIRE BULLNOSE |
| 573+15 | -- | 575+82 | WB STH 54, LT | -- | -- | 267.5 | 175 | -- | 39.4 | 1 | -- | |
| 573+15 | -- | 576+45 | WB STH 54, RT | -- | -- | 330.0 | 237.5 | -- | 39.4 | 1 | -- | |
| 602+02 | -- | 605+42 | WB STH 54, LT | -- | -- | -- | 287.5 | -- | -- | 1 | 1 | |
| 602+06 | -- | 605+84 | WB STH 54, RT | -- | -- | -- | 325 | -- | -- | 1 | 1 | |
| 611+14 | -- | 614+91 | WB STH 54, LT | -- | -- | -- | 212.5 | 112.5 | -- | 1 | 1 | GUARDRAIL 3 L FROM STA 611+51 TO STA 612+63 |
| 611+13 | -- | 615+29 | WB STH 54, RT | -- | -- | -- | 250 | 112.5 | -- | 1 | 1 | GUARDRAIL 3 L FROM STA 611+50 TO STA 612+63 |
| 629+04 | -- | 632+82 | WB STH 54, LT | -- | -- | -- | 212.5 | 112.5 | -- | 1 | 1 | GUARDRAIL 3 L FROM STA 629+41 TO STA 630+54 |
| 686+75 | -- | 687+67 | WB STH 54, LT | -- | -- | -- | -- | -- | 39.4 | 1 | -- | |
| 5002+88 | -- | 5006+79 | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | 403.1 | 350 | -- | -- | 1 | 1 | |
| | | | TOTAL | 2 | 214 | 2,229.5 | 2,987.5 | 337.5 | 197 | 13 | 8 | |

* ITEM MAY BE USED DEPENDING ON ORDER OF OPERATIONS FOR PROJECT. IF GUARDRAIL IS REPLACED PRIOR TO FINAL LIFT OF ASPHALT, ADJUST GUARDRAIL TO REQUIRED HEIGHT AFTER FINAL LIFT OF ASPHALT.

## BARRIER SYSTEM GRADING SHAPING FINISHING SUMMARY

| STATION | TO | STATION | LOCATION | * EXCAVATION COMMON CY | * BORROW CY | * SALVAGED TOPSOIL SY | * EROSION MAT URBAN CLASS I TYPE B SY | * FERTILIZER TYPE B CWT | * SEEDING MIXTURE NO. 10 LB | * SEEDING MIXTURE NO. 70 LB | * SEED WATER MGAL | 614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 266+13 | -- | 270+89 | EB STH 54, LT & RT | -- | 147 | 470 | 524 | 0.3 | 2.1 | 1.1 | 10 | 2 | |
| 310+20 | -- | 315+05 | EB STH 54, LT & RT | -- | 0.8 | 8 | 8 | 0.0 | 0.0 | 0.0 | 0.1 | 2 | |
| 356+38 | -- | 362+98 | EB STH 54, LT | 42 | 189 | 1986 | 1986 | 1.3 | 26.8 | 0.0 | 43 | 1 | |
| 573+08 | -- | 577+71 | WB STH 54, LT & RT | 0.2 | 61 | 324 | 324 | 0.2 | 2.1 | 0.6 | 7 | 2 | |
| 601+76 | -- | 607+69 | WB STH 54, LT & RT | 16 | 344 | 1167 | 1170 | 0.7 | 11.2 | 1.2 | 25 | 2 | |
| 610+99 | -- | 616+74 | WB STH 54, LT & RT | 2 | 278 | 729 | 730 | 0.5 | 7.8 | 0.6 | 16 | 2 | |
| 628+96 | -- | 634+29 | WB STH 54, LT | 1 | 173 | 605 | 606 | 0.4 | 6.7 | 0.4 | 14 | 1 | |
| 686+73 | -- | 689+18 | WB STH 54, LT | 1 | 76 | 232 | 232 | 0.1 | 3.1 | 0.0 | 5 | 1 | |
| 5001+71 | -- | 5006+83 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R) | -- | 139 | 290 | 290 | 0.2 | 3.9 | 0.0 | 6 | 1 | |
| | | | TOTAL | 62 | 1,408 | 5,811 | 5,870 | 3.7 | 63.7 | 3.9 | 126.1 | 14 | |

* = ITEMS & QUANTITIES LISTED FOR BID INFORMATION ONLY. SOME ITEMS MAY BE LISTED ELSEWHERE IN MISCELLANEOUS QUANTITIES.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

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## SAND BARREL ARRAYS SUMMARY

| STATION | LOCATION | 614.0700 SAND BARREL ARRAYS EACH | CRASH TEST LEVEL | TRAFFIC DIRECTION | TRAFFIC LOCATION | SAND BARREL ARRAY SHIELDS |
|---|---|---|---|---|---|---|
| 213+50 | EB STH 54, RT | 1 | TL-3 | UNIDIRECTIONAL | LT | OVERHEAD SIGN SUPPORT |
| 213+50 | EB STH 54, LT | 1 | TL-3 | UNIDIRECTIONAL | RT | OVERHEAD SIGN SUPPORT |
| 226+55 | EB STH 54, RT | 1 | TL-3 | UNIDIRECTIONAL | LT | OVERHEAD SIGN SUPPORT |
| 226+55 | EB STH 54, LT | 1 | TL-3 | UNIDIRECTIONAL | RT | OVERHEAD SIGN SUPPORT |
| 526+45 | WB STH 54, RT | 1 | TL-3 | UNIDIRECTIONAL | RT | OVERHEAD SIGN SUPPORT |
| 526+45 | WB STH 54, LT | 1 | TL-3 | UNIDIRECTIONAL | LT | OVERHEAD SIGN SUPPORT |
| 543+10 | WB STH 54, RT | 1 | TL-3 | UNIDIRECTIONAL | RT | OVERHEAD SIGN SUPPORT |
| 543+10 | WB STH 54, LT | 1 | TL-3 | UNIDIRECTIONAL | LT | OVERHEAD SIGN SUPPORT |
| 561+00 | WB STH 54, RT | 1 | TL-3 | UNIDIRECTIONAL | LT | OVERHEAD SIGN SUPPORT |
| 561+00 | WB STH 54, LT | 1 | TL-3 | UNIDIRECTIONAL | LT | OVERHEAD SIGN SUPPORT |
| | TOTAL | 10 | | | | |

## SAND BARREL ARRAY GRADING SHAPING FINISHING SUMMARY

| STATION | TO | STATION | LOCATION | * EXCAVATION COMMON CY | * TOPSOIL SY | * EROSION MAT URBAN CLASS I TYPE B SY | * FERTILIZER TYPE B CWT | * SEEDING MIXTURE NO. 10 LB | * SEED WATER MGAL | SPV.0060.04 SAND BARREL ARRAY GRADING SHAPING FINISHING EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 213+28 | -- | 213+57 | EB STH 54, LT | 1.3 | 2 | 9 | 0.01 | 0.2 | 0.2 | 1 | |
| 115+19 | -- | 115+49 | EB STH 54 TO SB IH 43 RAMP (SE) | 1.3 | 2 | 9 | 0.01 | 0.2 | 0.1 | 1 | |
| 226+32 | -- | 226+61 | EB STH 54, LT | 1.3 | 1 | 6 | 0.00 | 0.1 | 0.1 | 1 | |
| 226+32 | -- | 226+61 | EB STH 54, RT | 1.3 | 1 | 7 | 0.00 | 0.1 | 0.2 | 1 | |
| 526+35 | -- | 526+67 | WB STH 54, RT | 1.3 | 1 | 7 | 0.00 | 0.1 | 0.2 | 1 | |
| 526+37 | -- | 526+66 | WB STH 54, LT | 1.3 | 1 | 7 | 0.00 | 0.1 | 0.2 | 1 | |
| 543+01 | -- | 543+30 | WB STH 54, RT | 1.3 | 2 | 9 | 0.01 | 0.2 | 0.2 | 1 | |
| 543+06 | -- | 543+35 | WB STH 54, LT | 1.3 | 2 | 9 | 0.01 | 0.2 | 0.2 | 1 | |
| 561+04 | -- | 561+33 | WB STH 54, LT | 1.3 | 2 | 9 | 0.01 | 0.2 | 0.2 | 1 | |
| 561+04 | -- | 561+33 | WB STH 54, RT | 1.3 | 2 | 9 | 0.01 | 0.2 | 0.2 | 1 | |
| | | | TOTAL | 13 | 16 | 81 | 0.05 | 1.6 | 1.8 | 10 | |

* = ITEMS & QUANTITIES LISTED FOR BID INFORMATION ONLY. SOME ITEMS MAY BE LISTED ELSEWHERE IN MISCELLANEOUS QUANTITIES.

- EXCAVATION COMMON IS FOR REMOVING MATERIAL FOR EXTENDING HMA PAVEMENT ADJACENT TO EXISTING SAND BARREL ARRAY CONCRETE PAD. HMA PAVEMENT FOR FOUNDATION FOR THE SAND BARREL ARRAY SHALL MEET MANUFACTURE'S SPECIFICATIONS. HMA PAVEMENT FOR SAND BARREL ARRAY IS INCIDENTAL TO THE FOUNDATION FOR THE SAND BARREL ARRAY.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## EROSION CONTROL SUMMARY

| STATION | TO | STATION | LOCATION | 625.0105 TOPSOIL CY | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 630.0500 SEED WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5704+63 | -- | 5704+63 | NICOLET DR, LT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5705+14 | -- | 5705+14 | NICOLET DR, LT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5705+35 | -- | 5705+35 | NICOLET DR, RT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5705+69 | -- | 5705+69 | NICOLET DR, RT & LT | -- | -- | -- | -- | -- | 2 | -- | -- | |
| 5709+56 | -- | 5709+56 | UNIVERSITY AVE, RT & LT | -- | -- | -- | -- | -- | 4 | -- | -- | |
| 5712+57 | -- | 5712+57 | UNIVERSITY AVE, RT & LT | -- | -- | -- | -- | -- | 3 | -- | -- | |
| 5715+69 | -- | 5715+69 | UNIVERSITY AVE, RT & LT | -- | -- | -- | -- | -- | 3 | -- | -- | |
| 5716+23 | -- | 5716+23 | UNIVERSITY AVE, LT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5600+93 | -- | 5600+93 | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON), RT & LT | -- | -- | -- | -- | -- | 2 | -- | -- | |
| 5500+42 | -- | 5500+42 | NICOLET DRIVE TO WB STH 54 RAMP (NWR), RT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5101+36 | -- | 5101+36 | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF), RT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5102+66 | -- | 5102+66 | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF), LT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5103+13 | -- | 5103+13 | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF), RT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5005+76 | -- | 5005+76 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R), RT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5009+74 | -- | 5009+74 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R), RT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5012+70 | -- | 5012+70 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R), RT | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 5203+68 | -- | 5203+68 | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | -- | -- | -- | -- | 1 | -- | -- | |
| 266+13 | -- | 270+86 | EB STH 54, LT | -- | 504 | 126 | -- * | -- | -- | -- | -- * | |
| 267+03 | -- | 270+89 | EB STH 54, RT | -- | 513 | 128 | -- * | -- | -- | -- | -- * | |
| 310+20 | -- | 314+67 | EB STH 54, LT | -- | 477 | 120 | -- * | -- | -- | -- | -- * | |
| 310+56 | -- | 315+05 | EB STH 54, RT | -- | 480 | 120 | -- * | -- | -- | -- | -- * | |
| 356+38 | -- | 362+98 | EB STH 54, LT | -- | -- | -- | -- * | 1 | -- | 272 | -- * | |
| 573+08 | -- | 577+10 | WB STH 54, LT | -- | 443 | 110 | -- * | 1 | -- | -- | -- * | |
| 573+13 | -- | 577+71 | WB STH 54, RT | -- | 487 | 122 | -- * | -- | -- | -- | -- * | |
| 601+84 | -- | 607+03 | WB STH 54, LT | -- | 564 | 140 | -- * | -- | -- | -- | -- * | |
| 601+76 | -- | 607+69 | WB STH 54, RT | -- | 639 | 161 | -- * | -- | -- | -- | -- * | |
| 611+02 | -- | 616+39 | WB STH 54, LT | -- | 582 | 145 | -- * | -- | -- | -- | -- * | |
| 610+99 | -- | 616+74 | WB STH 54, RT | -- | 617 | 156 | -- * | -- | -- | -- | -- * | |
| 628+96 | -- | 634+29 | WB STH 54, LT | -- | 586 | 147 | -- * | -- | -- | -- | -- * | |
| 686+73 | -- | 689+18 | WB STH 54, LT | -- | 580 | 145 | -- * | -- | -- | -- | -- * | |
| 5001+71 | -- | 5006+83 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R) | -- | 600 | 150 | -- * | -- | -- | -- | -- * | |
| 6518+38 | -- | 6518+55 | BAY SETTLEMENT RD, RT | 0.5 | -- | -- | 3 | 1 | -- | -- | 0.1 | ADJACENT TO PROPOSED CURB RAMP |
| 213+28 | -- | 213+57 | EB STH 54, LT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| 115+19 | -- | 115+49 | EB STH 54 TO SB IH 43 RAMP (SE), RT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| 226+32 | -- | 226+61 | EB STH 54, LT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| | | | SUB-TOTAL | 0.5 | 7,192 | 1,800 | 3 | 3 | 26 | 272 | 0.1 | |

* = QUANTITY LISTED IN BARRIER SYSTEM GRADING SHAPING FINISHING SUMMARY OR SAND BARREL ARRAY GRADING SHAPING FINISHING SUMMARY.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## EROSION CONTROL SUMMARY

| STATION | TO | STATION | LOCATION | 625.0105 TOPSOIL CY | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 630.0500 SEED WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 226+32 | -- | 226+61 | EB STH 54, RT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| 526+35 | -- | 526+67 | WB STH 54, RT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| 526+37 | -- | 526+66 | WB STH 54, LT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| 543+01 | -- | 543+30 | WB STH 54, RT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| 543+06 | -- | 543+35 | WB STH 54, LT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| 561+04 | -- | 561+33 | WB STH 54, LT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| 561+04 | -- | 561+33 | WB STH 54, RT | -- | 40 | 10 | -- * | -- | -- | -- | -- * | SLOPE ADJACENT TO SAND BARREL ARRAY FOUNDATION |
| | | | SUB-TOTAL | 0 | 280 | 70 | 0 | 0 | 0 | 0 | 0 | |
| -- | -- | -- | UNDISTRIBUTED | 0.5 | 1,868 | -- | 1 | -- | -- | 68 | 0 | |
| | | | TOTAL | 1 | 9,340 | 1,870 | 4 | 3 | 26 | 340 | 0.1 | |

* = QUANTITY LISTED IN SAND BARREL ARRAY GRADING SHAPING FINISHING SUMMARY.

## ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE I SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | W X H | 638.2601 REMOVING SIGNS TYPE I EACH | 638.3100 REMOVING STRUCTURAL STEEL SUPPORTS EACH | 637.1220 SIGNS TYPE I REFLECTIVE TYPE SH SF | TYPE/SIZE OF STEEL AND BASES | 531.1100 CONCRETE MASONRY ANC. STR. TYPE NS CY * | 531.1140 STEEL REINF. HS ANC. STRUCTURES TYPE NS LB * | 531.2024 DRILLING SHAFT 24-INCH LF * | 635.0200 SIGN SUPPORTS STRUCTURE STEEL HIGH-STRENGTH LB * | INFO ONLY - POST LENGTH TO BE VERIFIED BY CONTRACTOR: POST NO. 1 LENGTH (ROAD SIDE) FT | POST NO. 2 LENGTH (DTICH) FT | POST NO. 3 LENGTH (MIDDLE) FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | WB STH 54, EAST OF UNIVERSITY AVE | E3-1 | -- | 1 | 2 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 12 | WB STH 54, EAST OF UNIVERSITY AVE | E3-1 | 204" X 78" | -- | -- | 110.5 | 2-W12X26 | 2.4 | 360 | 20 | 1,435 | 20.5 | 23.0 | -- |
| | | | TOTAL | 1 | 2 | 110.5 | | 2.4 | 360 | 20 | 1,435 | | | |

*THESE QUANTITIES ARE ESTIMATES.

ACTUAL SIZE/NUMBER/LENGTH/WEIGHT OF STEEL SUPPORTS/REINFORCEMENT/CONCRETE BASES

ARE TO BE DETERMINED BY CONTRACTOR, BASED ON SURVEY OF FIELD CONDITIONS, FINAL GRADE AND SIGN LOCATION.

SURVEY REQUIRED FOR DETERMINATION IS THE RESPONSIBILITY OF THE CONTRACTOR, INCIDENTAL TO THE CONTRACT.

FOLLOW SIGN DETAIL A-PLATES - A3-1, A3-2, A3-3, A4-1

## ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE I SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | 638.2102 MOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH |
|---|---|---|---|---|---|
| 1 | EB STH 54, AT UNIVERSITY AVE OFF RAMP (LOOP R) | W13-3 | 2 | -- | 2 |
| 2-10 | EB STH 54 TO UNIVERSITY AVE OFF RAMP (LOOP R) | W1-8 | -- | 9 | -- |
| | | TOTAL | 2 | 9 | 2 |

## FERTILIZER AND SEEDING SUMMARY

| STATION | TO | STATION | LOCATION | 629.0210 FERTILIZER TYPE B CWT | 630.0140 SEEDING MIXTURE NO. 40 LB | REMARKS |
|---|---|---|---|---|---|---|
| 6518+38 | -- | 6518+55 | BAY SETTLEMENT RD, RT | 0.002 | 0.1 | ADJACENT TO PROPOSED CURB RAMP |
| | | | TOTAL | 0.002 | 0.1 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

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## TRAFFIC CONTROL DETOUR SIGN SUMMARY - NB OFF-RAMP

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 PORTABLE CHANGEABLE MESSAGE SIGN EACH | NO OF CYCLES | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | STH 54/57, S. OF BAY SETTLEMENT RD, PLACE ON EXISTING TYPE I GROUND MOUNT | G 20-60 | 108"X24" | 1 | 5 | 5 | | | | | |
| 2 | STH 54/57, S. OF BAY SETTLEMENT RD, PLACE 1000' S. OF BAY SETTLEMENT RD ON RIGHT SHOULDER | SP | 66"X36" | 1 | | | 16.5 | | | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | | | EA |
| | " | W 20-3AM | 48"X48" | 1 | 5 | 5 | | | | | |
| 3 | STH 54/57, S. OF BAY SETTLEMENT RD, PLACE 1000' S. OF BAY SETTLEMENT RD IN MEDIAN | SP | 66"X36" | 1 | | | 16.5 | | | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | | | EA |
| | " | W 20-3AM | 48"X48" | 1 | 5 | 5 | | | | | |
| 4 | STH 54/57, AT BAY SETTLEMENT RD, PLACE ON EXISTING TYPE I GROUND MOUNT | G 20-60 | 108"X24" | 1 | 5 | 5 | | | | | |
| 5 | STH 54/57, AT BAY SETTLEMENT RD, PLACE LEFT OF SIGN #4 ON RIGHT SHOULDER | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | | | EA |
| | " | MO 6-1 | 30"X30" | 1 | 5 | 5 | | | | | AHEAD |
| 6 | STH 54/57, AT BAY SETTLEMENT RD, PLACE IN MEDIAN ACROSS FROM SIGN #5 | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | SP | | 1 | | | 16.5 | | | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | | | EA |
| | " | MO 6-1 | 30"X30" | 1 | 5 | 5 | | | | | AHEAD |
| 7 | STH 54/57 OFF-RAMP TO CTH EA, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | 7 | | | PLACE IN ADVANCE OF CLOSURE |
| 8 | STH 54/57, S. OF STH 54, PLACE 750' S. OF STH 54 OFF-RAMP IN MEDIAN | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | | | EA |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | | | |
| 9 | STH 54/57, S. OF STH 54, PLACE 750' S. OF STH 54 OFF-RAMP ON RIGHT SHOULDER | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | | | EA |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | | | |
| 10 | STH 54/57, AT STH 54, PLACE LEFT OF EXISTING TYPE I GROUND MOUNT SIGN | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | | | EA |
| | " | MO 6-2 | 30"X30" | 1 | 5 | 5 | | | | | TILT RIGHT |
| 11 | STH 54/57 OFF-RAMP TO STH 54, PLACE LEFT OF EXISTING R5-1 AT RAMP INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | | | BAY SETTLEMENT RD |
| | " | M 1-5A | 24"X24" | 1 | 5 | 5 | | | | | EA |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | LEFT |
| 12 | CTH I/ALGOMA RD, AT BAY SETTLEMENT RD, PLACE RIGHT OF EXISTING R1-1 SIGN | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-5A | 24"X24" | 1 | 5 | 5 | | | | | EA |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | LEFT |
| | **NB OFF-RAMP DETOUR TOTALS** | | | **36** | | **135** | **132.0** | **7** | | **0** | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

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## TRAFFIC CONTROL DETOUR SIGN SUMMARY - NB ON-RAMP

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1050 PORTABLE CHANGEABLE MESSAGE SIGN EACH | NO OF CYCLES | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CTH EA, S. OF STH 54/57, PLACE 500' S. OF STH 54/57 NB ON-RAMP | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | | 54 |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | | 57 |
| | " | W 20-3AM | 48"X48" | 1 | 5 | 5 | | | | | | |
| 2 | CTH EA, AT STH 54/57, MODIFY EXISTING J3-4 SIGN AS SHOWN | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| | " | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 3 | CTH EA, AT STH 54/57, COVER EXISTING J3-2 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER ENTIRE SIGN |
| 4 | CTH EA AT STH 54/57 NB RAMP, PLACE IN ROADWAY | R 11-2(MOD) | 48"X30" | 1 | 5 | 5 | 5 | 10 | | | | RAMP CLOSED |
| | " | M 4-9L | 30"X24" | 1 | 5 | 5 | | | | | | |
| 5 | CTH EA ON-RAMP TO STH 54/57 NB, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 7 | | | PLACE IN ADVANCE OF CLOSURE |
| 6 | CTH EA, BETWEEN 54/57 RAMP INTERSECTIONS, COVER EXISTING J2-2 SIGN | | | | | | | | | 1 | 1 | COVER ENTIRE SIGN |
| 7 | CTH EA, AT 54/57 SB RAMP, PLACE RIGHT OF EXISTING J3-2 SIGN AT 54/57 SB RAMP INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | | 54 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| | " | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 8 | CTH EA, AT 54/57 SB RAMP, COVER EXISTING J3-4 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER "EAST 54 AHEAD - NORTH 57 AHEAD" |
| 9 | BAY SETTLEMENT RD, AT CTH I, PLACE RIGHT OF EXISTING R1-1 SIGN | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | | 54 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | RIGHT |
| | " | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | RIGHT |
| | **NB ON-RAMP DETOUR TOTALS** | | | **28** | | **135** | **5** | **10** | **7** | | **3** | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY - SB OFF-RAMP

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 PORTABLE CHANGEABLE MESSAGE SIGN EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 1 | STH 54/57 SB OFF-RAMP TO CTH EA, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | 7 | PLACE IN ADVANCE OF CLOSURE |
| 2 | STH 54/57, AT CTH EA, PLACE ON EXISTING TYPE I GROUND MOUNT SIGN | G 20-60 | 108"X24" | 1 | 5 | 5 | | | |
| 3 | STH 54/57, S. OF STH 54, PLACE ON EXISTING TYPE I GROUND MOUNT SIGN | G 20-60 | 108"X24" | 1 | 5 | 5 | | | |
| 4 | CTH I, AT BAY SETTLEMENT RD, PLACE RIGHT OF EXISTING R1-1 SIGN | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 1-5A | 24"X24" | 1 | 5 | 5 | | | |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | LEFT |
| 5 | STH 57 OFF-RAMP TO STH 54, PLACE RIGHT OF EXISTING R1-1 SIGN AT RAMP INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | BAY SETTLEMENT RD |
| | " | M 1-5A | 24"X24" | 1 | 5 | 5 | | | EA |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | RIGHT |
| 6 | STH 57, AT OFF-RAMP TO STH 54, PLACE LEFT OF EXISTING TYPE I GROUND MOUNT SIGN | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | EA |
| | " | MO 6-2 | 30"X30" | 1 | 5 | 5 | | | TILT RIGHT |
| 7 | STH 57, N. OF STH 54, PLACE 750' N. OF STH 54 INTERCHANGE ON RIGHT SHOULDER | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | EA |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | |
| 8 | STH 57, N. OF STH 54, PLACE 750' N. OF STH 54 INTERCHANGE IN MEDIAN | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | |
| | " | SP | 66"X36" | 1 | | | 16.5 | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | EA |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | |
| 9 | STH 57, N. OF STH 54, PLACE 1500' N. OF STH 54 INTERCHANGE ON RIGHT SHOULDER | SP | 66"X36" | 1 | | | 16.5 | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | EA |
| | " | W 20-3AM | 48"X48" | 1 | 5 | 5 | | | |
| 10 | STH 57, N. OF STH 54, PLACE 1500' N. OF STH 54 INTERCHANGE IN MEDIAN | SP | 66"X36" | 1 | | | 16.5 | | BAY SETTLEMENT RD |
| | " | M 1-5A | 36"X36" | 1 | 5 | 5 | | | EA |
| | " | W 20-3AM | 48"X48" | 1 | 5 | 5 | | | |
| | **SB OFF-RAMP DETOUR TOTALS** | | | **28** | | **105** | **99.0** | **7** | |

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3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY - SB ON-RAMP

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 7 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 PORTABLE CHANGEABLE MESSAGE SIGN EACH | NO OF CYCLES | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CTH EA, BETWEEN RAMP INTERSECTIONS, PLACE JUST NORTH OF NB RAMP INTERSECTION | M 3-4 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 7 | 7 | | | | | | | 54 |
| | " | M 3-3 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 7 | 7 | | | | | | | 57 |
| | " | W 20-3AM | 48"X48" | 1 | 7 | 7 | | | | | | | |
| 2 | CTH EA, BETWEEN RAMP INTERSECTIONS, MODIFY EXISTING J2-2 SIGN AS SHOWN | MO 4-5 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 7 | 7 | | | | | | | AHEAD |
| | " | MO 4-5 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 7 | 7 | | | | | | | AHEAD |
| 3 | CTH EA, AT STH 54/57 SB RAMP, MODIFY EXISTING J3-2 SIGN AS SHOWN | MO 4-5 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 7 | 7 | | | | | | | AHEAD |
| | " | MO 4-5 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 7 | 7 | | | | | | | AHEAD |
| 4 | CTH EA, AT STH 54/57 SB RAMP, COVER EXISTING J3-4 SIGN AS SHOWN | | | | | | | | | | 1 | 1 | COVER "WEST 54 LEFT - SOUTH 57 LEFT" |
| 5 | CTH EA ON-RAMP TO STH 54/57, PLACE IN ROADWAY | R 11-2(MOD) | 48"X30" | 1 | 7 | 7 | 7 | 14 | | | | | RAMP CLOSED |
| | " | M 4-9L | 30"X24" | 1 | 7 | 7 | | | | | | | |
| 6 | CTH EA ON-RAMP TO STH 54/57 SB, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | | 7 | | | PLACE IN ADVANCE OF CLOSURE |
| 7 | BAY SETTLEMENT RD, AT CTH I, PLACE RIGHT OF EXISTING R1-1 SIGN | MO 4-5 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 7 | 7 | | | | | | | 54 |
| | " | MO 6-1 | 21"X21" | 1 | 7 | 7 | | | | | | | RIGHT |
| | " | MO 4-5 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 7 | 7 | | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 7 | 7 | | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 7 | 7 | | | | | | | RIGHT |
| | **SB ON-RAMP DETOUR TOTALS** | | | **24** | | **161** | **7** | **14** | **0** | **7** | | **1** | |

3

## TRAFFIC CONTROL SUMMARY

| LOCATION | DAYS | 643.0300 TRAFFIC CONTROL DRUMS NUMBER IN SERVICE | DAYS | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II NUMBER IN SERVICE | DAYS | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III NUMBER IN SERVICE | DAYS | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NUMBER IN SERVICE | DAYS | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NUMBER IN SERVICE | DAYS | 643.0800 TRAFFIC CONTROL ARROW BOARDS NUMBER IN SERVICE | DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB STH 54, RIGHT LANE CLOSED, STA 205+83-STA 223+00 | 2 | 98 | 196 | -- | -- | 5 | 10 | 8 | 16 | 21 | 42 | -- | -- | USES TRAFFIC CONTROL - EB STH 54 PROJECT START DETAIL AND SDD 15D12B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 205+83-STA 223+00 | 2 | 46 | 92 | -- | -- | 1 | 2 | 2 | 4 | 10 | 20 | 1 | 2 | USES SDD 15D12B, 15D20C, 15D21A AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 216+83-STA 234+00 | 2 | 108 | 216 | -- | -- | 7 | 14 | 14 | 28 | 29 | 58 | -- | -- | USES TRAFFIC CONTROL - EB STH 54 PROJECT START DETAIL AND SDD 15D12B, 15D15B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 216+83-STA 234+00 | 2 | 84 | 168 | -- | -- | 3 | 6 | 2 | 4 | 35 | 70 | 1 | 2 | USES SDD 15D12B, 15D15C, 15D20C, 15D21A AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 227+83-STA 245+00 | 2 | 120 | 240 | -- | -- | 12 | 24 | 20 | 40 | 45 | 90 | -- | -- | USES TRAFFIC CONTROL - EB STH 54 PROJECT START DETAIL AND SDD 15D12B, 15D15B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 227+83-STA 245+00 | 2 | 96 | 192 | -- | -- | 3 | 6 | 2 | 4 | 35 | 70 | 1 | 2 | USES SDD 15D12B, 15D15C, 15D20C, 15D21A AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 238+83-STA 256+00 | 2 | 150 | 300 | -- | -- | 14 | 28 | 26 | 52 | 69 | 138 | -- | -- | USES TRAFFIC CONTROL - EB STH 54 PROJECT START DETAIL AND SDD 15D12B, 15D15B, 15D15C, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 238+83-STA 256+00 | 2 | 108 | 216 | -- | -- | 2 | 4 | 2 | 4 | 22 | 44 | 1 | 2 | USES SDD 15D12B, 15D15B, 15D20C, 15D21A AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 249+83-STA 267+00 | 3 | 94 | 282 | -- | -- | 3 | 9 | 2 | 6 | 38 | 114 | 2 | 6 | USES SDD 15D12B, 15D15C AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 249+83-STA 267+00 | 3 | 95 | 285 | -- | -- | 2 | 6 | 2 | 6 | 25 | 75 | 2 | 6 | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 260+83-STA 278+00 | 3 | 112 | 336 | -- | -- | 5 | 15 | 2 | 6 | 46 | 138 | 2 | 6 | USES SDD 15D12B, 15D15C, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 260+83-STA 278+00 | 3 | 96 | 288 | -- | -- | 2 | 6 | 2 | 6 | 25 | 75 | 2 | 6 | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 271+83-STA 289+00 | 2 | 82 | 164 | -- | -- | 3 | 6 | 2 | 4 | 21 | 42 | 2 | 4 | USES SDD 15D12B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 271+83-STA 289+00 | 2 | 64 | 128 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 282+83-STA 300+00 | 2 | 94 | 188 | -- | -- | 3 | 6 | 2 | 4 | 38 | 76 | 2 | 4 | USES SDD 15D12B, 15D15C AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 282+83-STA 300+00 | 2 | 92 | 184 | -- | -- | 2 | 4 | 2 | 4 | 25 | 50 | 2 | 4 | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 293+83-STA 311+00 | 2 | 64 | 128 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 293+83-STA 311+00 | 2 | 64 | 128 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 304+83-STA 322+00 | 3 | 64 | 192 | -- | -- | 1 | 3 | 2 | 6 | 13 | 39 | 2 | 6 | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 304+83-STA 322+00 | 3 | 64 | 192 | -- | -- | 1 | 3 | 2 | 6 | 13 | 39 | 2 | 6 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 315+83-STA 333+00 | 2 | 64 | 128 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 315+83-STA 333+00 | 2 | 64 | 128 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 326+83-STA 344+00 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 326+83-STA 344+00 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 337+83-STA 355+00 | 2 | 64 | 128 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 337+83-STA 355+00 | 2 | 64 | 128 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 348+83-STA 366+00 | 2 | 82 | 164 | -- | -- | 3 | 6 | 2 | 4 | 21 | 42 | 2 | 4 | USES SDD 15D12B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 348+83-STA 366+00 | 3 | 96 | 288 | -- | -- | 2 | 6 | 2 | 6 | 25 | 75 | 2 | 6 | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 359+83-STA 377+00 | 2 | 112 | 224 | -- | -- | 5 | 10 | 2 | 4 | 46 | 92 | 2 | 4 | USES SDD 15D12B, 15D15C, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 359+83-STA 377+00 | 2 | 92 | 184 | -- | -- | 2 | 4 | 2 | 4 | 25 | 50 | 2 | 4 | USES SDD 15D12B, 15D15B AND 15D47B |
| SUB-TOTAL | | | 5,739 | | 0 | | 196 | | 254 | | 1,673 | | 110 | |

NOTE: STATION RANGES ARE SUGGESTED WORK LIMITS. STATION RANGES MAY VARY DEPENDING ON CONTRACTOR'S PRODUCTIVITY.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0900 TRAFFIC CONTROL SIGNS NUMBER IN SERVICE | 643.0900 DAYS | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF SIGNS | 643.0910 NUMBER OF CYCLES | 643.0910 EACH | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF SIGNS | 643.0920 NUMBER OF CYCLES | 643.0920 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| EB STH 54, RIGHT LANE CLOSED, STA 205+83-STA 223+00 | 2 | 19 | 38 | -- | -- | -- | 3 | 2 | 6 | USES TRAFFIC CONTROL - EB STH 54 PROJECT START DETAIL AND SDD 15D12B AND 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 205+83-STA 223+00 | 2 | 10 | 20 | -- | -- | -- | 2 | 2 | 4 | USES SDD 15D12B, 15D20C, 15D21A AND 14D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 216+83-STA 234+00 | 2 | 8 | 16 | -- | -- | -- | 7 | 2 | 14 | USES TRAFFIC CONTROL - EB STH 54 PROJECT START DETAIL AND SDD 15D12B, 15D15B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 216+83-STA 234+00 | 2 | 17 | 34 | -- | -- | -- | 2 | 2 | 4 | USES SDD 15D12B, 15D15C, 15D20C, 15D21A AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 227+83-STA 245+00 | 2 | 17 | 34 | -- | -- | -- | 12 | 2 | 24 | USES TRAFFIC CONTROL - EB STH 54 PROJECT START DETAIL AND SDD 15D12B, 15D15B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 227+83-STA 245+00 | 2 | 17 | 34 | -- | -- | -- | 2 | 2 | 4 | USES SDD 15D12B, 15D15C, 15D20C, 15D21A AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 238+83-STA 256+00 | 2 | 21 | 42 | -- | -- | -- | 17 | 2 | 34 | USES TRAFFIC CONTROL - EB STH 54 PROJECT START DETAIL AND SDD 15D12B, 15D15B, 15D15C, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 238+83-STA 256+00 | 2 | 15 | 30 | -- | -- | -- | 4 | 2 | 8 | USES SDD 15D12B, 15D15B, 15D20C, 15D21A AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 249+83-STA 267+00 | 3 | 21 | 63 | -- | -- | -- | 2 | 3 | 6 | USES SDD 15D12B, 15D15C AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 249+83-STA 267+00 | 3 | 19 | 57 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 260+83-STA 278+00 | 3 | 23 | 69 | -- | -- | -- | 1 | 3 | 3 | USES SDD 15D12B, 15D15C, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 260+83-STA 278+00 | 3 | 19 | 57 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 271+83-STA 289+00 | 2 | 19 | 38 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 271+83-STA 289+00 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 282+83-STA 300+00 | 2 | 21 | 42 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15C AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 282+83-STA 300+00 | 2 | 19 | 38 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 293+83-STA 311+00 | 2 | 16 | 32 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 293+83-STA 311+00 | 2 | 16 | 32 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 304+83-STA 322+00 | 3 | 16 | 48 | -- | -- | -- | 1 | 3 | 3 | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 304+83-STA 322+00 | 3 | 16 | 48 | -- | -- | -- | 1 | 3 | 3 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 315+83-STA 333+00 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 315+83-STA 333+00 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 326+83-STA 344+00 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 326+83-STA 344+00 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 337+83-STA 355+00 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 337+83-STA 355+00 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 348+83-STA 366+00 | 2 | 19 | 38 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 348+83-STA 366+00 | 3 | 19 | 57 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 359+83-STA 377+00 | 2 | 24 | 48 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B, 15D15C, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 359+83-STA 377+00 | 2 | 19 | 38 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15B AND 15D47B |
| SUB-TOTAL | | | 1,177 | | 0 | | | 123 | | |

NOTE: STATION RANGES ARE SUGGESTED WORK LIMITS. STATION RANGES MAY VARY DEPENDING ON CONTRACTOR'S PRODUCTIVITY.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0300 TRAFFIC CONTROL DRUMS NUMBER IN SERVICE | DAYS | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II NUMBER IN SERVICE | DAYS | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III NUMBER IN SERVICE | DAYS | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NUMBER IN SERVICE | DAYS | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NUMBER IN SERVICE | DAYS | 643.0800 TRAFFIC CONTROL ARROW BOARDS NUMBER IN SERVICE | DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB STH S4, RIGHT LANE CLOSED, STA 370+83-STA 388+00 | 1 | 112 | 112 | -- | -- | S | S | 2 | 2 | 46 | 46 | 2 | 2 | USES SDD 1SD12B, 1SD1SC, 1SD1SE AND 1SD47B |
| EB STH 54, LEFT LANE CLOSED, STA 370+83-STA 388+00 | 1 | 92 | 92 | -- | -- | 2 | 2 | 2 | 2 | 25 | 25 | 2 | 2 | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH S4, RIGHT LANE CLOSED, STA 381+83-STA 399+00 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| EB STH S4, LEFT LANE CLOSED, STA 381+83-STA 399+00 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| EB STH S4, RIGHT LANE CLOSED, STA 392+83-STA 410+00 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 1SD12B AND 1SD47B |
| EB STH 54, LEFT LANE CLOSED, STA 392+83-STA 410+00 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| EB STH S4, RIGHT LANE CLOSED, STA 403+83-STA 421+00 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| EB STH S4, LEFT LANE CLOSED, STA 403+83-STA 421+00 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| EB STH S4, RIGHT LANE CLOSED, STA 414+83-STA 432+00 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| EB STH 54, LEFT LANE CLOSED, STA 414+83-STA 432+00 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 15D47B |
| EB STH S4, RIGHT LANE CLOSED, STA 42S+83-STA 438+02 | 1 | S8 | S8 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| EB STH S4, LEFT LANE CLOSED, STA 42S+83-STA 438+02 | 1 | S8 | S8 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| WB STH S4, RIGHT LANE CLOSED, STA 720+00-STA 737+76 | 1 | 98 | 98 | -- | -- | 3 | 3 | 2 | 2 | 38 | 38 | 2 | 2 | USES SDD 1SD12B, 1SD1SC AND 1SD47B |
| WB STH S4, LEFT LANE CLOSED, STA 720+00-STA 737+76 | 1 | 98 | 98 | -- | -- | 2 | 2 | 2 | 2 | 25 | 25 | 2 | 2 | USES SDD 1SD12B, 15D15B AND 1SD47B |
| WB STH S4, RIGHT LANE CLOSED, STA 709+00-STA 726+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 15D12B AND 1SD47B |
| WB STH S4, LEFT LANE CLOSED, STA 709+00-STA 726+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 1SD12B AND 1SD47B |
| WB STH S4, RIGHT LANE CLOSED, STA 698+00-STA 71S+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| WB STH S4, LEFT LANE CLOSED, STA 698+00-STA 715+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 15D47B |
| WB STH S4, RIGHT LANE CLOSED, STA 687+00-STA 704+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 15D12B AND 1SD47B |
| WB STH S4, LEFT LANE CLOSED, STA 687+00-STA 704+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| WB STH S4, RIGHT LANE CLOSED, STA 676+00-STA 693+76 | 2 | 82 | 164 | -- | -- | 3 | 6 | 2 | 4 | 21 | 42 | 2 | 4 | USES SDD 1SD12B, 1SD1SE AND 1SD47B |
| WB STH S4, LEFT LANE CLOSED, STA 676+00-STA 693+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| WB STH 54, RIGHT LANE CLOSED, STA 665+00-STA 682+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| WB STH S4, LEFT LANE CLOSED, STA 66S+00-STA 682+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| WB STH S4, RIGHT LANE CLOSED, STA 6S4+00-STA 671+76 | 1 | 94 | 94 | -- | -- | 3 | 3 | 2 | 2 | 38 | 38 | 2 | 2 | USES SDD 1SD12B AND 1SD1SC AND 1SD47B |
| WB STH S4, LEFT LANE CLOSED, STA 6S4+00-STA 671+76 | 2 | 93 | 186 | -- | -- | 2 | 4 | 2 | 4 | 2S | S0 | 2 | 4 | USES SDD 1SD12B, 1SD1SB AND 1SD47B |
| WB STH 54, RIGHT LANE CLOSED, STA 643+00-STA 660+76 | 1 | 93 | 93 | -- | -- | 3 | 3 | 2 | 2 | 38 | 38 | 2 | 2 | USES SDD 15D12B, 15D15C AND 15D47B |
| WB STH S4, LEFT LANE CLOSED, STA 643+00-STA 660+76 | 1 | 93 | 93 | -- | -- | 2 | 2 | 2 | 2 | 25 | 25 | 2 | 2 | USES SDD 1SD12B, 1SD1SB AND 1SD47B |
| WB STH S4, RIGHT LANE CLOSED, STA 632+00-STA 649+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| WB STH S4, LEFT LANE CLOSED, STA 632+00-STA 649+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 1SD12B AND 1SD47B |
| SUB-TOTAL | | | 2,469 | | 0 | | S3 | | 68 | | 626 | | 68 | |

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ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0900 TRAFFIC CONTROL SIGNS NUMBER IN SERVICE | 643.0900 DAYS | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER IN SERVICE | 643.0910 NUMBER OF CYCLES | 643.0910 EACH | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER IN SERVICE | 643.0920 NUMBER OF CYCLES | 643.0920 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| EB STH 54, RIGHT LANE CLOSED, STA 370+83-STA 388+00 | 1 | 24 | 24 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B, 15D15C, 15D15E AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 370+83-STA 388+00 | 1 | 19 | 19 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 381+83-STA 399+00 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 381+83-STA 399+00 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 392+83-STA 410+00 | 2 | 16 | 32 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 392+83-STA 410+00 | 1 | 16 | 16 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 403+83-STA 421+00 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 403+83-STA 421+00 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 414+83-STA 432+00 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 414+83-STA 432+00 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, RIGHT LANE CLOSED, STA 425+83-STA 438+02 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| EB STH 54, LEFT LANE CLOSED, STA 425+83-STA 438+02 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 720+00-STA 737+76 | 1 | 21 | 21 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B, 15D15C AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 720+00-STA 737+76 | 1 | 19 | 19 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B, 15D15B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 709+00-STA 726+76 | 1 | 16 | 16 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 709+00-STA 726+76 | 2 | 16 | 32 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 698+00-STA 715+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 698+00-STA 715+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 687+00-STA 704+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 687+00-STA 704+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 676+00-STA 693+76 | 2 | 19 | 38 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 676+00-STA 693+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 665+00-STA 682+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 665+00-STA 682+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 654+00-STA 671+76 | 1 | 21 | 21 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15C AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 654+00-STA 671+76 | 2 | 19 | 38 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B, 15D15B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 643+00-STA 660+76 | 1 | 21 | 21 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B, 15D15C AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 643+00-STA 660+76 | 1 | 19 | 19 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B, 15D15B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 632+00-STA 649+76 | 1 | 16 | 16 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 632+00-STA 649+76 | 1 | 16 | 16 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B AND 15D47B |
| SUB-TOTAL | | | 588 | | 0 | | | 15 | | |

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ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

## TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0300 TRAEEIC CONTROL DRUMS NUMBER IN SERVICE | DAYS | 643.0410 TRAEEIC CONTROL BARRICADES TYPE II NUMBER IN SERVICE | DAYS | 643.0420 TRAEEIC CONTROL BARRICADES TYPE III NUMBER IN SERVICE | DAYS | 643.0705 TRAEEIC CONTROL WARNING LIGHTS TYPE A NUMBER IN SERVICE | DAYS | 643.0715 TRAEEIC CONTROL WARNING LIGHTS TYPE C NUMBER IN SERVICE | DAYS | 643.0800 TRAEEIC CONTROL ARROW BOARDS NUMBER IN SERVICE | DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WB STH 54, RIGHT LANE CLOSED, STA 621+00-STA 638+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 621+00-STA 638+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 610+00-STA 627+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 610+00-STA 627+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA S99+00-STA 616+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA S99+00-STA 616+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA S88+00-STA 605+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 588+00-STA 605+76 | 1 | 63 | 63 | -- | -- | 1 | 1 | 2 | 2 | 13 | 13 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 577+00-STA 594+76 | 1 | 82 | 82 | -- | -- | 3 | 3 | 2 | 2 | 21 | 21 | 2 | 2 | USES SDD 15D12B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA S77+00-STA S94+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA S66+00-STA S83+76 | 3 | 82 | 246 | -- | -- | 3 | 9 | 2 | 6 | 22 | 66 | 2 | 6 | USES SDD 15D12B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA S66+00-STA S83+76 | 3 | 64 | 192 | -- | -- | 1 | 3 | 2 | 6 | 13 | 39 | 2 | 6 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA S55+00-STA S72+76 | 2 | 112 | 224 | -- | -- | 4 | 8 | 2 | 4 | S1 | 102 | 2 | 4 | USES SDD 15D14, 15D15C AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA S55+00-STA S72+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA S44+00-STA S61+76 | 2 | 131 | 262 | -- | -- | 6 | 12 | 2 | 4 | S9 | 118 | 2 | 4 | USES SDD 15D14, 15D15C, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA S44+00-STA S61+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA S33+00-STA S50+76 | 2 | 82 | 164 | -- | -- | 3 | 6 | 2 | 4 | 21 | 42 | 2 | 4 | USES SDD 15D12B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 533+00-STA 550+76 | 2 | 63 | 126 | -- | -- | 1 | 2 | 2 | 4 | 13 | 26 | 2 | 4 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 522+00-STA 539+76 | 2 | 116 | 232 | -- | -- | 4 | 8 | 2 | 4 | 33 | 66 | 2 | 4 | USES SDD 15D12B, 15D15B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA S22+00-STA 539+76 | 2 | 94 | 188 | -- | -- | 3 | 6 | 2 | 4 | 38 | 76 | 2 | 4 | USES SDD 15D12B, 15D15C AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 511+00-STA S28+76 | 2 | 115 | 230 | -- | -- | 4 | 8 | 2 | 4 | 33 | 66 | 2 | 4 | USES SDD 15D12B, 15D15B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA S11+00-STA S28+76 | 2 | 94 | 188 | -- | -- | 3 | 6 | 2 | 4 | 38 | 76 | 2 | 4 | USES SDD 12D12B, 15D15C AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA S05+82-STA S17+76 | 2 | 107 | 214 | -- | -- | S | 10 | 2 | 4 | 46 | 92 | 2 | 4 | USES SDD 12D12B, 15D15C, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA S05+82-STA S17+76 | 2 | 91 | 182 | -- | -- | 2 | 4 | 2 | 4 | 2S | S0 | 2 | 4 | USES SDD 12D12B, 15D15B AND 15D47B |
| PROJECT DURATION - UNIVERSITY WAY | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| PROJECT DURATION - UNIVERSITY AVENUE / NICOLET DRIVE | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD AND END ROAD WORK SIGNS |
| PROJECT DURATION - BAY SETTLEMENT ROAD | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD AND END ROAD WORK SIGNS |
| PROJECT DURATION - NB IH 43 TO STH 54 RAMP | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD, STH 54 AND STH 57 SIGNS |
| PROJECT DURATION - SB IH 43 TO STH 54 RAMP | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD, STH 54 AND STH 57 SIGNS |
| PROJECT DURATION - ALGOMA ROAD TO WB STH 54 RAMP | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD SIGN |
| SUB-TOTAL | | | 3,727 | | 0 | | 104 | | 92 | | 1,087 | | 92 | |

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ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0900 TRAFFIC CONTROL SIGNS NUMBER IN SERVICE | 643.0900 DAYS | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER IN SERVICE | 643.0910 NUMBER OF CYCLES | 643.0910 EACH | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER IN SERVICE | 643.0920 NUMBER OF CYCLES | 643.0920 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| WB STH 54, RIGHT LANE CLOSED, STA 621+00-STA 638+76 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 621+00-STA 638+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 610+00-STA 627+76 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 610+00-STA 627+76 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 599+00-STA 616+76 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 599+00-STA 616+76 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 588+00-STA 605+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 588+00-STA 605+76 | 1 | 16 | 16 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 577+00-STA 594+76 | 1 | 19 | 19 | -- | -- | -- | 1 | 1 | 1 | USES SDD 15D12B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 577+00-STA 594+76 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 566+00-STA 583+76 | 3 | 19 | 57 | -- | -- | -- | 1 | 3 | 3 | USES SDD 15D12B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 566+00-STA 583+76 | 3 | 17 | 51 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 555+00-STA 572+76 | 2 | 21 | 42 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D14, 15D15C AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 555+00-STA 572+76 | 2 | 16 | 32 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 544+00-STA 561+76 | 2 | 23 | 46 | -- | -- | -- | 2 | 2 | 4 | USES SDD 15D14, 15D15C, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 544+00-STA 561+76 | 2 | 16 | 32 | -- | -- | -- | -- | -- | -- | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 533+00-STA 550+76 | 2 | 19 | 38 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 533+00-STA 550+76 | 2 | 16 | 32 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 522+00-STA 539+76 | 2 | 22 | 44 | -- | -- | -- | 2 | 2 | 4 | USES SDD 15D12B, 15D15B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 522+00-STA 539+76 | 2 | 21 | 42 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D12B, 15D15C AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 511+00-STA 528+76 | 2 | 22 | 44 | -- | -- | -- | 2 | 2 | 4 | USES SDD 15D12B, 15D15B, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 511+00-STA 528+76 | 2 | 21 | 42 | -- | -- | -- | 1 | 2 | 2 | USES SDD 12D12B, 15D15C AND 15D47B |
| WB STH 54, RIGHT LANE CLOSED, STA 505+82-STA 517+76 | 2 | 25 | 50 | -- | -- | -- | 1 | 2 | 2 | USES SDD 12D12B, 15D15C, 15D15E AND 15D47B |
| WB STH 54, LEFT LANE CLOSED, STA 505+82-STA 517+76 | 2 | 19 | 38 | -- | -- | -- | -- | -- | -- | USES SDD 12D12B, 15D15B AND 15D47B |
| PROJECT DURATION - UNIVERSITY WAY | 113 | 1 | 113 | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD SIGN |
| PROJECT DURATION - UNIVERSITY AVENUE / NICOLET DRIVE | 113 | 8 | 904 | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD AND END ROAD WORK SIGNS |
| PROJECT DURATION - BAY SETTLEMENT ROAD | 113 | 8 | 904 | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD AND END ROAD WORK SIGNS |
| PROJECT DURATION - NB IH 43 TO STH 54 RAMP | 113 | 3 | 339 | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD, STH 54 AND STH 57 SIGNS |
| PROJECT DURATION - SB IH 43 TO STH 54 RAMP | 113 | 3 | 339 | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD, STH 54 AND STH 57 SIGNS |
| PROJECT DURATION - ALGOMA ROAD TO WB STH 54 RAMP | 113 | 1 | 113 | -- | -- | -- | -- | -- | -- | ROAD WORK AHEAD SIGN |
| SUB-TOTAL | | | 3,561 | | 0 | | | 30 | | |

NOTE: STATION RANGES ARE SUGGESTED WORK LIMITS. STATION RANGES MAY VARY DEPENDING ON CONTRACTOR'S PRODUCTIVITY.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0300 TRAFFIC CONTROL DRUMS NUMBER IN SERVICE | 643.0300 DAYS | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II NUMBER IN SERVICE | 643.0410 DAYS | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III NUMBER IN SERVICE | 643.0420 DAYS | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NUMBER IN SERVICE | 643.0705 DAYS | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NUMBER IN SERVICE | 643.0715 DAYS | 643.0800 TRAFFIC CONTROL ARROW BOARDS NUMBER IN SERVICE | 643.0800 DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PROJECT DURATION - EB STH 54 TO SB IH 43 RAMP (SE) | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | END ROAD WORK SIGN |
| PROJECT DURATION - EB STH 54 TO NB IH 43 RAMP (NL) | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | END ROAD WORK SIGN |
| PROJECT DURATION - WB STH 54 TO SB IH 43 RAMP (SL) | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | END ROAD WORK SIGN |
| PROJECT DURATION - WB STH 54 TO NB IH 43 RAMP (NW) | 113 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | END ROAD WORK SIGN |
| RAMP CLOSURE - EB STH 54 TO SB IH 43 RAMP (SE) | 2 | 43 | 86 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - SB IH 43 TO EB STH 54 RAMP (ES) | 2 | 28 | 56 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - EB STH 54 TO NB IH 43 RAMP (NL) | 2 | 43 | 86 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - NB IH 43 TO EB STH 54 RAMP (NE) | 2 | 42 | 84 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R) | 2 | 34 | 68 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 3 | 42 | 126 | -- | -- | 10 | 30 | 14 | 42 | -- | -- | -- | -- | USES TRAFFIC CONTROL - UNIVERSITY AVE TO EB STH 54 RAMP SHEET |
| RAMP CLOSURE - EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | 5 | 29 | 145 | -- | -- | 4 | 20 | 4 | 20 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | 5 | 53 | 265 | -- | -- | 9 | 45 | 12 | 60 | -- | -- | -- | -- | USES TRAFFIC CONTROL - BAY SETTLEMENT RD TO EB STH 54 RAMP SHEET |
| RAMP CLOSURE - SB IH 43 TO WB STH 54 RAMP (SW) | 2 | 28 | 56 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - WB STH 54 TO SB IH 43 RAMP (SL) | 2 | 44 | 88 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - NB IH 43 TO WB STH 54 RAMP (WN) | 2 | 32 | 64 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - WB STH 54 TO NB IH 43 RAMP (NW) | 2 | 38 | 76 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - NICOLET DRIVE TO WB STH 54 RAMP (NWR) | 3 | 62 | 186 | -- | -- | 10 | 30 | 14 | 42 | -- | -- | -- | -- | USES TRAFFIC CONTROL - NICOLET DR TO WB STH 54 RAMP SHEET |
| RAMP CLOSURE - WB STH 54 TO NICOLET DRIVE RAMP (NER) | 2 | 46 | 92 | -- | -- | 4 | 8 | 4 | 8 | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) | 7 | 70 | 490 | -- | -- | 8 | 56 | 11 | 77 | -- | -- | -- | -- | USES TRAFFIC CONTROL - BAY SETTLEMENT RD TO WB STH 54 RAMP SHEET |
| RAMP CLOSURE - WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 5 | 31 | 155 | -- | -- | 4 | 20 | 4 | 20 | -- | -- | -- | -- | USES SDD 15D16 |
| NB UNIVERSITY AVENUE / NICOLET DRIVE, RIGHT LANE CLOSED | 2 | 120 | 240 | -- | -- | 3 | 6 | 2 | 4 | 35 | 70 | 1 | 2 | USES SDD 15D15C, 15D20B AND 15D21A |
| NB UNIVERSITY AVENUE / NICOLET DRIVE, LEFT LANE CLOSED | 2 | 106 | 212 | -- | -- | 3 | 6 | 2 | 4 | 22 | 44 | 1 | 2 | USES SDD 15D15B, 15D20C AND 15D21B |
| SB UNIVERSITY AVENUE / NICOLET DRIVE, RIGHT LANE CLOSED | 2 | 92 | 184 | -- | -- | 2 | 4 | 2 | 4 | 10 | 20 | 1 | 2 | USES SDD 15D20B AND 15D21A |
| SB UNIVERSITY AVENUE / NICOLET DRIVE, LEFT LANE CLOSED | 2 | 100 | 200 | -- | -- | 2 | 4 | 2 | 4 | 10 | 20 | 1 | 2 | USES SDD 15D20C AND 15D21B |
| NB BAY SETTLEMENT ROAD, RIGHT LANE CLOSED | 2 | 107 | 214 | -- | -- | 3 | 6 | 2 | 4 | 10 | 20 | 1 | 2 | USES SDD 15D20B AND 15D21A |
| NB BAY SETTLEMENT ROAD, LEFT LANE CLOSED | 2 | 101 | 202 | -- | -- | 3 | 6 | 2 | 4 | 10 | 20 | 1 | 2 | USES SDD 15D20C AND 15D21B |
| NB BAY SETTLEMENT ROAD, RIGHT LANE CLOSED | 2 | 72 | 144 | -- | -- | 3 | 6 | 2 | 4 | 10 | 20 | 1 | 2 | USES SDD 15D20B AND 15D21A |
| SB BAY SETTLEMENT ROAD, LEFT LANE CLOSED | 2 | 72 | 144 | -- | -- | 3 | 6 | 2 | 4 | 10 | 20 | 1 | 2 | USES SDD 15D20C AND 15D21B |
| TEMPORARY PEDESTRIAN ACCESS PLAN - BAY SETTLEMENT ROAD RAMPS | 2 | 52 | 104 | 4 | 8 | -- | -- | 4 | 8 | 20 | 40 | 1 | 2 | |
| TEMPORARY PEDESTRIAN ACCESS PLAN - BAY SETTLEMENT ROAD RAMPS | 7 | 12 | 84 | 4 | 28 | -- | -- | 4 | 28 | -- | -- | -- | -- | CONCRETE CURING TIME |
| SUB-TOTAL | | | 3,851 | | 36 | | 325 | | 409 | | 274 | | 18 | |

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TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0900 TRAFFIC CONTROL SIGNS NUMBER IN SERVICE | 643.0900 DAYS | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER IN SERVICE | 643.0910 NUMBER OF CYCLES | 643.0910 EACH | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER IN SERVICE | 643.0920 NUMBER OF CYCLES | 643.0920 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| PROJECT DURATION - EB STH 54 TO SB IH 43 RAMP (SE) | 113 | 1 | 113 | -- | -- | -- | -- | -- | -- | END ROAD WORK SIGN |
| PROJECT DURATION - EB STH 54 TO NB IH 43 RAMP (NL) | 113 | 1 | 113 | -- | -- | -- | -- | -- | -- | END ROAD WORK SIGN |
| PROJECT DURATION - WB STH 54 TO SB IH 43 RAMP (SL) | 113 | 1 | 113 | -- | -- | -- | -- | -- | -- | END ROAD WORK SIGN |
| PROJECT DURATION - WB STH 54 TO NB IH 43 RAMP (NW) | 113 | 1 | 113 | -- | -- | -- | -- | -- | -- | END ROAD WORK SIGN |
| RAMP CLOSURE - EB STH 54 TO SB IH 43 RAMP (SE) | 2 | 5 | 10 | 1 | 2 | 2 | 1 | 2 | 2 | USES SDD 15D16 |
| RAMP CLOSURE - SB IH 43 TO EB STH 54 RAMP (ES) | 2 | 7 | 14 | 1 | 2 | 2 | 1 | 2 | 2 | USES SDD 15D16 |
| RAMP CLOSURE - EB STH 54 TO NB IH 43 RAMP (NL) | 2 | 7 | 14 | 1 | 2 | 2 | 1 | 2 | 2 | USES SDD 15D16 |
| RAMP CLOSURE - NB IH 43 TO EB STH 54 RAMP (NE) | 2 | 8 | 16 | 1 | 2 | 2 | 2 | 2 | 4 | USES SDD 15D16 |
| RAMP CLOSURE - EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R) | 2 | 8 | 16 | 3 | 2 | 6 | 2 | 2 | 4 | USES SDD 15D16 |
| RAMP CLOSURE - UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 3 | 9 | 27 | -- | -- | -- | 6 | 3 | 18 | USES TRAFFIC CONTROL - UNIVERSITY AVE TO EB STH 54 RAMP SHEET |
| RAMP CLOSURE - EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) | 5 | 8 | 40 | -- | -- | -- | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - BAY SETTLEMENT RD TO EB STH 54 RAMP (RA) | 5 | 9 | 45 | -- | -- | -- | 3 | 5 | 15 | USES TRAFFIC CONTROL - BAY SETTLEMENT RD TO EB STH 54 RAMP SHEET |
| RAMP CLOSURE - SB IH 43 TO WB STH 54 RAMP (SW) | 2 | 8 | 16 | 1 | 2 | 2 | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - WB STH 54 TO SB IH 43 RAMP (SL) | 2 | 10 | 20 | 1 | 2 | 2 | 1 | 2 | 2 | USES SDD 15D16 |
| RAMP CLOSURE - NB IH 43 TO WB STH 54 RAMP (WN) | 2 | 8 | 16 | 1 | 2 | 2 | -- | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - WB STH 54 TO NB IH 43 RAMP (NW) | 2 | 8 | 16 | 2 | 2 | 4 | 1 | 2 | 2 | USES SDD 15D16 |
| RAMP CLOSURE - NICOLET DRIVE TO WB STH 54 RAMP (NWR) | 3 | 9 | 27 | -- | -- | -- | 9 | 3 | 27 | USES TRAFFIC CONTROL - NICOLET DR TO WB STH 54 RAMP SHEET |
| RAMP CLOSURE - WB STH 54 TO NICOLET DRIVE RAMP (NER) | 2 | 7 | 14 | 3 | 2 | 6 | 2 | -- | -- | USES SDD 15D16 |
| RAMP CLOSURE - BAY SETTLEMENT RD TO WB STH 54 RAMP (RC) | 7 | 10 | 70 | -- | -- | -- | 5 | 7 | 35 | USES TRAFFIC CONTROL - BAY SETTLEMENT RD TO WB STH 54 RAMP SHEET |
| RAMP CLOSURE - WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) | 5 | 8 | 40 | -- | -- | -- | -- | -- | -- | USES SDD 15D16 |
| NB UNIVERSITY AVENUE / NICOLET DRIVE, RIGHT LANE CLOSED | 2 | 10 | 20 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D15C, 15D20B AND 15D21A |
| NB UNIVERSITY AVENUE / NICOLET DRIVE, LEFT LANE CLOSED | 2 | 8 | 16 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D15B, 15D20C AND 15D21B |
| SB UNIVERSITY AVENUE / NICOLET DRIVE, RIGHT LANE CLOSED | 2 | 5 | 10 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D20B AND 15D21A |
| SB UNIVERSITY AVENUE / NICOLET DRIVE, LEFT LANE CLOSED | 2 | 5 | 10 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D20C AND 15D21B |
| NB BAY SETTLEMENT ROAD, RIGHT LANE CLOSED | 2 | 6 | 12 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D20B AND 15D21A |
| NB BAY SETTLEMENT ROAD, LEFT LANE CLOSED | 2 | 6 | 12 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D20C AND 15D21B |
| NB BAY SETTLEMENT ROAD, RIGHT LANE CLOSED | 2 | 5 | 10 | -- | -- | -- | -- | -- | -- | USES SDD 15D20B AND 15D21A |
| SB BAY SETTLEMENT ROAD, LEFT LANE CLOSED | 2 | 6 | 12 | -- | -- | -- | 1 | 2 | 2 | USES SDD 15D20C AND 15D21B |
| TEMPORARY PEDESTRIAN ACCESS PLAN - BAY SETTLEMENT ROAD RAMPS | 2 | 13 | 26 | -- | -- | -- | -- | -- | -- | |
| TEMPORARY PEDESTRIAN ACCESS PLAN - BAY SETTLEMENT ROAD RAMPS | 7 | 9 | 63 | -- | -- | -- | -- | -- | -- | CONCRETE CURING TIME |
| SUB-TOTAL | | | 1,044 | | | 30 | | | 127 | |

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## TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0300 TRAFFIC CONTROL DRUMS NUMBER IN SERVICE | 643.0300 TRAFFIC CONTROL DRUMS DAYS | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II NUMBER IN SERVICE | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAYS | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III NUMBER IN SERVICE | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NUMBER IN SERVICE | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NUMBER IN SERVICE | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS | 643.0800 TRAFFIC CONTROL ARROW BOARDS NUMBER IN SERVICE | 643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB STH 54, RT SHOULDER CLOSED, STA 267+14- STA 270+89 | 6 | 9 | 54 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 6 | USES SDD 15D27, END 200' TAPER AT START OF LANE LINES FOR OFF RAMP AND |
| -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | END DRUM PLACEMENT AT START OF OVERPASS STRUCTURE |
| BAY SETTLEMENT ROAD RAMPS | -- | -- | -- | -- | -- | -- | 12 | -- | 24 | -- | -- | -- | -- | TOTAL FROM TRAFFIC CONTROL DETOUR SIGN SUMMARY |
| SUB-TOTAL | | | 54 | | 0 | | 12 | | 24 | | 0 | | 6 | |
| PROJECT TOTAL | | | 15,840 | | 36 | | 690 | | 847 | | 3,660 | | 294 | |

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ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

TRAFFIC CONTROL SUMMARY (CONTINUED)

| LOCATION | DAYS | 643.0900 TRAFFIC CONTROL SIGNS NUMBER IN SERVICE | 643.0900 TRAFFIC CONTROL SIGNS DAYS | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER IN SERVICE | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF CYCLES | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER IN SERVICE | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF CYCLES | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH | 643.1000 SIGNS FIXED MESSAGE SF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB STH 54, RT SHOULDER CLOSED, STA 267+14- STA 270+89 | 6 | 4 | 24 | -- | -- | -- | -- | -- | -- | -- | USES SDD 15D27, END 200' TAPER AT START OF LANE LINES FOR OFF RAMP AND |
| -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | END DRUM PLACEMENT AT START OF OVERPASS STRUCTURE |
| BAY SETTLEMENT ROAD RAMPS | -- | -- | 536 | -- | -- | -- | -- | -- | 4 | 231 | TOTAL FROM TRAFFIC CONTROL DETOUR SIGN SUMMARY |
| SUB-TOTAL | | | 560 | | | 0 | | | 4 | 231 | |
| PROJECT TOTAL | | | 6,930 | | | 30 | | | 299 | 231 | |

NOTE: STATION RANGES ARE SUGGESTED WORK LIMITS. STATION RANGES MAY VARY DEPENDING ON CONTRACTOR'S PRODUCTIVITY.

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ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

## TRAFFIC CONTROL SIGNS PCMS SUMMARY

643.1050
TRAFFIC CONTROL
SIGNS PCMS

| LOCATION | DAY | REMARKS |
|---|---|---|
| EB STH 54 | 7 | PRIOR TO START OF PROJECT |
| WB STH 54 | 7 | PRIOR TO START OF PROJECT |
| NB IH 43 TO STH 54 RAMP | 7 | PRIOR TO START OF PROJECT |
| SB IH 43 TO STH 54 RAMP | 7 | PRIOR TO START OF PROJECT |
| NB UNIVERSITY AVENUE / NICOLET DRIVE | 7 | PRIOR TO START OF PROJECT |
| SB UNIVERSITY AVENUE / NICOLET DRIVE | 7 | PRIOR TO START OF PROJECT |
| NB BAY SETTLEMENT ROAD | 7 | PRIOR TO START OF PROJECT |
| SB BAY SETTLEMENT ROAD | 7 | PRIOR TO START OF PROJECT |
| EB STH 54 TO SB IH 43 RAMP (SE) | 14 | PRIOR TO RAMP CLOSURE |
| SB IH 43 TO EB STH 54 RAMP (ES) | 14 | PRIOR TO RAMP CLOSURE |
| EB STH 54 TO NB IH 43 RAMP (NL) | 14 | PRIOR TO RAMP CLOSURE |
| NB IH 43 TO EB STH 54 RAMP (NE) | 14 | PRIOR TO RAMP CLOSURE |
| EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R) | 6 | PRIOR TO RAMP CLOSURE |
| UNIVERSITY AVE TO EB STH 54 RAMP (SER) | 6 | PRIOR TO RAMP CLOSURE |
| SB IH 43 TO WB STH 54 RAMP (SW) | 14 | PRIOR TO RAMP CLOSURE |
| WB STH 54 TO SB IH 43 RAMP (SL) | 14 | PRIOR TO RAMP CLOSURE |
| NB IH 43 TO WB STH 54 RAMP (WN) | 14 | PRIOR TO RAMP CLOSURE |
| WB STH 54 TO NB IH 43 RAMP (NW) | 14 | PRIOR TO RAMP CLOSURE |
| NICOLET DRIVE TO WB STH 54 RAMP (NWR) | 6 | PRIOR TO RAMP CLOSURE |
| WB STH 54 TO NICOLET DRIVE RAMP (NER) | 6 | PRIOR TO RAMP CLOSURE |
| BAY SETTLEMENT ROAD RAMPS | 28 | TOTAL FROM TRAFFIC CONTROL DETOUR SIGN SUMMARY |
| | 220 | |

## BASIC TRAFFIC QUEUE WARNING SYSTEM SUMMARY

643.1205.S

BASIC TRAFFIC QUEUE
WARNING SYSTEM

| LOCATION | FLASHING BEACON SIGNS (FBS) | DAY | REMARKS |
|---|---|---|---|
| STH 54 EB | 2 | 134 | ONLY 1 FBS SHALL BE PLACED AT THE BEGIN PROJECT LOCATION AT STA 205+83 AND NO FBS SHALL BE PLACED PRIOR TO THE BEGIN PROJECT LOCATION. AFTER THE 2 MILE THRESHOLD HAS BEEN ACHIEVED, 2 FBS SHALL BE PLACED. |
| STH 54 WB | 2 | 134 | |
| IH 43 NB | 2 | 134 | |
| IH 43 SB | 2 | 134 | |
| | TOTAL | 536 | |

643.5000
TRAFFIC CONTROL

| LOCATION | EACH | REMARKS |
|---|---|---|
| PROJECT | 1 | |
| TOTAL | 1 | |

3

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## PAVEMENT MARKING SUMMARY

| STATION | TO | STATION | LOCATION | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF | 646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH LF | 646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH LF | 646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 205+83 | -- | 213+14 | STH 54 EB | 732 | 730 | 277 | 277 | -- | |
| 213+14 | -- | 217+05 | STH 54 EB | -- | 390 | 115 | 115 | 330 | |
| 217+05 | -- | 220+29 | STH 54 EB | 326 | 322 | 83 | 83 | -- | |
| 220+29 | -- | 225+55 | STH 54 EB | 526 | -- | 133 | 133 | 522 | |
| 225+55 | -- | 231+73 | STH 54 EB | 620 | 620 | 305 | 305 | 407 | |
| 231+73 | -- | 234+26 | STH 54 EB | -- | 252 | 77 | 77 | 201 | |
| 234+26 | -- | 243+24 | STH 54 EB | 900 | 900 | 227 | 227 | -- | |
| 243+24 | -- | 244+95 | STH 54 EB | -- | 168 | 45 | 45 | 169 | |
| 244+95 | -- | 274+16 | STH 54 EB | 2,906 | 2,939 | 907 | 907 | 1,067 | |
| 274+16 | -- | 275+89 | STH 54 EB | -- | 172 | 45 | 45 | 171 | |
| 275+89 | -- | 287+91 | STH 54 EB | 1,202 | 1,204 | 303 | 303 | -- | |
| 287+91 | -- | 300+22 | STH 54 EB | -- | 1,232 | 309 | 309 | 713 | |
| 300+22 | -- | 358+66 | STH 54 EB | 5,842 | 5,841 | 1,500 | 1,500 | -- | |
| 358+66 | -- | 362+04 | STH 54 EB | -- | 338 | 87 | 87 | 337 | |
| 362+04 | -- | 371+56 | STH 54 EB | 952 | 952 | 239 | 239 | -- | |
| 371+56 | -- | 376+77 | STH 54 EB | -- | 520 | 131 | 131 | 519 | |
| 376+77 | -- | 438+02 | STH 54 EB | 6,140 | 6,109 | 1,533 | 1,533 | 38 | |
| 505+82 | -- | 510+63 | STH 54 WB | 448 | 484 | 121 | 121 | -- | |
| 510+63 | -- | 510+98 | STH 54 WB | -- | 35 | 9 | 9 | -- | |
| 510+98 | -- | 517+29 | STH 54 WB | 630 | 634 | 159 | 159 | -- | |
| 517+29 | -- | 519+83 | STH 54 WB | -- | 254 | 64 | 64 | 214 | |
| 519+83 | -- | 527+20 | STH 54 WB | 736 | 734 | 337 | 337 | 972 | |
| 527+20 | -- | 528+97 | STH 54 WB | 177 | -- | 45 | 45 | 177 | |
| 528+97 | -- | 538+82 | STH 54 WB | 988 | 978 | 247 | 247 | -- | |
| 538+82 | -- | 544+20 | STH 54 WB | -- | 538 | 137 | 137 | 378 | |
| 544+20 | -- | 562+07 | STH 54 WB | 1,794 | 1,781 | 449 | 449 | 447 | |
| 562+07 | -- | 564+80 | STH 54 WB | -- | 272 | 71 | 71 | 274 | |
| 564+80 | -- | 581+53 | STH 54 WB | 1,674 | 1,671 | 419 | 419 | -- | |
| 581+53 | -- | 583+72 | STH 54 WB | -- | 218 | 56 | 56 | 218 | |
| 583+72 | -- | 663+42 | STH 54 WB | 7,968 | 7,971 | 2,156 | 2,156 | 136 | |
| | | | SUB-TOTAL | 34,561 | 38,259 | 10,586 | 10,586 | 7,290 | |

- MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) IS FOR 4" EDGE LINE (WHITE) ON SDD15C08, PERMANENT PAVEMENT MARKING - ONE WAY TRAFFIC.
- MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) IS FOR 4" EDGE LINE (YELLOW) ON SDD15C08, PERMANENT PAVEMENT MARKING - ONE WAY TRAFFIC.
- MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH IS FOR 4" WHITE (3' LINE, 9' GAP) ON SDD 15C31, PAVEMENT MARKING FOR EXIT RAMP AND FOR LANE LINE MARKING (WHITE) ON SDD 15C08, PERMANENT PAVEMENT MARKING - ONE WAY TRAFFIC.
- MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH IS FOR 8" WHITE ON SDD 15C31, PAVEMENT MARKING FOR EXIT RAMP, FOR 8" WHITE ON SDD 15C31, PAVEMENT MARKING FOR ENTRANCE RAMP AND FOR 8" WHITE (3' LINE, 9' GAP) ON SDD 15C31, SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## PAVEMENT MARKING SUMMARY (CONTINUED)

| STATION | TO | STATION | LOCATION | 646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF | 646.2020 MARKING LINE EPOXY 6-INCH (YELLOW) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF | 646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH LF | 646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH LF | 646.4020 MARKING LINE EPOXY 10-INCH LF | 646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 663+42 | -- | 667+94 | STH 54 WB | -- | -- | -- | 450 | 115 | 115 | -- | 451 | |
| 667+94 | -- | 679+26 | STH 54 WB | -- | -- | 1,132 | 1,133 | 285 | 285 | -- | -- | |
| 679+26 | -- | 684+58 | STH 54 WB | -- | -- | -- | 532 | 183 | 183 | -- | 339 | |
| 684+58 | -- | 737+76 | STH 54 WB | -- | -- | 5,303 | 5,340 | 1,331 | 1,331 | -- | -- | |
| 115+95 | -- | 116+84 | EB STH 54 TO SB IH 43 RAMP (SE) | -- | -- | 178 | -- | -- | -- | -- | 118 | |
| 124+44 | -- | 127+41 | SB IH 43 TO EB STH 54 RAMP (ES) | -- | -- | -- | 294 | -- | -- | -- | 297 | |
| 133+56 | -- | 135+00 | EB STH 54 TO NB IH 43 RAMP (NL) | -- | -- | 140 | -- | -- | -- | -- | 92 | |
| 144+95 | -- | 146+00 | NB IH 43 TO EB STH 54 RAMP (NE) | -- | -- | 178 | 15 | -- | -- | -- | 166 | |
| 5000+00 | -- | 5012+87 | EB STH 54 TO UNIVERSITY AVENUE RAMP (LOOP R) | -- | -- | 1,108 | 1,127 | -- | -- | -- | 311 | |
| 5100+00 | -- | 5104+92 | EB STH 54 TO NB UNIVERSITY AVENUE RAMP (LOOP OFF) | -- | -- | 249 | 186 | -- | -- | -- | 307 | |
| 5200+23 | -- | 5229+84 | UNIVERSITY AVENUE TO EB STH 54 RAMP (SER) | -- | -- | 2,919 | 1,727 | -- | -- | -- | 715 | |
| 6000+00 | -- | 6016+20 | EB STH 54 TO BAY SETTLEMENT ROAD RAMP (RB) | -- | -- | 508 | 737 | -- | -- | -- | 1,208 | |
| 6100+22 | -- | 6119+43 | BAY SETTLEMENT ROAD TO EB STH 54 RAMP (RA) | -- | -- | 1,765 | 822 | -- | -- | -- | 517 | |
| 114+69 | -- | 116+52 | SB IH 43 TO WB STH 54 RAMP (SW) | -- | -- | 60 | 83 | -- | -- | -- | -- | |
| 120+44 | -- | 121+00 | WB STH 54 TO SB IH 43 RAMP (SL) | -- | -- | 146 | -- | -- | -- | -- | 107 | |
| 3585+88 | -- | 3586+43 | NB IH 43 TO WB STH 54 RAMP (WN) | -- | -- | -- | 54 | -- | -- | -- | 55 | |
| 143+58 | -- | 146+22 | WB STH 54 TO NB IH 43 RAMP (NW) | -- | -- | 263 | -- | -- | -- | -- | 140 | |
| 5500+23 | -- | 5510+44 | NICOLET DRIVE TO WB STH 54 RAMP (NWR) | -- | -- | 812 | 694 | -- | -- | -- | 276 | |
| 5600+00 | -- | 5602+66 | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | -- | -- | -- | -- | -- | 144 | |
| 5300+00 | -- | 5311+40 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | 1,052 | 922 | -- | -- | -- | 217 | |
| 5400+00 | -- | 5401+04 | NICOLET DRIVE OFF RAMP TO NICOLET DRIVE (NER OFF) | -- | -- | 80 | -- | -- | -- | -- | -- | |
| 6300+00 | -- | 6321+13 | BAY SETTLEMENT ROAD TO WB STH 54 RAMP (RC) | -- | -- | 640 | 1,119 | -- | -- | -- | 477 | |
| 6400+00 | -- | 6402+07 | BAY SETTLEMENT ROAD TO BAY SETTLEMENT ON-RAMP (RC ON) | -- | -- | -- | -- | -- | -- | -- | 92 | |
| 6200+00 | -- | 6227+39 | WB STH 54 TO BAY SETTLEMENT ROAD RAMP (RD) | -- | -- | 2,503 | 1,309 | -- | -- | -- | 881 | |
| 5702+39 | -- | 5716+88 | NB UNIVERSITY AVENUE/NICOLET DRIVE | 797 | 1235 | -- | -- | -- | -- | 416 | -- | |
| 5702+97 | -- | 5716+88 | SB UNIVERSITY AVENUE/NICOLET DRIVE | 363 | 1298 | -- | -- | -- | -- | 166 | -- | |
| 6501+30 | -- | 6519+85 | NB BAY SETTLEMENT DRIVE | 1,850 | -- | -- | -- | -- | -- | 634 | -- | |
| 6501+30 | -- | 6519+85 | SB BAY SETTLEMENT DRIVE | 2,147 | -- | -- | -- | -- | -- | 394 | -- | |
| | | | SUB-TOTAL | 5,157 | 2,533 | 19,036 | 16,544 | 1,914 | 1,914 | 1,610 | 6,910 | |
| | | | | | | 53,597 | 54,803 | | | | | |
| | | | PROJECT TOTAL | 7,690 | | 108,400 | | 12,500 | 12,500 | 1,610 | 14,200 | |

- MARKING LINE EPOXY 4-INCH (WHITE) IS FOR 4" EDGE LINE (WHITE) ON SDD15C08, PERMANENT PAVEMENT MARKING - ONE WAY TRAFFIC AND FOR 4" LINE ON SDD 15C29, BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS.
- MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) IS FOR 4" EDGE LINE (YELLOW) ON SDD15C08, PERMANENT PAVEMENT MARKING - ONE WAY TRAFFIC.
- MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) IS FOR 4" EDGE LINE (WHITE) ON SDD15C08, PERMANENT PAVEMENT MARKING - ONE WAY TRAFFIC.
- MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) IS FOR 4" EDGE LINE (YELLOW) ON SDD15C08, PERMANENT PAVEMENT MARKING - ONE WAY TRAFFIC.
- MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH IS FOR 4" WHITE (3' LINE, 9' GAP) ON SDD 15C31, PAVEMENT MARKING FOR EXIT RAMP AND FOR LANE LINE MARKING (WHITE) ON SDD 15C08, PERMANENT PAVEMENT MARKING - ONE WAY TRAFFIC.
'- MARKING LINE EPOXY 8-INCH IS FOR 8" LINE ON SDD 15C29, BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS AND FOR 8" WHITE ON SDD 15C08.
- MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH IS FOR 8" WHITE ON SDD 15C31, PAVEMENT MARKING FOR EXIT RAMP, FOR 8" WHITE ON SDD 15C31, PAVEMENT MARKING FOR ENTRANCE RAMP AND FOR 8" WHITE (3' LINE, 9' GAP) ON SDD 15C31, SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

PAVEMENT MARKING SUMMARY (CONTINUED)

| STATION | TO | STATION | LOCATION | 646.5020 MARKING ARROW EPOXY EACH | 646.5120 MARKING WORD EPOXY EACH | 646.5220 MARKING SYMBOL EPOXY EACH | 646.6020 MARKING STOP LINE EPOXY 12-INCH LF | 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF | 646.8220 MARKING ISLAND NOSE EPOXY EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 663+42 | -- | 667+94 | STH 54 WB | -- | -- | -- | -- | -- | -- | |
| 667+94 | -- | 679+26 | STH 54 WB | -- | -- | -- | -- | -- | -- | |
| 679+26 | -- | 684+58 | STH 54 WB | -- | -- | -- | -- | -- | -- | |
| 684+58 | -- | 737+76 | STH 54 WB | -- | -- | -- | -- | -- | -- | |
| 115+95 | -- | 116+84 | EB STH 54 TO SB IH 43 RAMP (SE) | -- | -- | -- | -- | -- | -- | |
| 124+44 | -- | 127+41 | SB IH 43 TO EB STH 54 RAMP (ES) | -- | -- | -- | -- | -- | -- | |
| 133+56 | -- | 135+00 | EB STH 54 TO NB IH 43 RAMP (NL) | -- | -- | -- | -- | -- | -- | |
| 144+95 | -- | 146+00 | NB IH 43 TO EB STH 54 RAMP (NE) | -- | -- | -- | -- | -- | -- | |
| 5000+00 | -- | 5012+87 | EB STH 54 TO SB UNIVERSITY AVENUE RAMP (LOOP R) | -- | -- | -- | 19 | -- | -- | |
| 5100+00 | -- | 5104+92 | EB STH 54 TO NB UNIVERSITY AVENUE RAMP (LOOP OFF) | -- | -- | -- | -- | -- | 1 | |
| 5200+23 | -- | 5229+84 | UNIVERSITY AVENUE TO EB STH 54 RAMP (SER) | -- | -- | -- | -- | -- | 1 | |
| 6000+00 | -- | 6016+20 | EB STH 54 TO BAY SETTLEMENT ROAD RAMP (RB) | 6 | 6 | -- | 27 | -- | -- | |
| 6100+22 | -- | 6119+43 | BAY SETTLEMENT ROAD TO EB STH 54 RAMP (RA) | -- | -- | -- | -- | -- | 1 | |
| 114+69 | -- | 116+52 | SB IH 43 TO WB STH 54 RAMP (SW) | -- | -- | -- | -- | -- | -- | |
| 120+44 | -- | 121+00 | WB STH 54 TO SB IH 43 RAMP (SL) | -- | -- | -- | -- | -- | -- | |
| 3585+88 | -- | 3586+43 | NB IH 43 TO WB STH 54 RAMP (WN) | -- | -- | -- | -- | -- | -- | |
| 143+58 | -- | 146+22 | WB STH 54 TO NB IH 43 RAMP (NW) | -- | -- | -- | -- | -- | -- | |
| 5500+23 | -- | 5510+44 | NICOLET DRIVE TO WB STH 54 RAMP (NWR) | -- | -- | -- | -- | -- | 1 | |
| 5600+00 | -- | 5602+66 | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON) | -- | -- | -- | -- | -- | 1 | |
| 5300+00 | -- | 5311+40 | WB STH 54 TO NICOLET DRIVE RAMP (NER) | -- | -- | -- | 22 | -- | 1 | |
| 5400+00 | -- | 5401+04 | NICOLET DRIVE OFF RAMP TO NICOLET DRIVE (NER OFF) | -- | -- | -- | 26 | -- | 1 | |
| 6300+00 | -- | 6321+13 | BAY SETTLEMENT ROAD TO WB STH 54 RAMP (RC) | -- | -- | -- | -- | -- | 1 | |
| 6400+00 | -- | 6402+07 | BAY SETTLEMENT ROAD TO BAY SETTLEMENT ON-RAMP (RC ON) | -- | -- | -- | -- | -- | -- | |
| 6200+00 | -- | 6227+39 | WB STH 54 TO BAY SETTLEMENT ROAD RAMP (RD) | 2 | 2 | -- | 54 | -- | -- | |
| 5702+39 | -- | 5716+88 | NB UNIVERSITY AVENUE/NICOLET DRIVE | -- | -- | -- | -- | -- | 2 | |
| 5702+97 | -- | 5716+88 | SB UNIVERSITY AVENUE/NICOLET DRIVE | -- | -- | -- | -- | -- | 2 | |
| 6501+30 | -- | 6519+85 | NB BAY SETTLEMENT DRIVE | -- | -- | 2 | 40 | 54 | 2 | |
| 6501+30 | -- | 6519+85 | SB BAY SETTLEMENT DRIVE | -- | -- | 2 | 36 | 72 | 2 | |
| | | | TOTAL | 8 | 8 | 4 | 224 | 126 | 16 | |
| | | | PROJECT TOTAL | 8 | 8 | 4 | 224 | 126 | 16 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

## TEMPORARY MARKING LINE PAINT 4-INCH AND TEMPORARY MARKING LINE PAINT 8-INCH SUMMARY

| STATION | TO | STATION | LOCATION | 643.3105 TEMPORARY MARKING LINE PAINT 4-INCH LF | 643.3205 TEMPORARY MARKIING LINE PAINT 8-INCH LF | REMARKS |
|---|---|---|---|---|---|---|
| 205+83 | -- | 213+14 | STH 54 EB | 830 | -- | |
| 213+14 | -- | 217+05 | STH 54 EB | 340 | -- | |
| 217+05 | -- | 220+29 | STH 54 EB | 244 | -- | |
| 220+29 | -- | 225+55 | STH 54 EB | 394 | -- | |
| 225+55 | -- | 231+73 | STH 54 EB | 915 | -- | |
| 231+73 | -- | 234+26 | STH 54 EB | 228 | -- | |
| 234+26 | -- | 243+24 | STH 54 EB | 677 | -- | |
| 243+24 | -- | 244+95 | STH 54 EB | 129 | -- | |
| 244+95 | -- | 274+16 | STH 54 EB | 2,719 | -- | |
| 274+16 | -- | 275+89 | STH 54 EB | 130 | -- | |
| 275+89 | -- | 287+91 | STH 54 EB | 904 | -- | |
| 287+91 | -- | 300+22 | STH 54 EB | 925 | -- | |
| 300+22 | -- | 358+66 | STH 54 EB | 4,502 | -- | |
| 358+66 | -- | 362+04 | STH 54 EB | 255 | -- | |
| 362+04 | -- | 371+56 | STH 54 EB | 715 | -- | |
| 371+56 | -- | 376+77 | STH 54 EB | 391 | -- | |
| 376+77 | -- | 438+02 | STH 54 EB | 4,595 | 76 | |
| 505+82 | -- | 510+63 | STH 54 WB | 362 | -- | |
| 510+63 | -- | 510+98 | STH 54 WB | 26 | -- | |
| 510+98 | -- | 517+29 | STH 54 WB | 475 | -- | |
| 517+29 | -- | 519+83 | STH 54 WB | 192 | -- | |
| 519+83 | -- | 527+20 | STH 54 WB | 1,011 | -- | |
| 527+20 | -- | 528+97 | STH 54 WB | 134 | -- | |
| 528+97 | -- | 538+82 | STH 54 WB | 740 | -- | |
| 538+82 | -- | 544+20 | STH 54 WB | 405 | -- | |
| 544+20 | -- | 562+07 | STH 54 WB | 1,342 | 894 | |
| 562+07 | -- | 564+80 | STH 54 WB | 207 | -- | |
| 564+80 | -- | 581+53 | STH 54 WB | 1,256 | -- | |
| 581+53 | -- | 583+72 | STH 54 WB | 164 | -- | |
| 583+72 | -- | 663+42 | STH 54 WB | 6,467 | 171 | |
| | | | SUB-TOTAL | 31,674 | 1,141 | |

- TEMPORARY MARKING LINE PAINT 4-INCH IS ILLUSTRATED ON PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS DETAIL IN CONSTRUCTION DETAILS AND IS FOR CENTERLINES AND LANE LINES.
- TEMPORARY MARKING LINE PAINT 8-INCH IS ILLUSTRATED ON PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS DETAIL IN CONSTRUCTION DETAILS AND IS FOR LANE LINES.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

TEMPORARY MARKING LINE PAINT 4-INCH, TEMPORARY MARKING LINE PAINT 8-INCH AND TEMPORARY MARKING CROSSWALK TAPE TRANSVERSE LINE 6-INCH SUMMARY (CONTINUED)

| STATION | TO | STATION | LOCATION | 643.3105 TEMPORARY MARKING LINE PAINT 4-INCH LF | 643.3205 TEMPORARY MARKIING LINE PAINT 8-INCH LF | 643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 663+42 | -- | 667+94 | STH 54 WB | 340 | -- | -- | |
| 667+94 | -- | 679+26 | STH 54 WB | 851 | -- | -- | |
| 679+26 | -- | 684+58 | STH 54 WB | 546 | -- | -- | |
| 684+58 | -- | 737+76 | STH 54 WB | 3,989 | -- | -- | |
| 143+58 | -- | 146+22 | WB STH 54 TO NB IH 43 RAMP (NW) | -- | 79 | -- | |
| TEMPORARY PEDESTRIAN ACCESS PLAN - BAY SETTLEMENT ROAD RAMPS | | | BAY SETTLEMENT ROAD | -- | -- | 163 | |
| | | | SUB-TOTAL | 5,726 | 79 | 163 | |
| | | | PROJECT TOTAL | 37,400 | 1,220 | 163 | |

- TEMPORARY MARKING LINE PAINT 4-INCH IS ILLUSTRATED ON PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS DETAIL IN CONSTRUCTION DETAILS AND IS FOR CENTERLINES AND LANE LINES.

- TEMPORARY MARKING LINE PAINT 8-INCH IS ILLUSTRATED ON PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS DETAIL IN CONSTRUCTION DETAILS AND IS FOR LANE LINES.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

## CULVERT MARKERS SUMMARY

633.5200

| STATION | OFFSET | LOCATION | * MARKERS CULVERT END EACH | REMARKS |
|---|---|---|---|---|
| 263+96 | 98' RT | STH 54 EB | 1 | |
| 272+73 | 71' RT | STH 54 EB | 1 | |
| 280+69 | 55' RT | STH 54 EB | 1 | |
| 581+68 | 89' LT | STH 54 WB | 1 | |
| 225+91 | 63' RT | STH 54 EB | 1 | |
| 235+80 | 48' LT | STH 54 EB | 1 | |
| 236+31 | 47' RT | STH 54 EB | 1 | |
| 239+62 | 41' RT | STH 54 EB | 1 | |
| 239+75 | 54' LT | STH 54 EB | 1 | |
| 250+08 | 76' RT | STH 54 EB | 1 | |
| 550+00 | 95' LT | STH 54 WB | 1 | |
| 602+28 | 55' LT | STH 54 WB | 1 | |
| 624+17 | 48' RT | STH 54 WB | 1 | |
| 624+18 | 53' LT | STH 54 WB | 1 | |
| 629+94 | 41' LT | STH 54 WB | 1 | |
| 638+30 | 66' LT | STH 54 WB | 1 | |
| 700+86 | 40' LT | STH 54 WB | 1 | |
| 416+02 | 42' RT | STH 54 EB | 1 | |
| 5003+73 | 113' RT | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R) | 1 | |
| | | TOTAL | 19 | |

* NOTE CONSTRUCTION DETAIL FOR FLEXIBLE MARKER POST EXTENDED FOR LENGTH OF MARKER DUE TO TALL WEEDS ADJACENT TO MARKER.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## CONSTRUCTION STAKING SUMMARY

| STATION | TO | STATION | LOCATION | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH | 650.9500 CONSTRUCTION STAKING SIDEWALK EACH | 650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 205+00 | -- | 439+00 | STH 54 EB | 23,400 | -- | -- | -- | |
| 505+00 | -- | 738+00 | STH 54 WB | 23,300 | -- | -- | -- | |
| 5703+00 | -- | 5717+00 | UNIVERSITY AVENUE / NICOLET DRIVE | 1,400 | -- | -- | -- | |
| 6501+00 | -- | 6520+00 | BAY SETTLEMENT ROAD | 1,900 | -- | -- | -- | |
| 6518+43 | -- | 6518+51 | BAY SETTLEMENT RD, RT | -- | 1 | -- | -- | |
| 6518+42 | -- | 6518+47 | BAY SETTLEMENT RD, LT | -- | 1 | -- | -- | |
| 6518+48 | -- | 6518+51 | BAY SETTLEMENT RD, LT | -- | 1 | -- | -- | |
| PROJECT 1480-27-71 | | | BAY SETTLEMENT RD | -- | -- | 1 | -- | |
| -- | -- | -- | PROJECT LIMITS | -- | -- | -- | 1 | |
| 266+21 | -- | 270+87 | STH 54 EB, LT & RT | -- | -- | -- | -- | |
| 310+27 | -- | 315+00 | STH 54 EB, LT & RT | -- | -- | -- | -- | |
| 356+56 | -- | 362+92 | STH 54 EB, LT | -- | -- | -- | -- | |
| 573+15 | -- | 577+64 | STH 54 WB, LT & RT | -- | -- | -- | -- | |
| 601+81 | -- | 607+61 | STH 54 WB, LT & RT | -- | -- | -- | -- | |
| 611+04 | -- | 616+68 | STH 54 WB | -- | -- | -- | -- | |
| 629+03 | -- | 634+23 | STH 54 WB | -- | -- | -- | -- | |
| 686+75 | -- | 689+12 | STH 54 WB, LT | -- | -- | -- | -- | |
| 5001+77 | -- | 5006+80 | EB STH 54 TO UNIVERSITY AVE RAMP (LOOP R) | -- | -- | -- | -- | |
| | | | TOTAL | 50,000 | 3 | 1 | 1 | |

## DIGITAL SPEED REDUCTION SYSTEM SUMMARY

| LOCATION | PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) | DIGITAL SPEED LIMIT TRAILERS | SPV.0045.01 DIGITAL SPEED REDUCTION SYSTEM DAY | REMARKS |
|---|---|---|---|---|
| STH 54 EB | 1 | 7 | 70 | |
| STH 54 WB | 1 | 7 | 70 | |
| | | TOTAL | 140 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

3

## ASJUSTING INLET COVERS, INLET EXTENSION RING, AND INLET COVERS SUMMARY

| STATION | LOCATION | * 611.8115 ADJUSTING INLET COVERS EACH | ** SPV.0060.01 INLET EXTENSION RINGS EACH | 611.0603 INLET COVERS TYPE A-S EACH | REMARKS |
|---|---|---|---|---|---|
| 5704+63 | NICOLET DR, LT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5705+14 | NICOLET DR, LT | 1 | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5705+35 | NICOLET DR, RT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5705+69 | NICOLET DR, RT & LT | -- | 2 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5709+56 | NB UNIVERSITY AVE, RT & LT | -- | 2 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5709+56 | SB UNIVERSITY AVE, RT | -- | 1 | 1 | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5709+56 | SB UNIVERSITY AVE, LT | 1 | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5712+57 | UNIVERSITY AVE, RT & LT | -- | 2 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5712+58 | SB UNIVERSITY AVE, RT | 1 | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5715+69 | UNIVERSITY AVE, RT & LT | -- | 2 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5715+73 | SB UNIVERSITY AVE, RT | 1 | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5716+28 | NB UNIVERSITY AVE, RT | 1 | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5600+93 | NICOLET DRIVE TO NICOLET DRIVE ON-RAMP (NWR ON), RT & LT | -- | 2 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5500+42 | NICOLET DRIVE TO WB STH 54 RAMP (NWR), RT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5101+36 | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF), RT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5102+66 | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF), LT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5103+13 | EB STH 54 TO NB UNIVERSITY AVE RAMP (LOOP OFF), RT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5005+76 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R), RT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5009+74 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R), RT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5012+70 | EB STH 54 TO SB UNIVERSITY AVE RAMP (LOOP R), RT | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 5203+68 | UNIVERSITY AVE TO EB STH 54 RAMP (SER) | -- | 1 | -- | EXISTING CASTING SIMILAR TO TYPE A, REPLACE TOP TWO RINGS |
| 6517+66 | SB BAY SETTLEMENT RD, LT | 1 | -- | -- | EXISTING CASTING SIMILAR TO TYPE H, REPLACE TOP TWO RINGS |
| 6517+66 | NB BAY SETTLEMENT RD, LT | 1 | -- | -- | EXISTING CASTING SIMILAR TO TYPE H, REPLACE TOP TWO RINGS |
| 6503+61 | NB BAY SETTLEMENT RD, LT | 1 | -- | -- | EXISTING CASTING SIMILAR TO TYPE H, REPLACE TOP TWO RINGS |
| 6010+80 | EB STH 54 TO BAY SETTLEMENT RD RAMP (RB), RT | 1 | -- | -- | EXISTING CASTING SIMILAR TO TYPE H, REPLACE TOP TWO RINGS |
| 6102+87 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | 1 | -- | -- | EXISTING CASTING SIMILAR TO TYPE H, REPLACE TOP TWO RINGS |
| 6105+90 | BAY SETTLEMENT RD TO EB STH 54 RAMP (RA), LT | 1 | -- | -- | EXISTING CASTING SIMILAR TO TYPE H, REPLACE TOP TWO RINGS |
| 6320+51 | BAY SETTLEMENT RD TO WB STH RAMP (RC), LT & RT | 2 | -- | -- | EXISTING CASTING SIMILAR TO TYPE H, REPLACE TOP TWO RINGS |
| 6320+42 | BAY SETTLEMENT RD TO WB STH RAMP (RC), RT | 1 | -- | -- | EXISTING CASTING SIMILAR TO TYPE H, REPLACE TOP TWO RINGS |
| | TOTAL | 14 | 26 | 1 | |

* USE 611.8115 ADJUSTING INLET COVERS TO REPLACE DAMAGED CONCRETE ADJUSTMENT RINGS AS DETERMINED BY THE ENGINEER. ADJUST INLET TO MATCH THE ADJACENT CURB AND GUTTER ELEVATION.

** USE SPV.0060.01 INLET EXTENSION RINGS TO RAISE THE INLET GRATE TO THE ELEVATION OF THE ASPHALT OVERLAY.

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

## REMOVING RAISED PAVEMENT MARKERS SUMMARY

| STATION | TO | STATION | LOCATION | SPV.0060.02 REMOVING RAISED PAVEMENT MARKERS WITH OVERLAY EACH | SPV.0060.03 REMOVING RAISED PAVEMENT MARKERS WITHOUT OVERLAY EACH | REMARKS |
|---|---|---|---|---|---|---|
| 213+80 | -- | 216+80 | EB STH 54 | 17 | 7 | INCLUDES EB STH 54 TO SB IH 43 RAMP (SE) |
| 232+23 | -- | 234+02 | EB STH 54 | 12 | 3 | INCLUDES EB STH 54 TO NB IH 43 RAMP (NL) |
| 274+05 | -- | 275+80 | EB STH 54 | 15 | -- | INCLUDES EB STH 54 TO UNIVERSITY AVENUE RAMP (LOOP R) |
| 358+64 | -- | 361+93 | EB STH 54 | 13 | 11 | INCLUDES EB STH 54 TO BAY SETTLEMENT RD RAMP (RB) |
| 517+30 | -- | 519+43 | WB STH 54 | 11 | 4 | INCLUDES WB STH 54 TO SB IH 43 RAMP (SL) |
| 339+10 | -- | 542+61 | WB STH 54 | 19 | 9 | INCLUDES WB STH 54 TO NB IH 43 RAMP (NW) |
| 581+75 | -- | 583+66 | WB STH 54 | 17 | -- | INCLUDES WB STH 54 TO NICOLET DRIVE RAMP (NER) |
| 679+32 | -- | 682+77 | WB STH 54 | 18 | 9 | INCLUDES WB STH 54 TO BAY SETTLEMENT RD RAMP (RD) |
| | | | TOTAL | 122 | 43 | |

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.
ALL STATIONS AND OFFSETS PROVIDED ARE APPROXIMATE.

* NOTE: AT SAND BARREL ARRAY LOCATIONS, WIDEN HMA PAVEMENT OVERLAY TO COVER EXISTING CONCRETE PAD AND EXTEND HMA PAVEMENT TO THE WIDTH AND LENGTH SPECIFIED BY THE SAND BARREL ARRAY'S MANUFACTURER. HMA PAVEMENT FOR SAND BARREL ARRAY IS INCIDENTAL TO THE FOUNDATION FOR THE SAND BARREL ARRAY.

END CONSTRUCTION STA 505+81.60

PI: 203+35.07'EB'

END CONSTRUCTION STA 114+69.37

REMOVING CONCRETE PAVEMENT BUTT JOINT (SEE BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS IN CONSTRUCTION DETAILS)

115SW

115SL

115ES

END CONSTRUCTION STA 120+44.03

REMOVING CONCRETE PAVEMENT BUTT JOINT (SEE BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS IN CONSTRUCTION DETAILS)

* INSTALL SAND BARREL ARRAYS

525'WB'

3585WN

505'WB'

205'EB'

510'WB'

515'WB'

120SL

121SL

520'WB'

END CONSTRUCTION STA 3585+87.81

STH 54/57 WB

UNIVERSITY WAY

PI: 204+63.84'EB'

210'EB'

BEGIN PROJECT
STA 205+82.80
Y=567,265.477
X=114,110.942

* INSTALL SAND BARREL ARRAYS

PC: 216+22.13'EB'

REMOVING CONCRETE PAVEMENT BUTT JOINT (SEE BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS IN CONSTRUCTION DETAILS)

CURVE 1
PI STA = 220'EB'+89.52
Y = 568055.897
X = 115393.697
DELTA = 21°10'45"
D = 2°17'31"
T = 467.39'
L = 924.12'
R = 2500.00'
PC STA = 216'EB'+22.13
PT STA = 225'EB'+46.25
SE = 4.8%

MATCH LINE 230+50

5

INCREASE ROADWAY CROSS-SLOPE FROM 1.5% TO 2% WITH WEDGING
- STA 205+83 'EB' - STA 206+43 'EB' - WEDGE WITH HMA PAVEMENT 4 SMA 58-28V
- STA 206+43 'EB' - STA 209+03 'EB' - WEDGE WITH HMA PAVEMENT INTERLAYER
- STA 505+82 'WB' - STA 506+42 'WB' - WEDGE WITH HMA PAVEMENT 4 SMA 58-28V
- STA 506+42 'WB' - STA 510+00 'WB' - WEDGE WITH HMA PAVEMENT INTERLAYER

215'EB'

120ES

END CONSTRUCTION STA 124+44.11

* INSTALL SAND BARREL ARRAYS

230'EB'

REMOVING CONCRETE PAVEMENT BUTT JOINT (SEE BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS IN CONSTRUCTION DETAILS)

220'EB'

125ES

225'EB'

PT: 225+46.25'EB'

120SE

END CONSTRUCTION STA 116+83.82

CURVE 1 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 2 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

140NW

END CONSTRUCTION STA 143+48.08

REMOVING CONCRETE PAVEMENT BUTT JOINT (SEE BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS IN CONSTRUCTION DETAILS)

* NOTE: AT SAND BARREL ARRAY LOCATIONS, WIDEN HMA PAVEMENT OVERLAY TO COVER EXISTING CONCRETE PAD AND EXTEND HMA PAVEMENT TO THE WIDTH AND LENGTH SPECIFIED BY THE SAND BARREL ARRAY'S MANUFACTURER. HMA PAVEMENT FOR SAND BARREL ARRAY IS INCIDENTAL TO THE FOUNDATION FOR THE SAND BARREL ARRAY.

CURVE 3
PI STA = 258'EB'+62.71
Y = 571070.660
X = 117680.351
DELTA = 53°40'17"
D = 2°46'43"
T = 1043.20'
L = 1931.56'
R = 2062.00'
PC STA = 248'EB'+19.51
PT STA = 267'EB'+51.07
SE = 5.1%

530'WB'

535'WB'

540'WB'

145NW

* INSTALL SAND BARREL ARRAYS

545'WB'

CURVE 2
PI STA = 533'WB'+25.26
Y = 569509.455
X = 115701.555
DELTA = 22°04'46"
D = 2°14'49"
T = 497.50'
L = 982.66'
R = 2550.00'
PC STA = 528'WB'+27.76
PT STA = 538'WB'+10.42
SE = 4.7%

* NOTE: AT SAND BARREL ARRAY LOCATIONS, WIDEN HMA PAVEMENT OVERLAY TO COVER EXISTING CONCRETE PAD AND EXTEND HMA PAVEMENT TO THE WIDTH AND LENGTH SPECIFIED BY THE SAND BARREL ARRAY'S MANUFACTURER. HMA PAVEMENT FOR SAND BARREL ARRAY IS INCIDENTAL TO THE FOUNDATION FOR THE SAND BARREL ARRAY.

PC: 248+19.51'EB'

550'WB'

555'WB'

* INSTALL SAND BARREL ARRAYS

250'EB'

255'EB'

560'WB'

245'EB'

146NE

240'EB'

145NE

REMOVING CONCRETE PAVEMENT BUTT JOINT (SEE BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS IN CONSTRUCTION DETAILS)

235'EB'

STH 54/57 EB

135SW

135NL

CURVE 3 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

260'EB'

SECTION CORNER

T 24 N
R 21 E
28 27

END CONSTRUCTION STA 135+08.12

END CONSTRUCTION STA 144+94.48

REMOVING CONCRETE PAVEMENT BUTT JOINT (SEE BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS IN CONSTRUCTION DETAILS)

140NE

MATCH LINE 230+50

MATCH LINE 261+00

BENCH MARKS

| NO. | STATION | ELEV. | DESCRIPTION |
|---|---|---|---|
| 4000 | 546'WB'+87 LT | 596.29 | GREEN BAY NE GPS MONUMENT - LOCATION IS 1905.60' LT OF ALIGNMENT 'WB' |

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN SHEETS | SHEET 155 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn

PLOT DATE : 10/11/2023 7:08 AM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

SEE DETAIL OF STH 54 EXISTING MAINTENANCE CROSSOVER RESURFACING

CURVE 4 SUPERELEVATION (SE) NO PROPOSED CHANGE TO SE

REMOVING ASPHALTIC PAVEMENT BUTT JOINT (SEE TRANSITION FROM CONCRETE PAVEMENT WITH ASPHALT OVERLAY TO STRUCTURE IN CONSTRUCTION DETAILS)

5705'UNNI

MCOLET DR

5310'NER'

INSTALL MGS THRIE BEAM TRANSITION

INSTALL 175 LF OF MGS GUARDRAIL 3

5305'NER'

INSTALL MGS GUARDRAIL TERMINAL EAT

5505'NWR'

INSTALL 237.5 LF OF MGS GUARDRAIL 3

565'WB'

570'WB'

575'WB'

580'WB'

585'WB'

590'WB'

STH 54/57 WB

PT: 267+51.07'EB'

5510'NWR'

265'EB'

270'EB'

275'EB'

INSTALL 237.5 LF OF MGS GUARDRAIL 3

280'EB'

285'EB'

290'EB'

5220'SER'

STH 54/57 EB

REPLACE ENDWALL WITH APRON ENDWALL FOR CULVERT PIPE STEEL 18-INCH

INSTALL MGS GUARDRAIL TERMINAL EAT

STRUCTURE B-05-0217 NO PROPOSED WORK

INSTALL MGS GUARDRAIL TERMINAL EAT

5215'SER'

MATCH LINE 291+50

MATCH LINE 276+00

5710'UNNI

UNIVERSITY AVE

STRUCTURE B-05-0218 NO PROPOSED WORK

INSTALL MGS THRIE BEAM TRANSITION

PC: 275+89.08'EB'

5005'LOOP R'

INSTALL 350 LF OF MGS GUARDRAIL 3

SLOPE INTERCEPT (TYP)

5210'SER'

CURVE 4
PI STA = 561'WB'+59.60
Y = 571153.542
X = 118025.472
DELTA = 36°07'45"
D = 2°40'05"
T = 700.44'
L = 1354.14'
R = 2147.48'
PC STA = 554'WB'+59.17
PT STA = 568'WB'+13.31
SE = 5.2%

INSTALL 125 LF OF MGS GUARDRAIL 3

INLET EXTENSION RING REQUIRED

INSTALL MGS GUARDRAIL TERMINAL TYPE 2

INCREASE ROADWAY CROSS-SLOPE FROM 1.5% TO 2% WITH WEDGING
- STA 275+40 'EB' - STA 288+41 'EB' - WEDGE WITH HMA PAVEMENT INTERLAYER
- STA 574+15 'WB' - STA 582+00 'WB' - WEDGE WITH HMA PAVEMENT INTERLAYER
- STA 590+43 'WB' - STA 600+66 'WB' - WEDGE WITH HMA PAVEMENT INTERLAYER
- STA 600+66 'WB' - STA 601+27 'WB' - WEDGE WITH HMA PAVEMENT 4 SMA 58-28V
- STA 5502+34 'NWR' - STA 5508+20 'NWR' - WEDGE WITH HMA PAVEMENT INTERLAYER
- STA 5301+68 'NER' - STA 5309+62 'NER' - WEDGE WITH HMA PAVEMENT INTERLAYER

MATCH LINE 291+50

INSTALL 287.5 OF MGS GUARDRAIL 3

INSTALL MGS GUARDRAIL TERMINAL TYPE 2

INSTALL MGS GUARDRAIL TERMINAL EAT

INSTALL MGS GUARDRAIL TERMINAL TYPE 2

INSTALL 37.5 LF OF MGS GUARDRAIL 3

INSTALL 112.5 LF OF MGS GUARDRAIL 3 L WITH 25 LF CENTER TO CENTER OF POSTS OVER STRUCTURE

INSTALL MGS GUARDRAIL TERMINAL EAT

INSTALL 175 LF OF MGS GUARDRAIL 3

595'WB'

600'WB'

605'WB'

610'WB'

615'WB'

620'WB'

STH 54/57 WB

REMOVING CONCRETE PAVEMENT BUTT JOINT (SEE BUTT JOINT DETAIL FOR NON-MILLED CONCRETE PAVEMENTS IN CONSTRUCTION DETAILS)

SLOPE INTERCEPT (TYP)

INSTALL 325 LF OF MGS GUARDRAIL 3

SECTION CORNER

INSTALL 37.5 LF OF MGS GUARDRAIL 3

INSTALL MGS GUARDRAIL TERMINAL EAT

INSTALL 112.5 LF OF MGS GUARDRAIL 3 L WITH 25 LF CENTER TO CENTER OF POSTS OVER STRUCTURE

INSTALL 212.5 LF OF MGS GUARDRAIL 3

INSTALL 287.5 LF OF MGS GUARDRAIL 3

INSTALL MGS GUARDRAIL TERMINAL TYPE 2

T 24 N
R 27 26 E
21

295'EB'

300'EB'

305'EB'

310'EB'

315'EB'

320'EB'

5225'SER'

PT: 297+00.14'EB'

PC: 298+39.12'EB'

PT: 305+31.70'EB'

STH 54/57 EB

INSTALL ASPHALTIC SURFACE FOR DRIVEWAYS & FIELD ENTRANCES. SEE RURAL ENTRANCE WITH ASPHALTIC SURFACE RESURFACING PROJECTS IN CONSTRUCTION DETAILS.

INSTALL 287.5 LF OF MGS GUARDRAIL 3

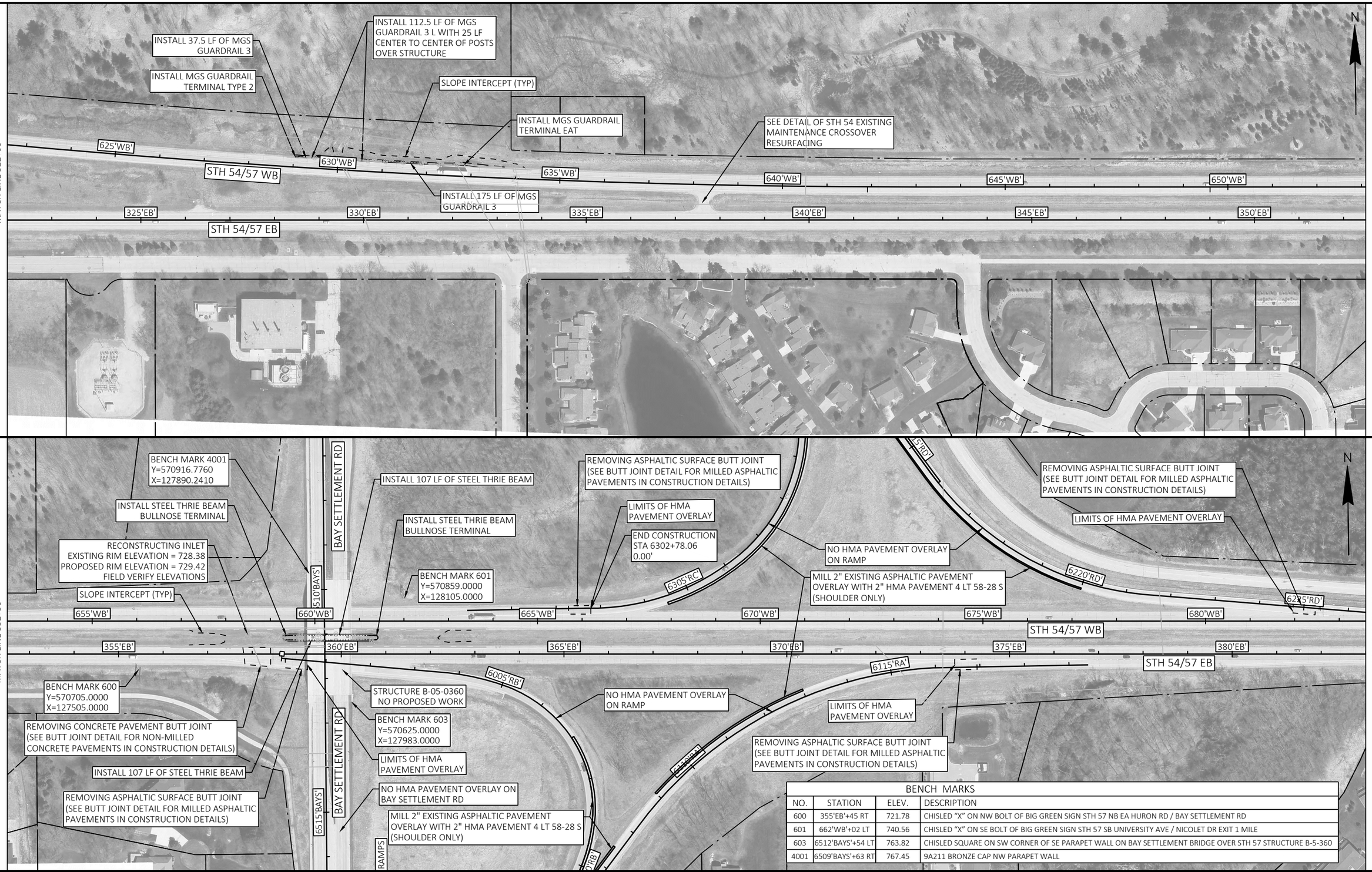
MATCH LINE 322+00

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN SHEETS | SHEET 156 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 10/11/2023 7:08 AM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44




BENCH MARKS

| NO. | STATION | ELEV. | DESCRIPTION |
|---|---|---|---|
| 600 | 355'EB'+45 RT | 721.78 | CHISLED "X" ON NW BOLT OF BIG GREEN SIGN STH 57 NB EA HURON RD / BAY SETTLEMENT RD |
| 601 | 662'WB'+02 LT | 740.56 | CHISLED "X" ON SE BOLT OF BIG GREEN SIGN STH 57 SB UNIVERSITY AVE / NICOLET DR EXIT 1 MILE |
| 603 | 6512'BAYS'+54 LT | 763.82 | CHISLED SQUARE ON SW CORNER OF SE PARAPET WALL ON BAY SETTLEMENT BRIDGE OVER STH 57 STRUCTURE B-5-360 |
| 4001 | 6509'BAYS'+63 RT | 767.45 | 9A211 BRONZE CAP NW PARAPET WALL |

## SUPER ELEVATION TABLE, EXTRA DEPTH MILLING & WEDGING

| CURVE NO. | STATION PC | STATION PT | RADIUS (FT) | TRANSITION IN REGION: END NORMAL CROWN | TRANSITION IN REGION: LEVEL CROWN | TRANSITION IN REGION: REVERSE CROWN | TRANSITION IN REGION: BEGIN FULL SUPER | TRANSITION OUT REGION: END FULL SUPER | TRANSITION OUT REGION: REVERSE CROWN | TRANSITION OUT REGION: LEVEL CROWN | TRANSITION OUT REGION: BEGIN NORMAL CROWN | EXISTING e (%) | PROPOSED MAX e | DESIGN SPEED (MPH) | MILLING: MAX. DEPTH (INCHES) | MILLING: LOCATION | WEDGING *: MAX. DEPTH (INCHES) | WEDGING *: LOCATION | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CURVE 5 | 391+38.31 | 428+18.37 | 2865 | 389+25.98 | 390+00.98 | 390+69.64 | 392+06.98 | 427+49.70 | 428+87.04 | 429+55.70 | 430+30.70 | 4.6% | 5.50% | 70 | 4.1" | LT & RT SHOULDERS AND LANES | 3.2" | EB RT SHOULDER & LANE | INCREASE SUPER ELEVATION |
| CURVE 6 | 691+42.48 | 728+22.54 | 2865 | 689+30.15 | 690+05.15 | 690+73.81 | 692+11.15 | 727+53.87 | 728+91.21 | 729+59.87 | 730+34.87 | 4.5% | 5.50% | 70 | 4.4" | LT & RT SHOULDERS AND LANES | 3.9" | WB RT LANE AND LT SHOUDLER & LANE | INCREASE SUPER ELEVATION |

* ASPHALTIC SURFACE SHALL BE USED FOR WEDGING. ASPHALTIC SURFACE MAY NOT USE LT MIXES.

SLOPE INTERCEPT (TYP)

INSTALL MGS GUARDRAIL TERMINAL EAT

INSTALL MGS THRIE BEAM TRANSITION

MATCH LINE 383+00

685'WB'

385'EB'

STH 54/57 WB

STH 54/57 EB

690'WB'

390'EB'

SEE DETAIL OF STH 54 EXISTING MAINTENANCE CROSSOVER RESURFACING

695'WB'

395'EB'

PC: 391+38.31'EB'

700'WB'

400'EB'

CURVE 6 SUPERELEVATION (SE)*
AVERAGE EXISTING SE = 4.5%
PROPOSED WEDGING AND MILLING TO CORRECT SE TO 5.5%

705'WB'

405'EB'

710'WB'

410'EB'

CURVE 5 SUPERELEVATION (SE)*
AVERAGE EXISTING SE = 4.6%
PROPOSED WEDGING AND MILLING TO CORRECT SE TO 5.5%

MATCH LINE 413+50

CURVE 5
PI STA = 412+81.44
Y = 570656.454
X = 133241.688
DELTA = 73°35'45"
D = 1°59'59"
T = 2143.13'
L = 3680.06'
R = 2865.00'
PC STA = 391+38.31
PT STA = 428+18.37
SE = 4.6%

CURVE 6
PI STA = 712+85.61
Y = 570731.256
X = 133187.421
DELTA = 73°35'45"
D = 1°59'59"
T = 2143.13'
L = 3680.06'
R = 2865.00'
PC STA = 691+42.48
PT STA = 728+22.54
SE = 4.5%

MATCH LINE 413+50

715'WB'

415'EB'

720'WB'

420'EB'

SEE DETAIL OF STH 54 EXISTING MAINTENANCE CROSSOVER RESURFACING

725'WB'

425'EB'

PT: 428+18.37'EB'

REMOVING ASPHALTIC SURFACE BUTT JOINT (SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS IN CONSTRUCTION DETAILS)

730'WB'

430'EB'

STH 54/57 WB

STH 54/57 EB

735'WB'

435'EB'

STH 54/57 WB

STH 54/57 EB

END CONSTRUCTION
STA 737+76.21

740'WB'

440'EB'

END PROJECT
STA 438+01.87
Y=573,642.579
X=134,168.433

MATCH LINE 444+00

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN SHEETS | SHEET 158 | E |
|---|---|---|---|---|---|

END CONSTRUCTION
STA 5702+39.06

REMOVING CONCRETE PAVEMENT BUTT JOINT
(SEE BUTT JOINT DETAIL FOR NON-MILLED
CONCRETE PAVEMENTS AND HMA PAVEMENT
TAPER ON CURB AND GUTTER AT BUTT
JOINTS FOR NON-MILLED CONCRETE
PAVEMENTS IN CONSTRUCTION DETAILS)

CURVE 4 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

END CONSTRUCTION
STA 5702+96.67

BM 4829
Y=571481.3020
X=119196.8860

INLET EXTENSION
RINGS REQUIRED

INCREASE ROADWAY CROSS-SLOPE FROM
1.5% TO 2% WITH WEDGING
- STA 5707+39 'UNNI' - STA 5709+09 'UNNI' - WEDGE WITH HMA PAVEMENT INTERLAYER
- STA 5706+69 'UNNI' - STA 5712+41 'UNNI' - WEDGE WITH HMA PAVEMENT INTERLAYER

INLET EXTENSION
RINGS REQUIRED

5505'NWR'

5510'NWR'

565'WB'

5310'NER'

NICOLET DR

ADJUSTING INLET
COVERS

570'WB'

265'EB'

PT: 267+51.07'EB'

270'EB'

575'WB'

5305'NER'

580'WB'

275'EB'

SLOPE INTERCEPT (TYP)

ADJUSTING INLET
COVERS

INLET EXTENSION
RINGS REQUIRED

INLET EXTENSION
RINGS REQUIRED

5710'UNNI'

PC: 275+89.08'EB'

280'EB'

585'WB'

STH 54/57 EB

STH 54/57 WB

590'WB'

285'EB'

ADJUSTING INLET
COVERS

INLET EXTENSION
RINGS REQUIRED

INLET EXTENSION
RINGS REQUIRED

INLET EXTENSION
RINGS REQUIRED

5005'LOOP R'

5215'SER'

290'EB'

5220'SER'

REMOVE DRIVEWAY OPENING CURB AND GUTTER
AND REPLACE WITH CONCRETE CURB & GUTTER 30-INCH TYPE A
WITH GUTTER SLOPE MATCHING EXISTING ADJACENT CURB AND GUTTER

5210'SER'

BM 1001
Y=570368.5600
X=119090.9890

5715'UNNI'

ADJUSTING INLET
COVERS

5010'LOOP R'

5205'SER'

INLET EXTENSION
RINGS REQUIRED

INLET EXTENSION
RINGS REQUIRED

ADJUSTING INLET
COVERS

REMOVING CONCRETE PAVEMENT BUTT JOINT
(SEE BUTT JOINT DETAIL FOR NON-MILLED
CONCRETE PAVEMENTS AND HMA PAVEMENT
TAPER ON CURB AND GUTTER AT BUTT
JOINTS FOR NON-MILLED CONCRETE
PAVEMENTS IN CONSTRUCTION DETAILS)

END CONSTRUCTION
STA 5716+87.75

UNIVERSITY AVE

END CONSTRUCTION
STA 5716+88.03

N

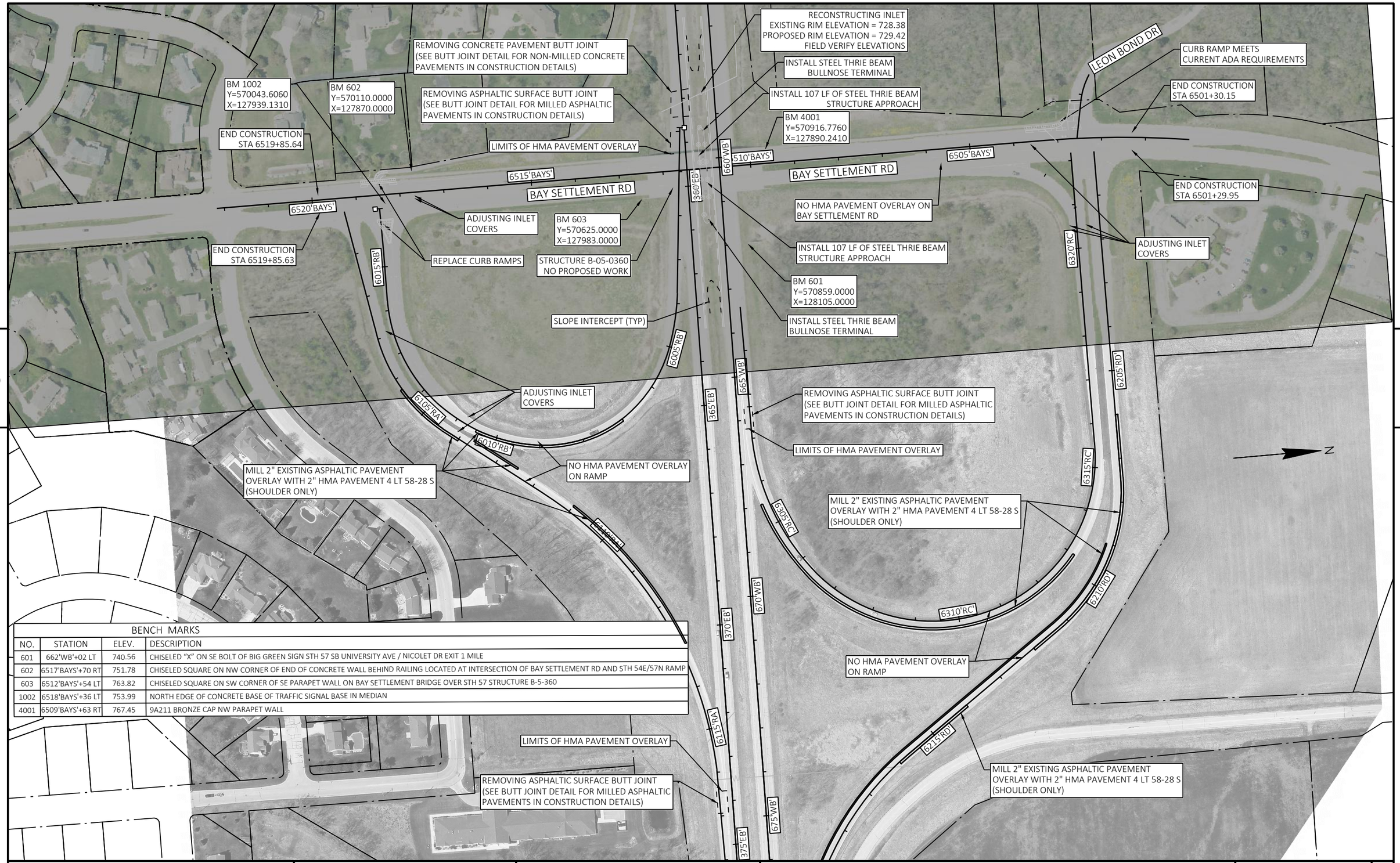
| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION | ELEV. | DESCRIPTION |
| 1001 | 5715'UNNI'+25 RT | 595.73 | NAIL IN POWER POLE 36DD16 |
| 4829 | 5704'UNNI'+11 LT | 590.75 | SPIKE IN LIGHT POLE S 16CC56 |

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN SHEETS - UNIVERSITY AVE / NICOLET DR RAMPS | SHEET 159 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050205-pn

PLOT DATE : 10/11/2023 7:12 AM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44




BENCH MARKS

| NO. | STATION | ELEV. | DESCRIPTION |
|---|---|---|---|
| 601 | 662'WB'+02 LT | 740.56 | CHISELED "X" ON SE BOLT OF BIG GREEN SIGN STH 57 SB UNIVERSITY AVE / NICOLET DR EXIT 1 MILE |
| 602 | 6517'BAYS'+70 RT | 751.78 | CHISELED SQUARE ON NW CORNER OF END OF CONCRETE WALL BEHIND RAILING LOCATED AT INTERSECTION OF BAY SETTLEMENT RD AND STH 54E/57N RAMP |
| 603 | 6512'BAYS'+54 LT | 763.82 | CHISELED SQUARE ON SW CORNER OF SE PARAPET WALL ON BAY SETTLEMENT BRIDGE OVER STH 57 STRUCTURE B-5-360 |
| 1002 | 6518'BAYS'+36 LT | 753.99 | NORTH EDGE OF CONCRETE BASE OF TRAFFIC SIGNAL BASE IN MEDIAN |
| 4001 | 6509'BAYS'+63 RT | 767.45 | 9A211 BRONZE CAP NW PARAPET WALL |

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | PLAN SHEETS - BAY SETTLEMENT RD RAMPS | SHEET 160 | E |
|---|---|---|---|---|---|

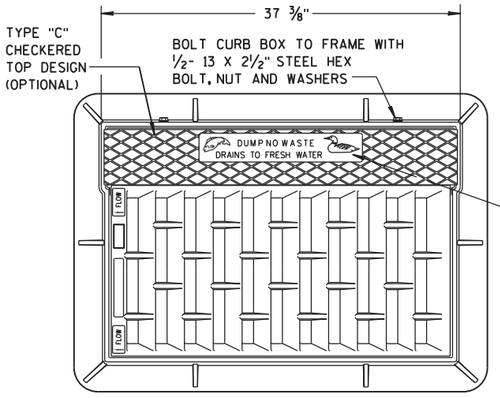
# Standard Detail Drawing List

| | |
|---|---|
| 08A05-19A | INLET COVERS TYPE A, H, A-S, H-S & Z |
| 08D01-23A | CONCRETE CURB & GUTTER |
| 08D01-23B | CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS |
| 08D02-08A | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D02-08B | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D02-08C | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D05-20A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-20B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-20C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-20D | CURB RAMPS TYPE 4B AND 4B1 |
| 08D05-20E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08D05-20F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS |
| 08D05-20G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 13A05-06A | SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY |
| 13A05-06B | SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY |
| 13C09-17A | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-17B | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-17C | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C14-07A | BASE PATCHING CONCRETE |
| 13C14-07B | BASE PATCHING CONCRETE |
| 13C14-07C | BASE PATCHING CONCRETE |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 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 |
| 14B29-01 | SAFETY EDGE |
| 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 |
| 14B43-04A | MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) |
| 14B43-04B | MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) |
| 14B43-04C | MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) |
| 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) |
| 14B47-05A | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05B | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05C | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05D | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05E | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05F | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05G | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 15C02-09A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-09B | BARRICADES AND SIGNS FOR VARIOUS CLOSURES |
| 15C04-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |

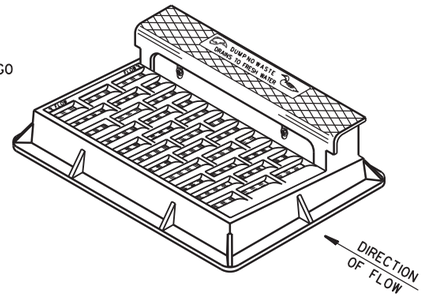

6

# Standard Detail Drawing List

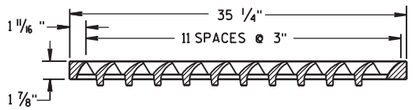
| | |
|---|---|
| 15C05-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 15C07-15B | PAVEMENT MARKING WORDS |
| 15C07-15E | PAVEMENT MARKING FOR BIKE LANES |
| 15C08-23A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C08-23B | TEMPORARY LONGITUDINAL PAVEMENT MARKING |
| 15C08-23C | PAVEMENT MARKING (TURN LANES) |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C12-09A | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION |
| 15C18-08B | MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE |
| 15C19-08B | MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY |
| 15C29-08A | BICYCLE LANE MARKING |
| 15C31-05A | PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP |
| 15C31-05C | PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP |
| 15C31-05D | PAVEMENT MARKING LANE DROP AND LANE REDUCTION |
| 15C33-04 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D12-11A | TRAFFIC CONTROL, LANE CLOSURE |
| 15D12-11B | TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION |
| 15D12-11D | TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM |
| 15D14-06 | TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY |
| 15D15-07A | TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07B | TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07C | TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07D | TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07E | TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE |
| 15D16-06 | TRAFFIC CONTROL, EXIT RAMP CLOSURE |
| 15D20-07A | TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D20-07B | TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D20-07C | TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D21-07A | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D21-07B | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D27-03 | TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH |
| 15D28-04 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY |
| 15D30-09A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09F | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D39-02 | TRAFFIC CONTROL, DROP-OFF SIGNING |
| 15D40-05B | TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER |
| 15D40-05D | TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER |
| 15D47-03B | TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER |

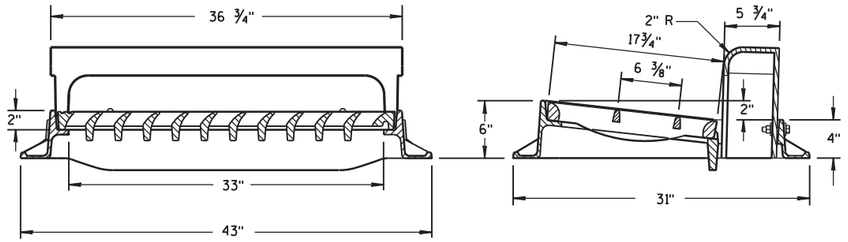


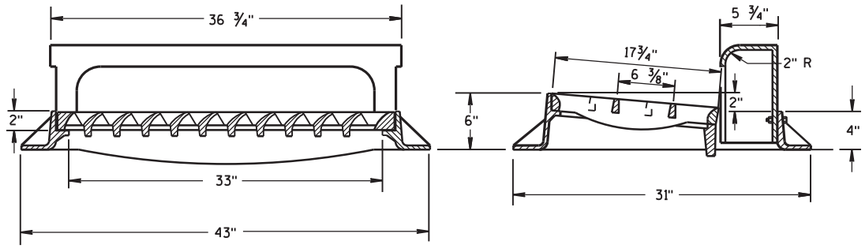

**NOTE:**
**GRATE IS REVERSIBLE.**




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

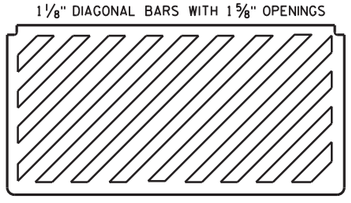



## TYPE "H"

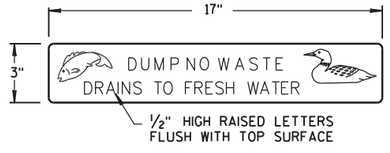
**NOTE: EITHER CASTING IS ACCEPTABLE**



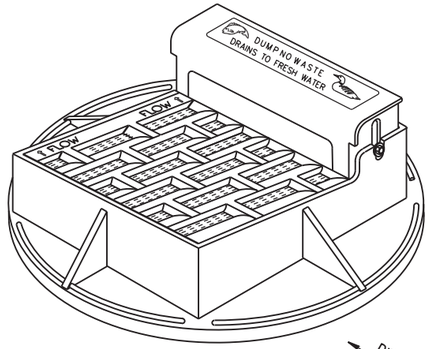

## SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

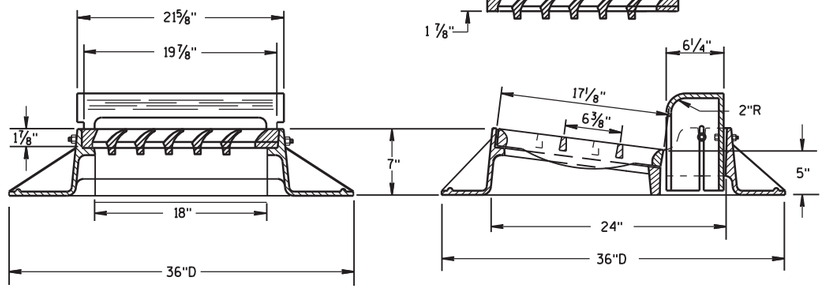



## LOGO DETAIL




NOTE: CURB BOX ADJUSTABLE 4" TO 9"

**NOTE:**
**GRATE IS REVERSIBLE.**



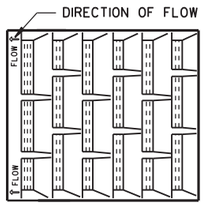

## TYPE "A"

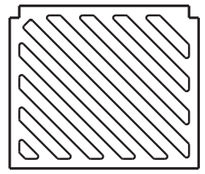
## GENERAL NOTES

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.

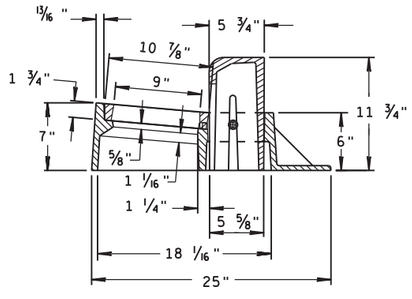


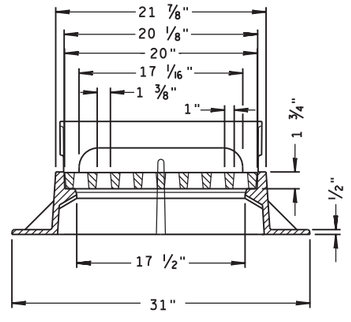




## SPECIAL GRATE FOR TYPE "A" COVER

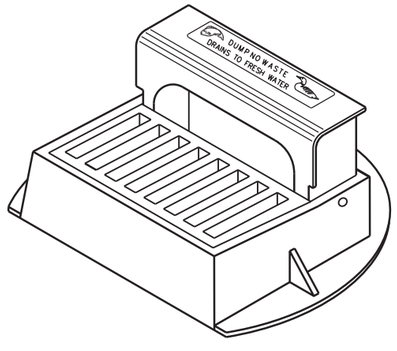
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)




## TYPE "Z"




## INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

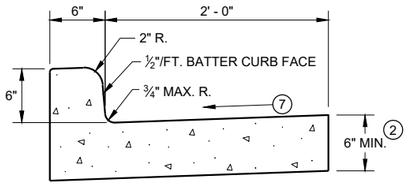
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA



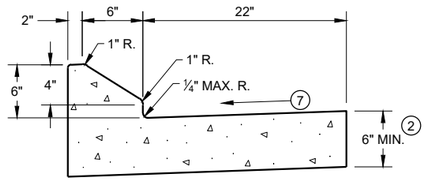
6

S.D.D. 8 A 5-19a

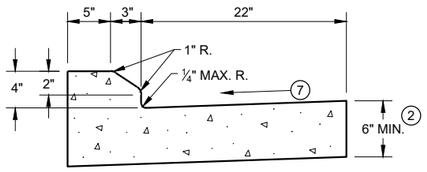
S.D.D. 8 A 5-19a



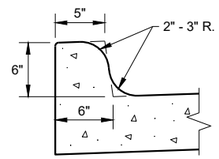

**TYPES A (1) & D**



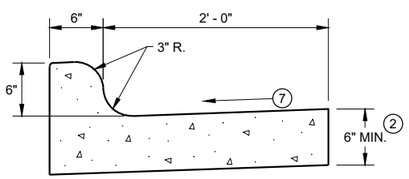

**6" SLOPED CURB TYPES G (1) & J**




**4" SLOPED CURB TYPES G (1) & J**

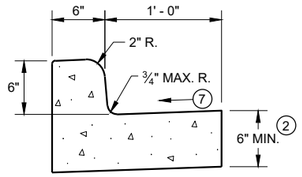



**TYPES K (1) & L**
(OPTIONAL CURB SHAPE)



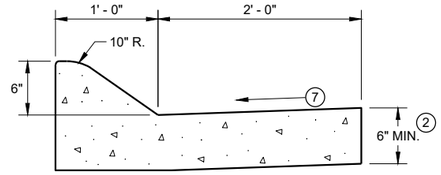

**TYPES K (1) & L**

**CONCRETE CURB AND GUTTER 30"**

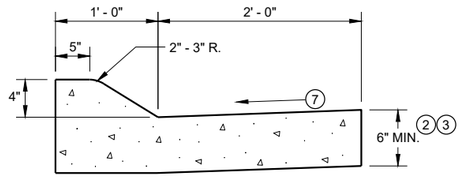



**TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 18"**

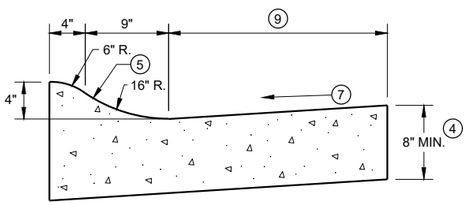



**6" SLOPED CURB TYPES A (1) & D**



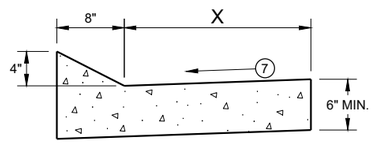

**4" SLOPED CURB TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 36"**




**4" SLOPED CURB TYPES R (1) & T**

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

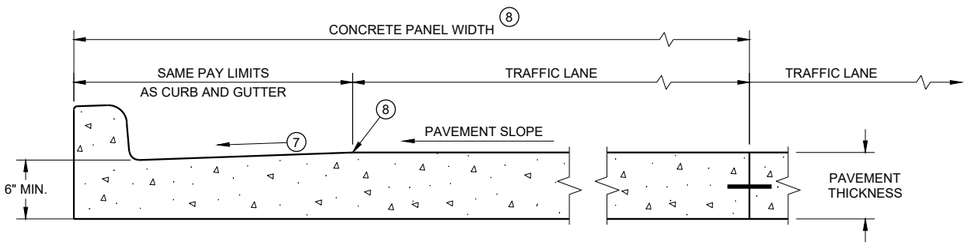



**TYPES TBT & TBTT (1)**

**CONCRETE CURB AND GUTTER**

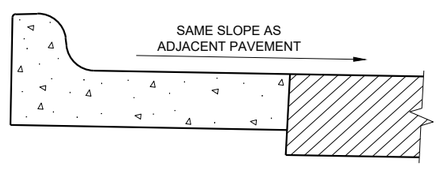
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

| PAVEMENT THICKNESS | MAXIMUM PANEL WIDTH |
|---|---|
| LESS THAN 10" | 12' |
| 10" & ABOVE | 15' |




**PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER**

* BIKE LANE IS NOT SHOWN




**REVERSE SLOPE GUTTER (6)**
(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

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

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

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

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

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

**CONCRETE CURB AND GUTTER**

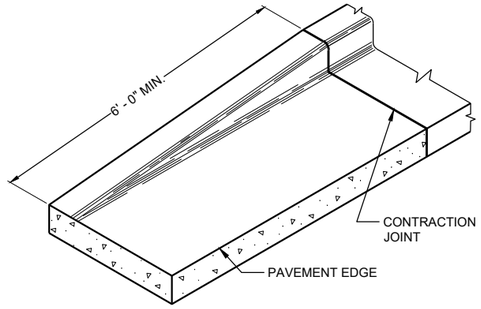
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



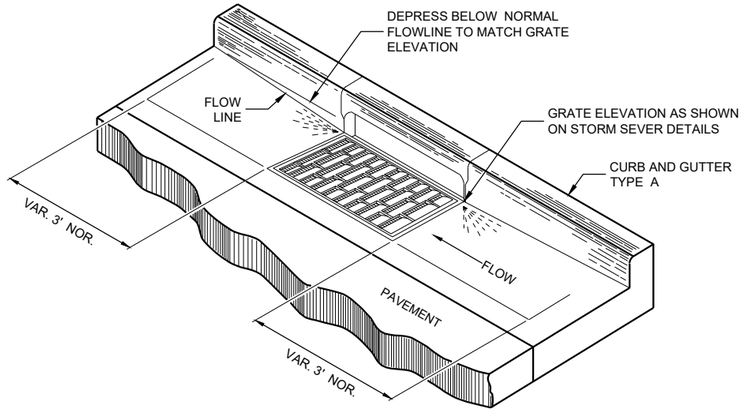


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SDD 08D01 - 23a




**END SECTIONCURB AND GUTTER**




**DETAIL OF CURB AND GUTTER AT INLETS**

(TYPICAL H INLET COVER SHOWN)

## GENERAL NOTES

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

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

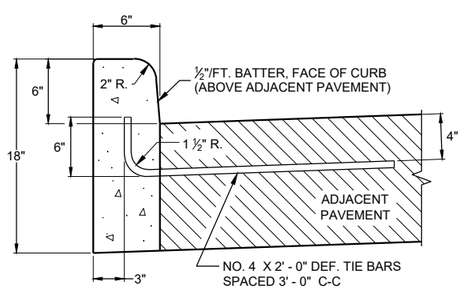
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

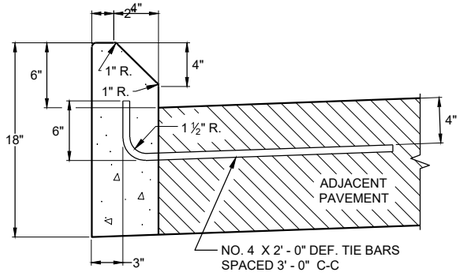
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

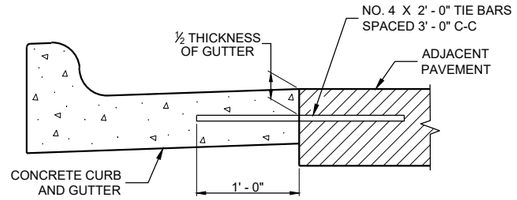



**TYPES A (1) & D**

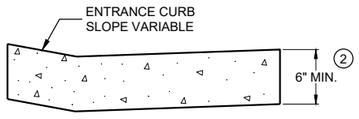



**TYPES G (1) & J**

**CONCRETE CURB**

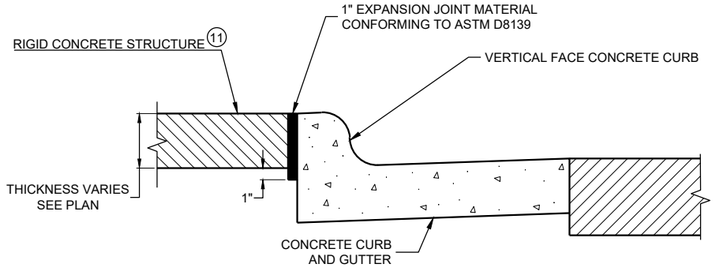



**TYPICAL TIE BAR LOCATION (1)**

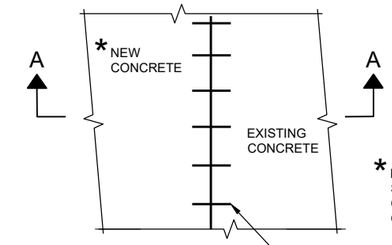



**DRIVEWAY ENTRANCE CURB (10)**

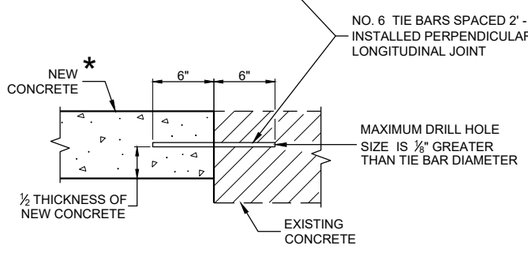
(WHEN DIRECTED BY THE ENGINEER)




**EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)**




**PLAN VIEW**




**SECTION A - A**

**TIE BARS DRILLED INTO EXISTING PAVEMENT**

**CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA





6



SDD08D01 - 23b

## GENERAL NOTES

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

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

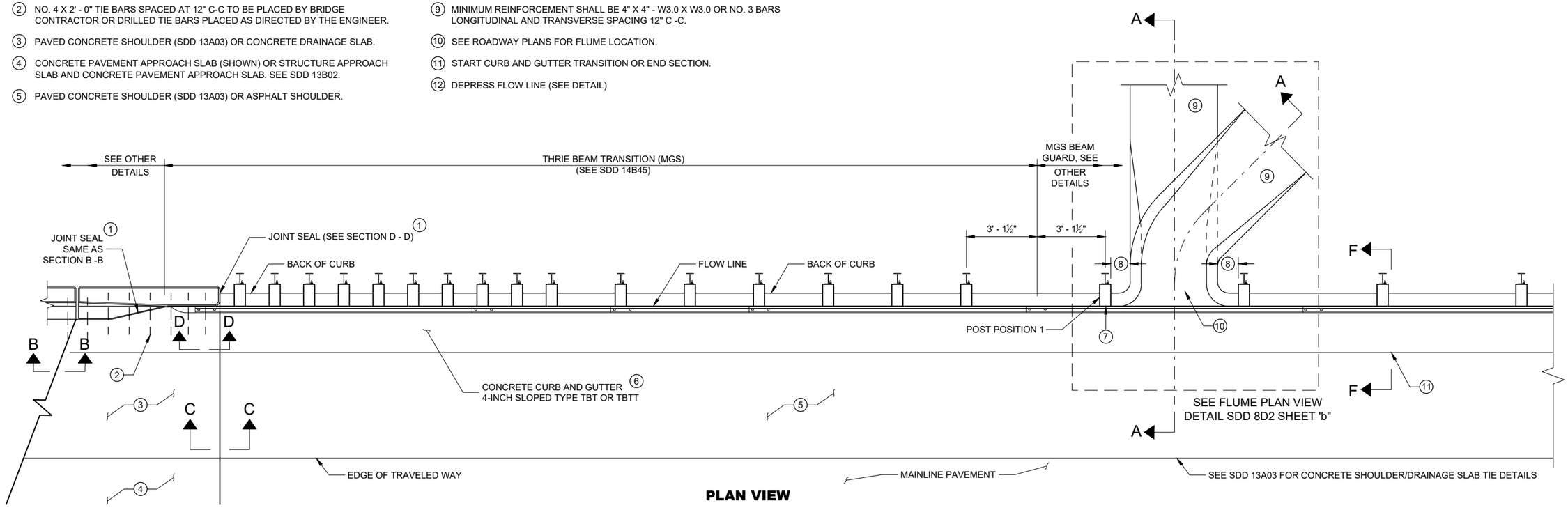
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

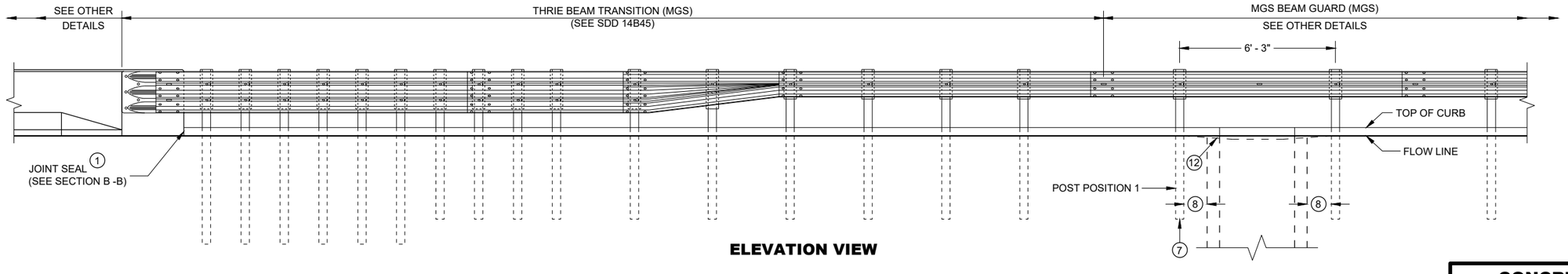
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)




**PLAN VIEW**




**ELEVATION VIEW**

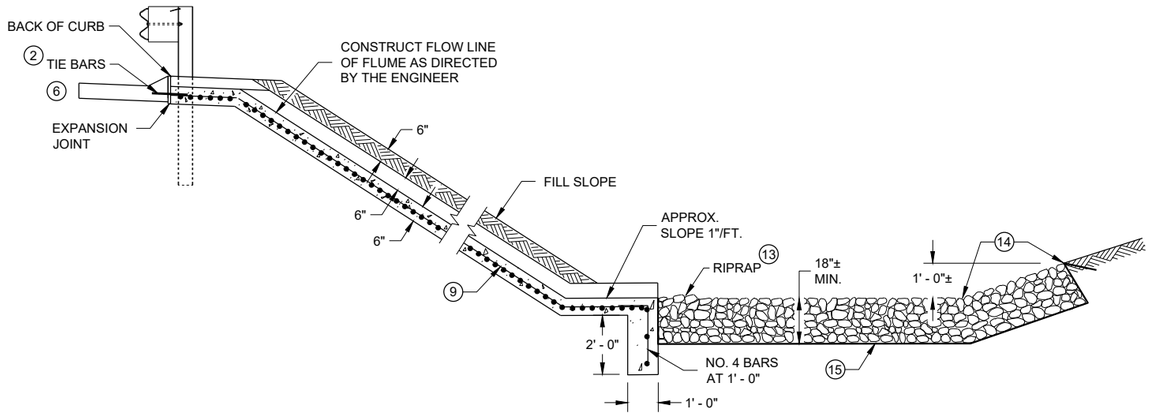
**CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

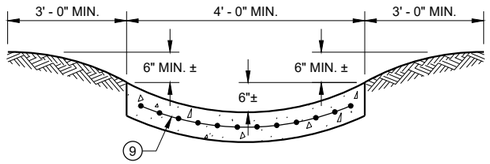


SDD 08D02 - 08a

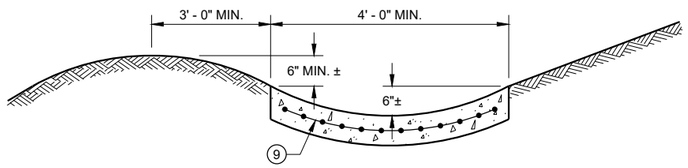
SDD 08D02 - 08a



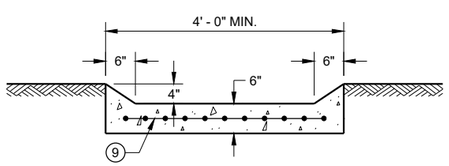

**SECTION A - A**



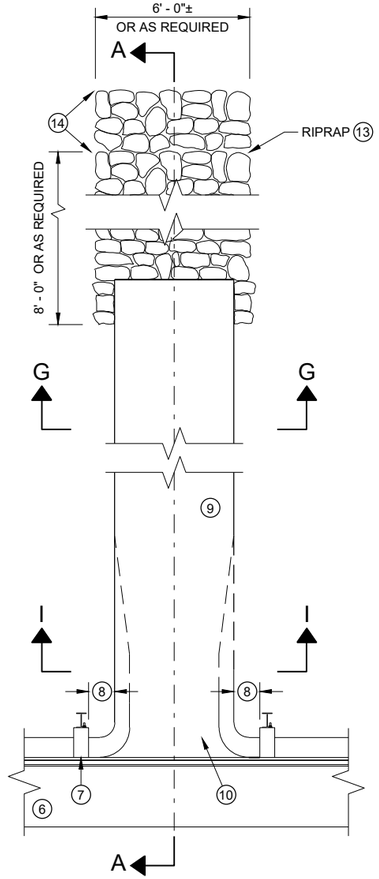

**SECTION G - G**



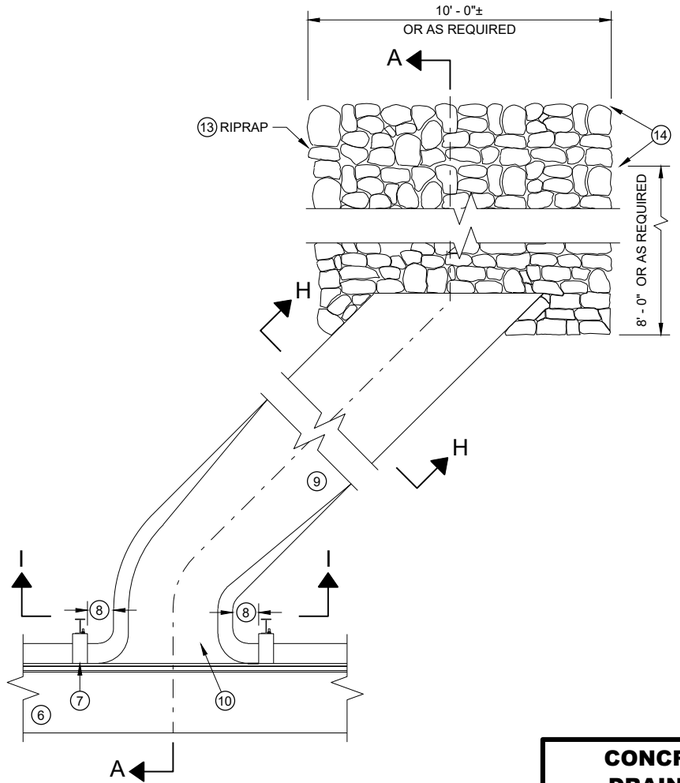

**SECTION H - H**




**SECTION I - I**




**PLAN VIEW PERPENDICULAR FLUME**




**PLAN VIEW SKEWED FLUME**

## GENERAL NOTES

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

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

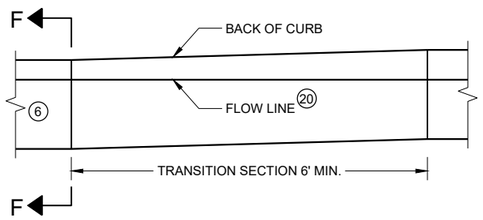
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE TYPE HR.

**CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES**

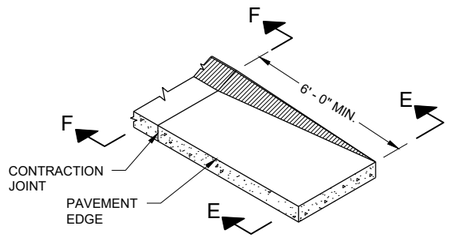
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



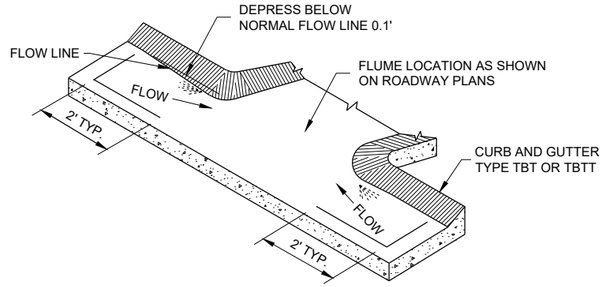

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SDD 08D02 - 08b




**CURB AND GUTTER TRANSITION SECTION**
**CONCRETE CURB AND GUTTER 4-INCH SLOPED**
**36 INCH TYPE TBT OR TBTT**




**CURB AND GUTTER END SECTION**
**CONCRETE CURB AND GUTTER 4-INCH SLOPED**
**36 INCH TYPE TBT OR TBTT**




**CURB AND GUTTER FLOW LINE DEPRESSION**
**AT FLUMES CONCRETE CURB AND GUTTER**
**4-INCH SLOPED 36 INCH TYPE TBT OR TBTT**

## GENERAL NOTES

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

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

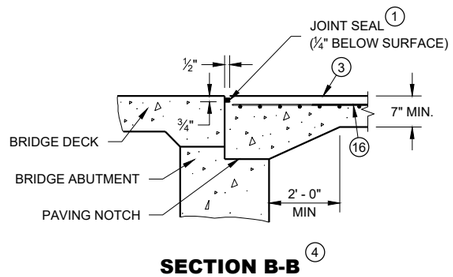
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

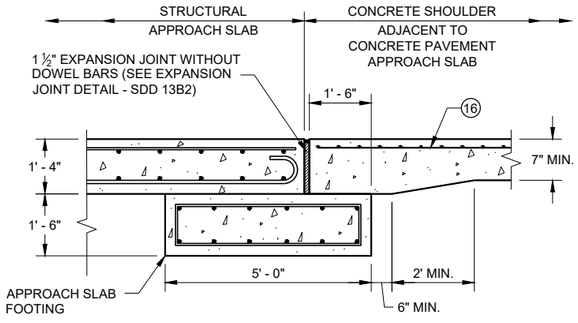
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

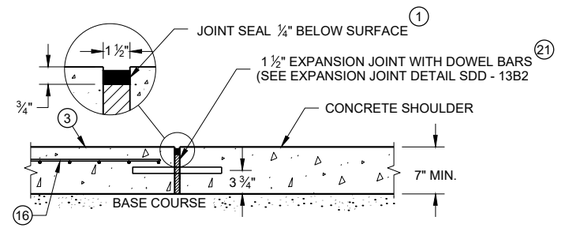
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



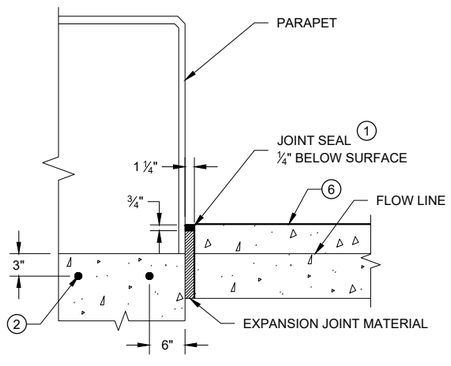

**SECTION B-B**



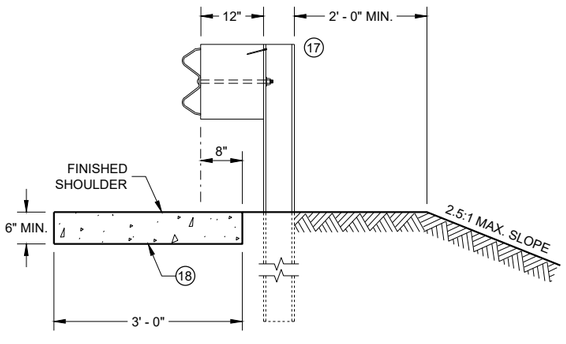

**SECTION C - C**
**JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB**



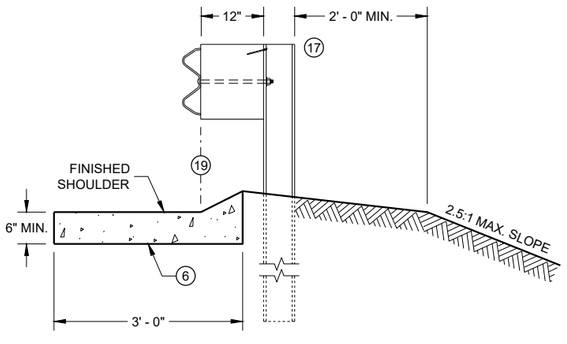

**SECTION C - C**
**JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS**




**SECTION D - D**




**SECTION E - E**




**SECTION F - F**

**CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

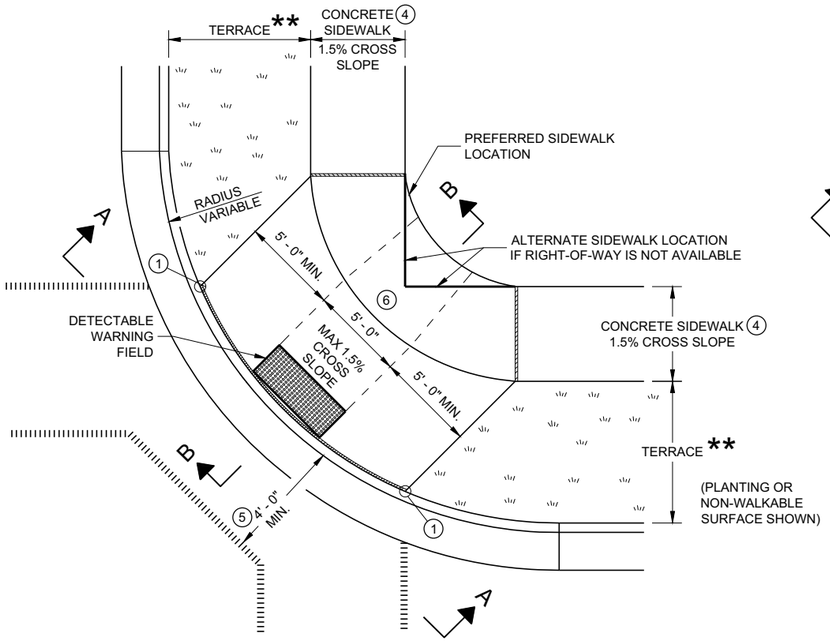


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SDD 08D02 - 08c

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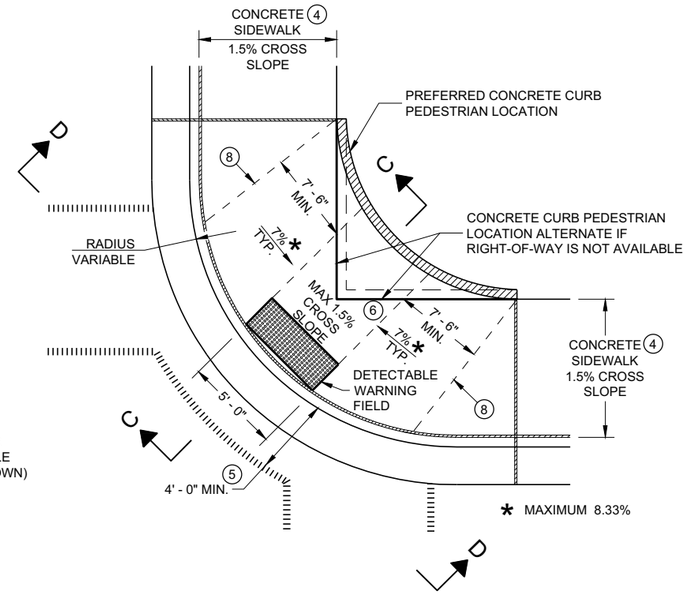
SDD 08D02 - 08c




**PLAN VIEW**

## CURB RAMP TYPE 1

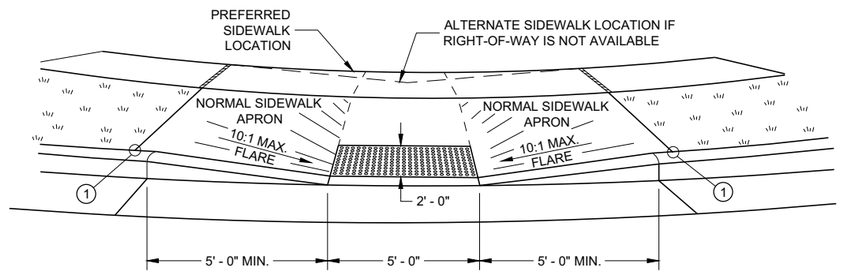
**(CENTER OF CORNER RADIUS)**



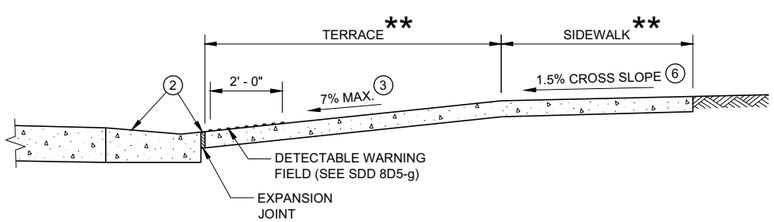

**PLAN VIEW**

## CURB RAMP TYPE 1 - A

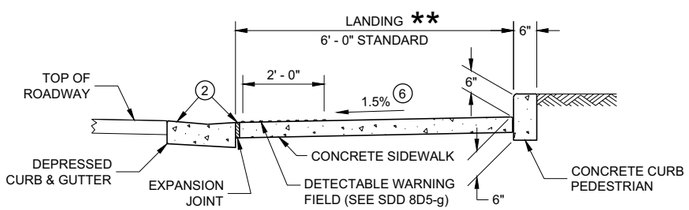
**(NO TERRACE)**



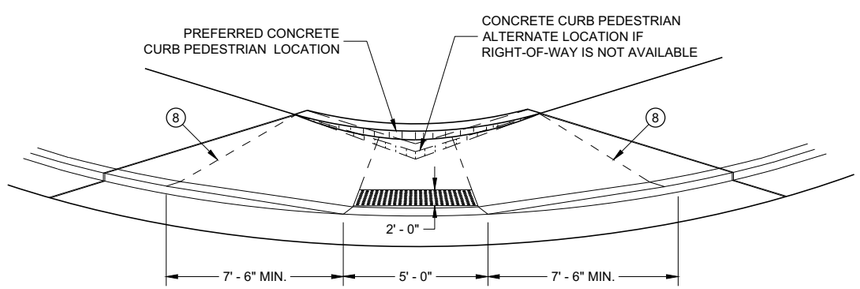

**VIEW A - A FOR TYPE 1**




**SECTION B - B FOR TYPE 1**




**SECTION C - C FOR TYPE 1 - A**




**VIEW D - D FOR TYPE 1 - A**

** WIDTH SHOWN ELSEWHERE IN THE PLANS

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

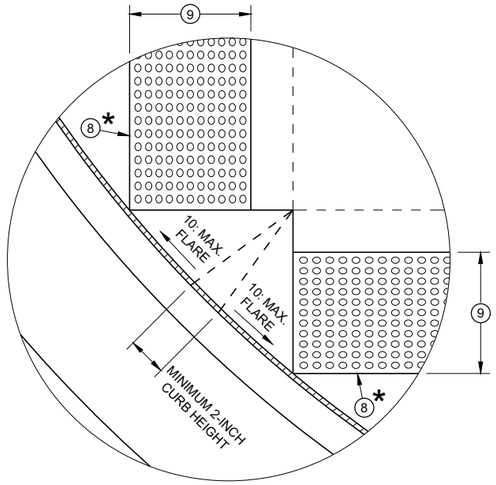
**CURB RAMPS**
**TYPE 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

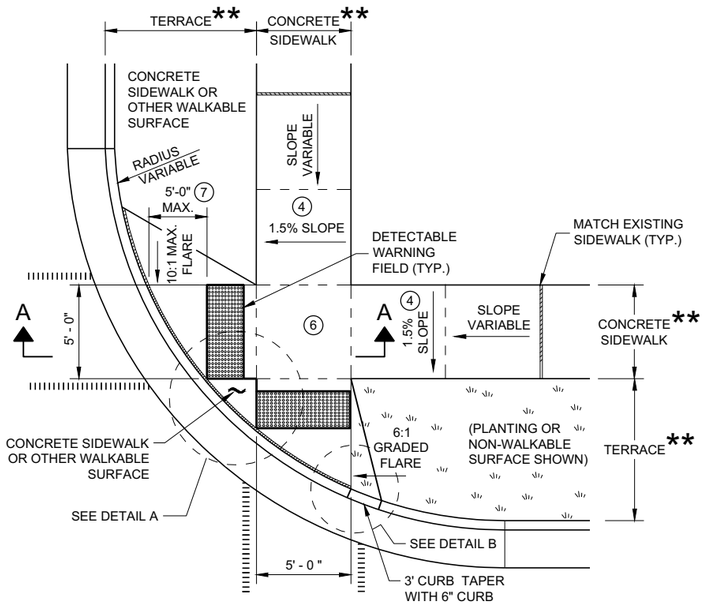



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SDD 08D05 - 20a




**DETAIL A**




**PLAN VIEW**
**CURB RAMP TYPE 2**
**(CENTER OF CORNER RADIUS)**

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

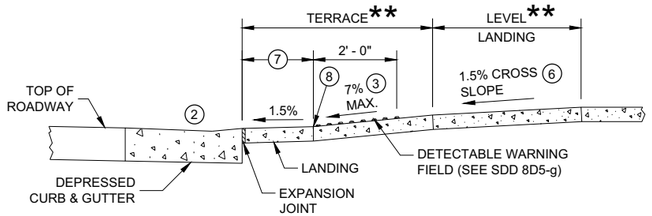
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

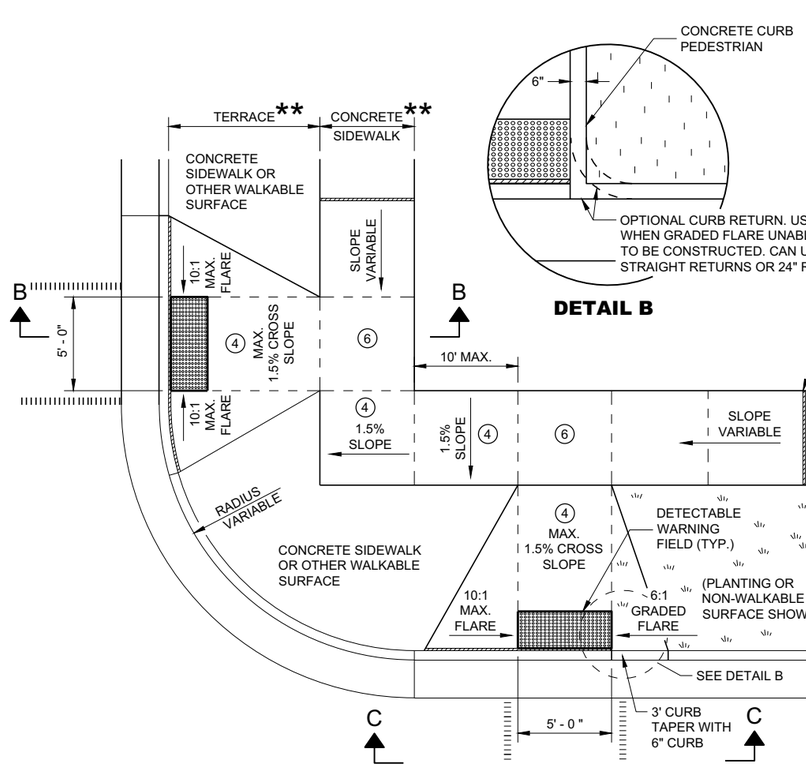
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.




**SECTION A - A FOR TYPE 2**

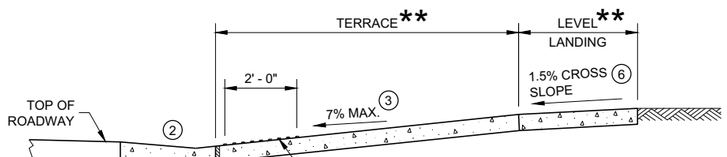
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

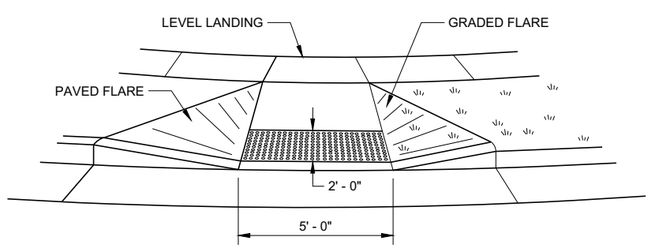



**DETAIL B**

**PLAN VIEW**
**CURB RAMP TYPE 3**
**(OUTSIDE OF CROSSWALK AREA)**




**SECTION B - B FOR TYPE 3**




**VIEW C - C FOR TYPE 3**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS TYPE 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

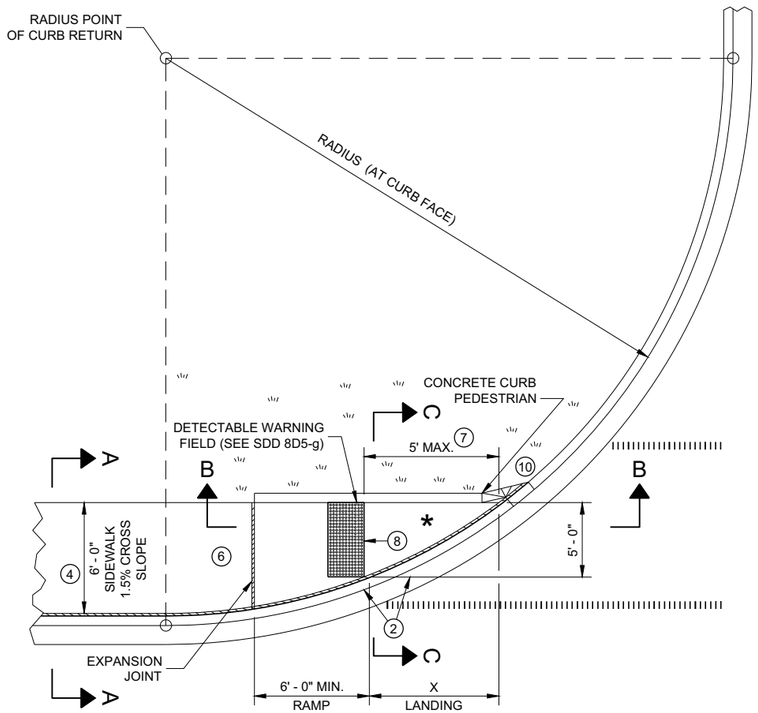


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SDD 08D05 - 20b

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SDD 08D05 - 20b

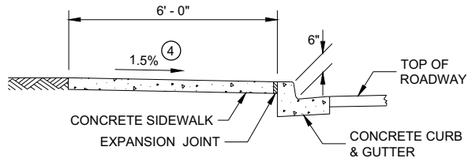



**PLAN VIEW**

**CURB RAMP TYPE 4A**

| RADIUS (AT CURB FACE) | X |
|---|---|
| 10 FEET | 4' - 7" |
| 15 FEET | 6' - 5½" |

INTERMEDIATE RADII CAN BE INTERPOLATED




**SECTION A - A FOR TYPE 4A**

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

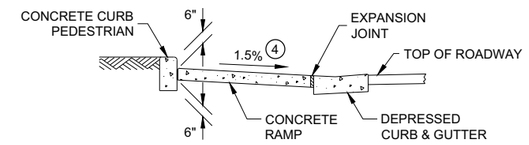
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

## LEGEND

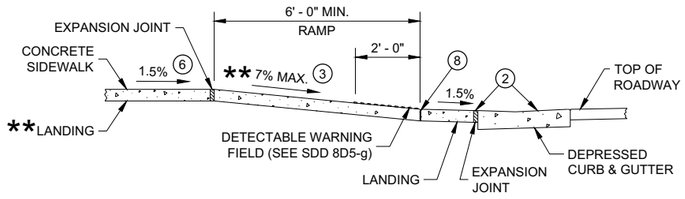
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



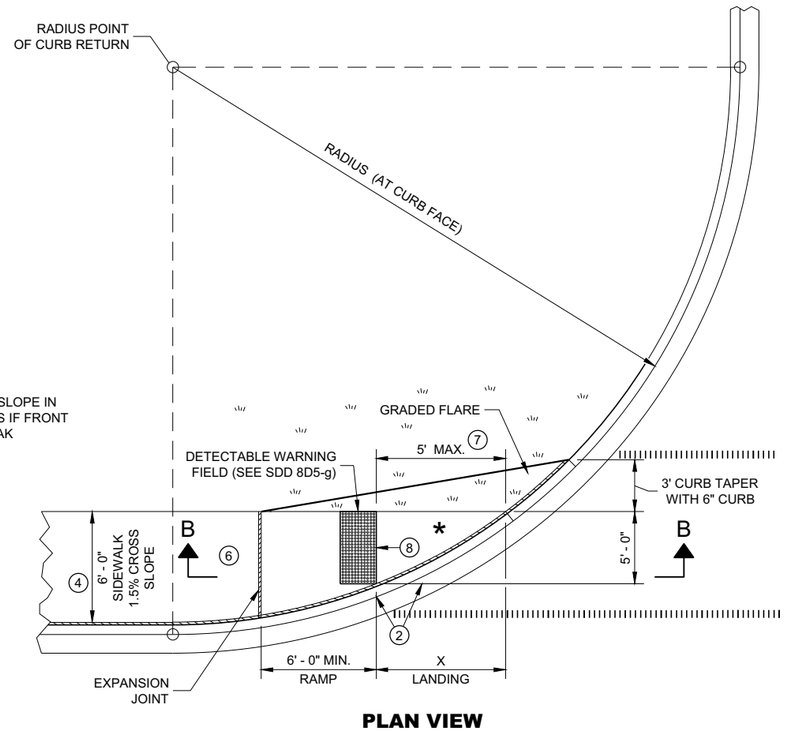

**SECTION C - C FOR TYPE 4A**




**SECTION B - B FOR TYPE 4A AND TYPE 4A1**

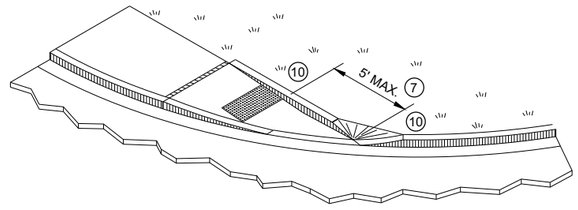
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

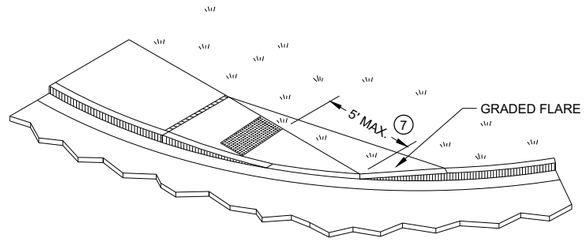



**PLAN VIEW**

**CURB RAMP TYPE 4A1**




**ISOMETRIC VIEW FOR TYPE 4A**




**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS**
**TYPE 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

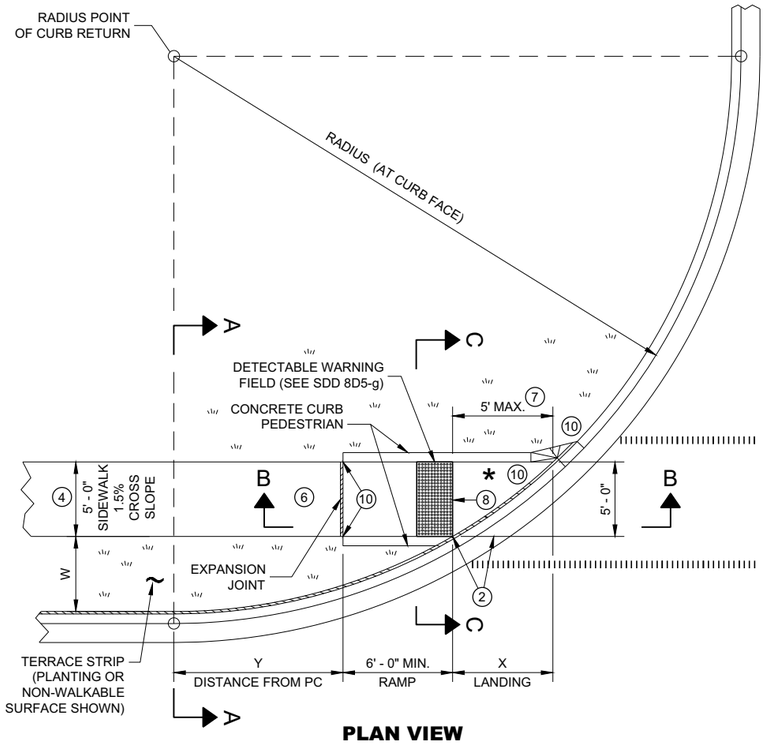




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SDD 08D05 - 20c

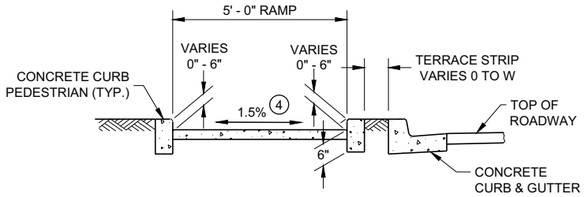



**PLAN VIEW**

**CURB RAMP TYPE 4B**

| RADIUS (AT CURB FACE) | W = 3' - 0" | | W = 4' - 0" | | W = 5' - 0" | | W = 6' - 0" | | W = 7' - 0" | | W = 8' - 0" | | W = 9' - 0" | | W = 10' - 0" | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y |
| 10 FEET | 2' - 10 ¼" | 0' - 5" | 2' - 1" | 1' - 4 ½" | 1' - 5" | 2' - 1" | 0' - 10" | 2' - 7 ½" | 0' - 3 ¼" | 3' - 0 ¼" | | | | | | |
| 15 FEET | 4' - 6 ¾" | 2' - 1 ¾" | 3' - 9" | 3' - 5 ¾" | 3' - 1 ¼" | 4' - 6" | 2' - 6 ¾" | 5' - 4 ½" | 2' - 1" | 6' - 1" | 1' - 8" | 6' - 8 ½" | 1' - 3 ¼" | 7' - 2 ½" | 0' - 10 ¾" | 7' - 7 ¼" |
| 20 FEET | 5' - 9 ¾" | 3' - 6 ½" | 4' - 11 ½" | 5' - 1 ¾" | 4' - 3 ¼" | 6' - 5 ½" | 3' - 8 ¾" | 7' - 7" | 3' - 3" | 8' - 6 ½" | 2' - 10" | 9' - 4 ½" | 2' - 5 ½" | 10' - 1 ¼" | 2' - 1 ¼" | 10' - 9" |
| 30 FEET | | | 6' - 9 ¼" | 7' - 11 ¼" | 6' - 0 ¼" | 9' - 8" | 5' - 5" | 11' - 1 ¾" | 4' - 10 ¾" | 12' - 5 ¾" | 4' - 5 ½" | 13' - 7 ¾" | 4' - 0 ¾" | 14' - 8 ½" | 3' - 8 ½" | 15' - 8 ¼" |
| 40 FEET | | | | | | | | | 6' - 1 ¾" | 15' - 8 ½" | 5' - 8" | 17' - 2" | 5' - 3" | 18' - 5 ¾" | 4' - 10 ¾" | 19' - 8 ¼" |
| 50 FEET | | | | | | | | | | | | | | | 5' - 10 ¼" | 23' - 2" |

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH




**SECTION C - C FOR TYPE 4B**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

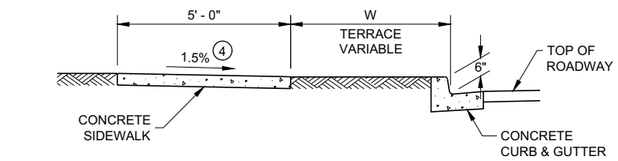
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

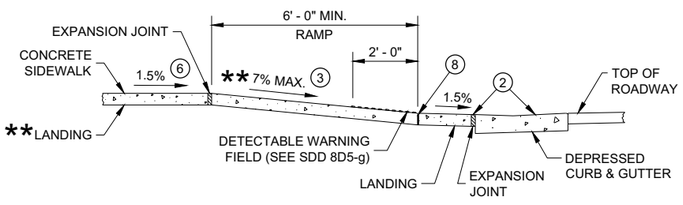
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

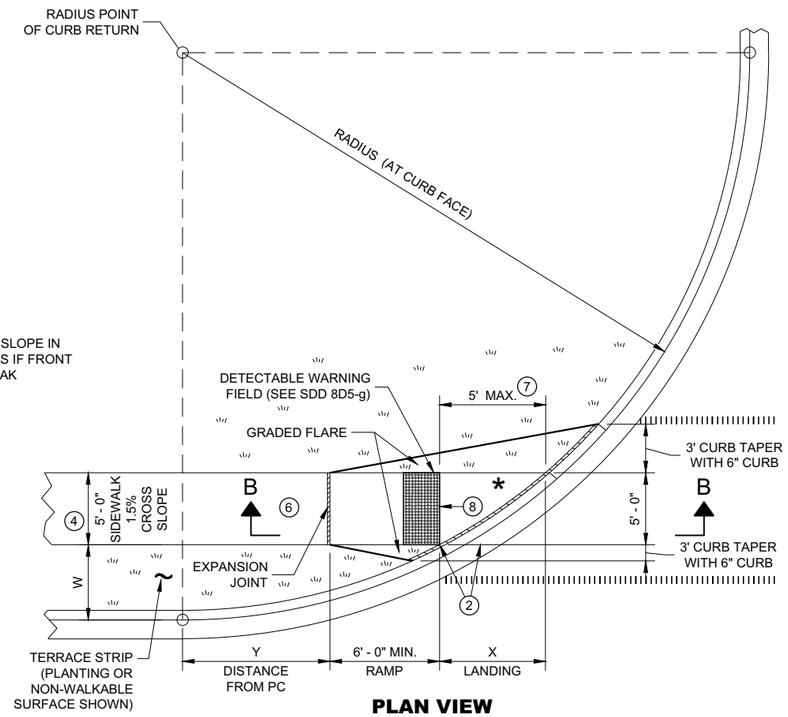



**SECTION A - A FOR TYPE 4B**




**SECTION B - B FOR TYPE 4B AND TYPE 4B1**

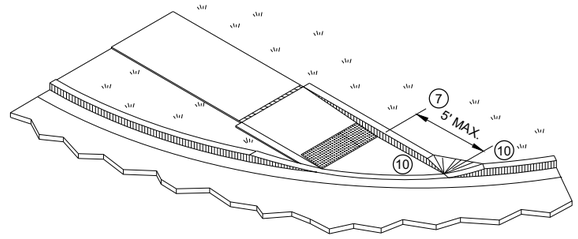
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



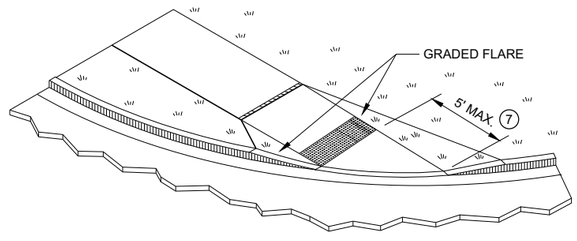

**PLAN VIEW**

**CURB RAMP TYPE 4B1**

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK




**ISOMETRIC VIEW FOR TYPE 4B**




**ISOMETRIC VIEW FOR TYPE 4B1**

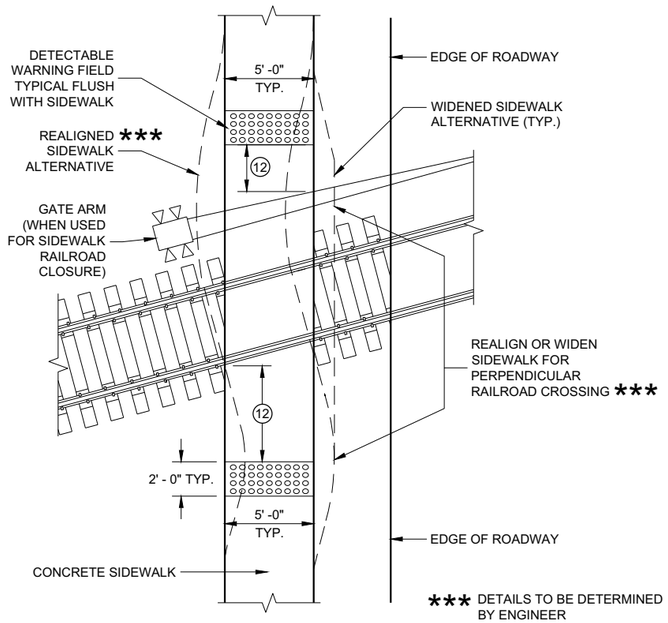
**CURB RAMPS TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



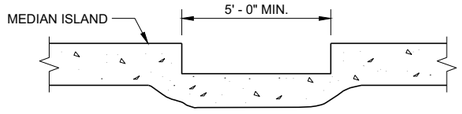

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SDD 08D05 - 20d

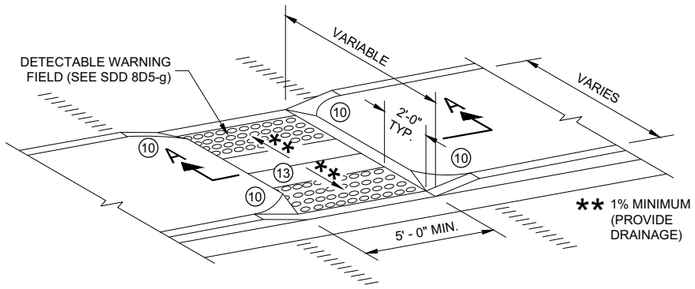



## CURB RAMP TYPE 8

### DETECTABLE WARNINGS AT RAILROAD CROSSING




### SECTION A - A FOR TYPE 5




## CURB RAMP TYPE 5

### MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

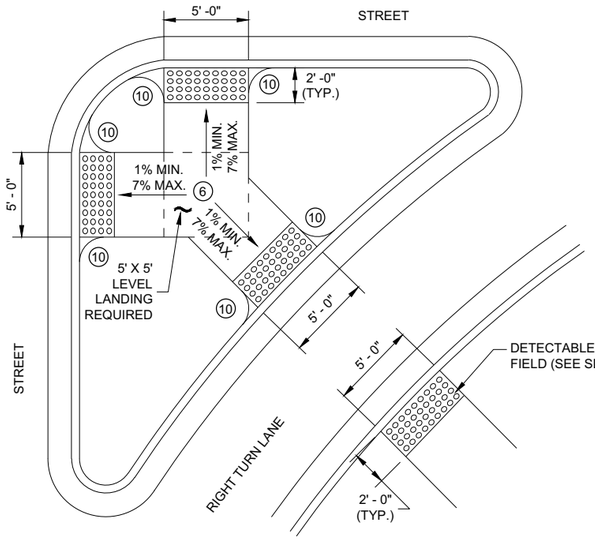
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

## LEGEND

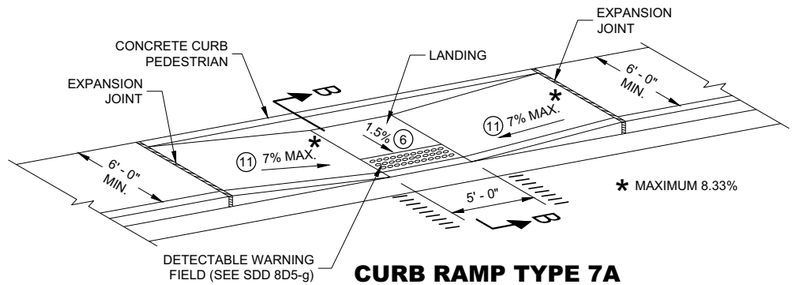
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)




## CURB RAMP TYPE 6

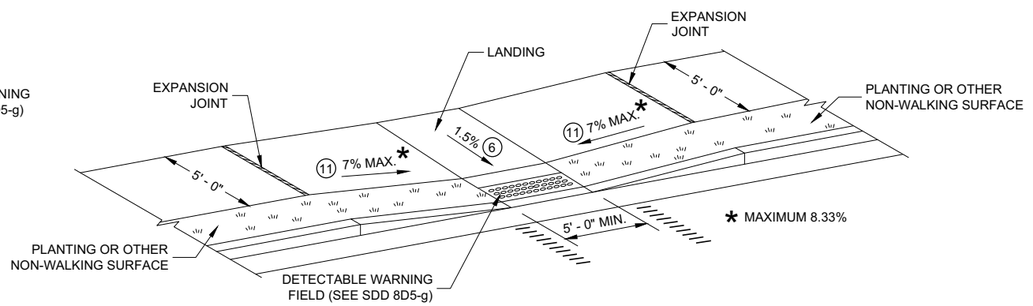
### DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS




## CURB RAMP TYPE 7A

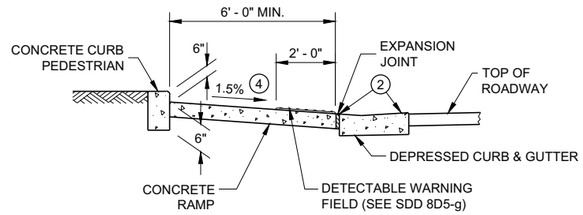
### MID BLOCK CROSSING




## CURB RAMP TYPE 7B

### MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



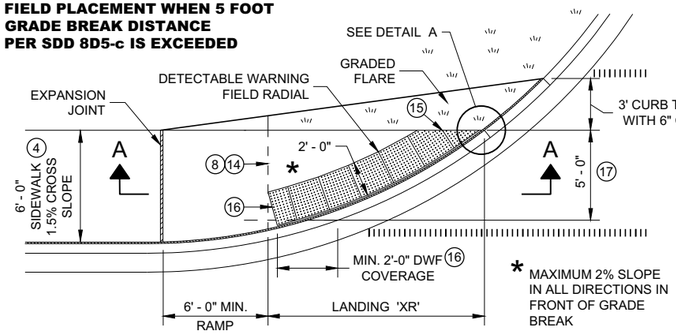

### SECTION B - B FOR TYPE 7A

## CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION


6
SDD 08D05 - 20e

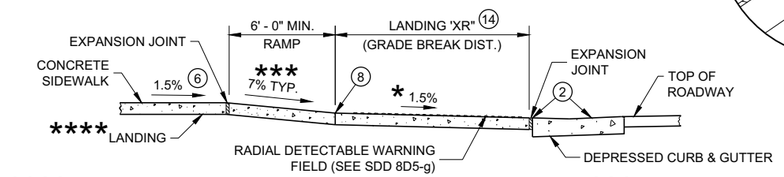
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED**




**PLAN VIEW**

## CURB RAMP TYPE 4A1

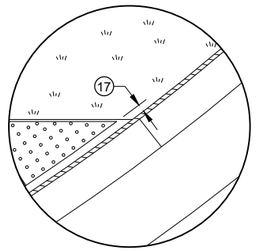
**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**




**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

**SECTION A - A FOR TYPE 4A1**




**DETAIL A**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

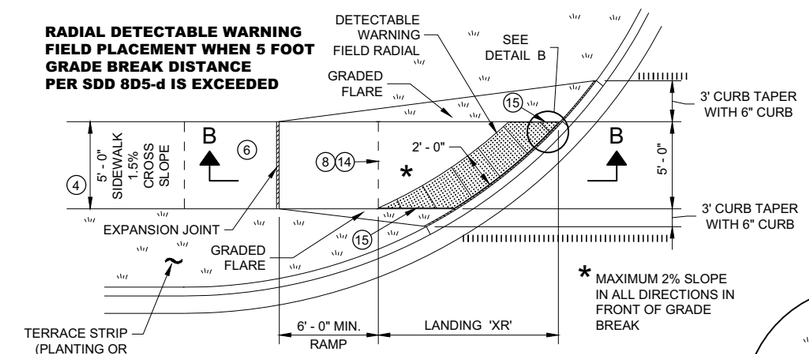
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

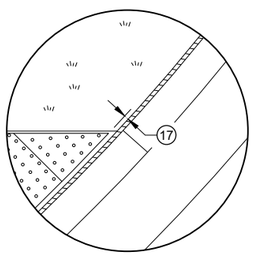
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED**



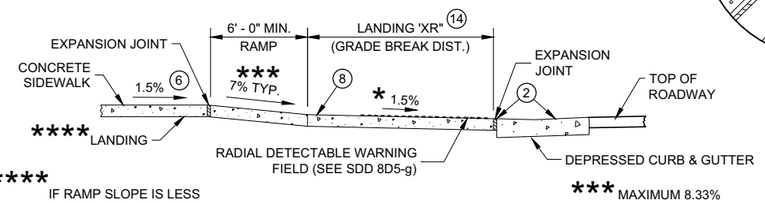

**PLAN VIEW**

## CURB RAMP TYPE 4B1

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**




**DETAIL B**

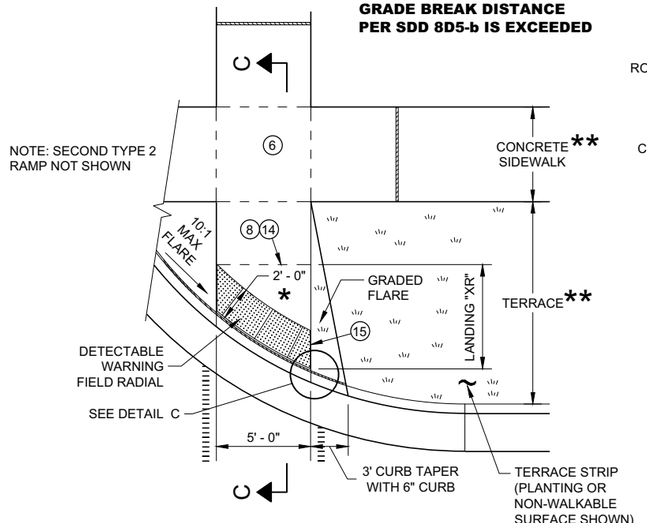



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

**SECTION B - B FOR TYPE 4B1**

**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED**

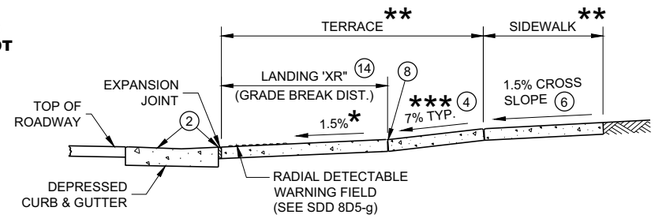



**PLAN VIEW**

## CURB RAMP TYPE 2

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

**(ON LINE WITH SIDEWALK)**

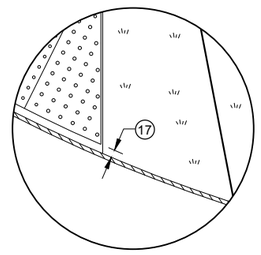



**SECTION C - C FOR TYPE 2**

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%




**DETAIL C**

## CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

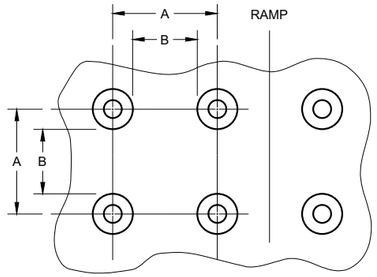


SDD 08D05 - 20f

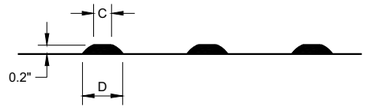
SDD 08D05 - 20f

| | MIN. | MAX. |
|---|---|---|
| A | 1.6" | 2.4" |
| B | 0.65" | 1.5" |
| C | * | * |
| D | 0.9" | 1.4" |

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

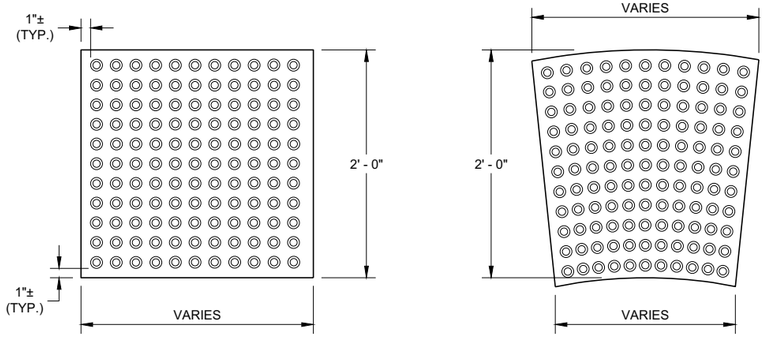



**PLAN VIEW**




**ELEVATION VIEW**

## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL




**RECTANGULAR PLATES**

**RADIAL PLATES**

**PLAN VIEW**
**DETECTABLE WARNING FIELDS (TYPICAL)**

## GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

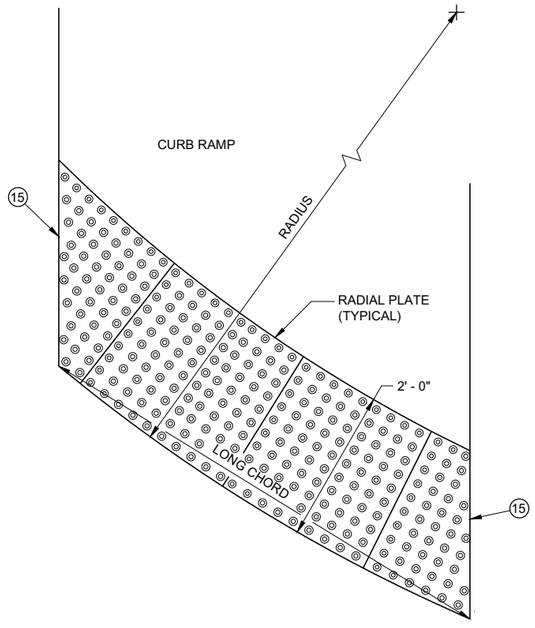
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

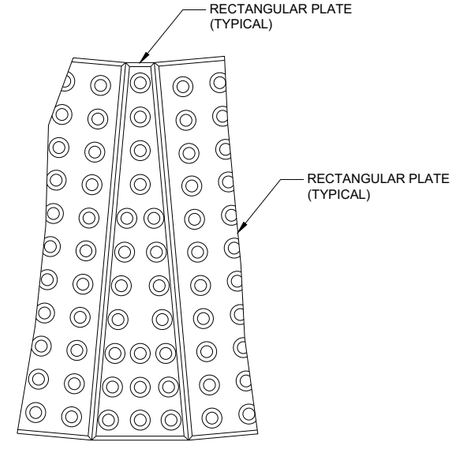
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.




**PLAN VIEW**
**RADIAL DETECTABLE WARNING FIELD ATTRIBUTES**




**PLAN VIEW**
**RADIAL WEDGE PLATE CONNECTION DETAIL**

**CURB RAMPS**
**RECTANGULAR AND RADIAL**
**DETECTABLE WARNING PLATES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

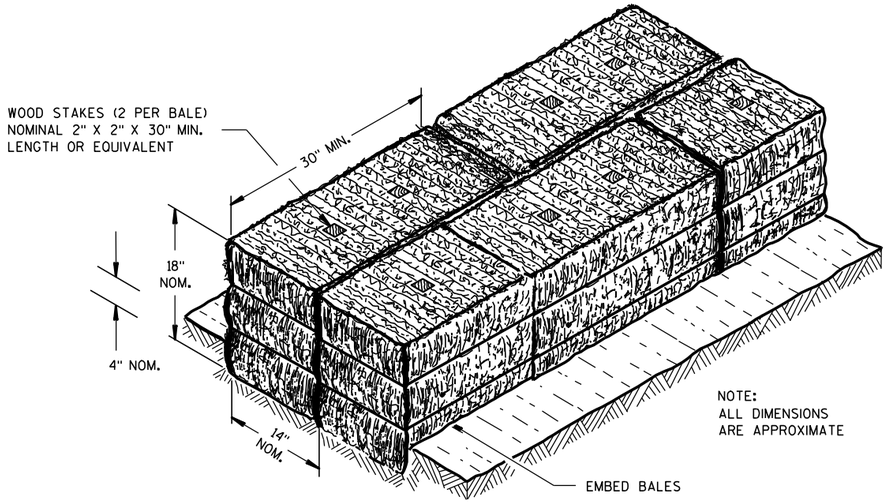
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

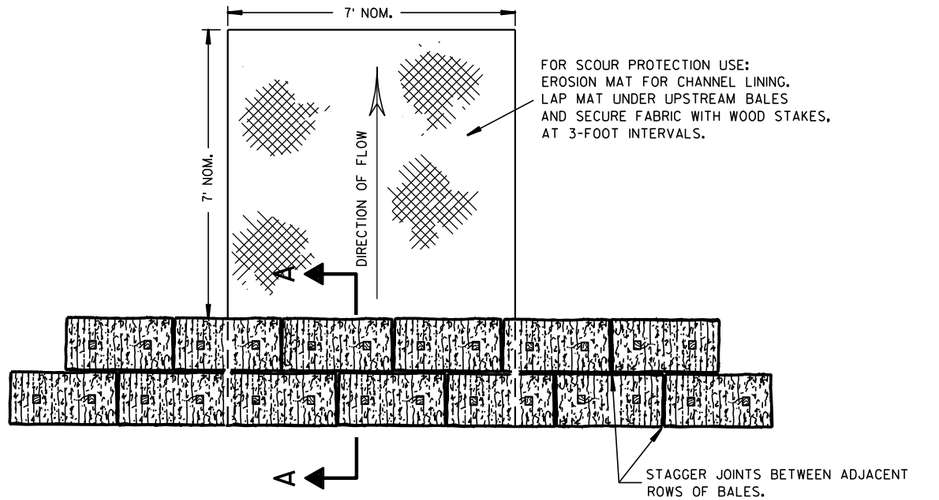



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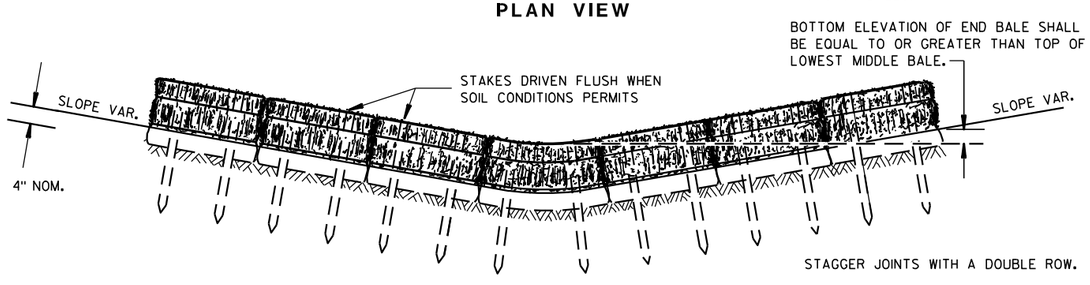

SDD 08D05 - 20g




SECTION A-A




PLAN VIEW



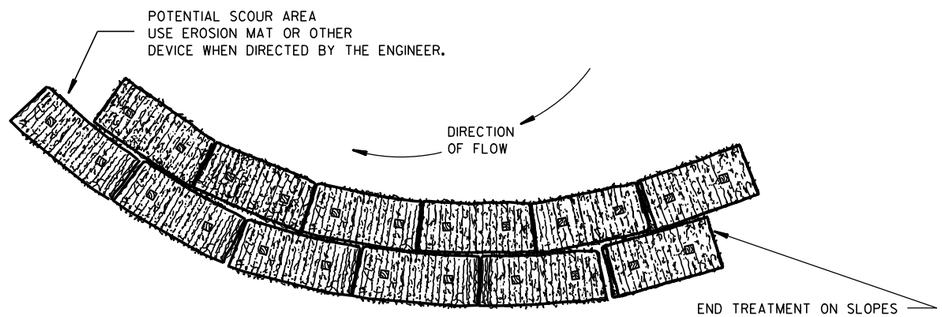

FRONT ELEVATION

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

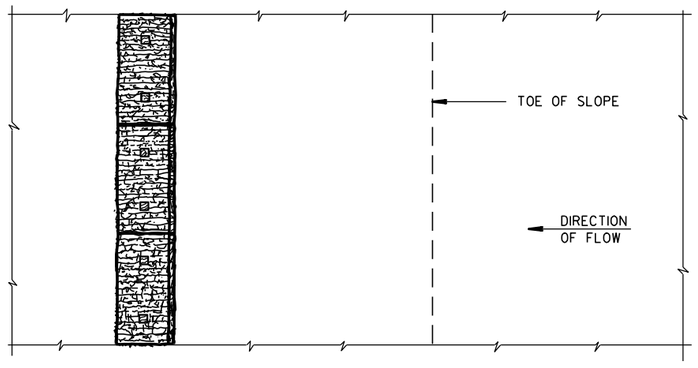
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

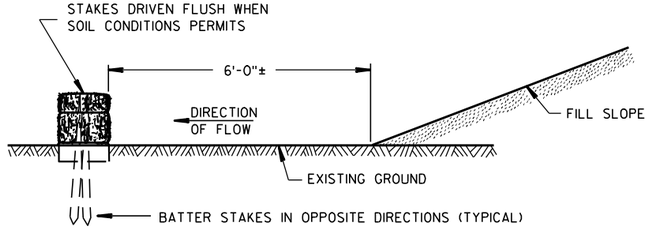



PLAN VIEW

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

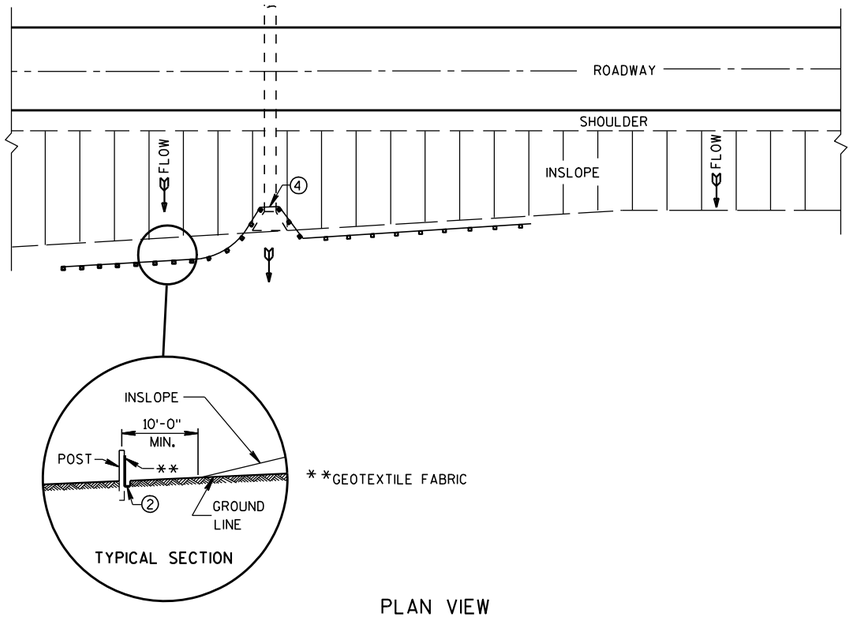


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S.D.D. 8 E 8-3

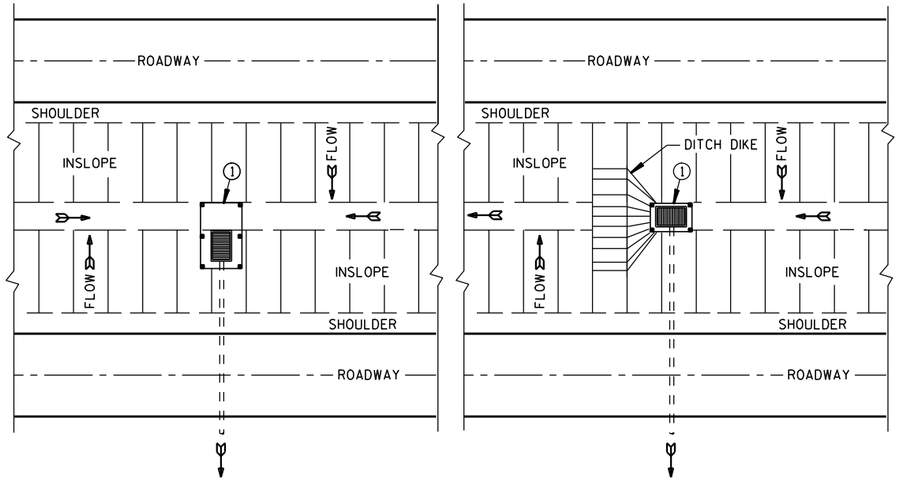
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE




PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

## GENERAL NOTES

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

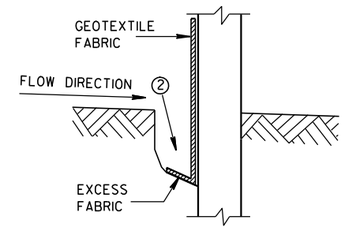
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

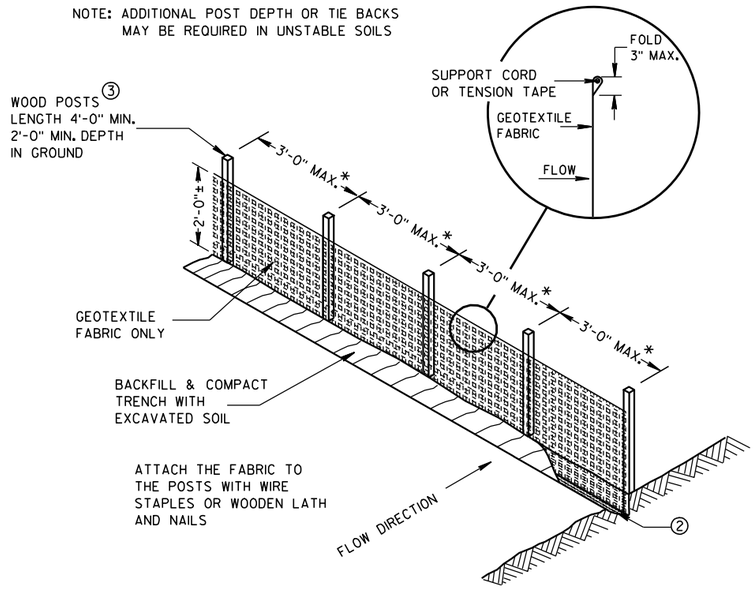
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

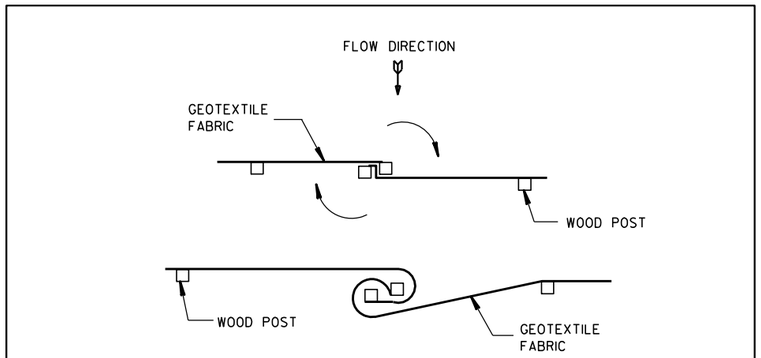
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



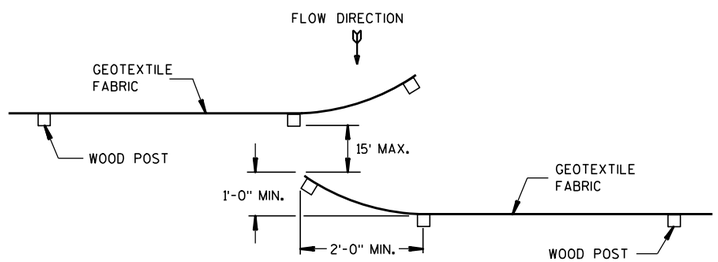

## TRENCH DETAIL




## SILT FENCE

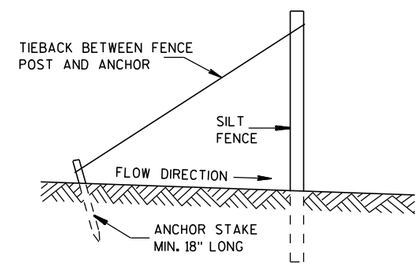



TWIST METHOD




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

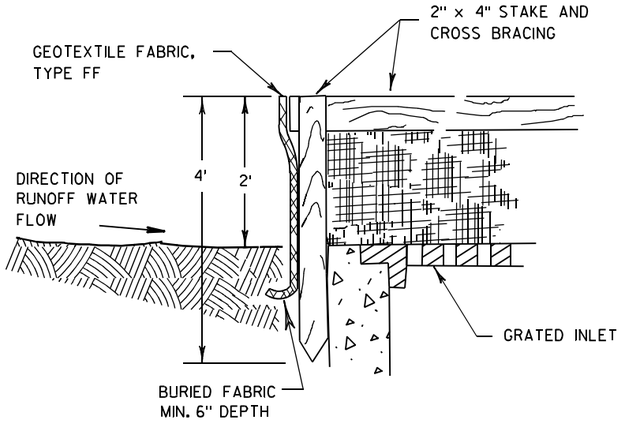


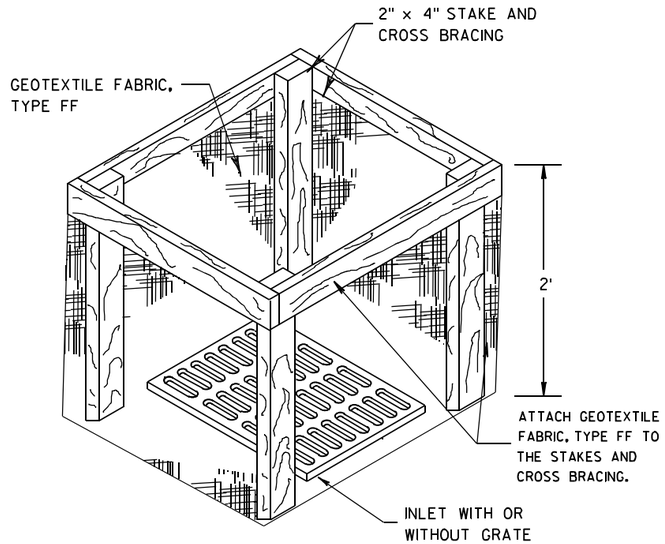
6

S.D.D. 8 E 9-6

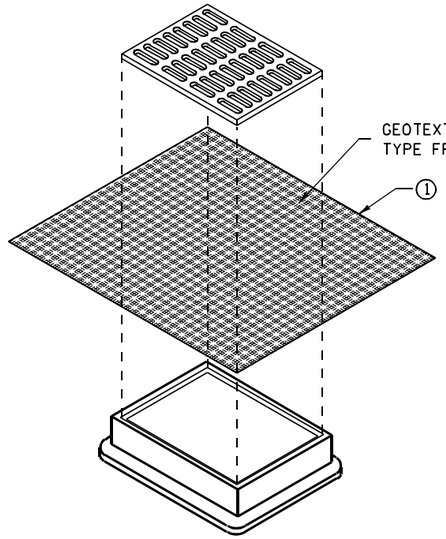
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S.D.D. 8 E 9-6



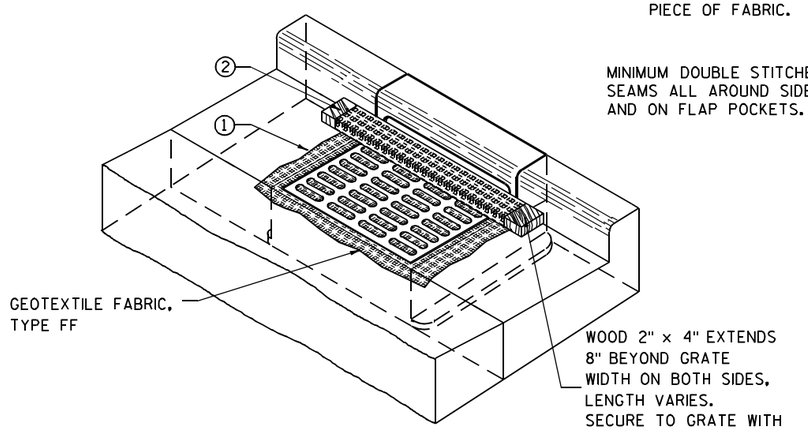




## INLET PROTECTION, TYPE A

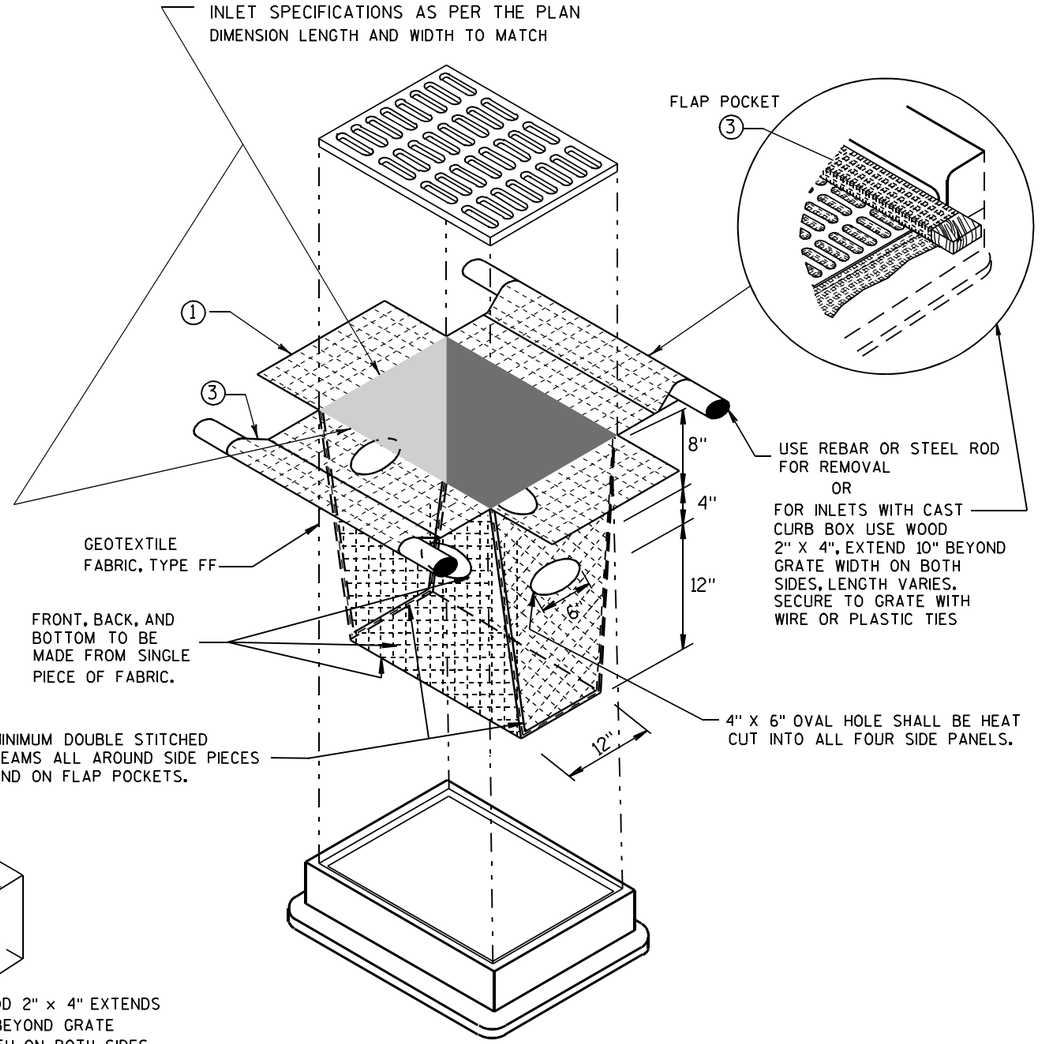



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




6
S.D.D. 8 E 10-2

## METAL APRON ENDWALLS

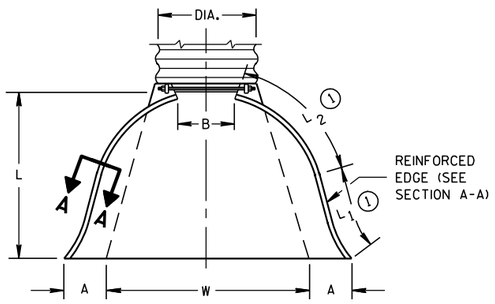
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 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

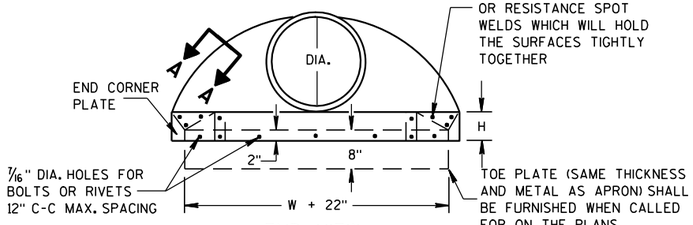
## REINFORCED CONCRETE APRON ENDWALLS

| 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 |

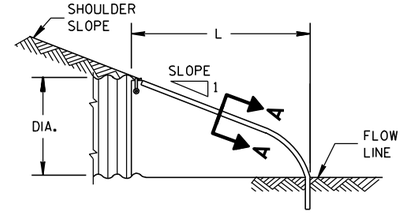
*MINIMUM
**MAXIMUM




PLAN VIEW

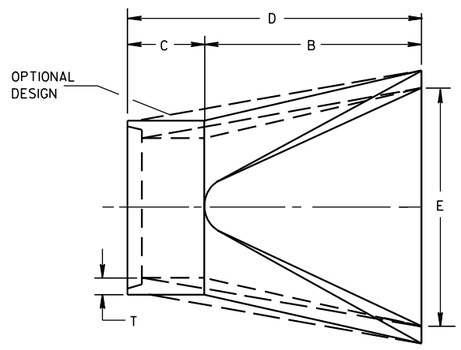



END VIEW

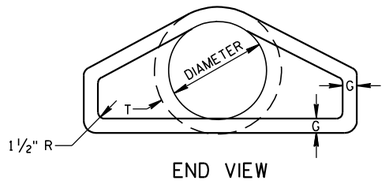



SIDE ELEVATION

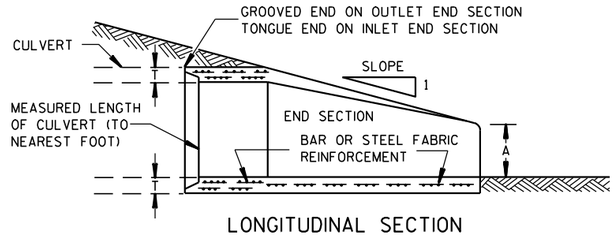
## METAL ENDWALLS




PLAN

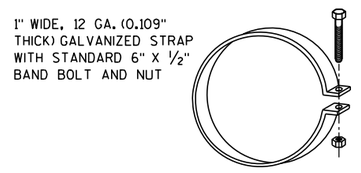



END VIEW



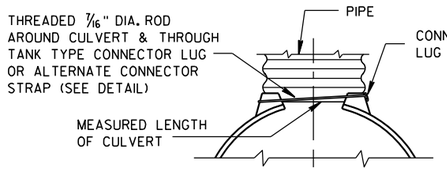

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

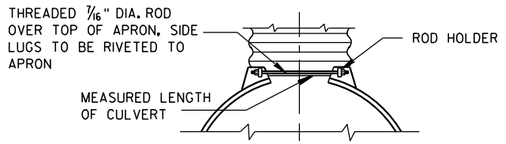



ALTERNATE FOR TYPE 1 CONNECTION

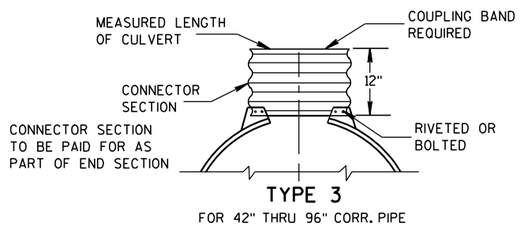
## END SECTION CONNECTOR STRAP



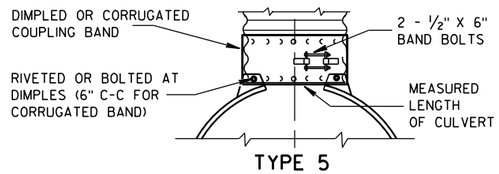

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

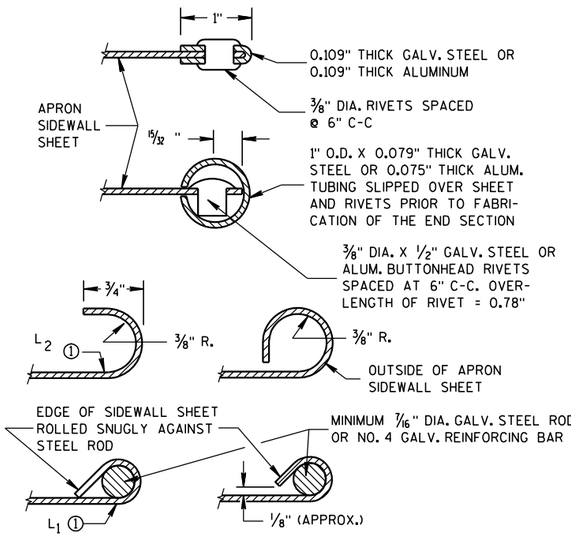
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

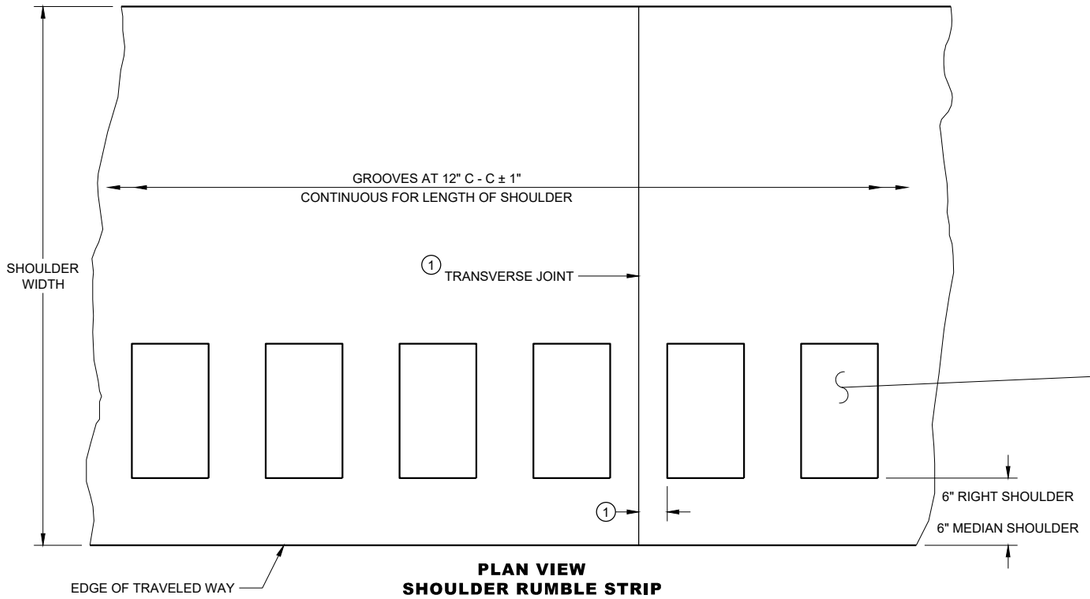
# APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

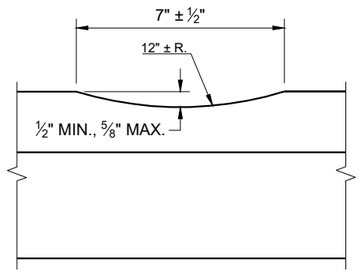
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



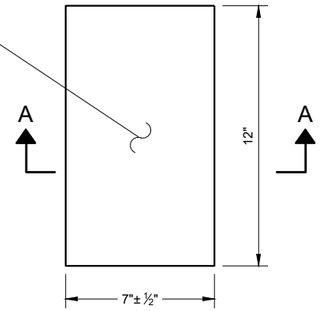

6
S.D.D. 8 F 1-11




**PLAN VIEW**
**SHOULDER RUMBLE STRIP**




**SECTION A - A**



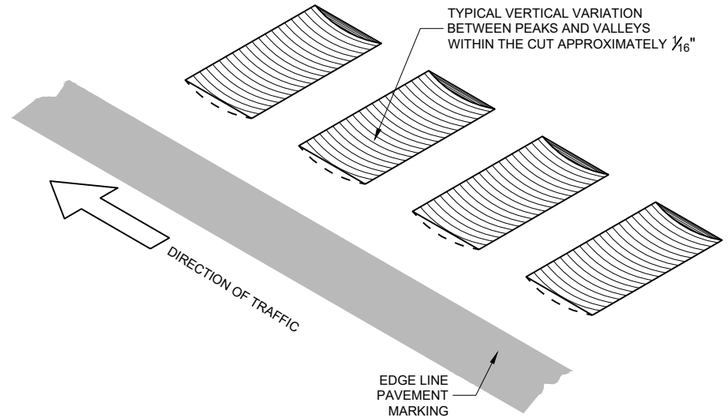

**PLAN VIEW**
**(SINGLE GROOVE)**

## GENERAL NOTES

SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

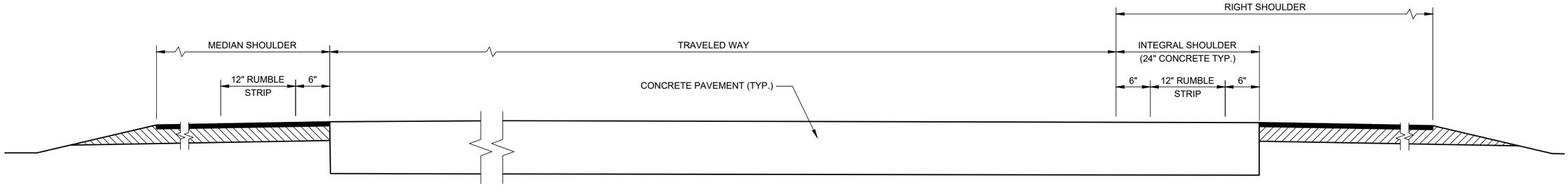
RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM TRANSVERSE JOINTS.




**ISOMETRIC**

**PLACEMENT DETAIL FOR RUMBLE STRIP**




**SECTION VIEW**

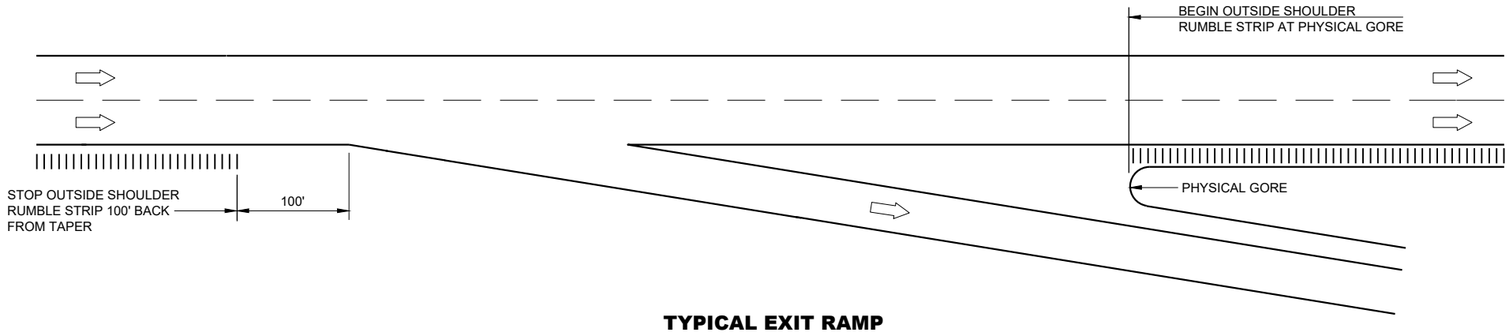
## TYPICAL SHOULDER RUMBLE STRIPS
**(ONE ROADWAY IS SHOWN)**

**SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY**

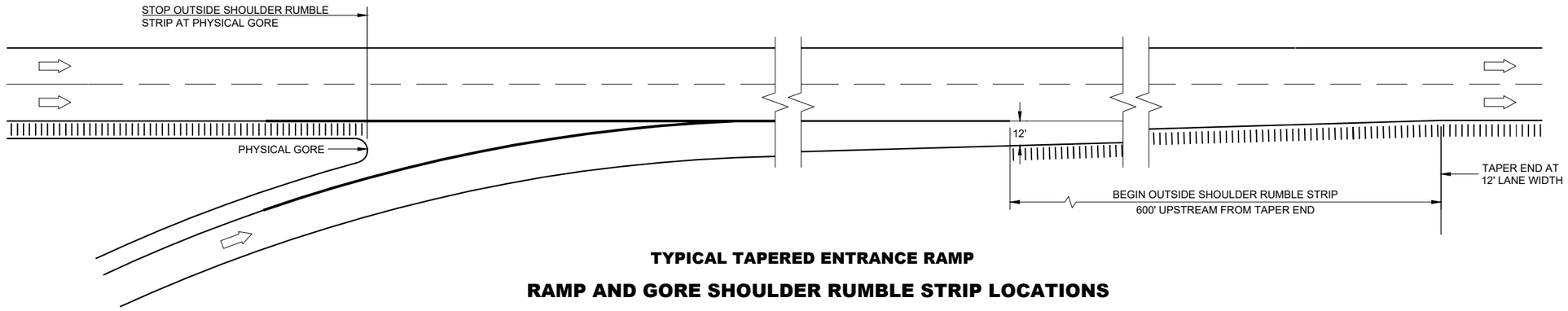
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6
SDD 13A05-06a

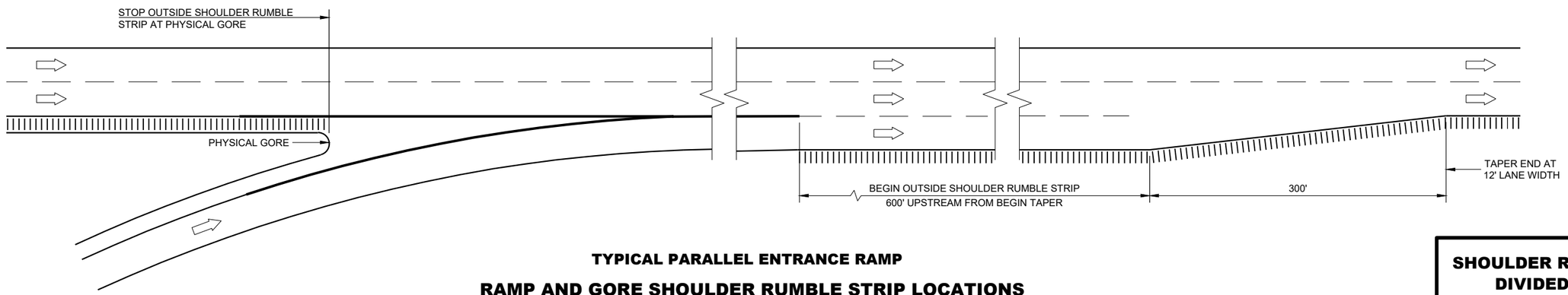



**TYPICAL EXIT RAMP**




**TYPICAL TAPERED ENTRANCE RAMP**

## RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS




**TYPICAL PARALLEL ENTRANCE RAMP**

## RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

## GENERAL NOTES

NO RUMBLE STRIP ON EXIT, DIRECTIONAL OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIALAND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

## LEGEND

DIRECTION OF TRAFFIC

**SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

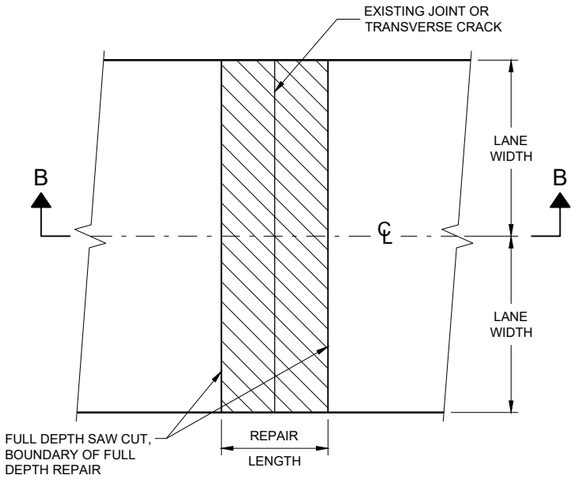
APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY DESIGN STANDARDS UNIT SUPERVISOR
FHWA



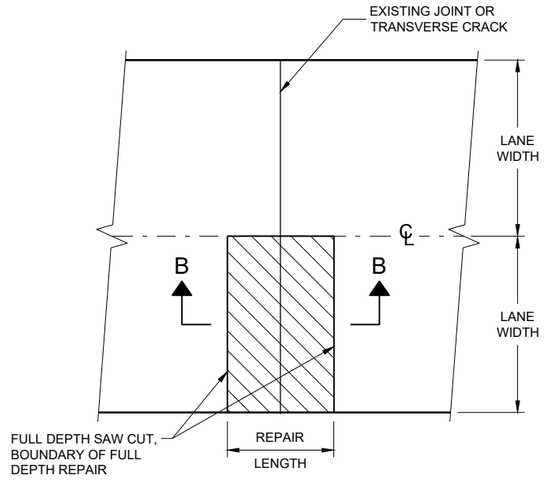
6



SDD 13A05-06b




**PLAN VIEW**
**(DOUBLE LANE REPAIR)**




**PLAN VIEW**
**(SINGLE LANE REPAIR)**

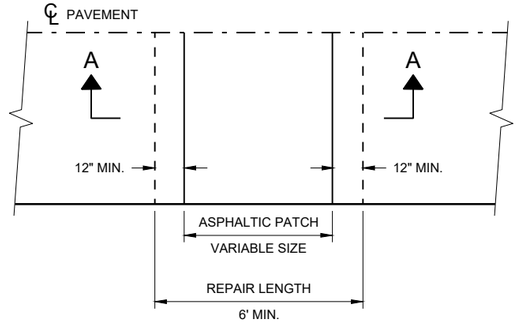
## GENERAL NOTES

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.

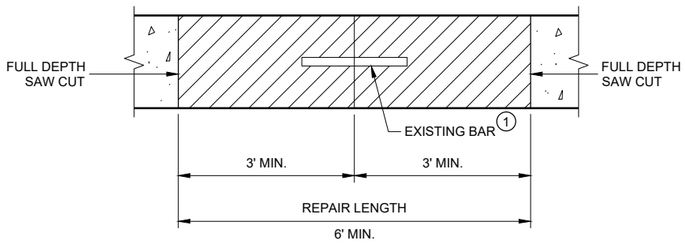
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



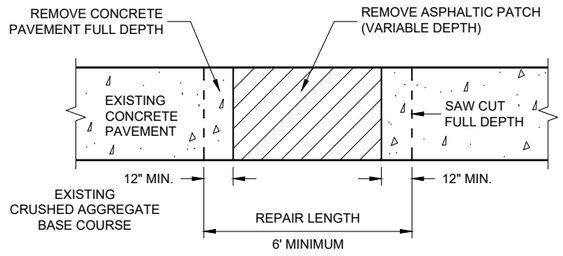

**PLAN VIEW**

## FULL DEPTH CONCRETE PAVEMENT REMOVAL




**SECTION B - B**

**CONCRETE REMOVAL**




**SECTION A - A**

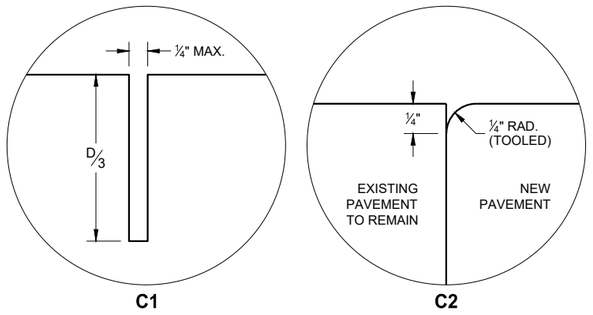
**HMA PATCH REMOVAL**

**CONCRETE PAVEMENT REPAIR AND REPLACEMENT**

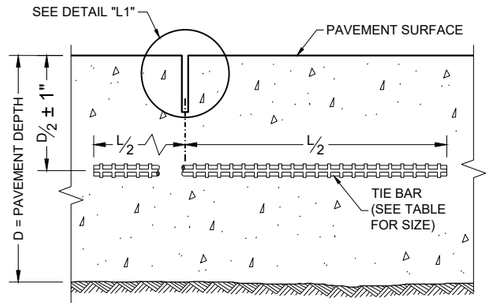



SDD13C09 - 17a

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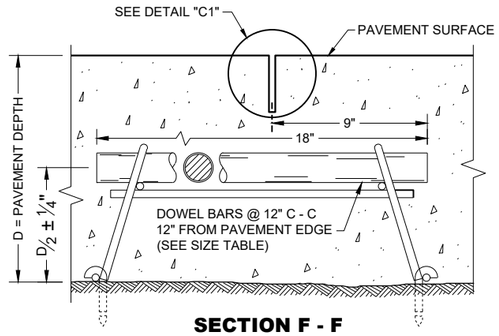



## TRANSVERSE JOINTS




SECTION C - C

## SAWED LONGITUDINAL JOINT




SECTION F - F

## DOWELED CONTRACTION JOINT

## GENERAL NOTES

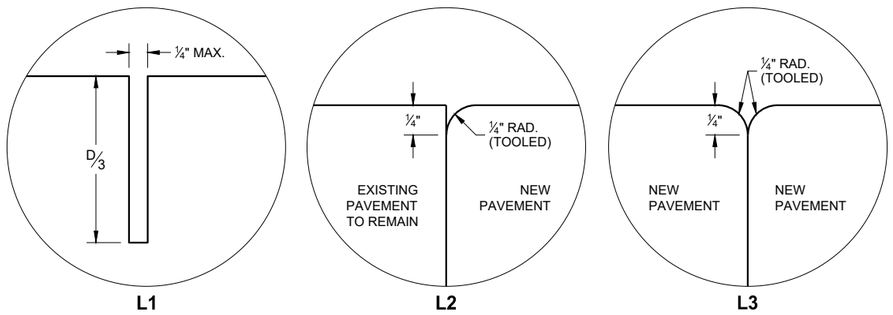
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

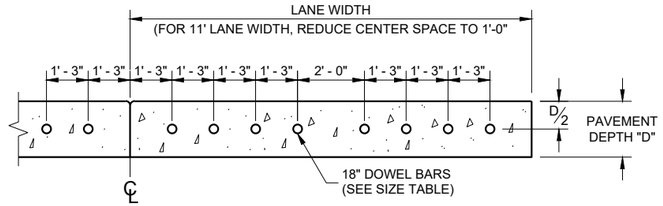
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

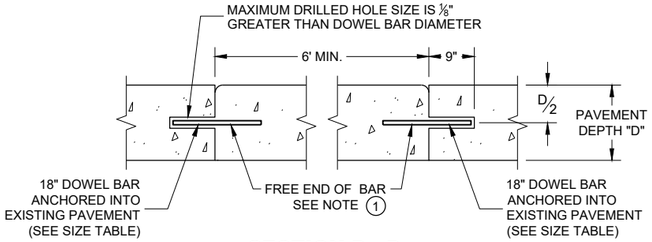



## LONGITUDINAL JOINTS




SECTION E - E

## DRILLED DOWEL BAR CONSTRUCTION JOINT




SECTION D - D

### TIE BAR TABLE

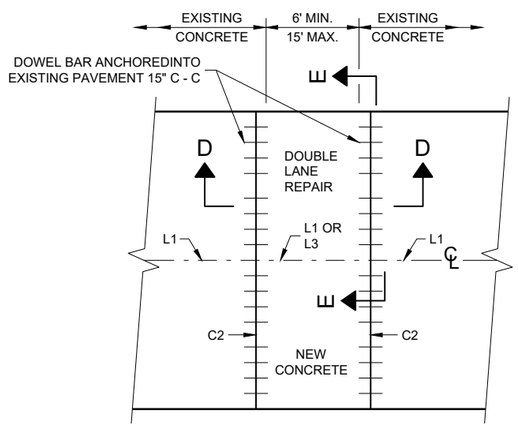
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 ½" | NO. 4 | 30" | 36" |
| ≥ 10 ½" | NO. 5 | 36" | 36" |
| | NO. 4 * | 30" | 24" ** |

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

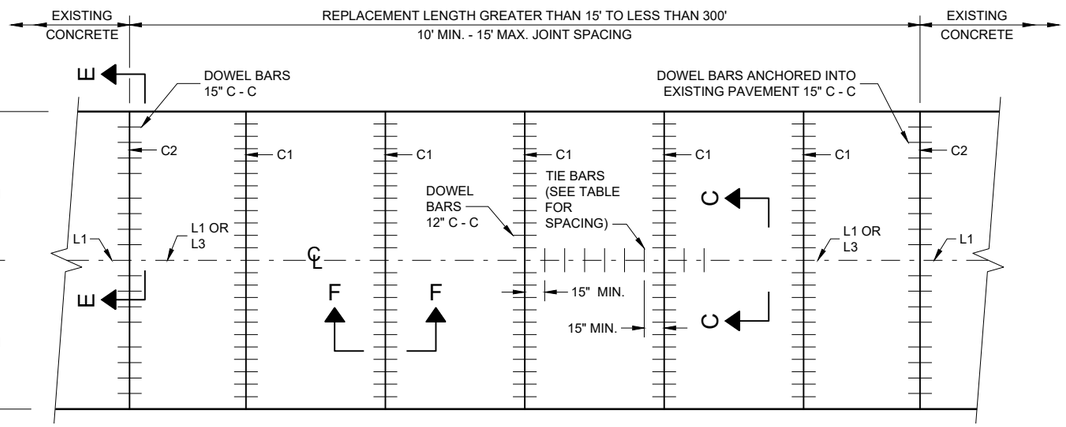
### PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | DRILLED DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|---|
| 6", 6 ½" | NONE | NONE | 12' |
| 7", 7 ½" | 1" | 1" | 14' |
| 8" & ABOVE | 1 ¼" | 1 ¼" | 15' |




PLAN VIEW

## MULTILANE CONCRETE PAVEMENT REPAIR




PLAN VIEW

## MULTILANE CONCRETE PAVEMENT REPLACEMENT

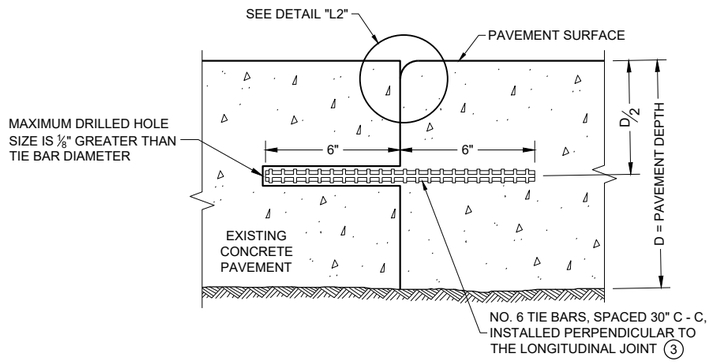
**CONCRETE PAVEMENT REPAIR AND REPLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6


SDD 13C09 - 17b

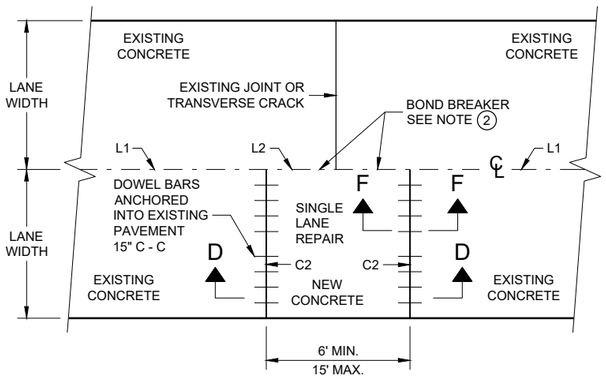



**SECTION G - G**

## TIE BARS ANCHORED INTO EXISTING PAVEMENT

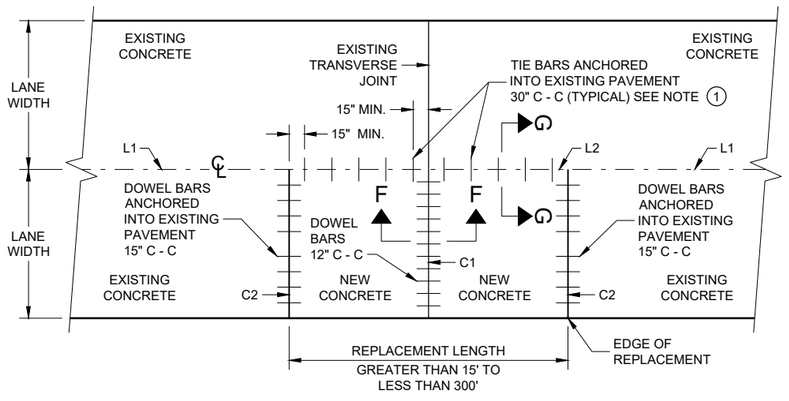
## GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.




**PLAN VIEW**

## SINGLE LANE CONCRETE PAVEMENT REPAIR




**PLAN VIEW**

## SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

**CONCRETE REPAIR AND REPLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

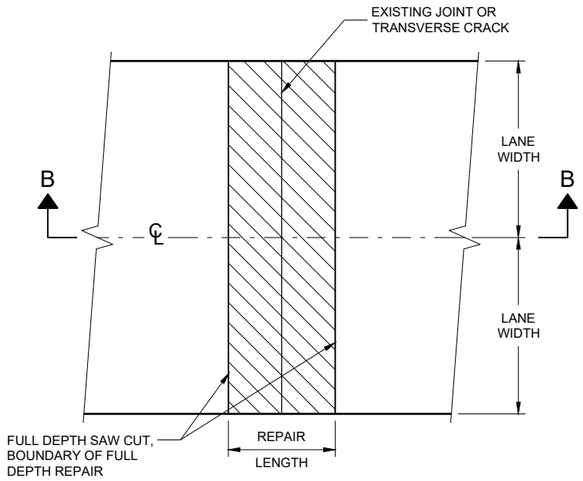
APPROVED
November 2022
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

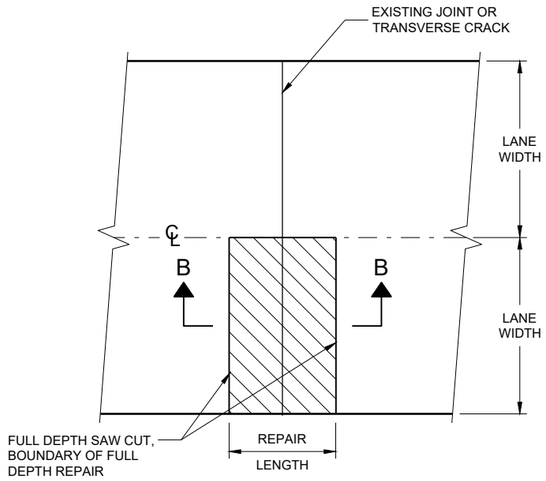



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SDD 13C09 - 17c




**PLAN VIEW**
**DOUBLE LANE REPAIR**




**PLAN VIEW**
**SINGLE LANE REPAIR**

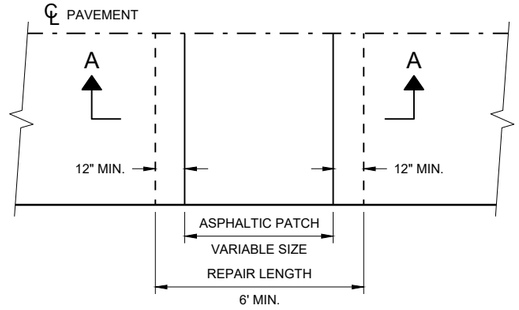
## GENERAL NOTES

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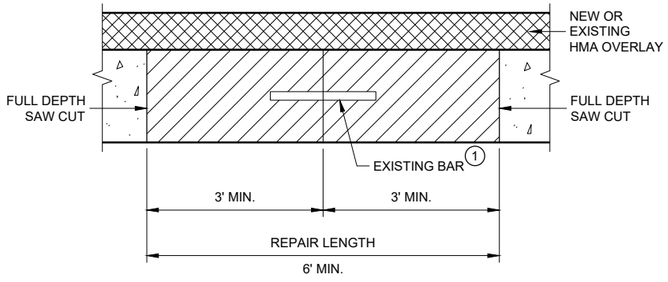
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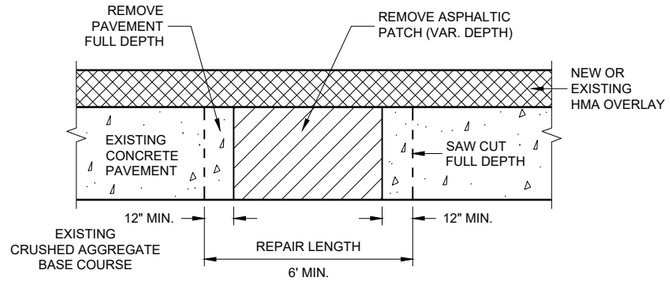



**PLAN VIEW**

## FULL DEPTH CONCRETE PAVEMENT REMOVAL




**SECTION B - B**
**CONCRETE REMOVAL**




**SECTION A - A**

## HMA PATCH REMOVAL

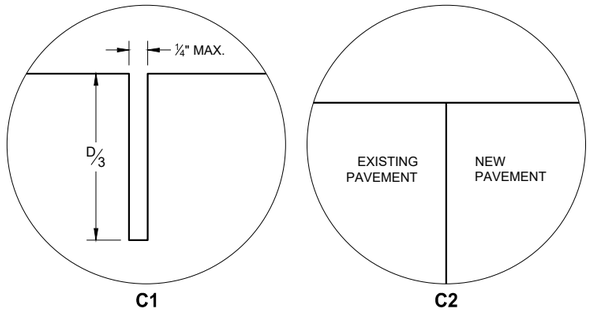
**BASE PATCHING CONCRETE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

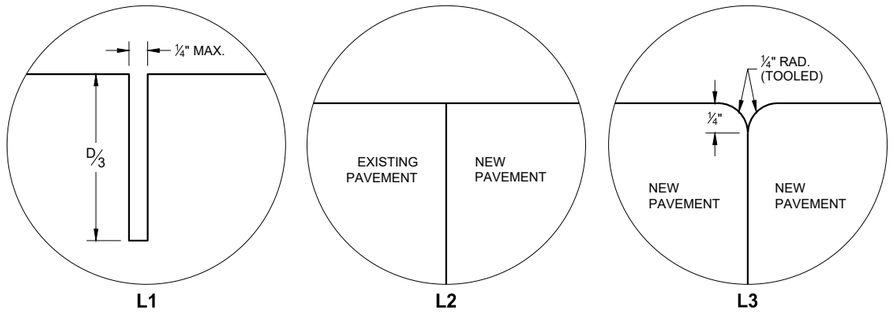



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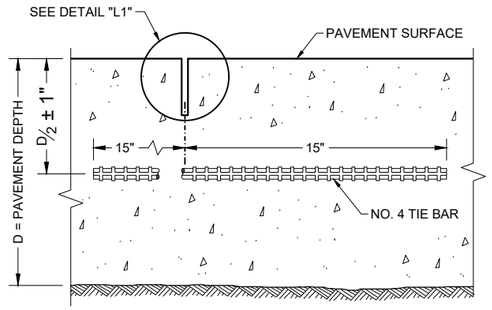

SDD 13C14 - 07a




## TRANSVERSE JOINTS

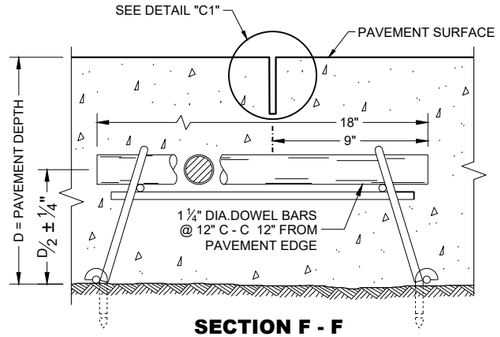



## LONGITUDINAL JOINTS




**SECTION C - C**

## SAWED LONGITUDINAL JOINT




**SECTION F - F**

## CONTRACTION JOINT

## GENERAL NOTES

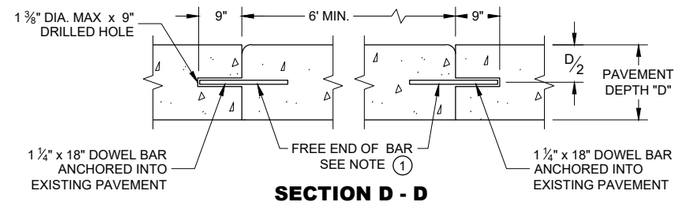
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

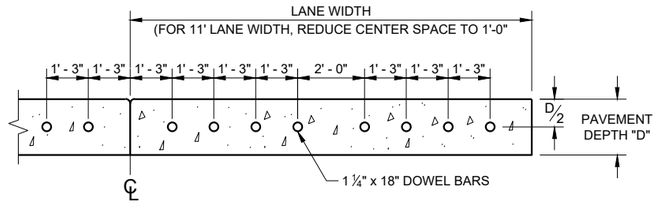
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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.

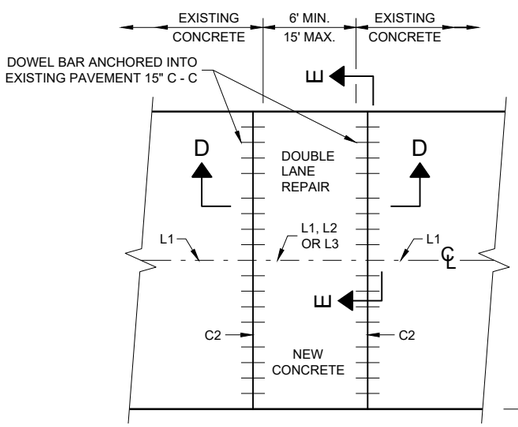



**SECTION D - D**



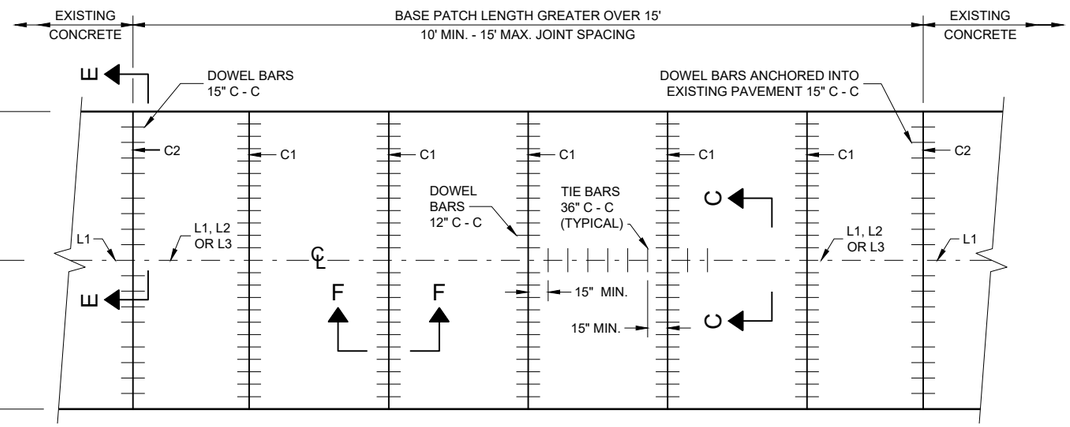

**SECTION E - E**

## 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 TRANSPORTAT 186

SDD 13C14 - 07b

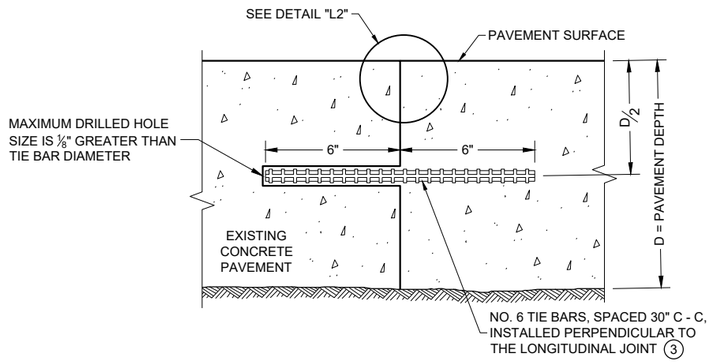
SDD 13C14 - 07b

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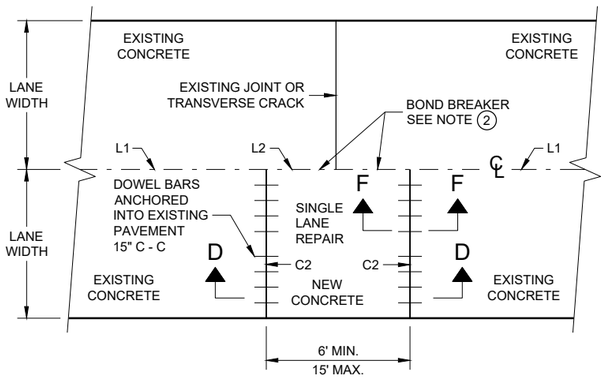
## GENERAL NOTES

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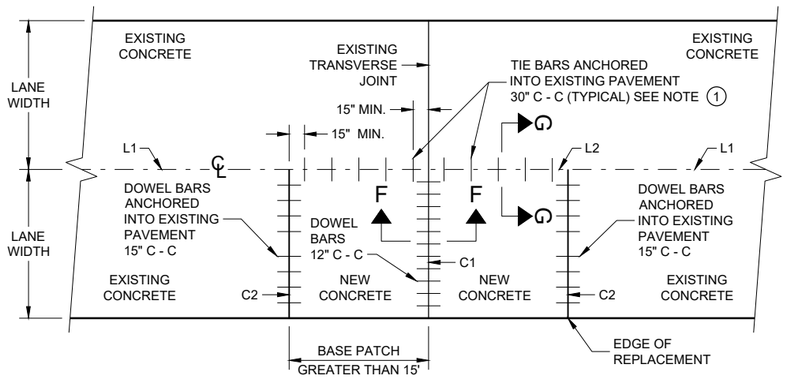

**SECTION G - G**

**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 SUPERVIS

FHWA

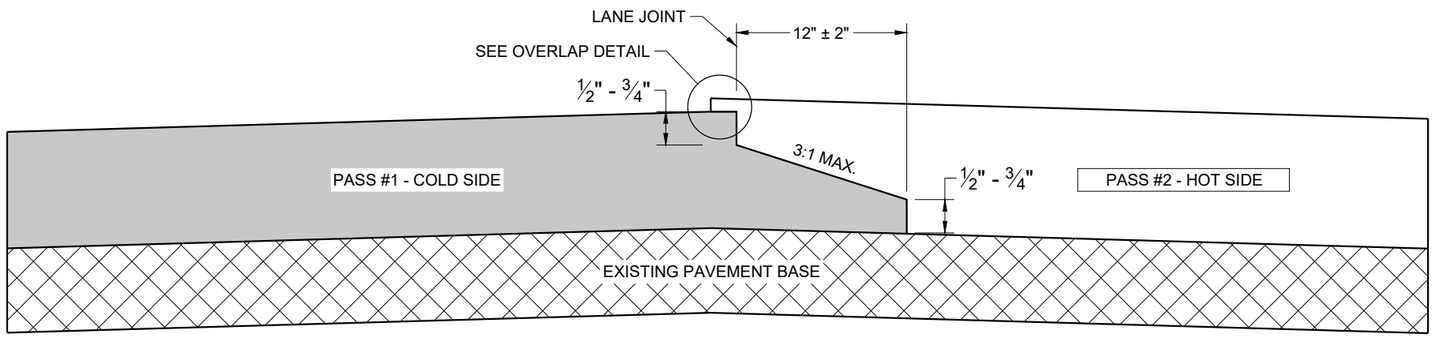


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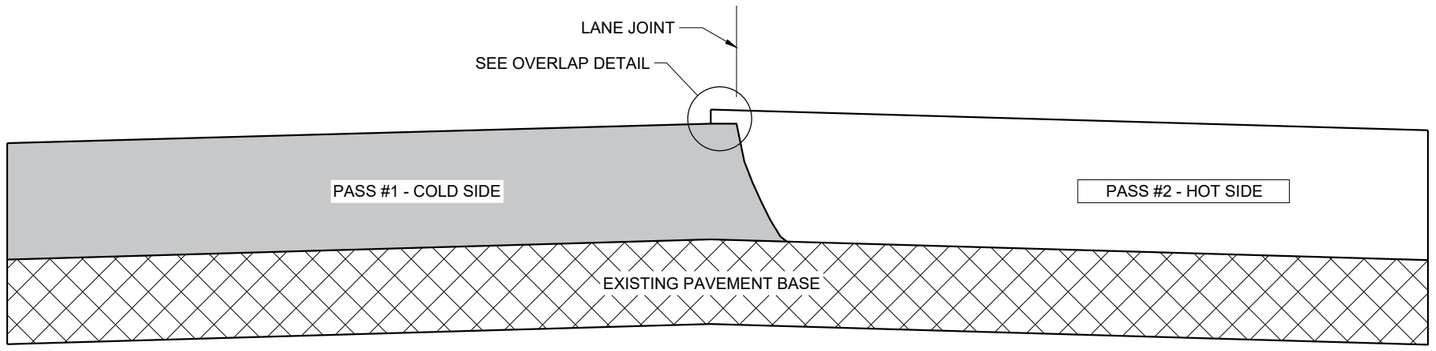
SDD 13C14 - 07c

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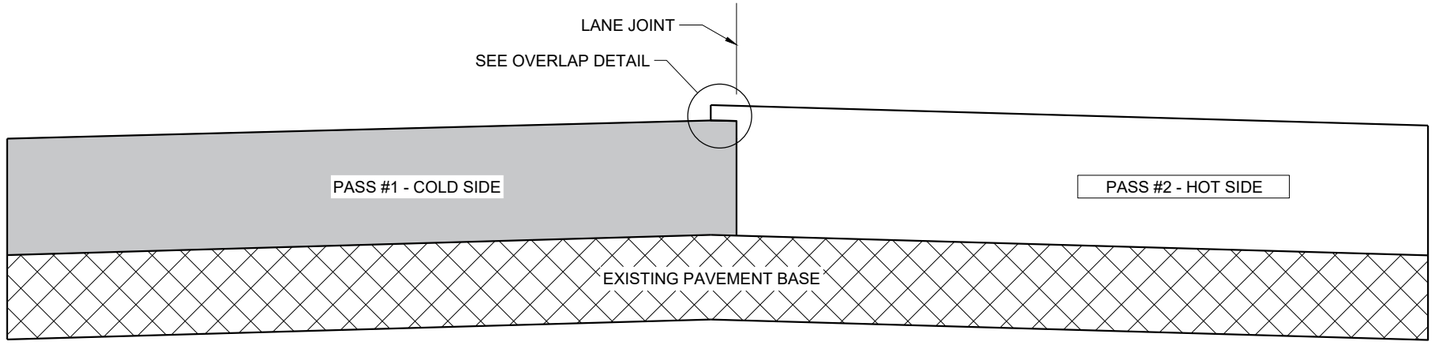
SDD 13C14 - 07c




**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT (MILLED)**

## GENERAL NOTES

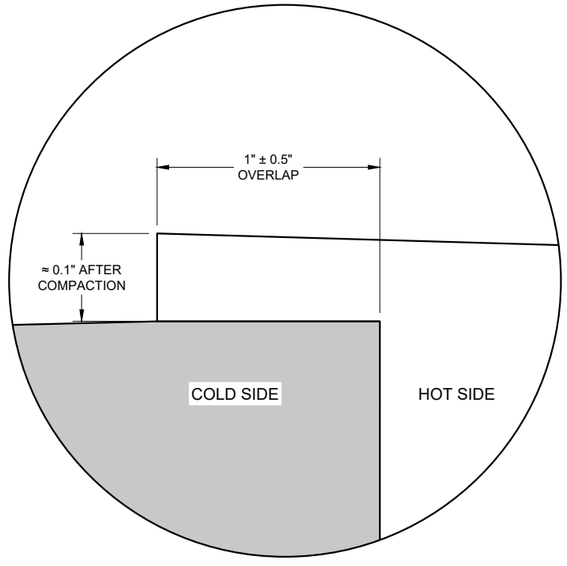
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

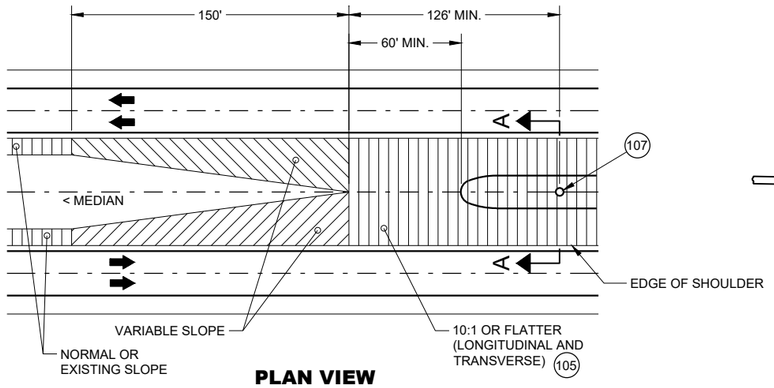
**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

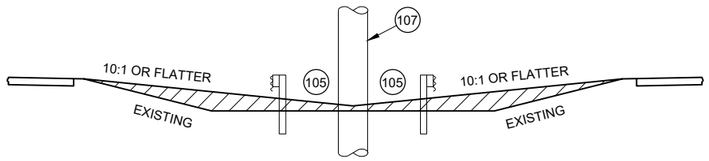
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA




**PLAN VIEW**
**GRADING AT BULLNOSE**
(ALL INSTALLATIONS)




**SECTION A -A**
**MEDIAN GRADING**
(ALL INSTALLATIONS)

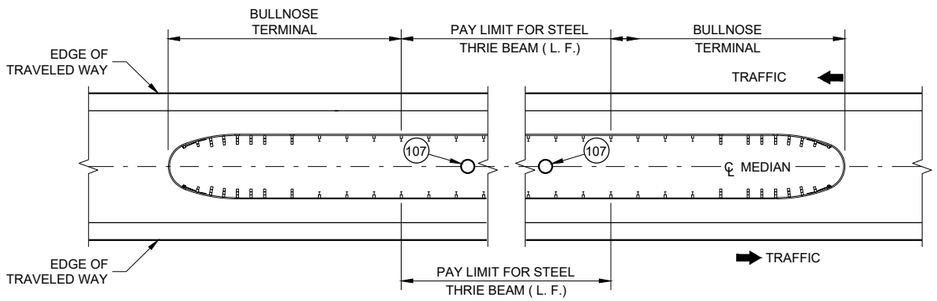
## GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

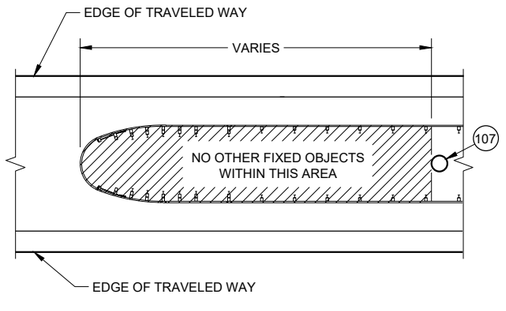
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

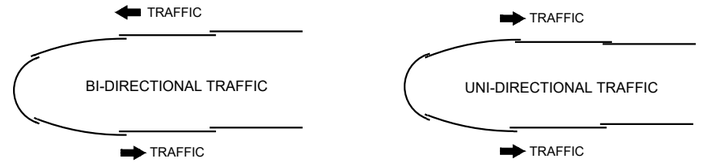
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD 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.



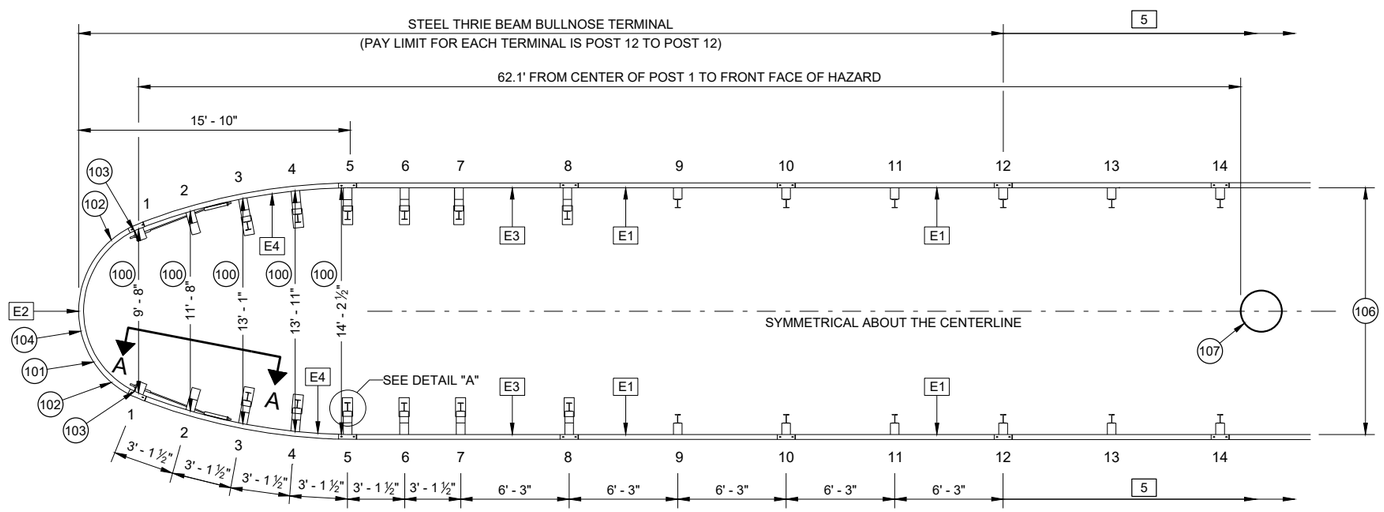

**MEDIAN HAZARD PROTECTION PAY LIMITS**



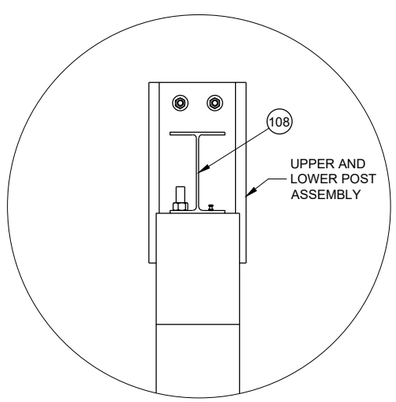

**HAZARD FREE AREA**
**INSIDE BULLNOSE**




**LAPPING DETAIL**




**PLAN VIEW**
**TYPICAL BULLNOSE LAYOUT**




**DETAIL "A"**

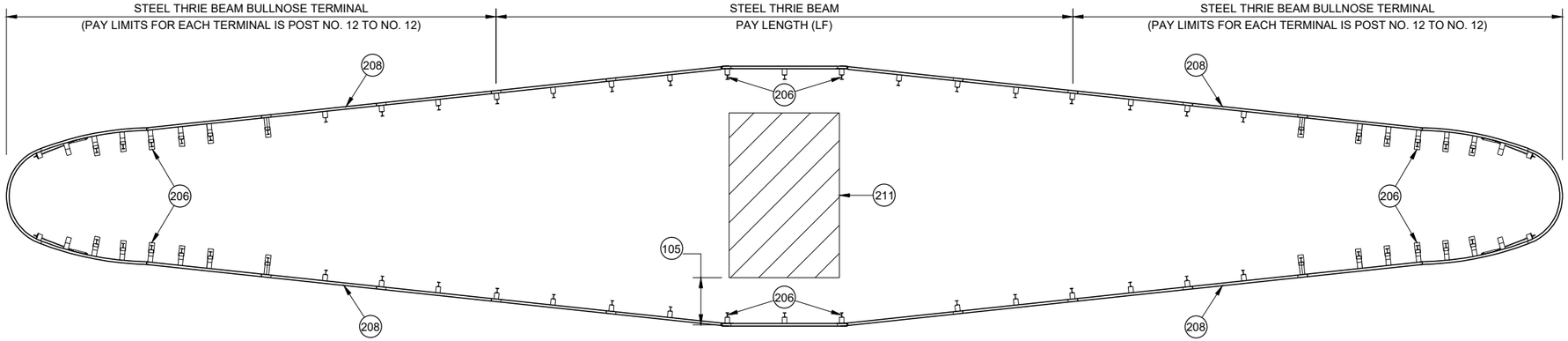
**STEEL THRIE BEAM**
**BULLNOSE TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 05a



SDD 14B26 - 05a




**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.

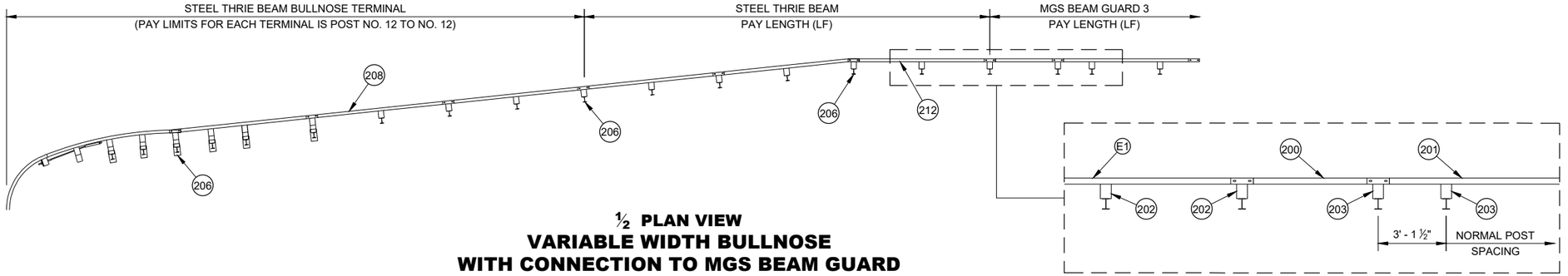
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

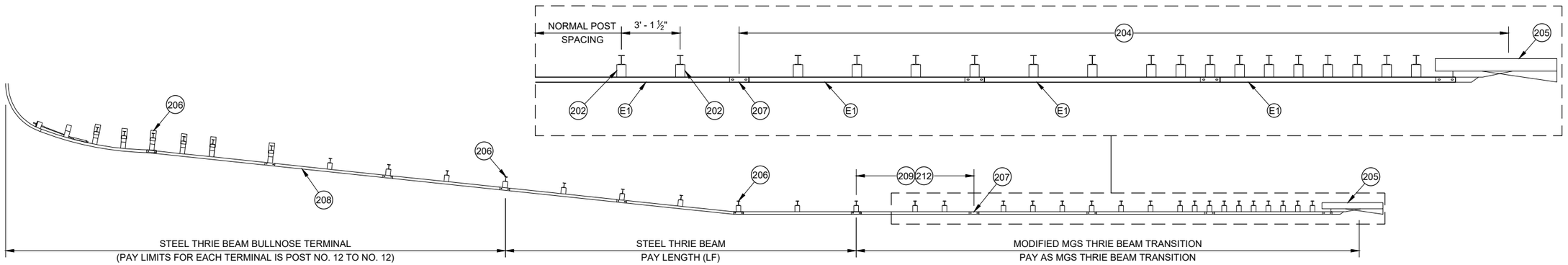
210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

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**

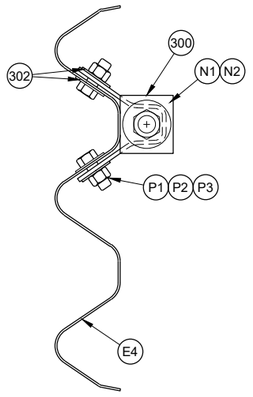
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA





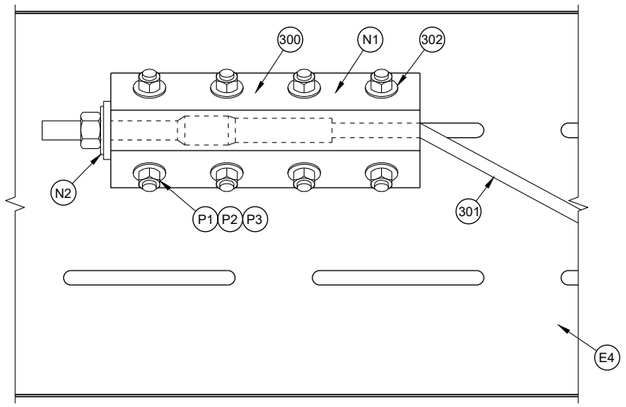
6

SDD 14B26 - 05b

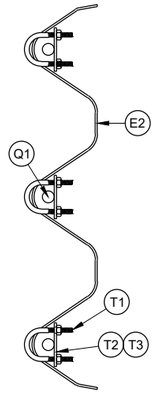



**PROFILE VIEW**

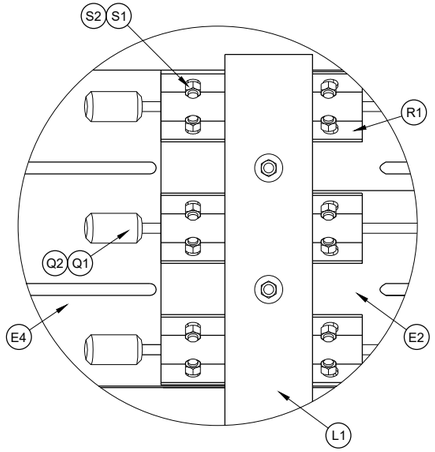
## CABLE ANCHOR ASSEMBLY CONNECTION



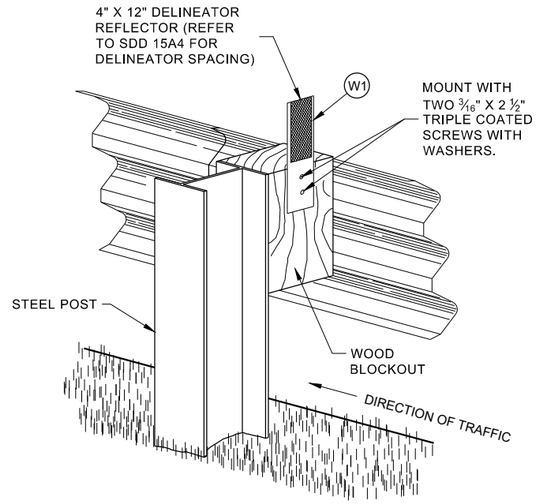

## CABLE ANCHOR ASSEMBLY




## NOSE CABLE RETAINING CLIP




## DETAIL "A"




## ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION



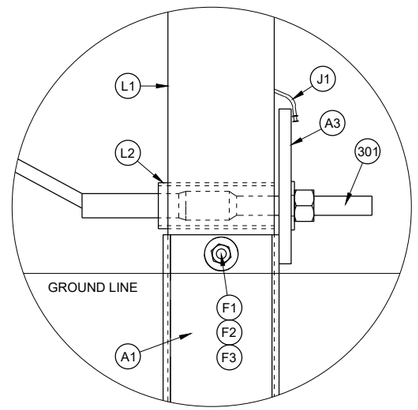

**POST 8**

**POST 3**

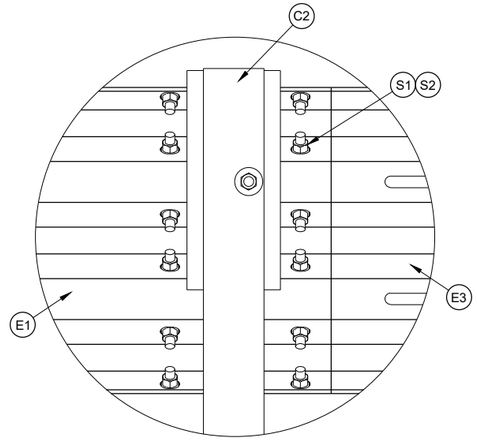
**POST 2**

**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

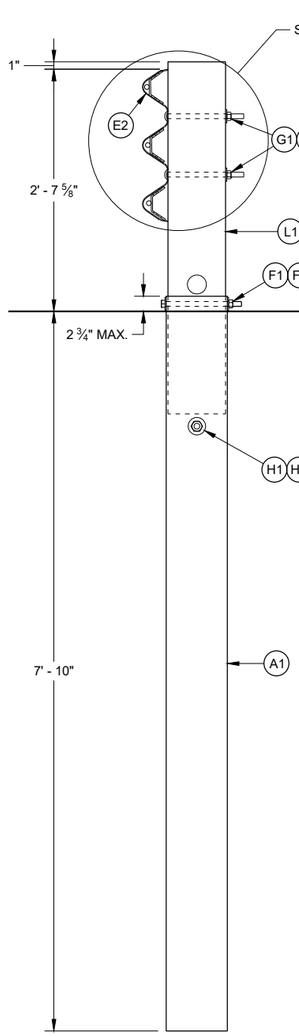




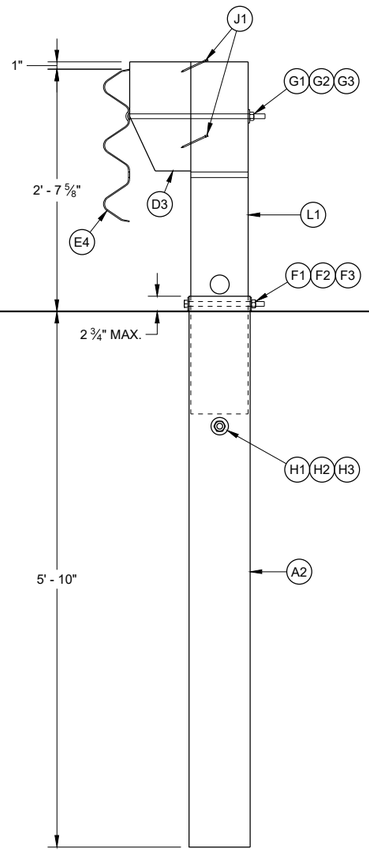
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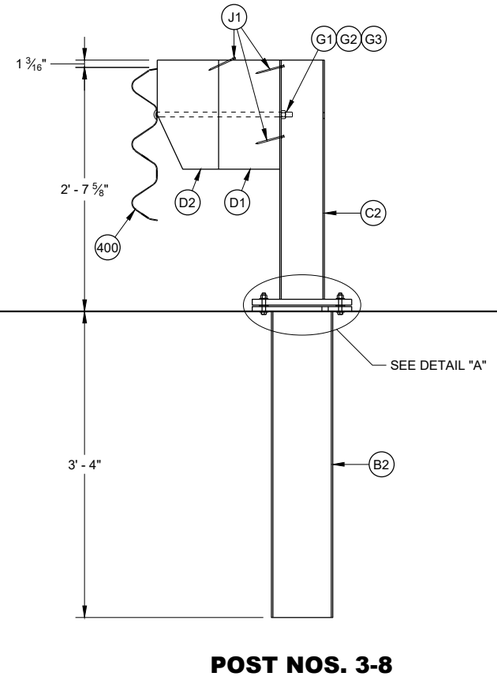
SDD 14B26 - 05c



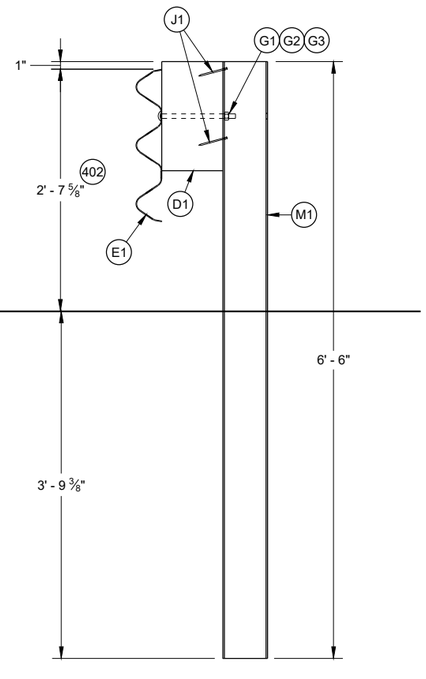

**POST NO. 1**




**POST NO. 2**




**POST NOS. 3-8**



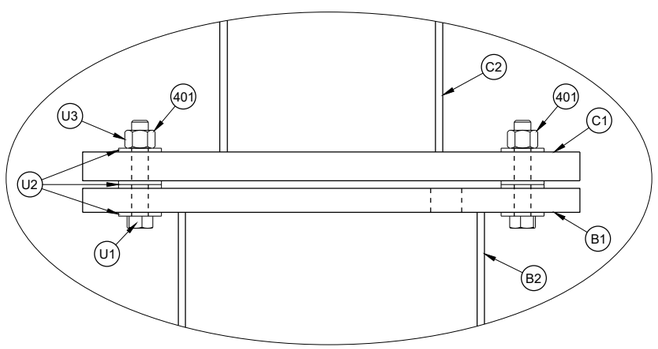

**POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND**

## GENERAL NOTES

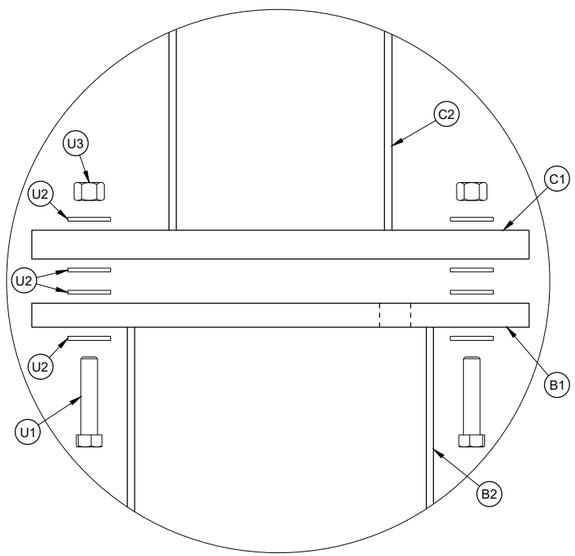
(400) RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

(401) TORQUE BOLD BETWEEN 60-75 FT-LB

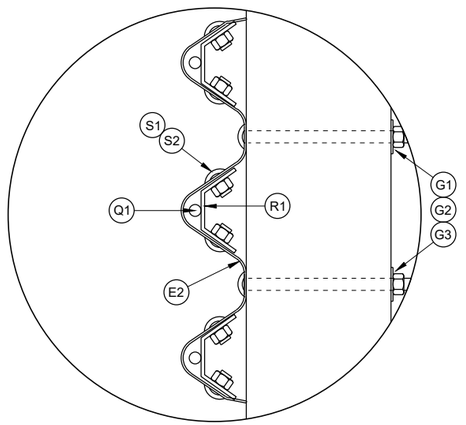
(402) HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".




**DETAIL "A"**




**EXPLODED VIEW**
**DETAIL "A"**




**DETAIL "B"**

**STEEL THRIE BEAM BULLNOSE TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

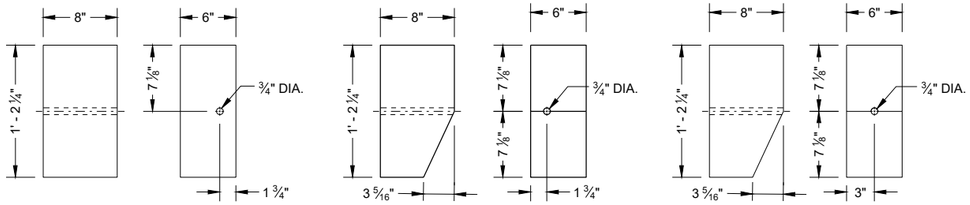




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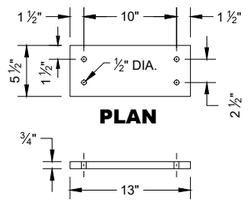
SDD 14B26 - 05d




ELEVATION PROFILE
**BLOCKOUT (D1)**

ELEVATION PROFILE
**BLOCKOUT (D2)**

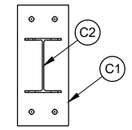
ELEVATION PROFILE
**BLOCKOUT (D3)**



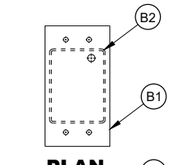

PLAN

PROFILE

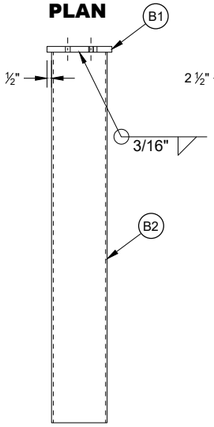
**UPPER SHEAR PLATE (C1)**

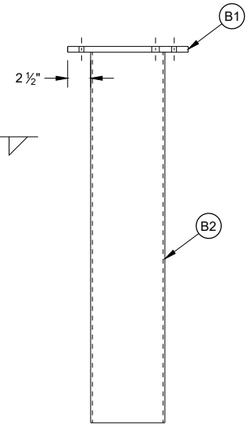



PLAN

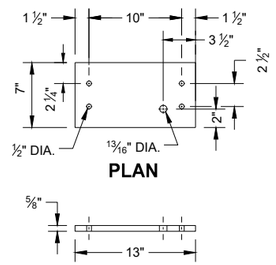



PLAN



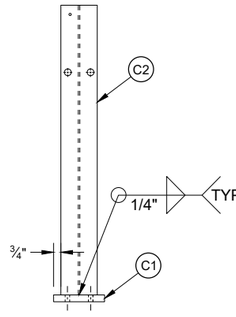

ELEVATION PROFILE
**LOWER POST ASSEMBLY**

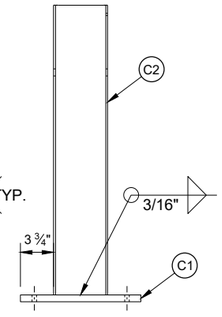



PLAN

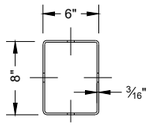
PROFILE

**LOWER SHEAR PLATE (B1)**



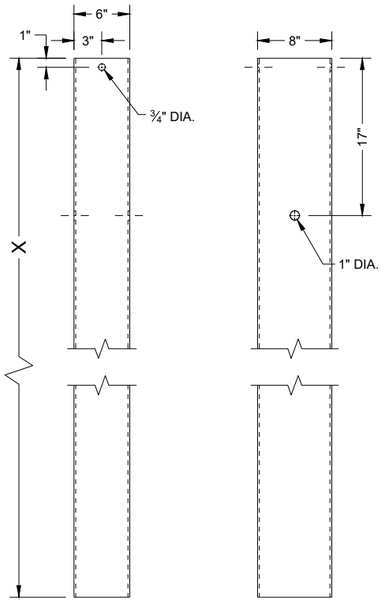




ELEVATION PROFILE
**UPPER POST ASSEMBLY**

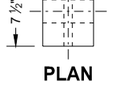



PLAN

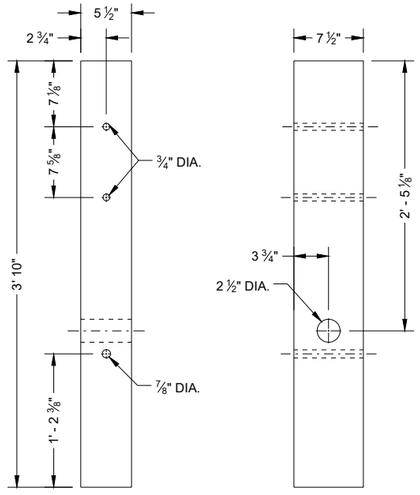
| PART | LENGTH "X" |
|---|---|
| A1 | 8' - 0" |
| A2 | 6' - 0" |
| B2 | 3' - 4" |




ELEVATION PROFILE
**FOUNDATION TUBE**



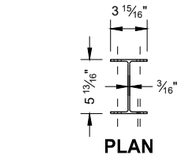

PLAN



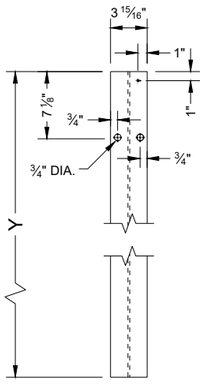




ELEVATION PROFILE
**BCT POST (L1)**




PLAN




ELEVATION
**POST**

| PART | LENGTH "Y" |
|---|---|
| M1 | 6' - 6" |
| M2 | 5' - 8 5/8" |
| C2 | 2' - 7 5/8" |

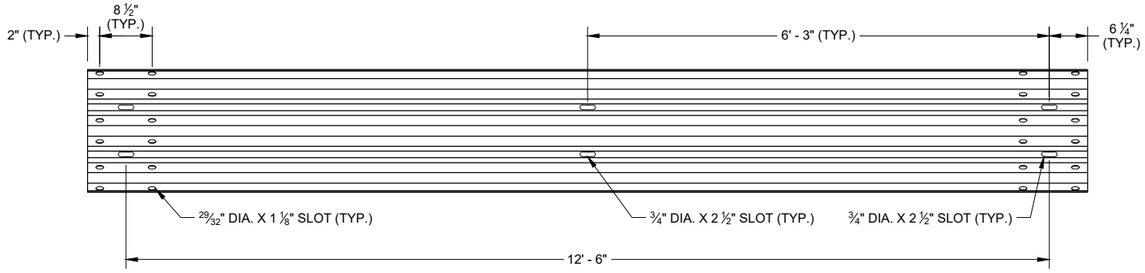
**STEEL THRIE BEAM BULLNOSE TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

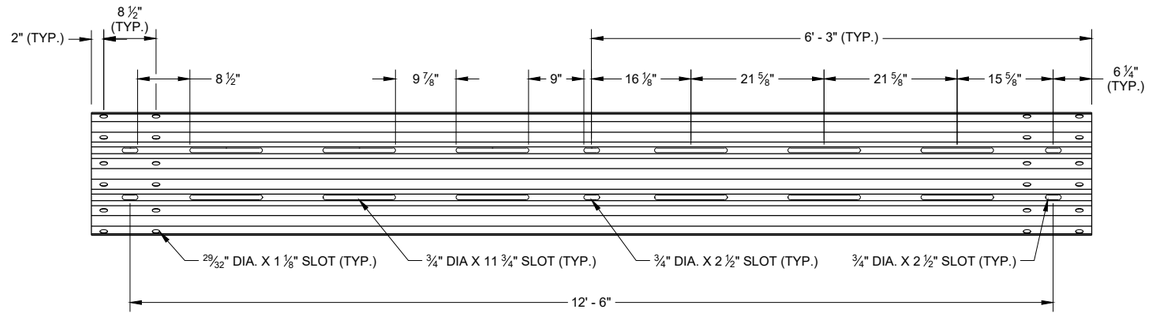



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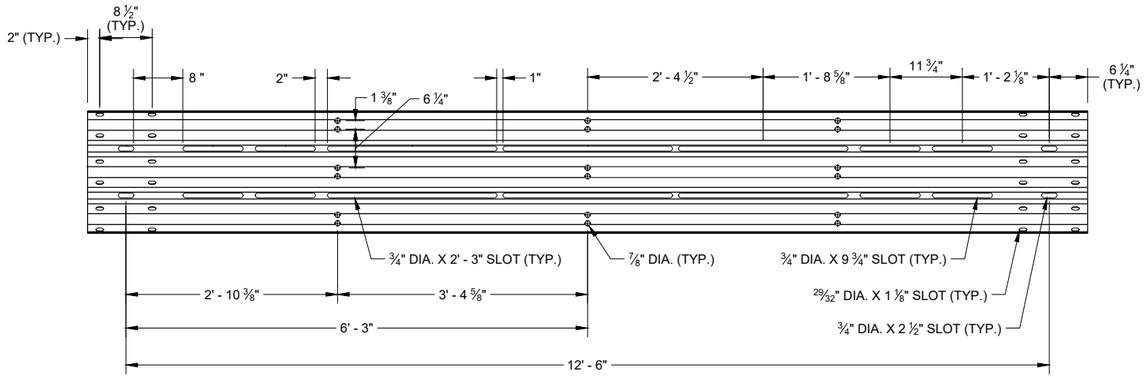

SDD 14B26 - 05e



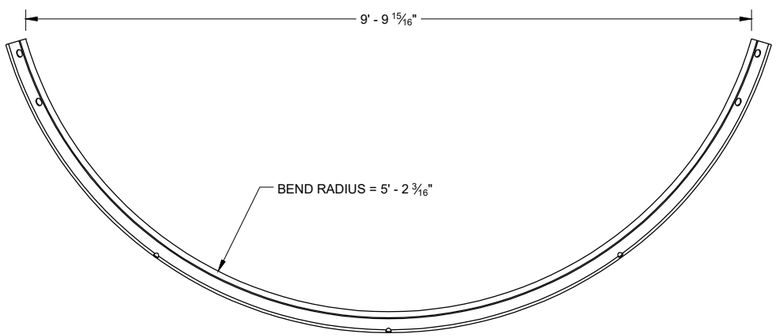

**SLOTTED THRIE BEAM RAIL E1**



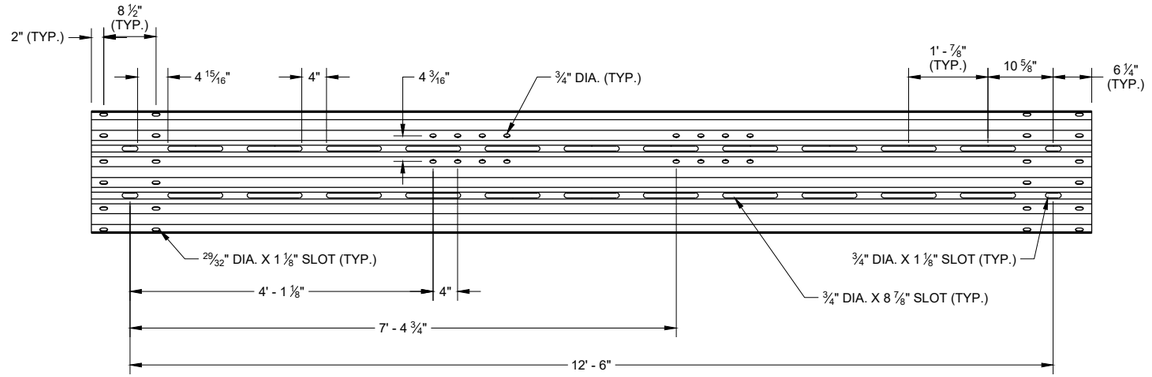

**SLOTTED THRIE BEAM RAIL E3**



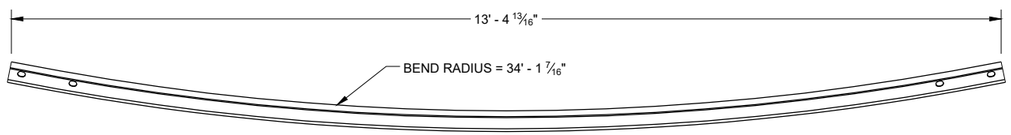

**ELEVATION VIEW NON - RADIUSED**
**SLOTTED THRIE BEAM RAIL E2**




**PLAN VIEW**
**SLOTTED THRIE BEAM RAIL E2**




**ELEVATION VIEW NON - RADIUSED**
**SLOTTED THRIE BEAM RAIL E4**




**PLAN VIEW**
**SLOTTED THRIE BEAM RAIL E4**

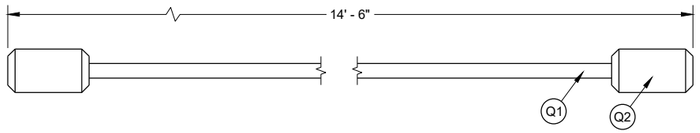
**STEEL THRIE BEAM BULLNOSE TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

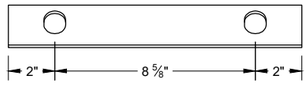




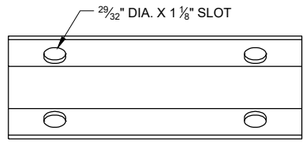
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SDD 14B26 - 05f



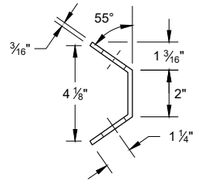

**NOSE CABLE AND SWAGE BUTTON**




**PLAN VIEW**

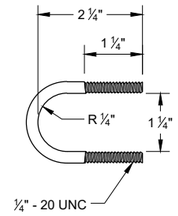



**ELEVATION VIEW**

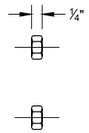



**PROFILE VIEW**

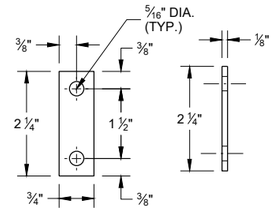
**NOSE CABLE ANCHOR (R1)**




**U - BOLT (T1)**

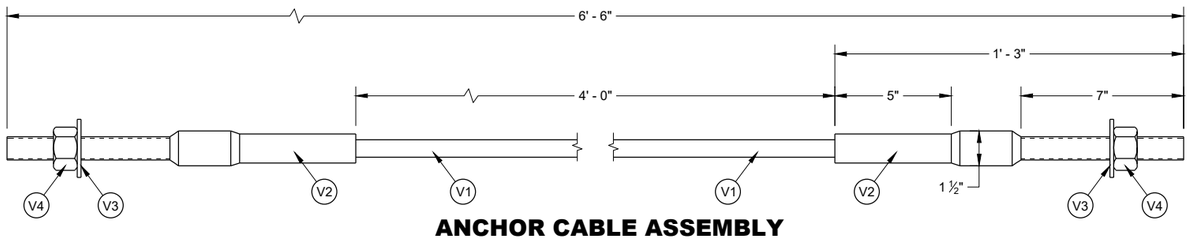



**U - BOLT NUT (T3)**

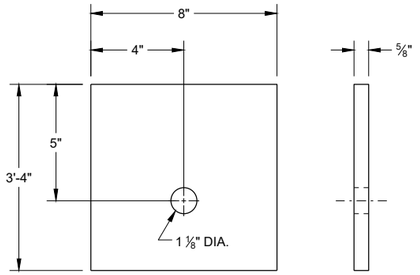



**ELEVATION VIEW** **PROFILE VIEW**

**U - BOLT PLATE WASHER (T2)**

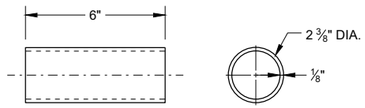



**ANCHOR CABLE ASSEMBLY**



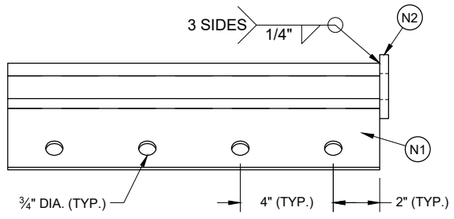

**ELEVATION VIEW** **PROFILE VIEW**

**BCT BEARING PLATE (A3)**

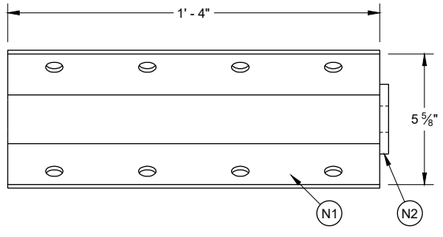



**ELEVATION VIEW** **PROFILE VIEW**

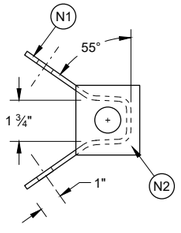
**BCT POST SLEEVE (L2)**




**PLAN VIEW**

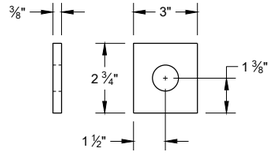



**ELEVATION VIEW**




**PROFILE VIEW**

**ANCHOR BRACKET ASSEMBLY (N1)**




**ANCHOR BRACKET END PLATE (N2)**

**STEEL THRIE BEAM BULLNOSE TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





6
SDD 14B26 - 05g

# 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

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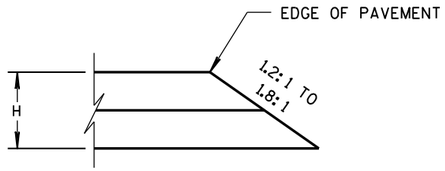
SDD 14B26 - 05h

**STEEL THRIE BEAM BULLNOSE TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

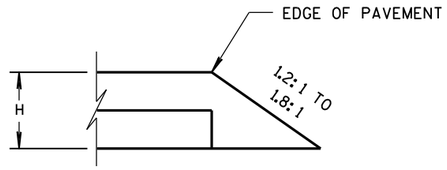
APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA



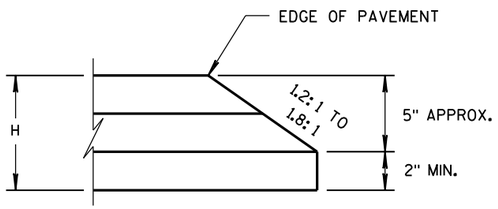

CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



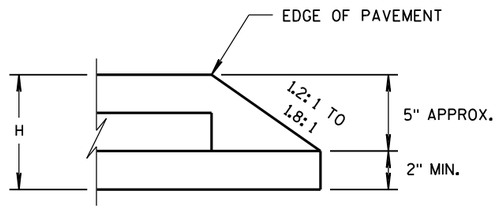

CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS




CONSTRUCTED WITH FINAL TWO LAYERS

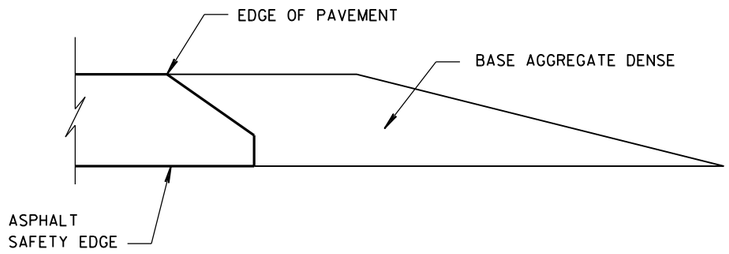
FOR H GREATER THAN 5"




CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

## HMA PAVEMENT AND HMA OVERLAYS




## FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
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.

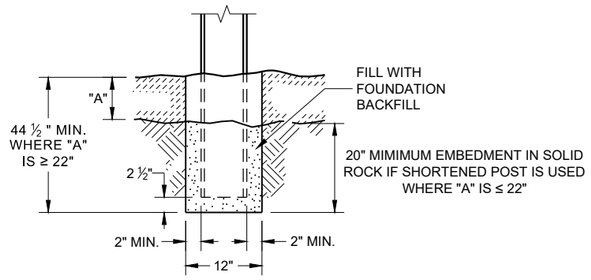
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL 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).

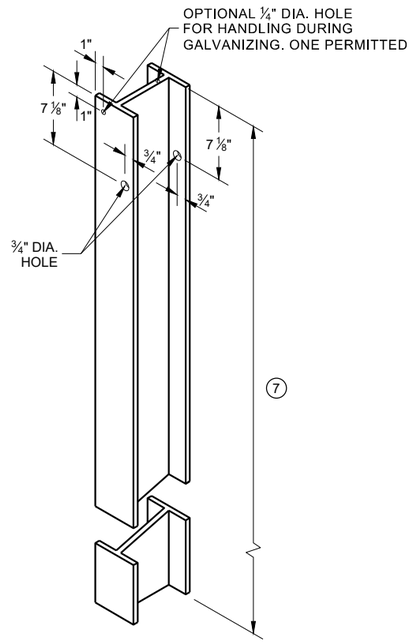
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

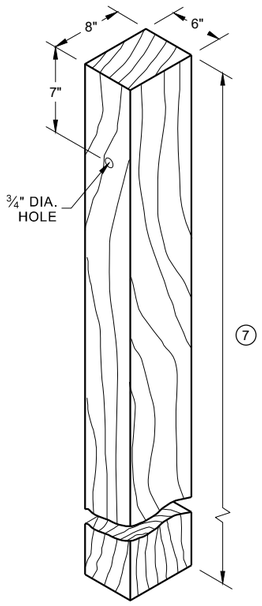
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



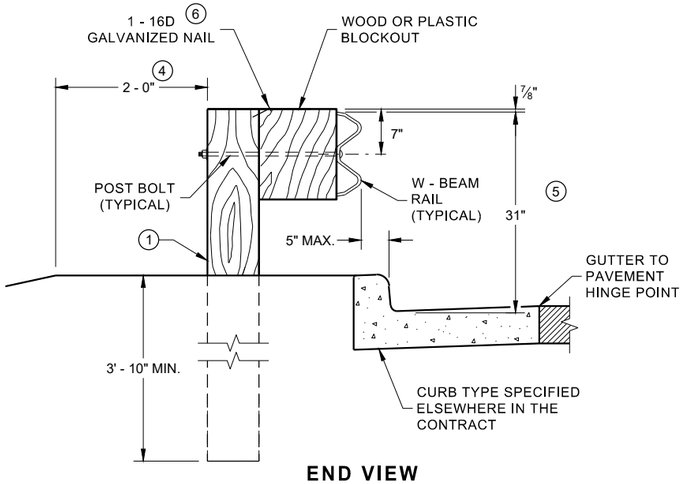

END VIEW
**SETTING STEEL OR WOOD POST IN ROCK** (3)



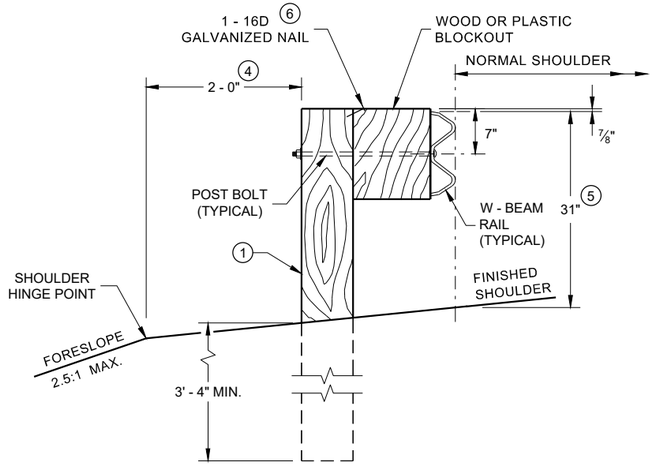

**STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9)** (1)



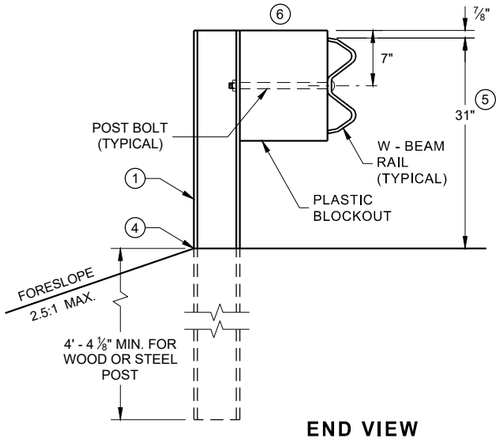

**WOOD POST (6" X 8") NOMINAL** (1)



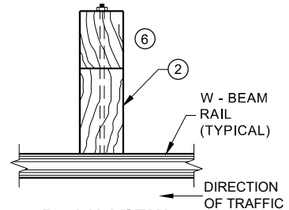

END VIEW
**LOCATED ALONG A CURBED ROADWAY**



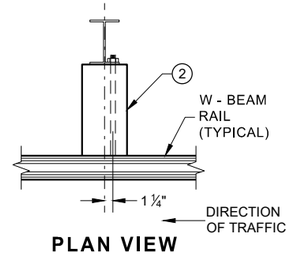

END VIEW
**LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION**



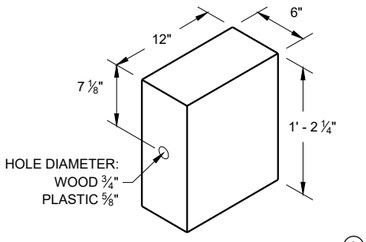

END VIEW
**MGS LONGER POST AT HALFPOST SPACING W BEAM (K)**




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

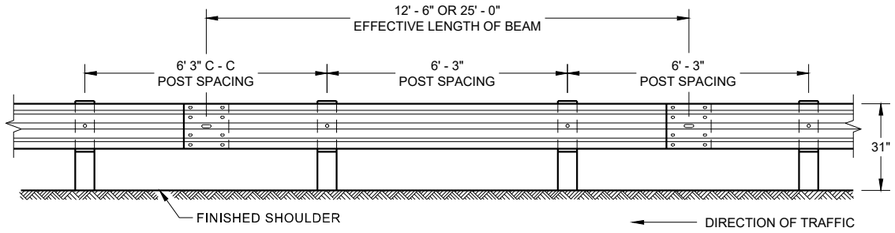


6

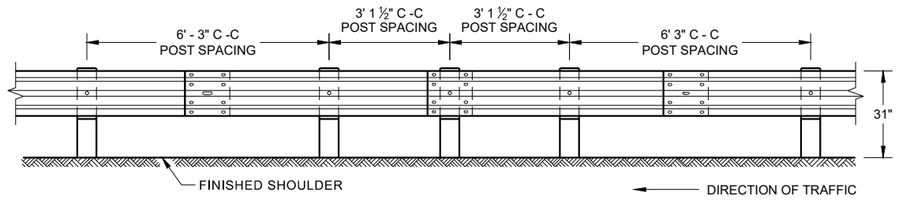
SDD 14B42 - 07a

6

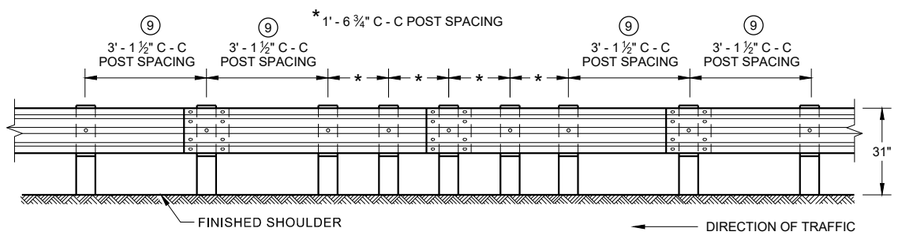
SDD 14B42 - 07a



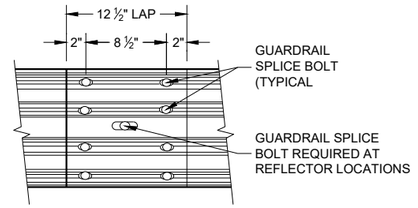

**FRONT VIEW**
## POST SPACING STANDARD INSTALLATION



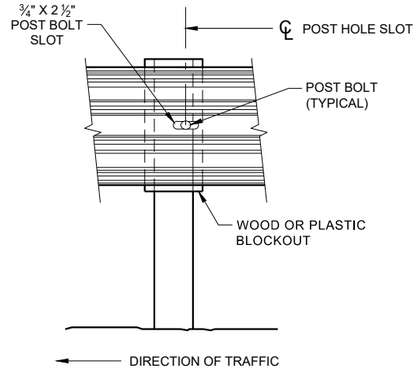

**FRONT VIEW**
## HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



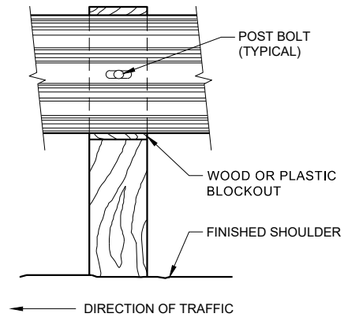

**FRONT VIEW**
## QUARTER POST SPACING (QS)



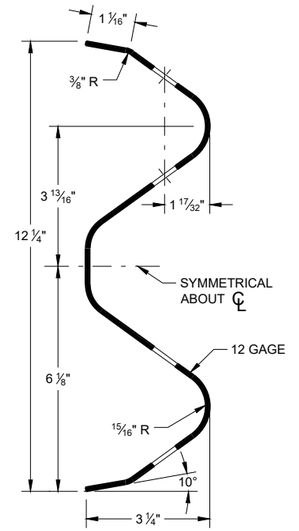

**FRONT VIEW**
## MID-SPAN BEAM SPLICE



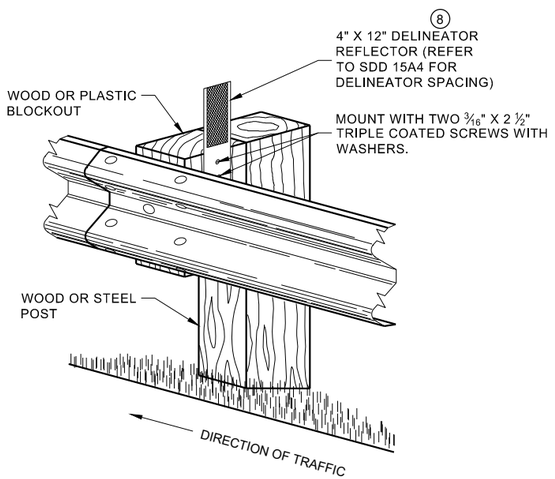

## FRONT VIEW AT STEEL POST




## FRONT VIEW AT WOOD POST




## SECTION THRU W-BEAM RAIL




## ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

## GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A 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.

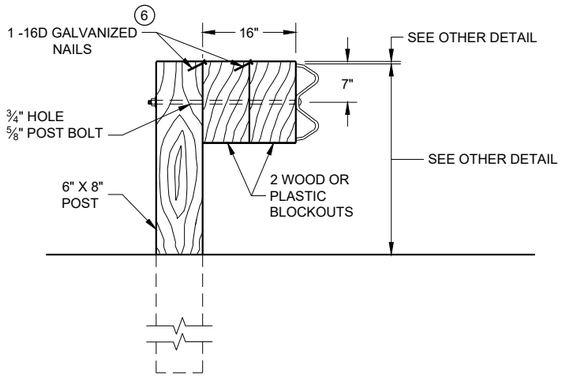
**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6

SDD 14B42 - 07b
SDD 14B42 - 07b

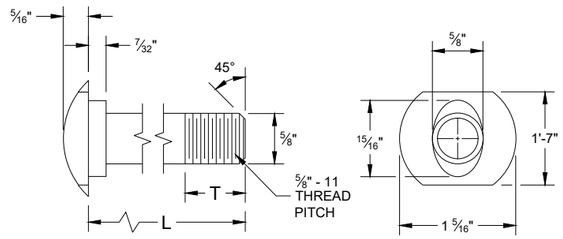



## DETAIL FOR 16" BLOCKOUT DEPTH

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.

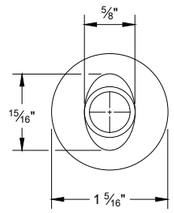
NOTE:

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.

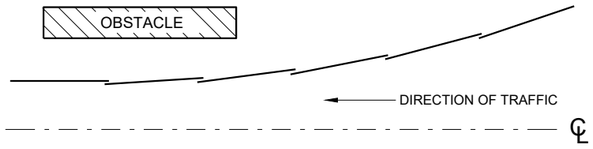



## POST BOLT TABLE

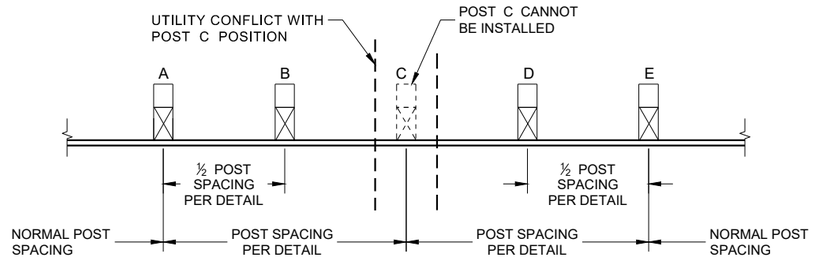
| L | T (MIN.) |
|---|---|
| 1 ¼" | 1 ⅛" |
| 2" | 1 ¾" |
| 10" | 4" |
| 14" | 4 1⁄16" |
| 18" | 4" |
| 21" | 4 1⁄16" |
| 25" | 4" |



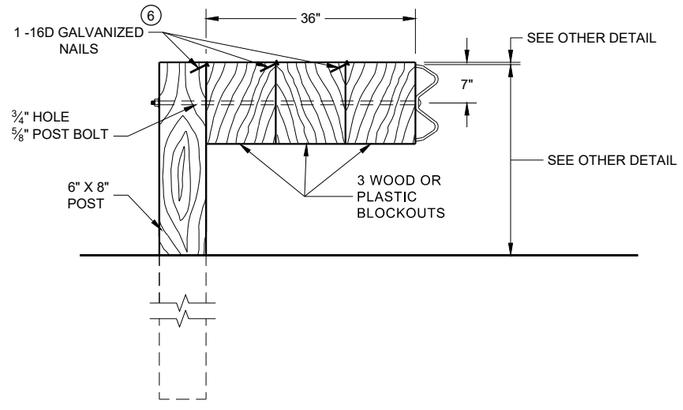

## ALTERNATE BOLT HEAD



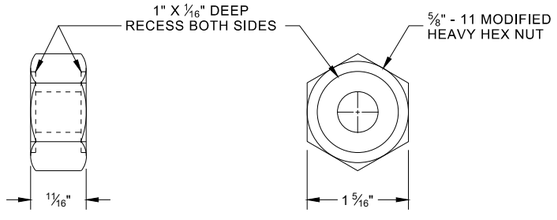

## PLAN VIEW
## BEAM LAPPING DETAIL



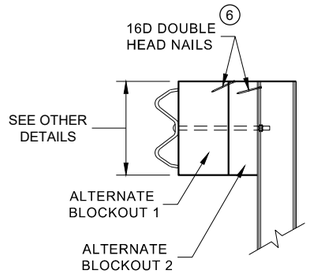

## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



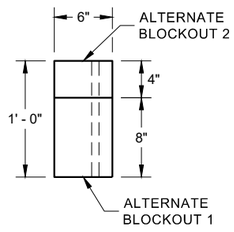

## DETAIL FOR 36" BLOCKOUT DEPTH




## POST BOLT, SPLICE BOLT AND RECESS NUT




SIDE VIEW




PLAN VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL

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.

(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.

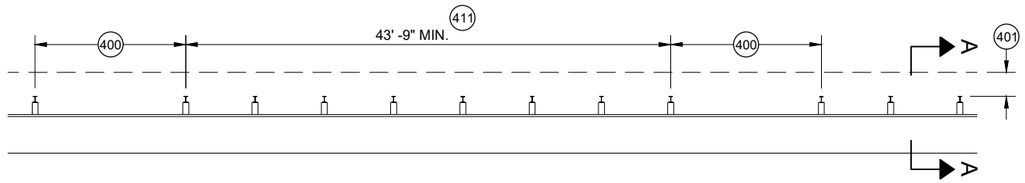
**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

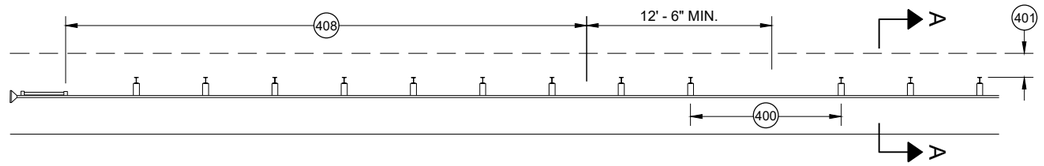



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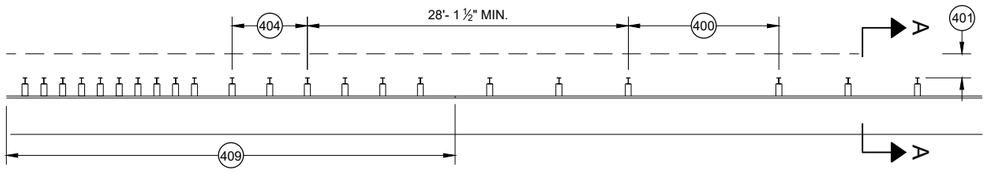

SDD 14B42 - 07c



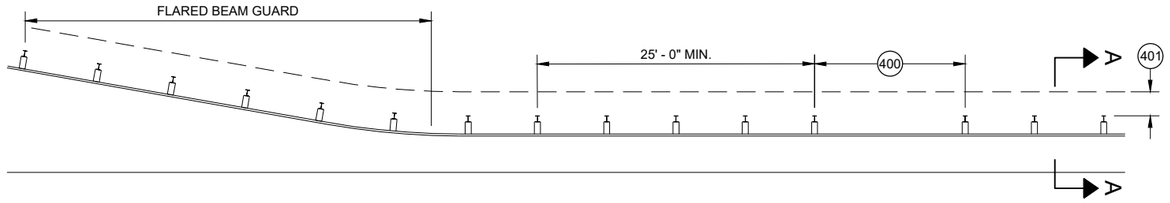

**MISSING POST IN MGS GUARDRAIL**



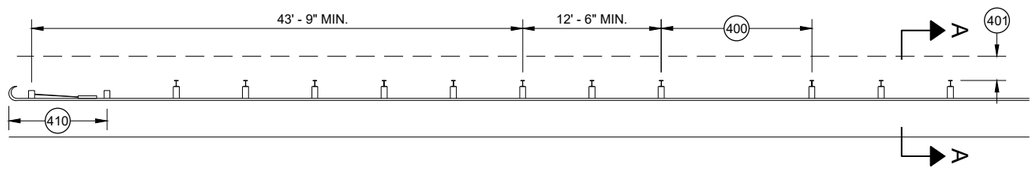

**MISSING POST IN MGS GUARDRAIL NEAR EAT**



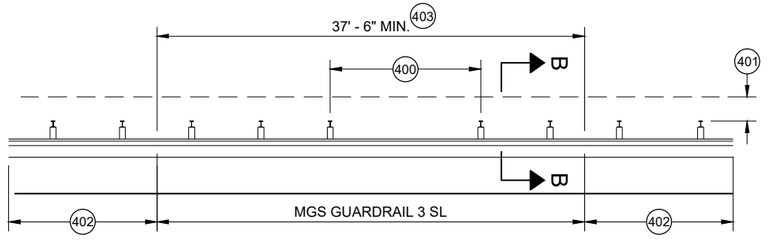

**MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION**




**MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD**

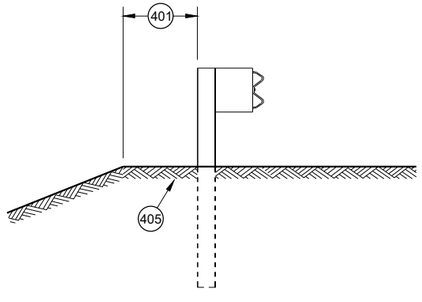



**MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL**

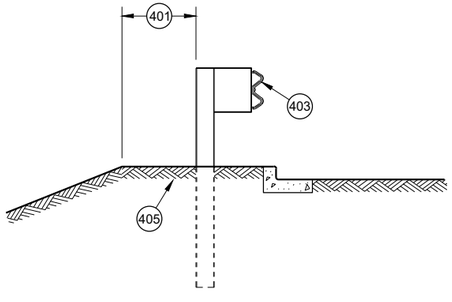



**MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)** 407

(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 DEVE
UNIT SUPERVISOR

FHWA




6


SDD 14B42 - 07d

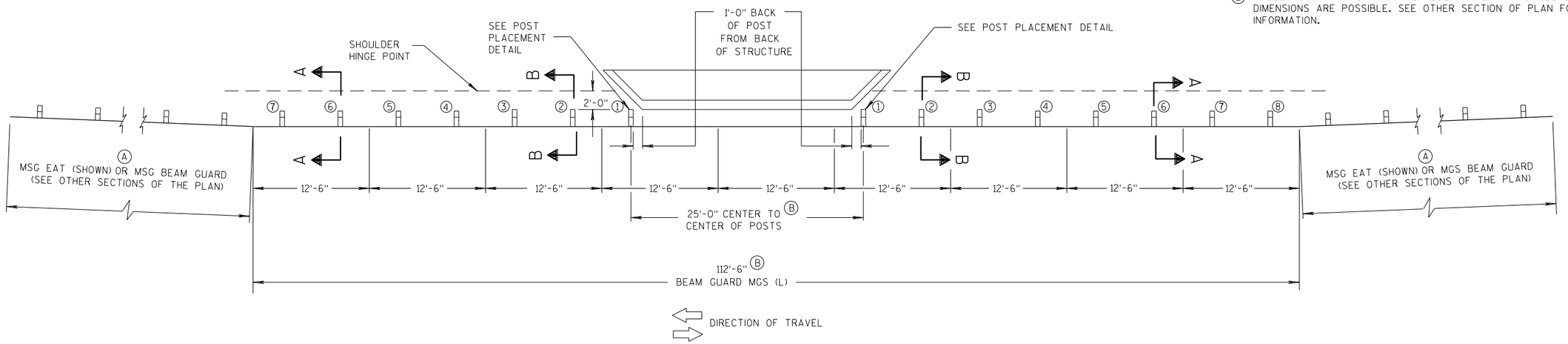
## GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

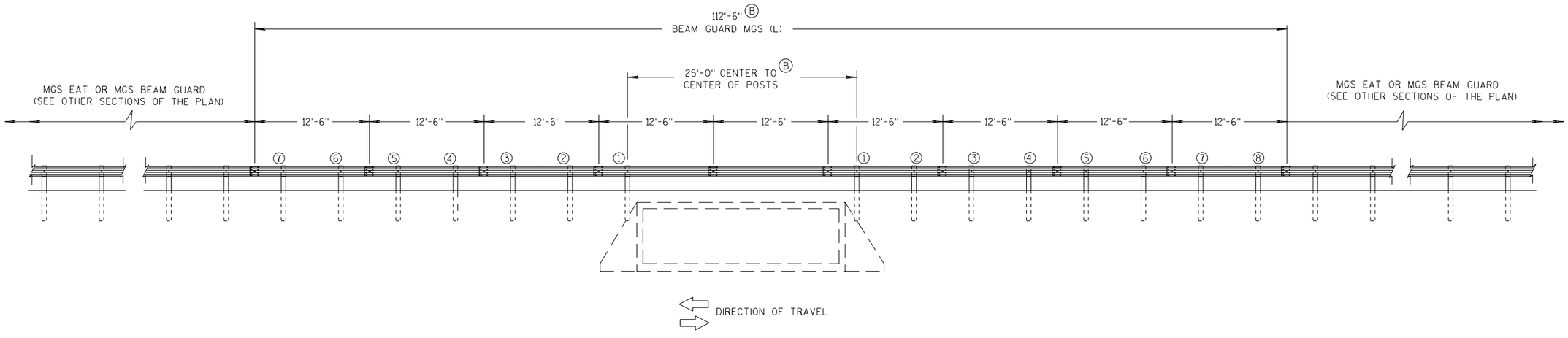
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.




**PLAN VIEW**




**ELEVATION VIEW**

# MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

**MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6


S.D.D. 14 B 43-4a

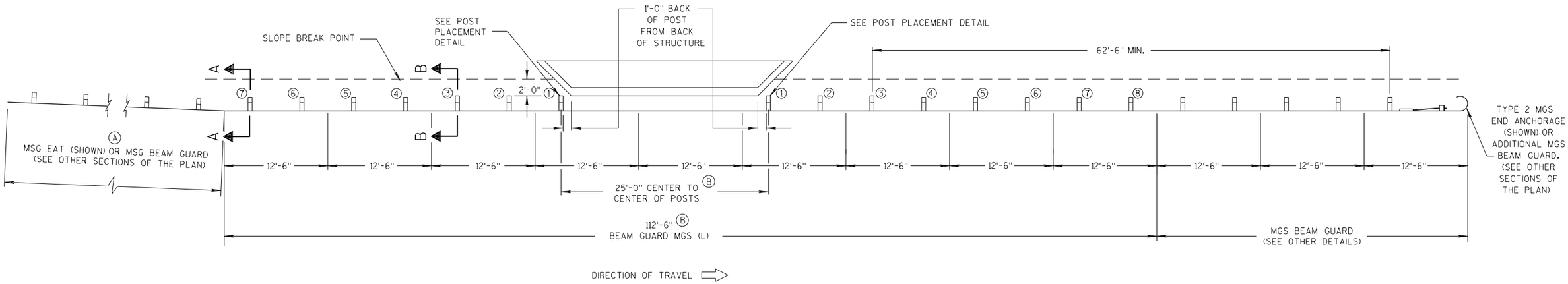
## GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

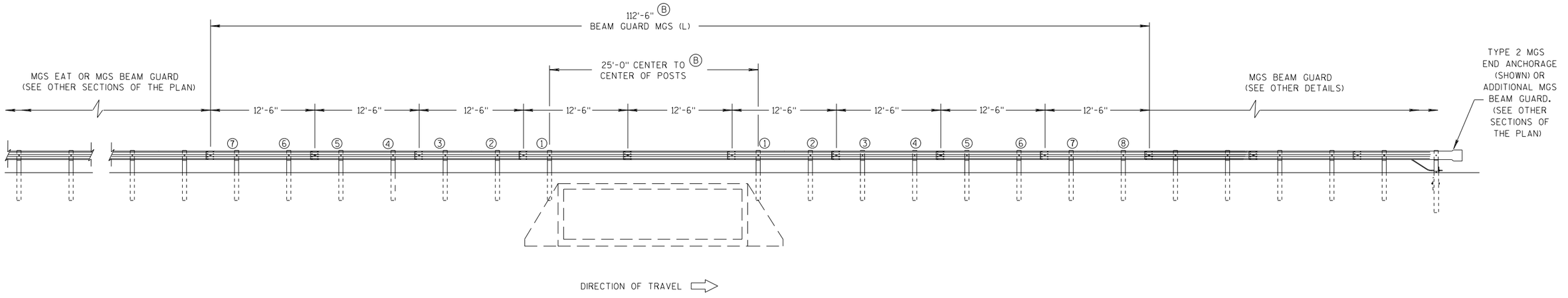
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.




**PLAN VIEW**




**ELEVATION VIEW**

# MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

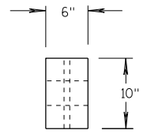
**MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

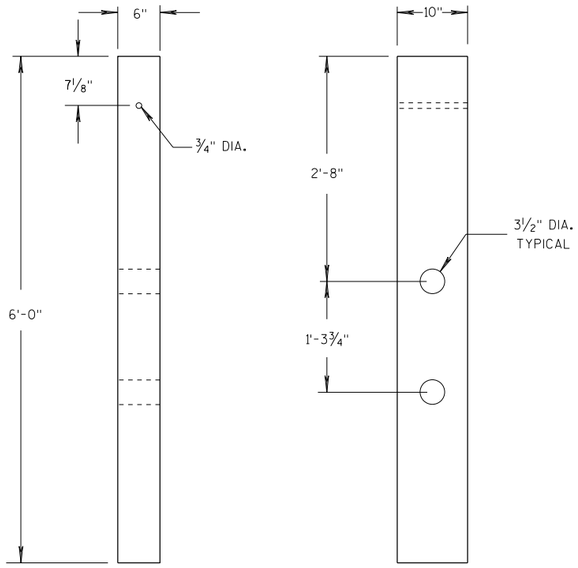



6


S.D.D. 14 B 43-4b

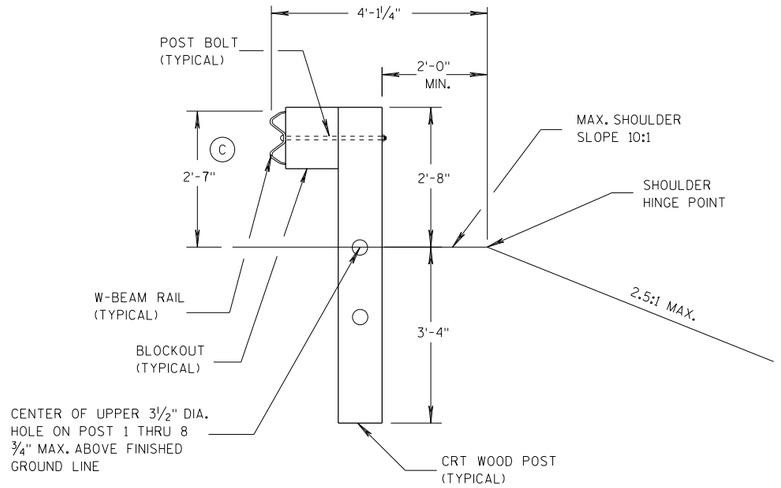



PLAN VIEW




FRONT VIEW SIDE VIEW

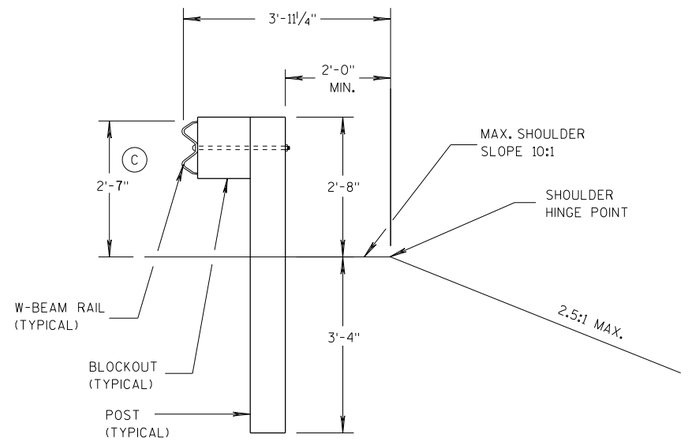
CRT WOOD POST




SECTION B-B

**POSTS NO. 1-3**

SEE OTHER DETAILS



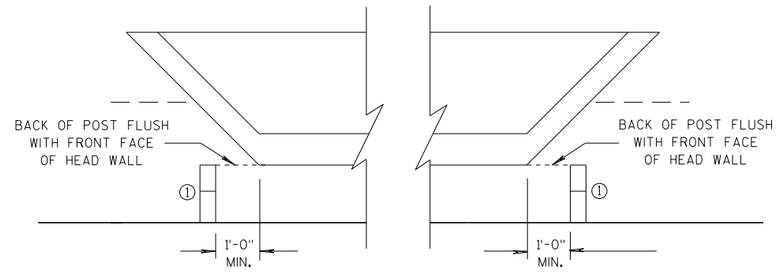

SECTION A-A

**POSTS NO. 4-8**

SEE OTHER DETAILS

## GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".




POST PLACEMENT DETAIL

**MIDWEST GUARDRAIL SYSTEM**
**LONG SPAN MGS (L)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER



6
S.D.D. 14 B 43-4c

## 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.

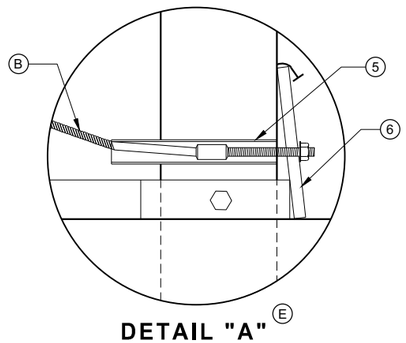
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

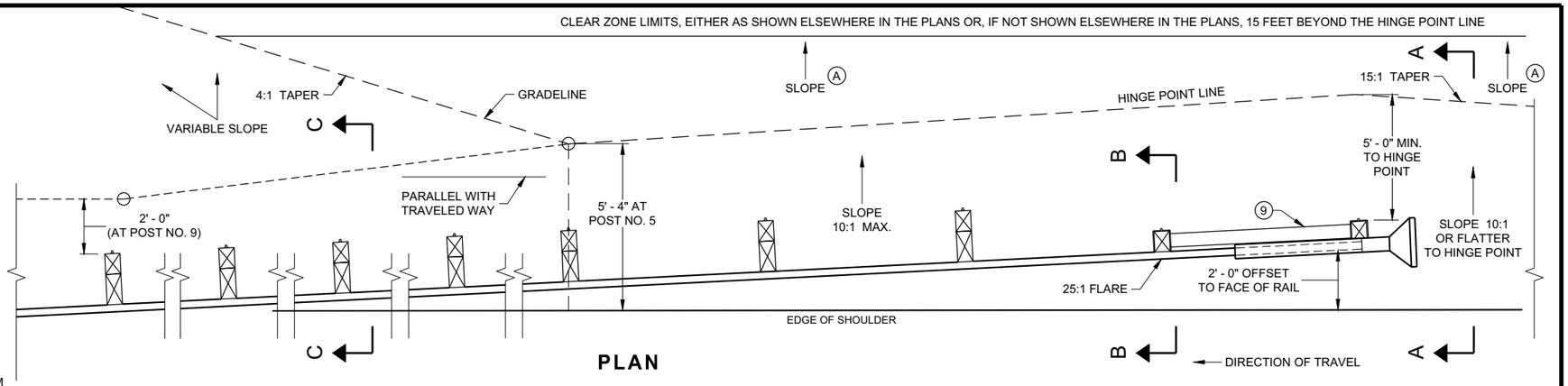
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

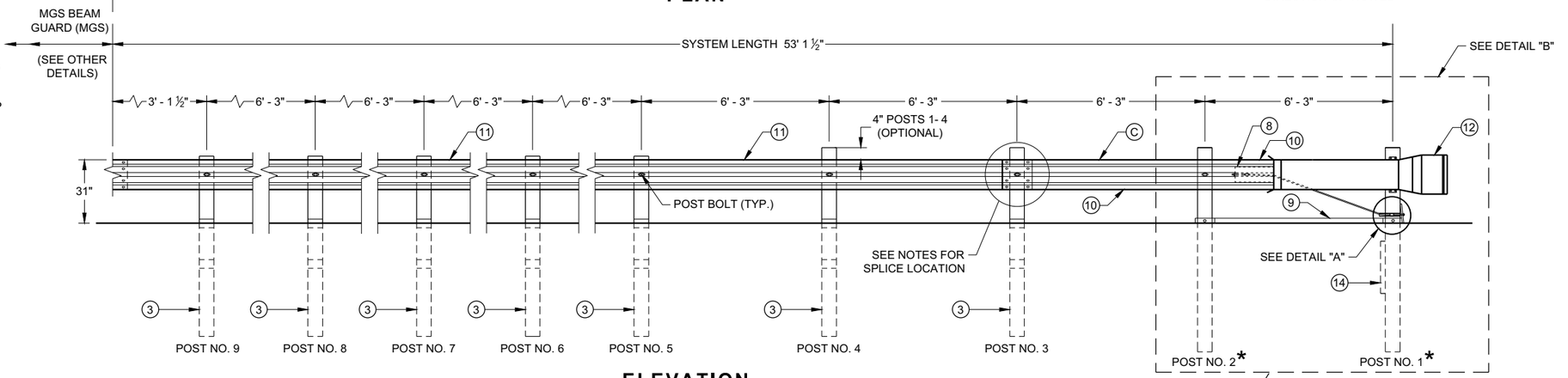
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



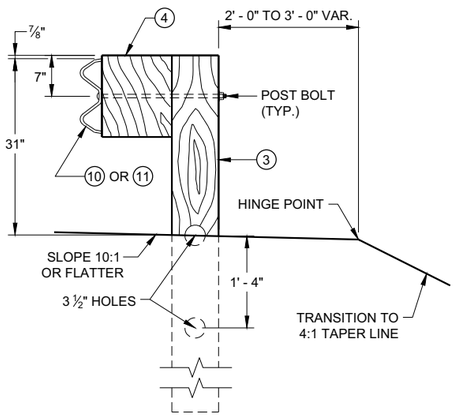

DETAIL "A" (E)



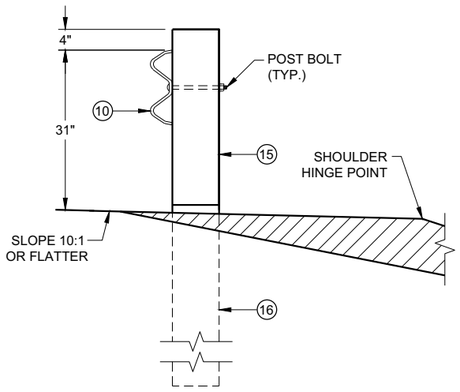

PLAN



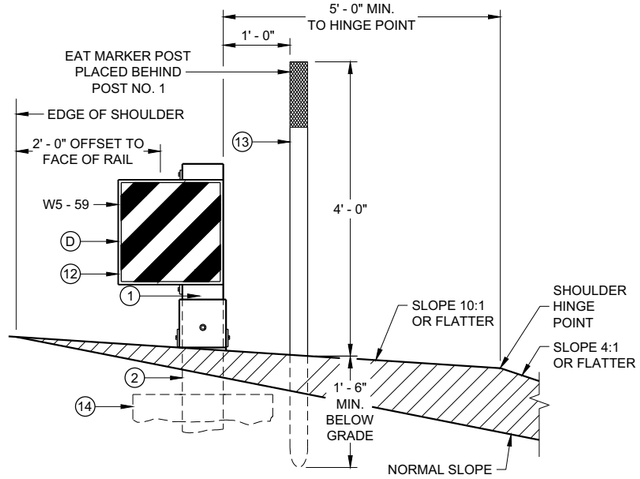

ELEVATION



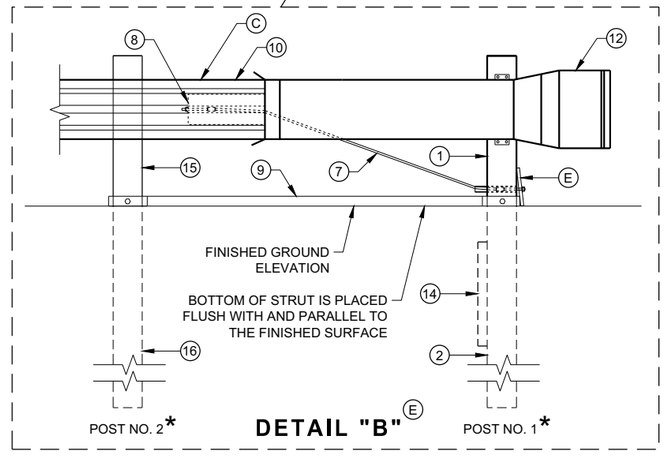

SECTION C - C
TYPICAL AT POST NOS. 3 - 9




SECTION B - B
TYPICAL AT POST NO. 2*




SECTION A - A
TYPICAL AT POST NO. 1*




DETAIL "B" (E)

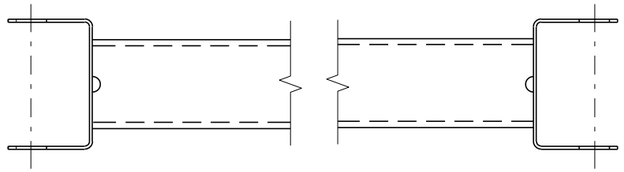
**MIDWEST GUARDRAIL SYSTEM**
**ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SDD 14B44 - 04a

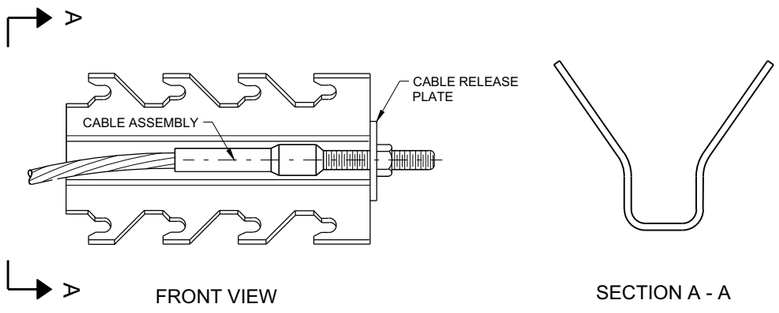
SDD 14B44 - 04a



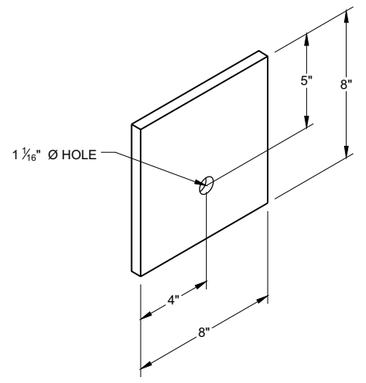
GENERIC GROUND STRUT ⑨ Ⓔ

## BILL OF MATERIALS

| PART NO. | DESCRIPTION<br>MATERIALS PROVIDED BY MGS EAT MANUFACTURER.<br>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.<br>SECTIONS VARY IN LENGTH. |
| ⑫ | IMPACT HEAD |
| ⑬ | EAT MARKER POST - YELLOW<br>(SEE APPROVED PRODUCTS LIST) |
| ⑭ | SOIL PLATE |
| ⑮ | UPPER POST NO. 2 |
| ⑯ | LOWER POST NO. 2 |




GENERIC ANCHOR CABLE BOX ⑨ Ⓔ




BEARING PLATE ⑥ Ⓔ

6

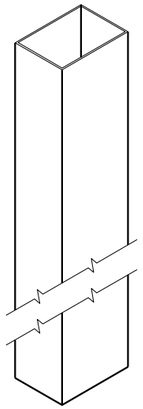
6

SDD 14B44 - 04b

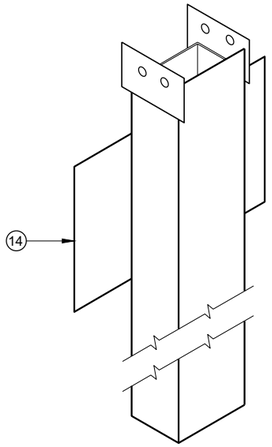
SDD 14B44 - 04b

**MIDWEST GUARDRAIL SYSTEM**
**ENERGY ABSORBING TERMINAL**
**(MGS)**

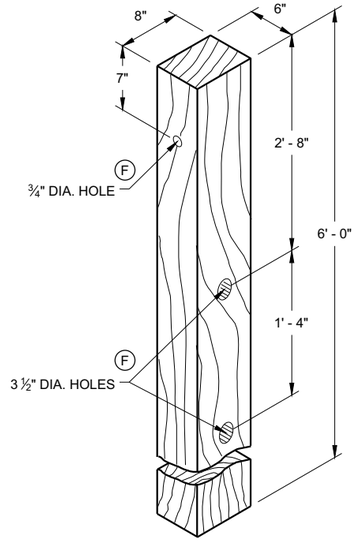
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



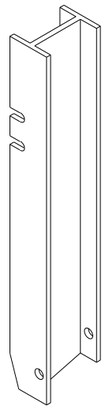
**UPPER POST NO. 1** (1) (E)



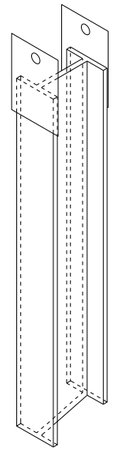

**LOWER POST NO. 1** (2) (E)



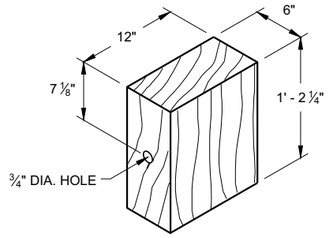

**WOOD CRT POST** (3) (E)
POSTS NUMBER 3-9



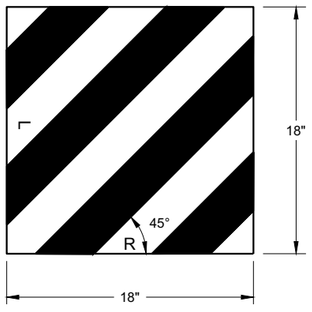
**UPPER POST NO. 2** (15) (E)



**LOWER POST NO. 2** (16) (E)

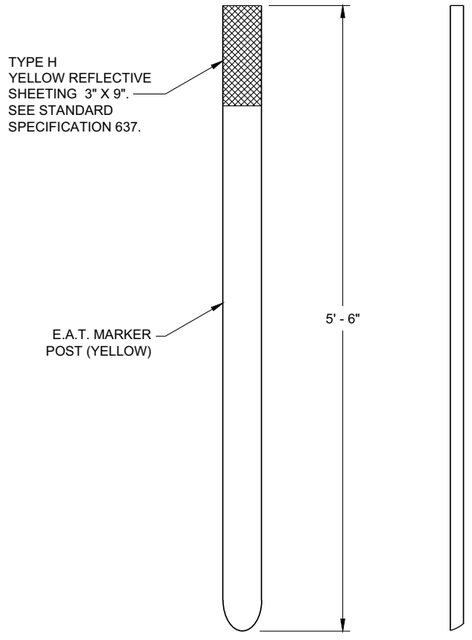



**WOOD BLOCKOUT** (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



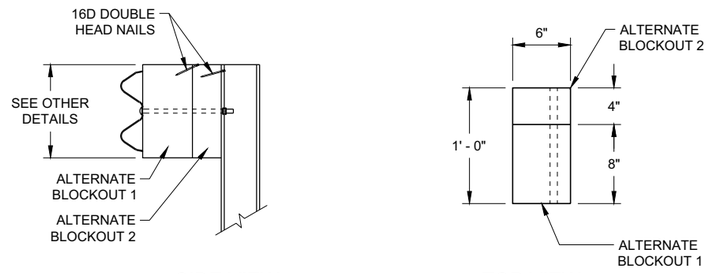

W5 - 59

**REFLECTIVE SHEETING DETAIL** (E)




FRONT VIEW SIDE VIEW

**E.A.T. MARKER POST** (13)




SIDE VIEW TOP VIEW

**ALTERNATE WOOD BLOCKOUT DETAIL**

**MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

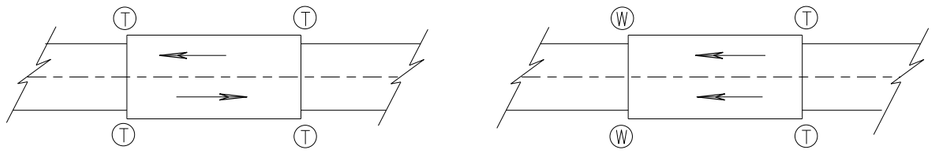
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA




6


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.

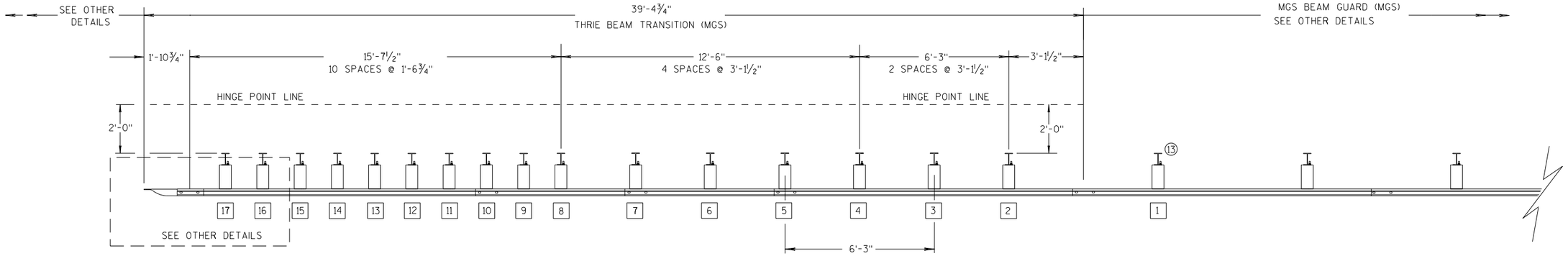
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

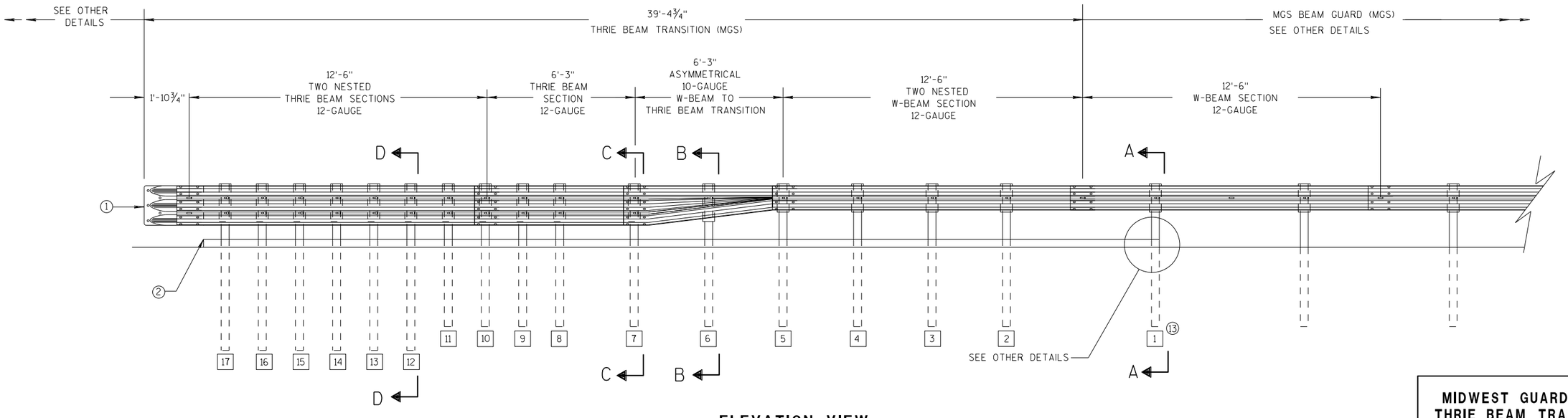
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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 TRANSPOR 208

6

S.D.D. 14 B 45-5a

6

S.D.D. 14 B 45-5a

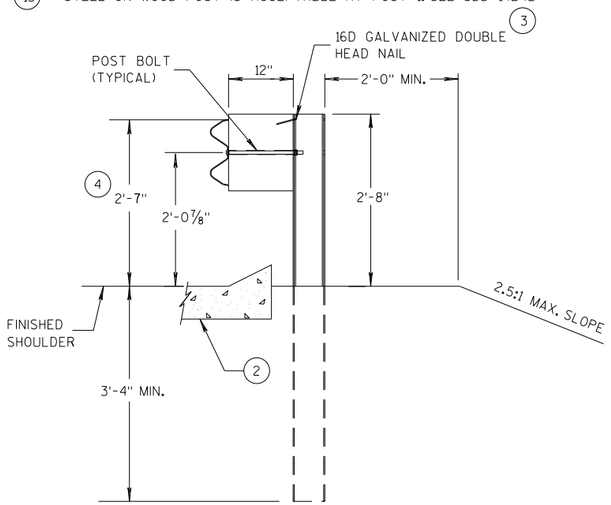
## GENERAL NOTES

(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.

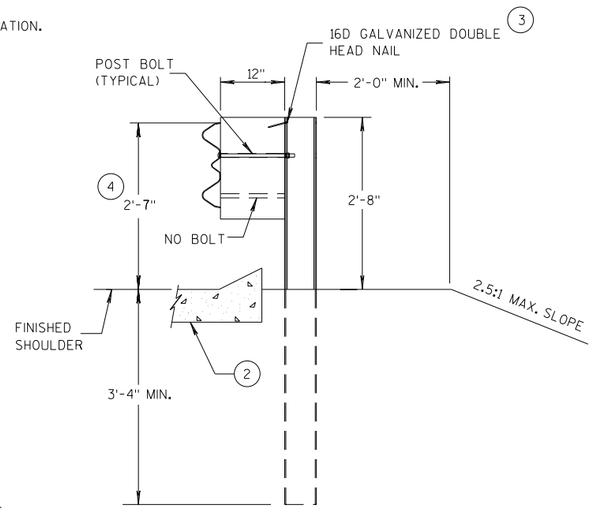
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



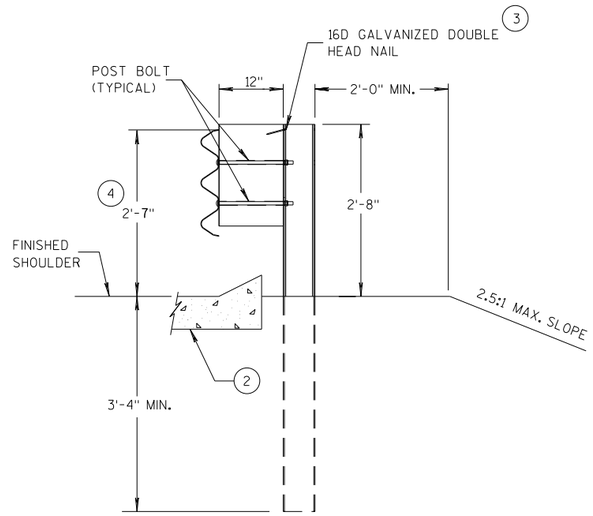

SECTION A-A (13)

**POSTS 1-5**



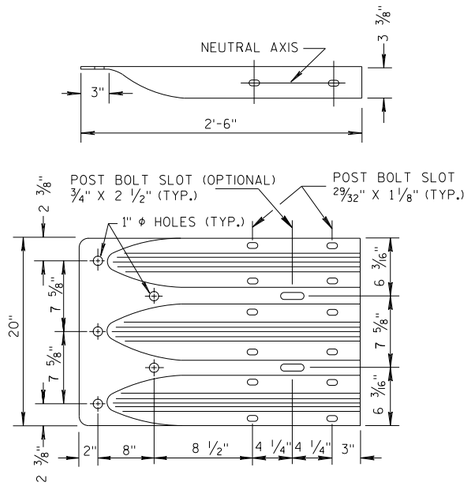

SECTION B-B

**POST 6**

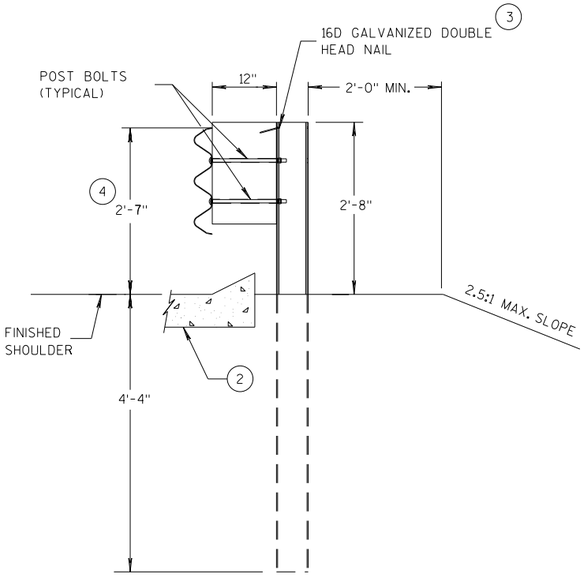



SECTION C-C

**POSTS 7-11**

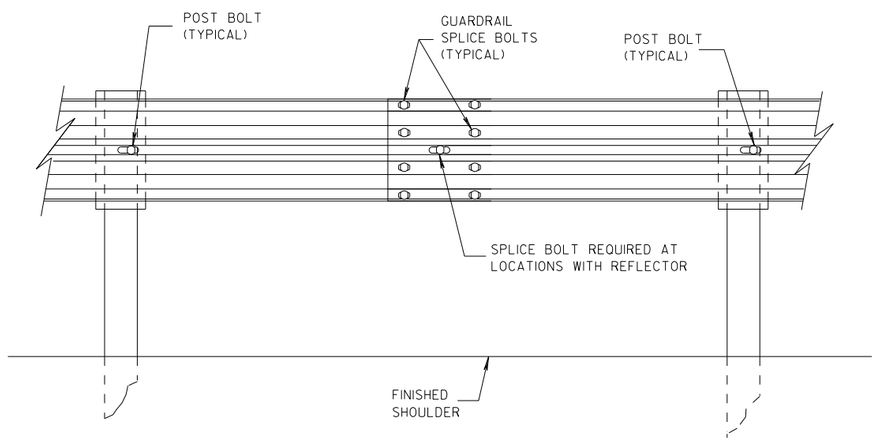



**THRIE BEAM TERMINAL CONNECTOR**




SECTION D-D

**POSTS 12-17**




**SPLICE DETAIL**

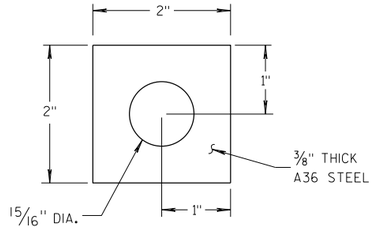
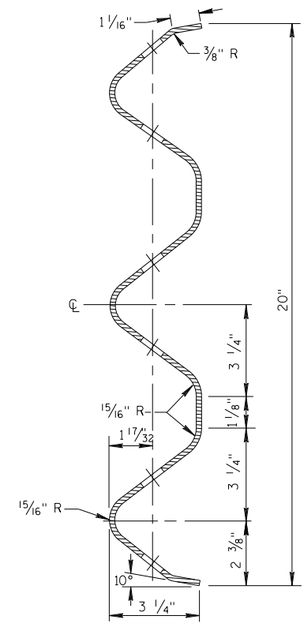



**PLATE WASHER DETAIL**




**SECTION THRU THRIE BEAM RAIL ELEMENT**

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

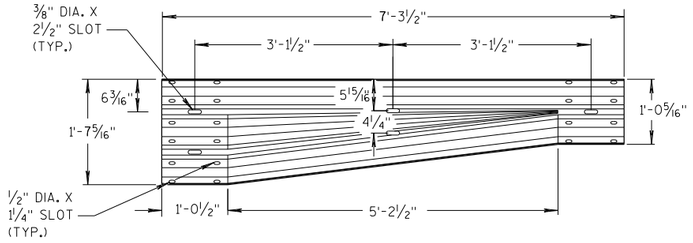
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 209

6

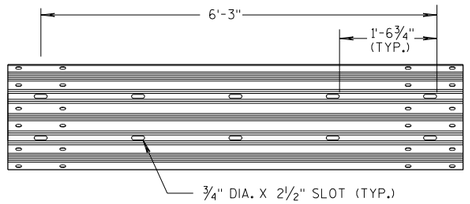
S.D.D. 14 B 45-5b

6

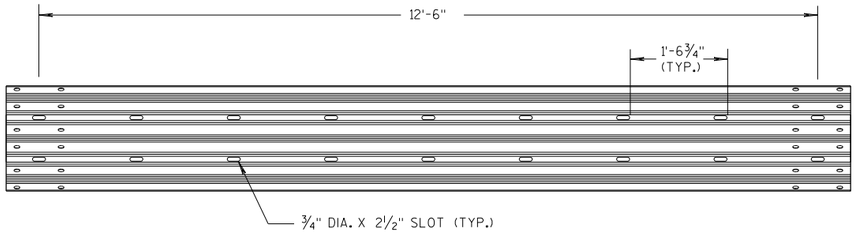
S.D.D. 14 B 45-5b



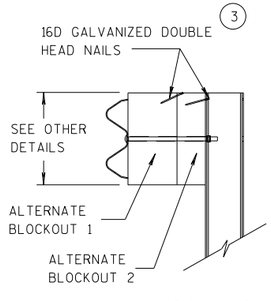

## W-BEAM TO THRIE BEAM TRANSITION SECTION



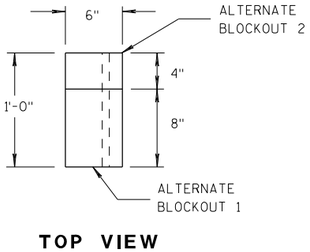

## 6'-3" THRIE BEAM SECTION




## 12'-6" THRIE BEAM SECTION

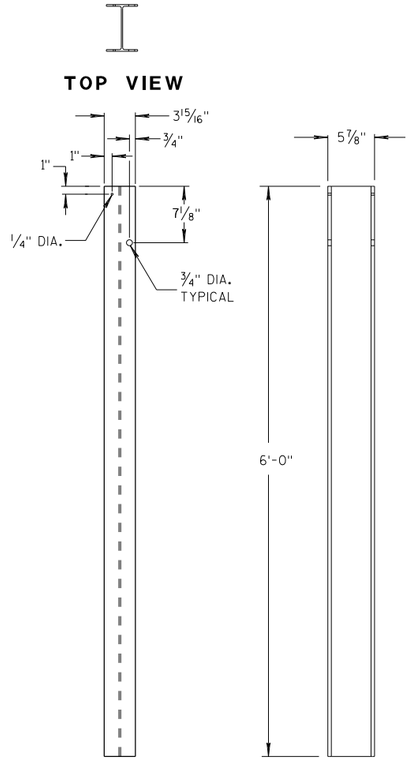



SIDE VIEW



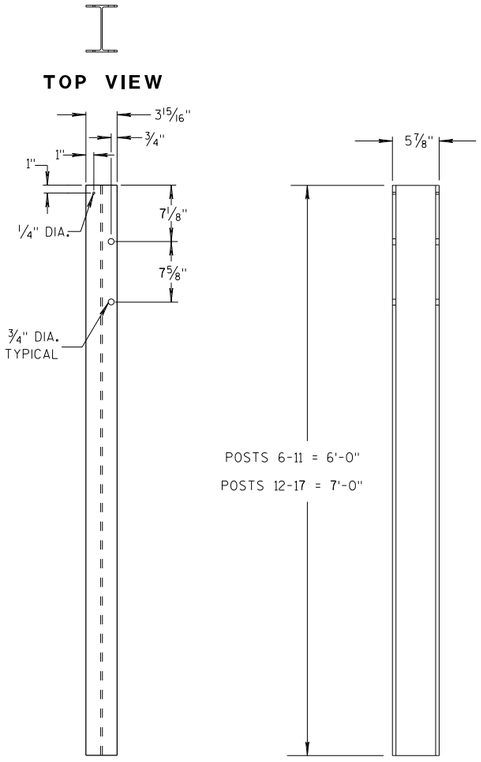

TOP VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL



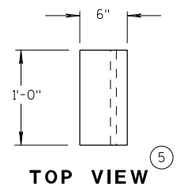

FRONT VIEW SIDE VIEW

## STEEL POSTS 1-5 (13)

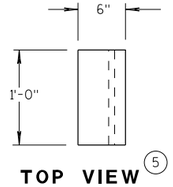



FRONT VIEW SIDE VIEW

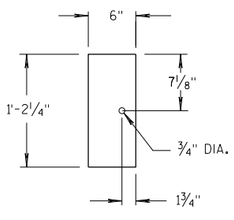
## STEEL POSTS 6-17




TOP VIEW (5)

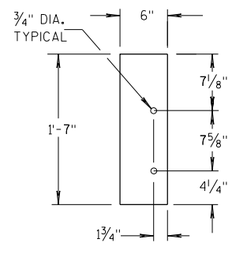



TOP VIEW (5)




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.

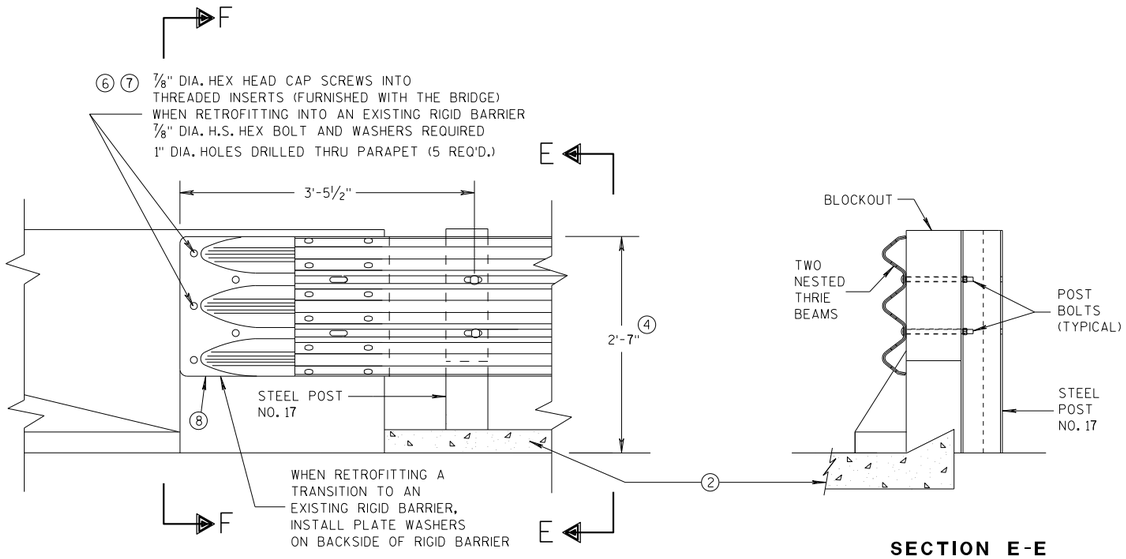
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 210



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.

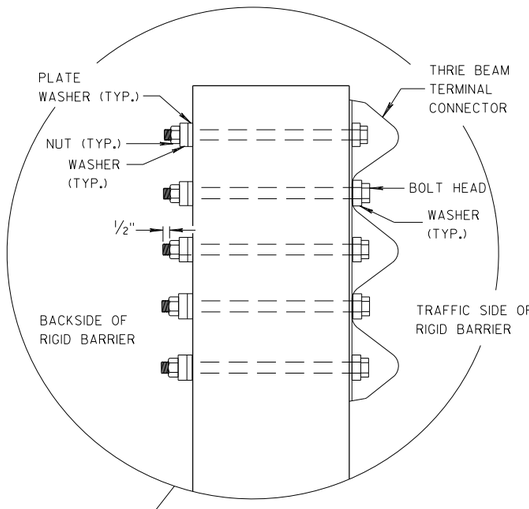
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

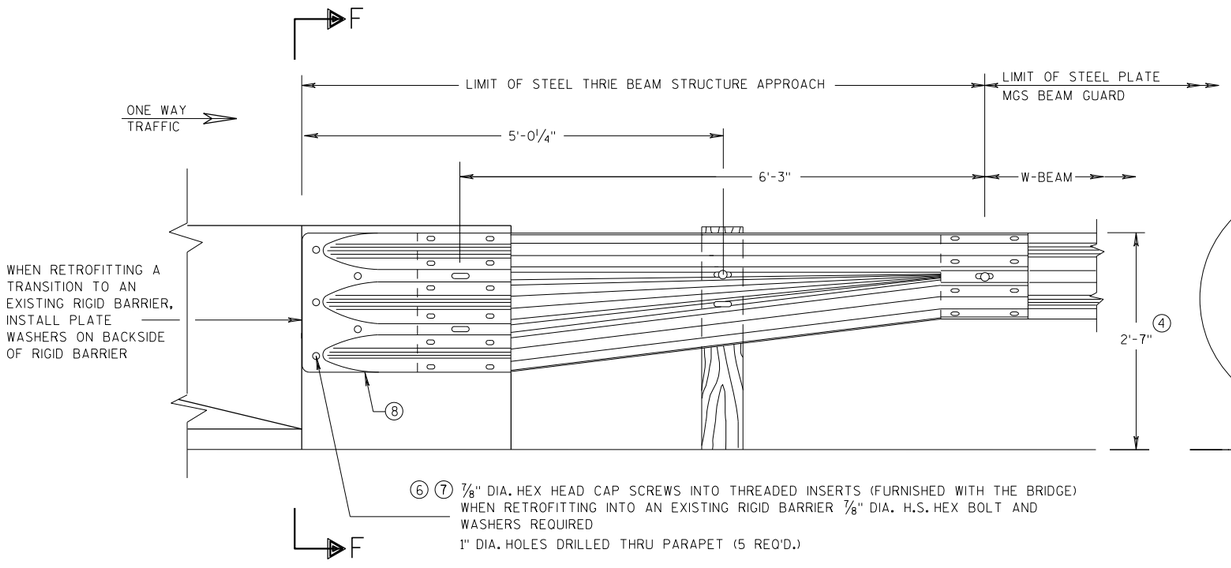
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

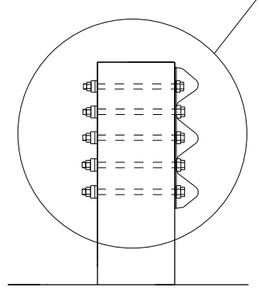
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

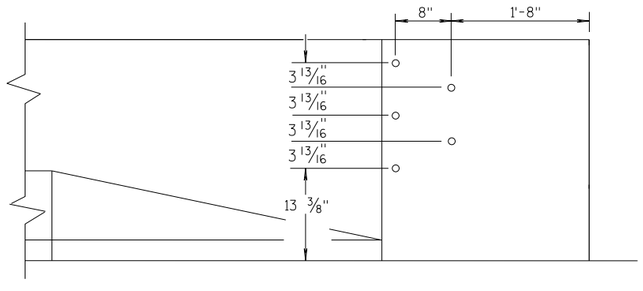



FRONT VIEW



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 D UNIT SUPERVI NT
FHWA



6

S.D.D. 14 B 45-5d

6

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.

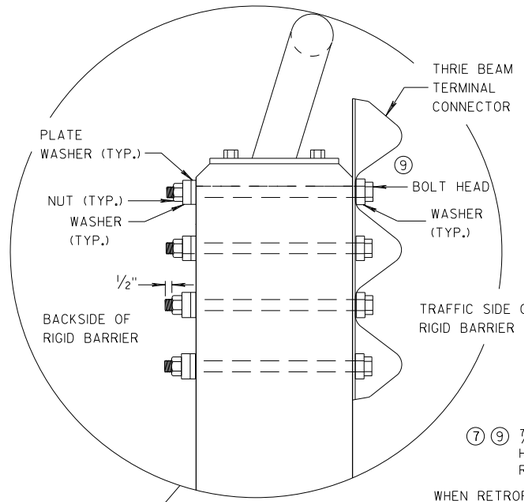
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

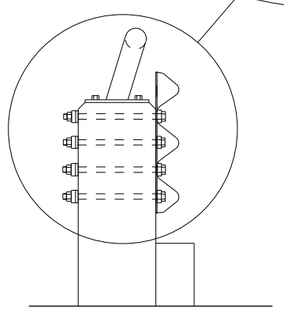
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

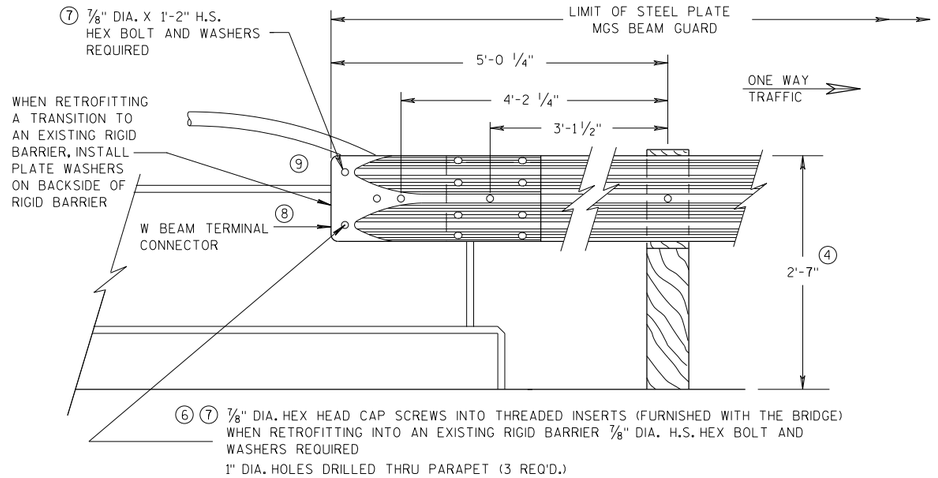
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(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.



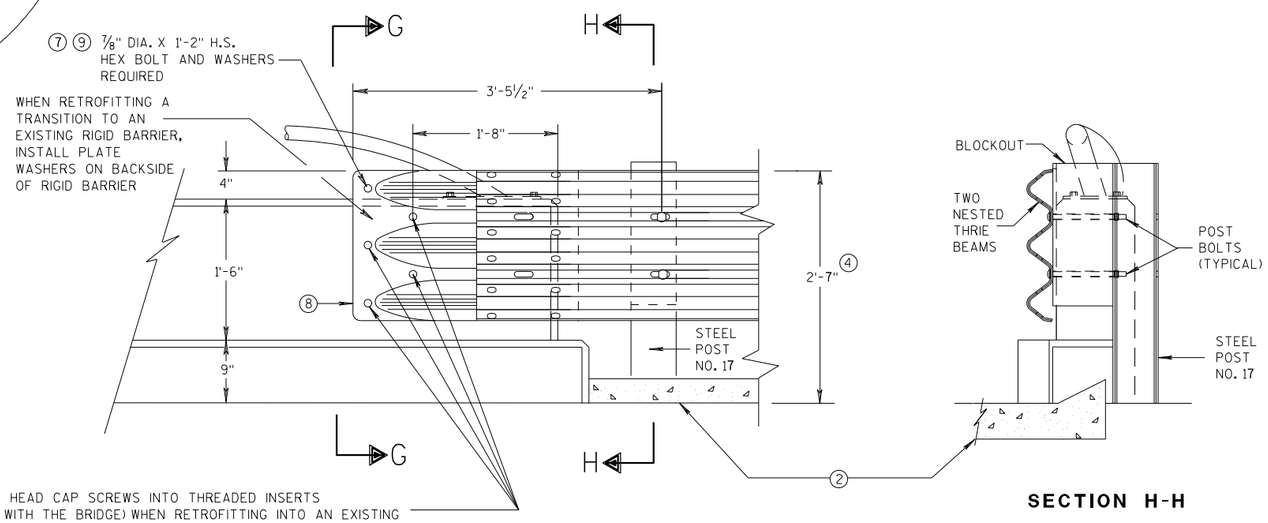
SECTION G-G




FRONT VIEW

## W BEAM CONNECTION TO VERTICAL FACE PARAPET

### (USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)




FRONT VIEW




SECTION H-H

## THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS — NT
FHWA

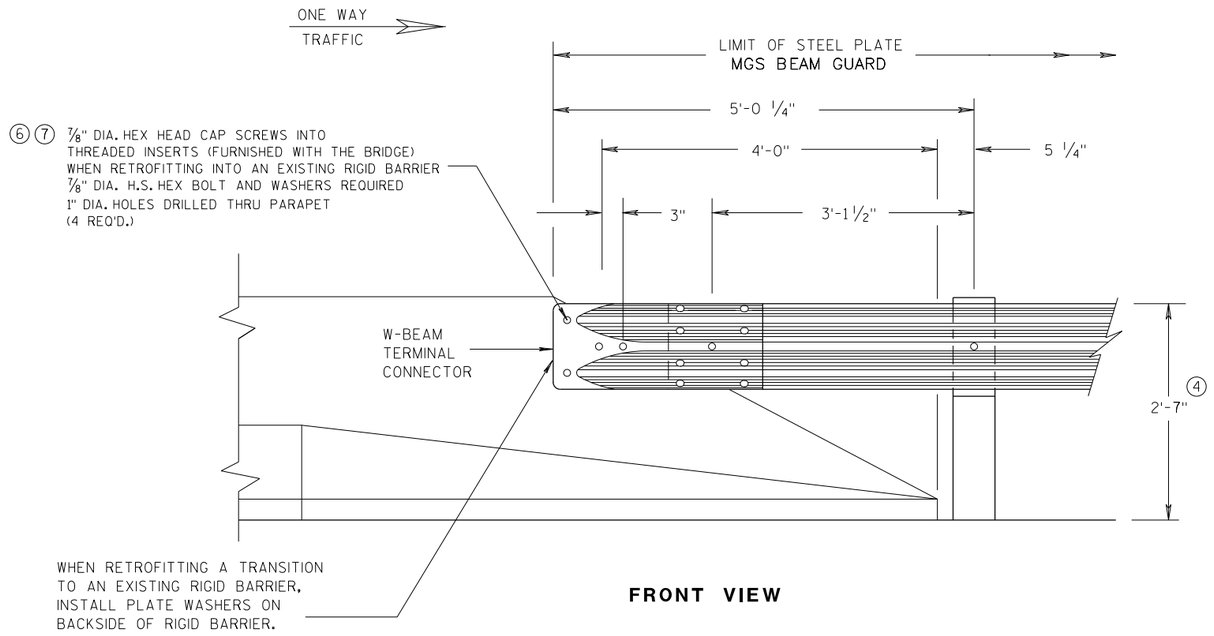


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S.D.D. 14 B 45-5e

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S.D.D. 14 B 45-5e




FRONT VIEW

## W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

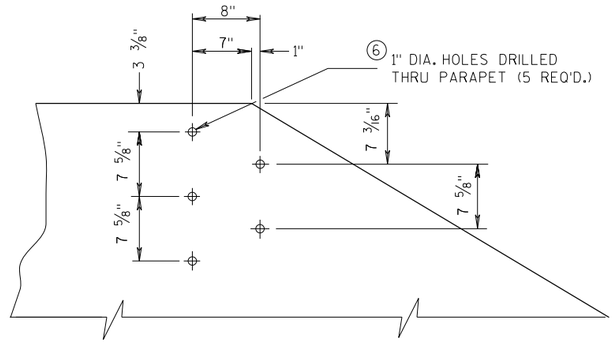
## GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

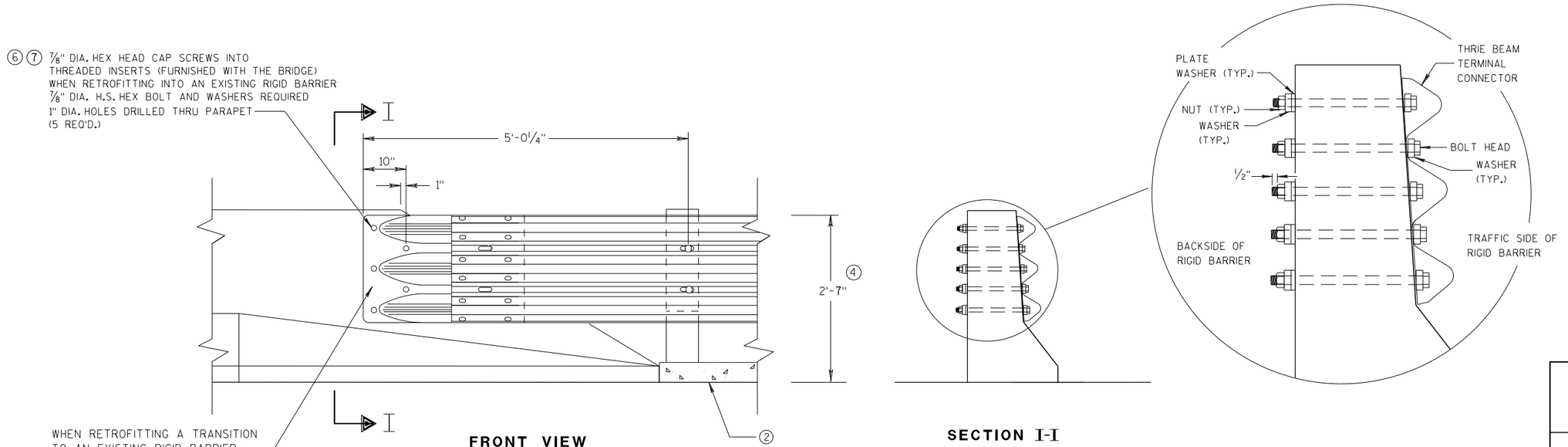
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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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

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS [illegible] UNIT SUPERVI [illegible]ENT
FHWA

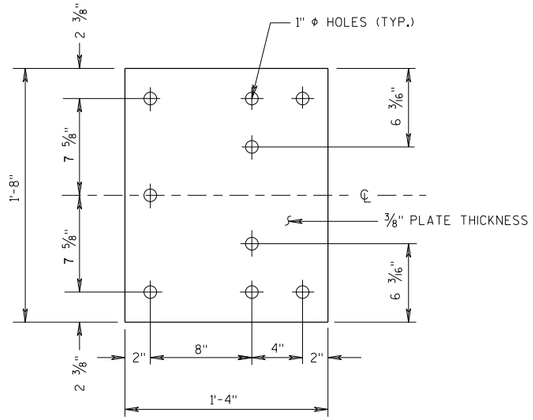


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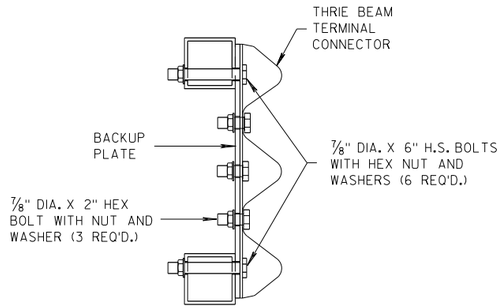
S.D.D. 14 B 45-5f

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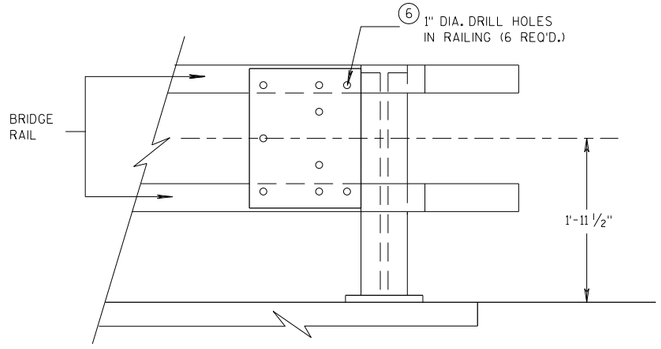
S.D.D. 14 B 45-5f




## BACK-UP PLATE DETAIL




## SECTION J-J

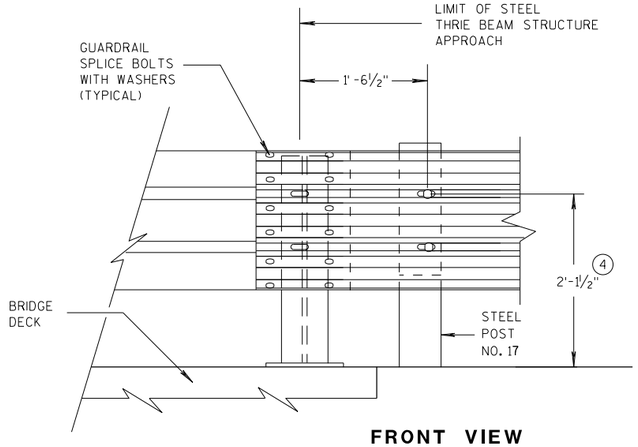



## BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

# GENERAL NOTES

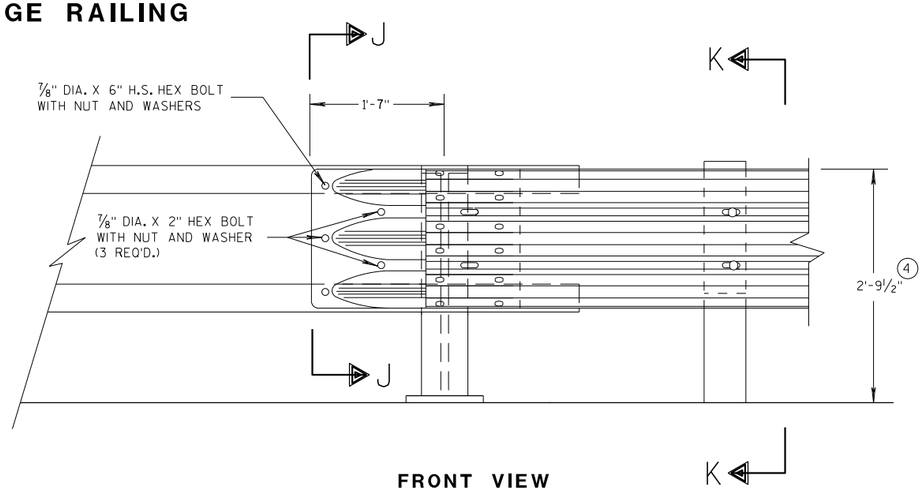
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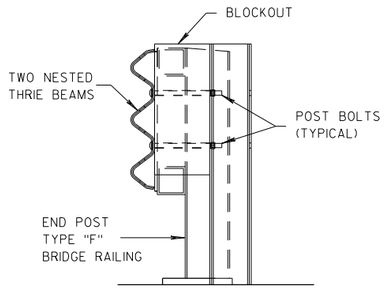



FRONT VIEW

## 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
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
FHWA

/S/ Rodney Taylor 214
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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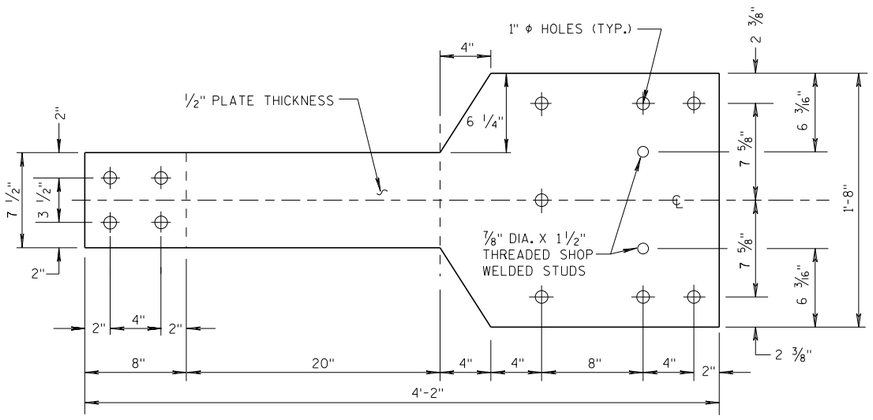
S.D.D. 14 B 45-5g

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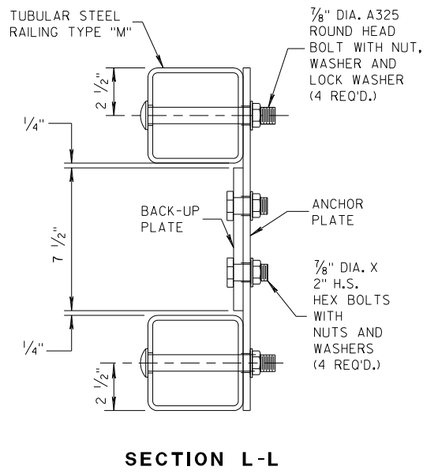
S.D.D. 14 B 45-5g

## GENERAL NOTES

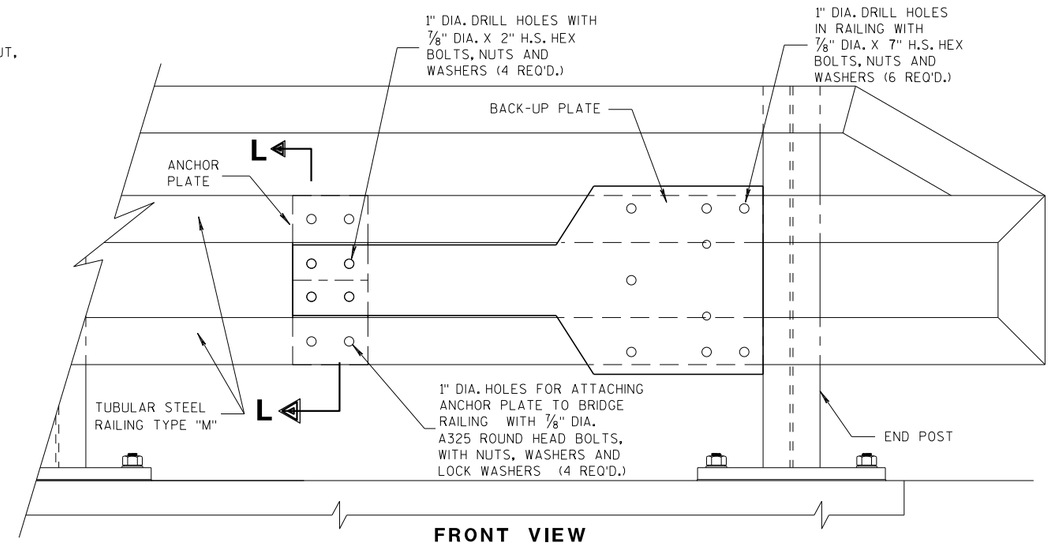
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".




FRONT VIEW

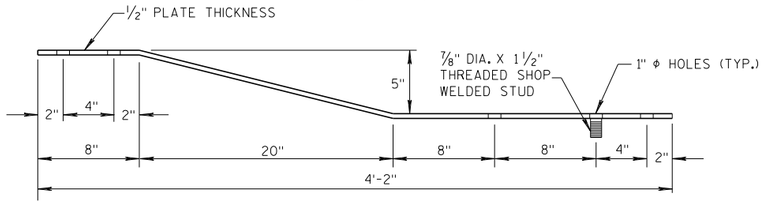



SECTION L-L



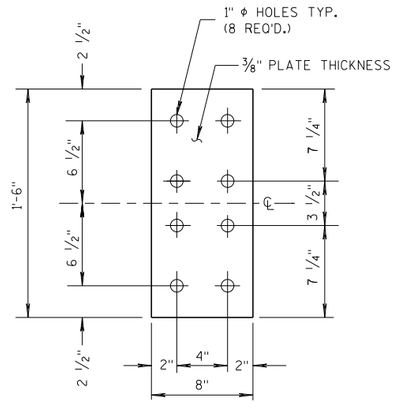

FRONT VIEW

## ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



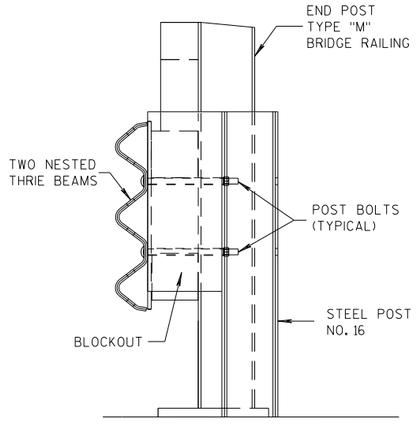

PLAN VIEW

## BACK-UP PLATE DETAIL, TYPE "M"

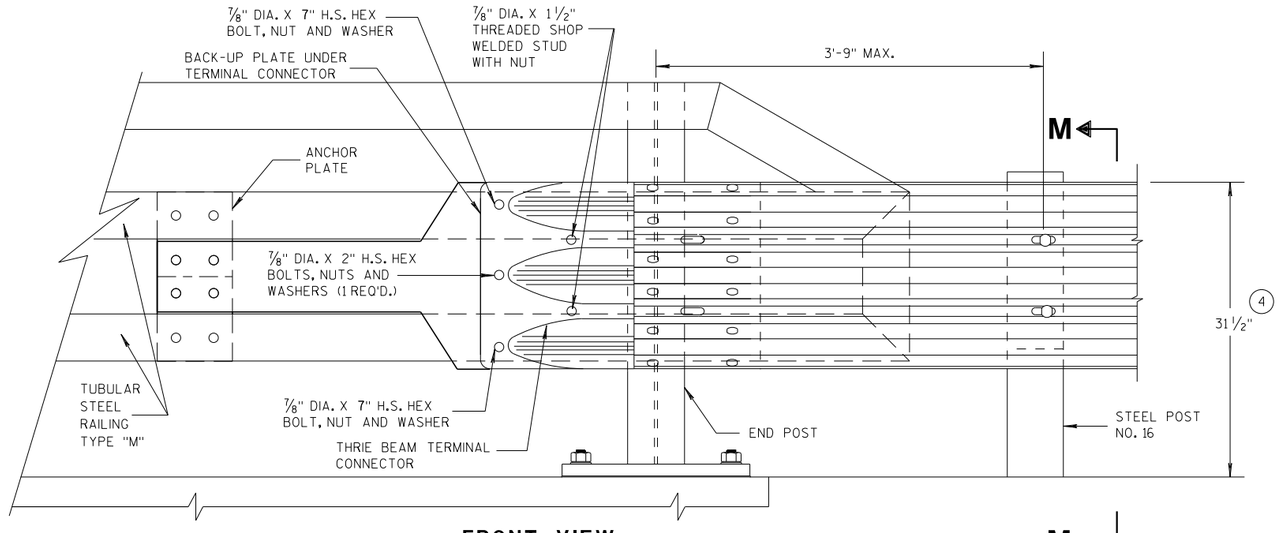



FRONT VIEW

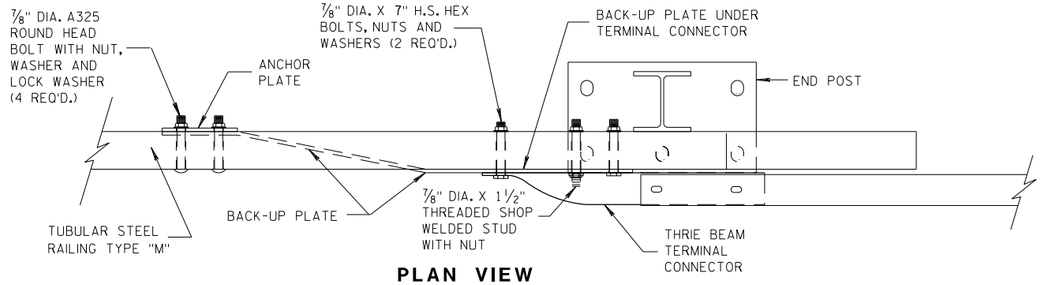
## ANCHOR PLATE DETAIL, TYPE "M"




SECTION M-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

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

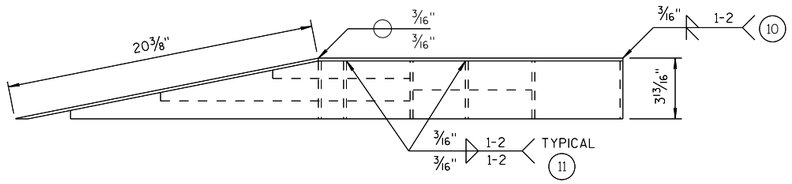


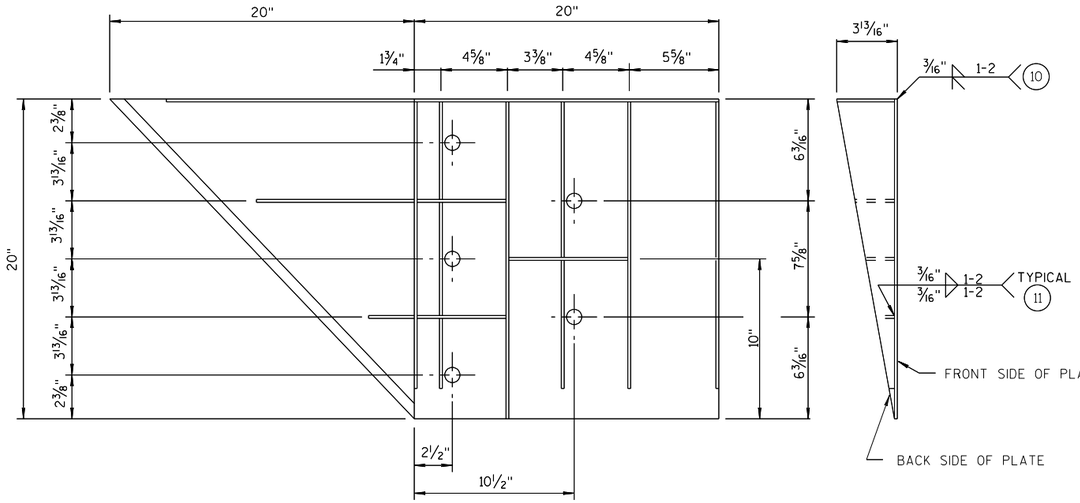
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S.D.D. 14 B 45-5h

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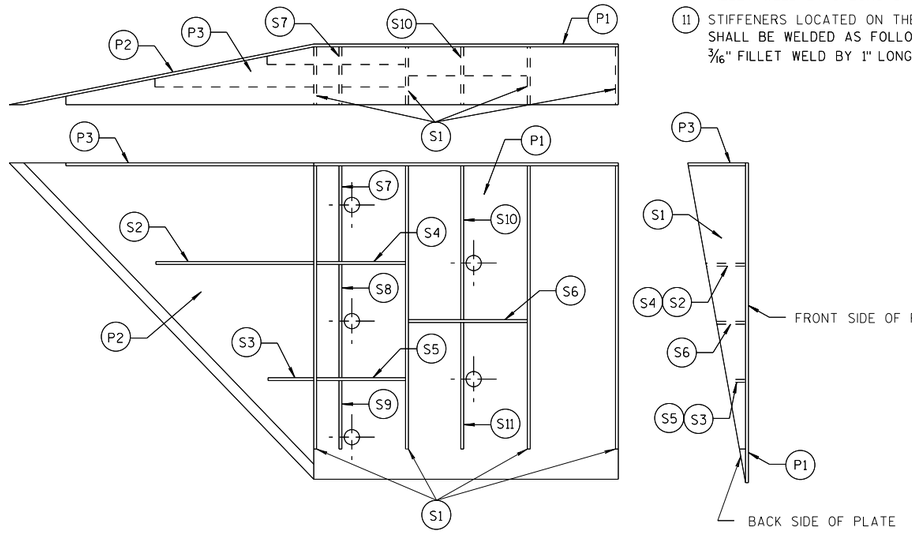
S.D.D. 14 B 45-5h




## 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)**

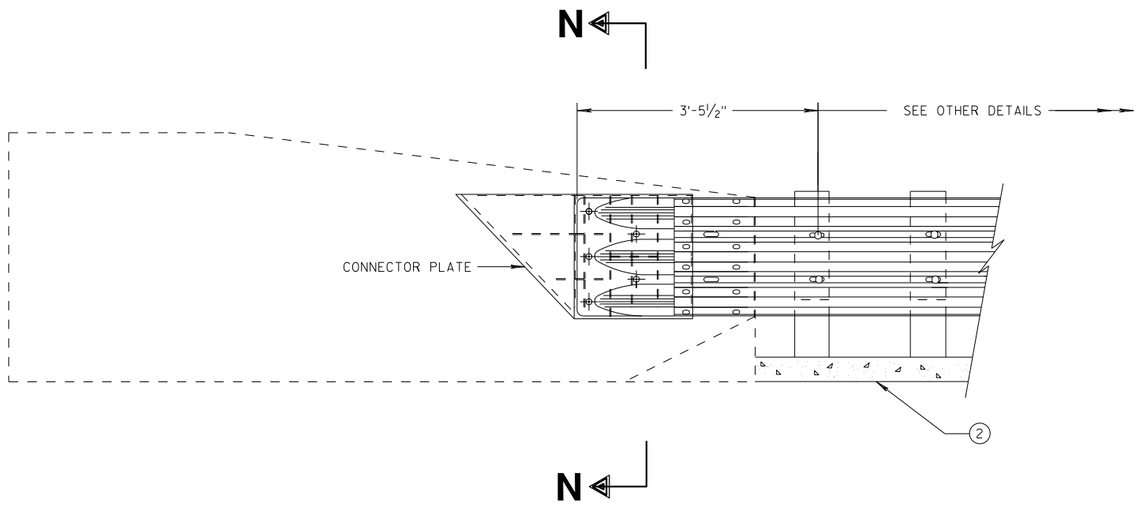
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

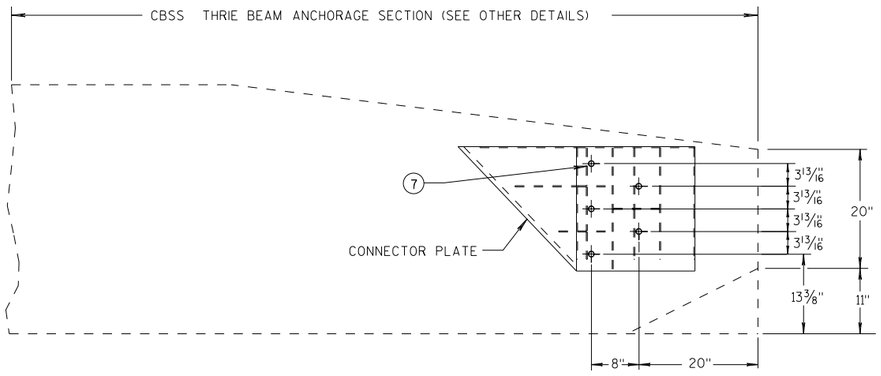
/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI




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S.D.D. 14 B 45-5i




## THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



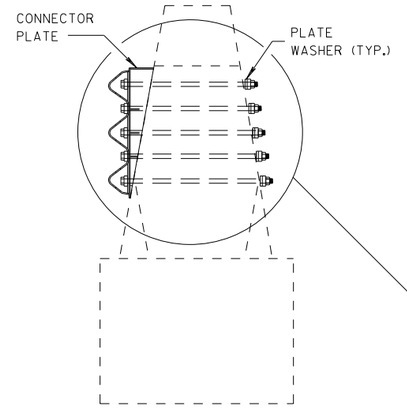

## SINGLE SLOPE CONNECTION PLATE PLACEMENT

## GENERAL NOTES

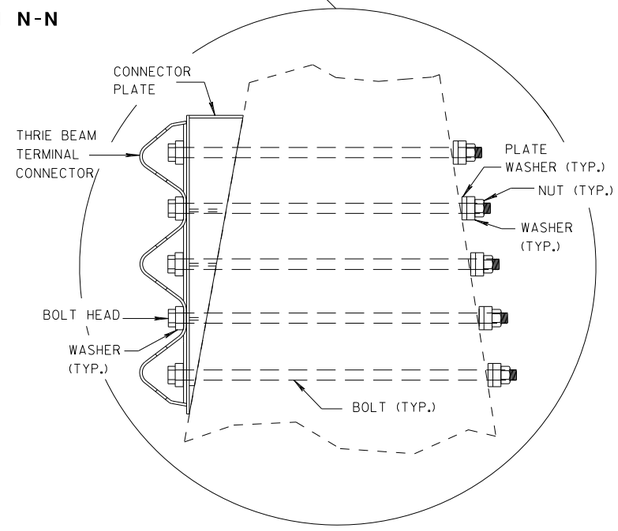
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DI UNIT SUPERVIS
FHWA

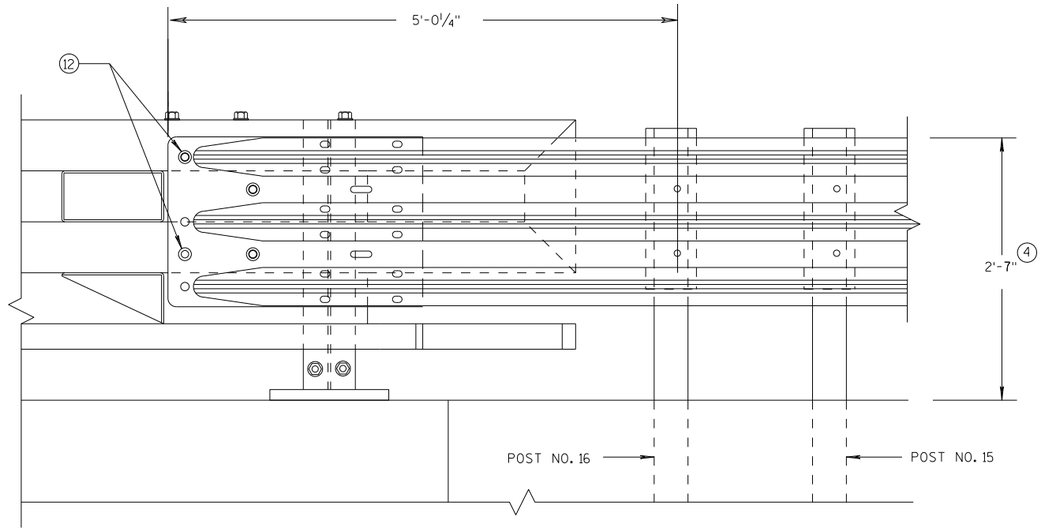


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S.D.D. 14 B 45-5j

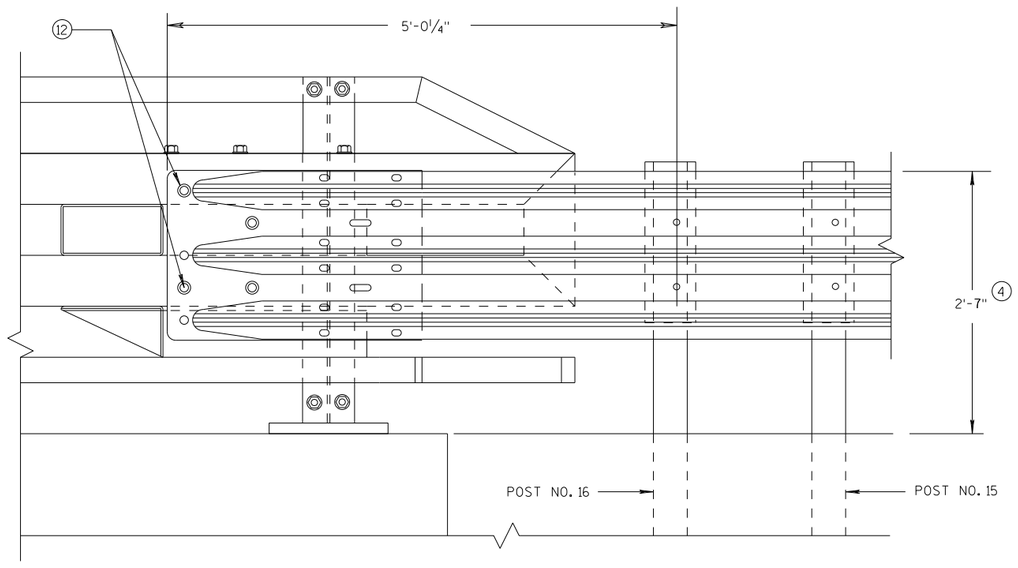
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S.D.D. 14 B 45-5j




## 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

APPROVED
7/2018
DATE
FHWA

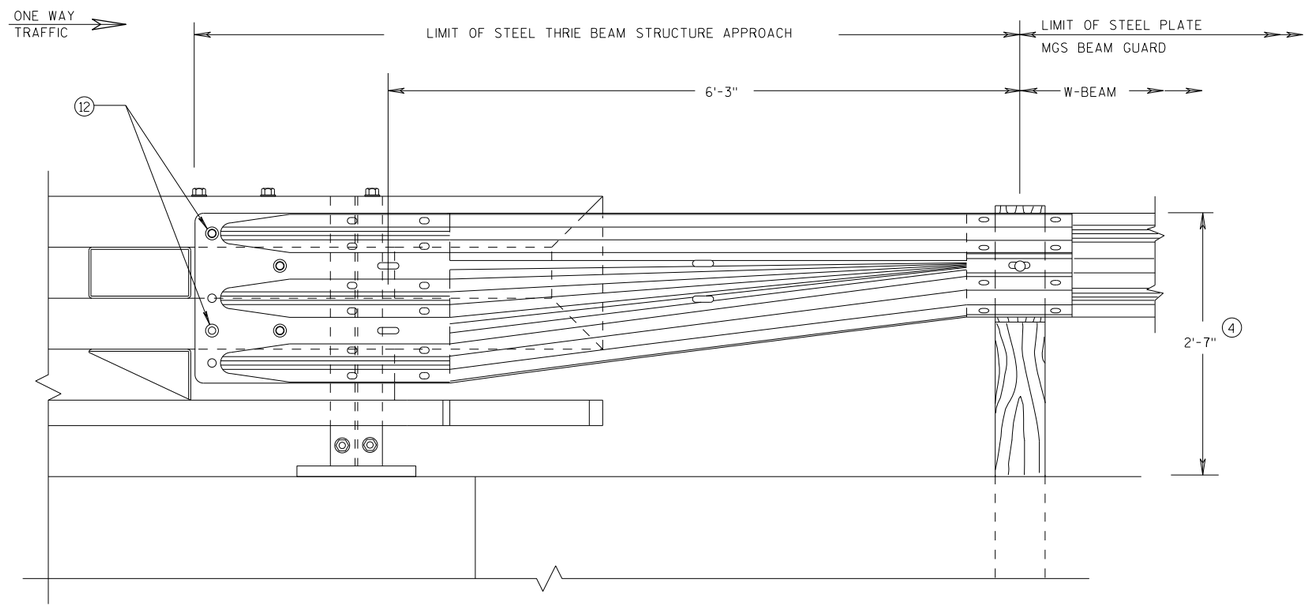
/S/ Rodney Taylor
ROADWAY STANDARDS D 218 NT
UNIT SUPERVIS

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S.D.D. 14 B 45-5k

6

S.D.D. 14 B 45-5k




FRONT VIEW

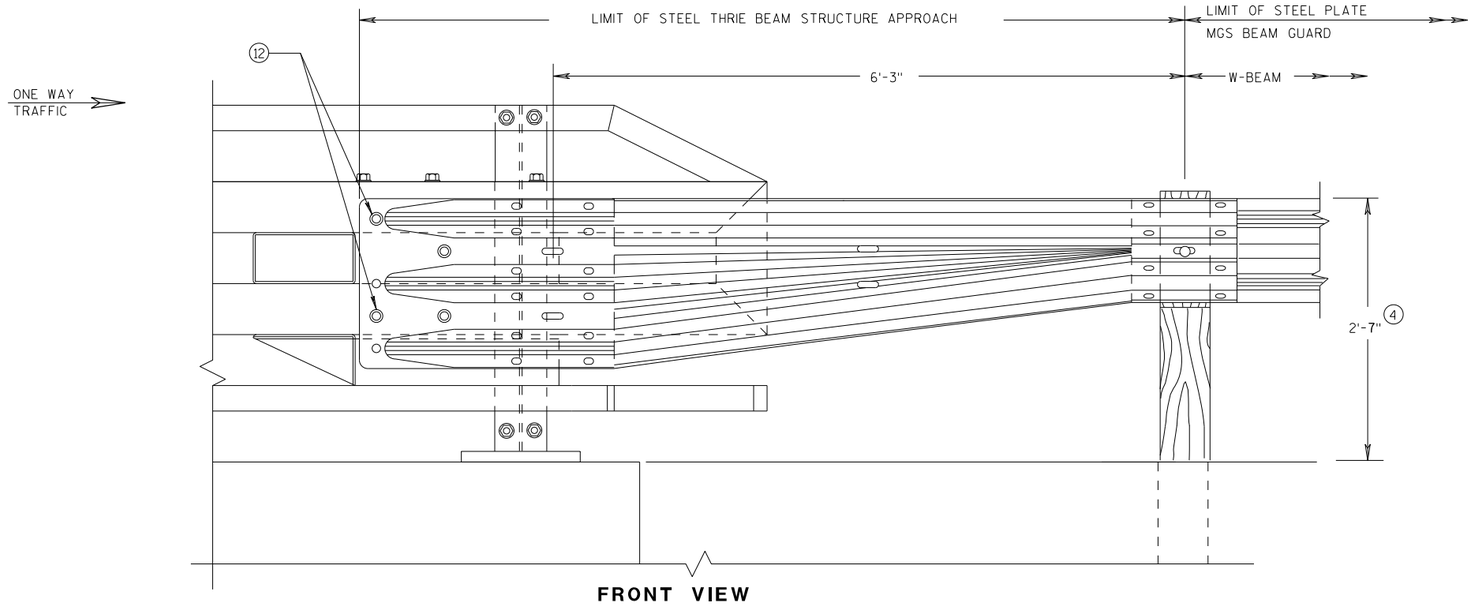
## W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(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 1/2-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
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

NT

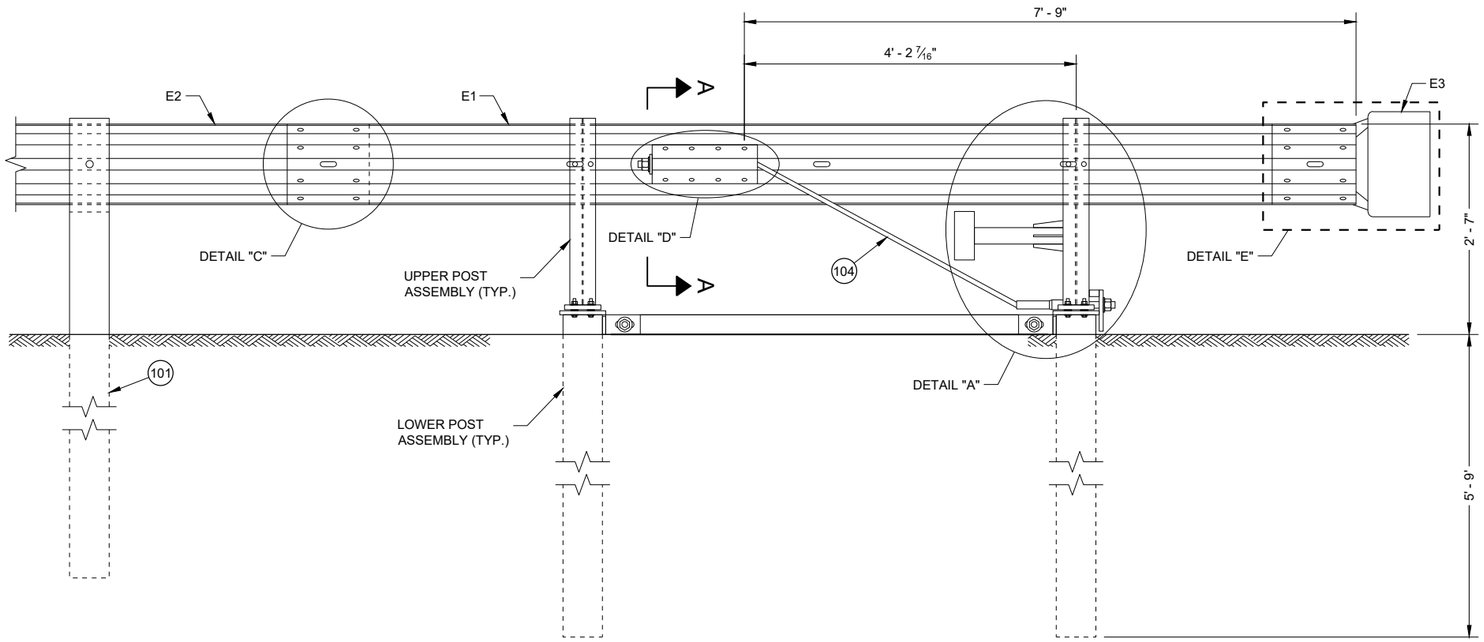


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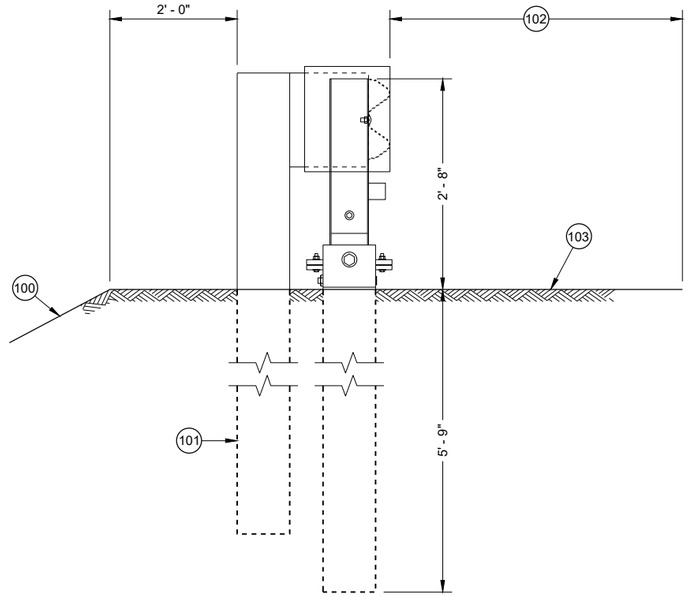
S.D.D. 14 B 45-5L

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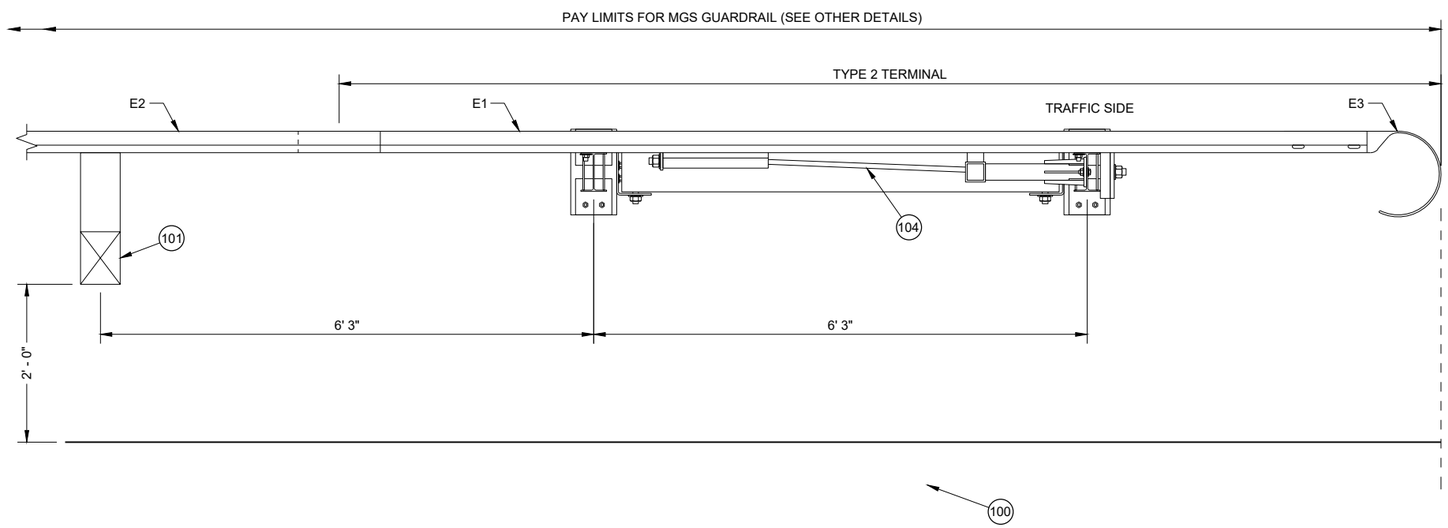
S.D.D. 14 B 45-5L




**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.

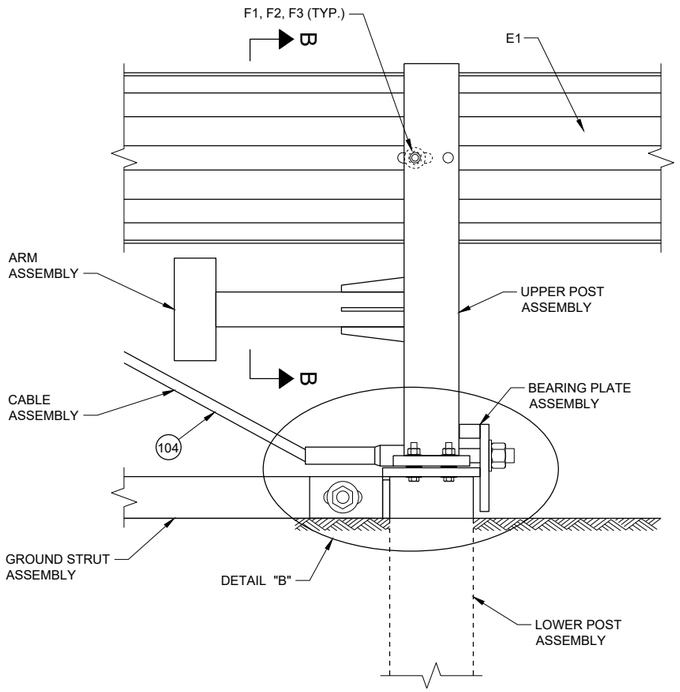
**MIDWEST GUARDRAIL SYSTEM (MGS)**
**TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

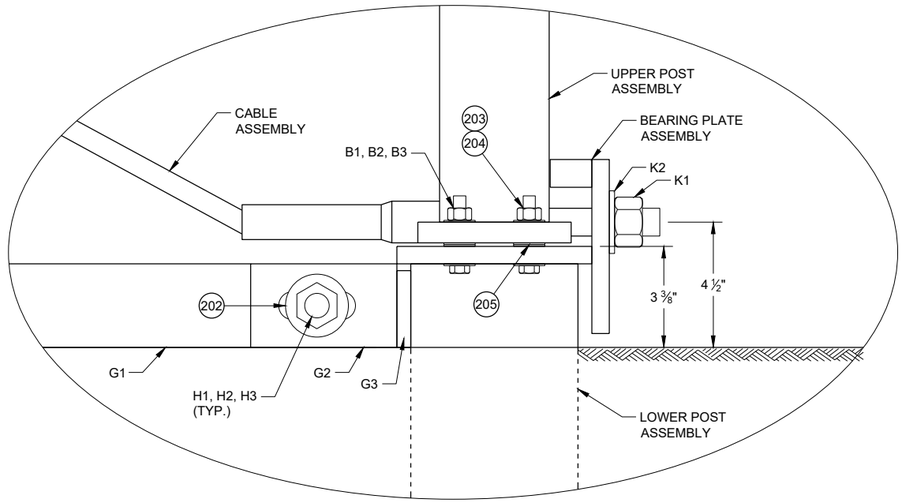



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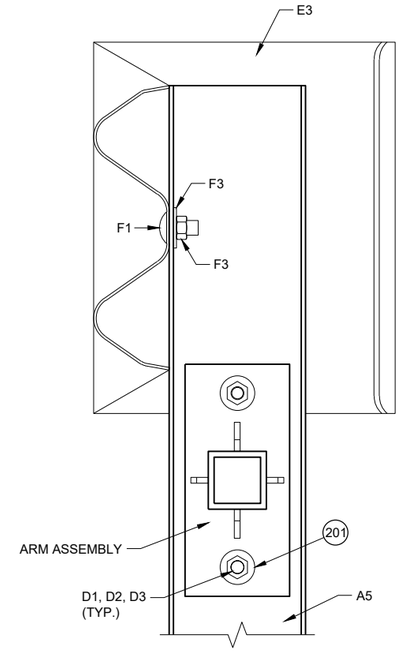

SDD 14B47 - 05a



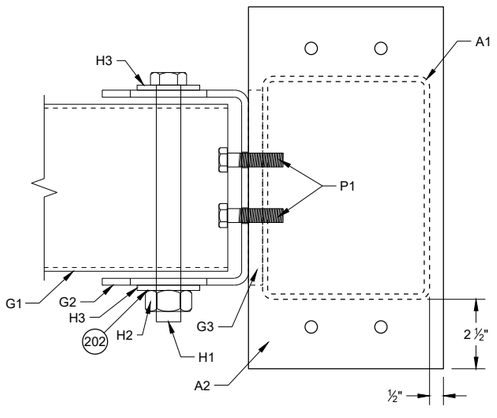

**DETAIL "A"**




**DETAIL "B"**

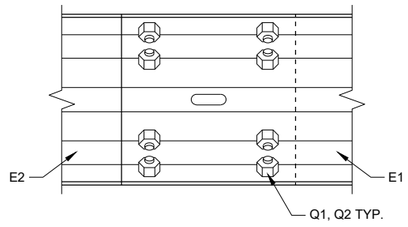



**SECTION B - B**




**TOP VIEW**

**GROUND STRUT CONNECTION DETAIL**




**DETAIL "C"**

## 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.

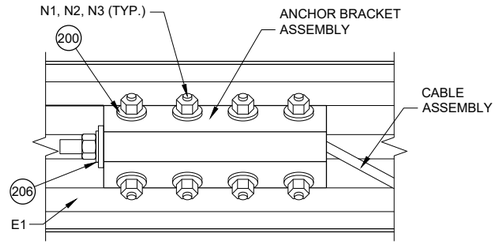
202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

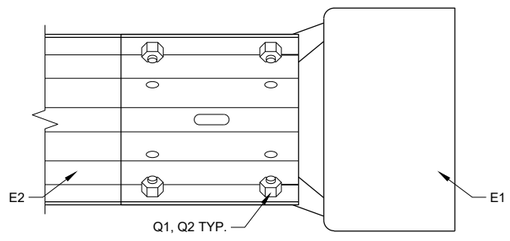
204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.




**DETAIL "D"**




**DETAIL "E"**

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

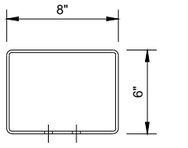



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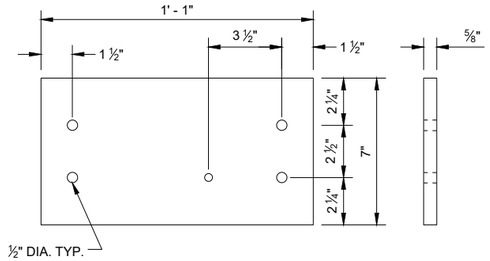

SDD 14B47 - 05b

## GENERAL NOTES

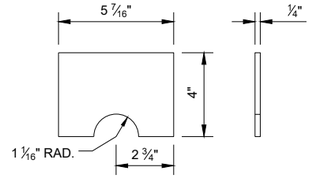
(300) TAP FOR 1/2" AFTER GALVANIZATION



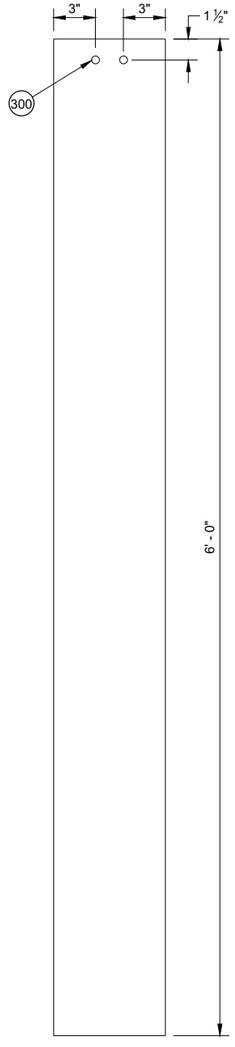

TOP VIEW




LOWER PLATE (A2)

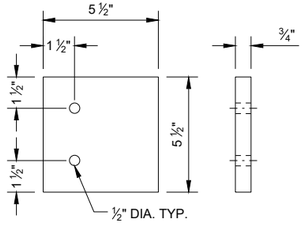



POST GUSSET (A3)

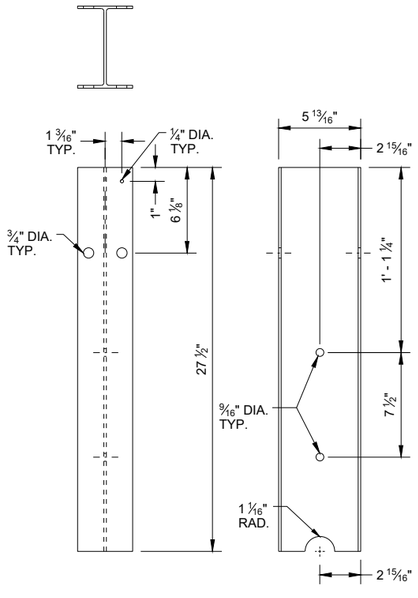



SIDE VIEW

FOUNDATION TUBE (A1)

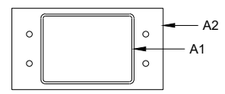



UPPER PLATE (A4)

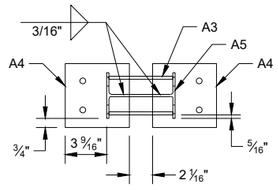



FRONT VIEW SIDE VIEW

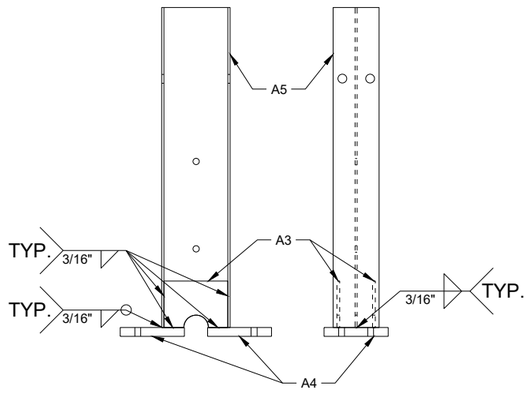
TYPE 2 POST (A5)




PLAN VIEW

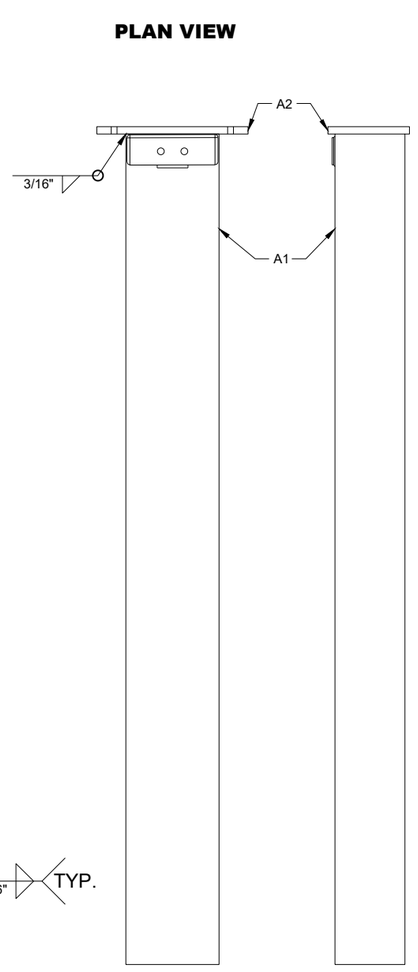



PLAN VIEW



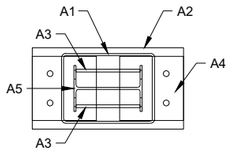

SIDE VIEW FRONT VIEW

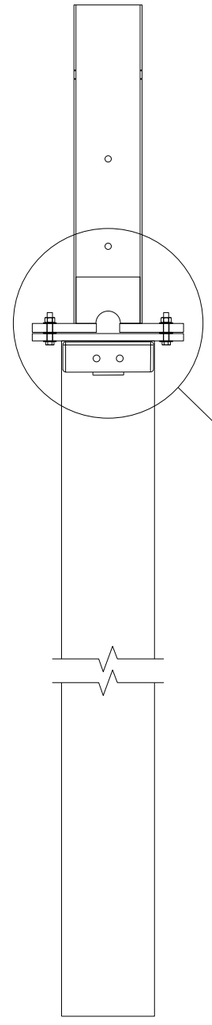
UPPER POST ASSEMBLY



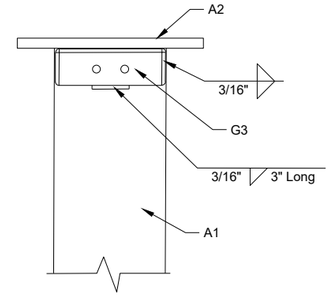

FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY

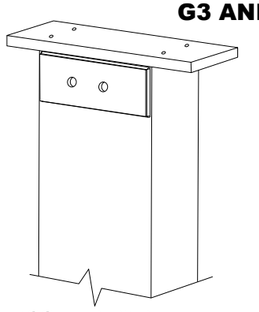


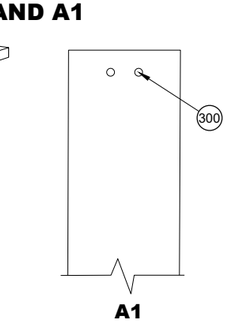
ASSEMBLED POST



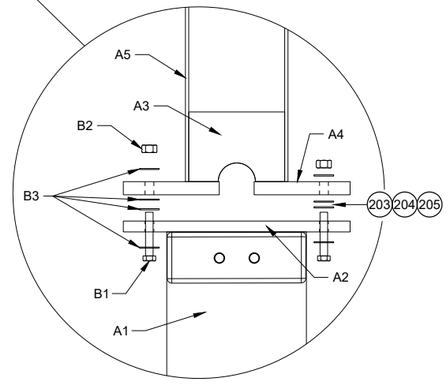

WELDING DETAIL G3 AND A1



ASSEMBLY DETAIL ISOMETRIC




A1




POST CONNECTION DETAIL

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

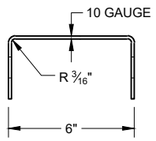


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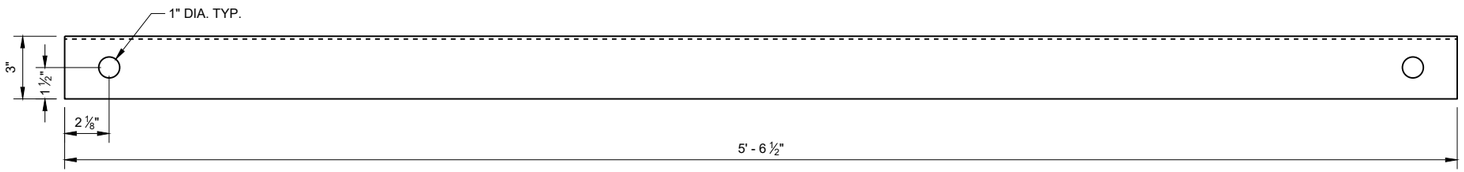
SDD14B47 - 05c

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SDD14B47 - 05c

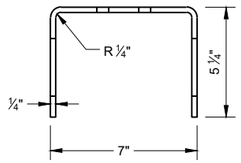



SIDE VIEW

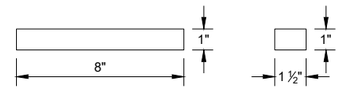



FRONT VIEW

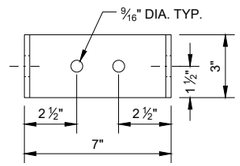
## GROUND STRUT CHANNEL (G1)



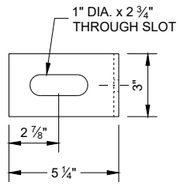

TOP VIEW




## BEARING PLATE FLANGE (L2)

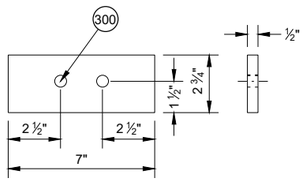



FRONT VIEW

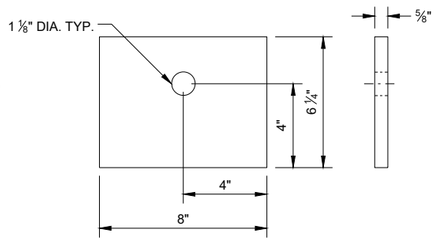



SIDE VIEW

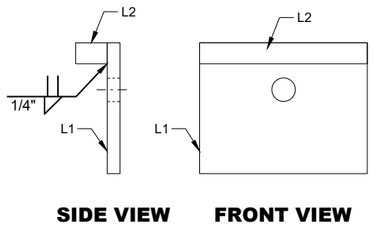
## GROUND STRUT CONNECTOR (G2)




## GROUND STRUT PLATE (G3)

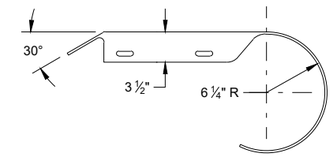



## BEARING PLATE (L1)

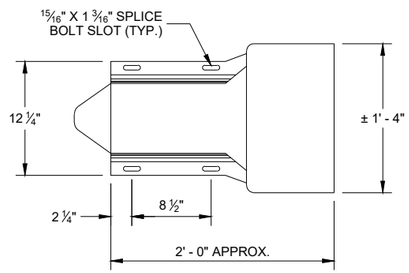



SIDE VIEW FRONT VIEW

## BEARING PLATE ASSEMBLY

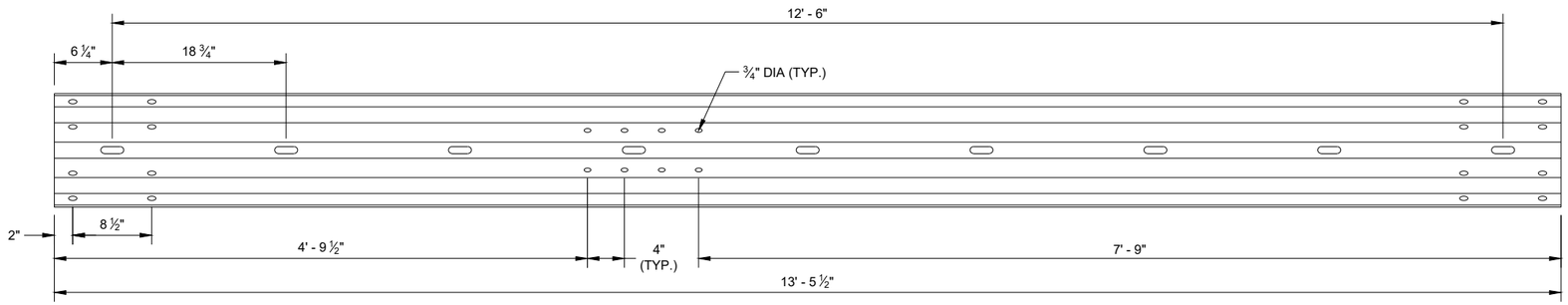



PLAN VIEW

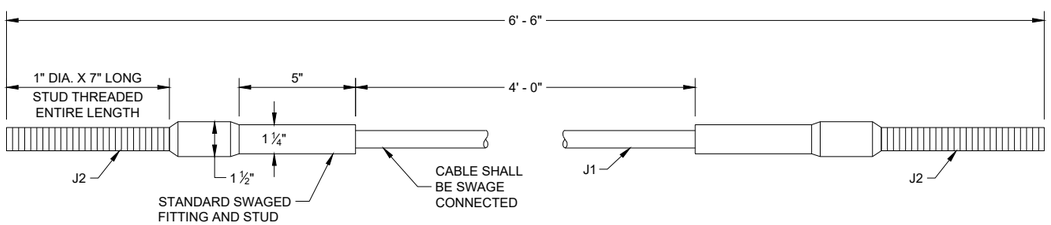



ELEVATION VIEW

## ROUNDED BUFFER END (E3)




## TYPE 2 GUARDRAIL (E1)




## CABLE ASSEMBLY

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SDD 14B47 - 05d

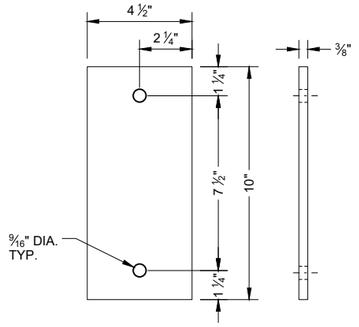
**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

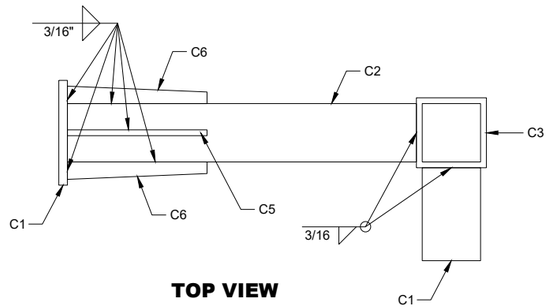


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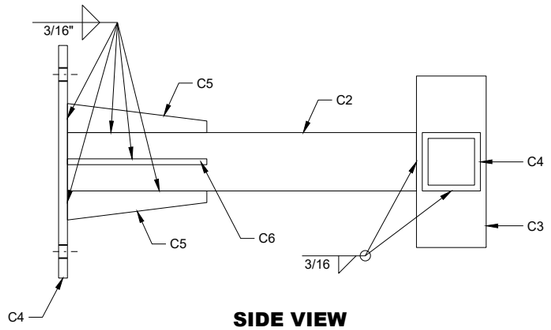
SDD 14B47 - 05d



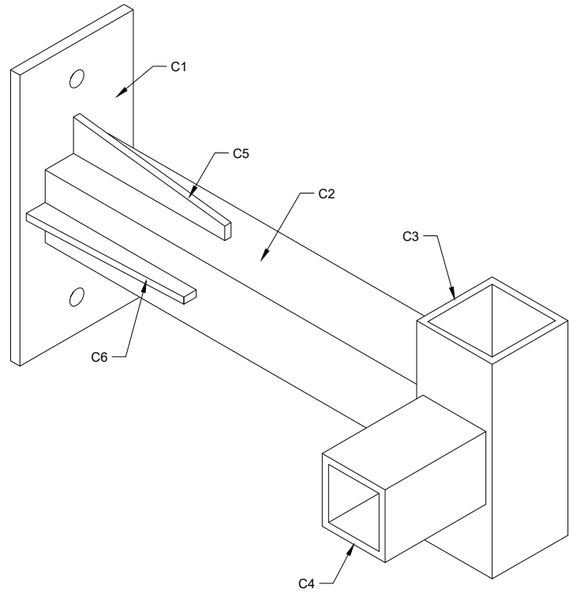

**ARM PLATE (C1)**



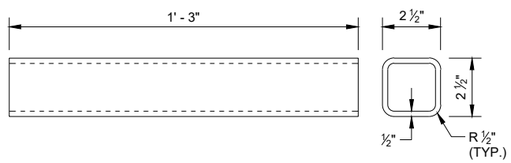

**TOP VIEW**
**ARM ASSEMBLY**



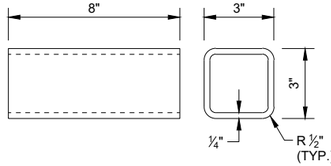

**SIDE VIEW**
**ARM ASSEMBLY**



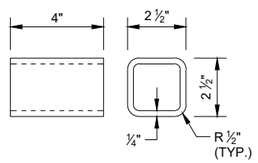

**ISOMETRIC VIEW**
**ARM ASSEMBLY**



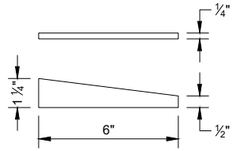

**ARM TUBE 1 (C2)**



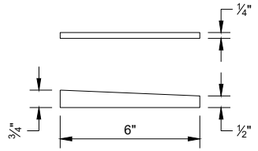

**ARM TUBE 2 (C3)**



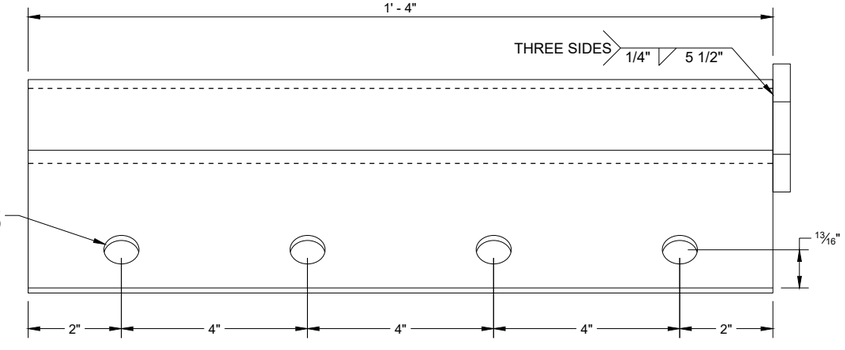

**ARM TUBE 3 (C4)**

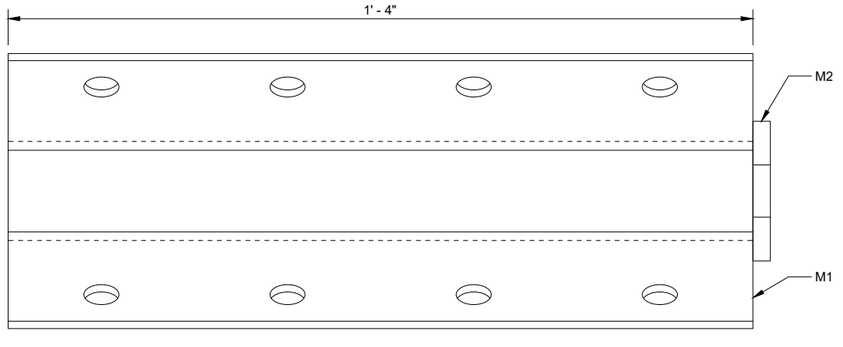



**ARM GUSSET PLATE 1 (C5)**

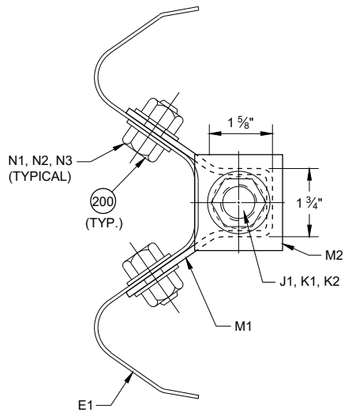


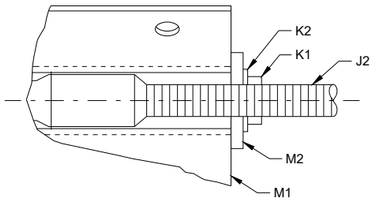

**ARM GUSSET PLATE 2 (C6)**



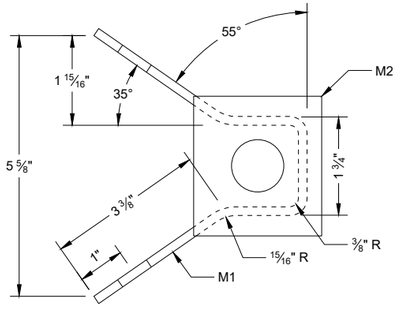



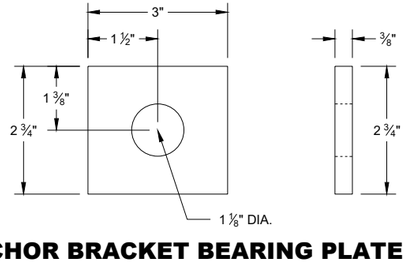

**ANCHOR BRACKET (M1, M2)**




**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 - 05e

## 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, w6x9 or w6x8.5 | |
| 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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SDD 14B47 - 05f

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



6

SDD 14B47 - 05f

## 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. |
| 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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SDD 14B47 - 05g

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

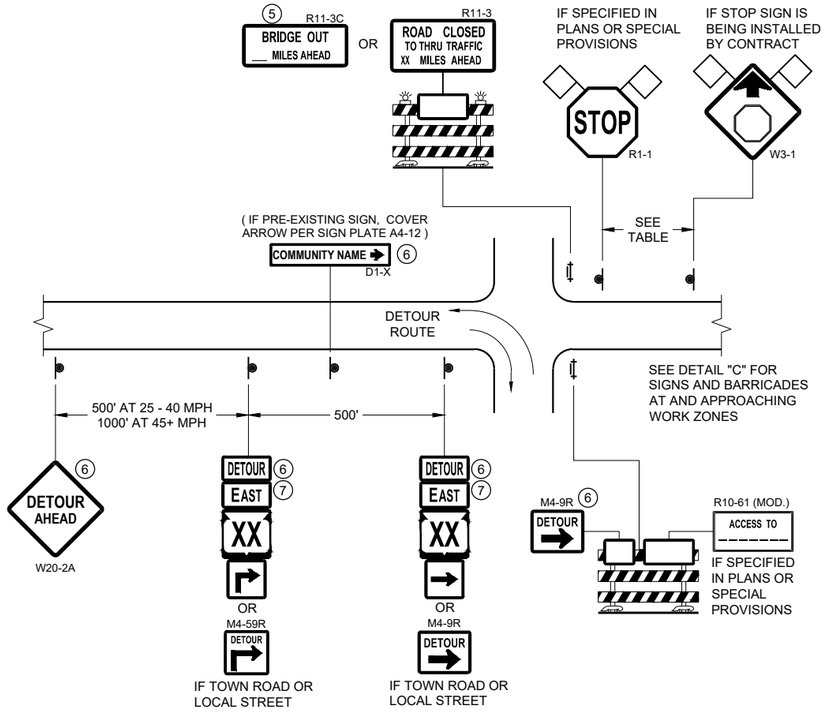
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



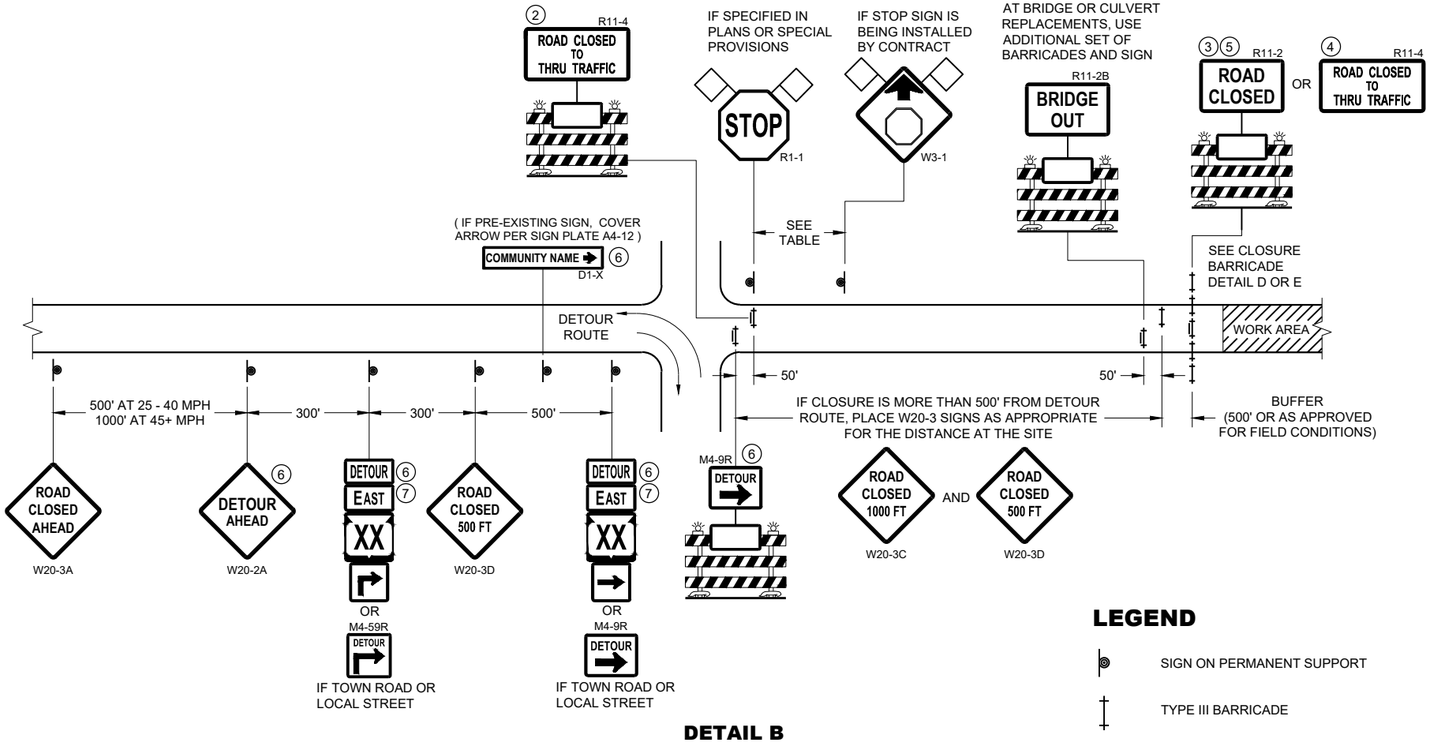
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SDD 14B47 - 05g




## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )



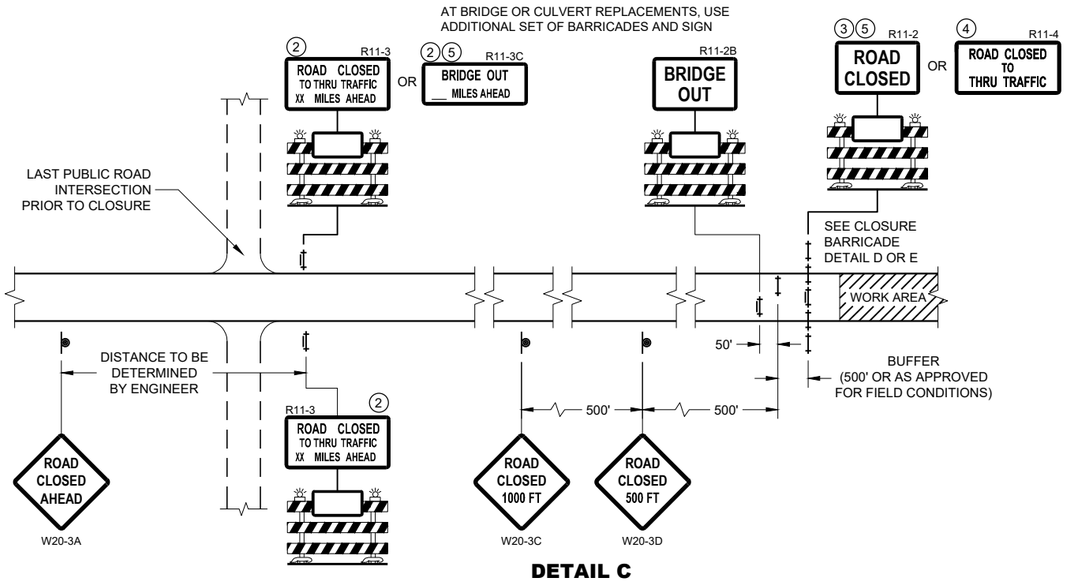

## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )

### LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

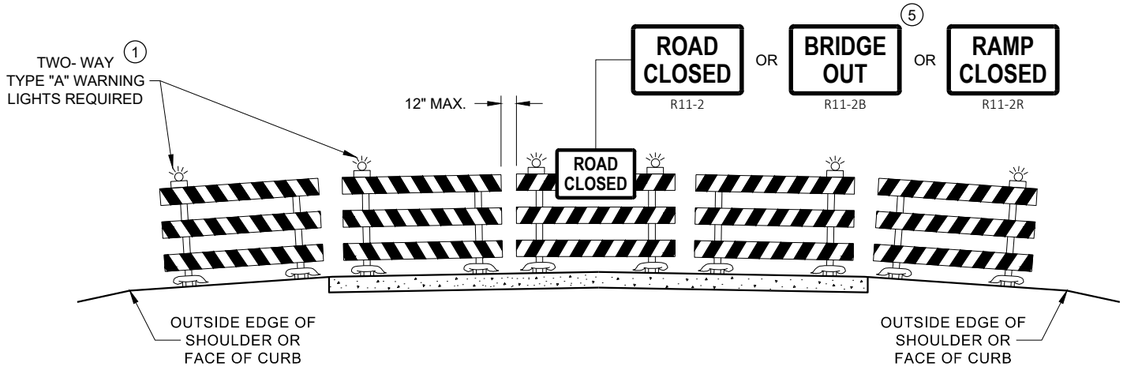
FHWA



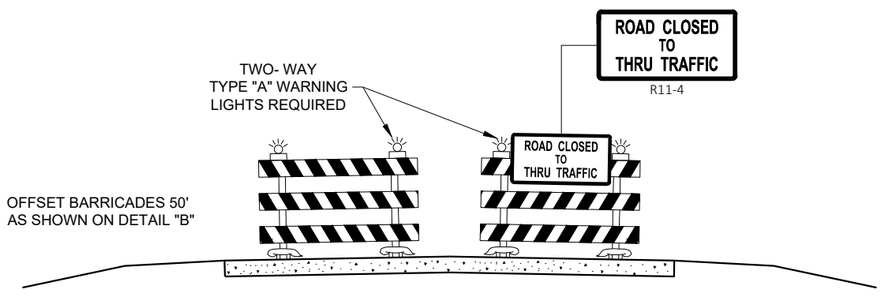
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SDD 15C02 - 09a

SDD 15C02 - 09a




**DETAIL D**
**ROAD CLOSURE BARRICADE DETAIL**
**APPROACH VIEW**




**DETAIL E**
**LANE CLOSURE BARRICADE DETAIL**
**APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

## GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 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 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA



6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

## GENERAL NOTES

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

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

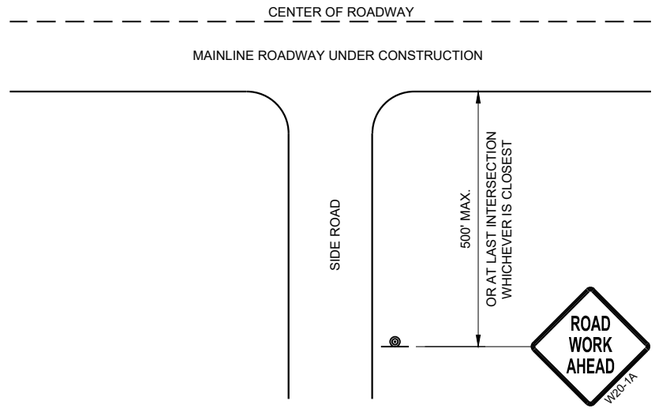
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

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



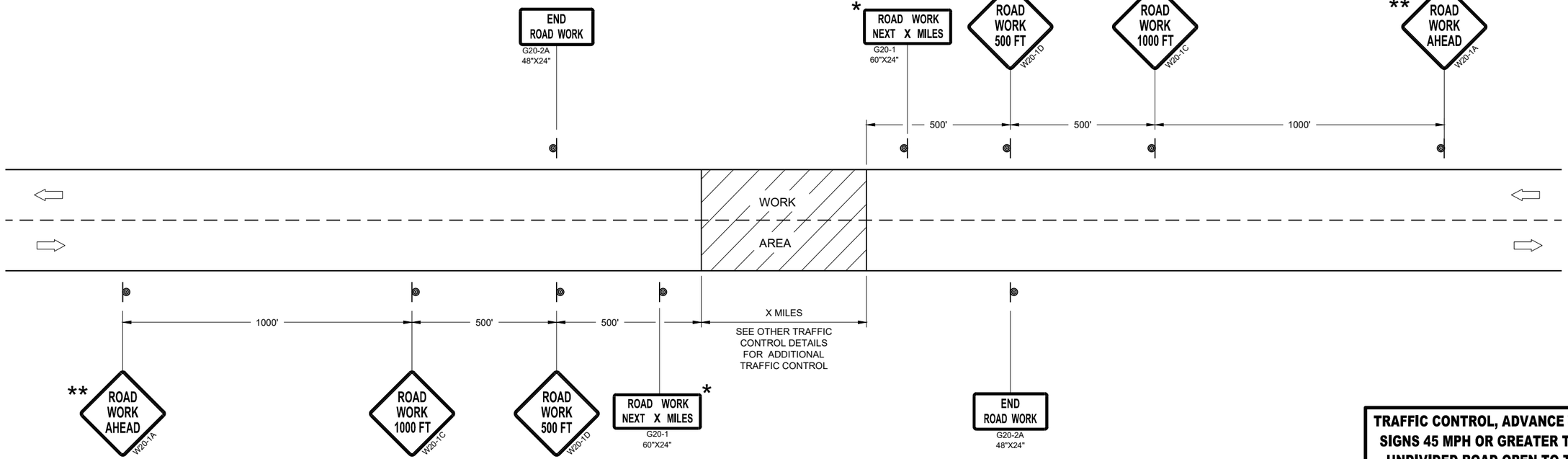

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15C04 - 05

## GENERAL NOTES

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

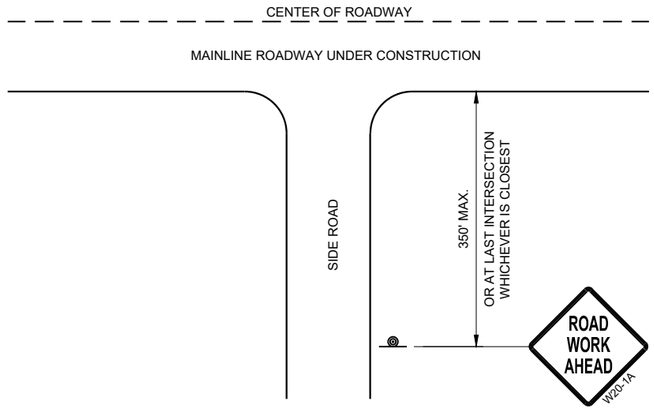
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

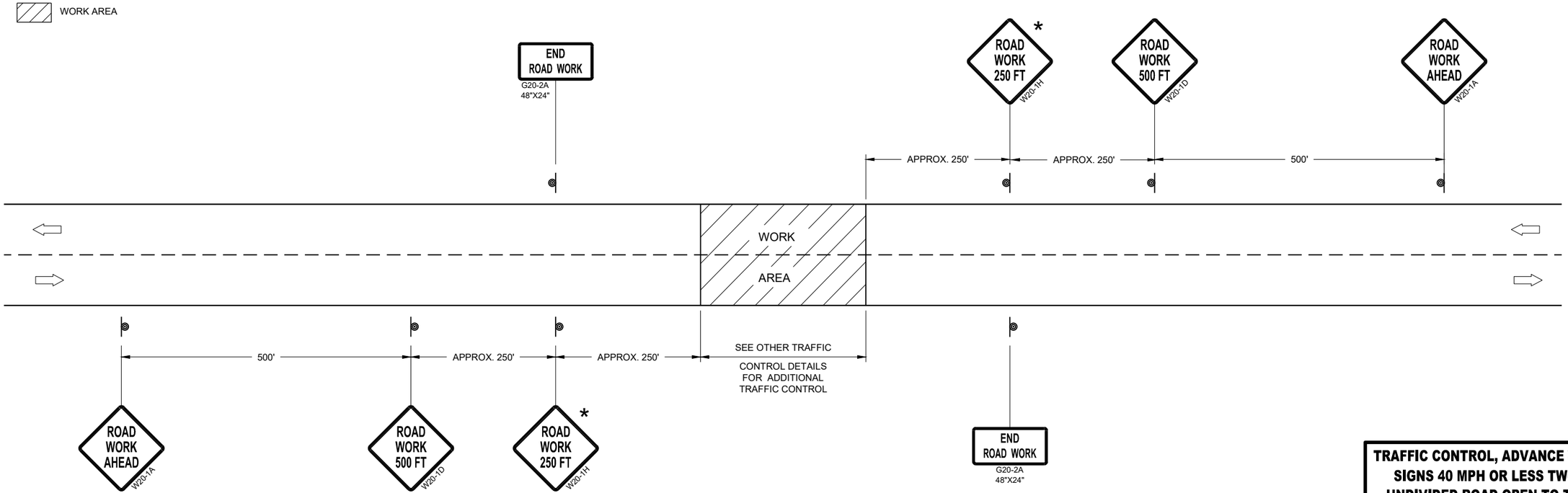
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.




**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

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




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS**

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

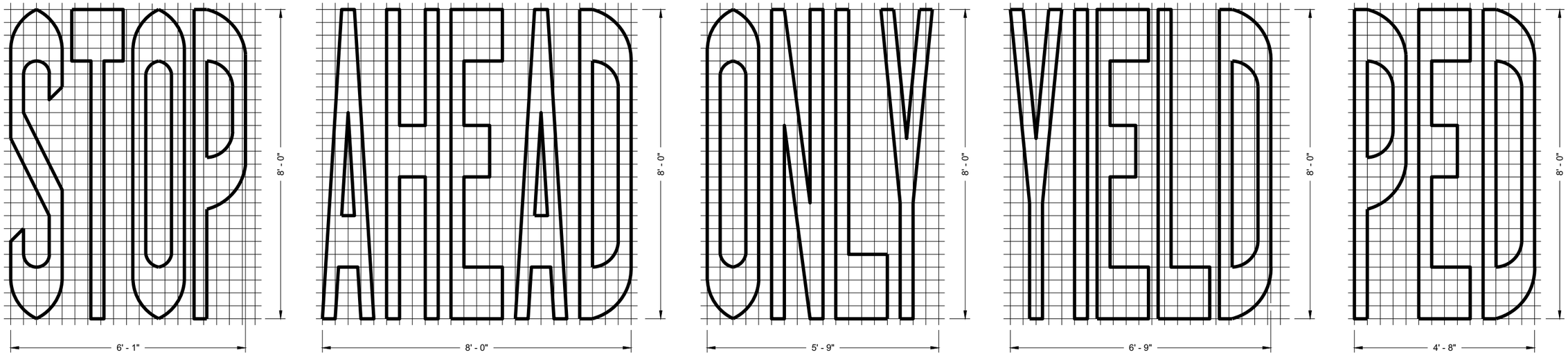
/S/ Andrew Heidtke
WORK ZONE ENGINEE

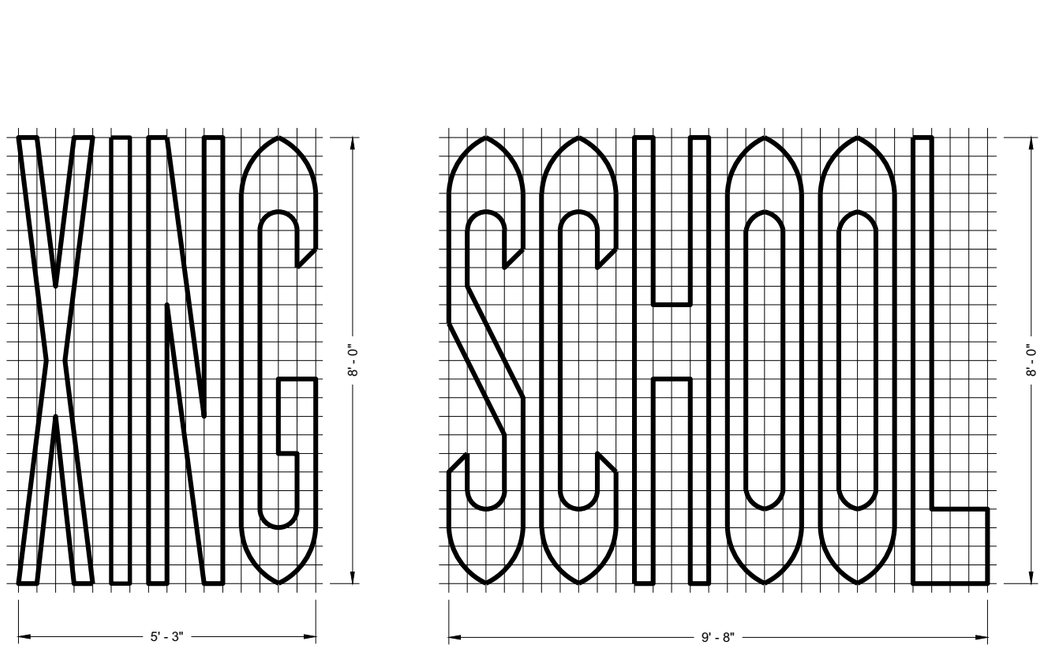
FHWA



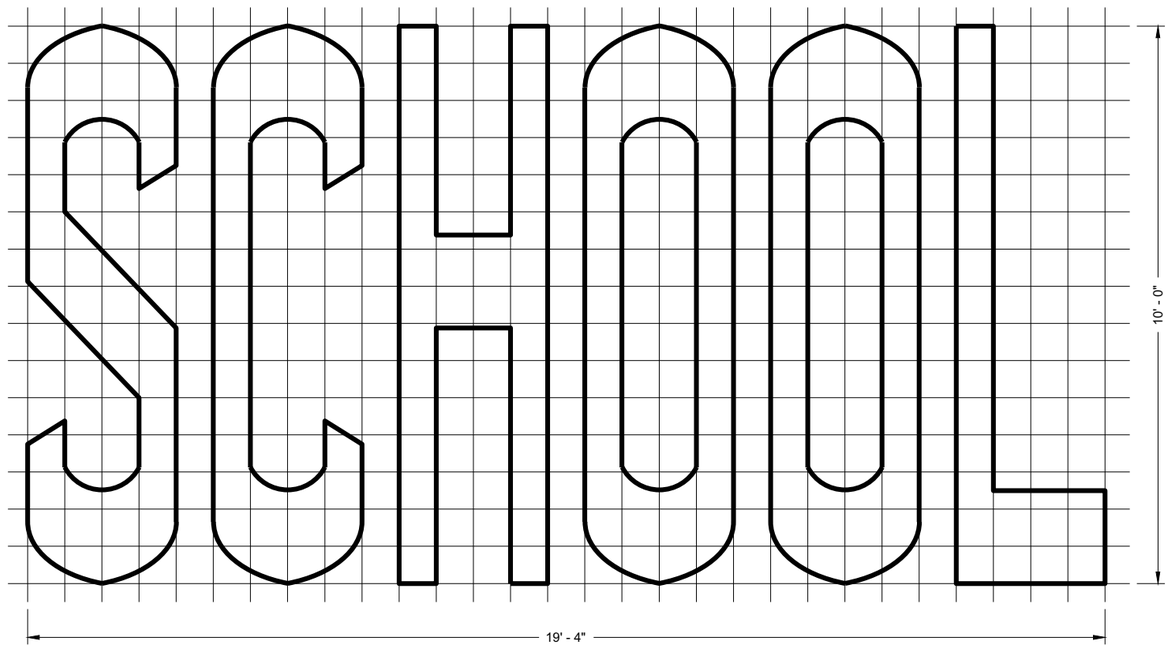

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SDD 15C05 - 05




**SINGLE LANE**




**TWO - LANE**

## GENERAL NOTES

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

**PAVEMENT MARKING WORDS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

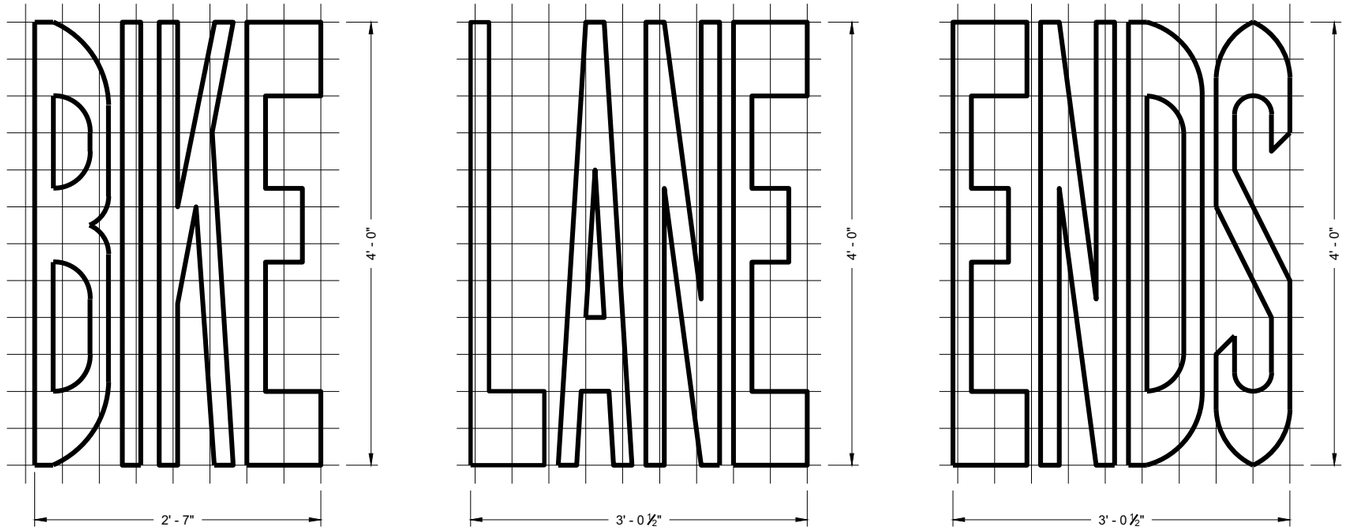


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SDD 15C07 - 15b

SDD 15C07 - 15b

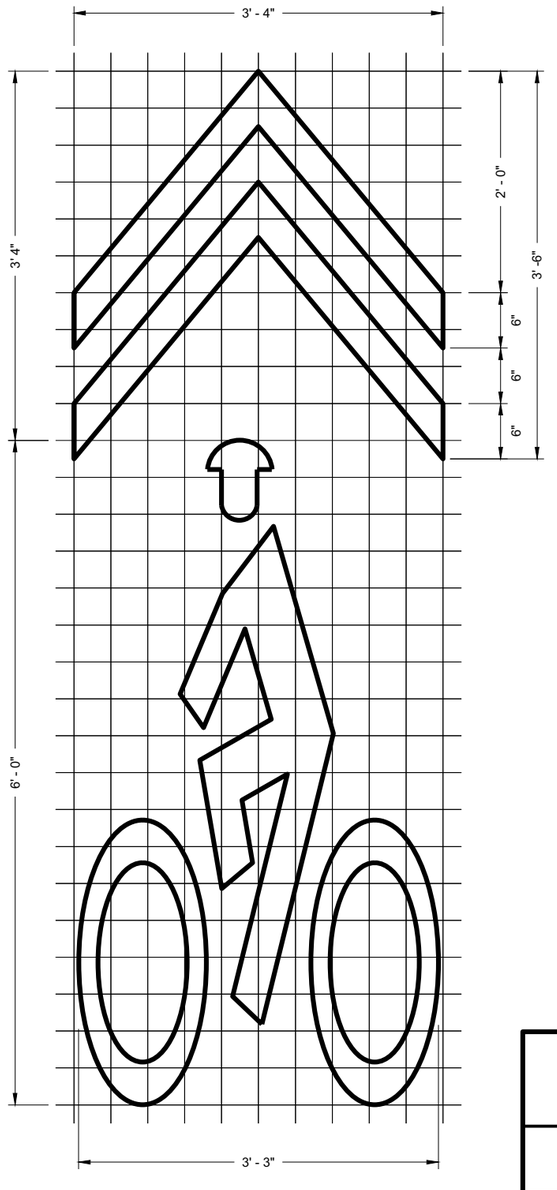
# SDD 15C7-e Pavement Marking For Bike Lanes

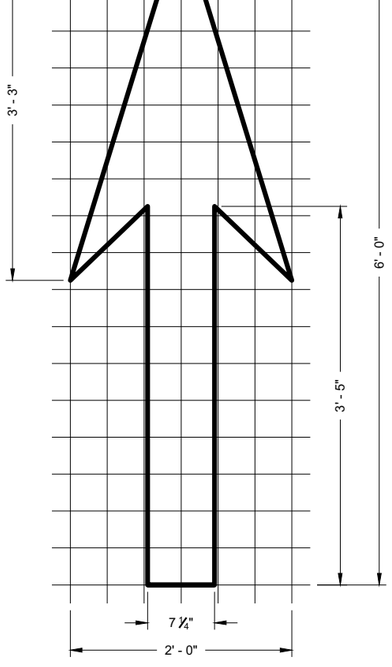



**BIKE LANE WORDS**

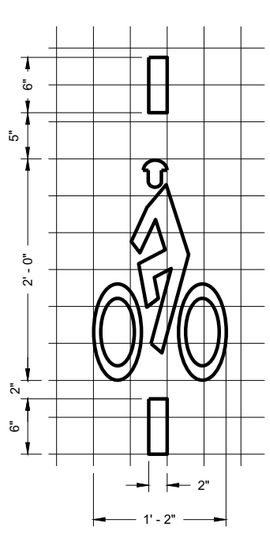
## GENERAL NOTES

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

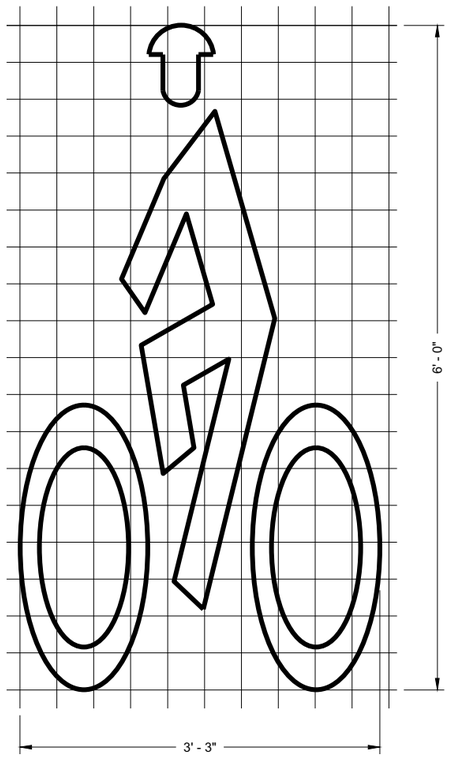



**BIKE LANE ARROW**




**BICYCLE DETECTOR PAVEMENT MARKING**




**BIKE LANE SYMBOL**




**BIKE LANE SYMBOL FOR SHARED LANE**

**PAVEMENT MARKING FOR BIKE LANES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA



6

SDD 15C07 - 15e

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SDD15C07 - 15e

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## 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

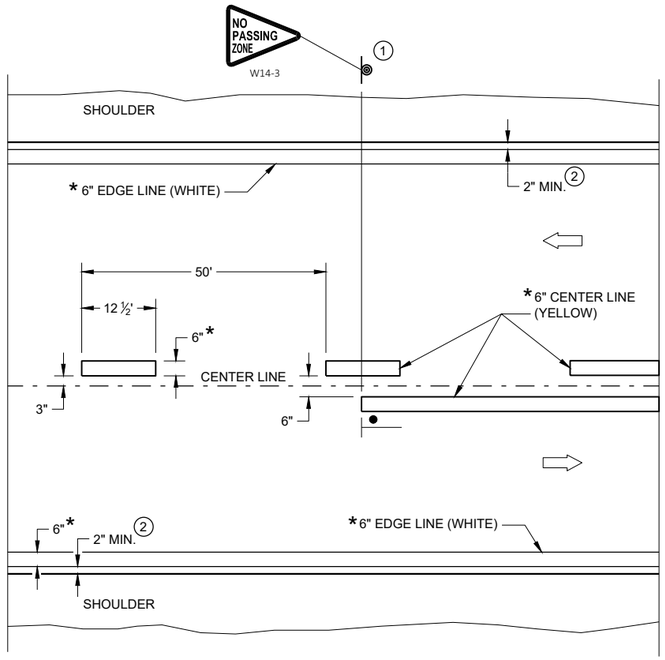
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

## LEGEND

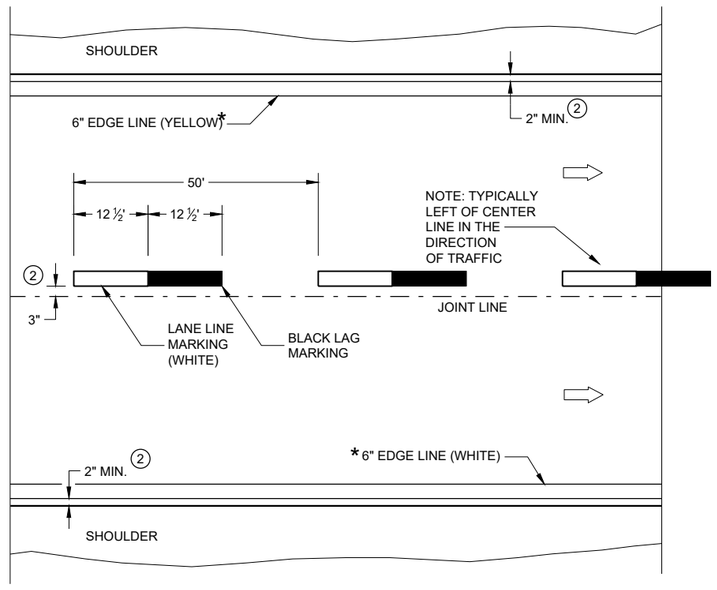
"T" MARKING

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 2023
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M ENGINEER

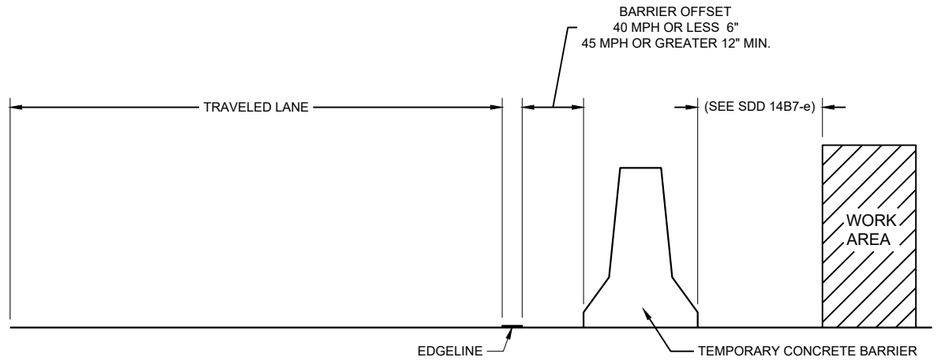
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SDD 15C08-23a




**TEMPORARY BARRIER OFFSET FROM EDGELINE**

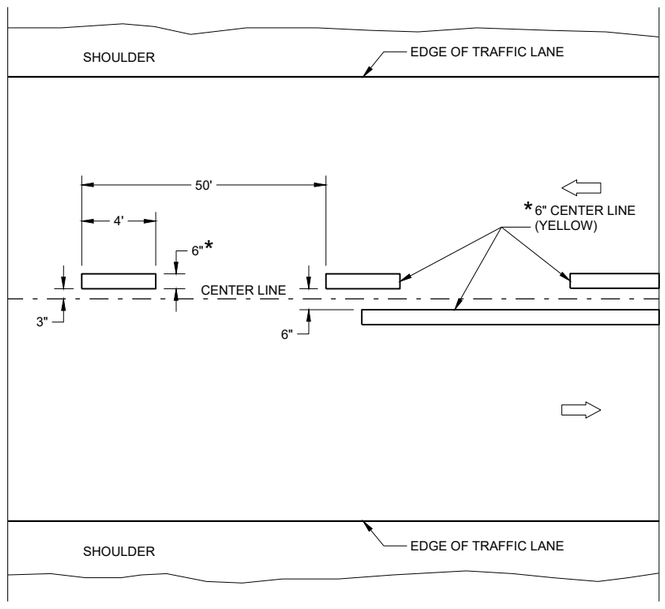
## GENERAL NOTES

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

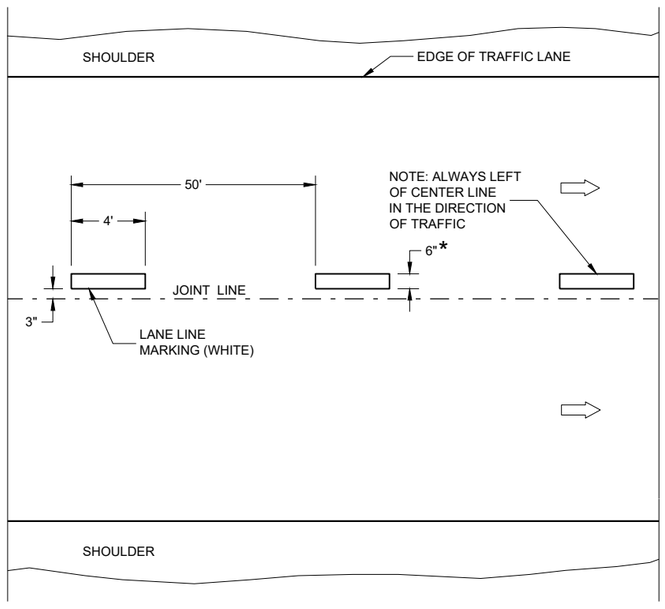
## LEGEND

⇨ DIRECTION OF TRAFFIC

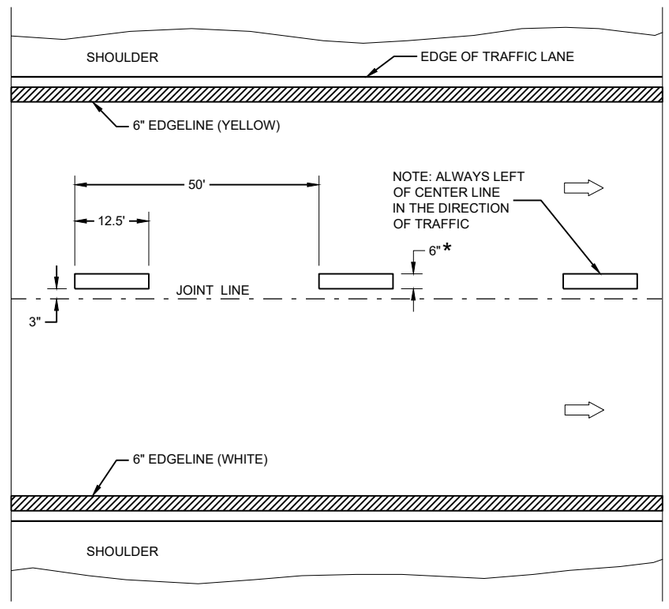
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**




**FREEWAYS AND EXPRESSWAYS**

**TEMPORARY PAVEMENT MARKING**

**TEMPORARY LONGITUDINAL PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA



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SDD 15C08-23b

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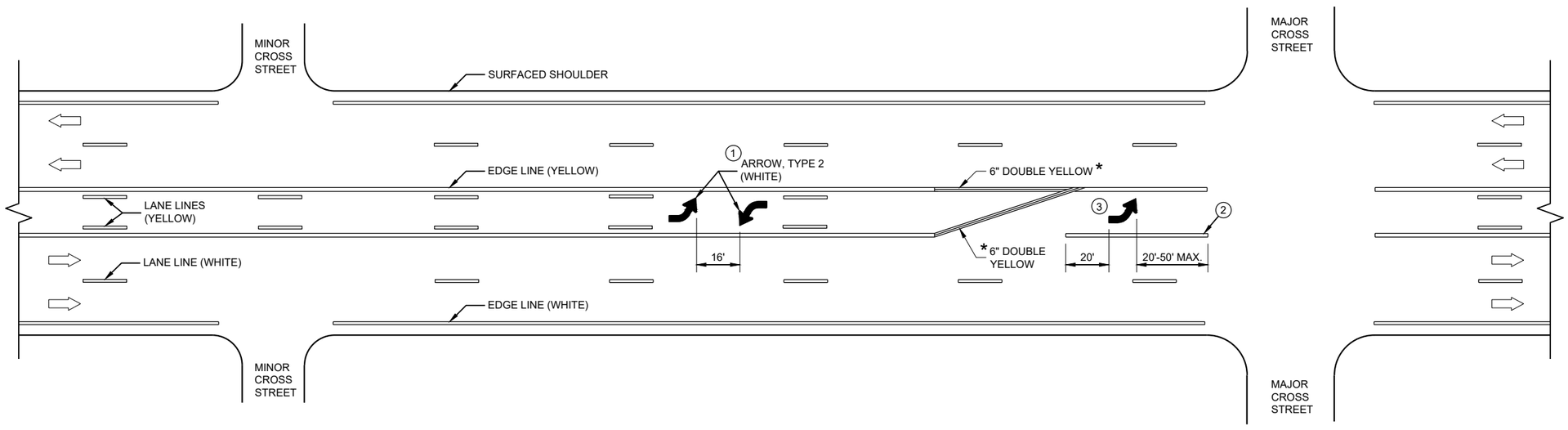
SDD 15C08-23b

## GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**TWO WAY LEFT TURN LANE**

6

SDD 15C08-23c

**PAVEMENT MARKING (TURN LANES)**

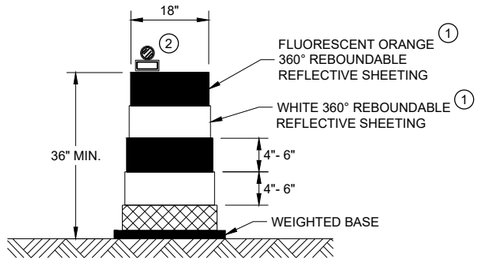
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 235

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SDD 15C08-23c

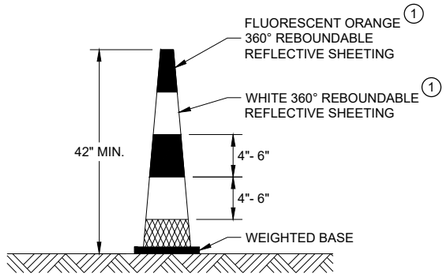
## GENERAL NOTES

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

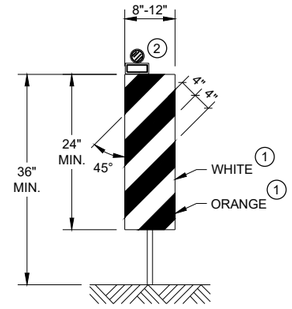
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

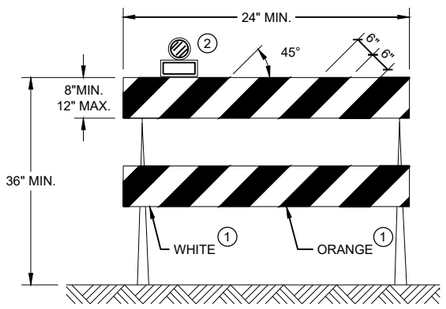
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



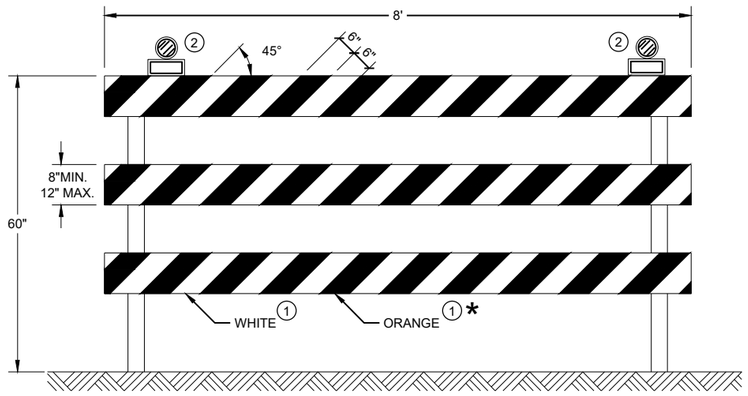

### VERTICAL PANEL

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
November 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA



6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

## LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

## GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

## FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

## TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

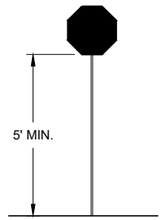
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.




**STOP/SLOW PADDLE ON SUPPORT STAFF**

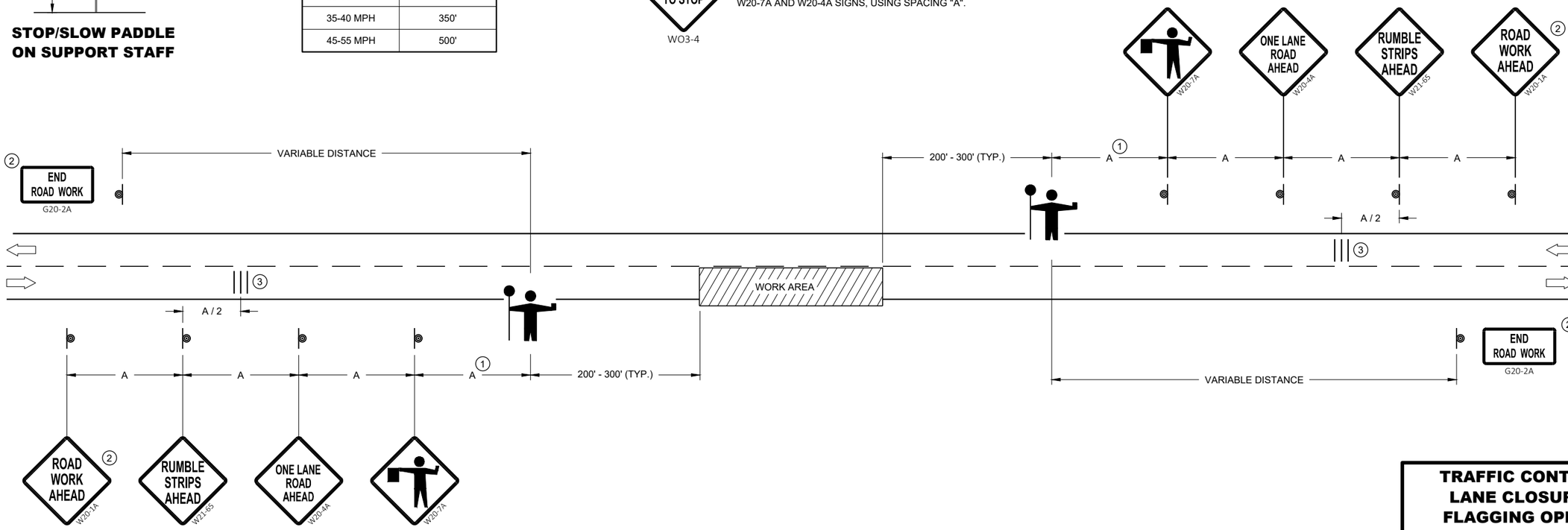
## SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

| SPEED LIMIT | SPACING "A" |
|---|---|
| 25-30 MPH | 200' |
| 35-40 MPH | 350' |
| 45-55 MPH | 500' |




WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".




# TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

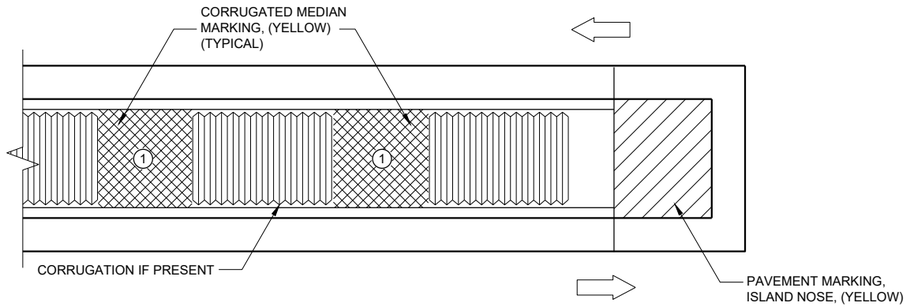


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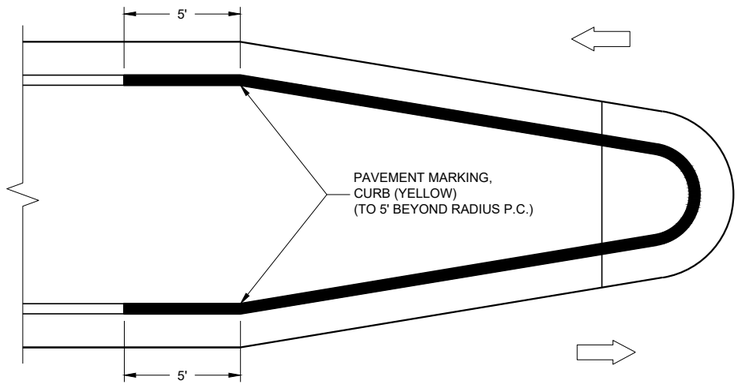
SDD 15C12 - 09a

6

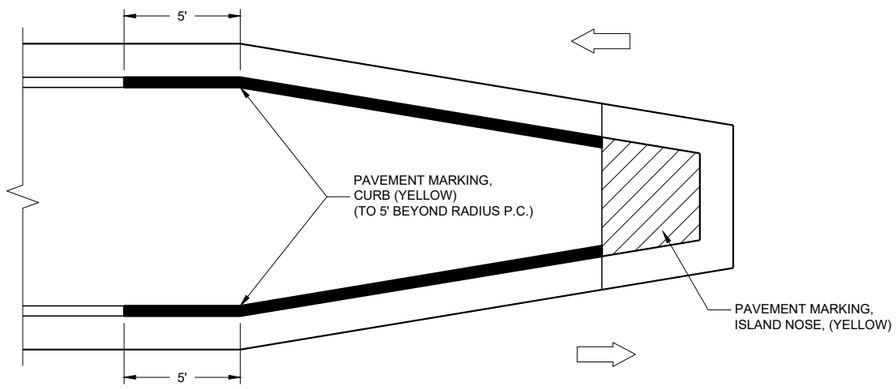
SDD 15C12 - 09a




**MEDIAN ISLAND WITH SQUARE BLUNT NOSE**




**MEDIAN ISLAND WITH ROUND BLUNT NOSE**




**MEDIAN ISLAND WITH SLOPED NOSE**

## TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

## GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS, MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAR ENGINEER

FHWA





6
SDD 15C18-08b

## LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)

## GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

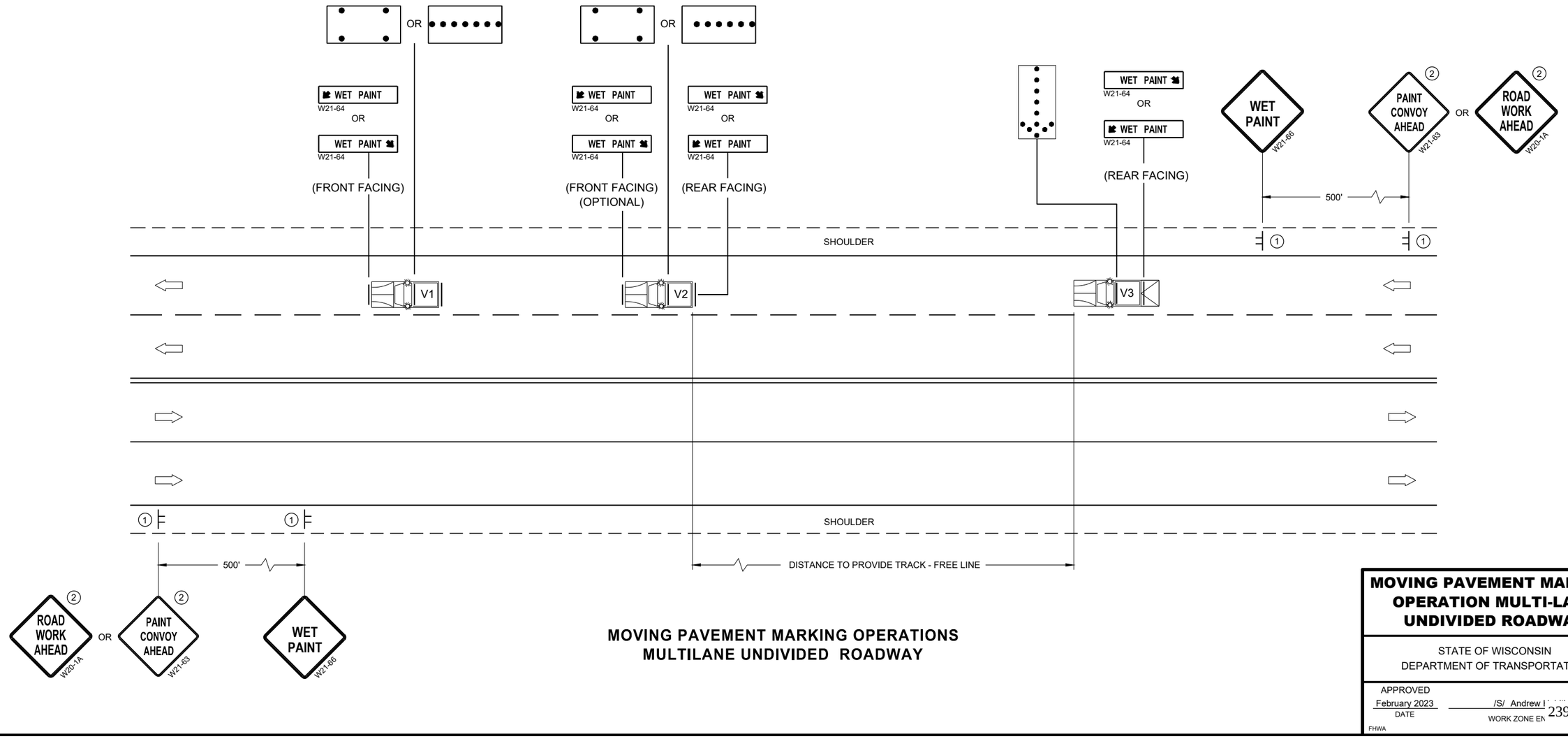
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.




**MOVING PAVEMENT MARKING OPERATIONS**
**MULTILANE UNDIVIDED ROADWAY**

**MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

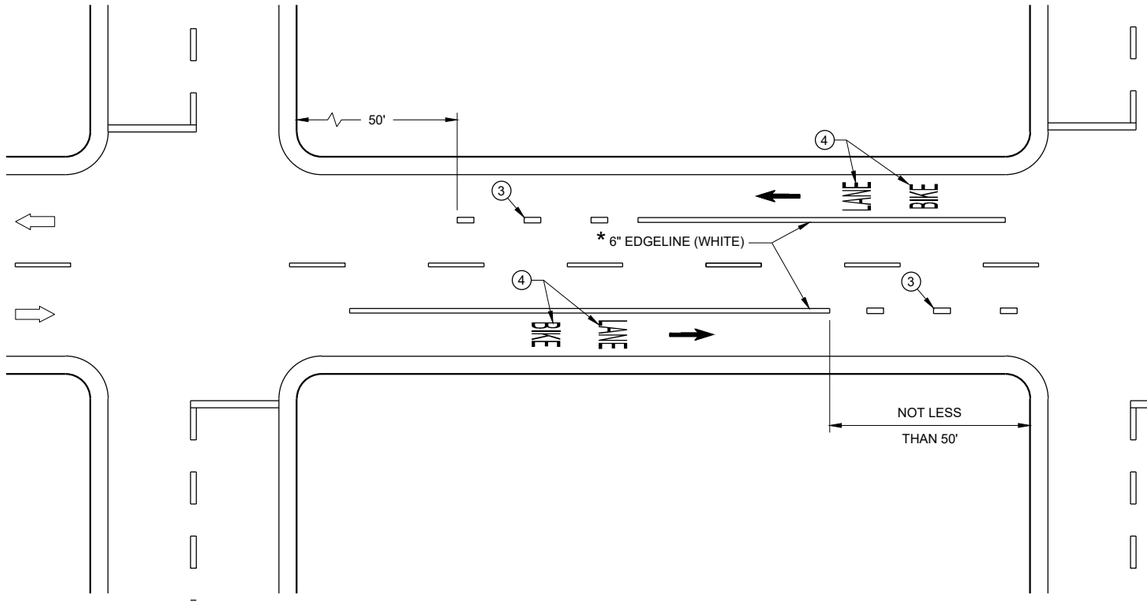


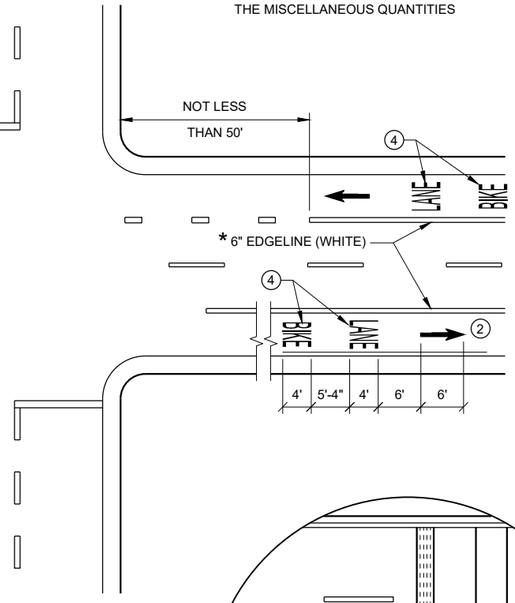
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SDD 15C19-08b

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SDD 15C19-08b



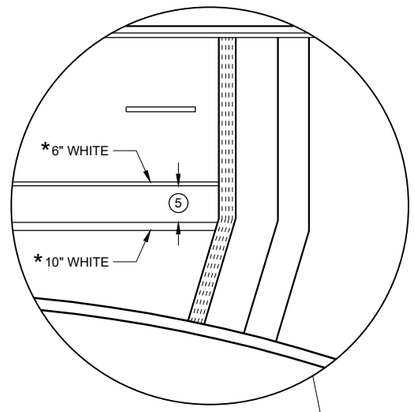

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## GENERAL NOTES

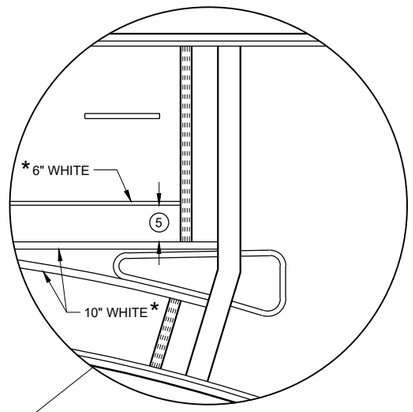
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

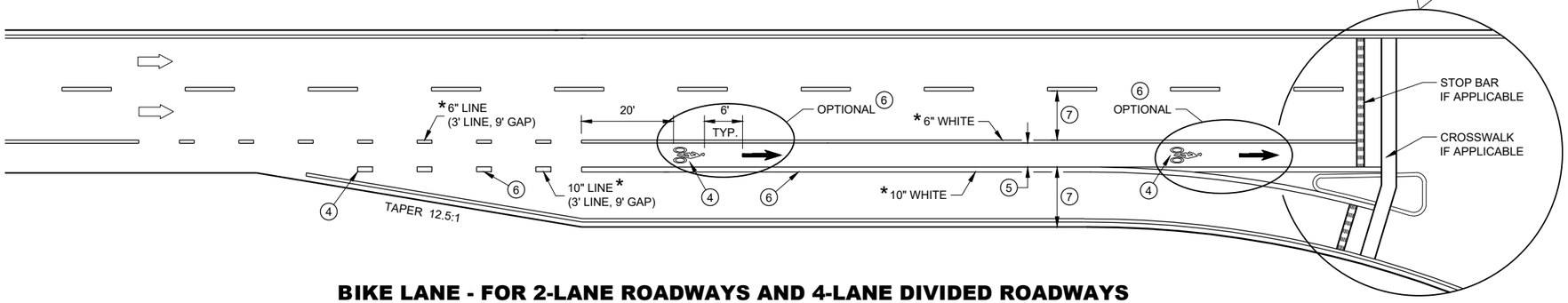
**DESIGNATED BIKE LANE - NO PARKING**




**4 LANE DIVIDED WITHOUT ISLAND**




**4 LANE DIVIDED WITH ISLAND**




**BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS (4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)**

**BIKE LANE MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

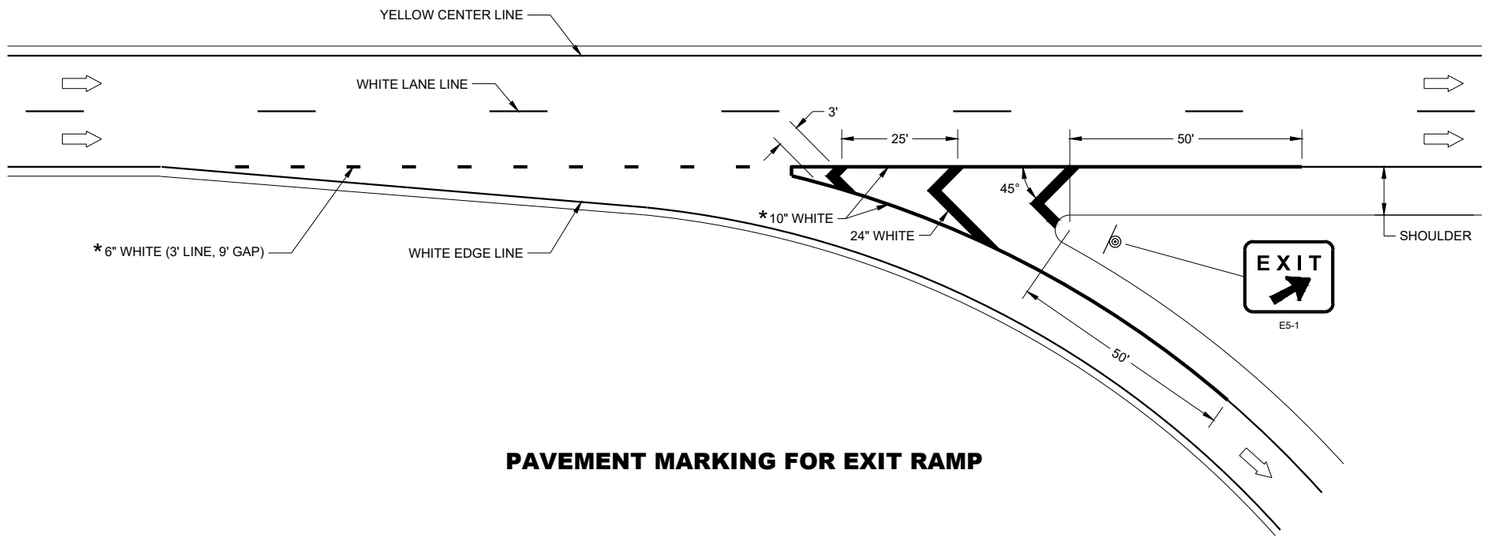




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SDD 15C29-08a




**PAVEMENT MARKING FOR EXIT RAMP**

## GENERAL NOTES

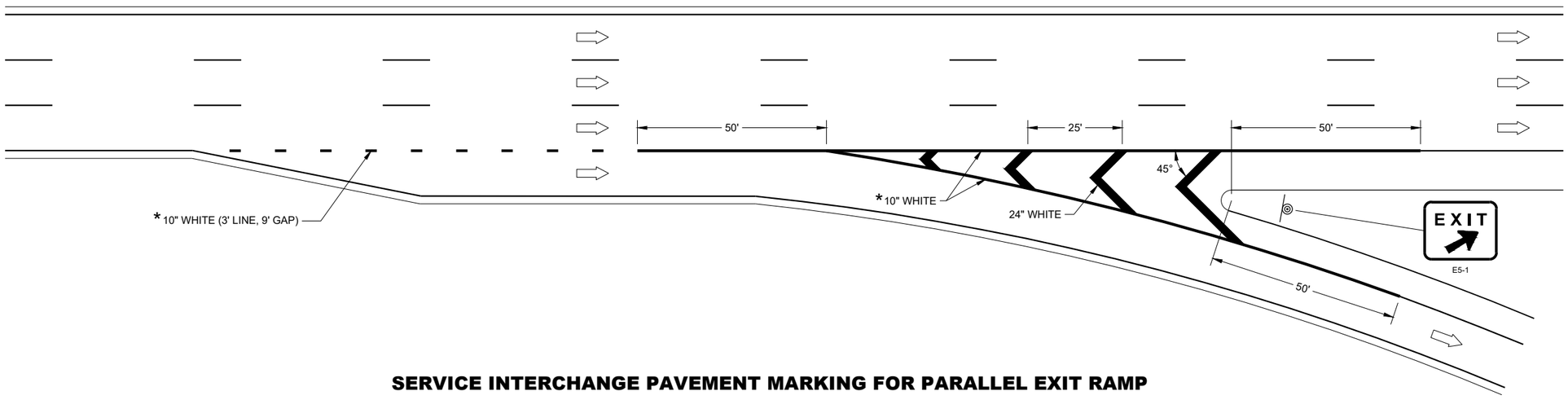
PLACE GROOVE 3 INCHES LEFT OF JOINT.

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP**

6

SDD 15C31-05a

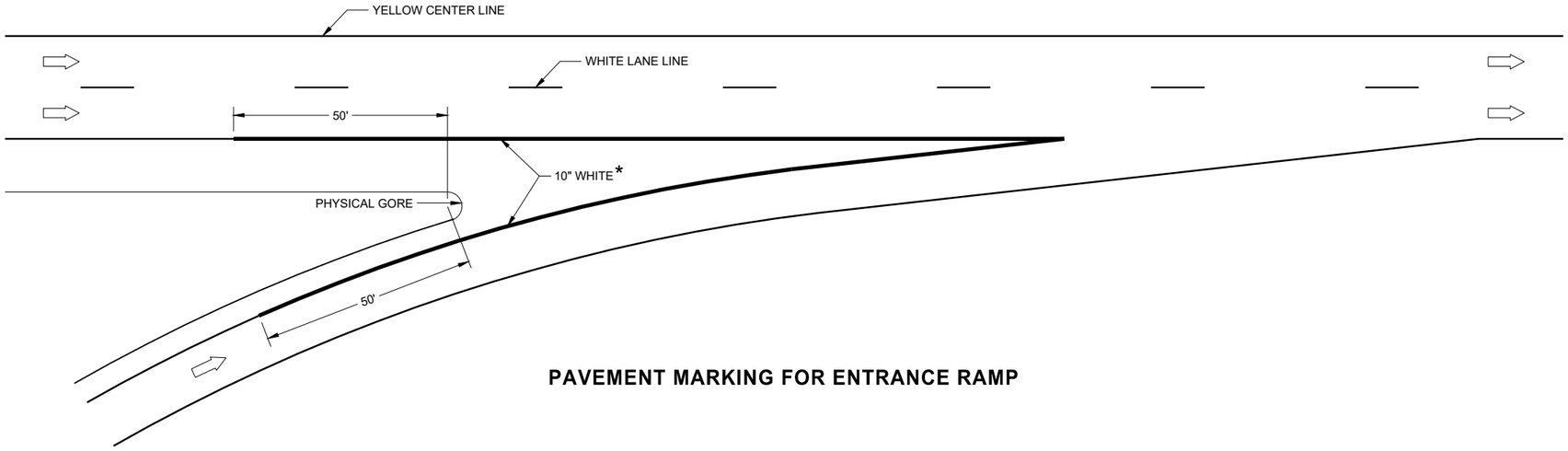
**PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



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SDD 15C31-05a




**PAVEMENT MARKING FOR ENTRANCE RAMP**

## GENERAL NOTES

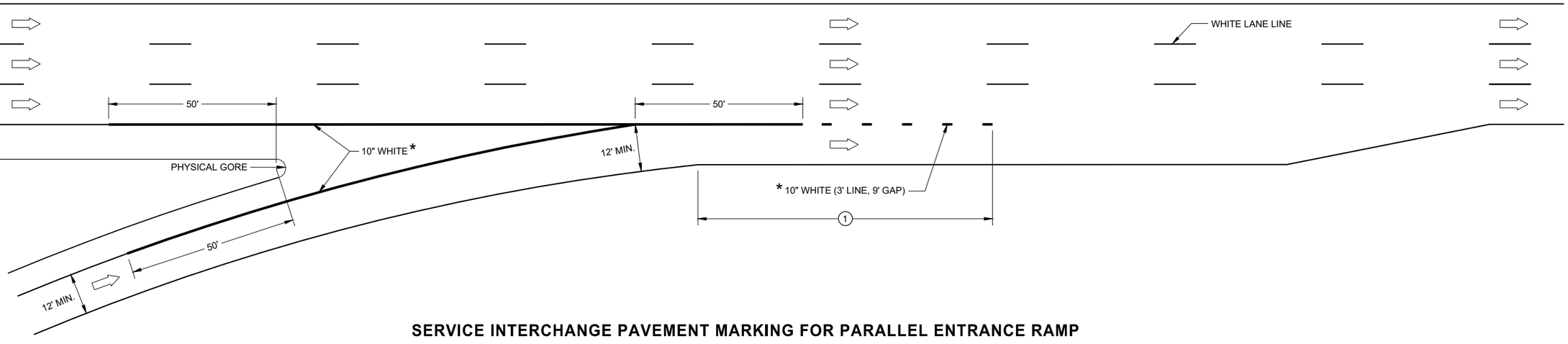
PLACE GROOVE 3 INCHES LEFT OF JOINT.

(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

## LEGEND

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP**

**PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





6

SDD 15C31-05c

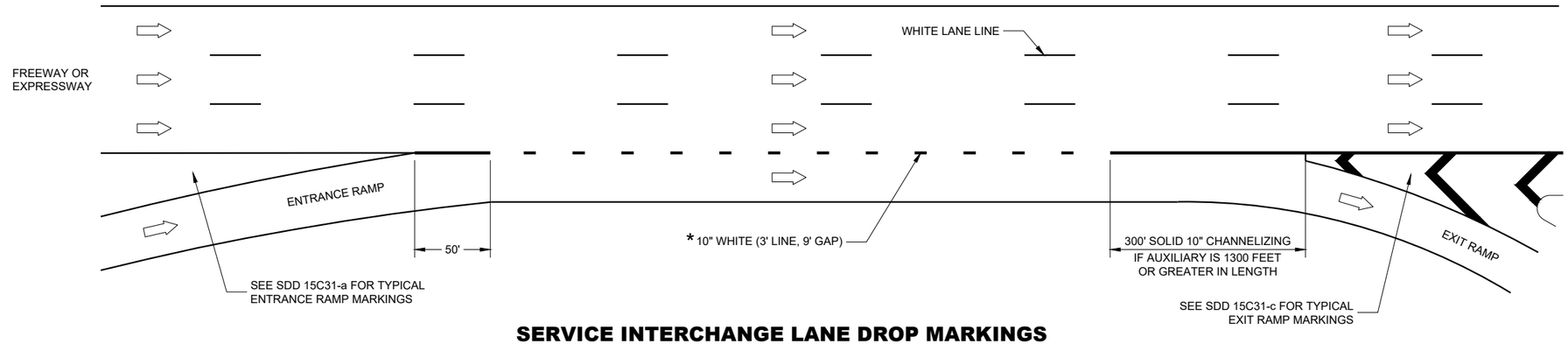
## LEGEND

DIRECTION OF TRAVEL

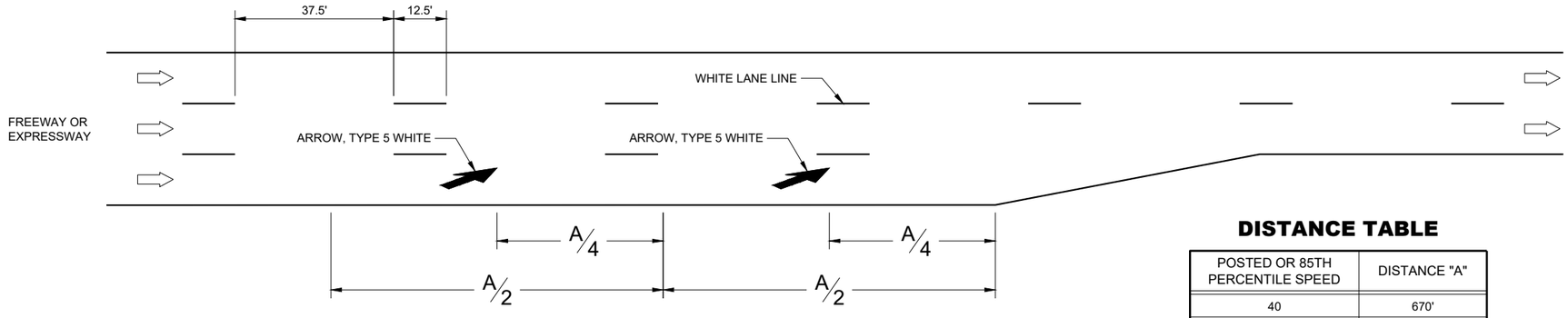
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## 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 2023 — DATE
/S/ Matthew Rauch — STATE MARKING AND SIG ENGINEER

FHWA



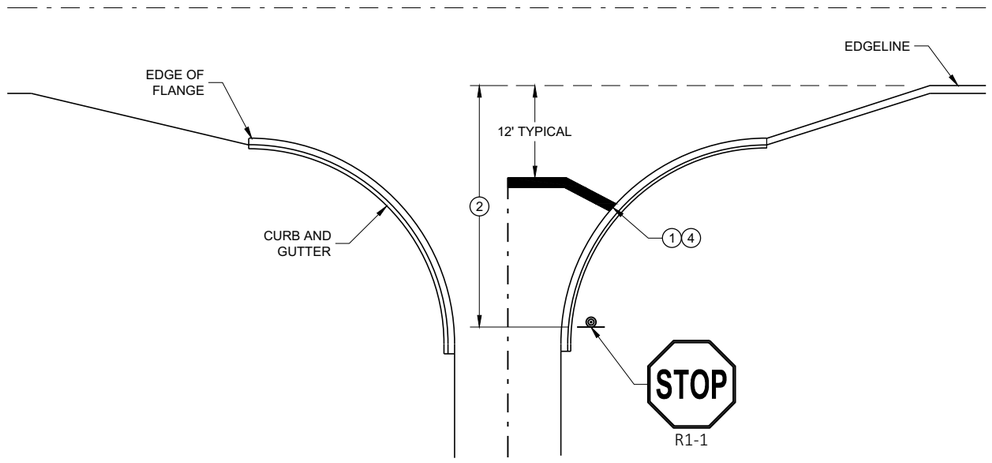


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SDD 15C31-05d

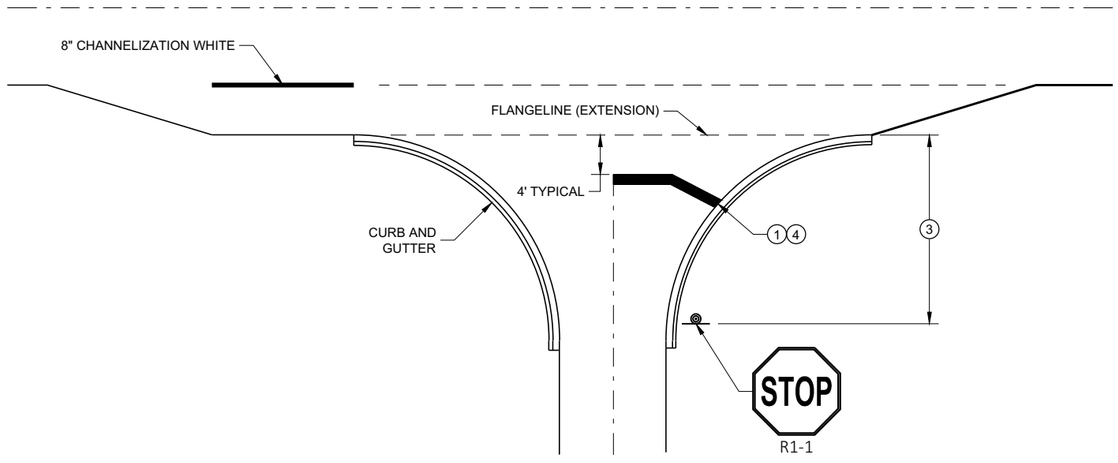
## GENERAL NOTES

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

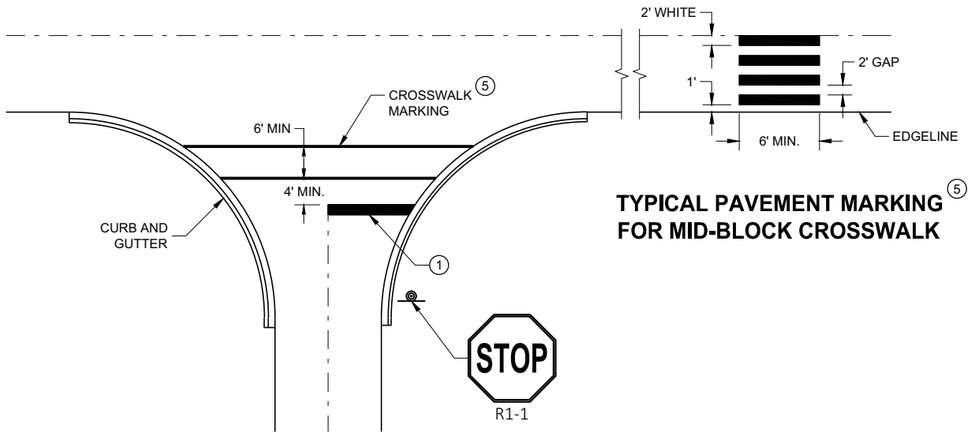
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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




**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**

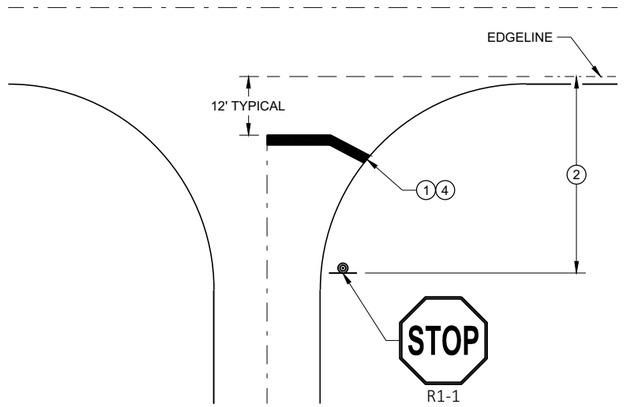



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**




**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK** 5

**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA



6

SDD 15C33 - 04

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SDD 15C33 - 04

## 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.

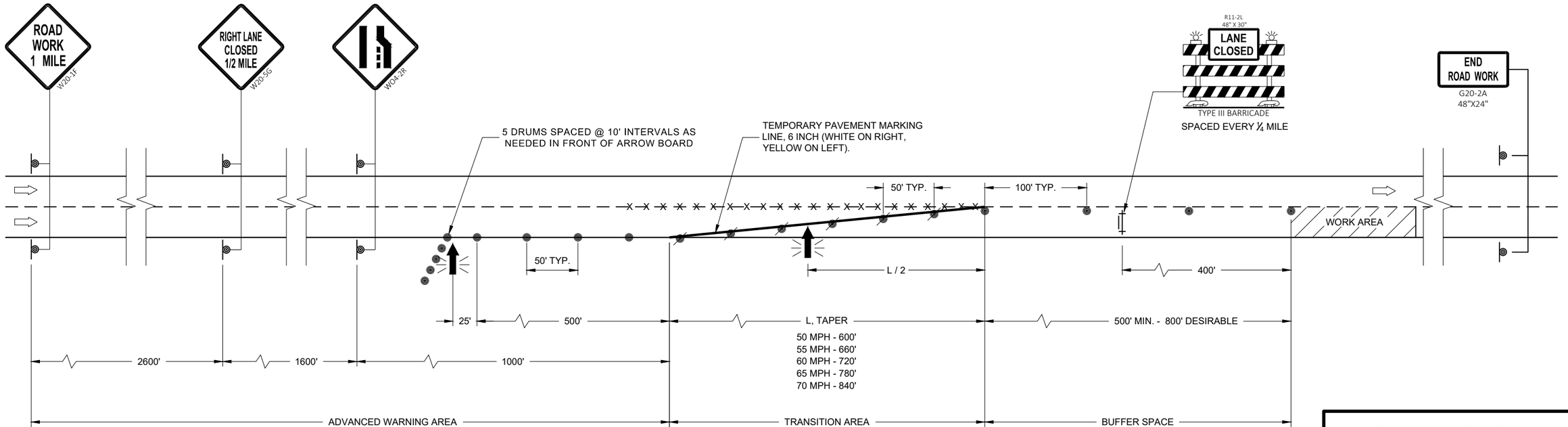
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



6

SDD 15D12 - 11a

6

SDD 15D12 - 11a

## 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.

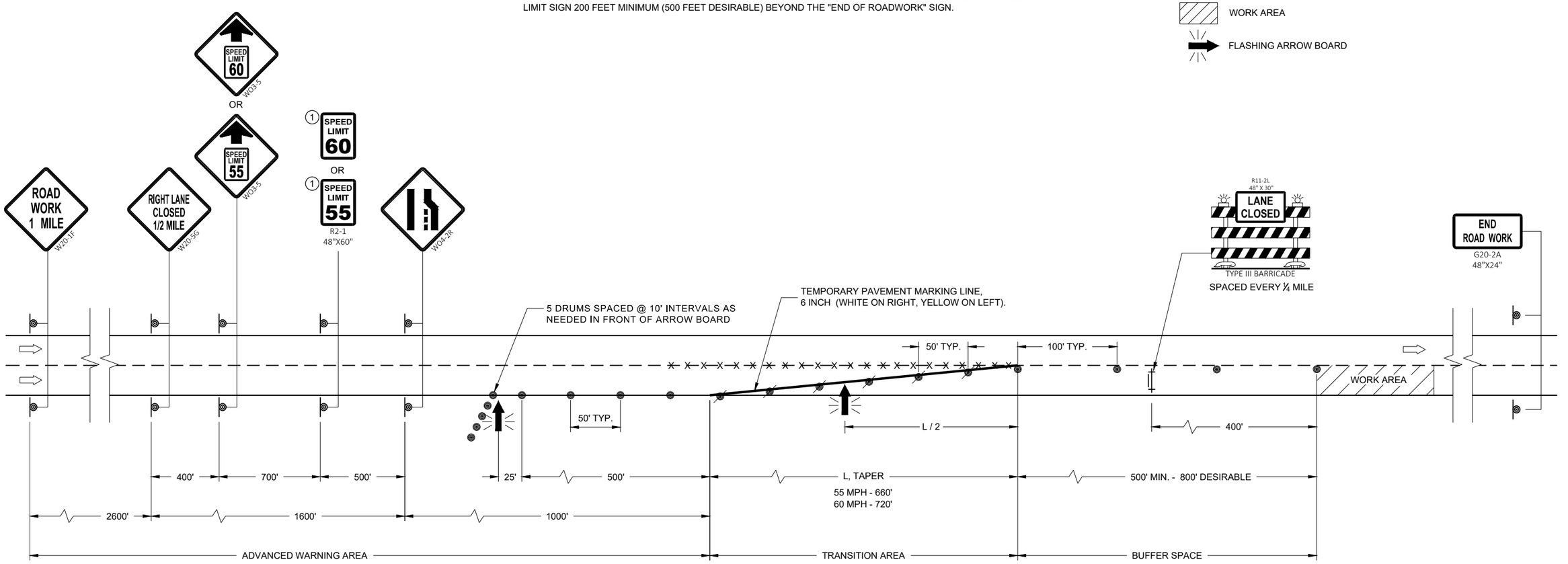
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



SDD 15D12 - 11b

6
SDD 15D12 - 11b

## 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

## 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.

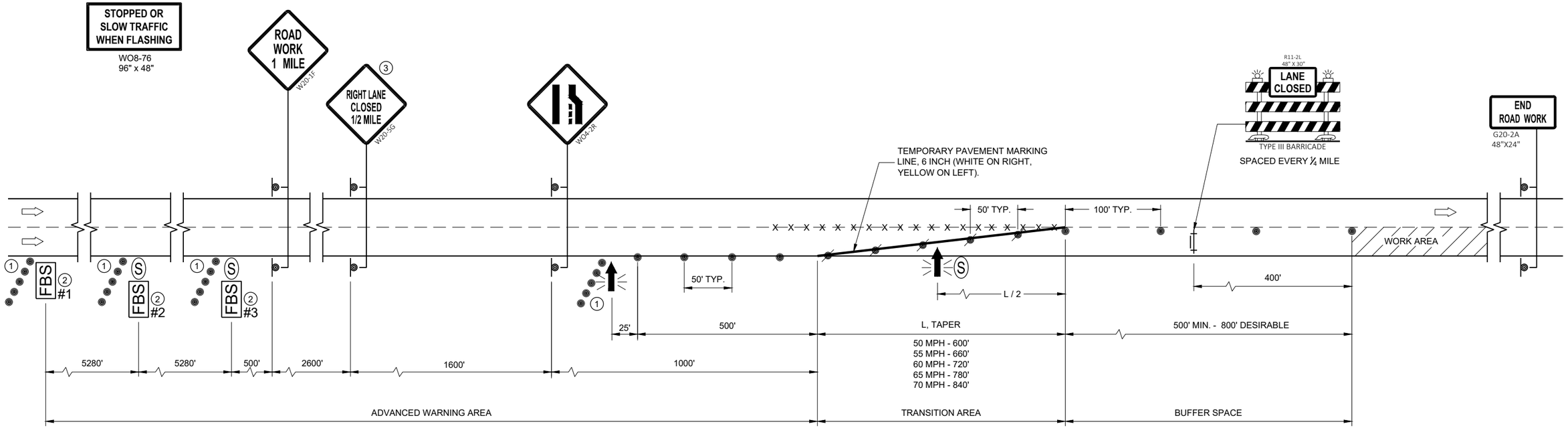
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

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.




6

SDD 15D12 - 11d

# TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Erin Schwark
WORK ZONE ENGINEE

FHWA



6

SDD 15D12 - 11d

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

## GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

W20-1E AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS.

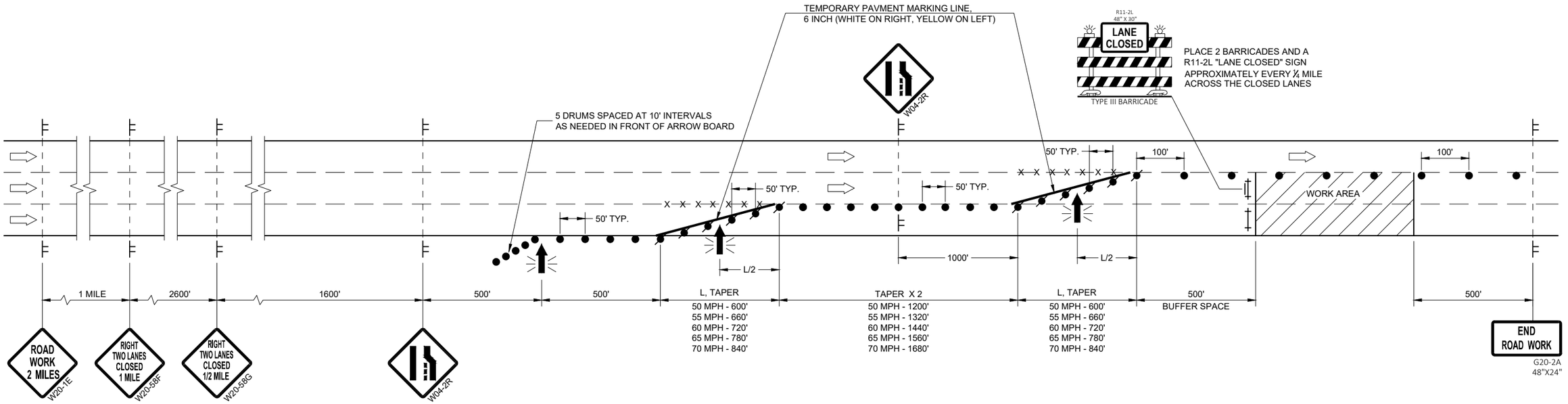
WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.




# TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA




6
SDD 15D14-06

## 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.

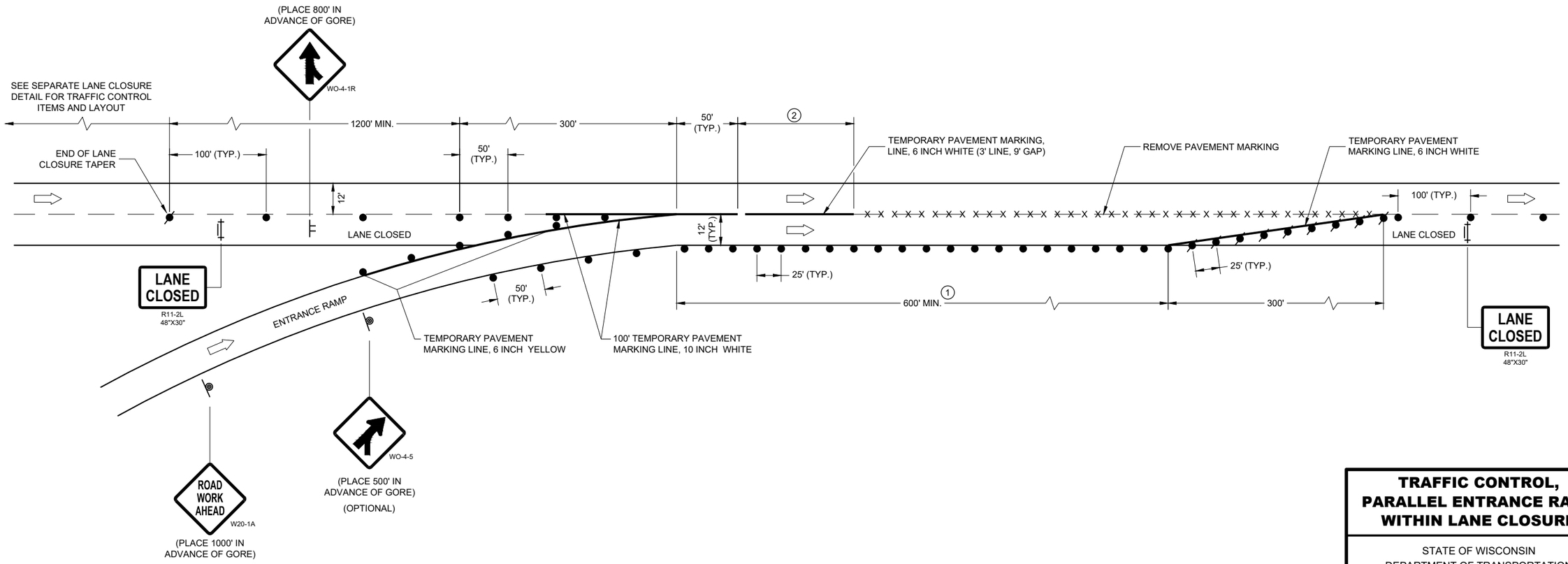
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA



6

SDD 15D15-07a

6

SDD 15D15-07a

## 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.

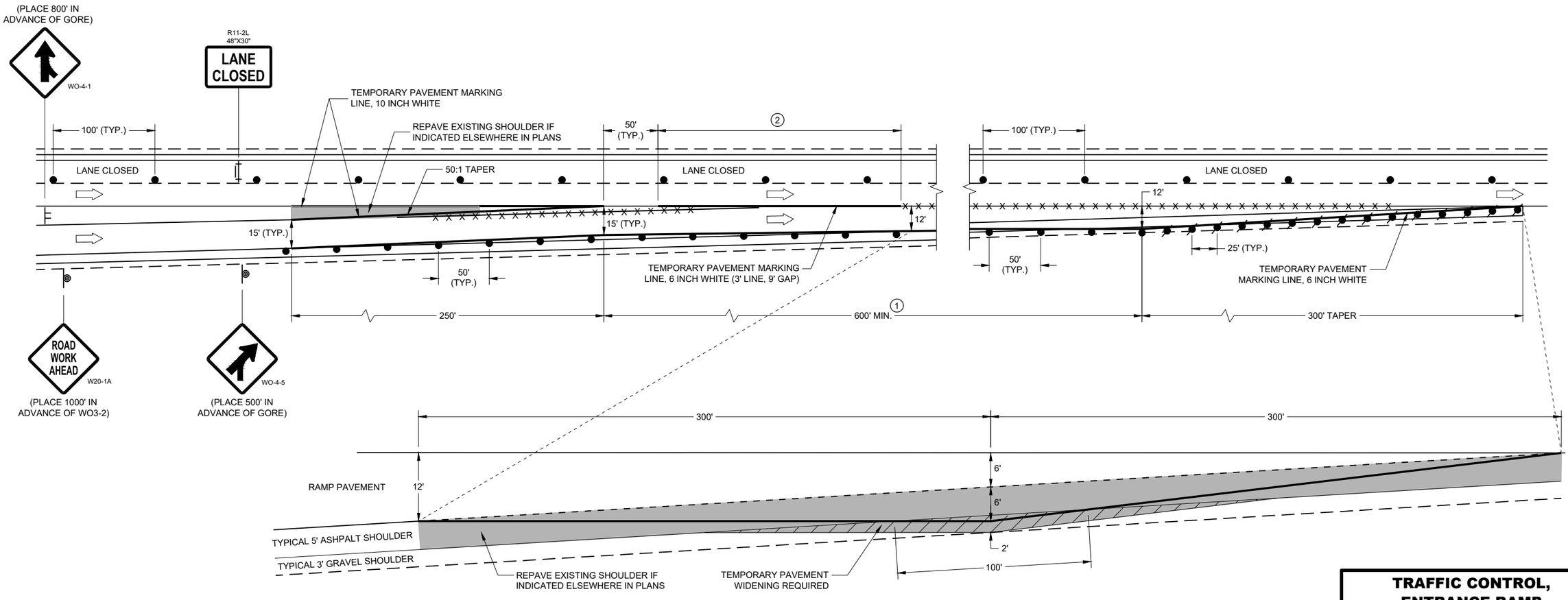
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REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



6

SDD 15D15-07b

6

SDD 15D15-07b

## 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.

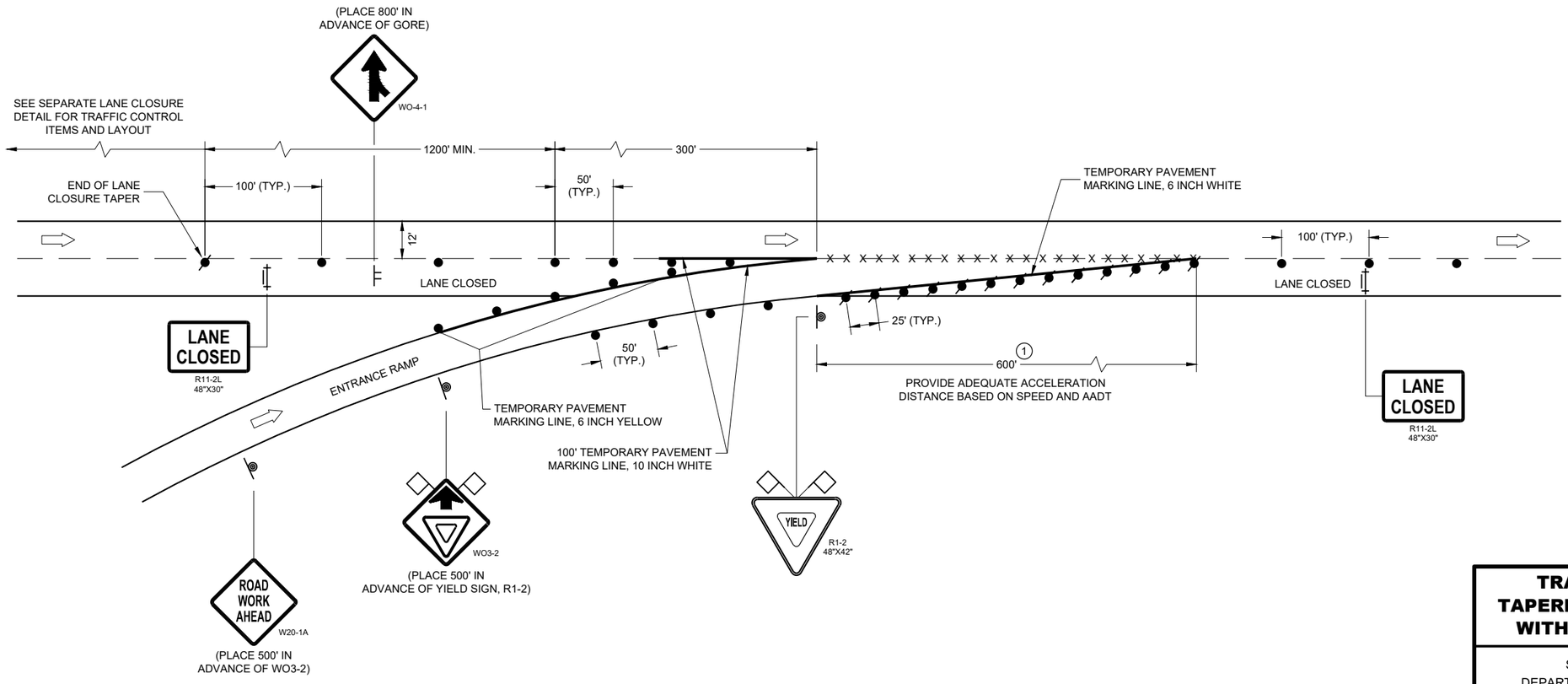
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA



6

SDD 15D15-07c

6

SDD 15D15-07c

## 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.

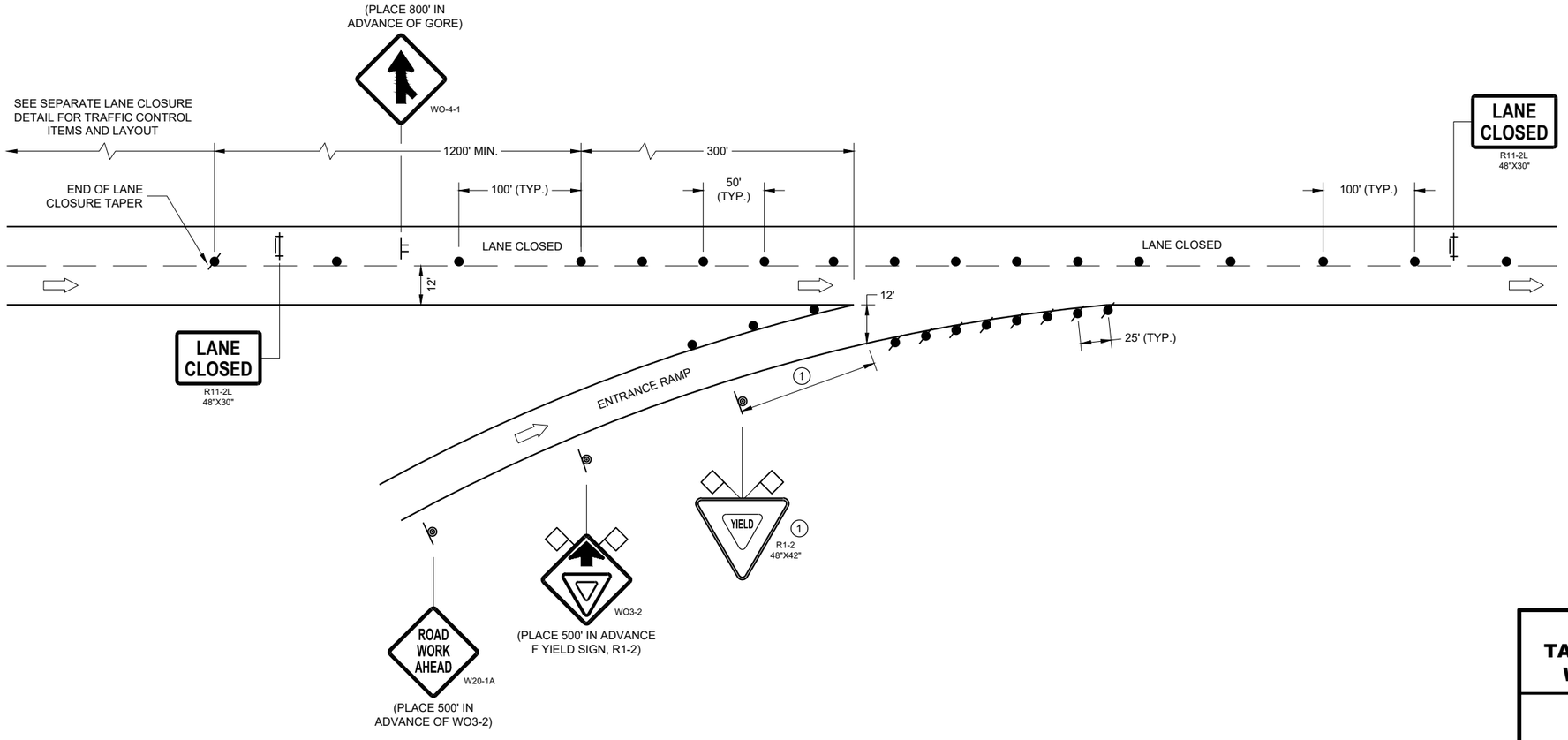
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



6

SDD 15D15-07d

6

SDD 15D15-07d

## 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.

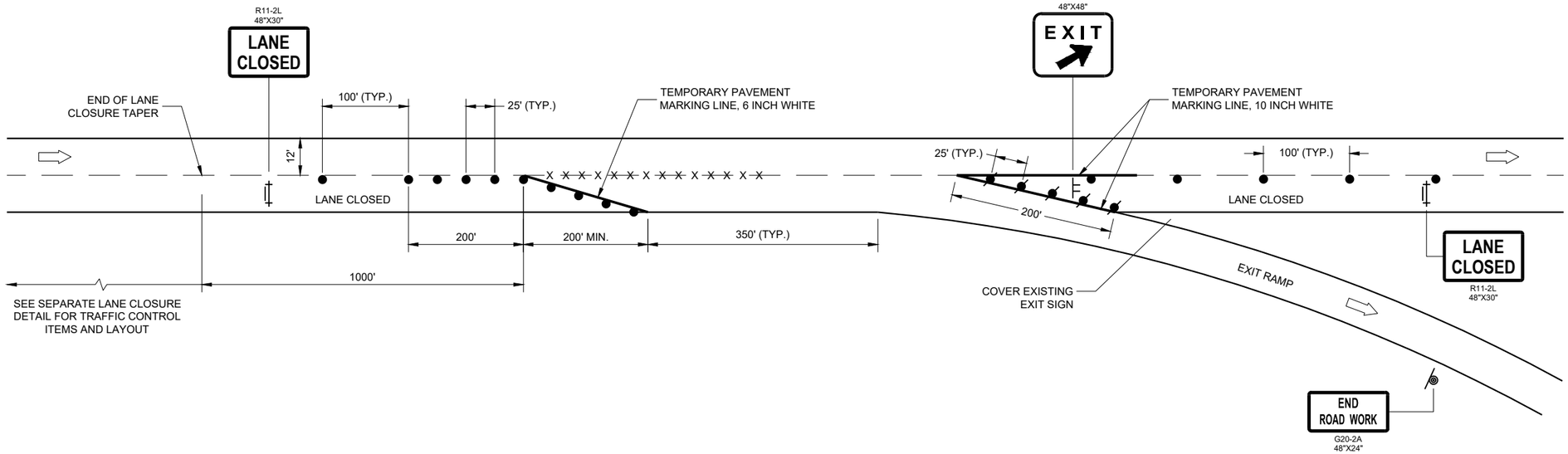
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.




# TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15D15-07e

## 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.

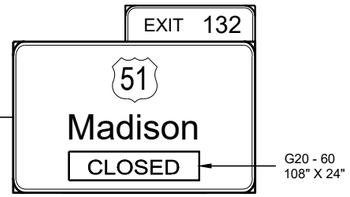
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

(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

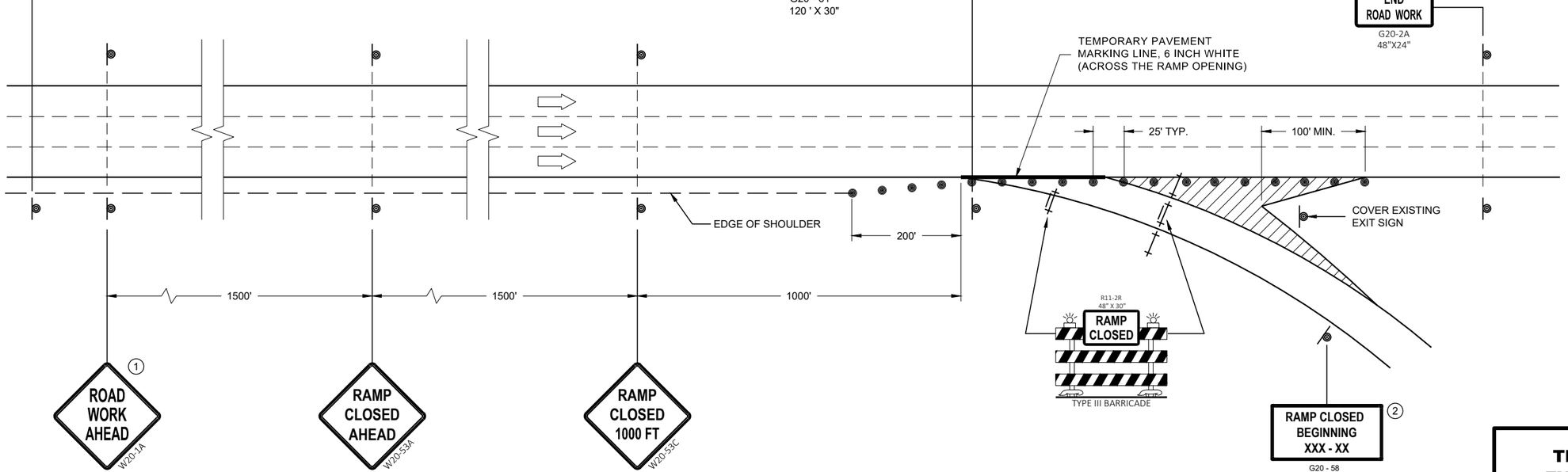



PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN




G20 - 61
120 ' X 30"

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)




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
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA





6

SDD 15D16-06

## 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)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

## GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

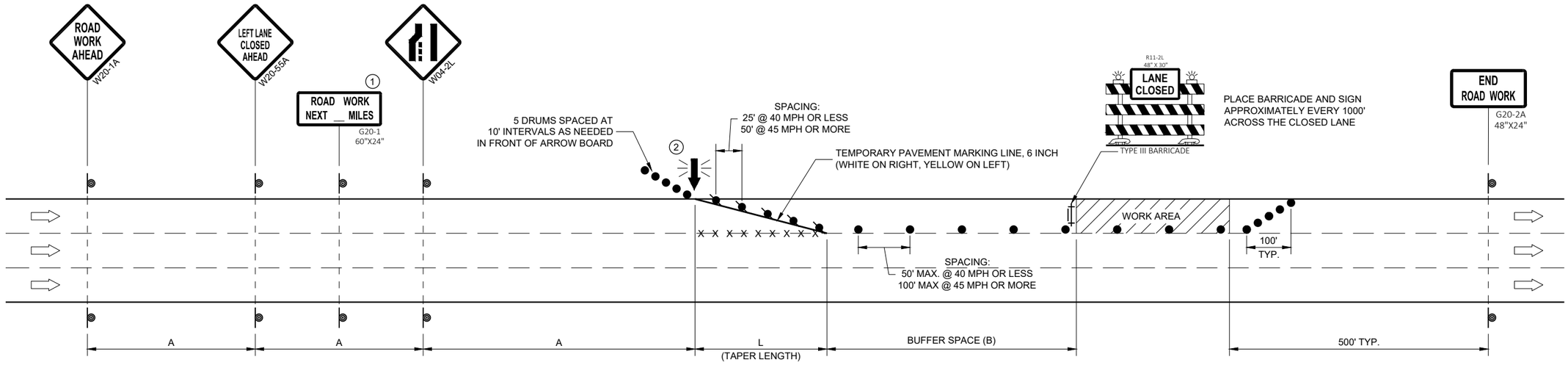
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.




| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | TAPER LENGTH (12 FT. LANE) (L) FEET | BUFFER SPACE (B) FEET |
|---|---|---|---|
| 25 | 200' | 125' | 55' |
| 30 | 200' | 180' | 85' |
| 35 | 350' | 245' | 120' |
| 40 | 350' | 320' | 170' |
| 45 | 500' | 540' | 220' |

# TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15D20-07a

## 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)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA




## GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

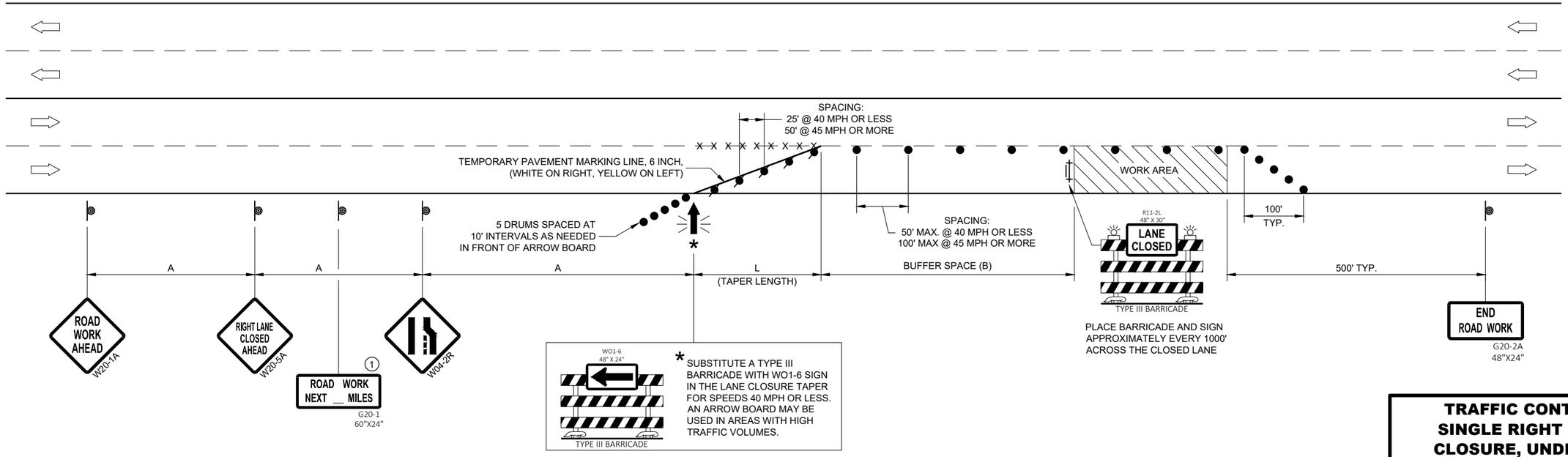
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | TAPER LENGTH (12 FT. LANE) (L) FEET | BUFFER SPACE (B) FEET |
|---|---|---|---|
| 25 | 200' | 125' | 55' |
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| 35 | 350' | 245' | 120' |
| 40 | 350' | 320' | 170' |
| 45 | 500' | 540' | 220' |
| 50 | 500' | 600' | 280' |
| 55 | 500' | 660' | 335' |




# TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



6

SDD 15D20-07b

6

SDD 15D20-07b

## 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)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

## GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

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SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

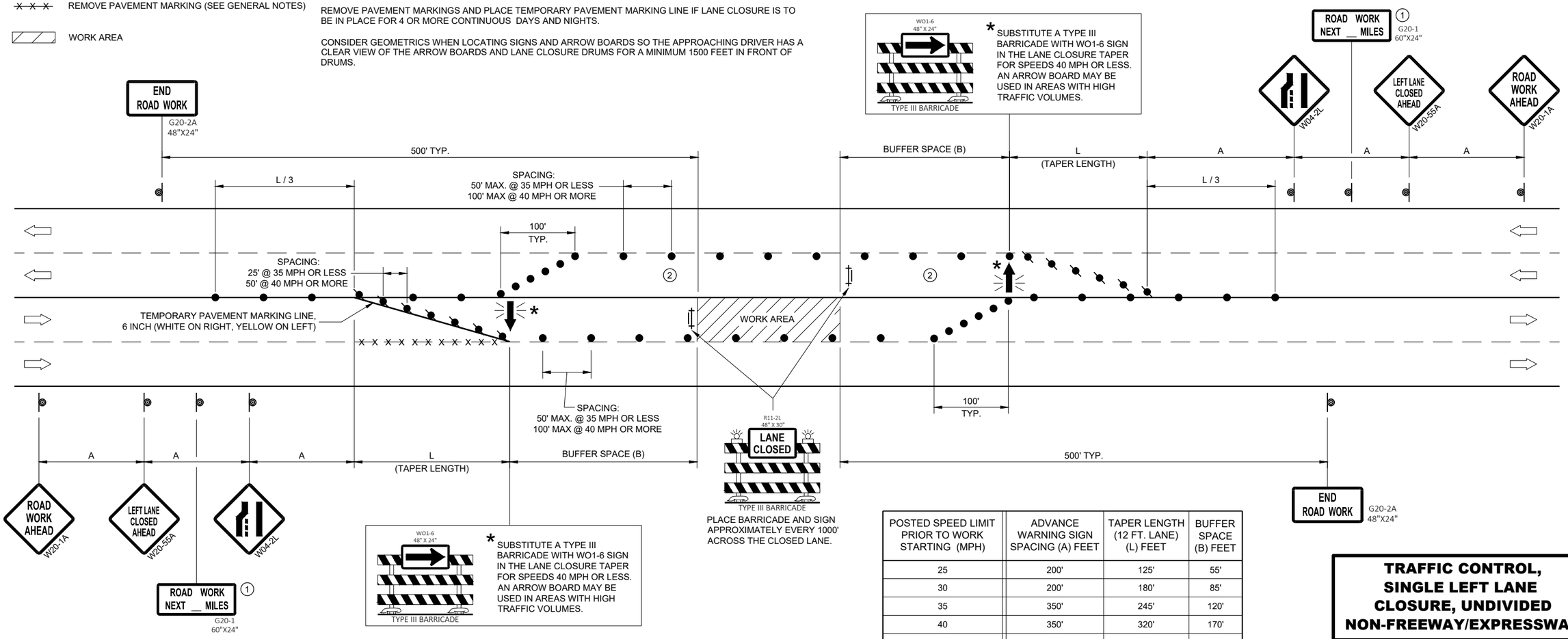
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.




WO1-6 48" X 24"

TYPE III BARRICADE

* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

WO1-6 48" X 24"

TYPE III BARRICADE

* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

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| 25 | 200' | 125' | 55' |
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| 40 | 350' | 320' | 170' |
| 45 | 500' | 540' | 220' |
| 50 | 500' | 600' | 280' |
| 55 | 500' | 660' | 335' |

# TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

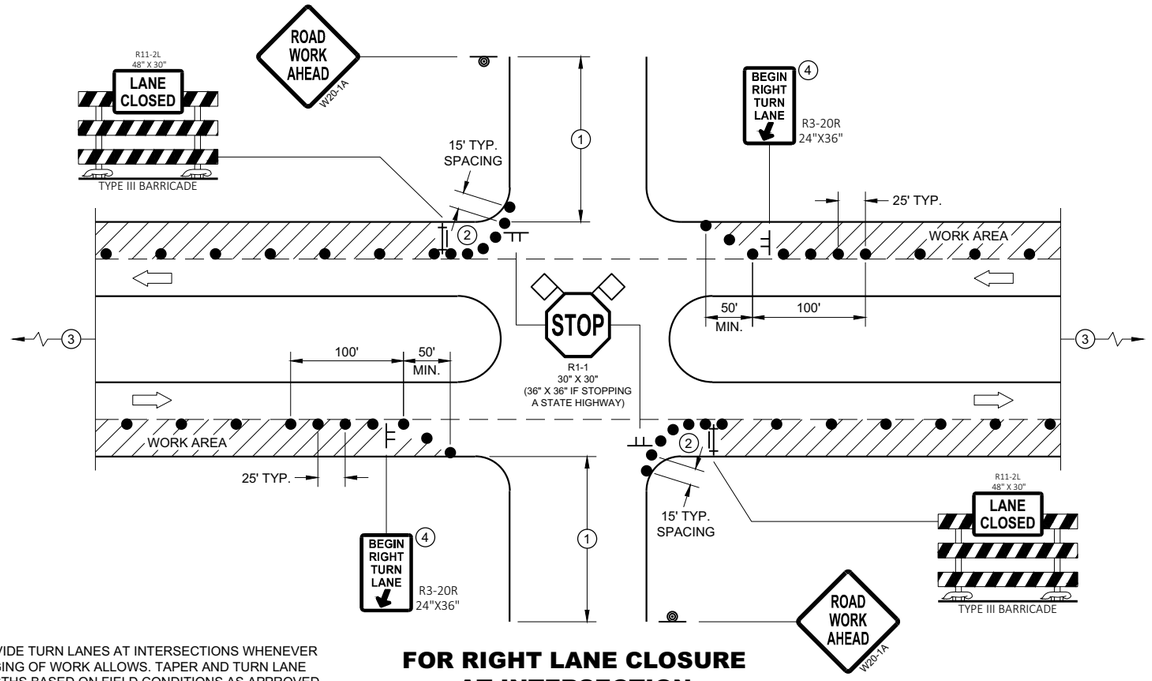


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SDD 15D20-07c

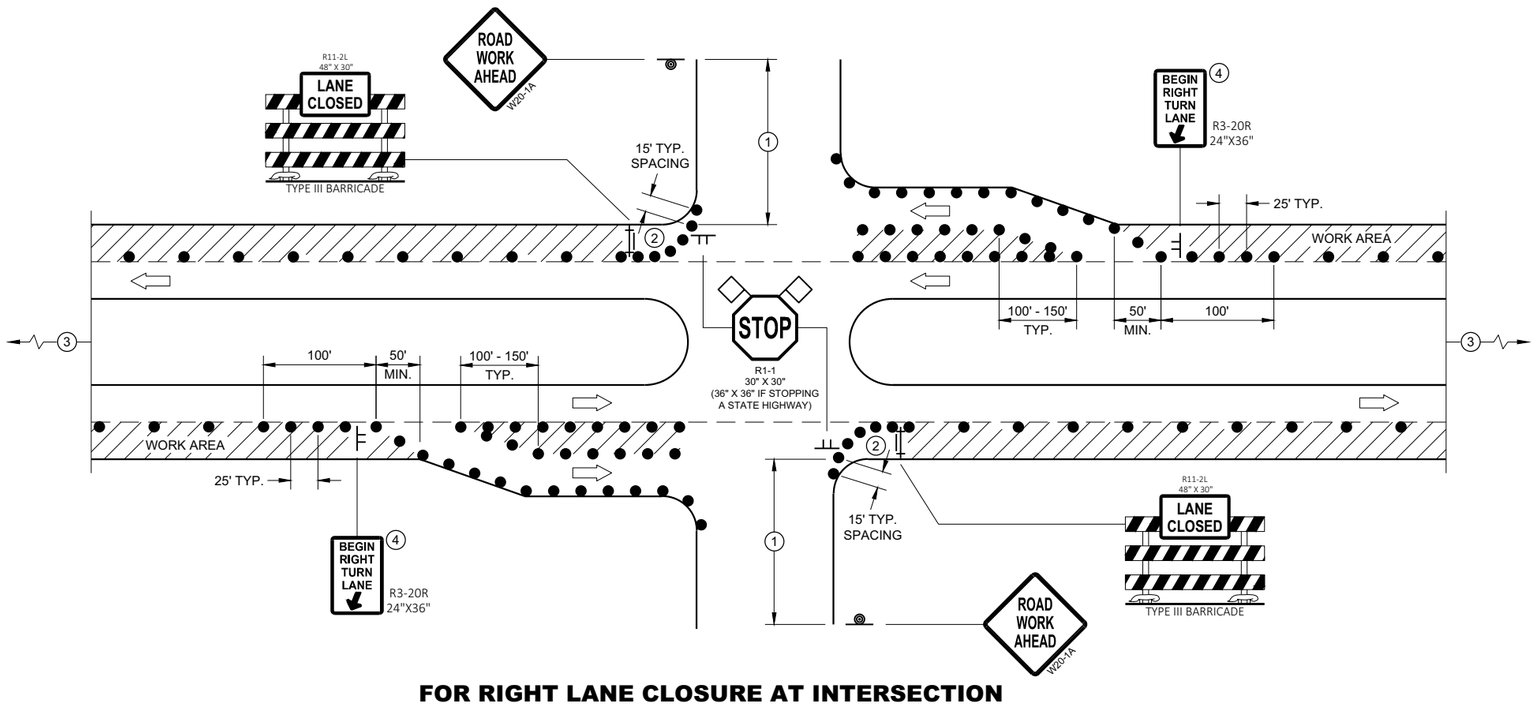
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SDD 15D20-07c




**FOR RIGHT LANE CLOSURE AT INTERSECTION**

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.




**FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)**

## GENERAL NOTES

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

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

**TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

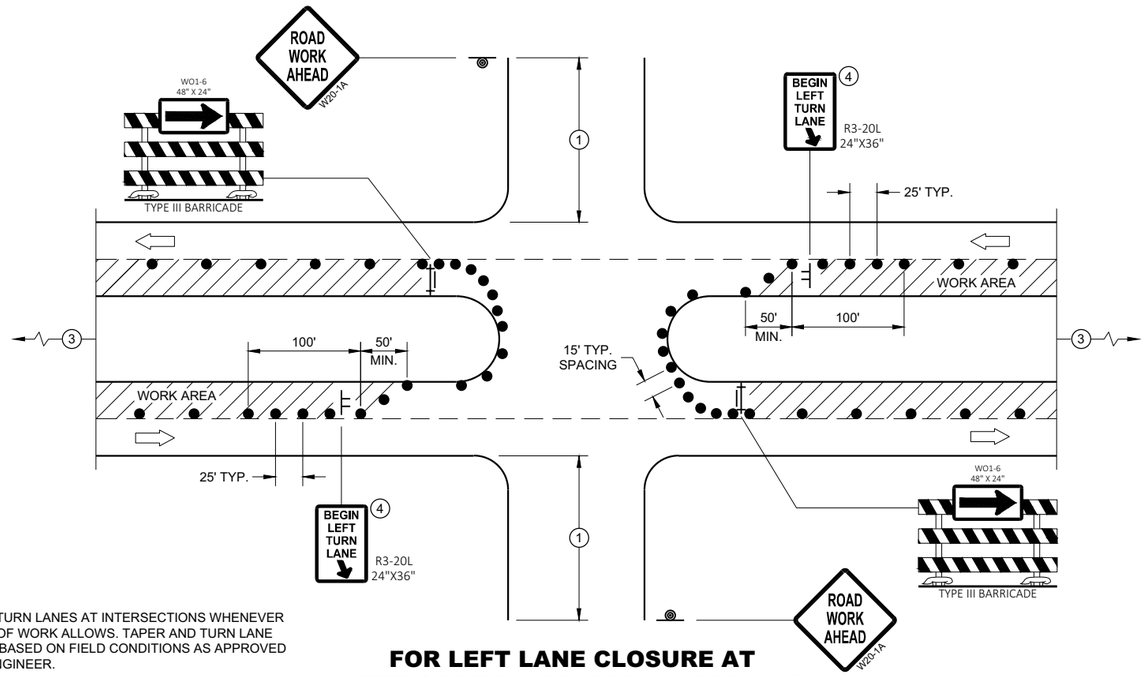


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SDD 15D21 - 07a

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SDD 15D21 - 07a




PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

## GENERAL NOTES

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

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

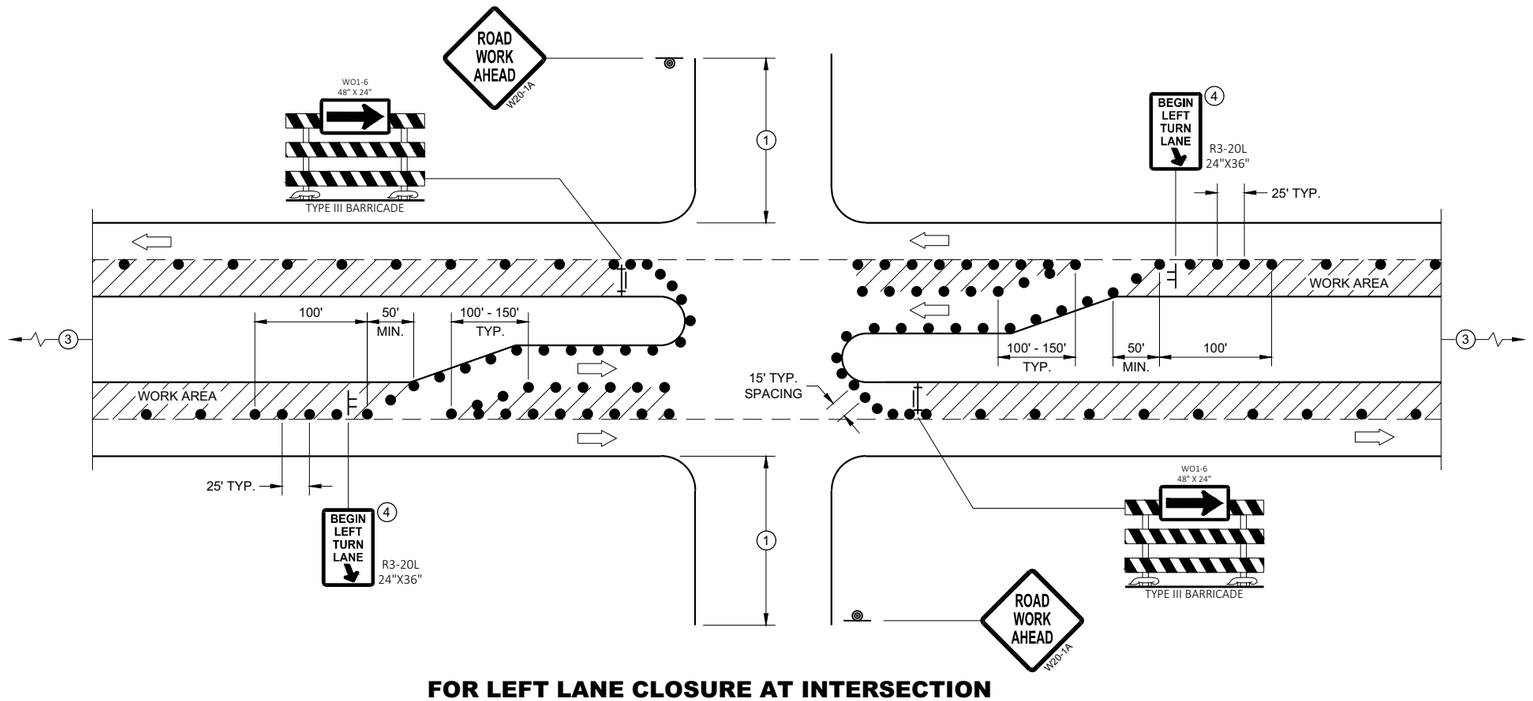
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.




## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

## TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

## 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.

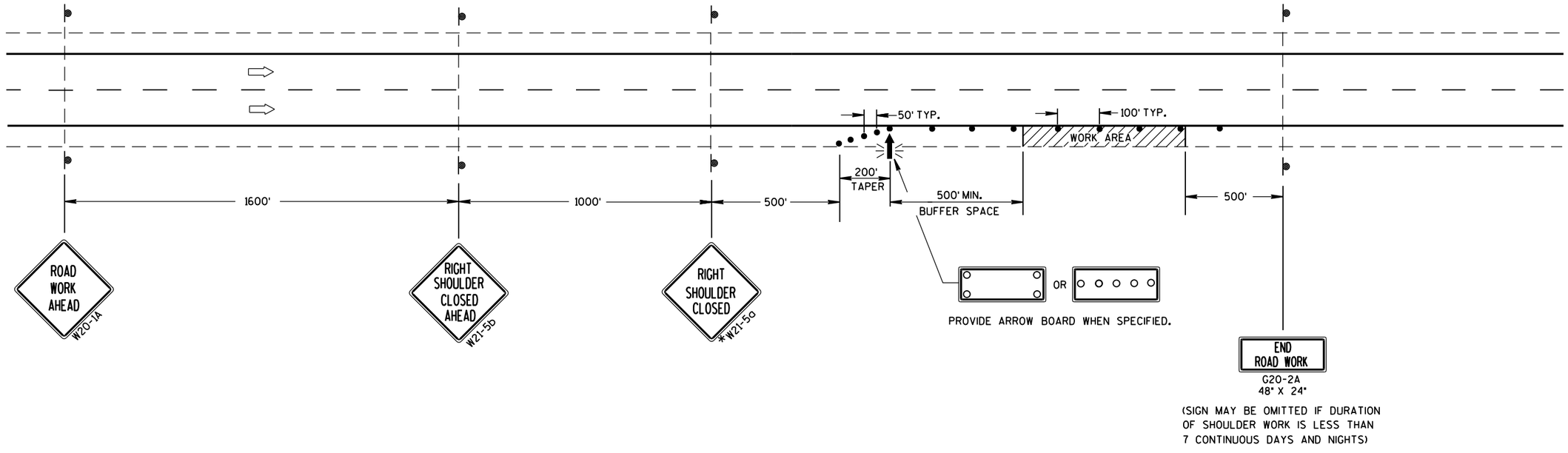
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 ZO[illegible] SAFETY ENGI[illegible]

FHWA




6


S.D.D. 15 D 27-3

## LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

## GENERAL NOTES

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

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

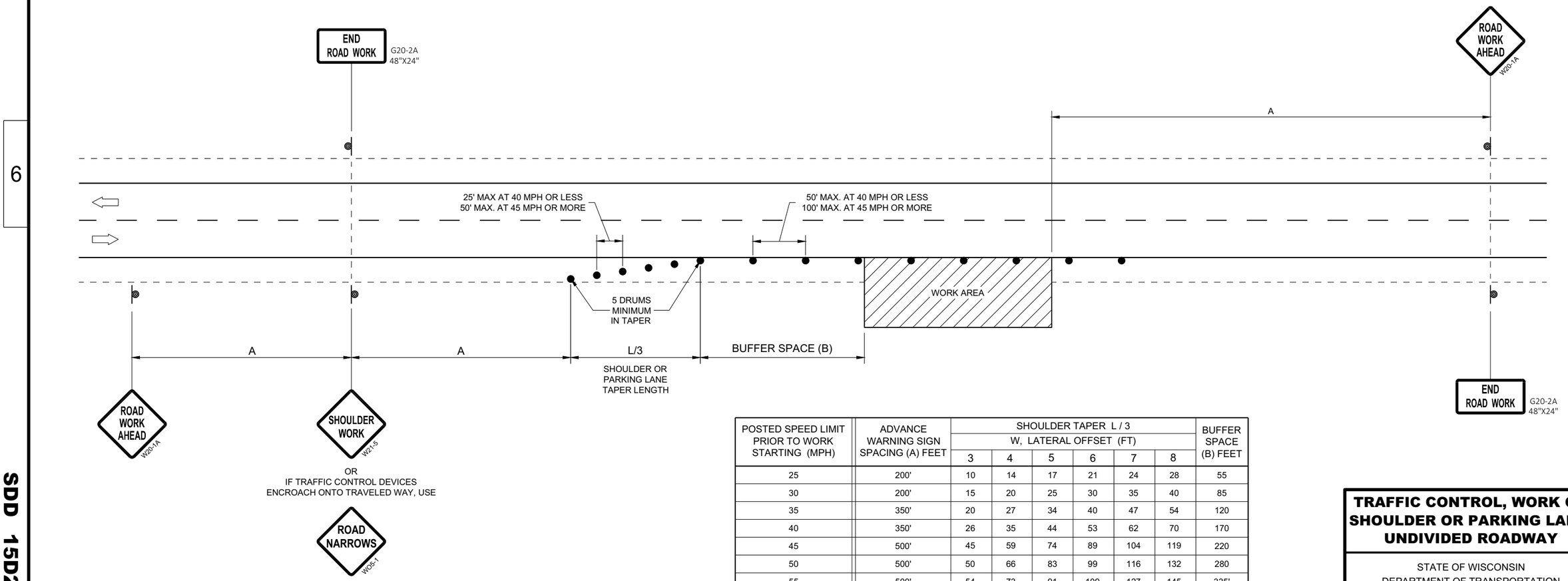
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THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

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

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




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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA



SDD 15D28 - 04

SDD 15D28 - 04

## GENERAL NOTES

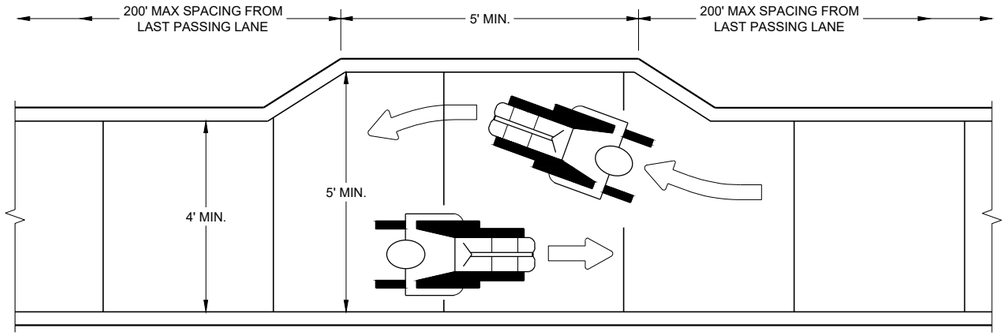
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

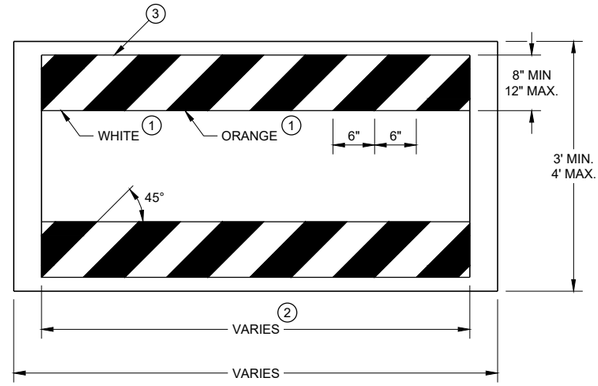
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

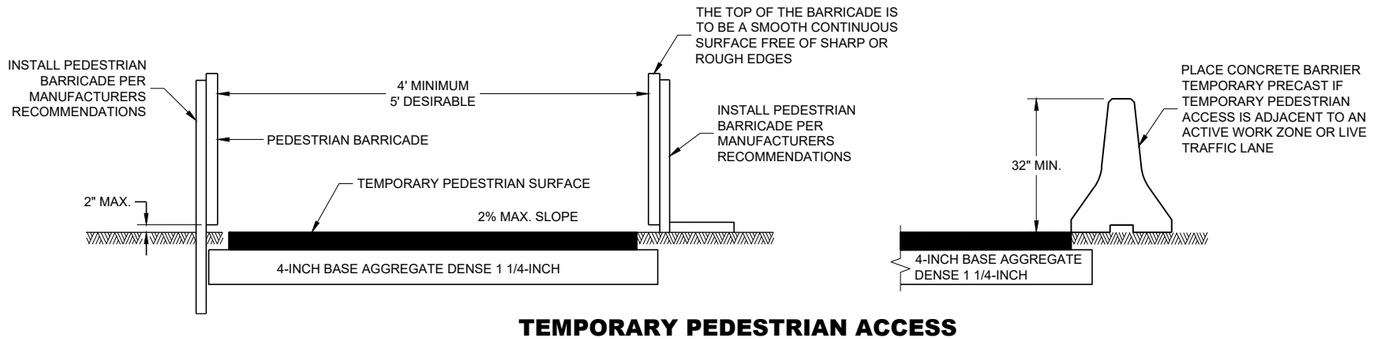
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.




**NARROW SIDEWALK PASSING DETAIL**




**TEMPORARY PEDESTRIAN BARRICADE***




**TEMPORARY PEDESTRIAN ACCESS**

6

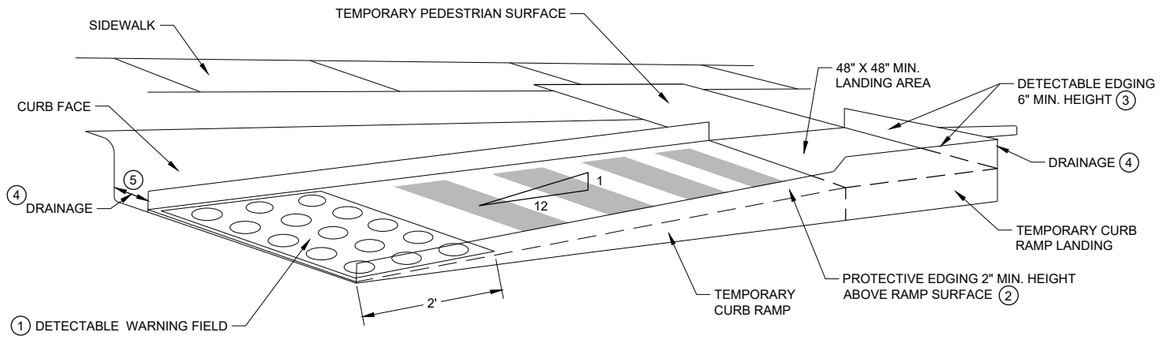
6

SDD 15D30 - 09a

SDD 15D30 - 09a

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**PERSPECTIVE VIEW**

## GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

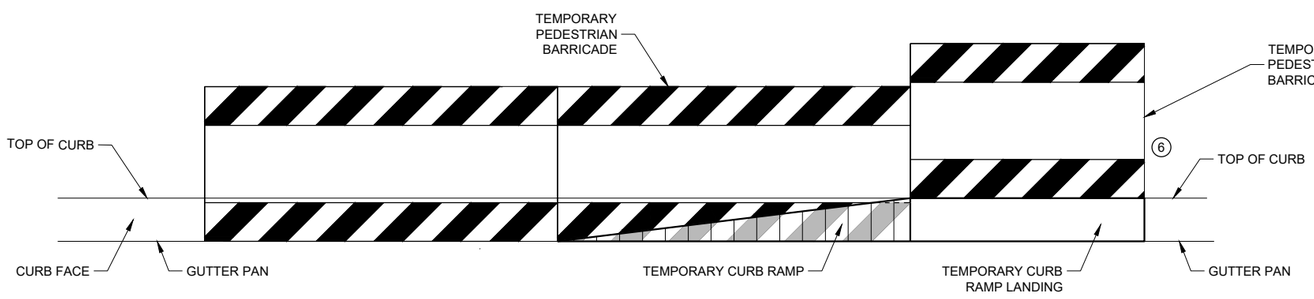
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

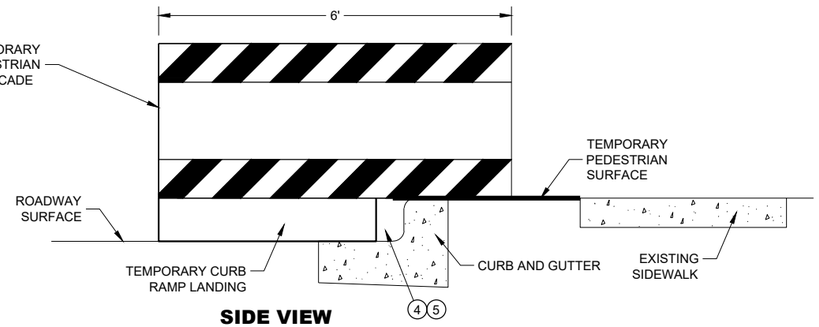
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.




**FRONT VIEW**




**SIDE VIEW**

## TEMPORARY CURB RAMP PARALLEL TO CURB

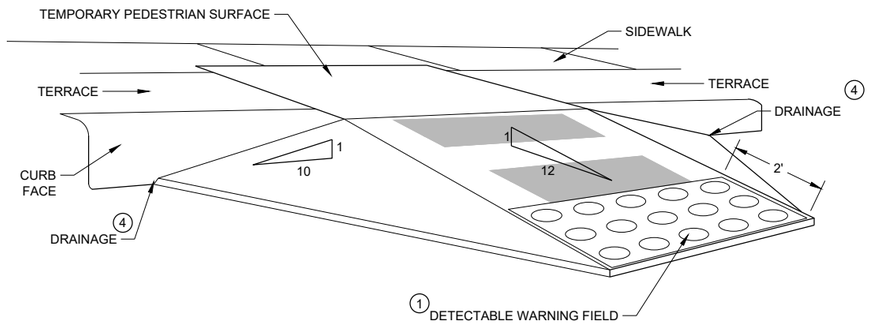
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

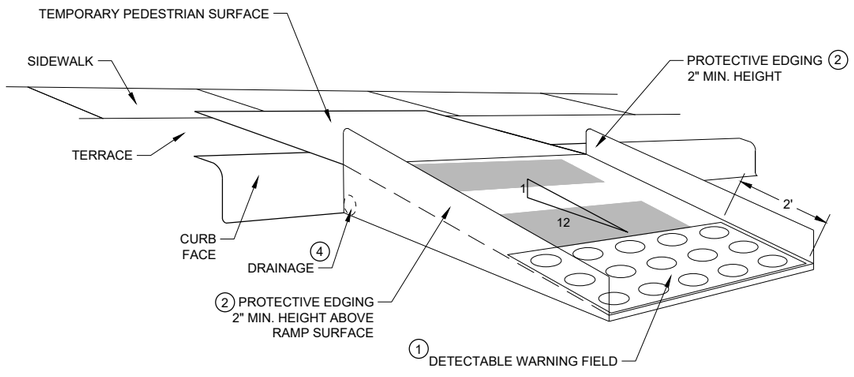



6


SDD 15D30 - 09b




**WITH SIDE APRON** (5)




**WITH PROTECTIVE EDGE**

## TEMPORARY CURB RAMP PERPENDICULAR TO CURB

## GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

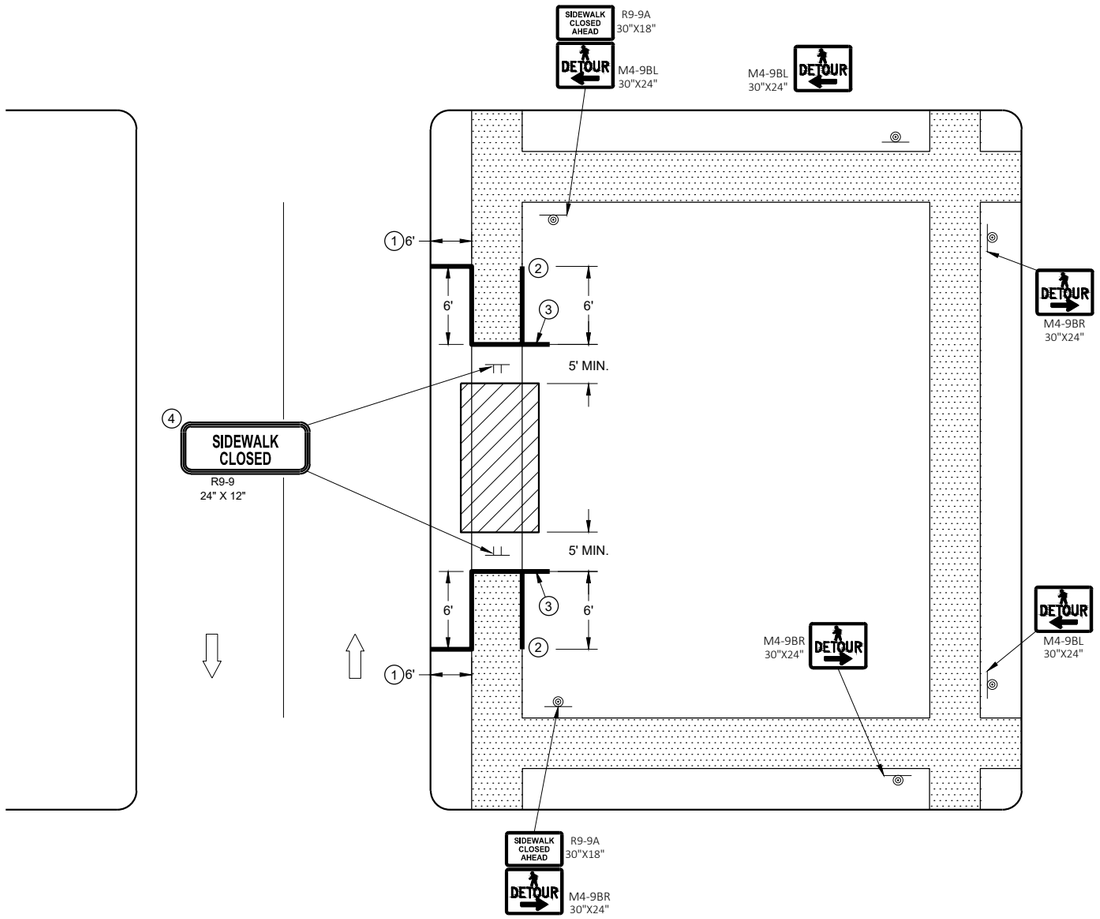
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC




## GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

**SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE**



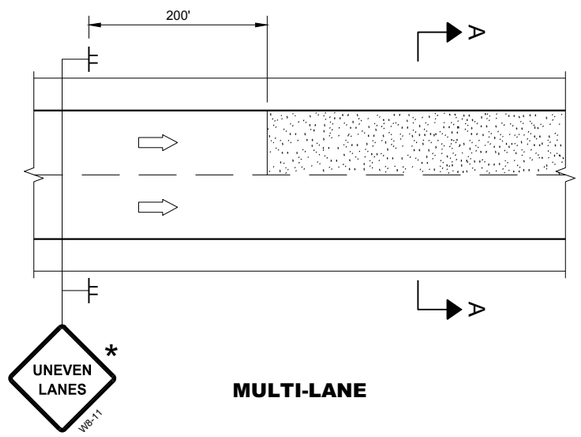


**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

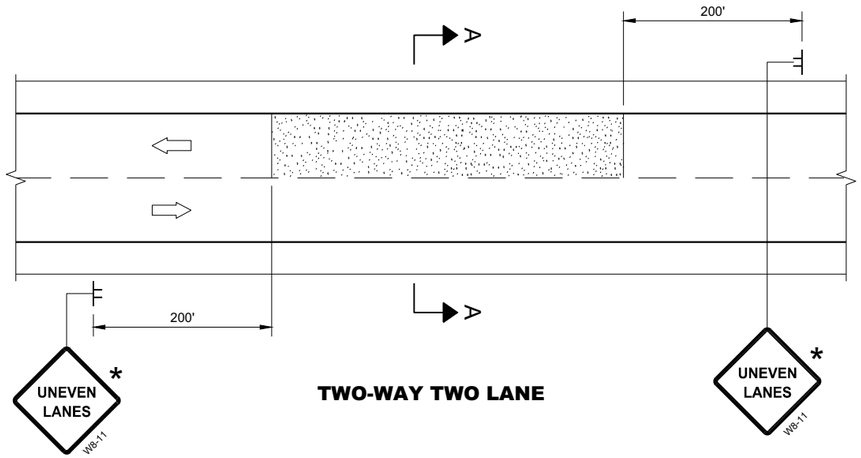


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SDD 15D30 - 09f




**MULTI-LANE**




**TWO-WAY TWO LANE**

## GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

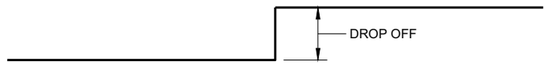
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

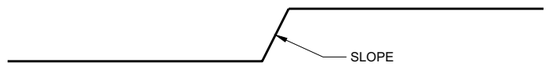
## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

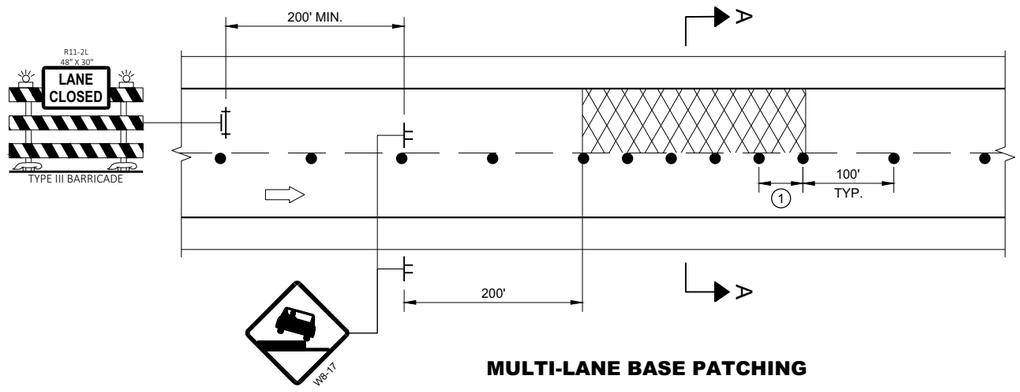



**SECTION A - A**

**OR**

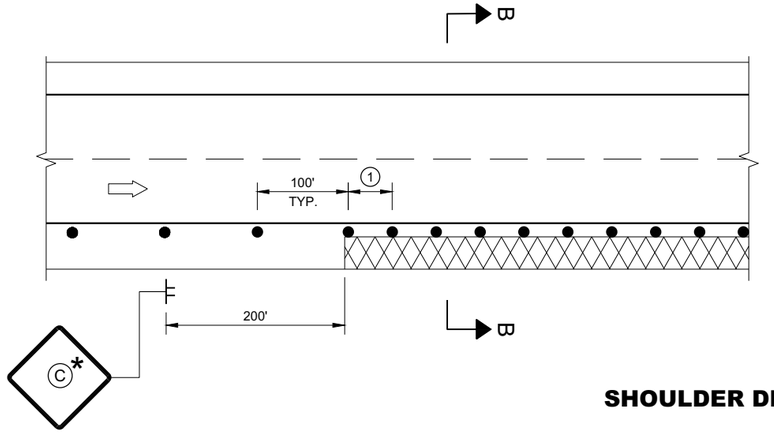



**SECTION A - A**

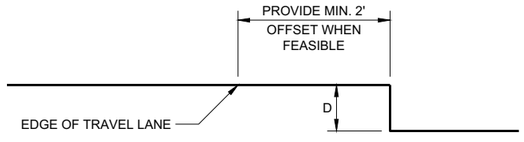



**MULTI-LANE BASE PATCHING**

**ADJACENT LANE DROP-OFFS**




**SHOULDER DROP-OFFS**




**SECTION B - B**

| D | SIGN (C) |
|---|---|
| < 2" WITH A SLOPE STEEPER THAN 3:1 | LOW SHOULDER<br>WO8-9 |
| 2" < 6" WITH A SLOPE STEEPER THAN 3:1 | SHOULDER DROP - OFF<br>W8-9A<br>PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT |

**TRAFFIC CONTROL, DROP-OFF SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15D39 - 02

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | SHIFTING TAPER L/2 W, LATERAL OFFSET (FT) | | | | |
|---|---|---|---|---|---|
| | 10 | 11 | 12 | 13 | 14 |
| 50 | 250 | 275 | 300 | 325 | 350 |
| 55 | 275 | 303 | 330 | 358 | 385 |
| 60 | 300 | 330 | 360 | 390 | 420 |
| 65 | 325 | 358 | 390 | 423 | 455 |
| 70 | 350 | 385 | 420 | 455 | 490 |

## 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) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

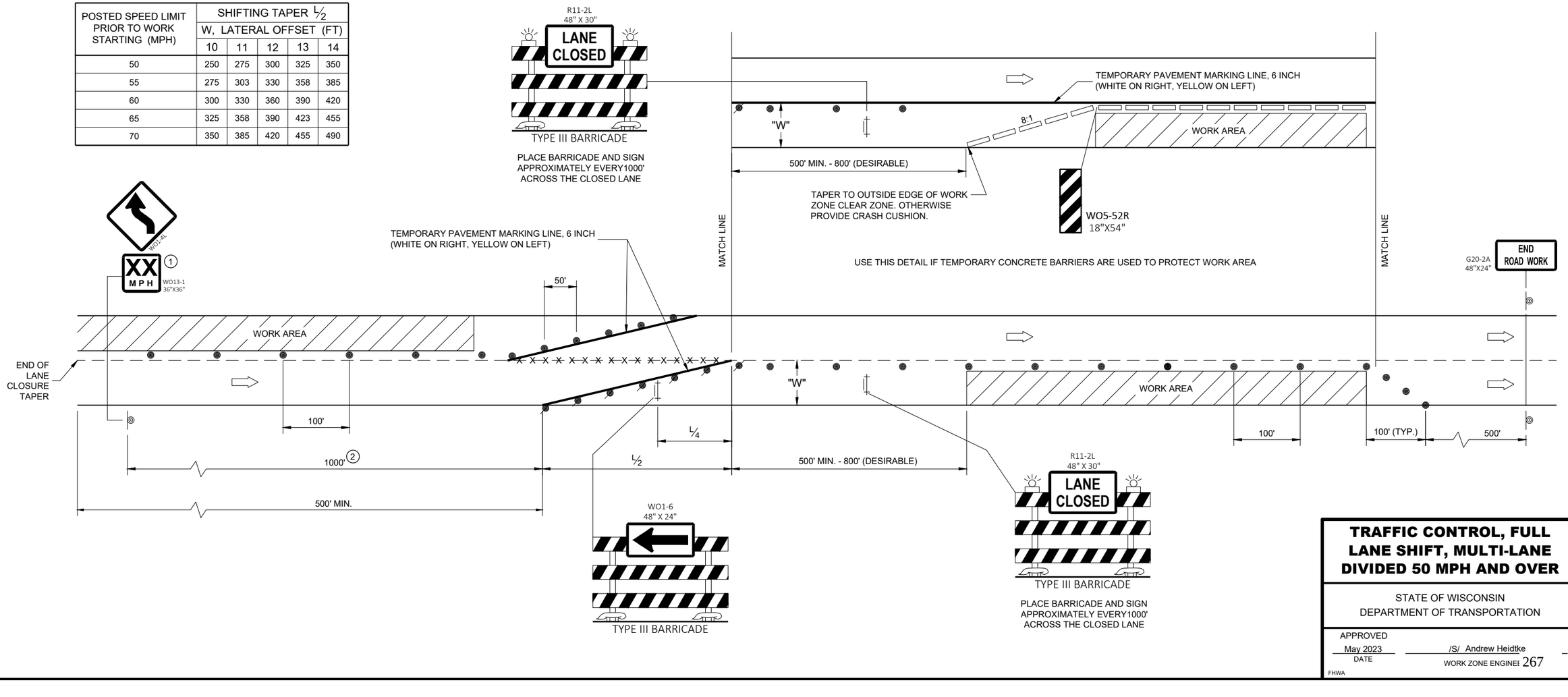
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ½ THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.




# TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



6

SDD 15D40-05b

6

SDD 15D40-05b

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | SHIFTING TAPER L/2 W, LATERAL OFFSET (FT) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 50 | 25 | 50 | 75 | 100 | 125 | 150 | 175 | 200 | 225 |
| 55 | 28 | 55 | 83 | 110 | 138 | 165 | 193 | 220 | 248 |
| 60 | 30 | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 |
| 65 | 33 | 65 | 98 | 130 | 163 | 195 | 228 | 260 | 293 |
| 70 | 35 | 70 | 105 | 140 | 175 | 210 | 245 | 280 | 315 |

## 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) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

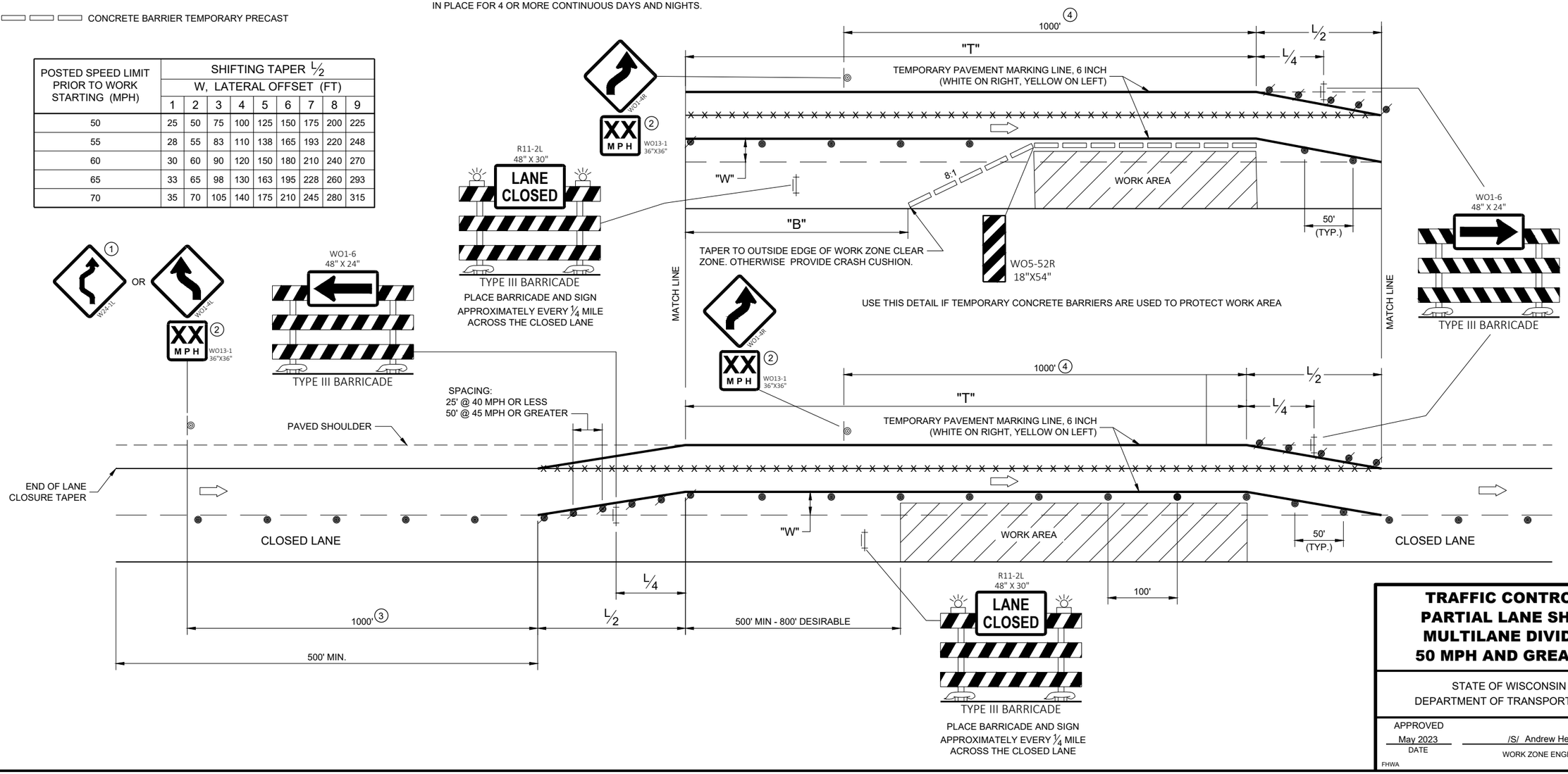
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.




**TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



6

SDD 15D40-05d

6

SDD 15D40-05d

## LEGEND

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

## TABLE 1

| S (MPH) | INGRESS, L | EGRESS, L |
|---|---|---|
| 50 | 435' | 720' |
| 55 | 480' | 960' |
| 60 | 530' | 1200' |
| 65 | 570' | 1410' |
| 70 | 615' | 1620' |

## LEGEND

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

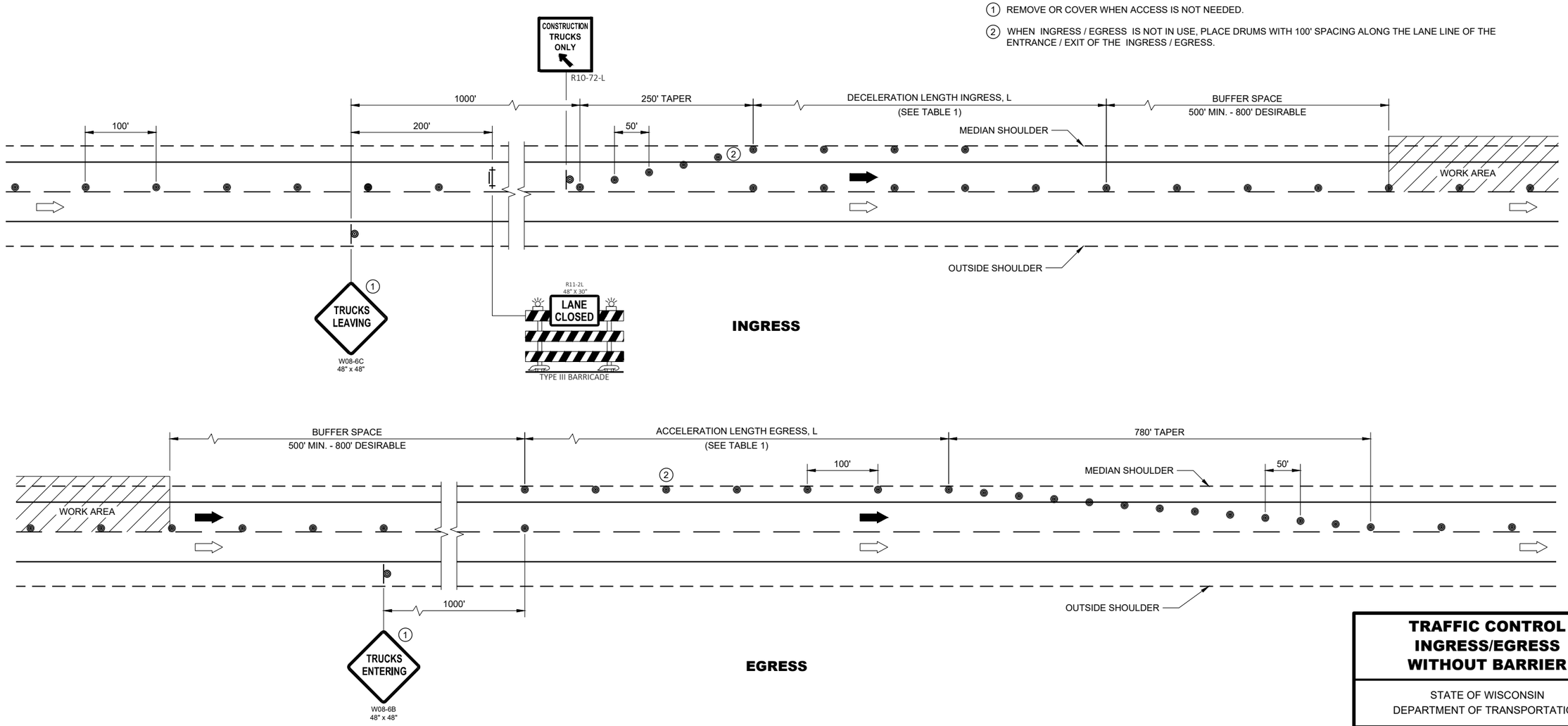
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

(1) REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

(2) WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.




# TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



6

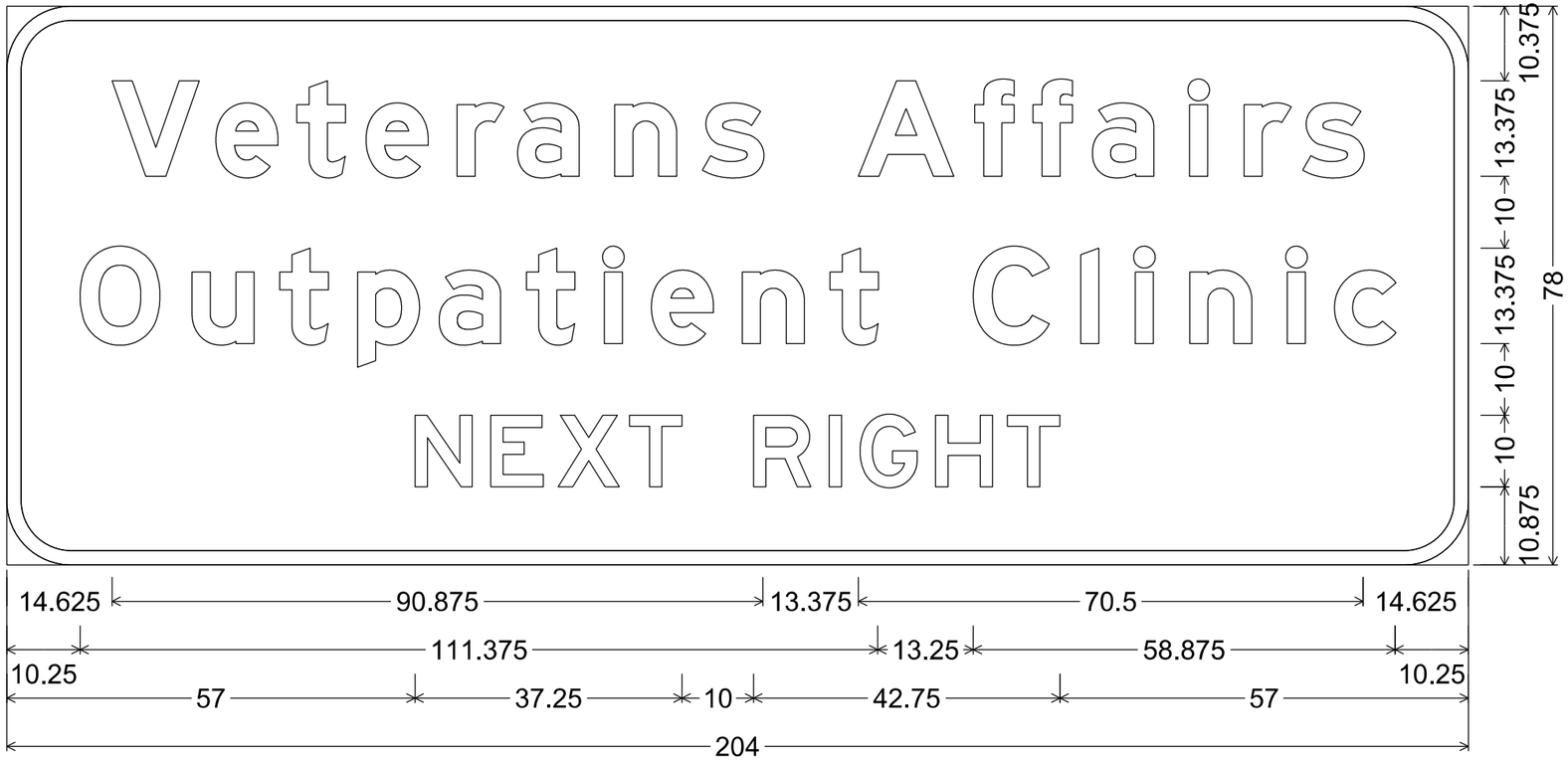
SDD 15D47-03b

6

SDD 15D47-03b

NOTES

1. Sign is Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAP words Series E



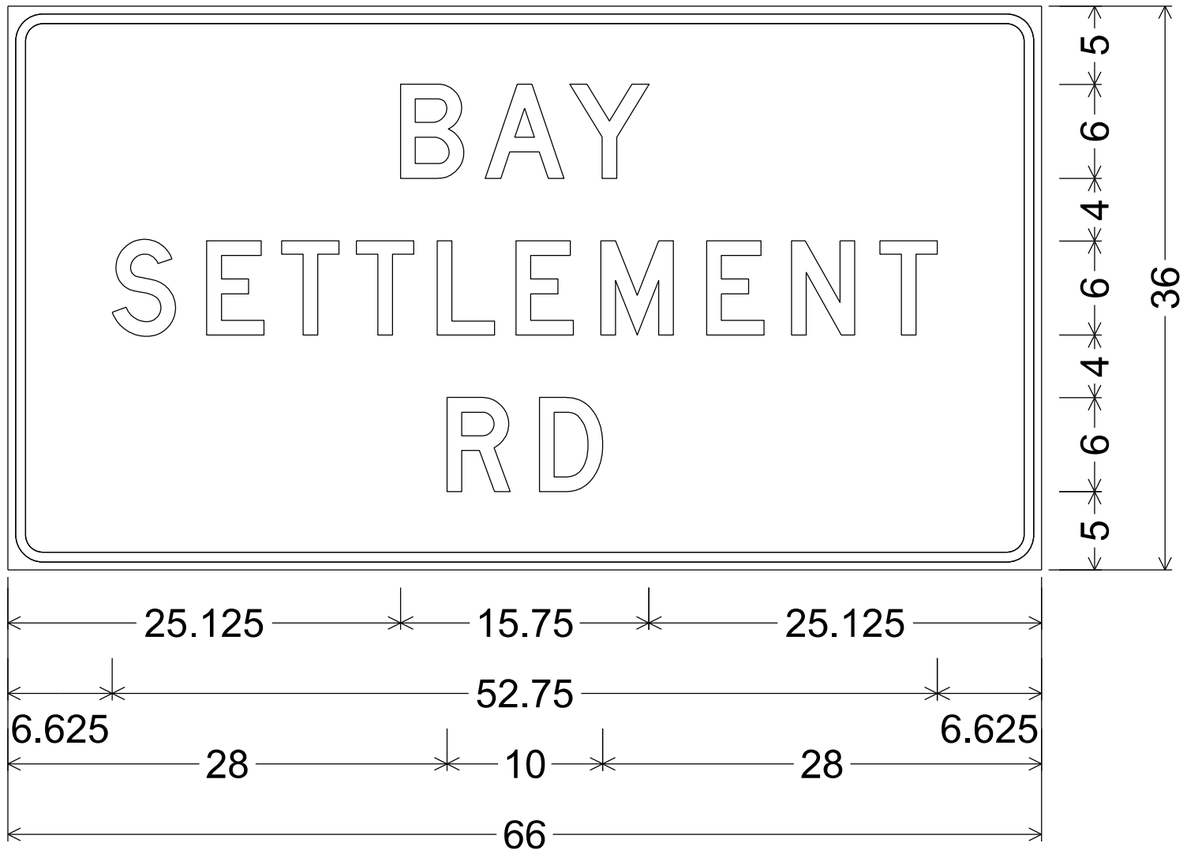

E3-1; 9.000" Radius, 2.000" Border

7

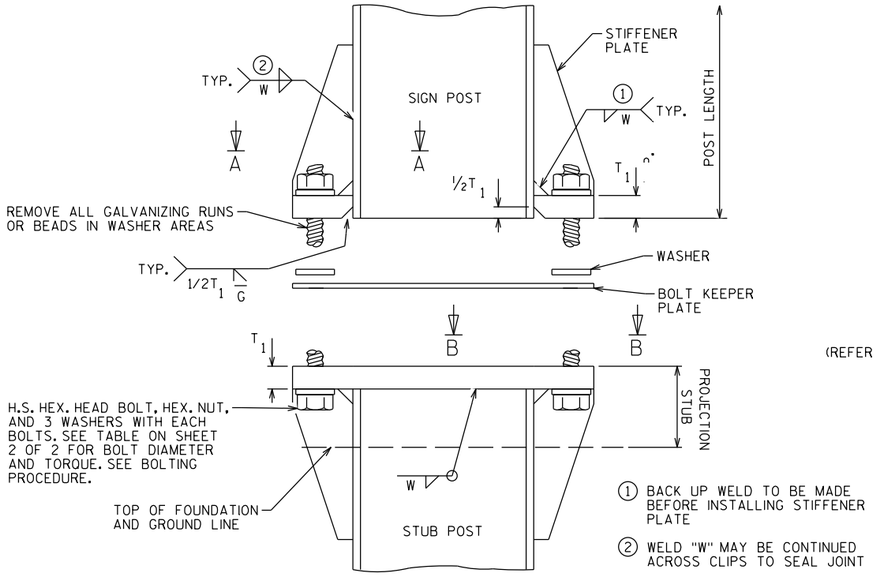
7

NOTES

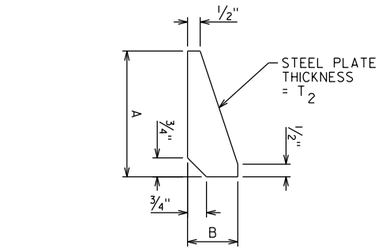
1. Fixed Message Sign Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D




2.250" Radius, 0.625" Border, 0.500" Indent

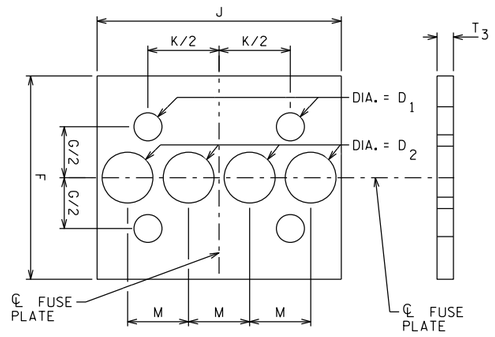



## SIGN POST & STUB POST ELEVATION




## STIFFENER PLATE DETAIL

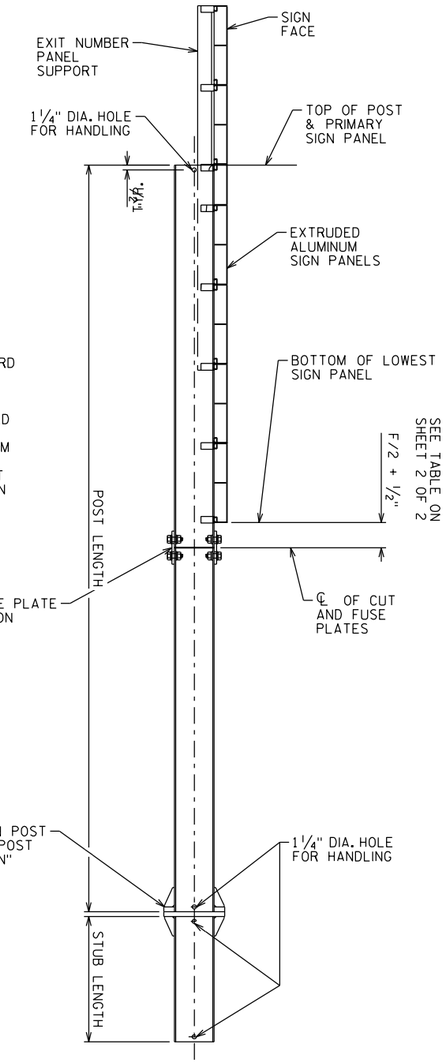
(REFER TO TABLE ON SHEET 2 OF 2 FOR DIMENSIONS)



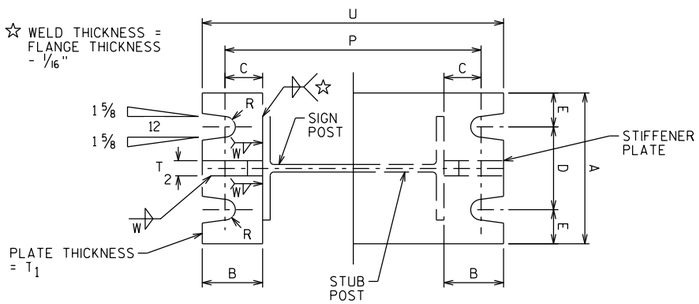

## PERFORMED FUSE PLATE DETAIL

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.

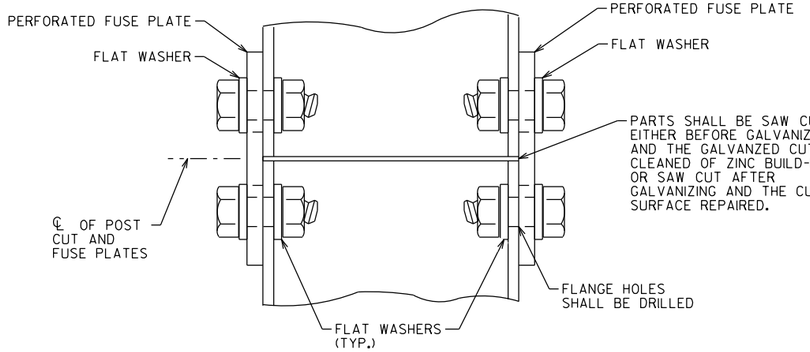



## POST DETAIL

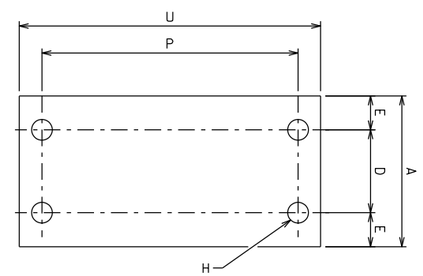



## SECTION A-A

## SECTION B-B



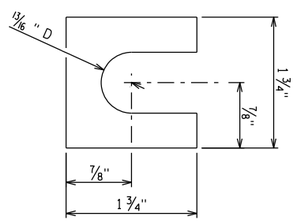

## FUSE PLATE CONNECTION DETAIL




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.

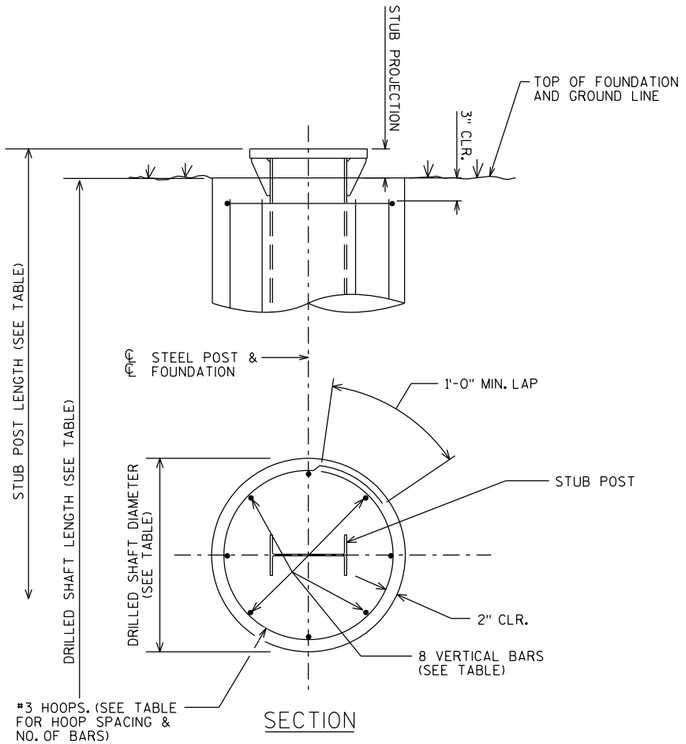
CONNECTION & FOUNDATION DETAILS 1 OF 2

SHEET A3-1.20

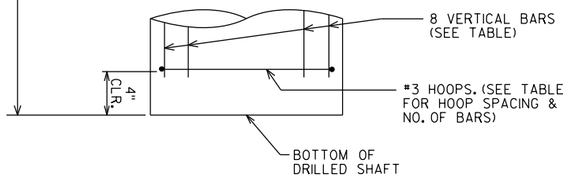
272

7

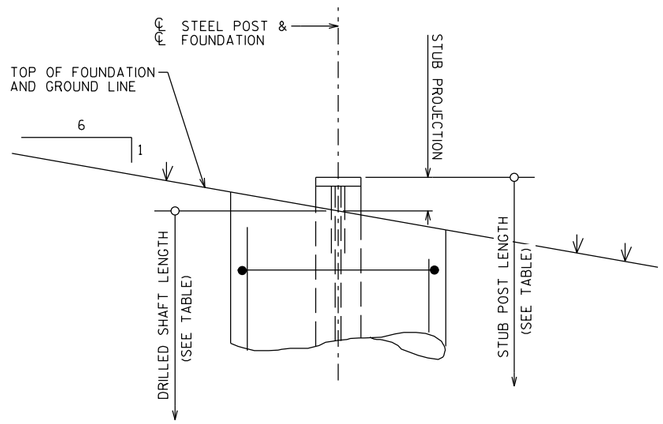
7




SECTION




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 | ⅝" 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 |
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| | | | |

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

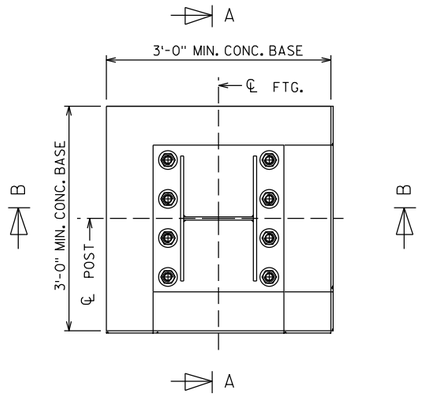
273



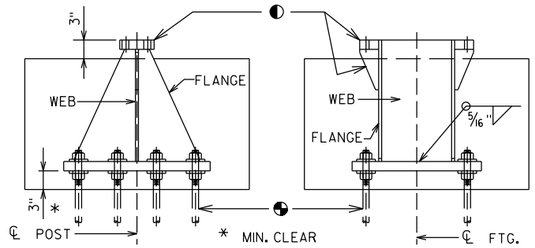
7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 3-MAR-2020 PLOT BY : dotc4c

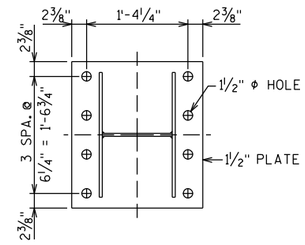
# STUB AND ADHESIVE ANCHOR DETAILS



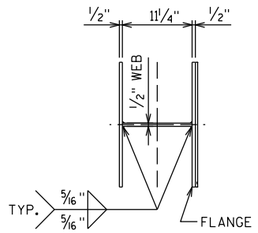

STUB SECTION



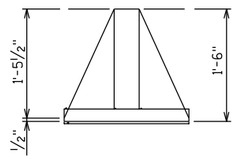

SECTION A-A SECTION B-B




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.

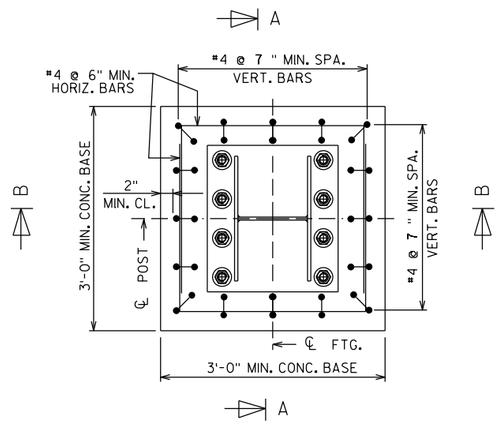
## GENERAL NOTES:

QUANTITIES PER BASE:
REINFORCING STEEL = 62 LB
CONCRETE = 0.6 CY
STRUCTURAL STEEL = 335 LB

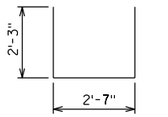
ALL MATERIALS, EXCEPT FOR ANCHOR ROD, NUTS, AND WASHERS, SHALL BE ASTM A709 GRADE 50. ALL MATERIALS TO BE GALVANIZED AFTER FABRICATION.

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.

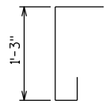
# CONCRETE BASE DETAILS



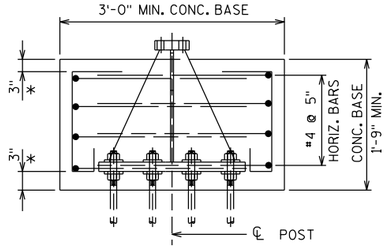

CONCRETE BASE PLAN



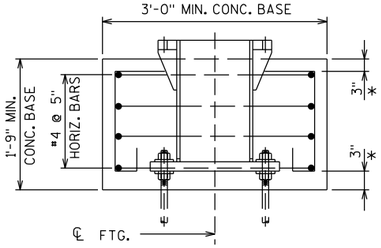

HORIZONTAL BAR
8 BARS @ 6'-11" LENGTH




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

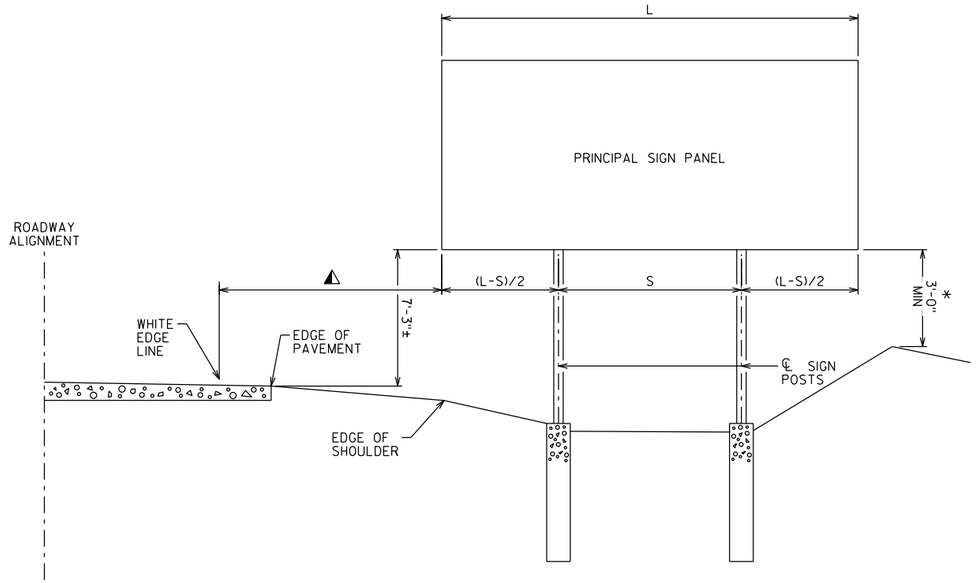
STRUCTURE BTO TYPE I SIGNS

DRAWN BY | PLANS CK'D.

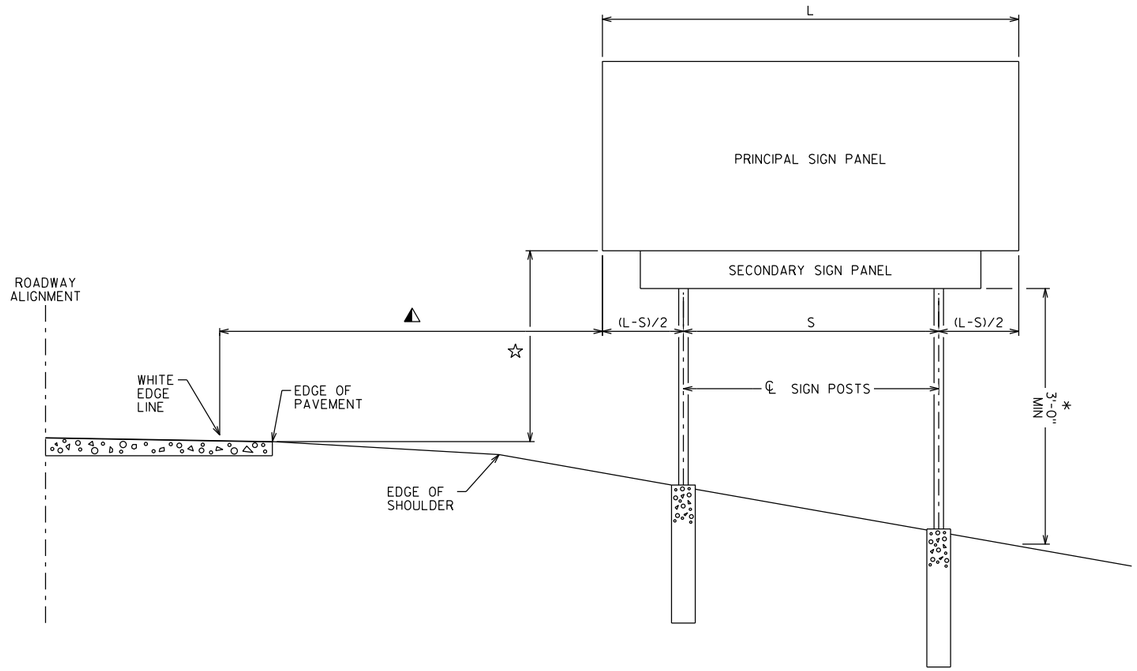
ALTERNATE BREAK-AWAY BASE ON ROCK

SHEET A3-1M.2

274




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

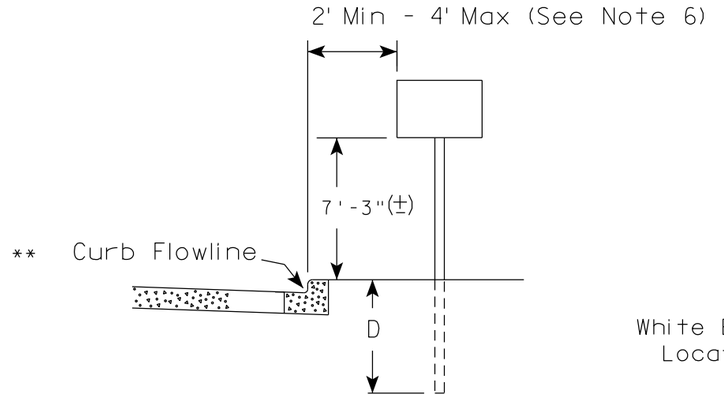
DRAWN BY | PLANS CK'D.

TYPICAL TYPE I SIGN INSTALLATION

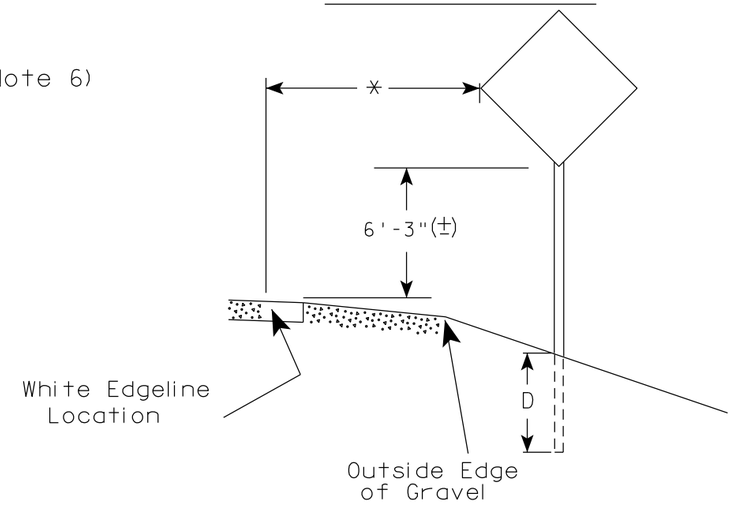
SHEET A4-1.10

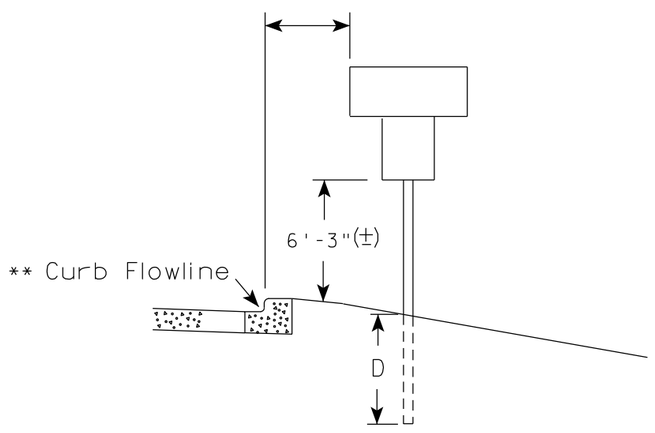
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 275 | E

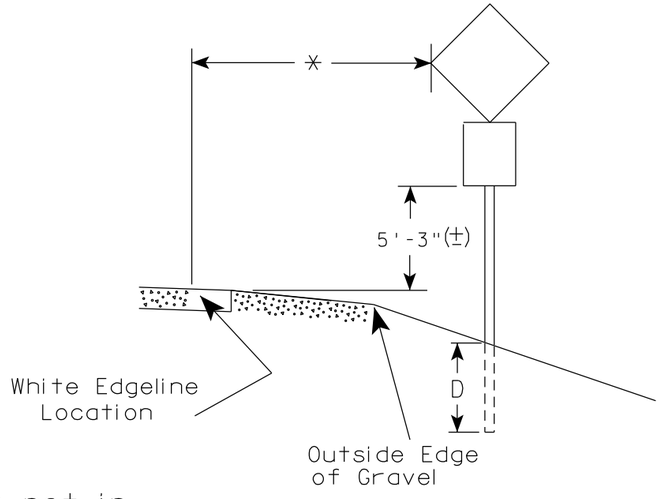
## URBAN AREA




## 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.

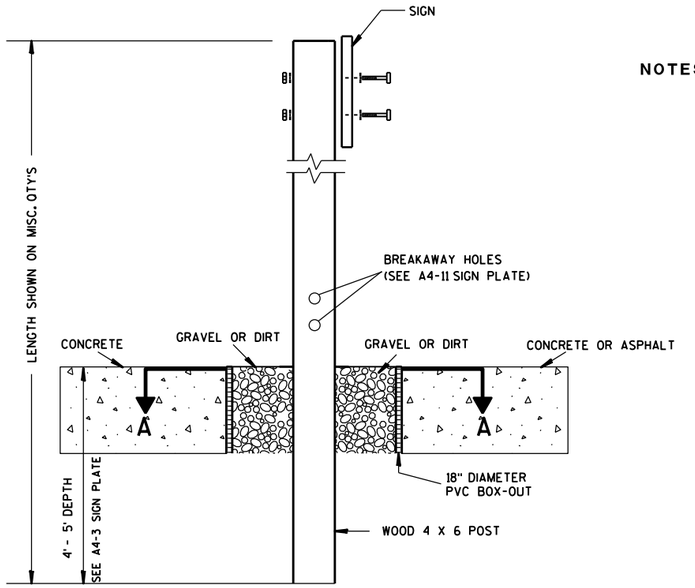
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

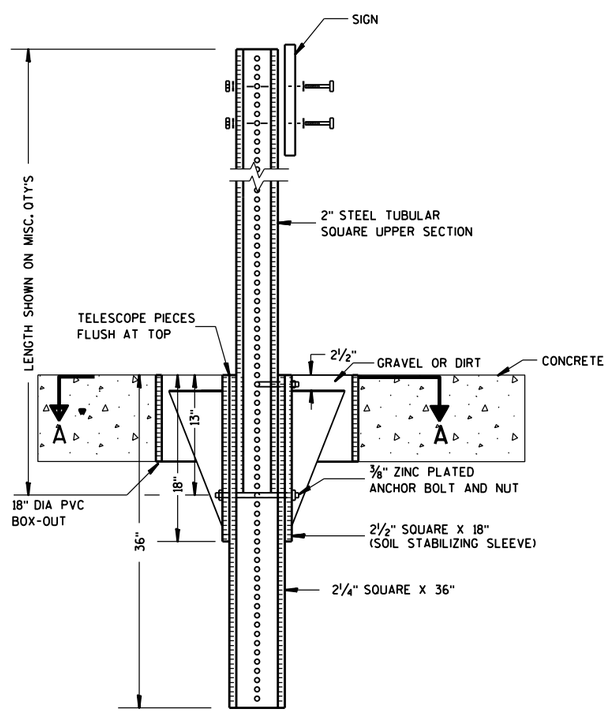
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 276 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

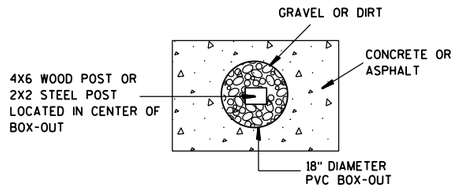
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

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

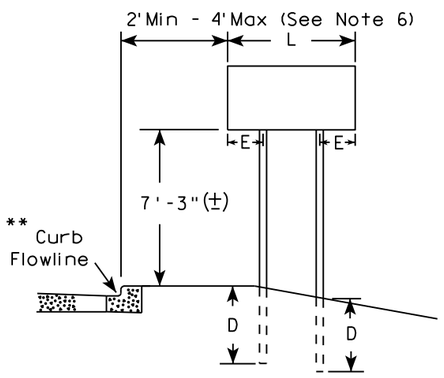
DATE 1/27/14 PLATE NO. A4-3B.1



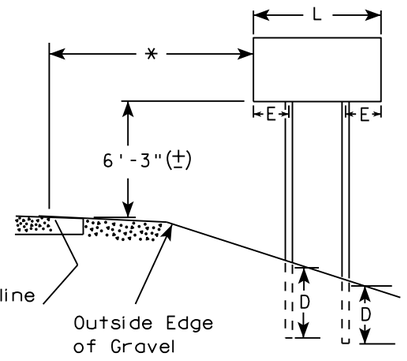
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

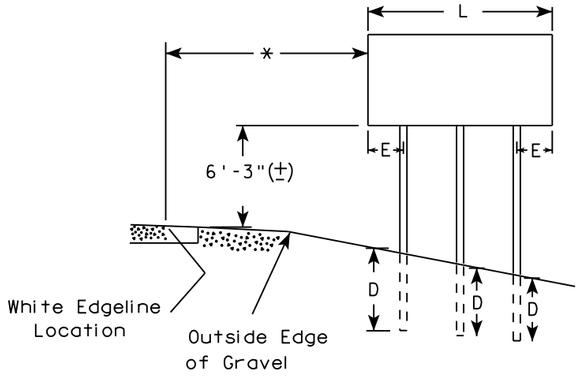
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

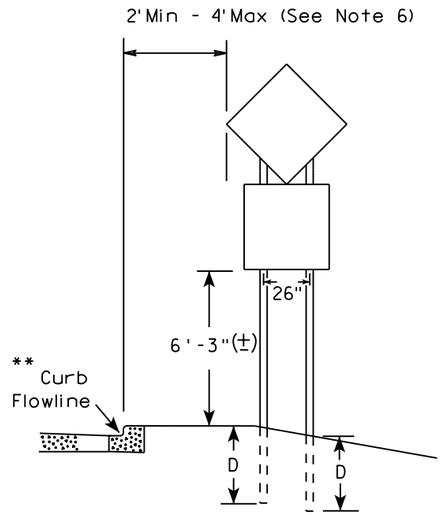
## URBAN AREA



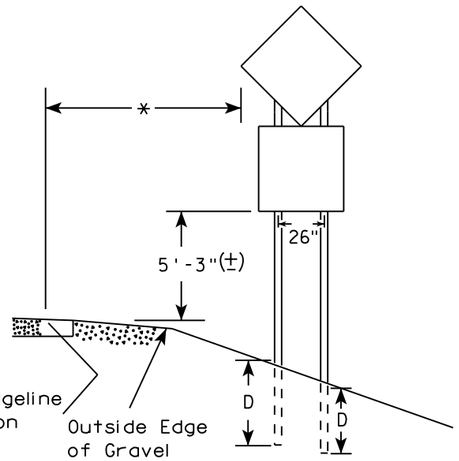

## RURAL AREA (See Note 3)




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**

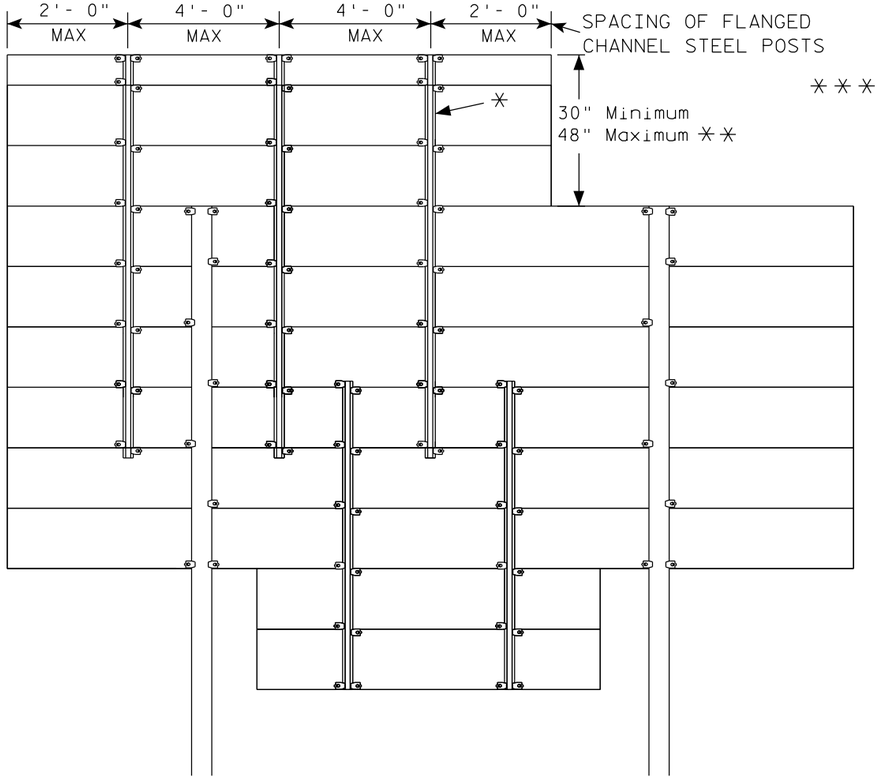
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 278 | E |
|---|---|---|---|---|---|

## GROUND MOUNTED SIGN



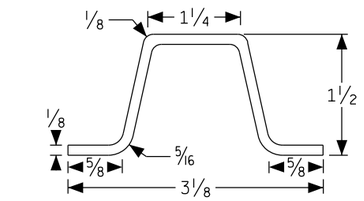

✳=2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

✳✳=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

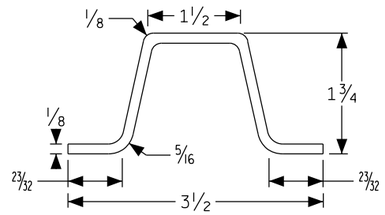
✳✳✳ THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

## FLANGE CHANNEL DETAILS

NOT TO SCALE

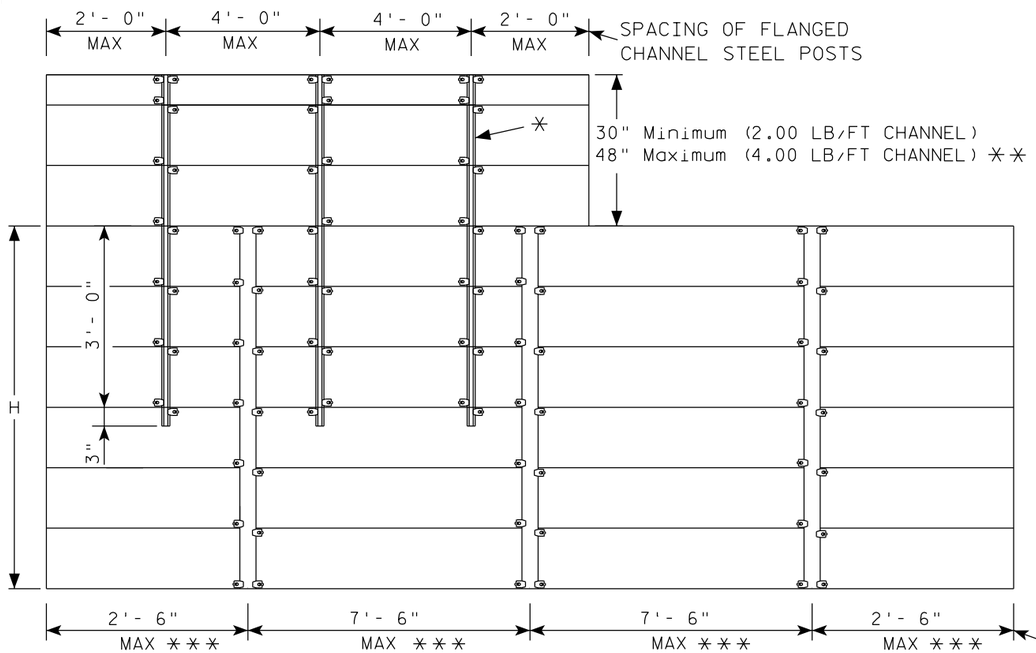



2.00 LB/FT CHANNEL




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

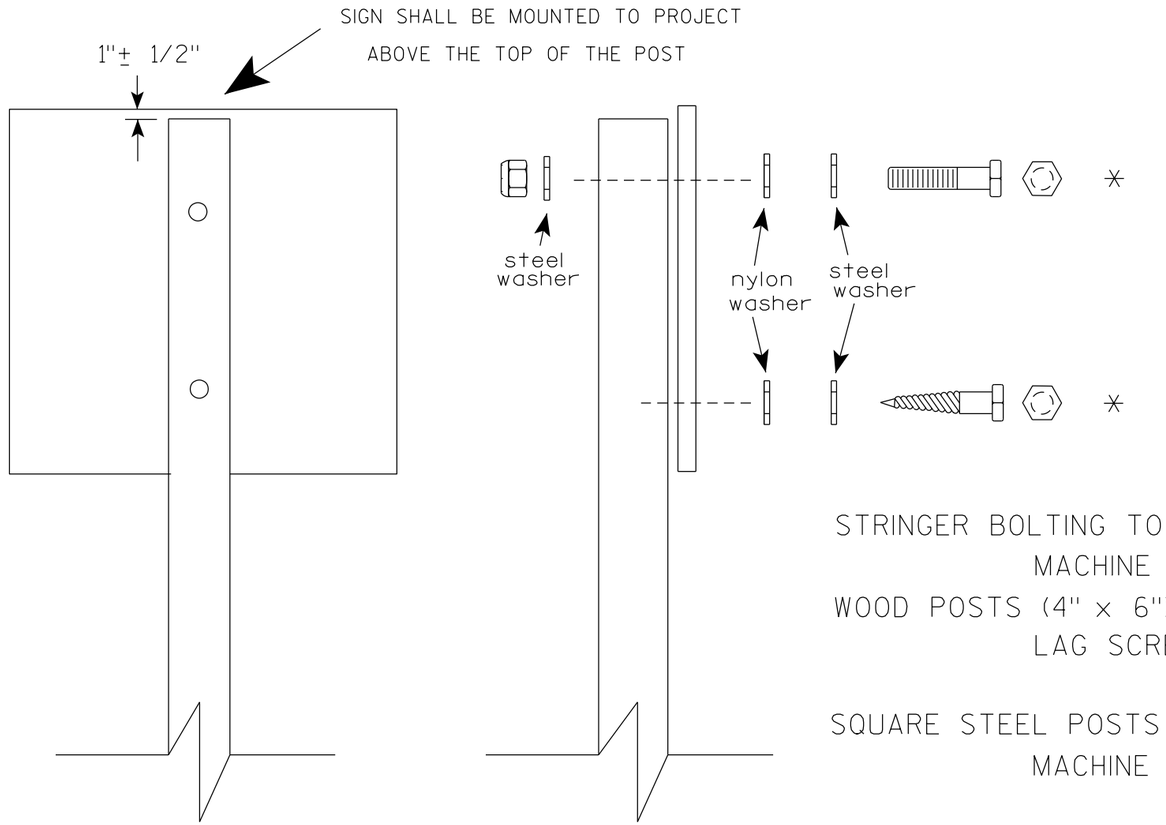
   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER 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:

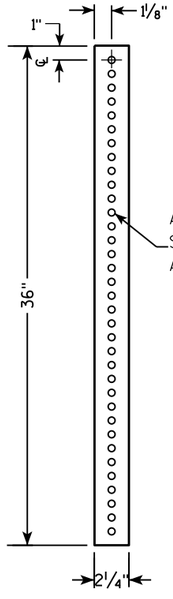
SHEET NO: 280 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

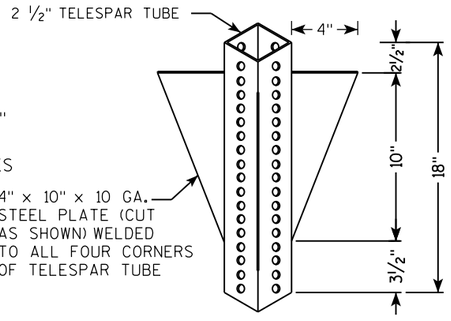
WISDOT/CADDS SHEET 42

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

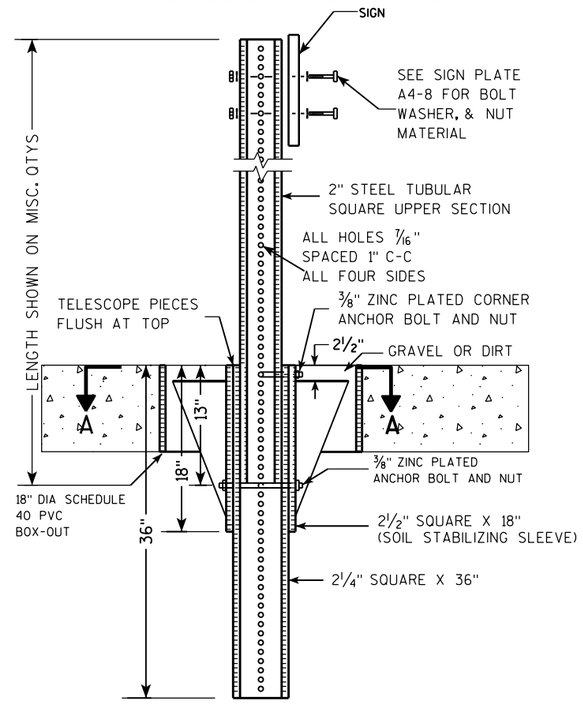
**2 ¼ " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



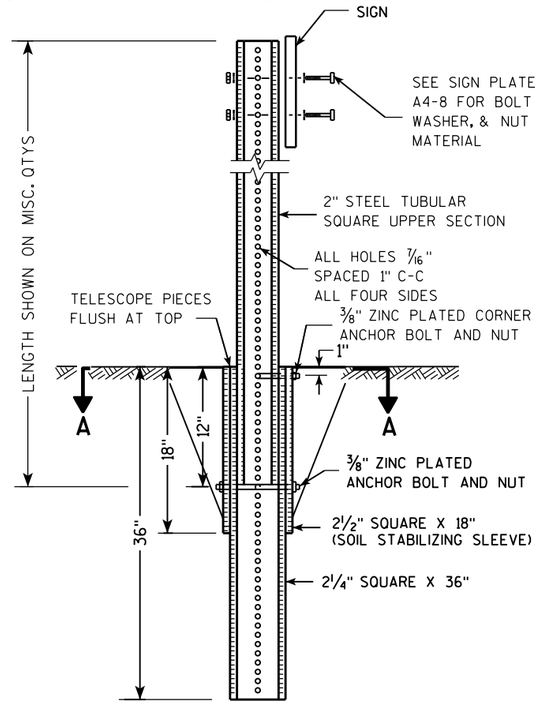

**2 ½ " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

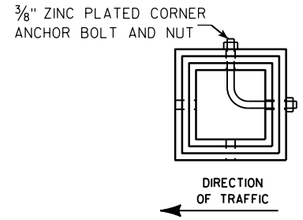



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## 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*

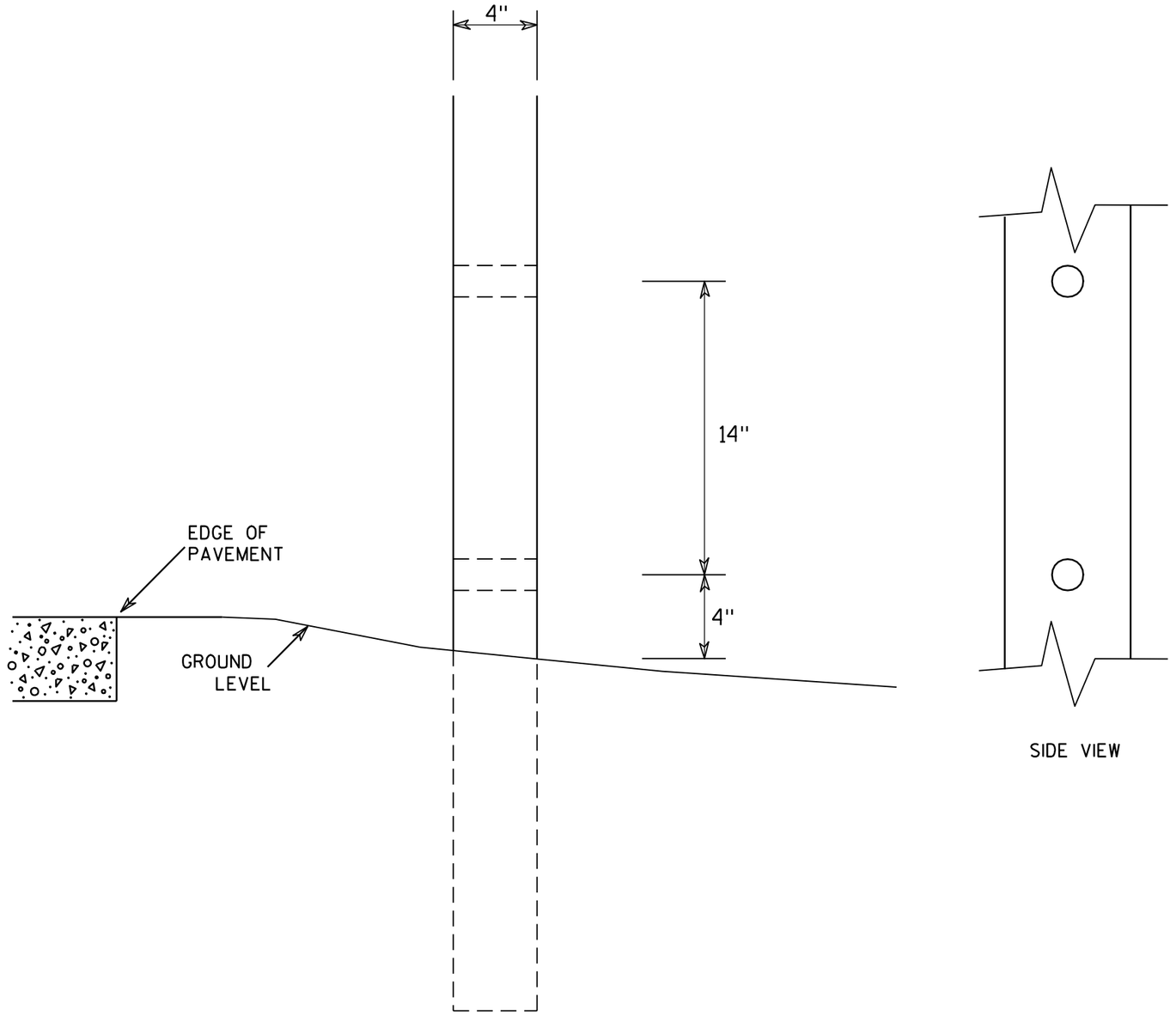
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42






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

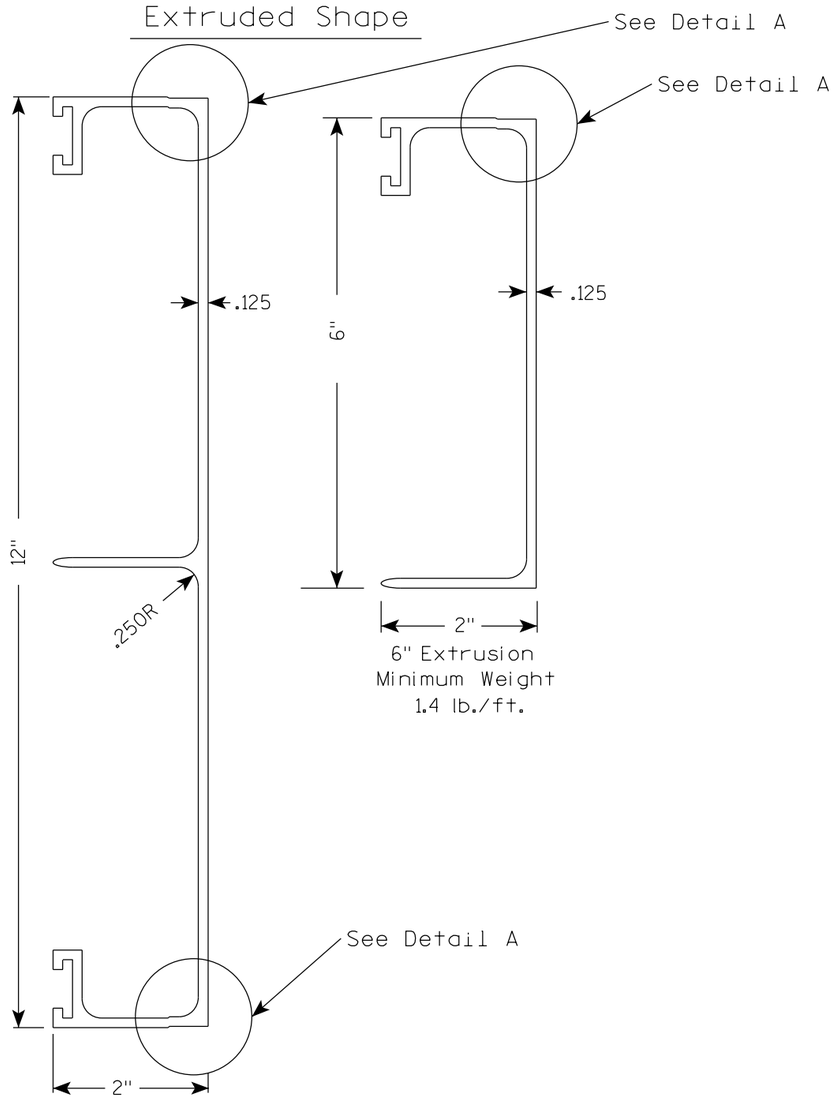
WISCONSIN DEPT OF TRANSPORTATION

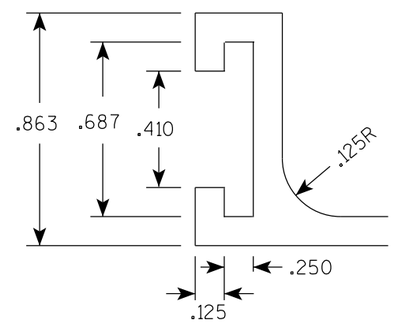
APPROVED Chester J Spang for State Traffic Engineer

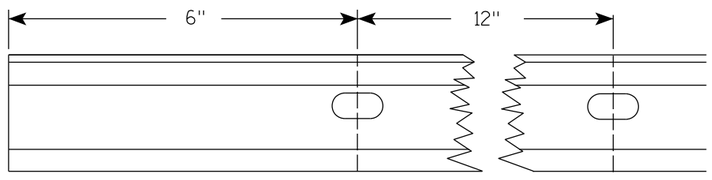
DATE 3/27/97 PLATE NO. A4-11.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 282 | E |
|---|---|---|---|---|---|

## Extruded Shape



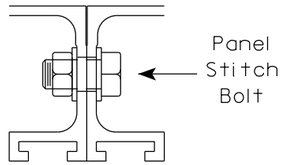

Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

## Hardware

### STITCH BOLT, WASHER & NUT

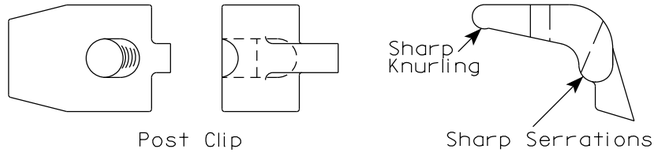
The hardware includes:

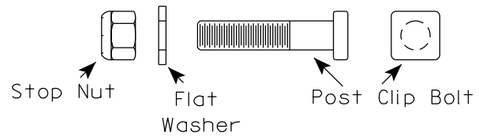
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy




### POST CLIP, POST CLIP BOLT, WASHER & NUT

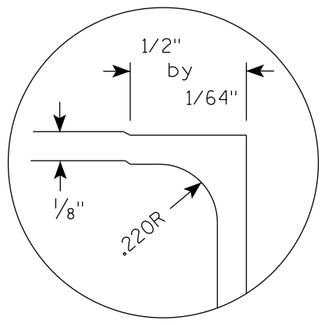
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.




### 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

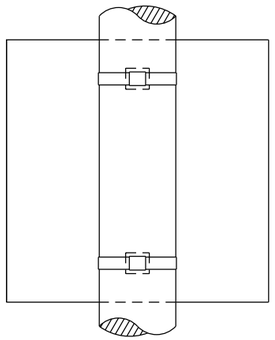
DATE 1/07/20 PLATE NO. A5-2.10

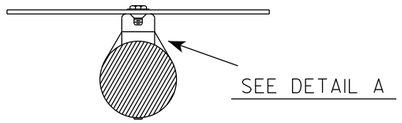
PROJECT NO:

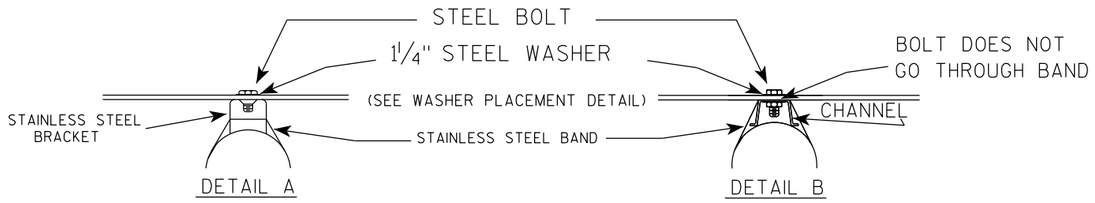
SHEET NO: 283 E

# BANDING

SINGLE SIGN



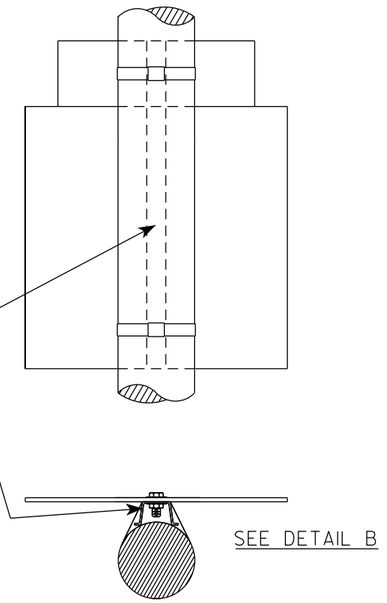


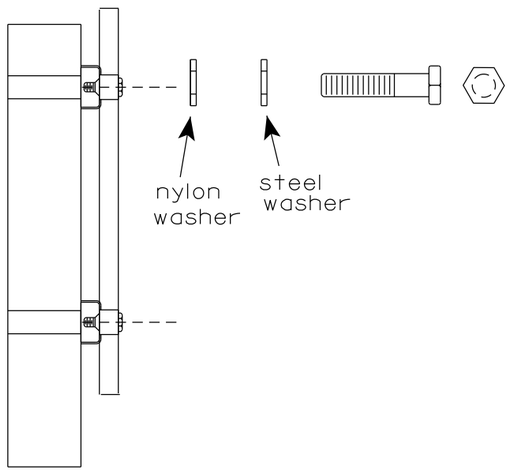

## GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY




WASHER PLACEMENT




WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

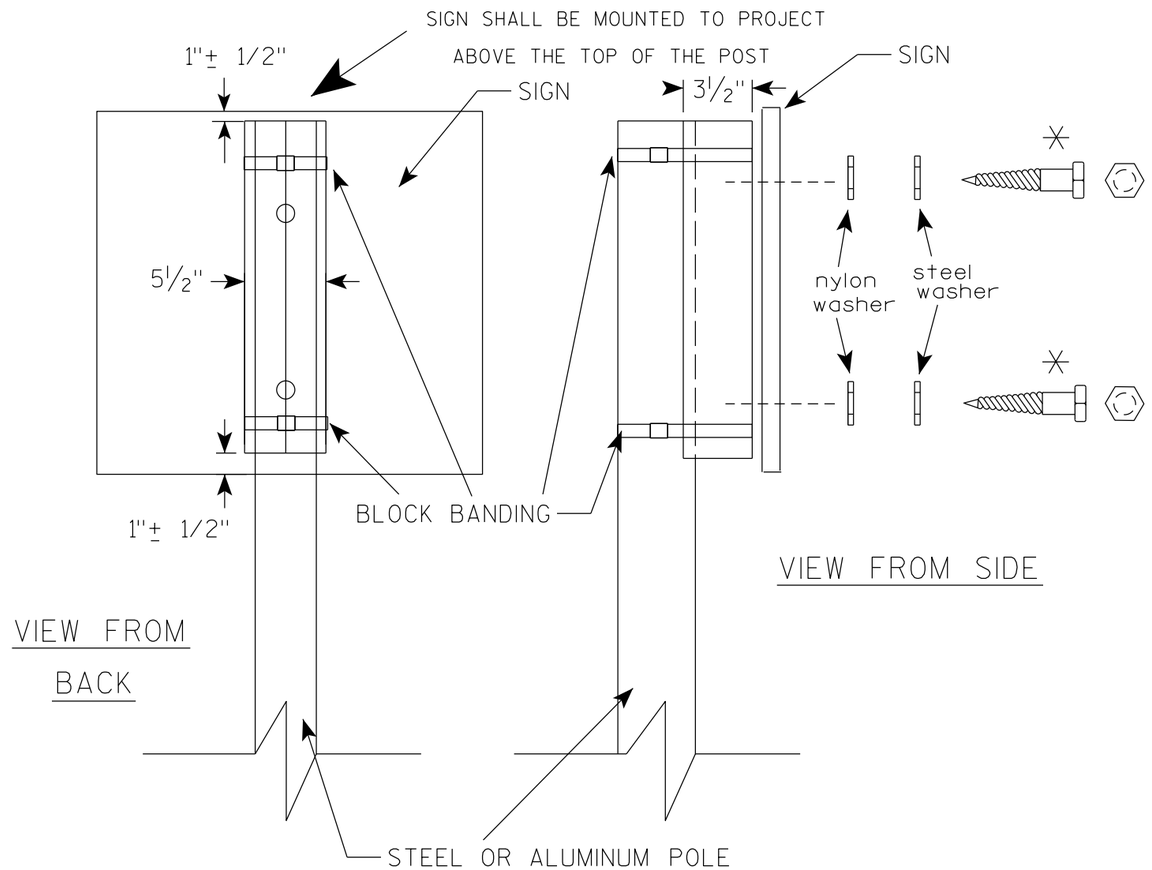
DATE 6/10/19 PLATE NO. A5-9.4

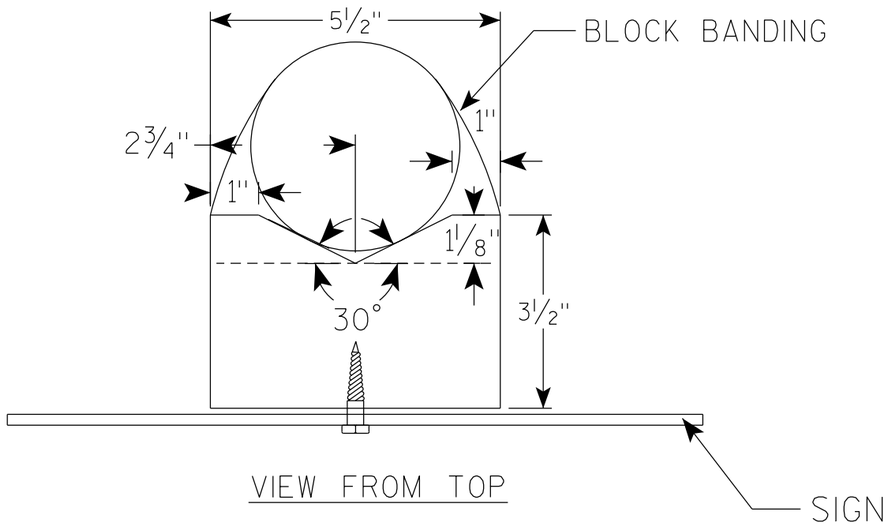
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 284 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7




## GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

# BLOCK BANDING DETAIL ( V-BLOCK OPTION )

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 285 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

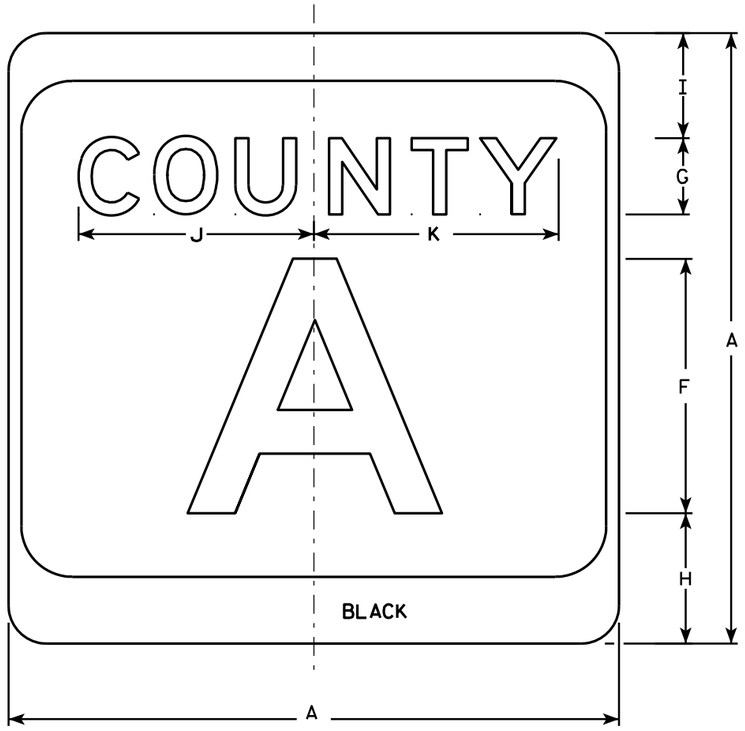
DATE 5/13/15 PLATE NO G20-60.1



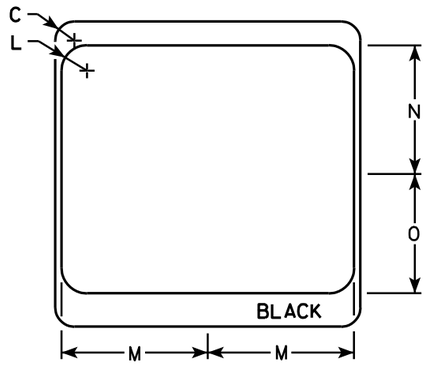
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

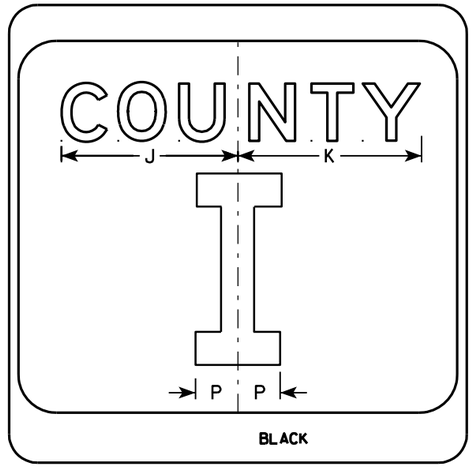
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G2060.DGN PLOT DATE : 13-MAY-2015 08:46 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 20.431338:1.000000
WISDOT/CADDS SHEET 42

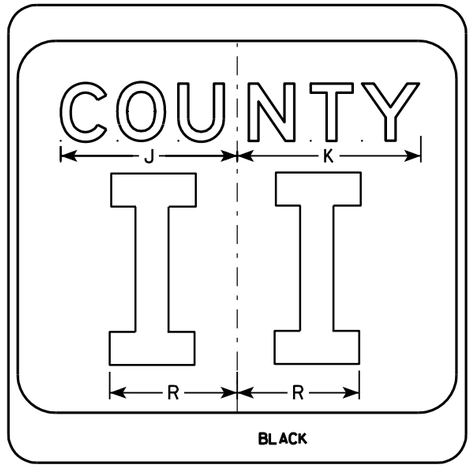

7




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 |

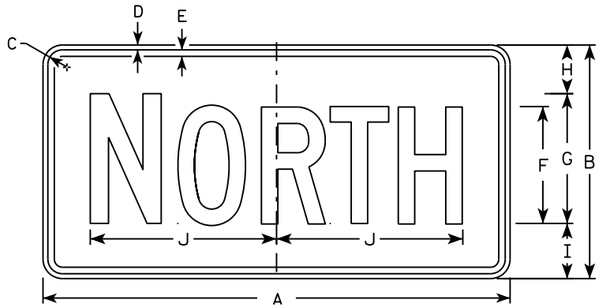
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

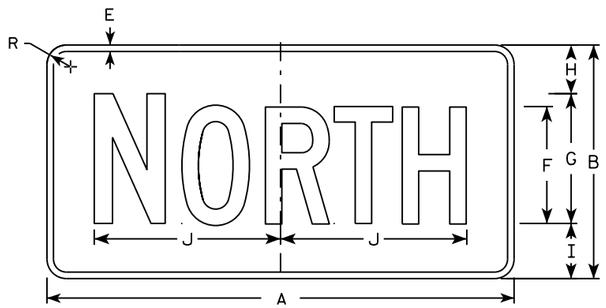
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 287 | E |
|---|---|---|---|---|---|




M3-1
MM3-1
MP3-1



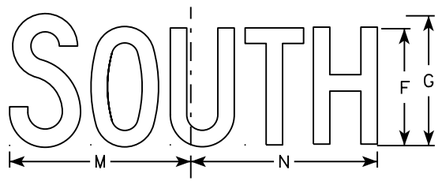

MB3-1
MK3-1
MN3-1



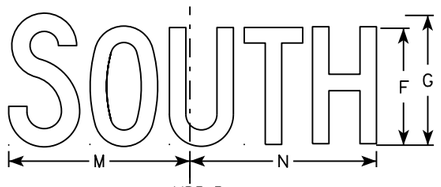

M3-2
MM3-2
MP3-2



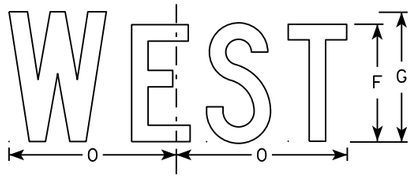

MB3-2
MK3-2
MN3-2



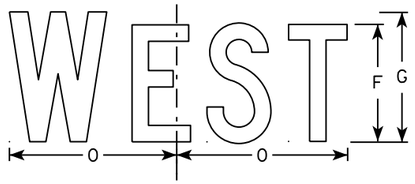

M3-3
MM3-3
MP3-3




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

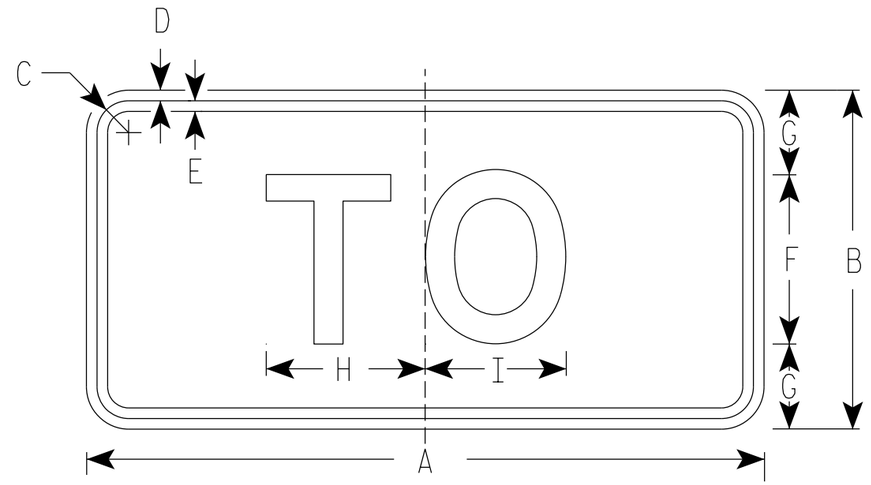
APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

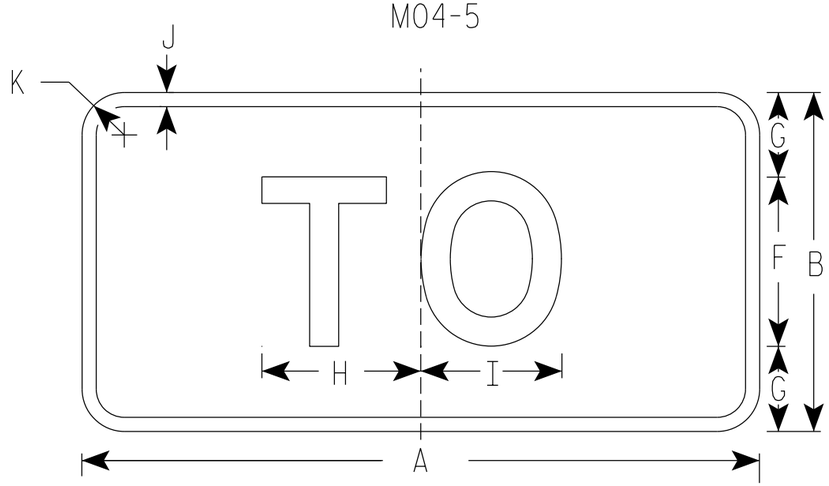


PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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 |

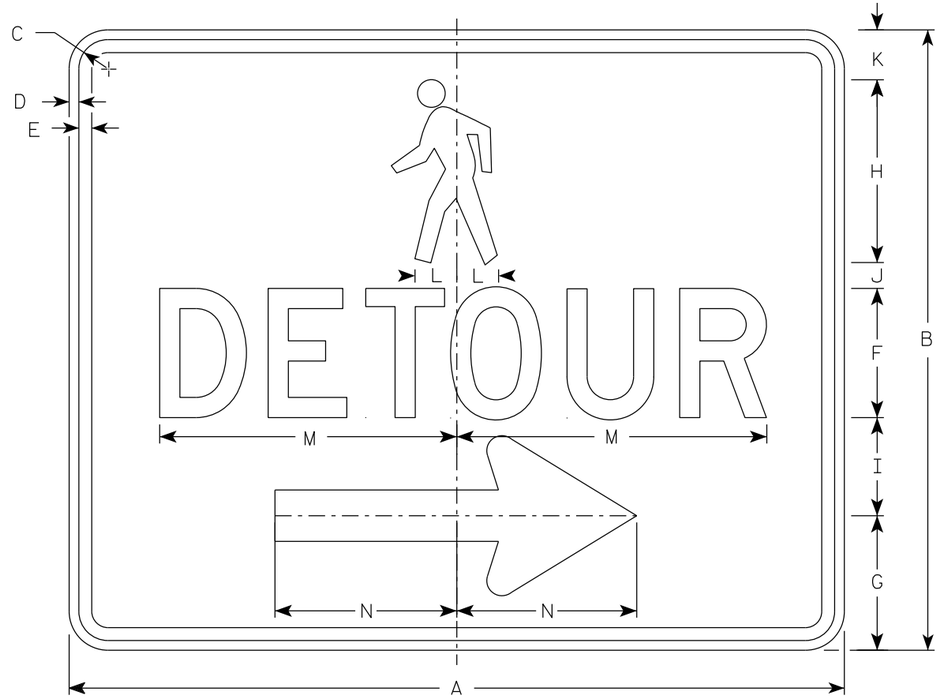
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

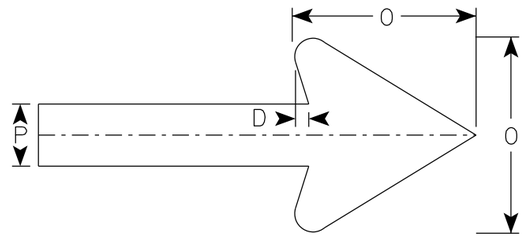
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 289 | E




M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.




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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 5 1/4 | 7 1/8 | 3 3/4 | 1 | 1 1/8 | 1 5/8 | 11 3/4 | 7 | 6 | 2 | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

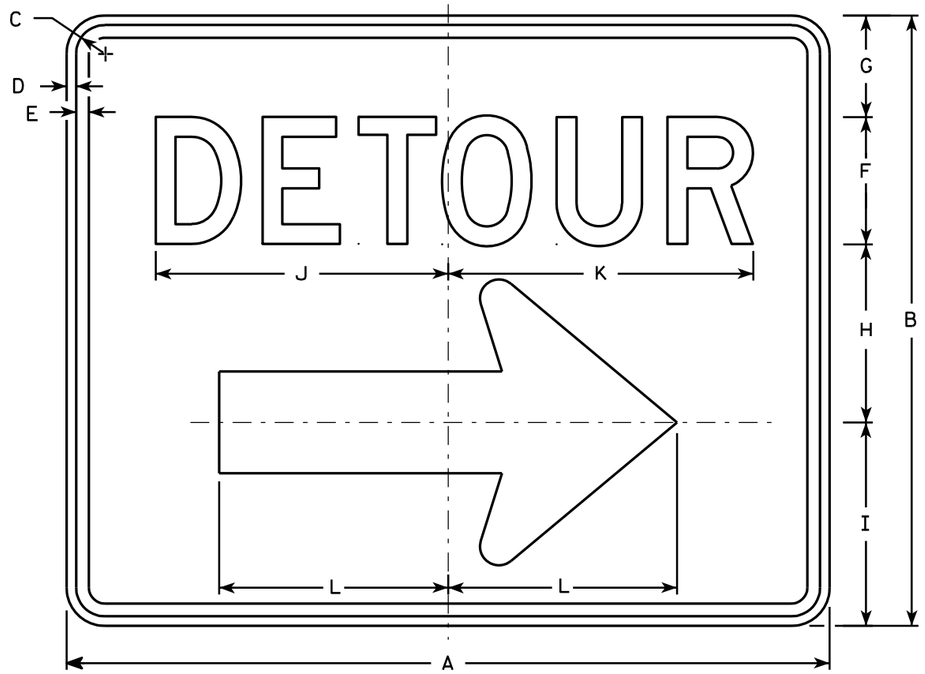
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

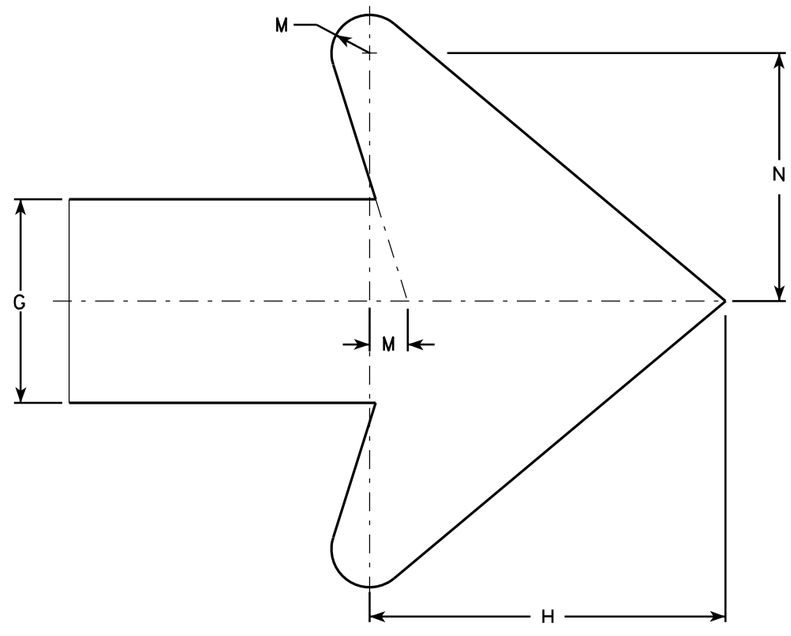
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E




M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.




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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 4 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |

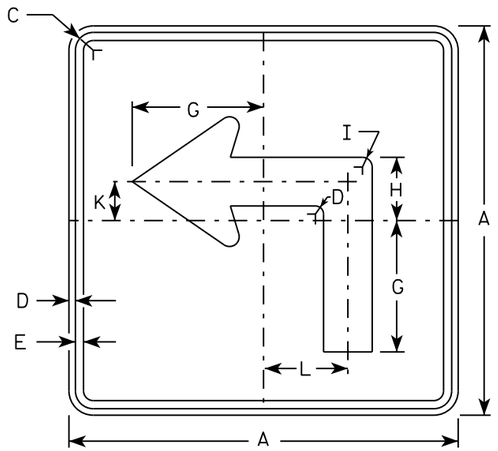
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

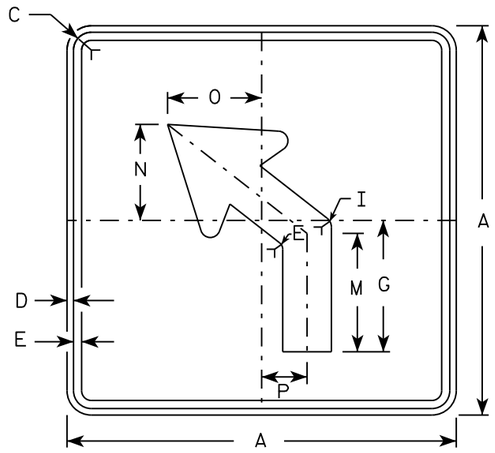
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

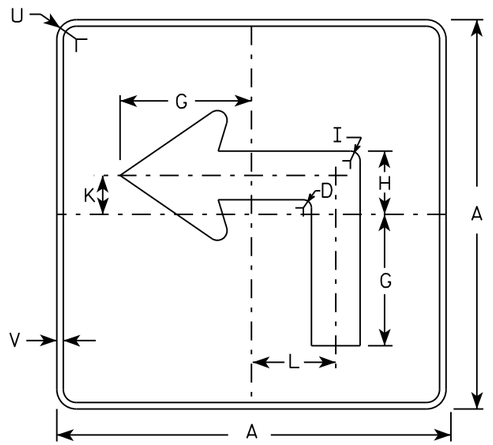
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 | E



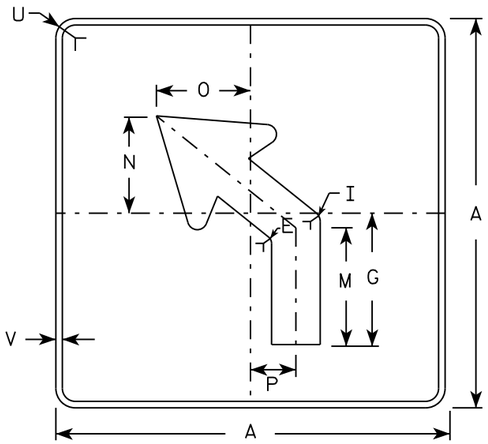

M5-1L
MM5-1L
MO5-1L
MP5-1L



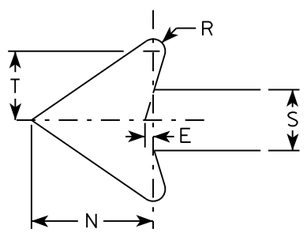

M5-2L
MM5-2L
MO5-2L
MP5-2L




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

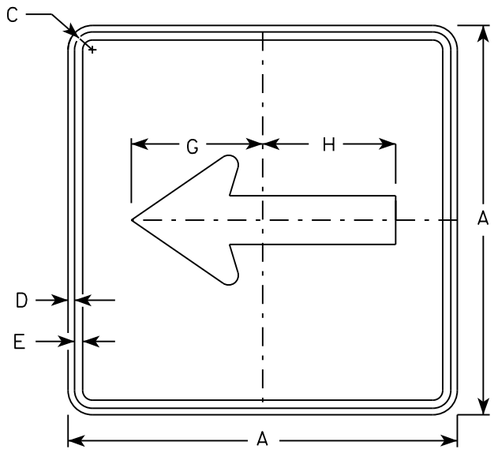
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

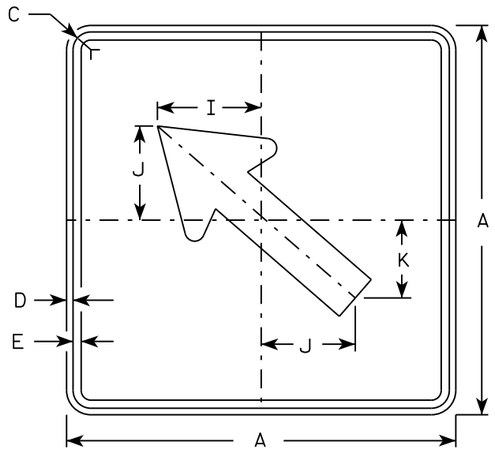


PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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



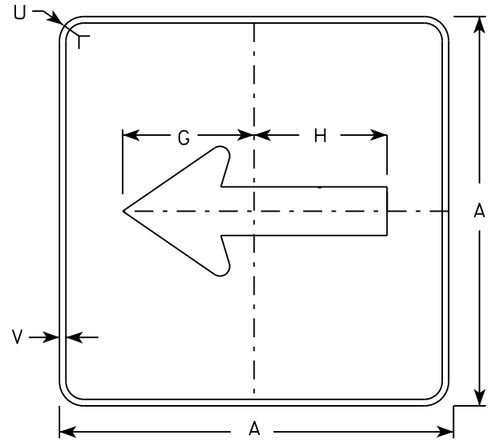

M6-1
MM6-1
MO6-1
MP6-1



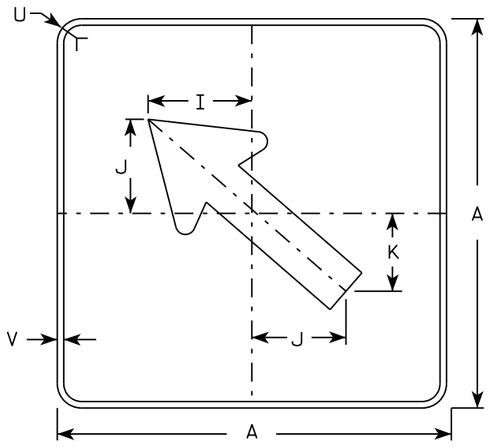

M6-2
MM6-2
MO6-2
MP6-2

NOTES

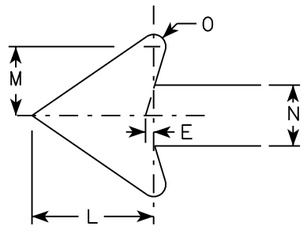
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

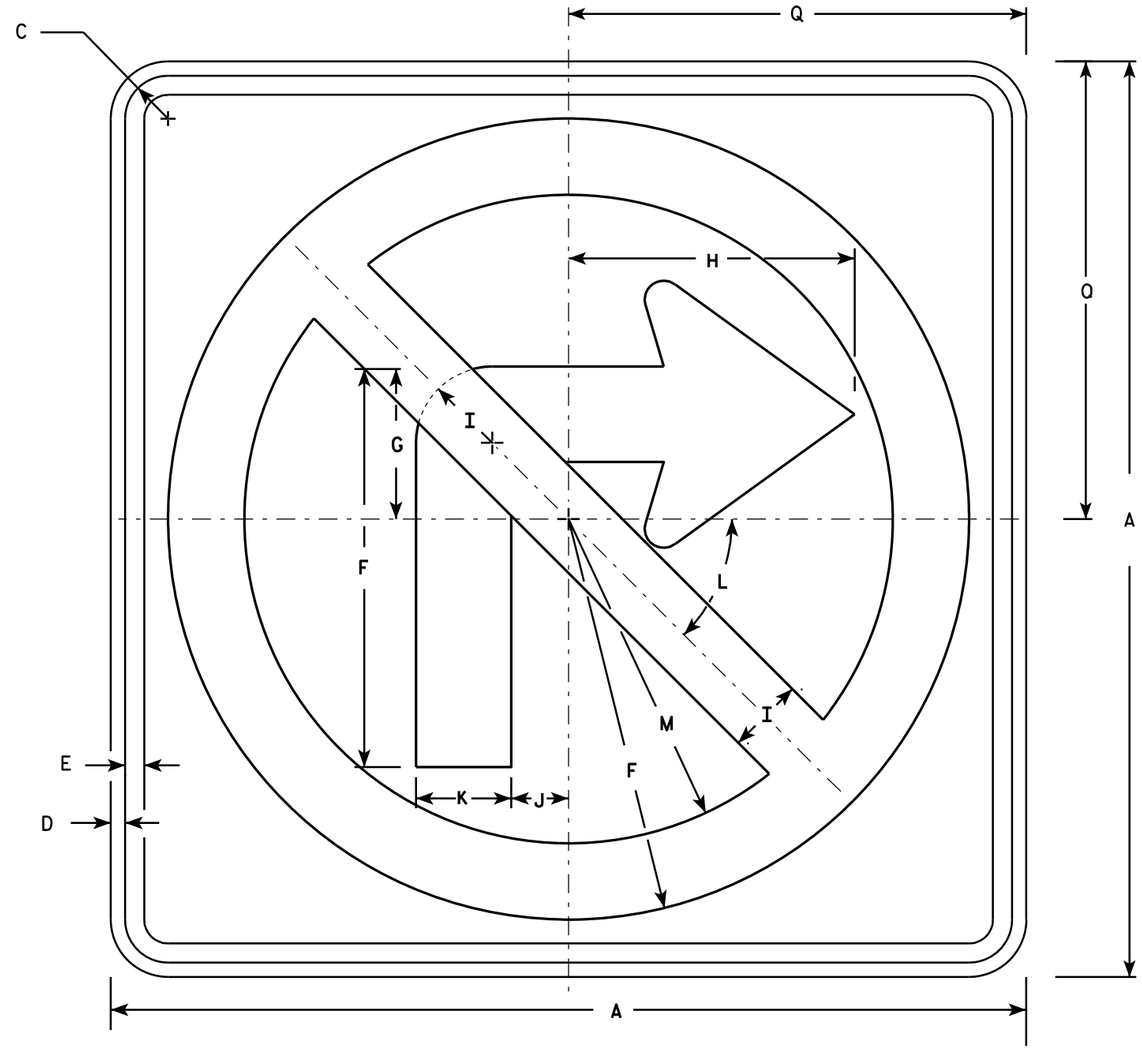
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 293 M6-1.15

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



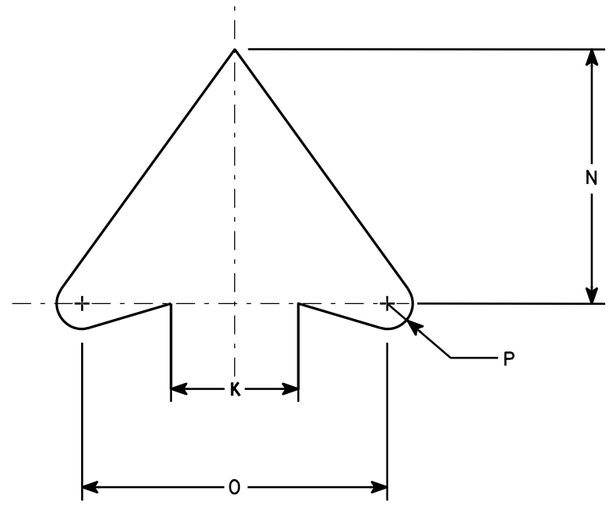
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000




R3-1

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45 | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45 | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45 | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | 24 | | | | | | | | | | 16.0 |

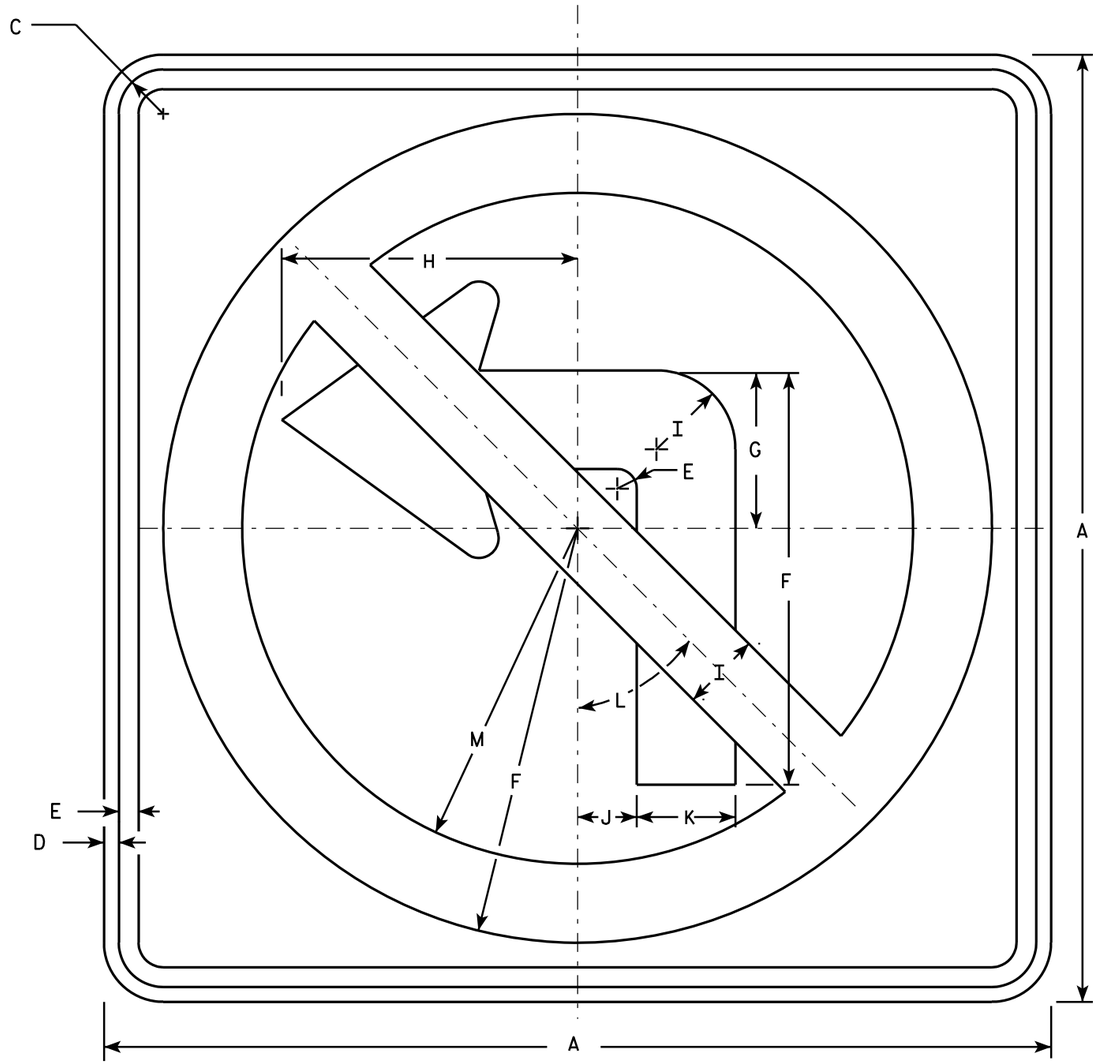
# STANDARD SIGN
# R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

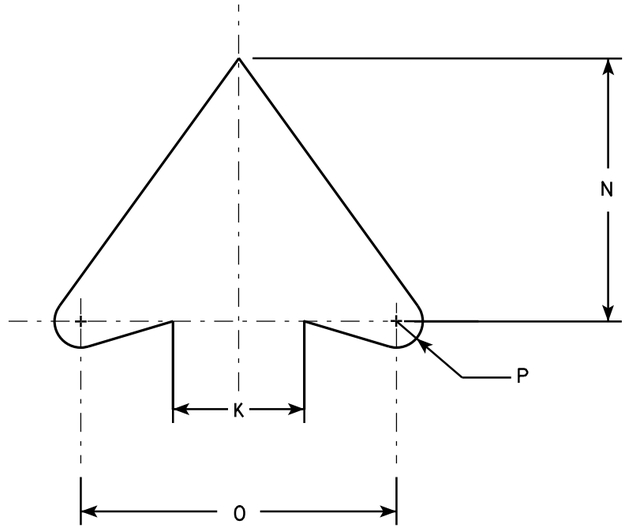
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 294 | E |
|---|---|---|---|---|---|




R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 |

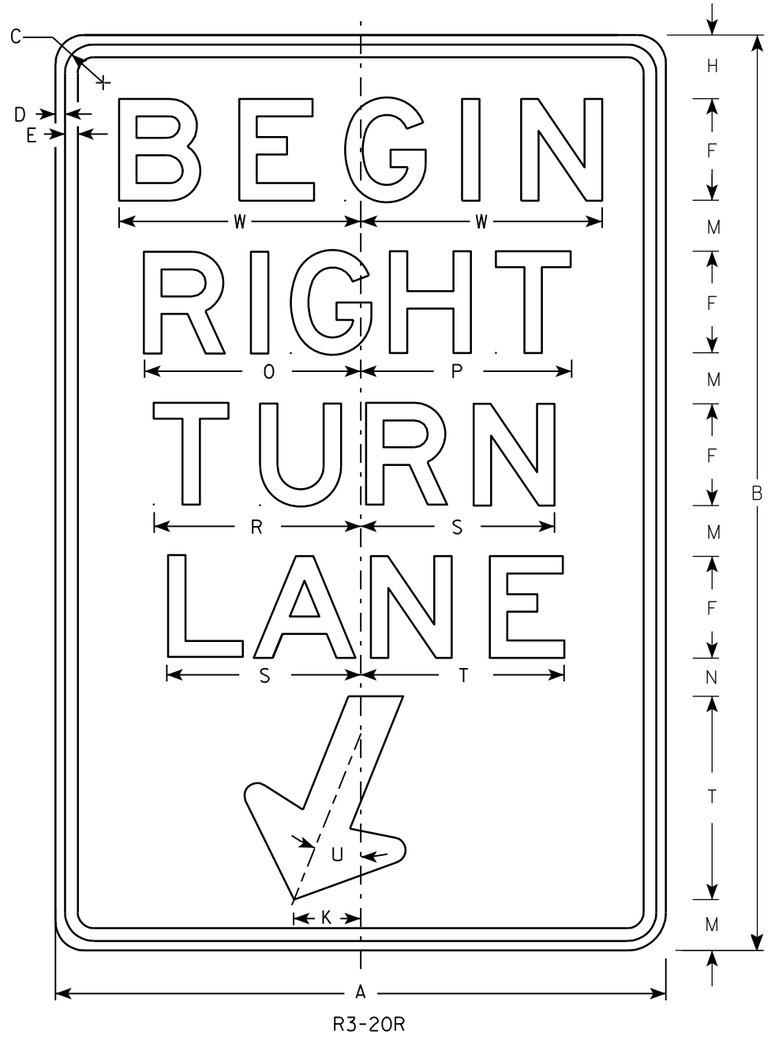
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

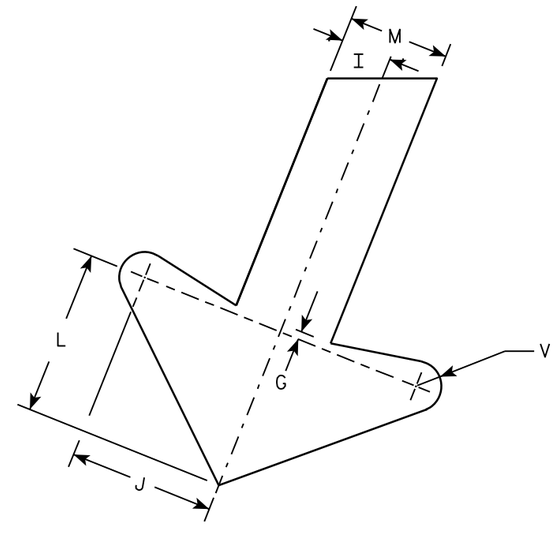
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 295 | E |
|---|---|---|---|---|---|




R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| 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 | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2 | 8 1/4 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 2M | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2 | 8 1/4 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 3 | 36 | 54 | 1 3/4 | 1/2 | 5/8 | 6 | 3/8 | 3 3/4 | 1 1/2 | 4 1/4 | 4 | 4 7/8 | 3 | 2 1/4 | 12 3/4 | 12 1/2 | | 12 1/4 | 11 1/2 | 12 | 22° | 3/4 | 13 1/4 | | | | 13.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

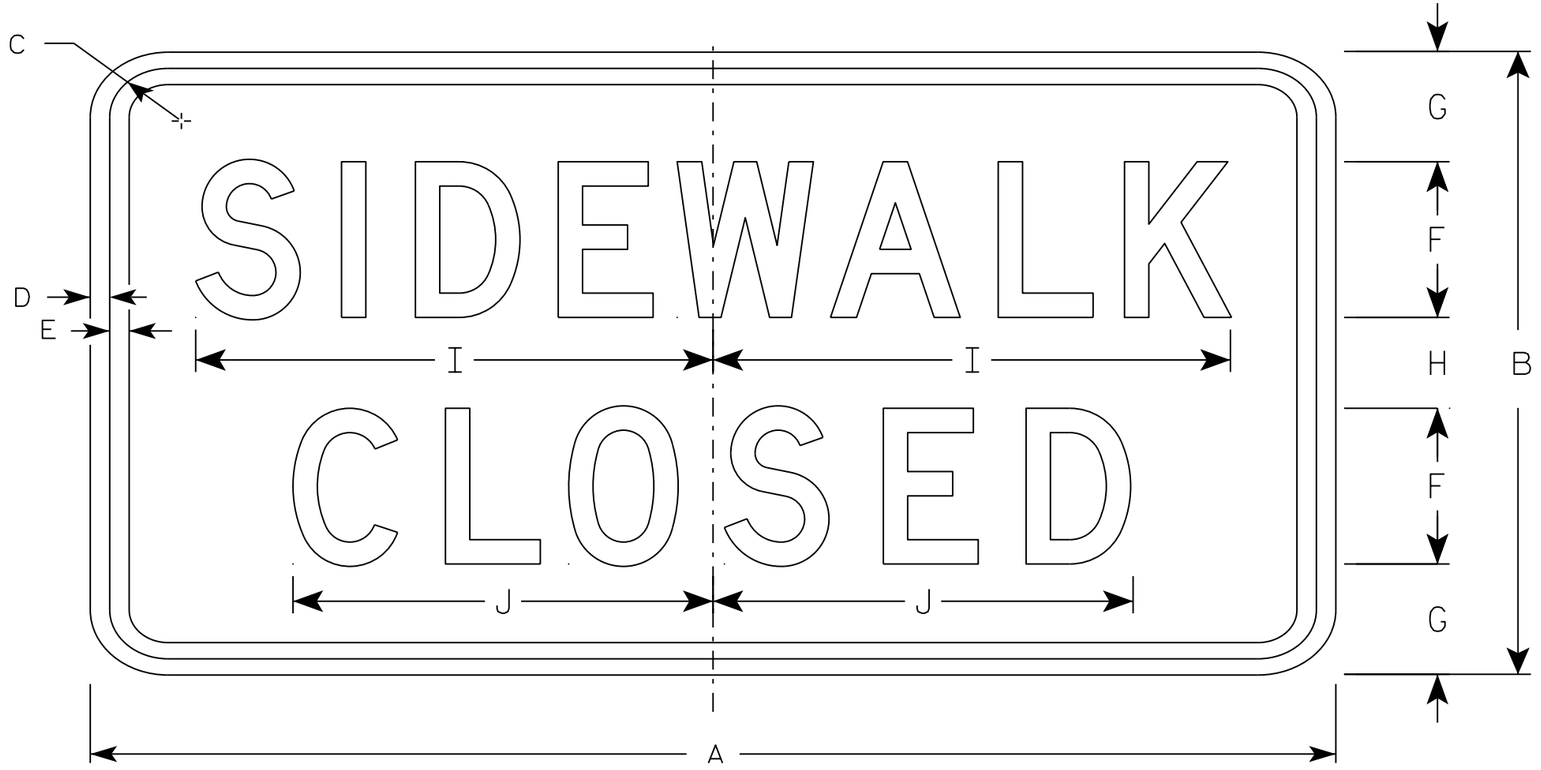
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 296 | E




R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

| 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 | 24 | 12 | 1 3/4 | 1/2 | 1/2 | 3 | 2 1/8 | 1 3/4 | 10 | 8 1/8 | | | | | | | | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 3/4 | 1/2 | 1/2 | 3 | 2 1/8 | 1 3/4 | 10 | 8 1/8 | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 30 | 18 | 1 3/4 | 1/2 | 1/2 | 4 | 3 1/2 | 3 | 12 1/2 | 10 1/4 | | | | | | | | | | | | | | | | | 3.75 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

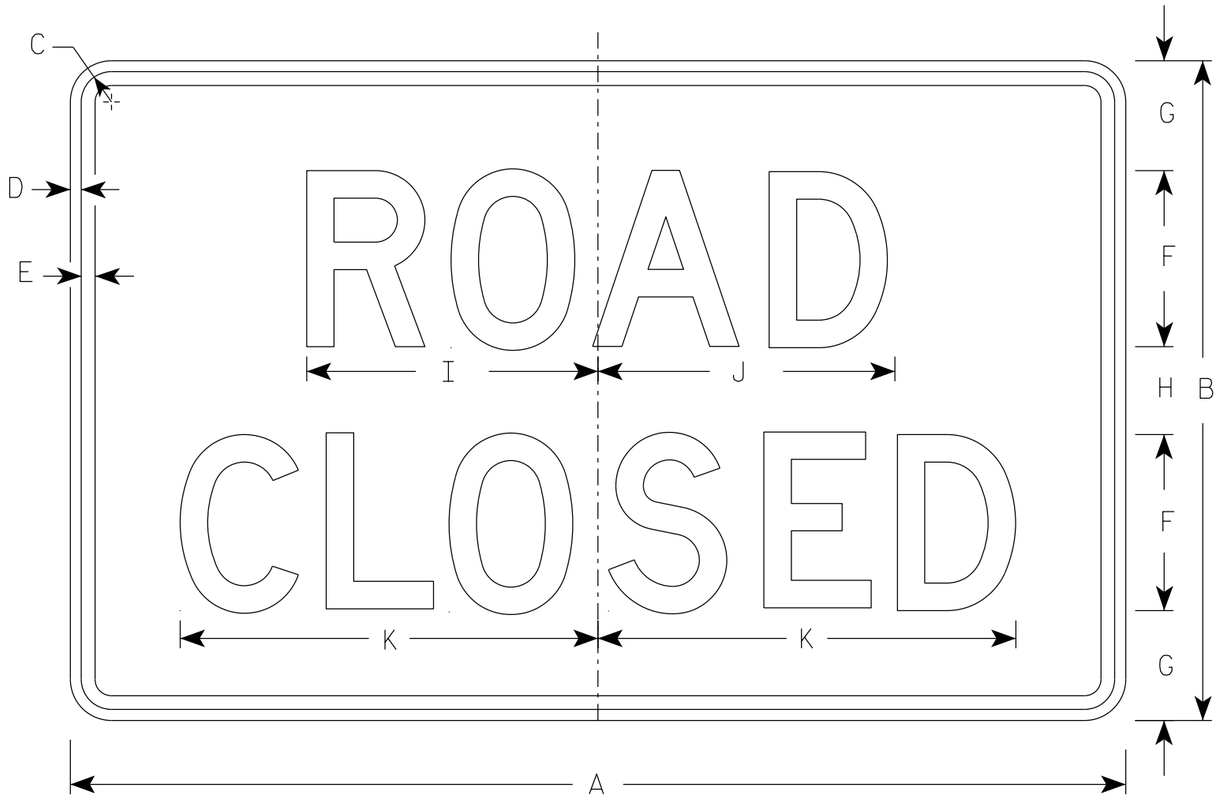
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 297 R9-9.6

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



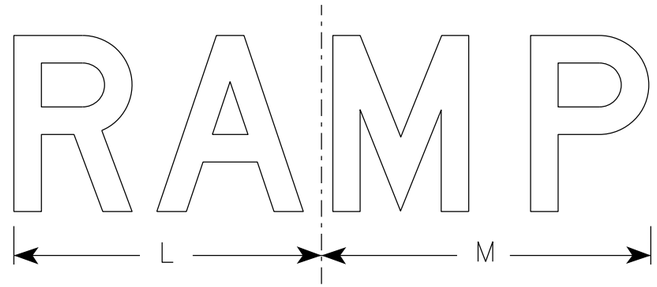
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



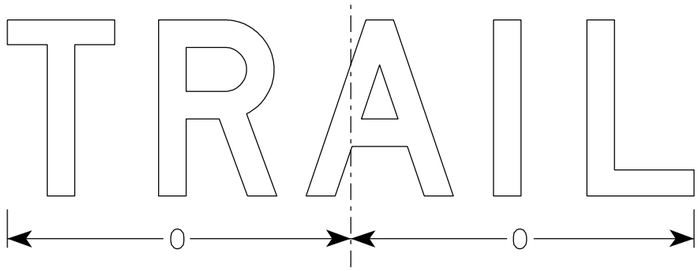

R11-2

NOTES

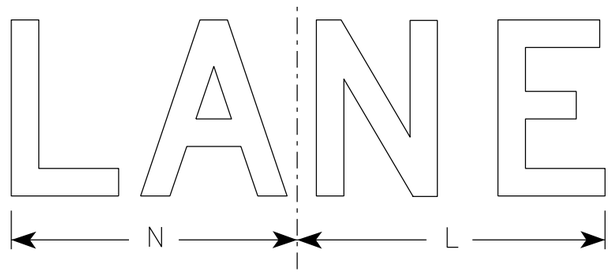
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

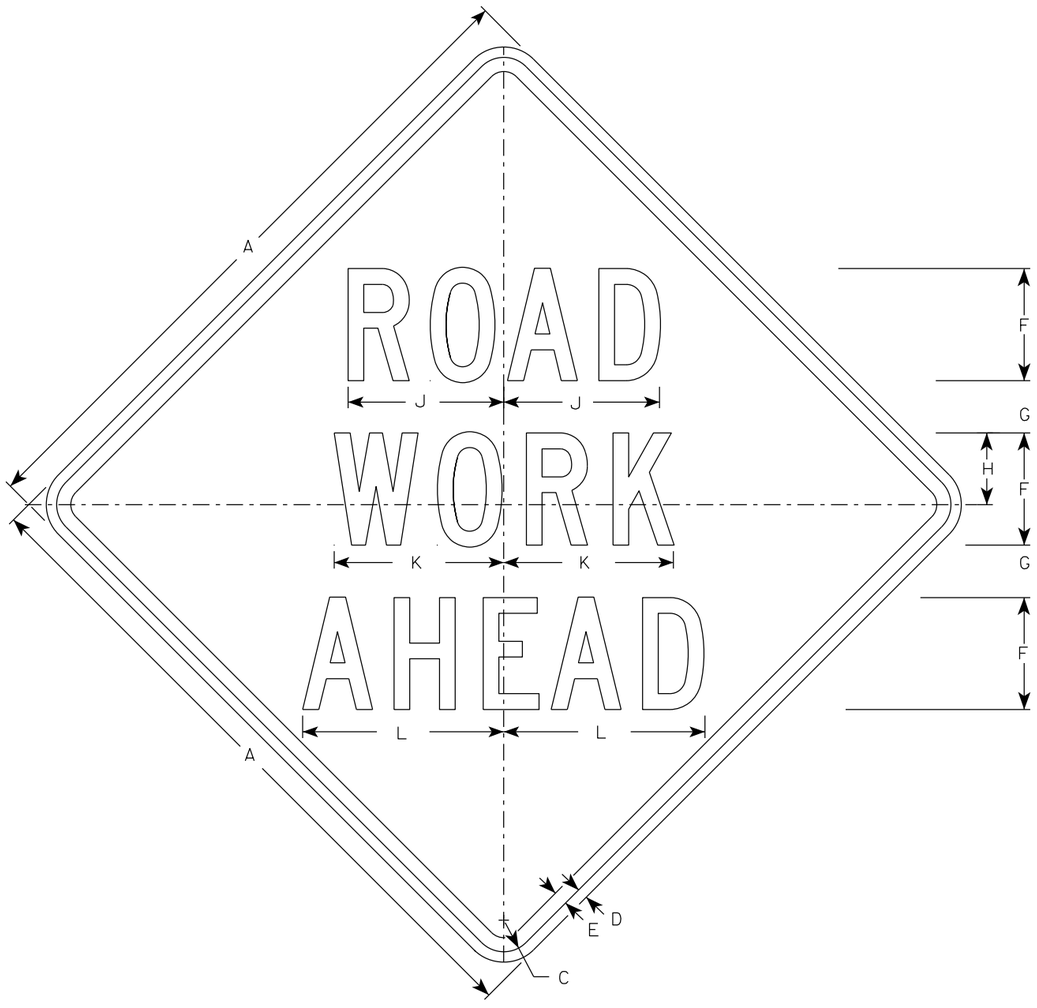
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

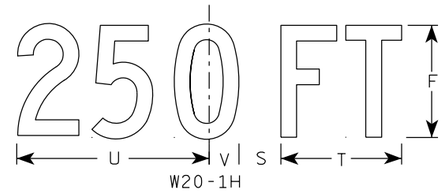
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 298 | E |
|---|---|---|---|---|---|

NOTES

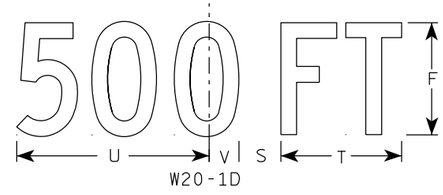
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




W20-1A



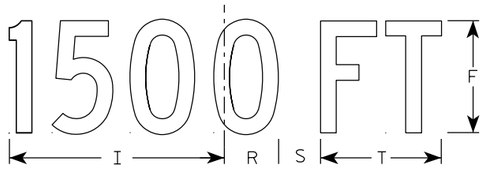

W20-1H



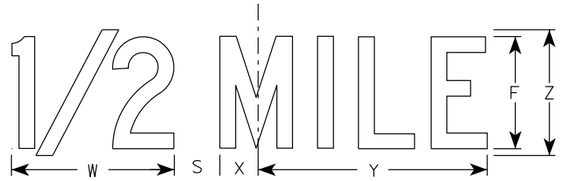

W20-1D



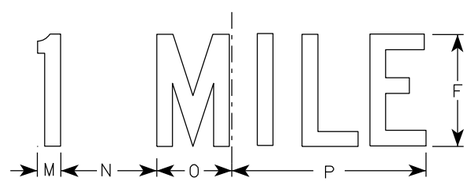

W20-1C



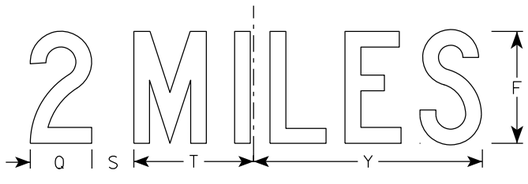

W20-1B




W20-1G




W20-1F




W20-1E

| 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 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 3 1/4 | 2 1/2 | 2 1/4 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

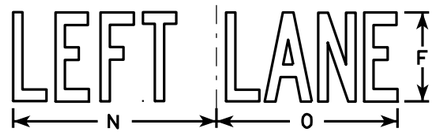
WISDOT/CADDS SHEET 42

7

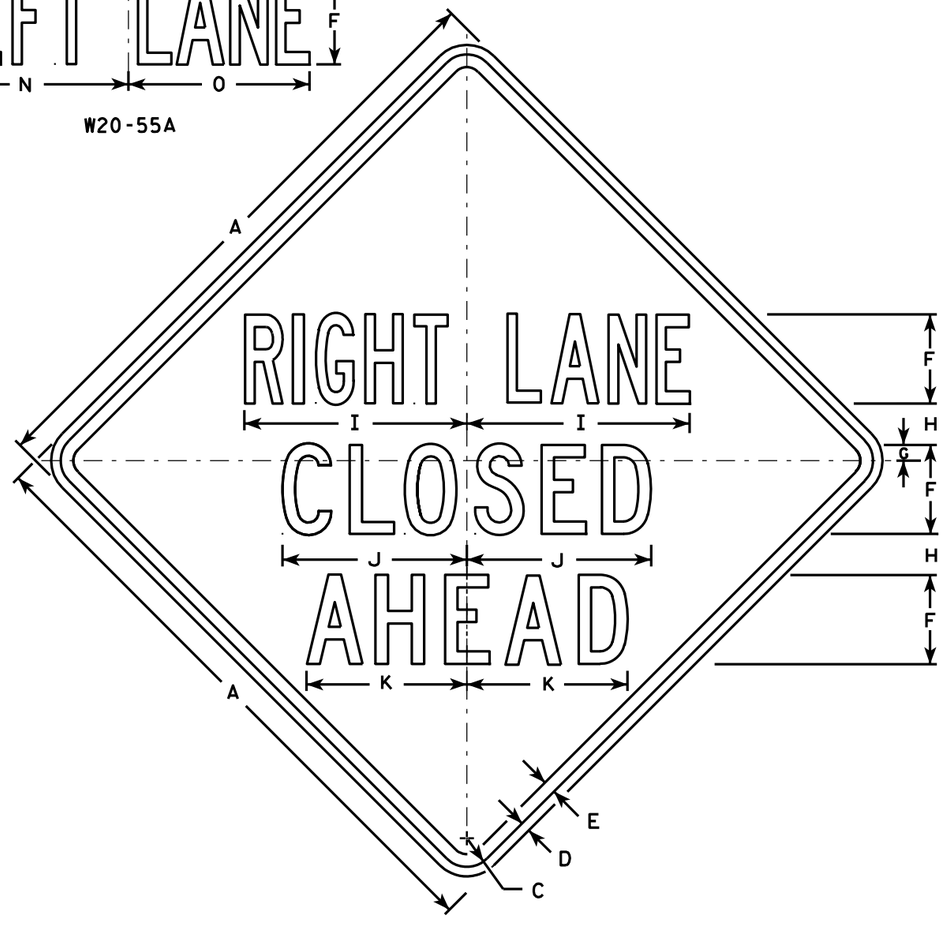
7



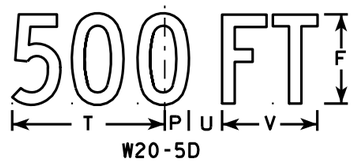

W20-56A



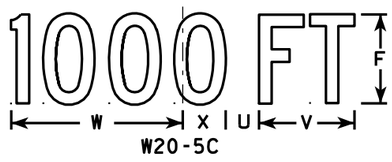

W20-55A



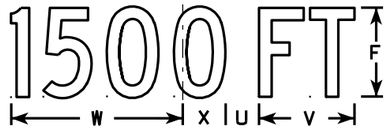

W20-5A




W20-5D




W20-5C




W20-5B




W20-5G




W20-5F

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. " _____ LANE" is Series B.
   All other copy is Series C.

| 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 | 6 | 1 5/8 | 5/8 | 3/4 | 5 | 1/8 | 2 1/2 | 13 1/8 | 10 3/4 | 9 1/2 | 14 1/4 | 13 5/8 | 12 | 12 | 1 3/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 1 1/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 3/4 | 8 | 9.0 |
| 2S | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 2M | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 3 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 4 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 5 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

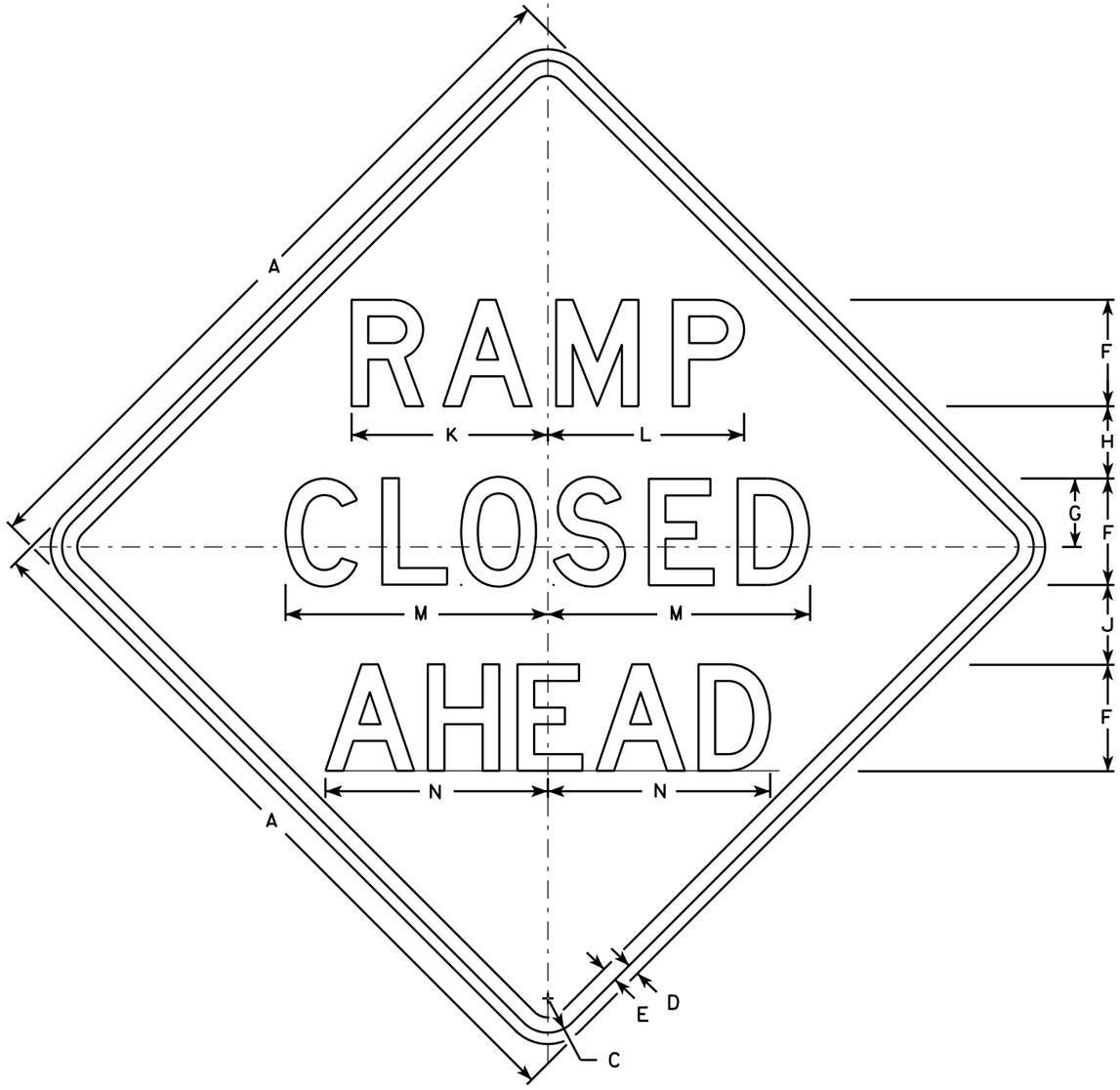
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

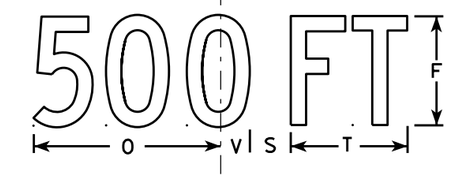
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 300 | E |
|---|---|---|---|---|---|


7

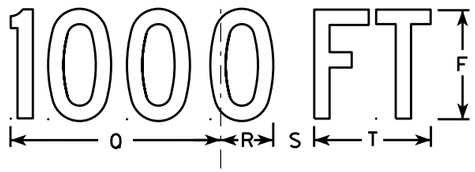
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



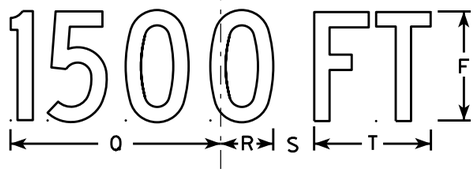

W20-53A




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

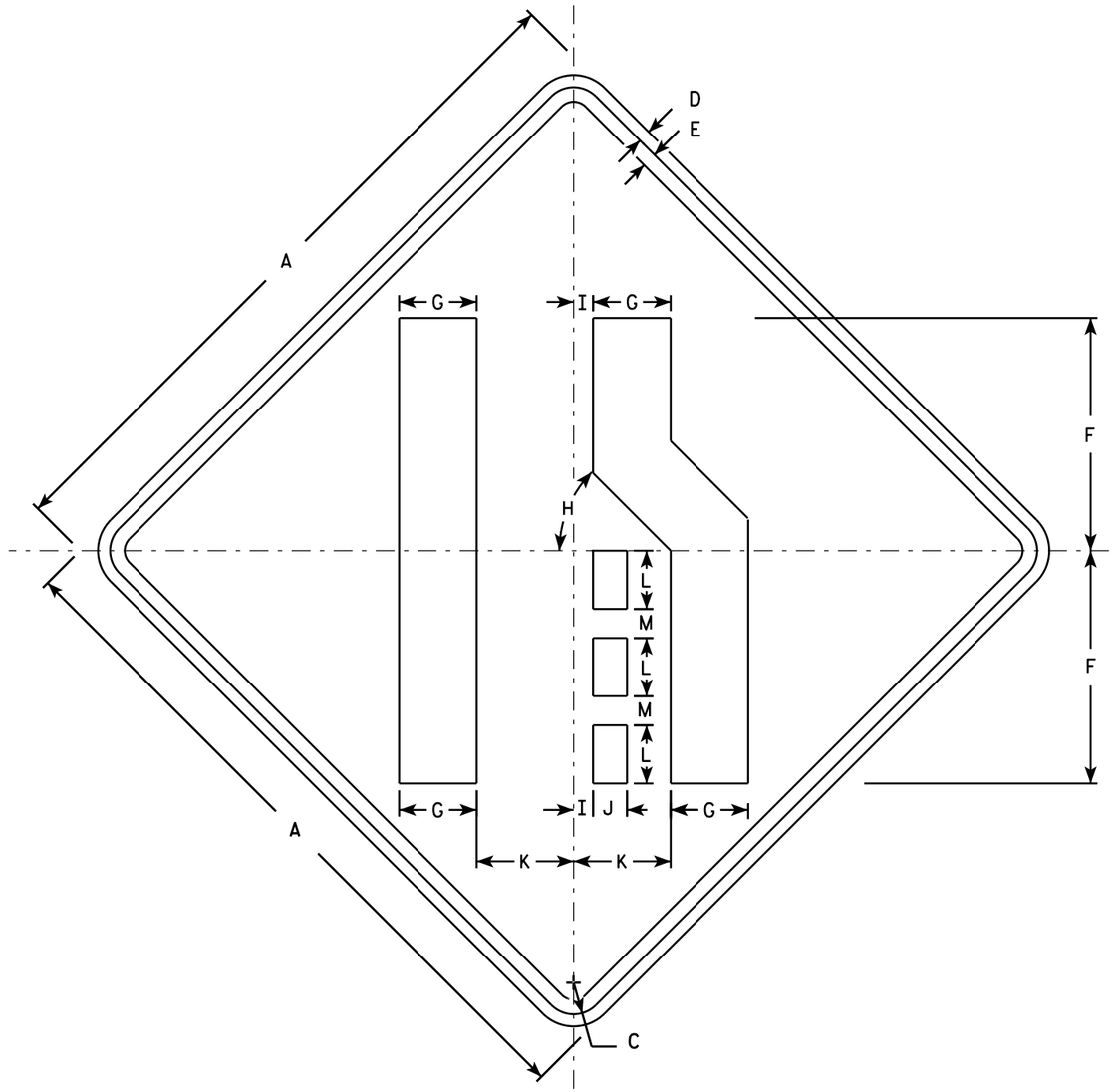
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1



PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2053.DGN PLOT DATE : 27-MAY-2015 19:40 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.729210:1.000000
WISDOT/CADDS SHEET 42




W04-2R

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. W04-2L is the same as W04-2R except the symbol 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 | 12 | 4 | 45° | 1 | 1 3/4 | 5 | 3 | 1 1/2 | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |

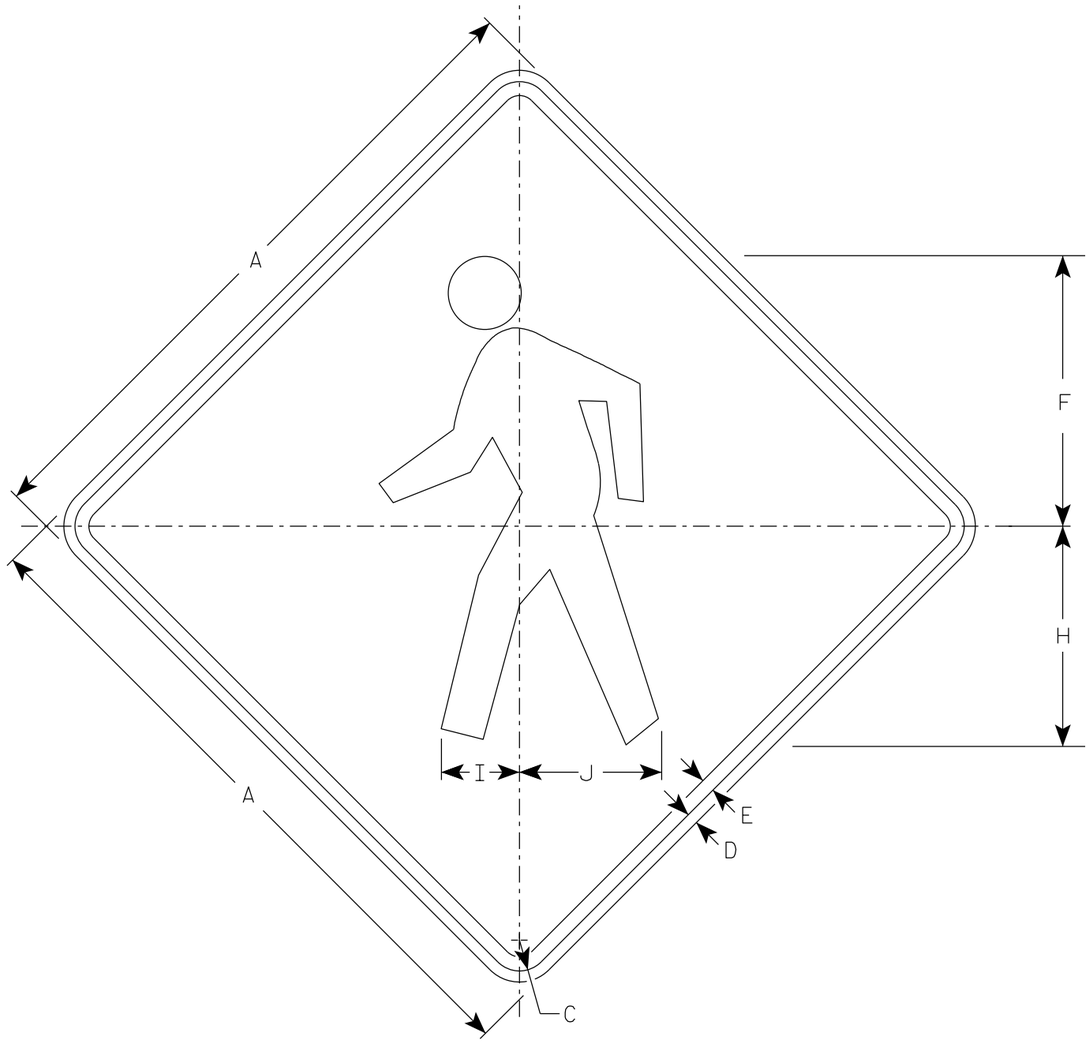
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 302 W04-2.1

PROJECT NO: | SHEET NO: E




WO11-2

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.

| 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 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN

WO11-2

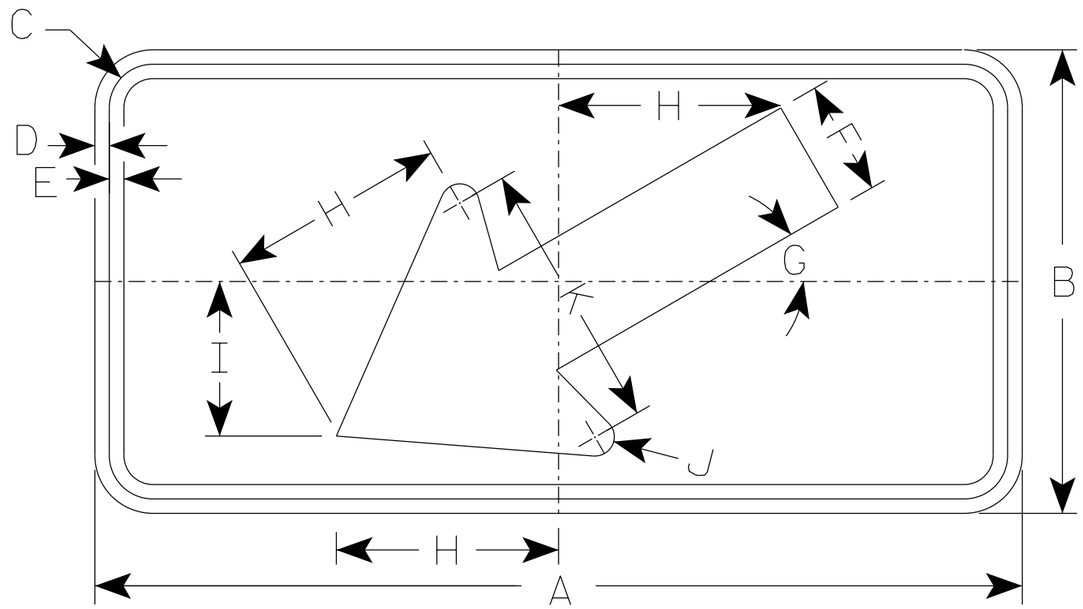
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/8/2020 PLATE NO. WO11-2.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 303 | E |
|---|---|---|---|---|---|




W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L 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 | 30 | 18 | 1 1/8 | 3/8 | 1/2 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 | 30° | 11 1/2 | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 | 30° | 11 1/2 | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 3 | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 | 30° | 11 1/2 | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 4 | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 | 30° | 11 1/2 | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 5 | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 | 30° | 11 1/2 | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |

STANDARD SIGN
W016-7

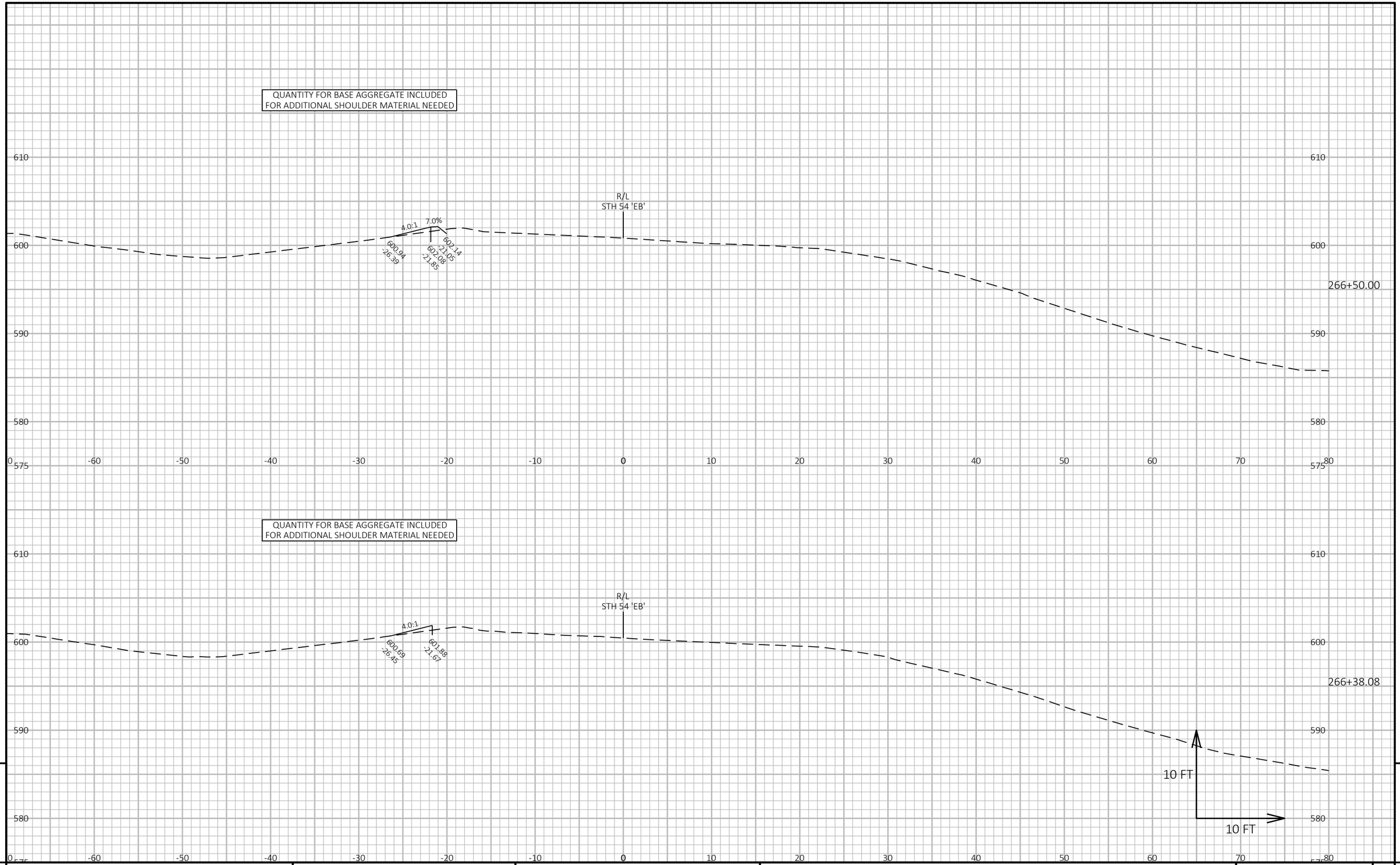
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W016-7.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 304 | E |
|---|---|---|---|---|---|

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 305 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 4/4/2022 10:00 AM

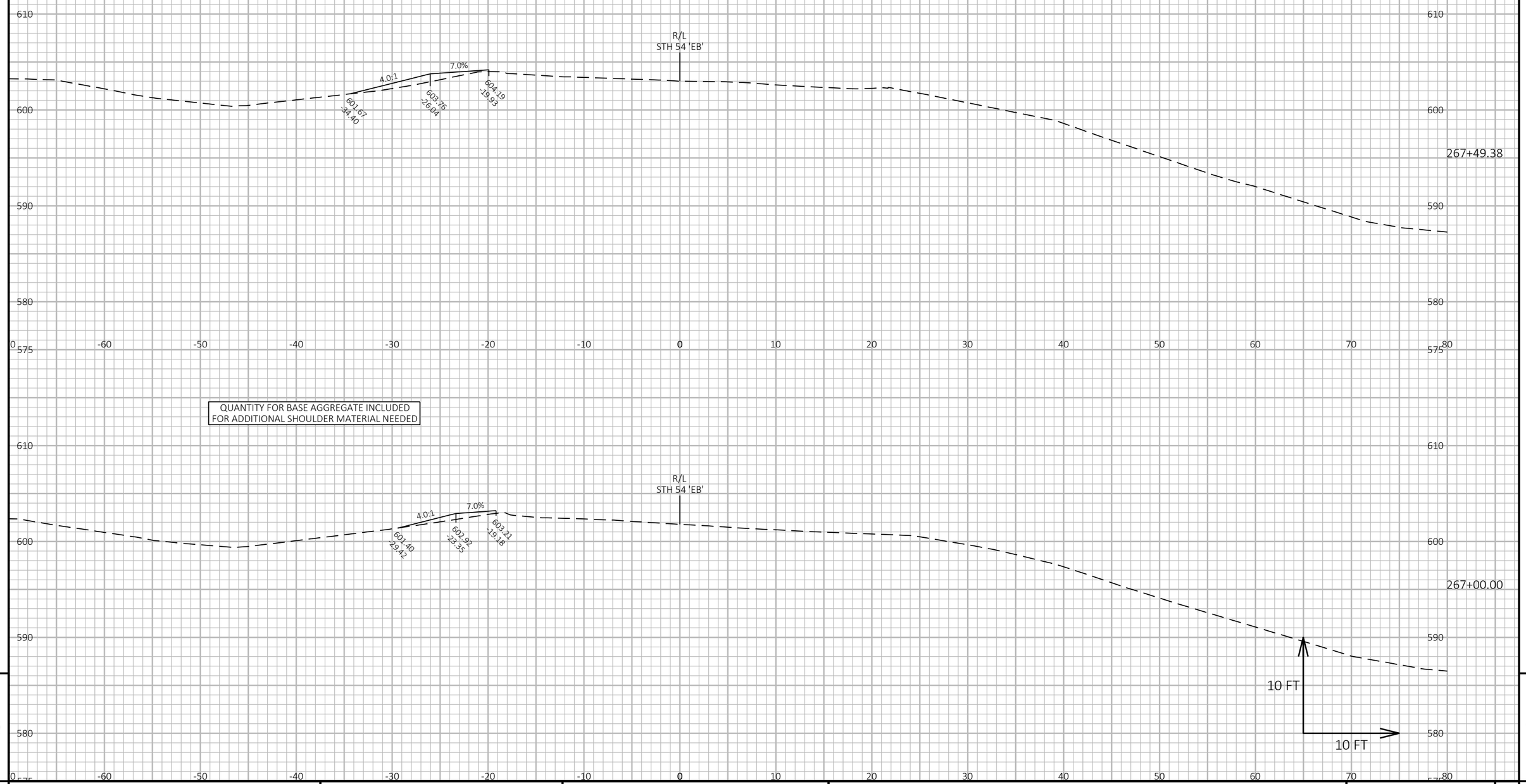
PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 306 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs

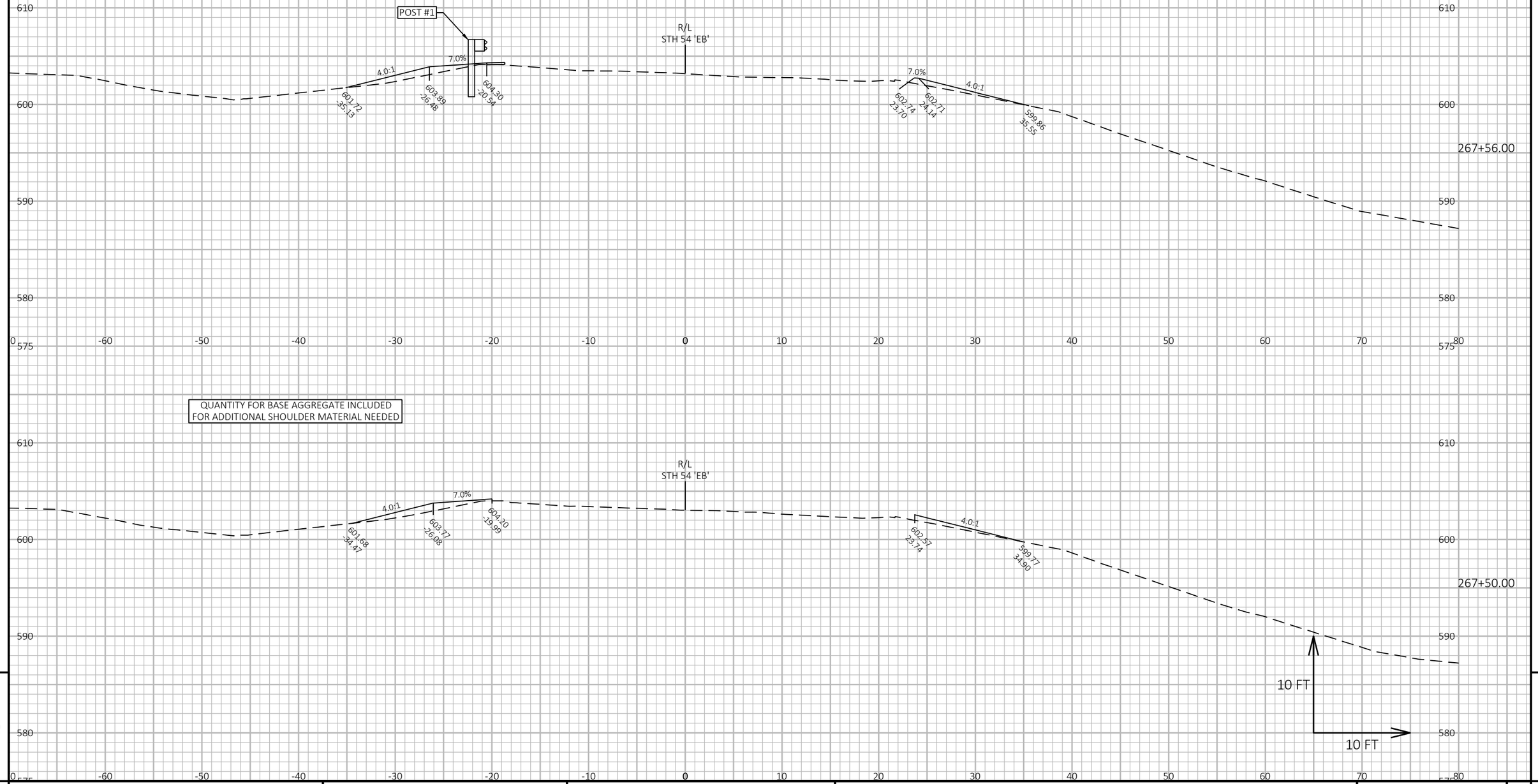
PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 307 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'EB'

7.0%
4.0:1
2.5:1

604.21
-24.96
603.74
-26.85
604.93
-22.90
604.77
-23.57
605.21
-18.89
604.03
-22.70
603.79
-27.07
601.96
-34.43
600.96
-36.92

268+00.00

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

POST #5

R/L
STH 54 'EB'

7.0%
4.0:1
2.5:1

602.40
-32.40
604.53
-23.88
604.83
-19.60
603.48
-25.70
603.33
-25.80
600.88
-35.62
600.59
-36.35

267+80.98

10 FT
10 FT

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 308 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'EB'

6.9%
4.0:1
2.5:1

605.33
23.87

604.87
30.41

601.98
42.00

590.23
71.44

268+50.00

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

POST #9

R/L
STH 54 'EB'

2.5:1 4.0:1 7.0%

604.16
-25.11

604.89
-23.29

605.06
-22.60

605.34
-18.66

7.0%
4.0:1
2.5:1

604.18
23.70

603.92
27.47

601.96
35.35

599.67
41.08

268+05.95

10 FT
10 FT

9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 309 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs

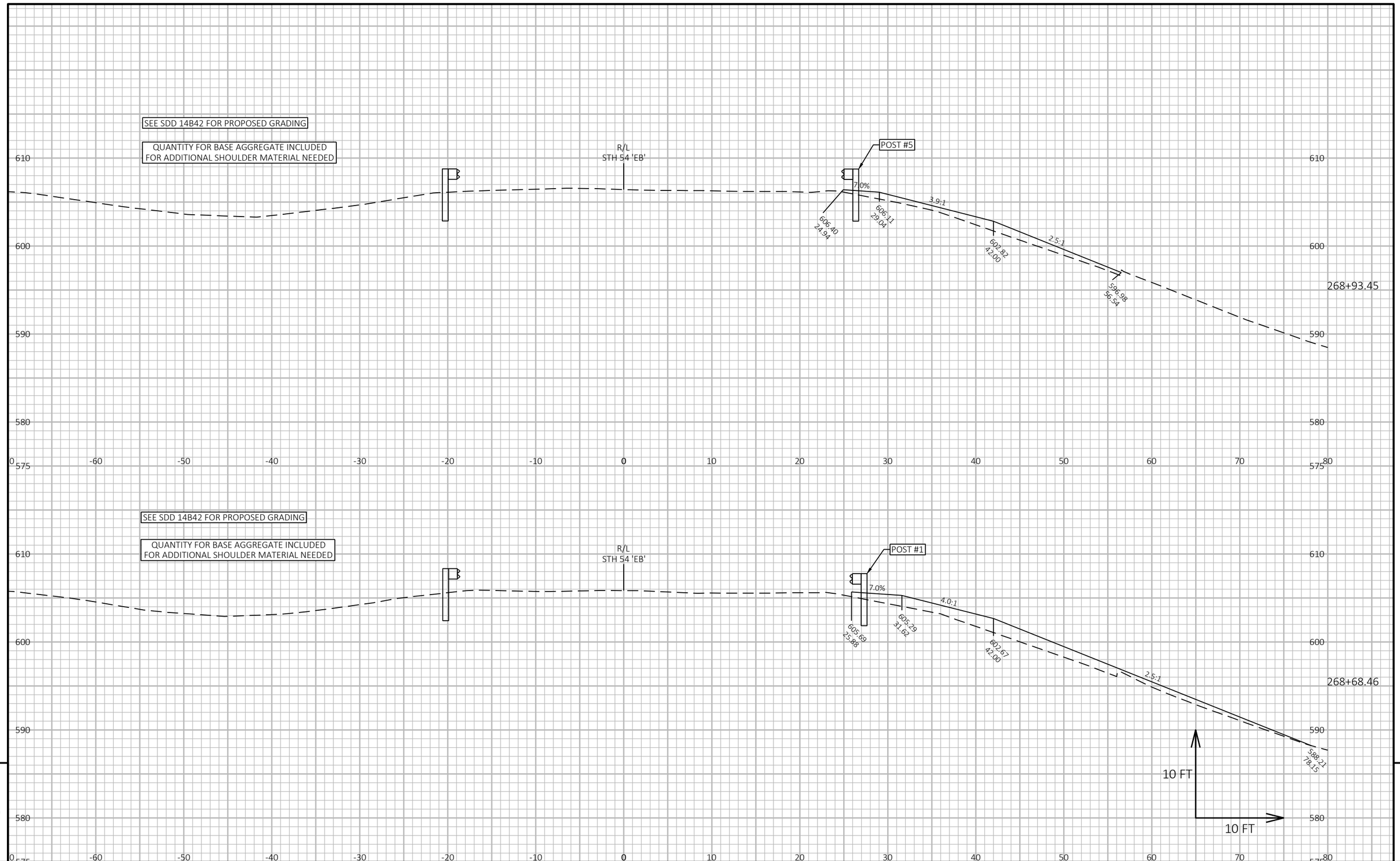
PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 310 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206-xs

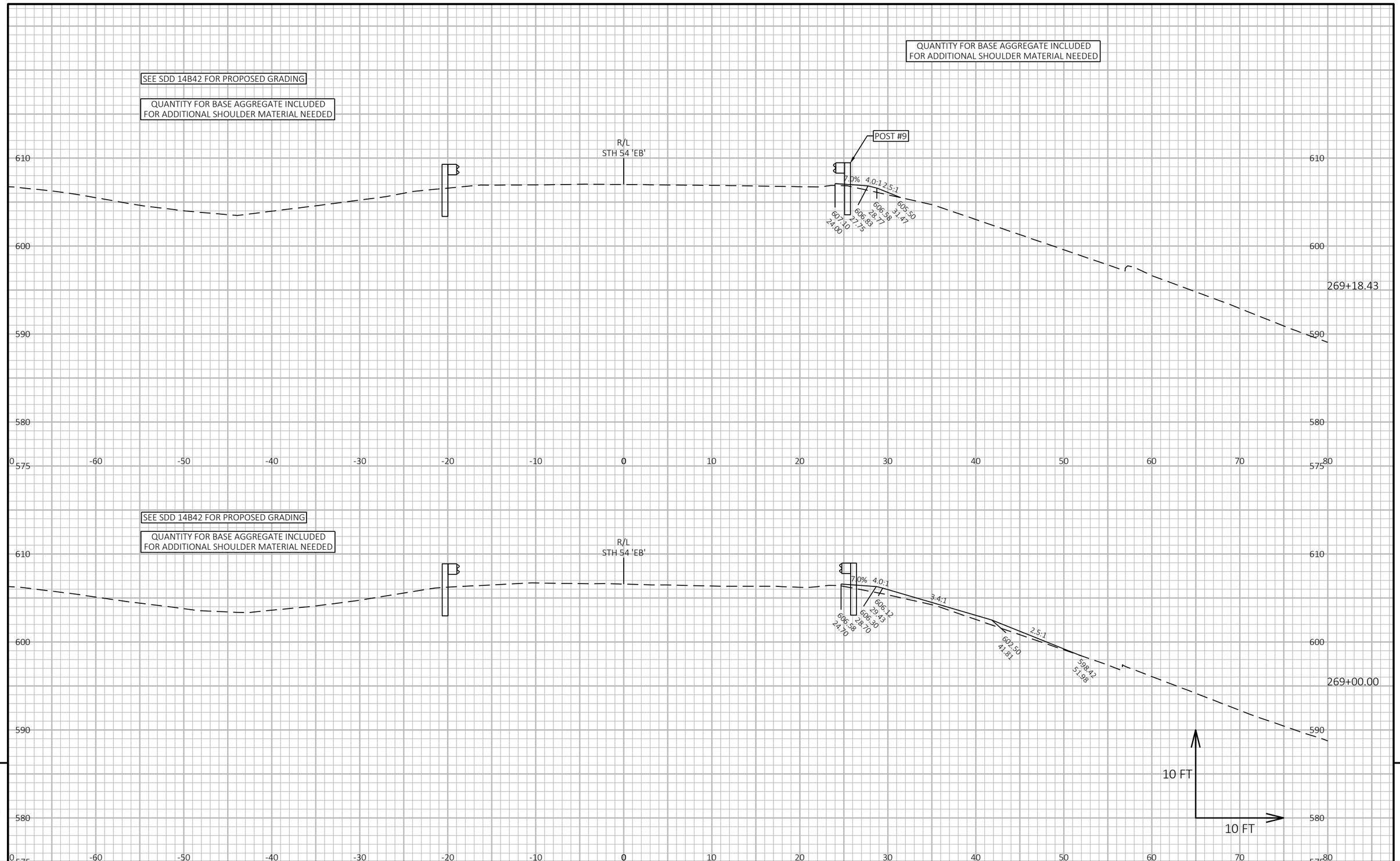
PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 311 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'EB'

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

7.0% 4.0:1 7.5:1
608.41
608.67 29.97
608.91 28.91 606.62
25.44 34.45

270+00.00

610
600
590
585

0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'EB'

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

7.0% 4.0:1 9.3:1
607.25
607.77 29.16 607.18
14.45 28.11 29.82

269+50.00

10 FT
10 FT

610
600
590
585

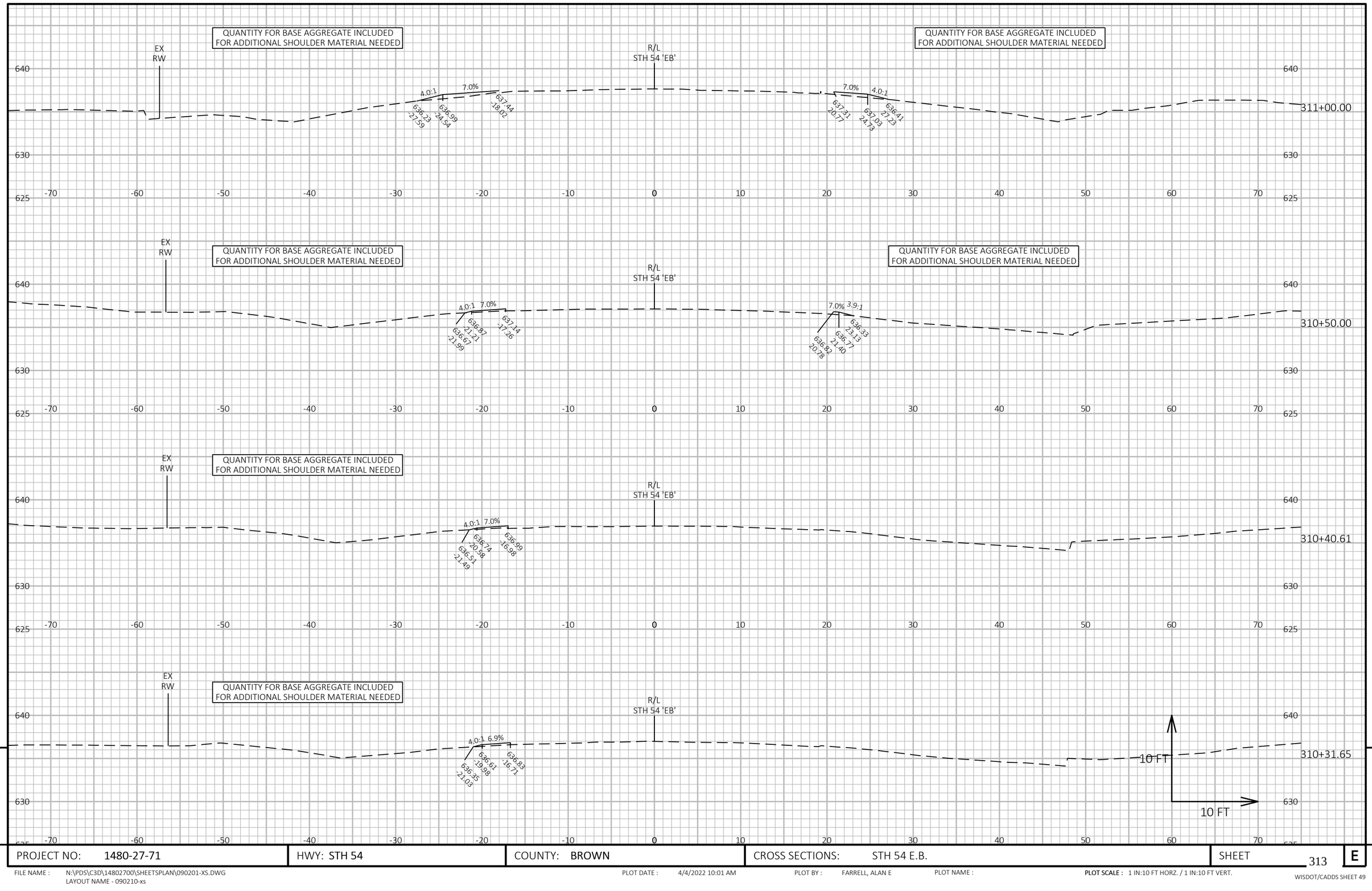
0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80

9 9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 312 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090208-xs

PLOT DATE : 4/4/2022 10:01 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 313 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090210-xs

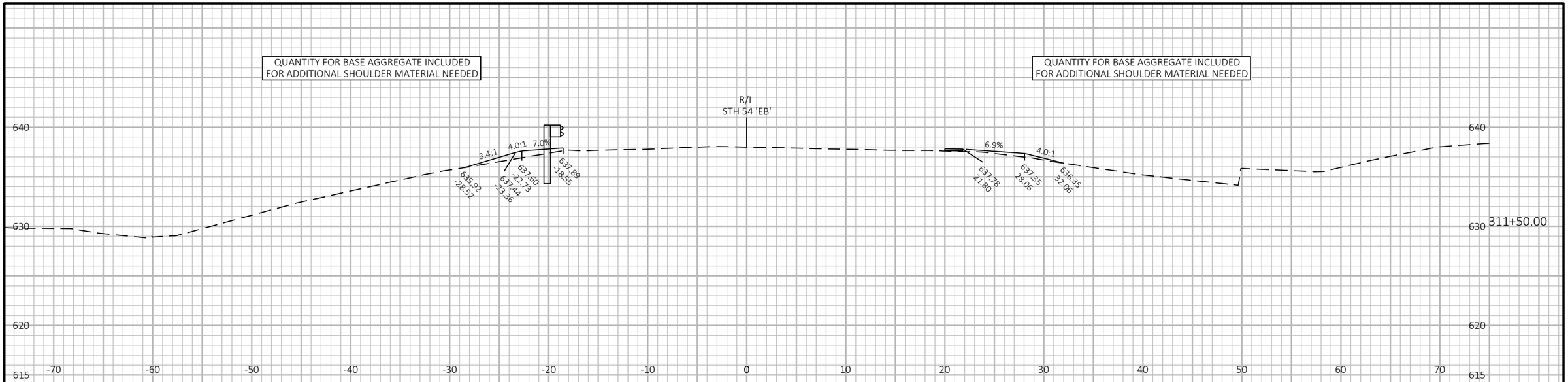
PLOT DATE : 4/4/2022 10:01 AM

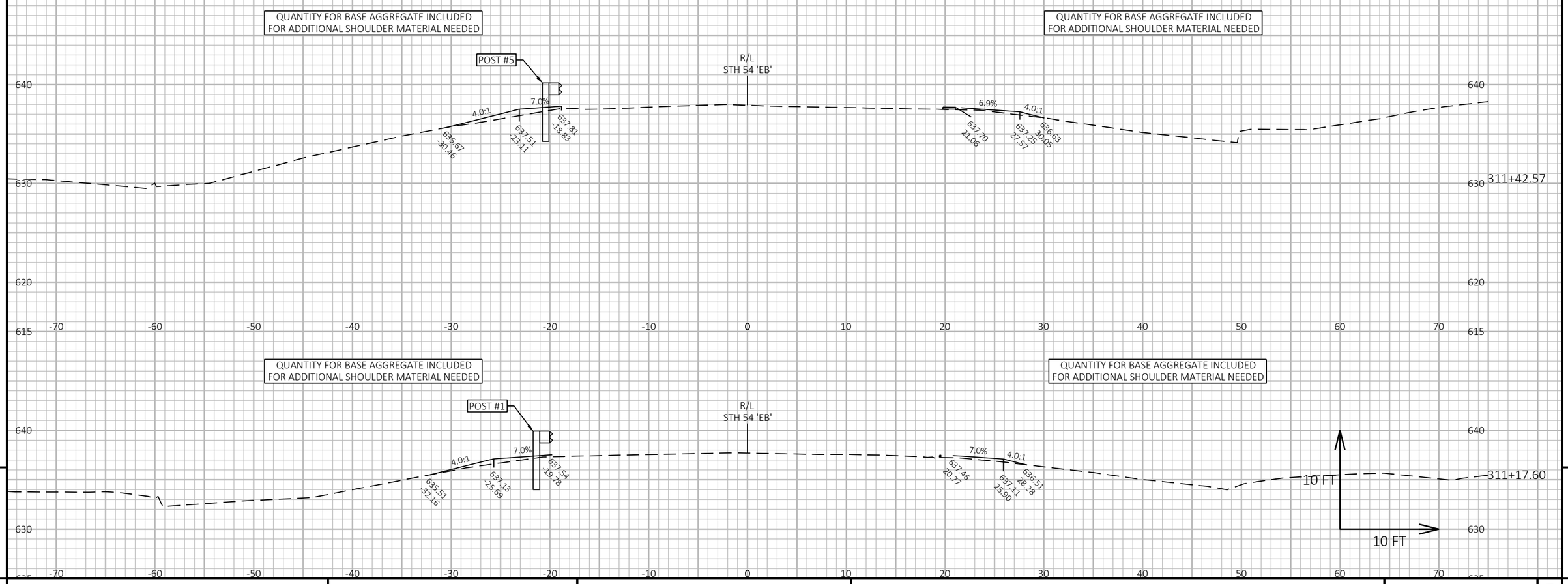
PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 314 | E |
|---|---|---|---|---|---|

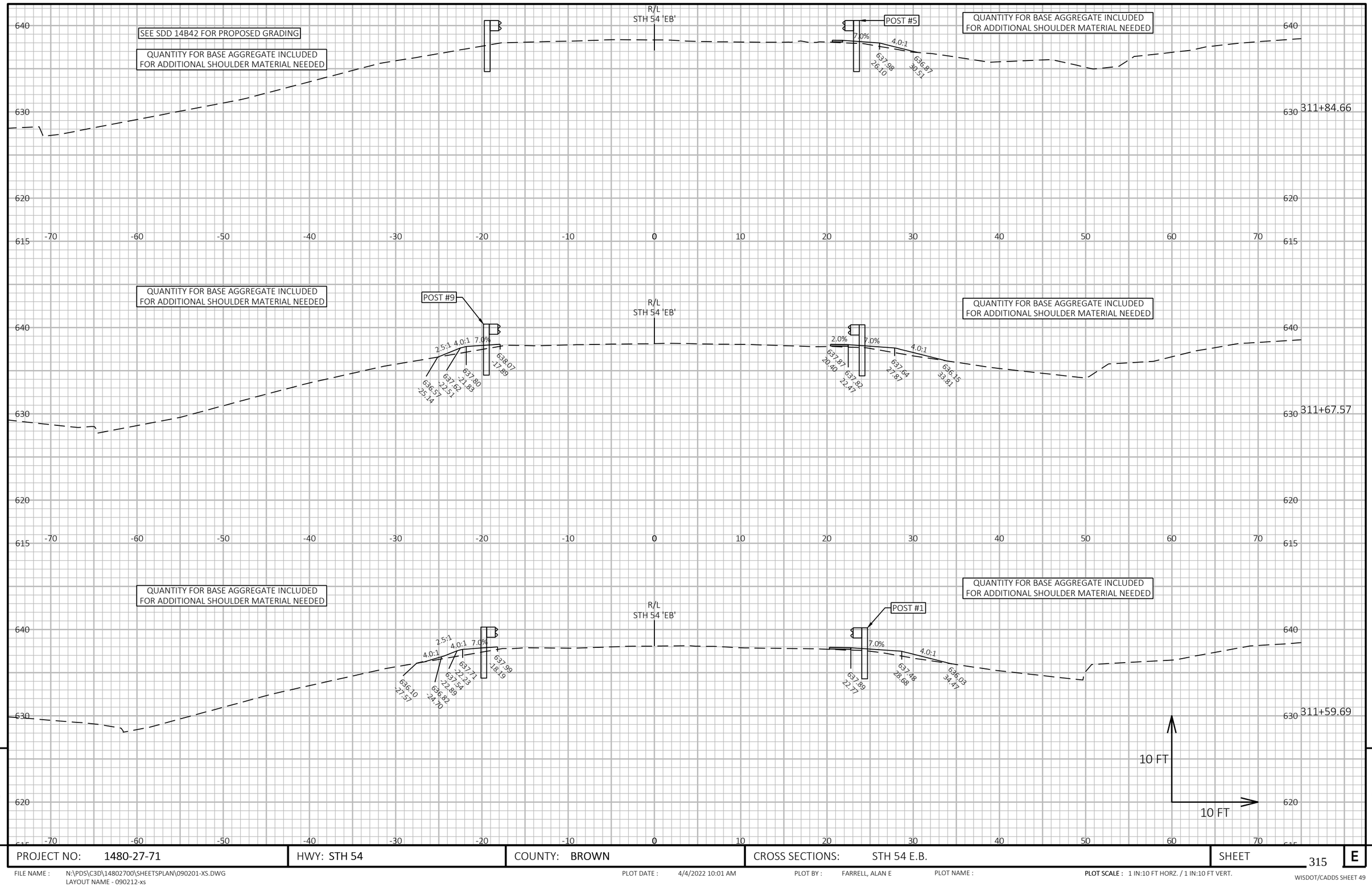
FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 315 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090212-xs

PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'EB'

POST #9

640
630
620
615

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

312+09.67

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'EB'

7.0%
3.3:1
637.34
28.27
638.24
25.32

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

312+00.00

10 FT
10 FT

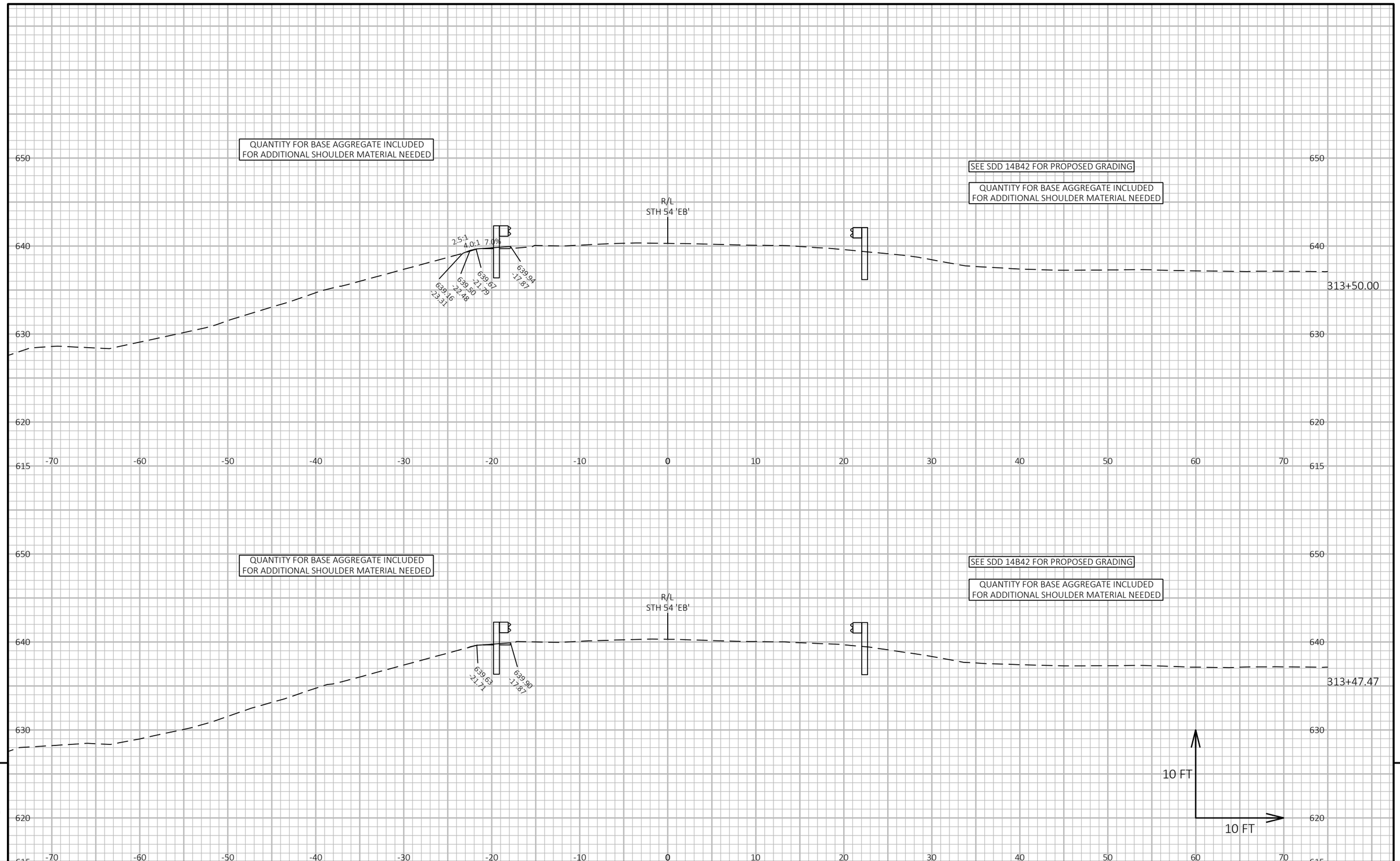
9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 316 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090213-xs

PLOT DATE : 4/4/2022 10:01 AM PLOT BY : FARRELL, ALAN E PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 317 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090214-xs

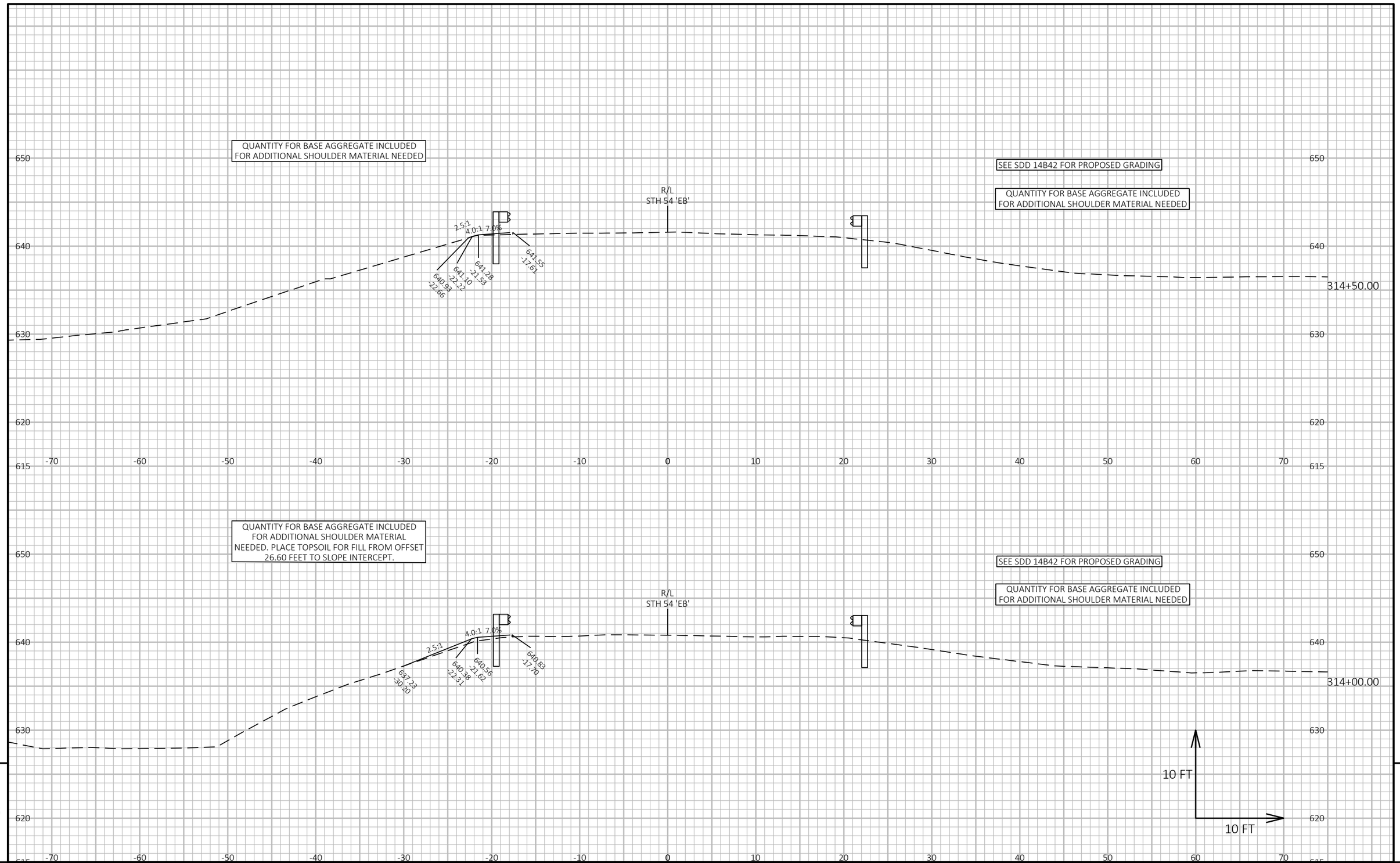
PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9 9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 318 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 4/4/2022 10:01 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'EB'

2.5:1
4.0:1 7.0%

641.71
17.60

641.43
21.52

641.26
22.21

641.15
22.48

314+61.54

650
640
630
620

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

10 FT
10 FT

9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 319 | E |
|---|---|---|---|---|---|

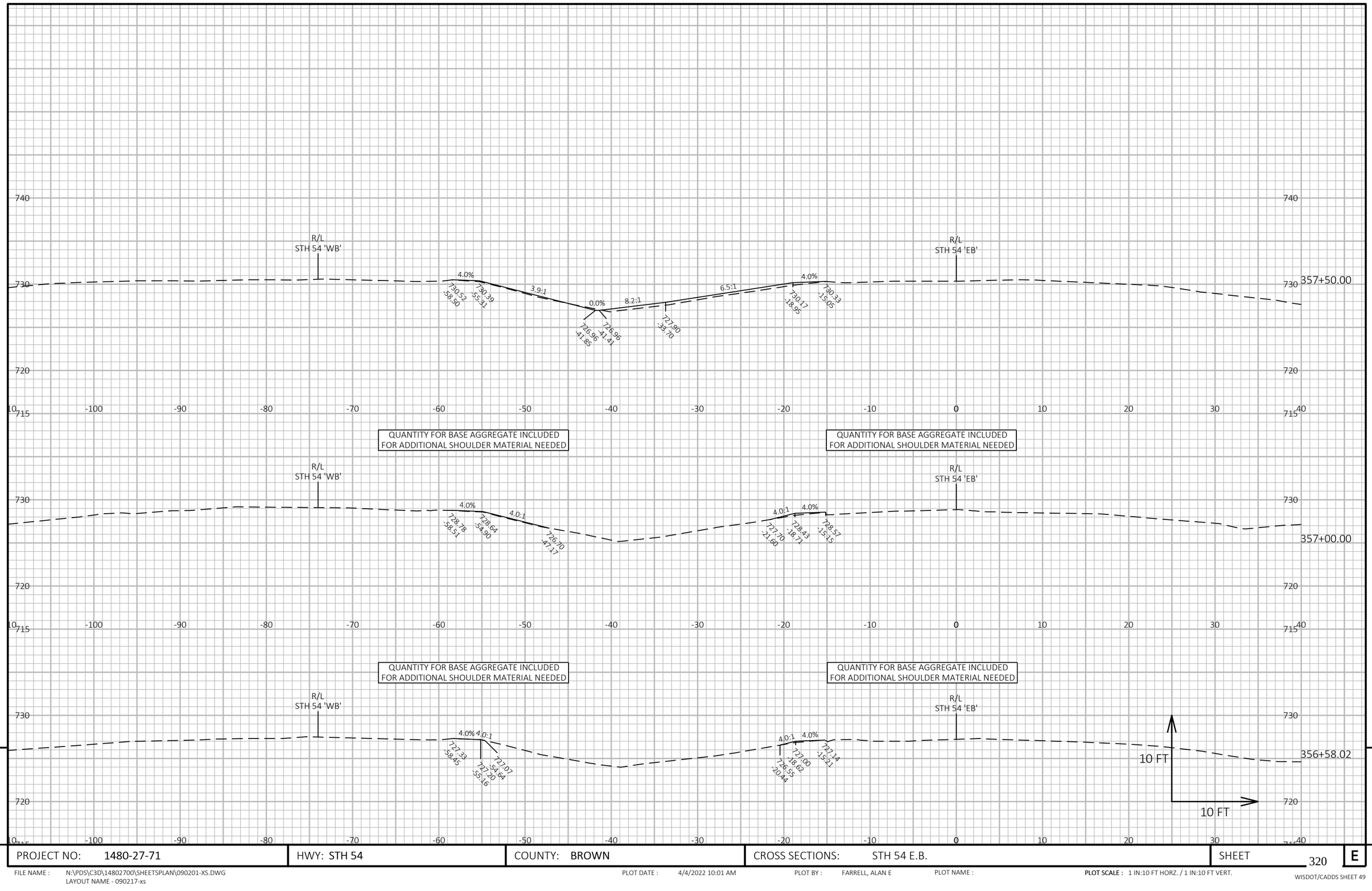
FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090216-xs

PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 320 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090217-xs

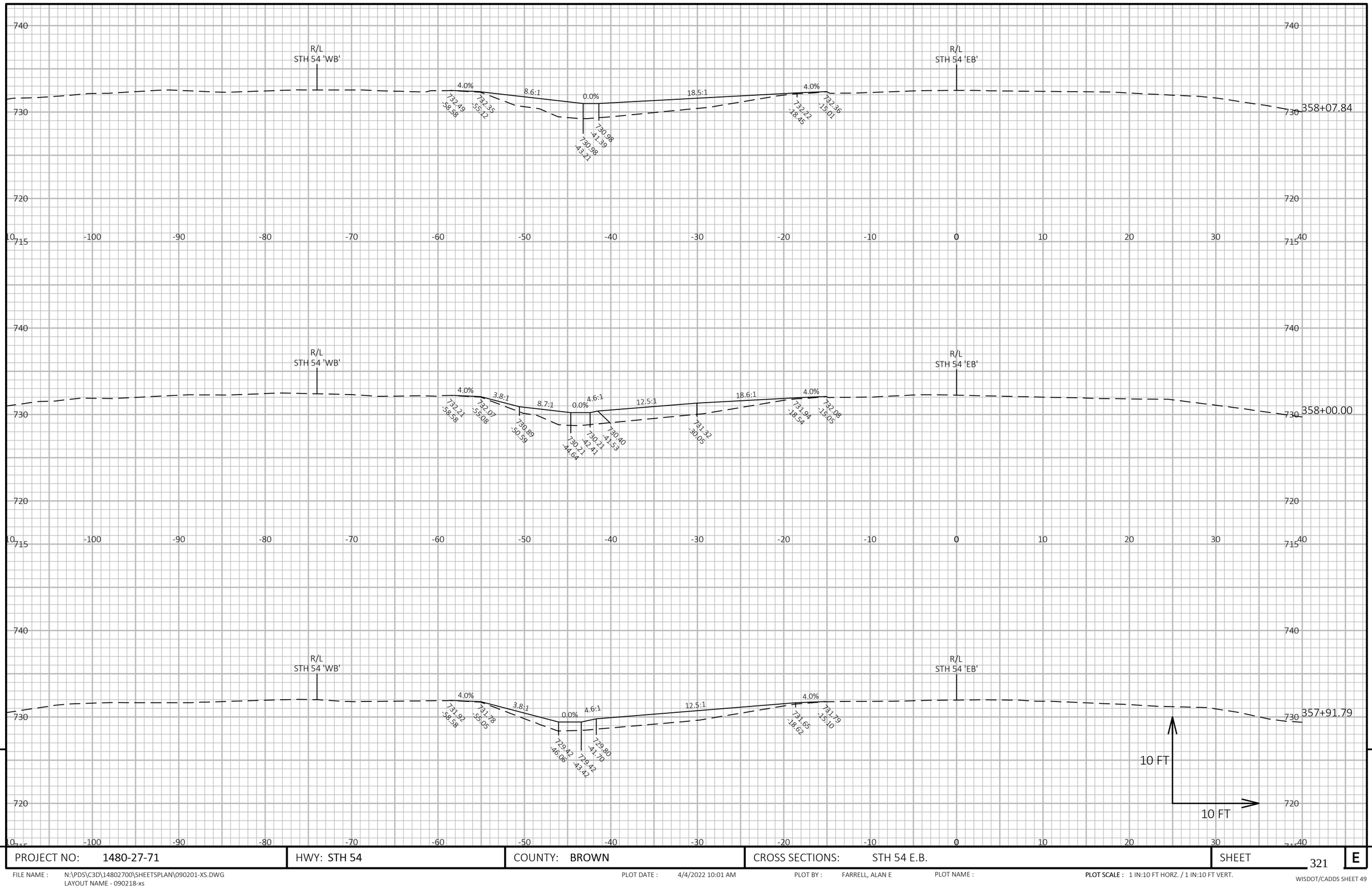
PLOT DATE : 4/4/2022 10:01 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

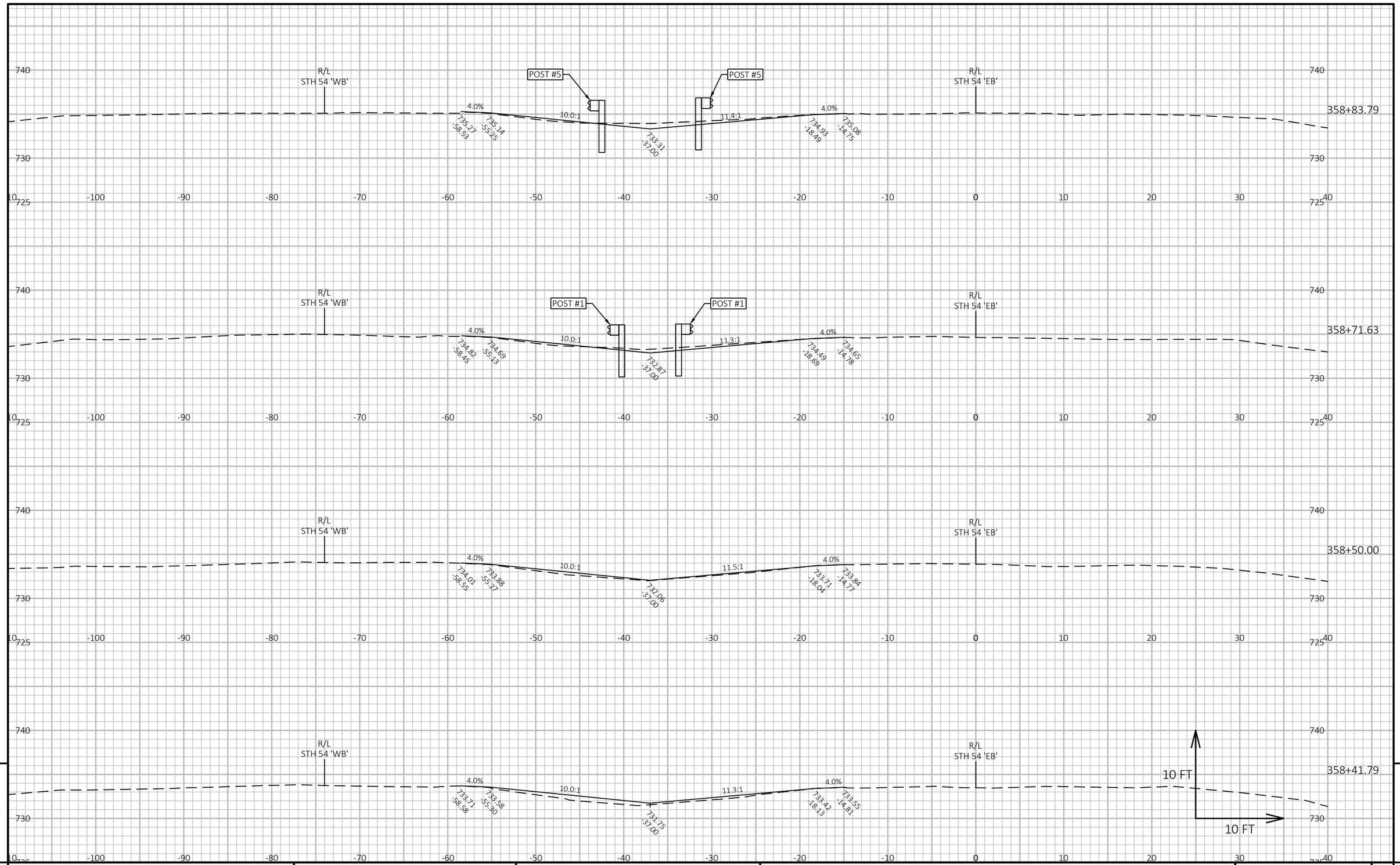
9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 321 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 4/4/2022 10:01 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 322 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090219-xs

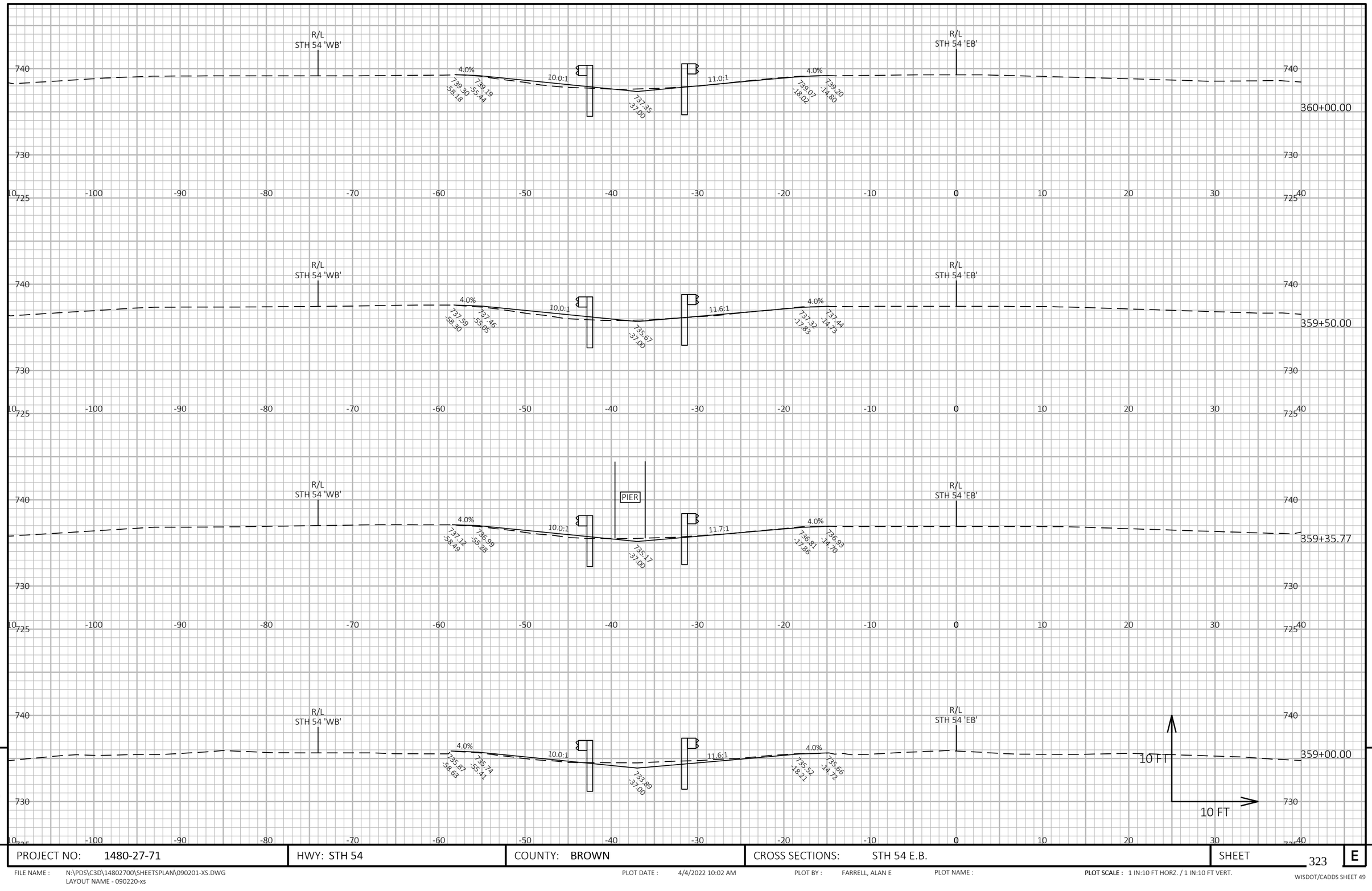
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 323 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090220-xs

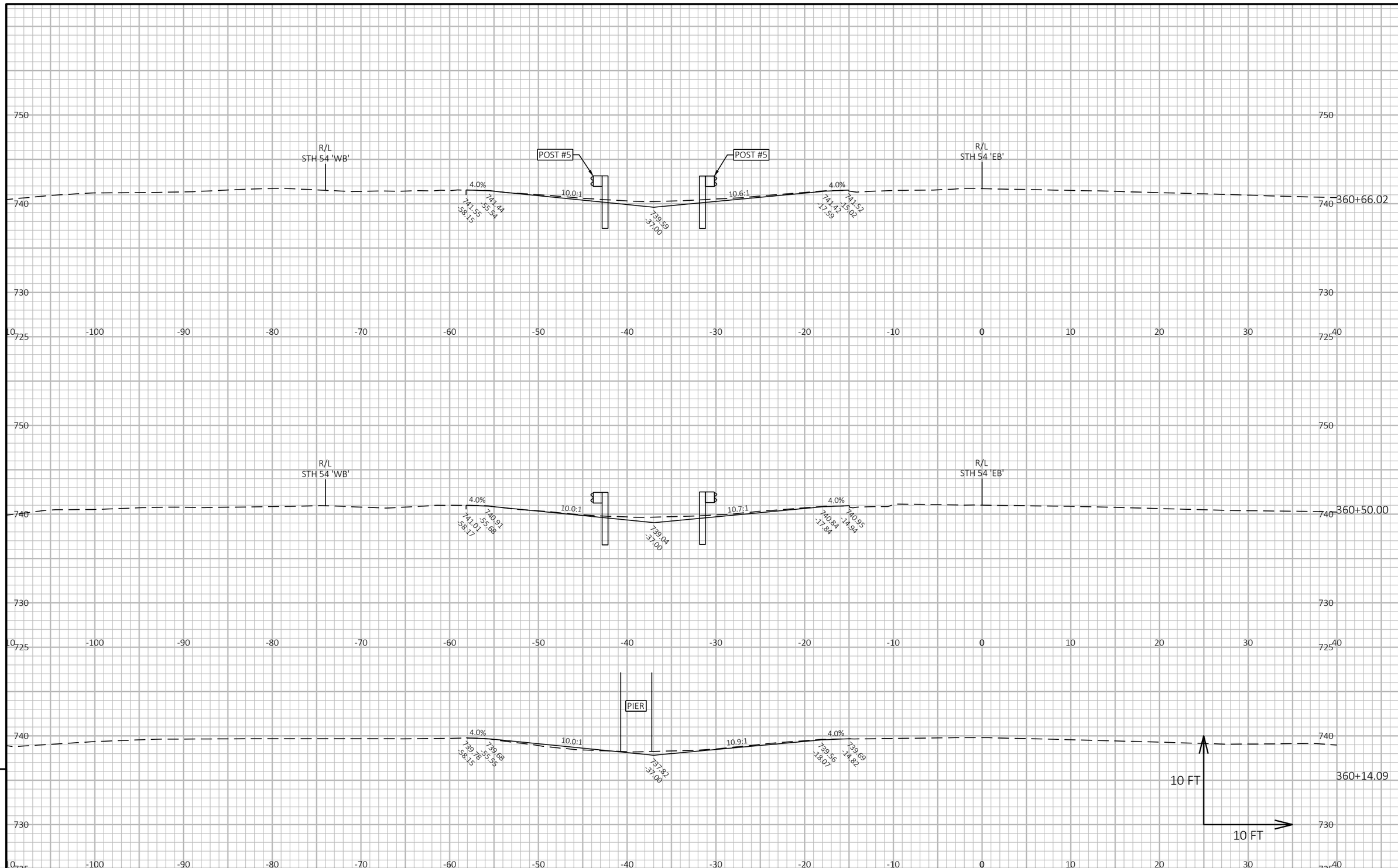
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 324 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090221-xs

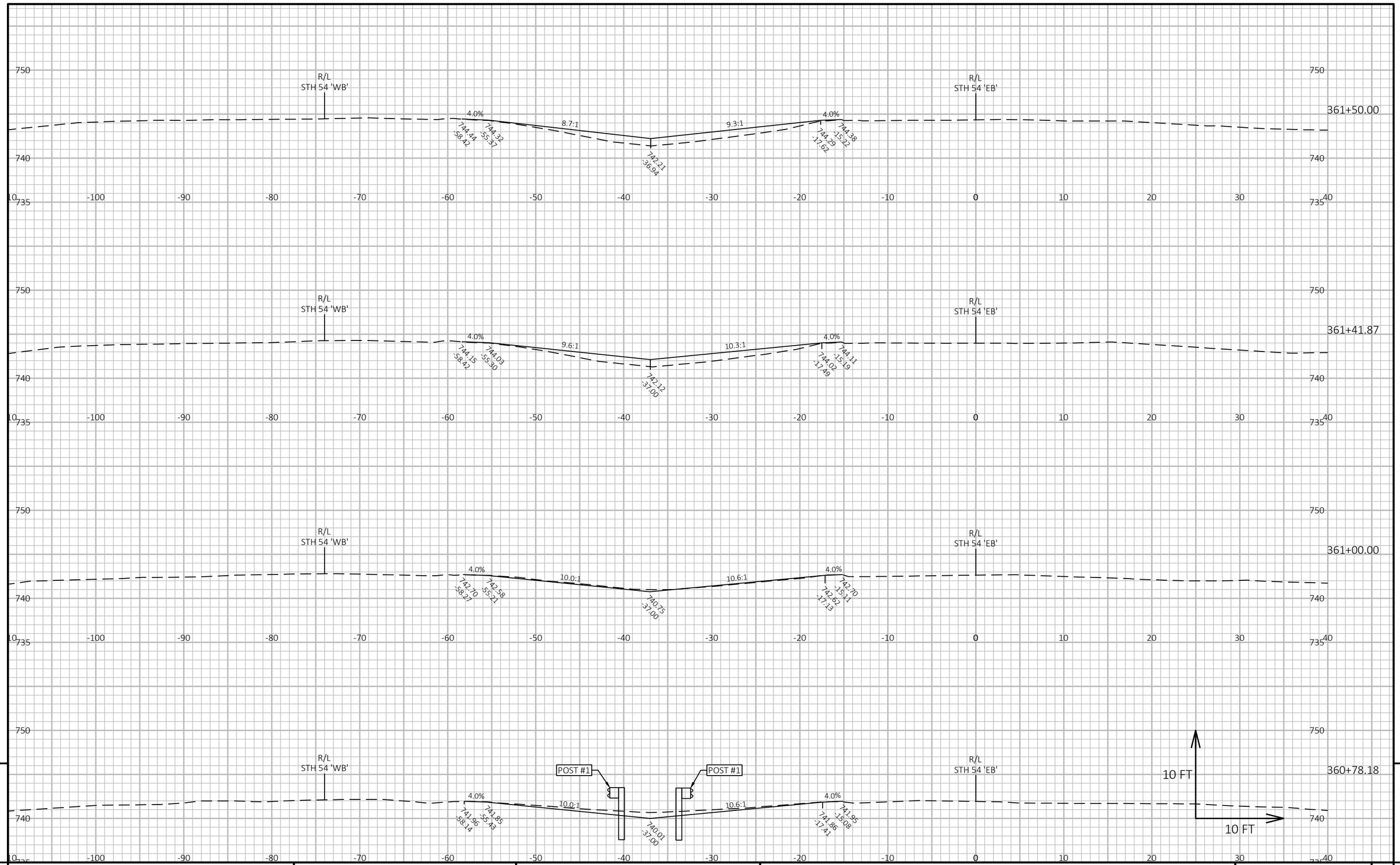
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 325 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090222-xs

PLOT DATE : 4/4/2022 10:02 AM

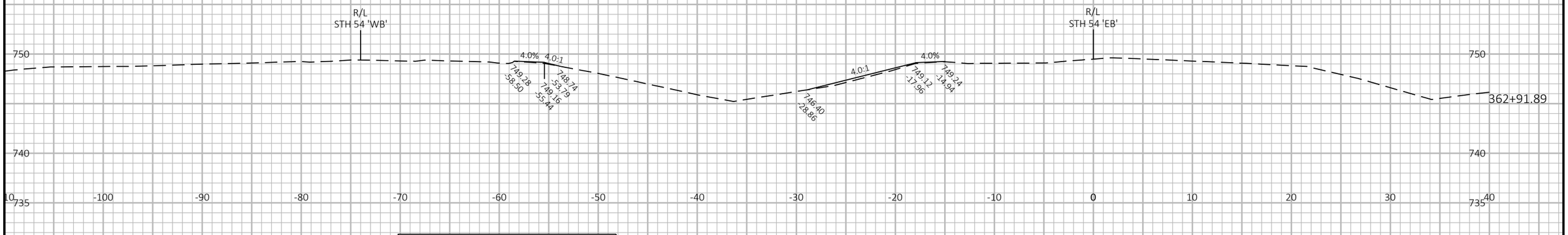
PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

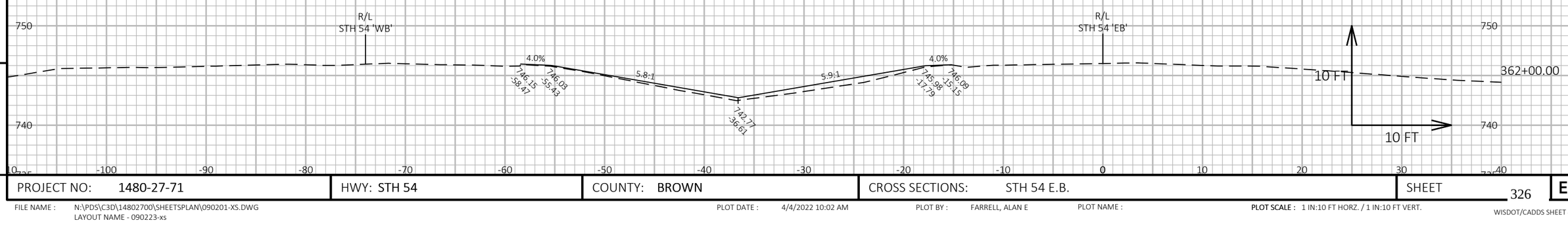
WISDOT/CADDS SHEET 49

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. | SHEET 326 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'WB'

2:5:1 4.0:1 7.0%

615.73
-22.75

615.46
-26.57

615.30
-27.21

614.76
-26.56

620
610
600
590
585

0 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

574+50.00

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

R/L
STH 54 'WB'

2:5:1 4.0:1 7.0%

615.19
-22.87

614.93
-26.54

614.77
-27.19

614.03
-29.05

620
610
600
590
585

0 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

574+15.37

10 FT

10 FT

9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 327 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090224-xs

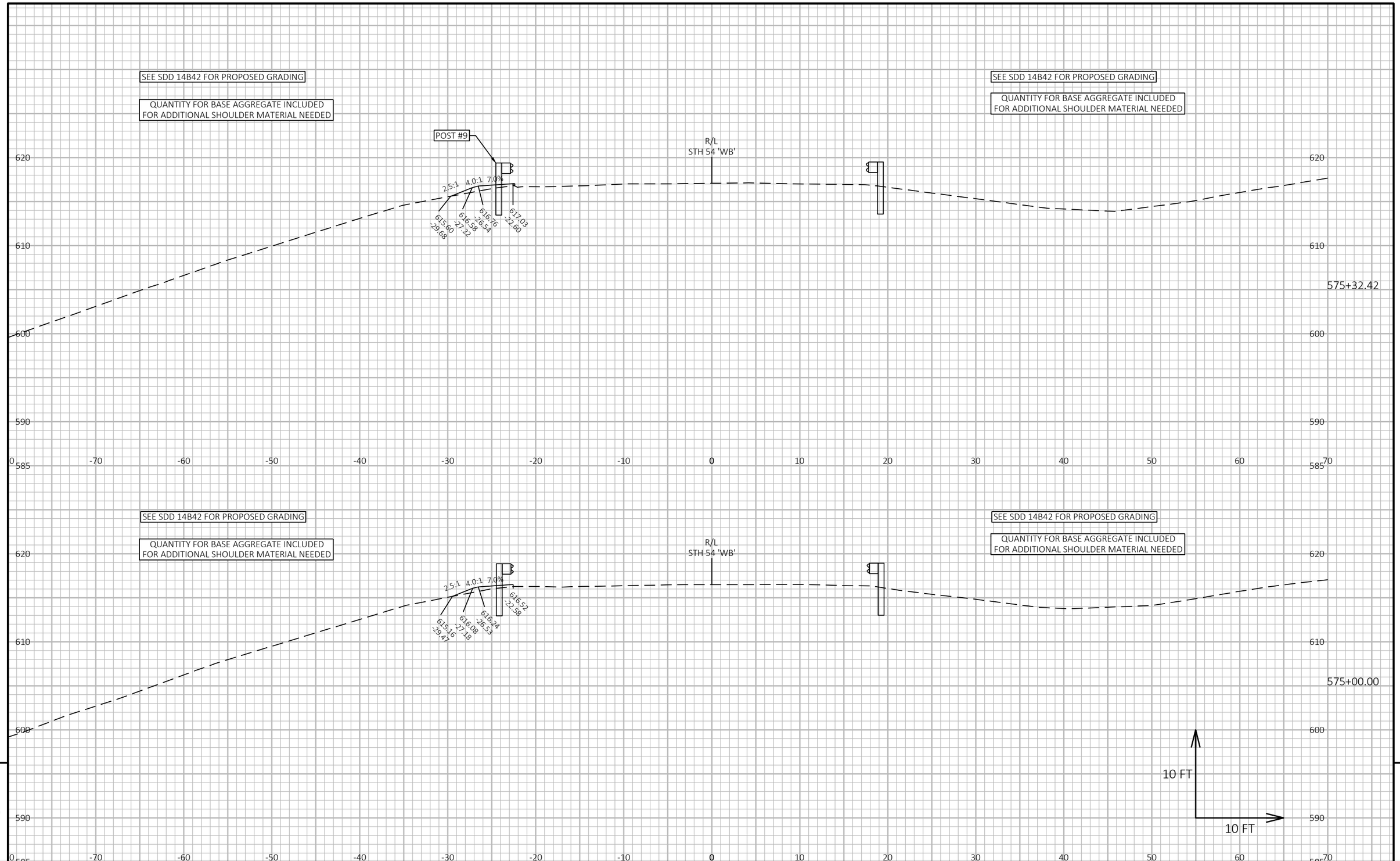
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 328 | E |
|---|---|---|---|---|---|

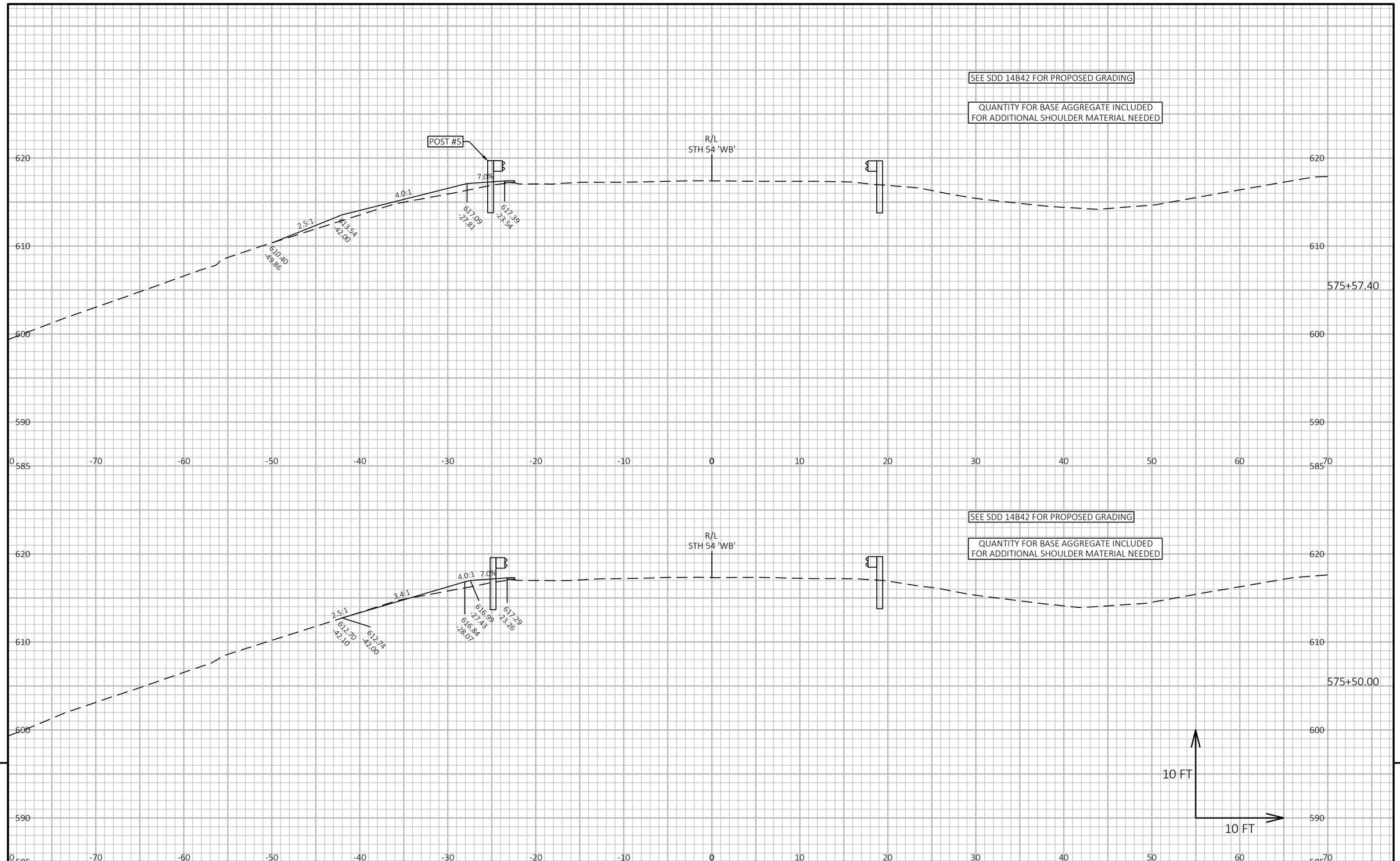
FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090225-xs

PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 329 | E |
|---|---|---|---|---|---|

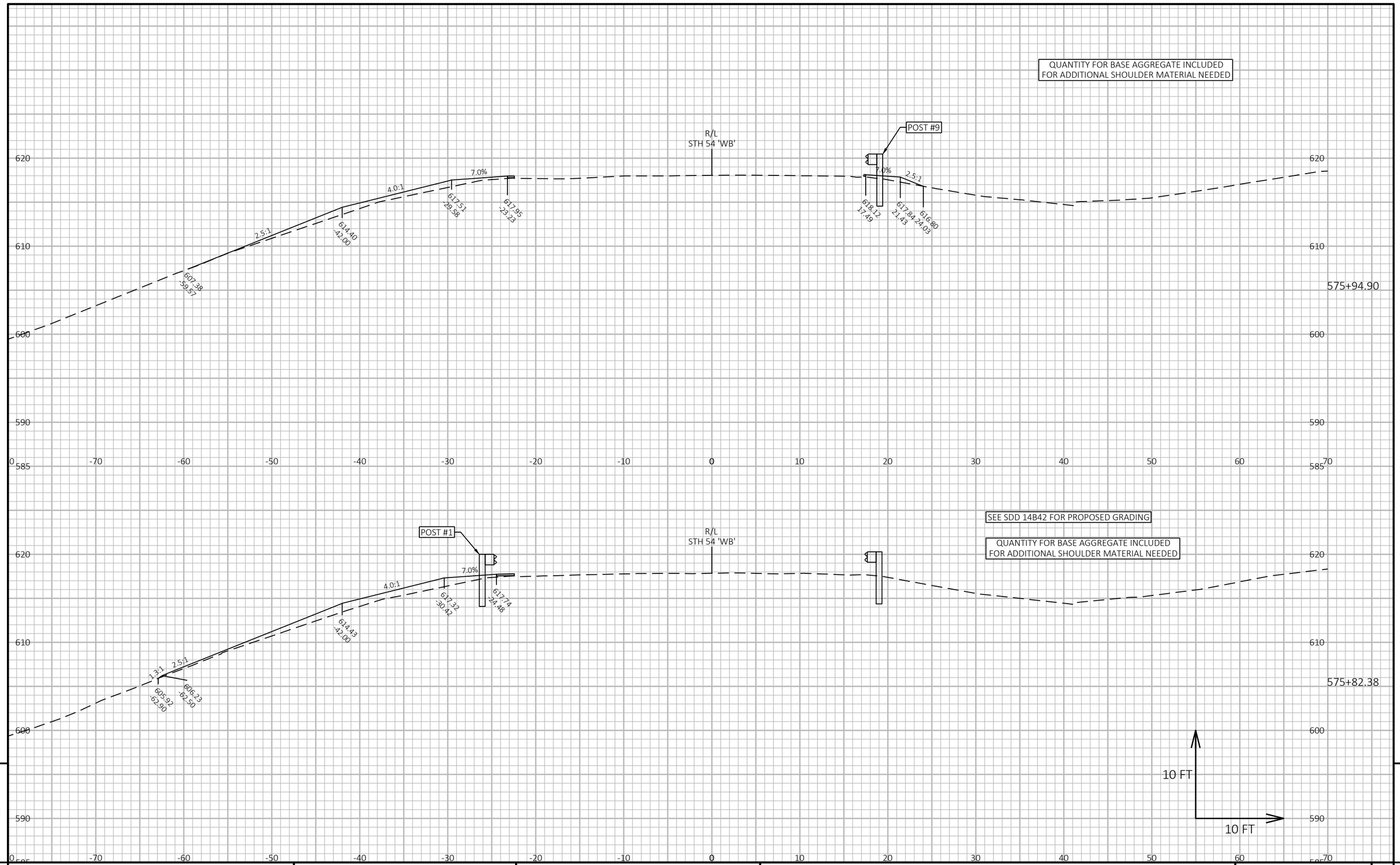
FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090226-xs

PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 330 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090227-xs

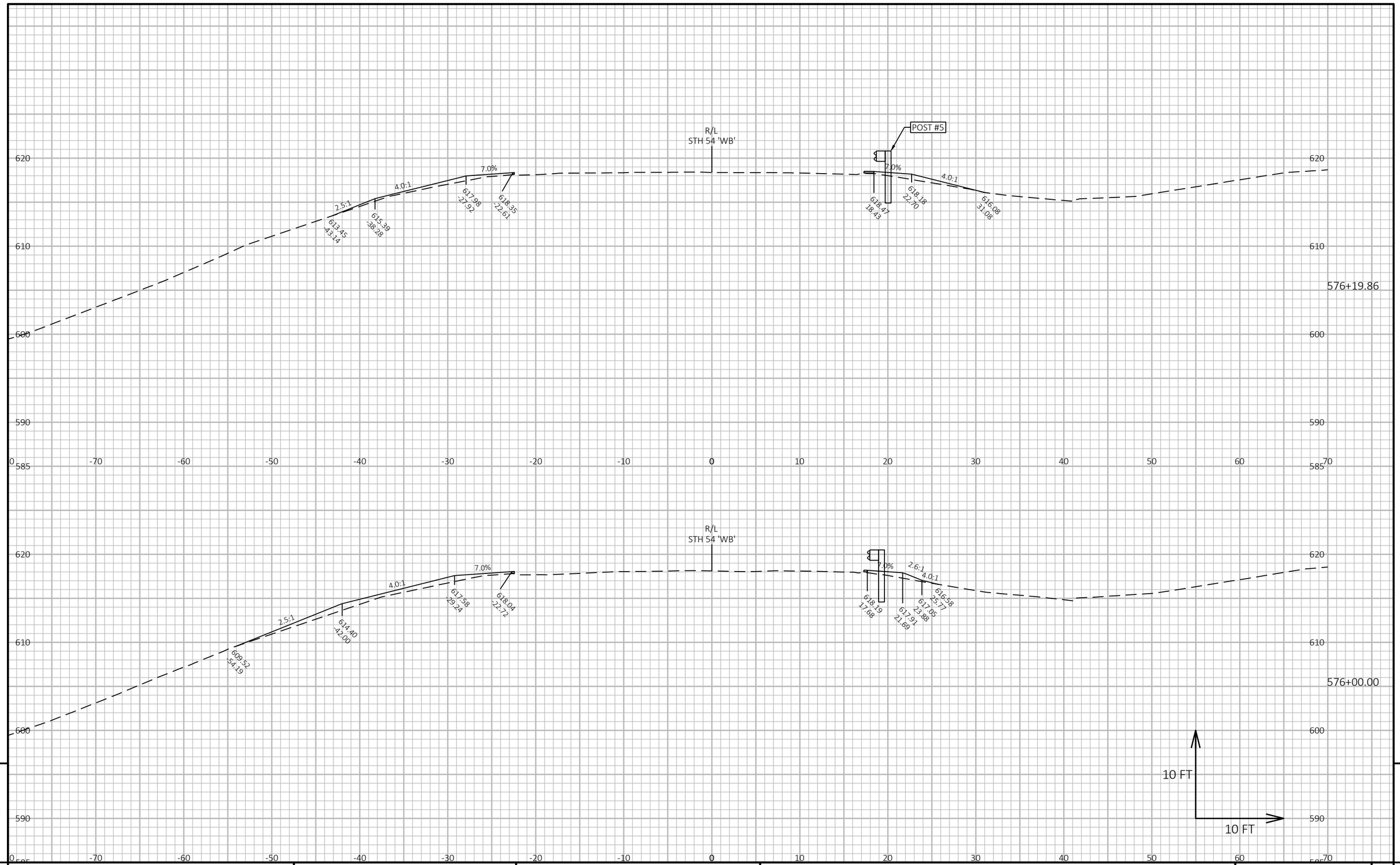
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

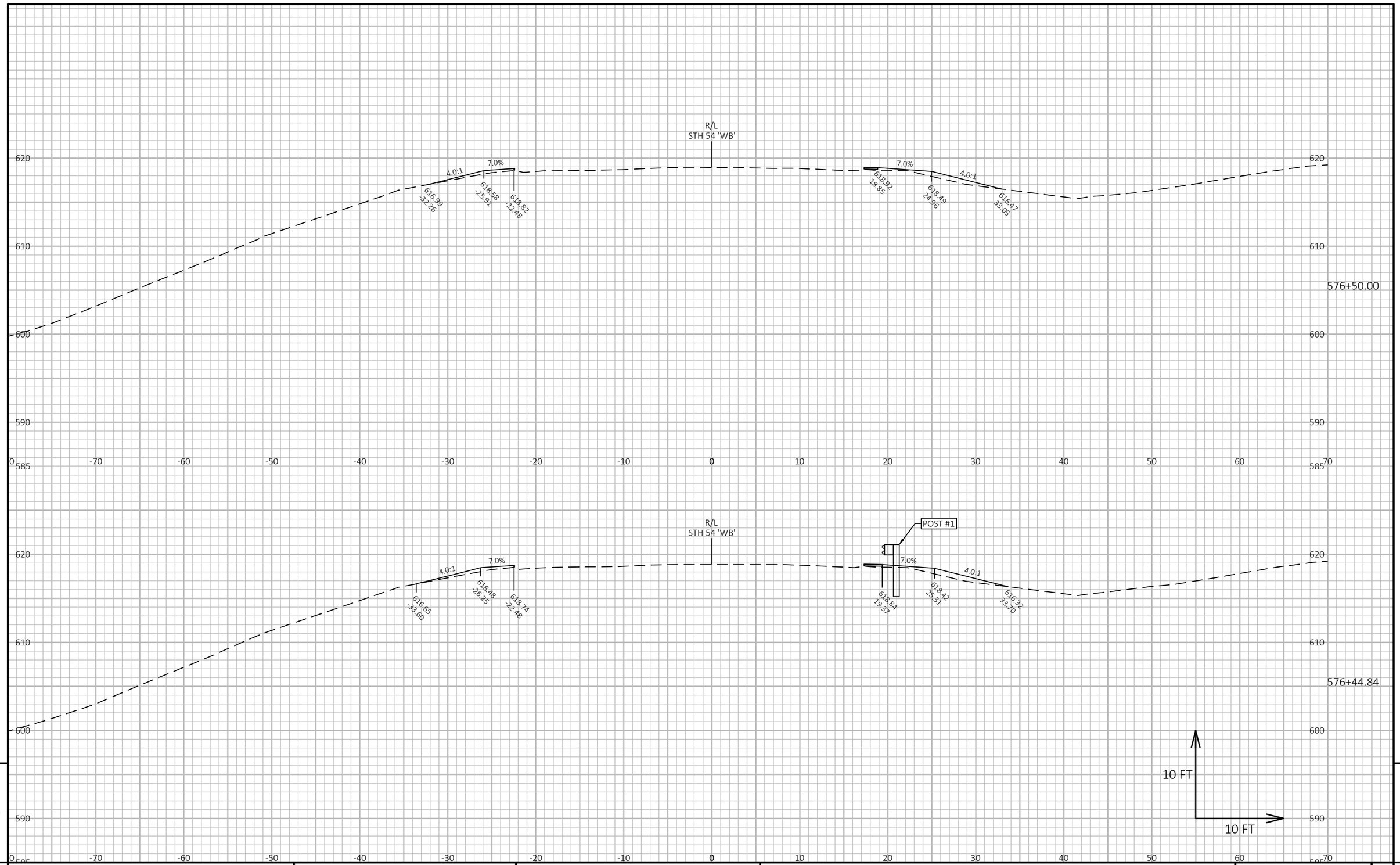



| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 331 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090228-xs

PLOT DATE : 4/4/2022 10:02 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 332 | E |
|---|---|---|---|---|---|

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FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090229-xs

PLOT DATE : 4/4/2022 10:02 AM

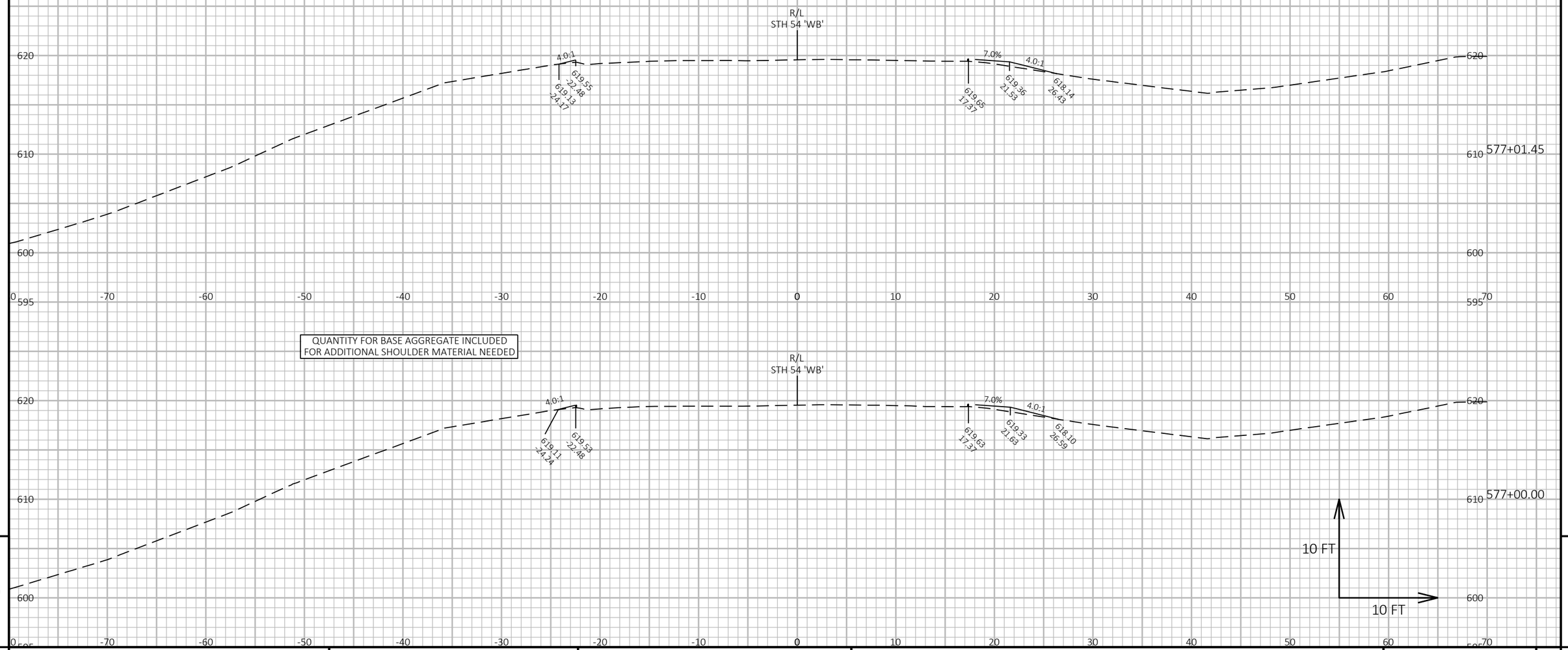
PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 333 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090230-xs

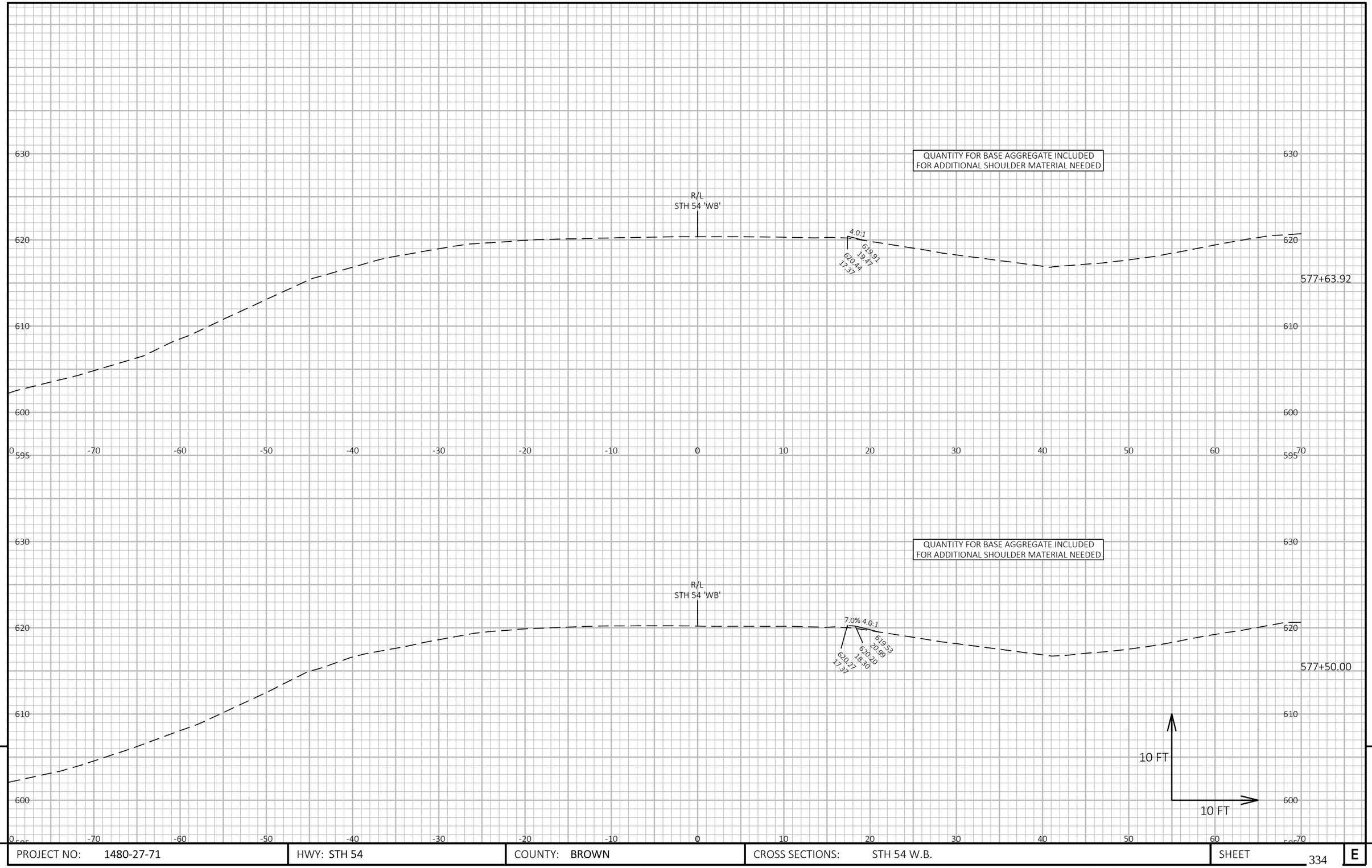
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 334 | E |
|---|---|---|---|---|---|

9

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090231-xs

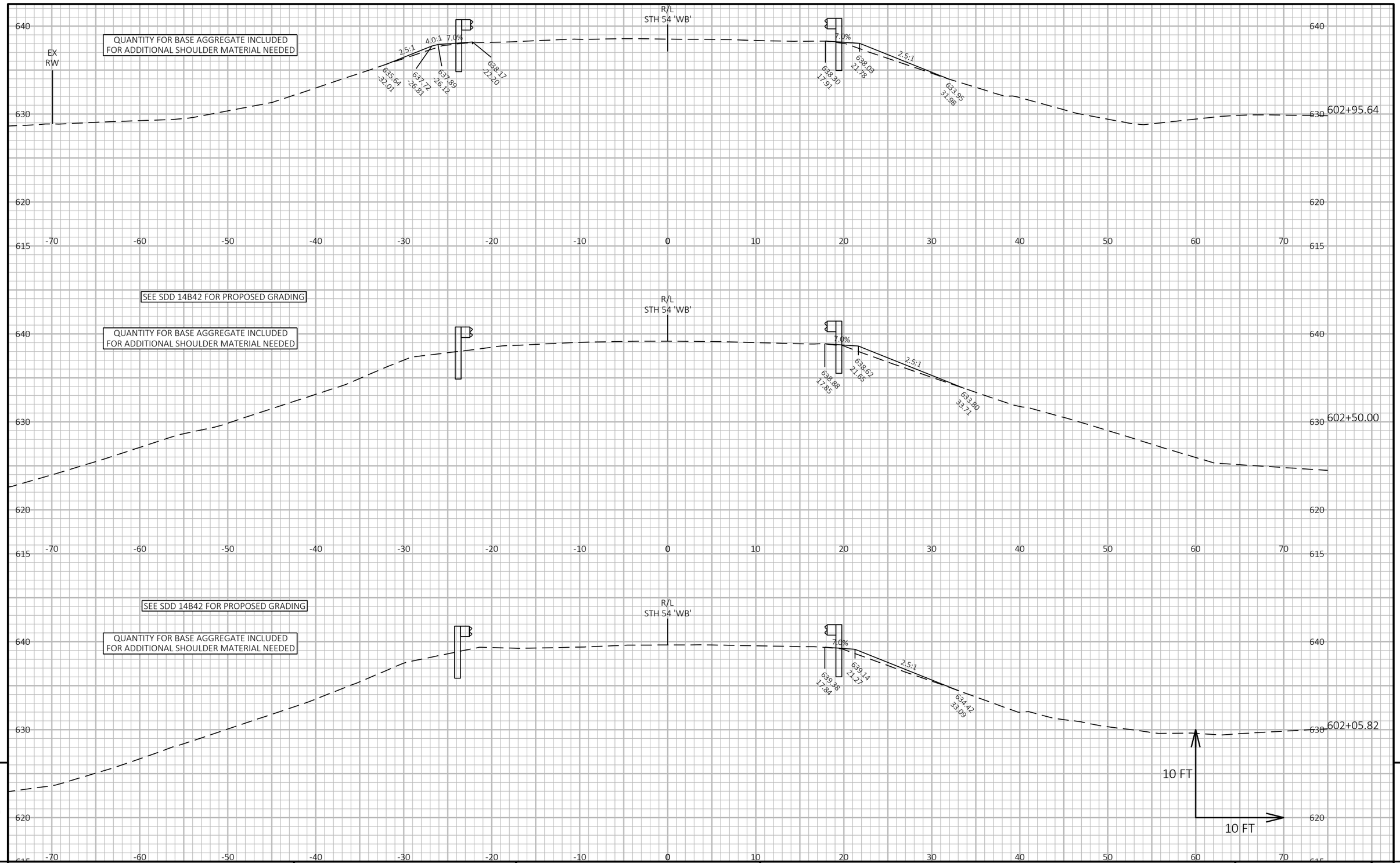
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 335 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090232-xs

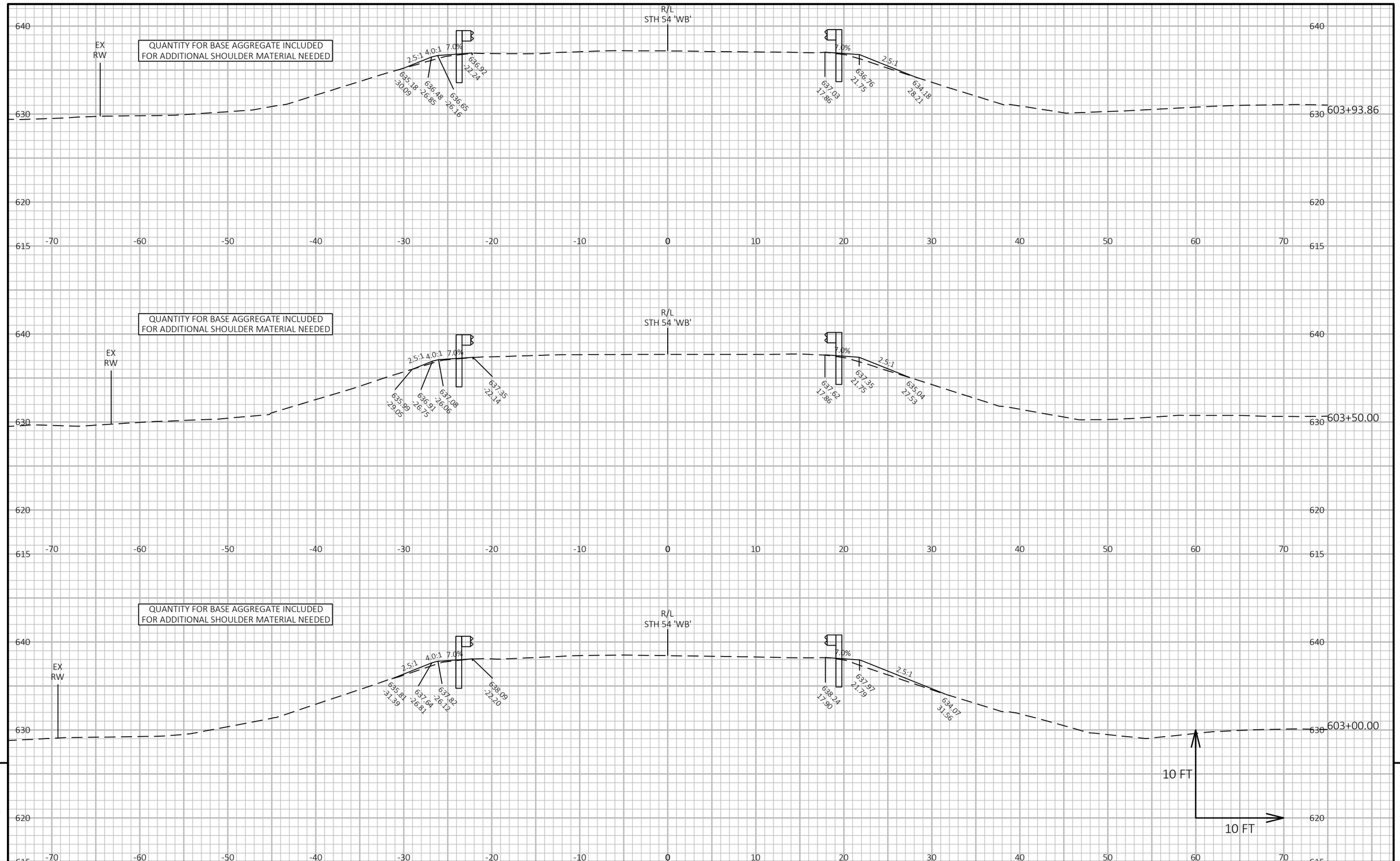
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 336 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090233-xs

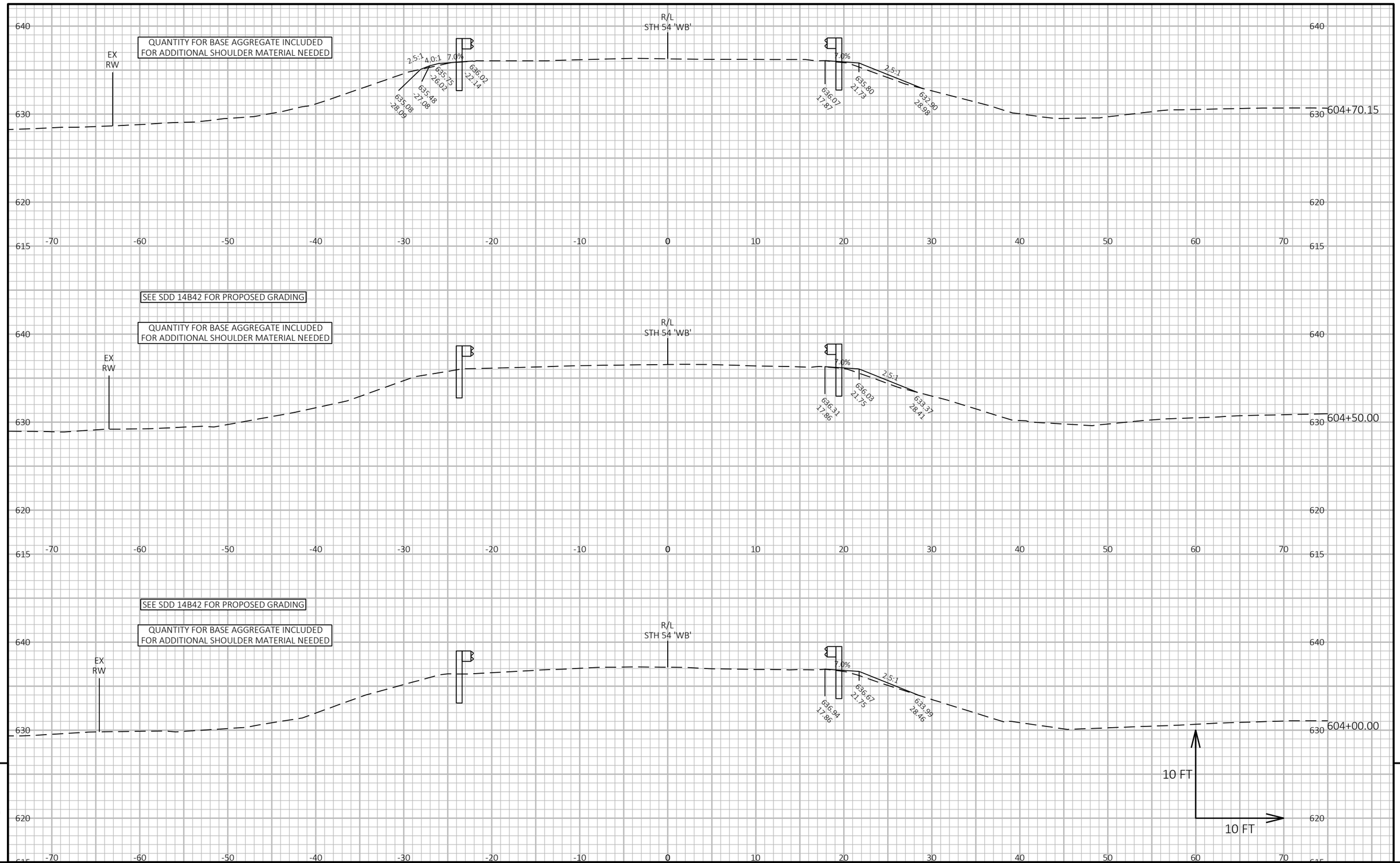
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 337 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090234-xs

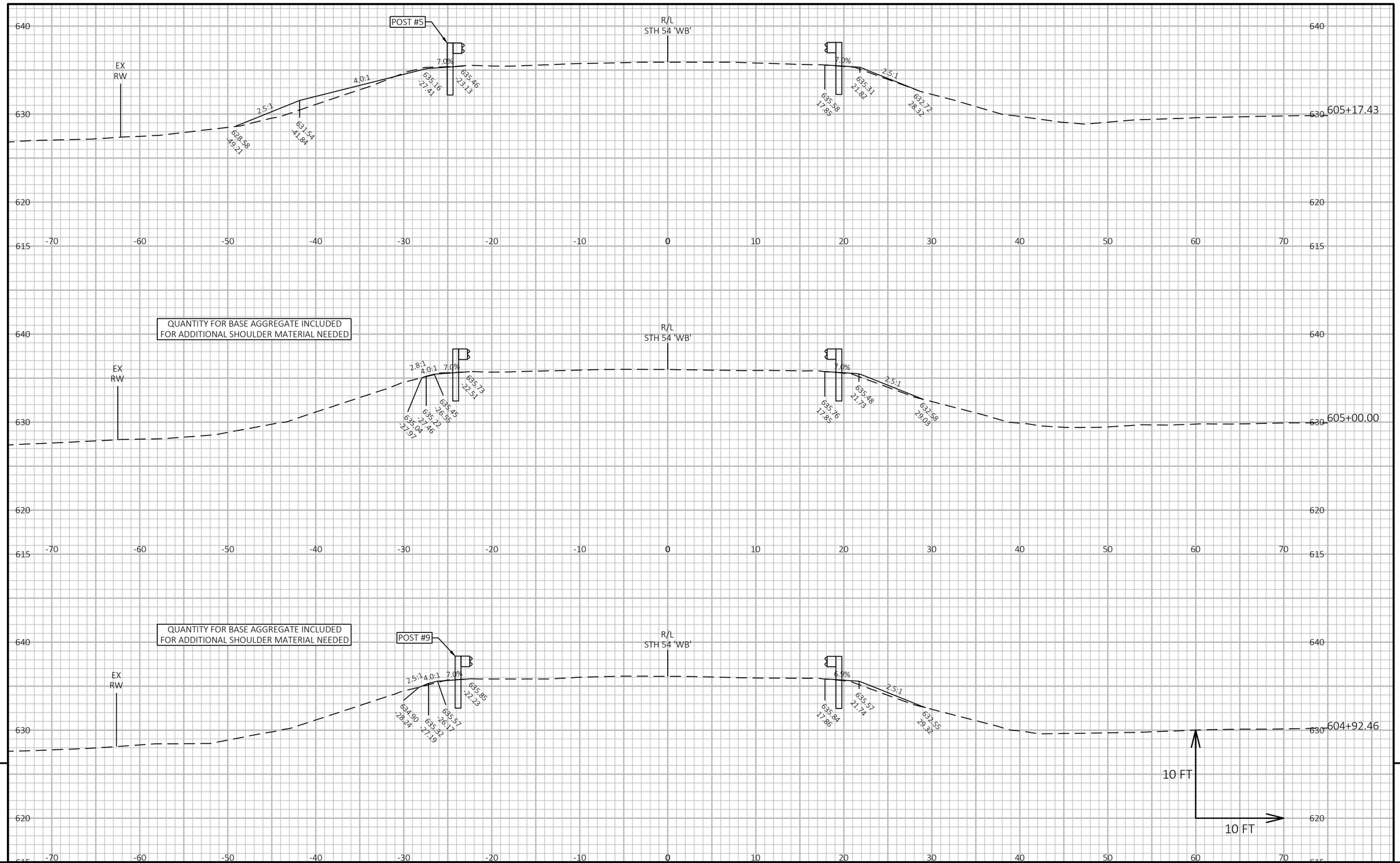
PLOT DATE : 4/4/2022 10:02 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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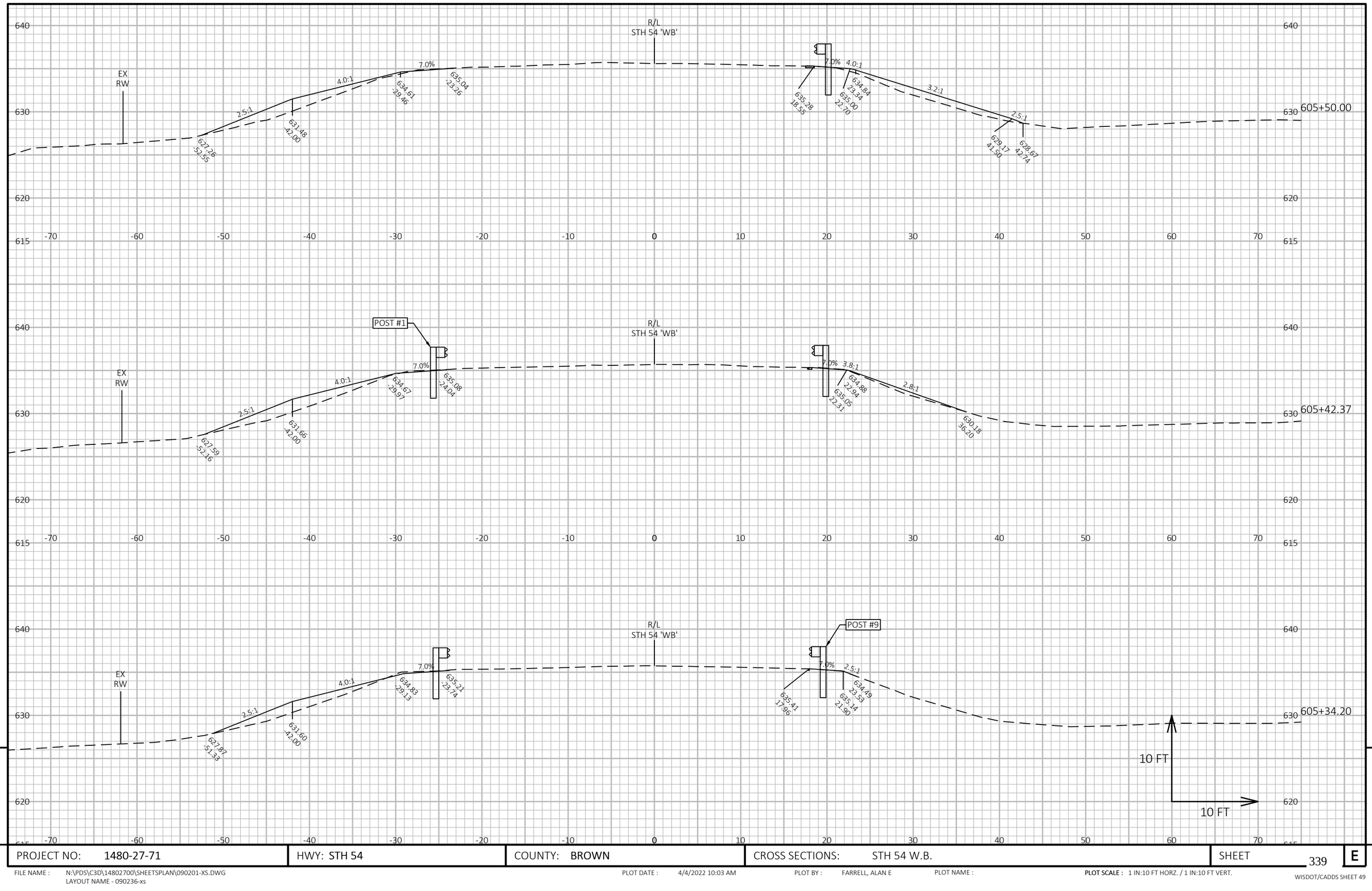
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 338 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090235-xs

PLOT DATE : 4/4/2022 10:02 AM PLOT BY : FARRELL, ALAN E PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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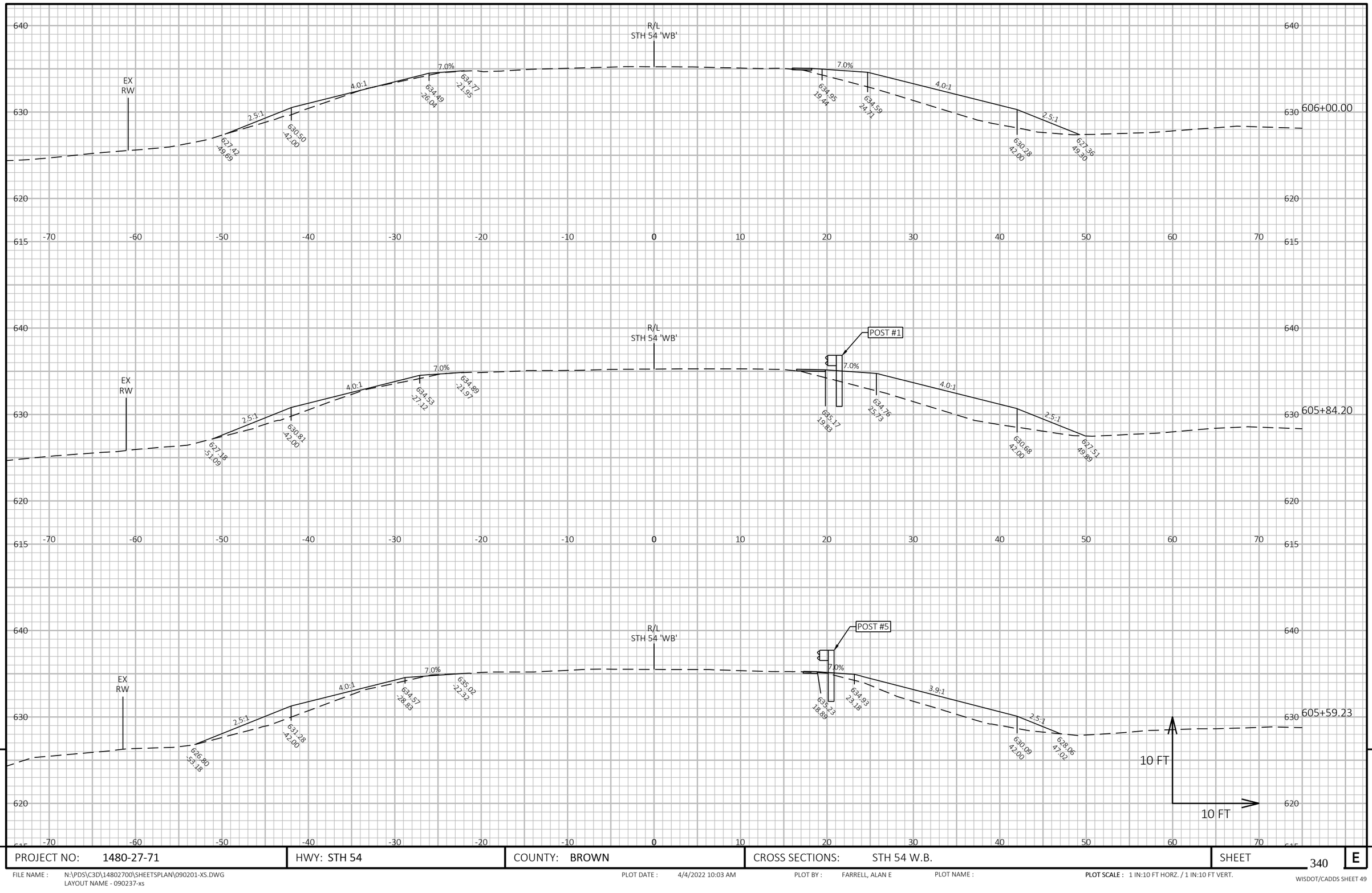
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 339 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090236-xs

PLOT DATE : 4/4/2022 10:03 AM PLOT BY : FARRELL, ALAN E PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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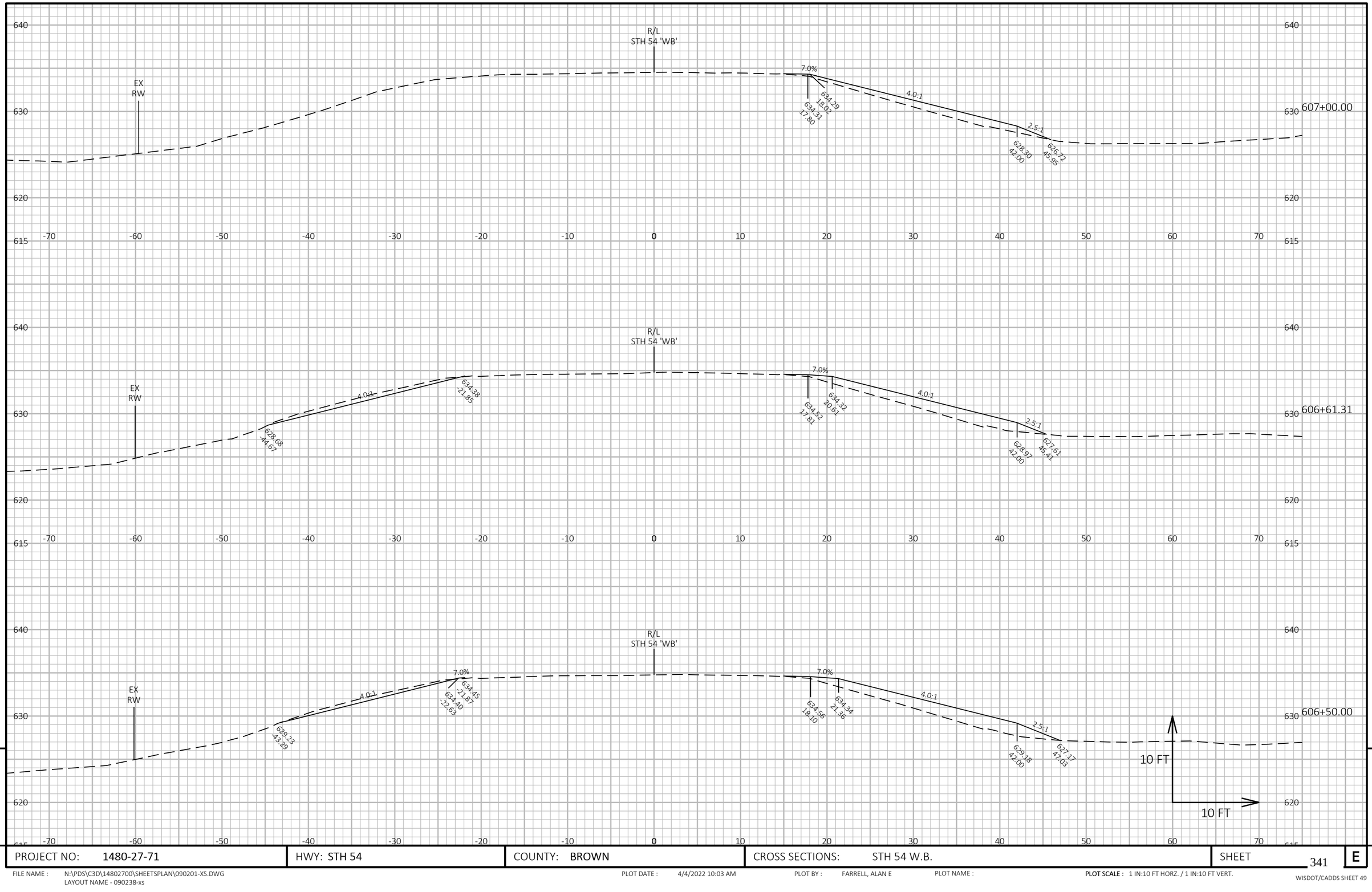
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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 340 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090237-xs

PLOT DATE : 4/4/2022 10:03 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 341 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090238-xs

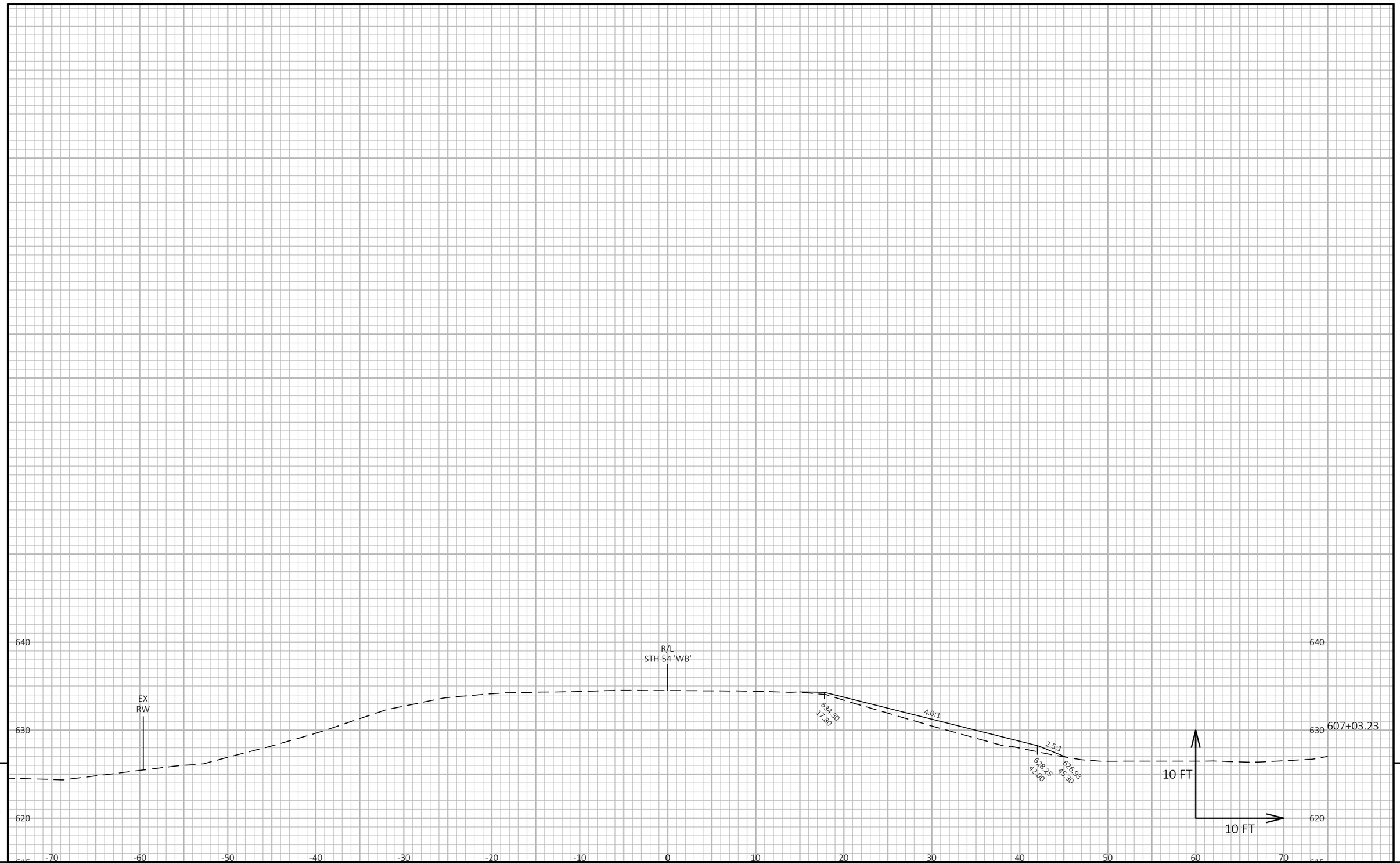
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 342 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090239-xs

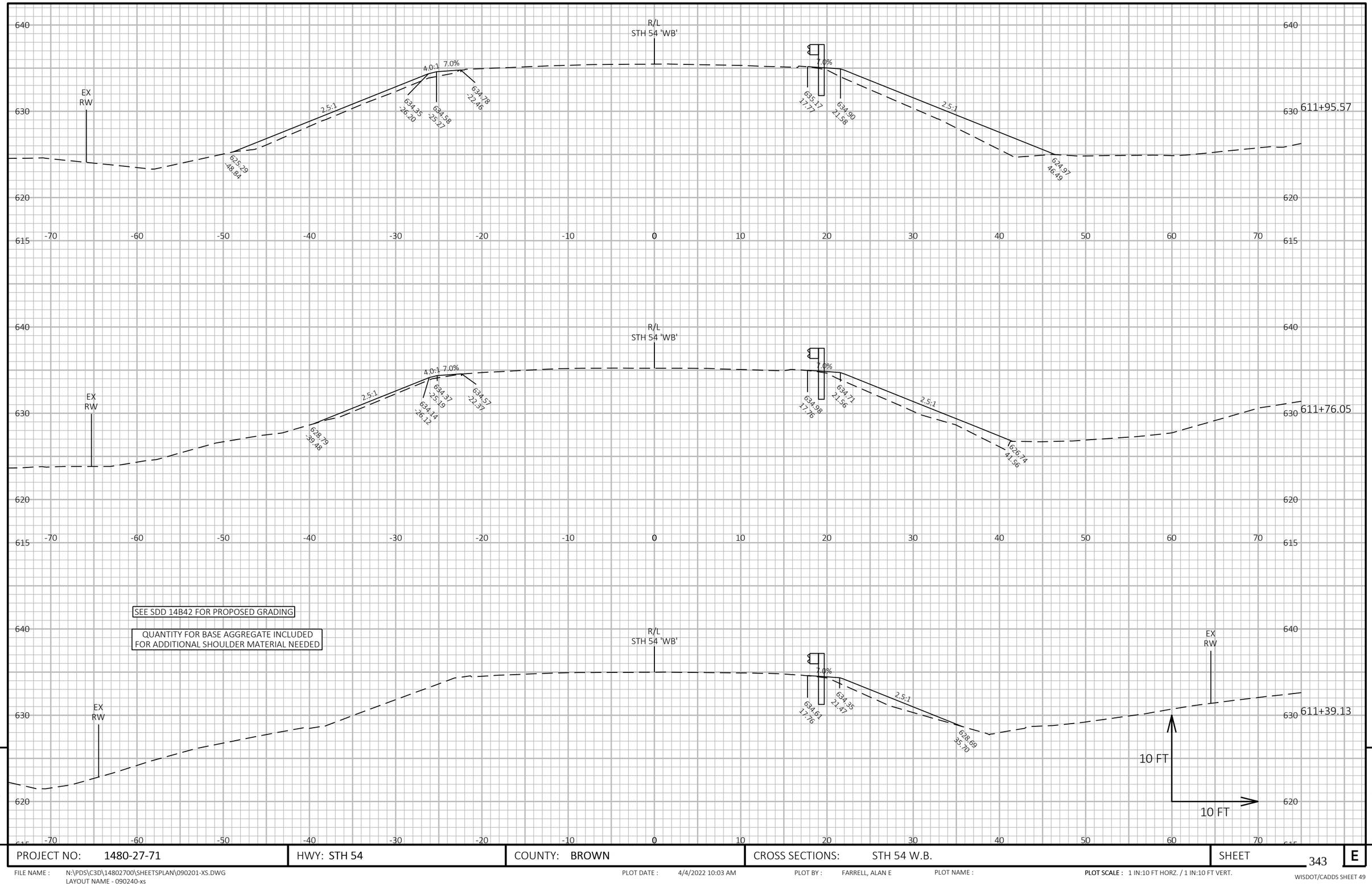
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 343 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090240-xs

PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

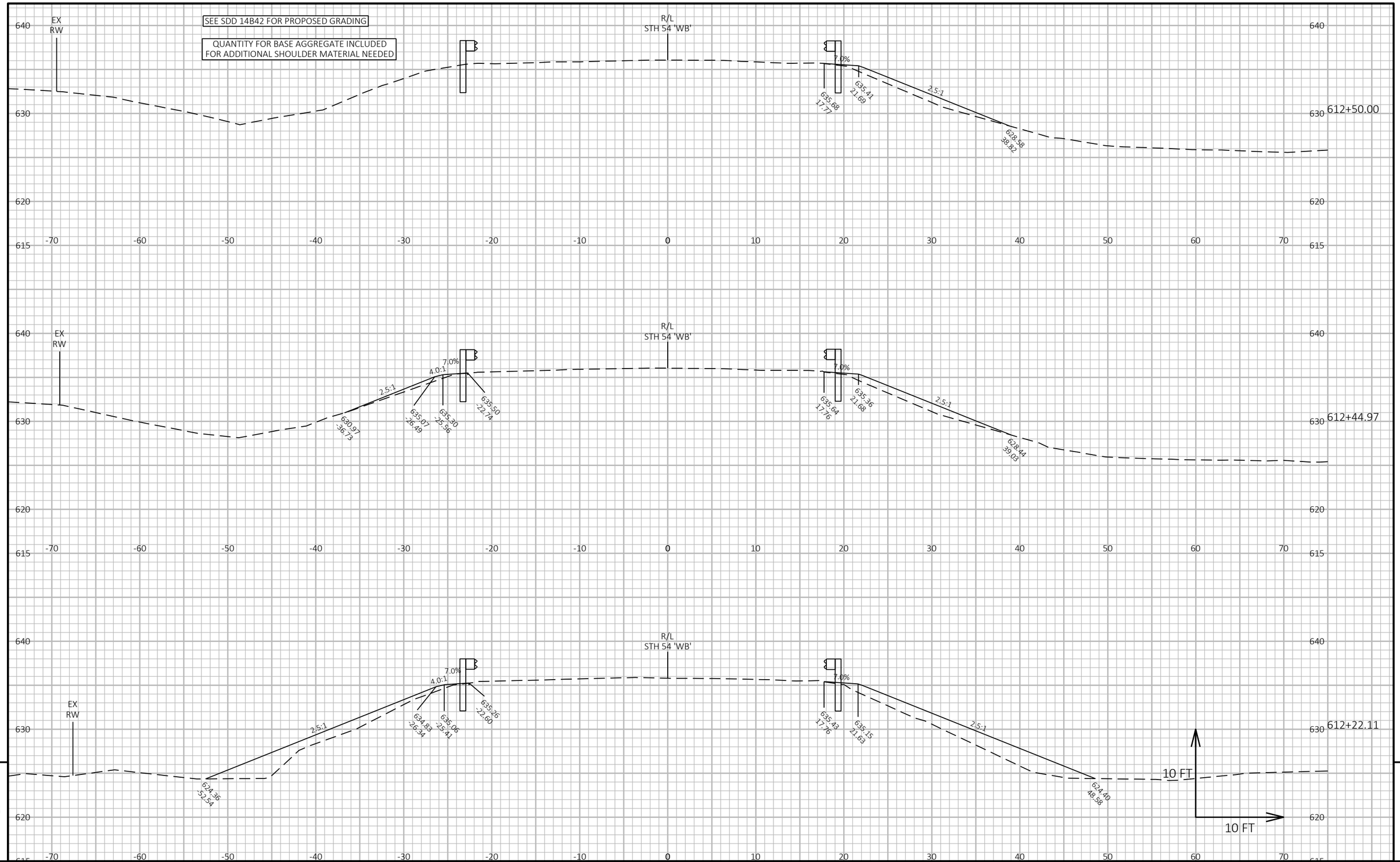
PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

SEE SDD 14B42 FOR PROPOSED GRADING

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED










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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 344 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090241-xs

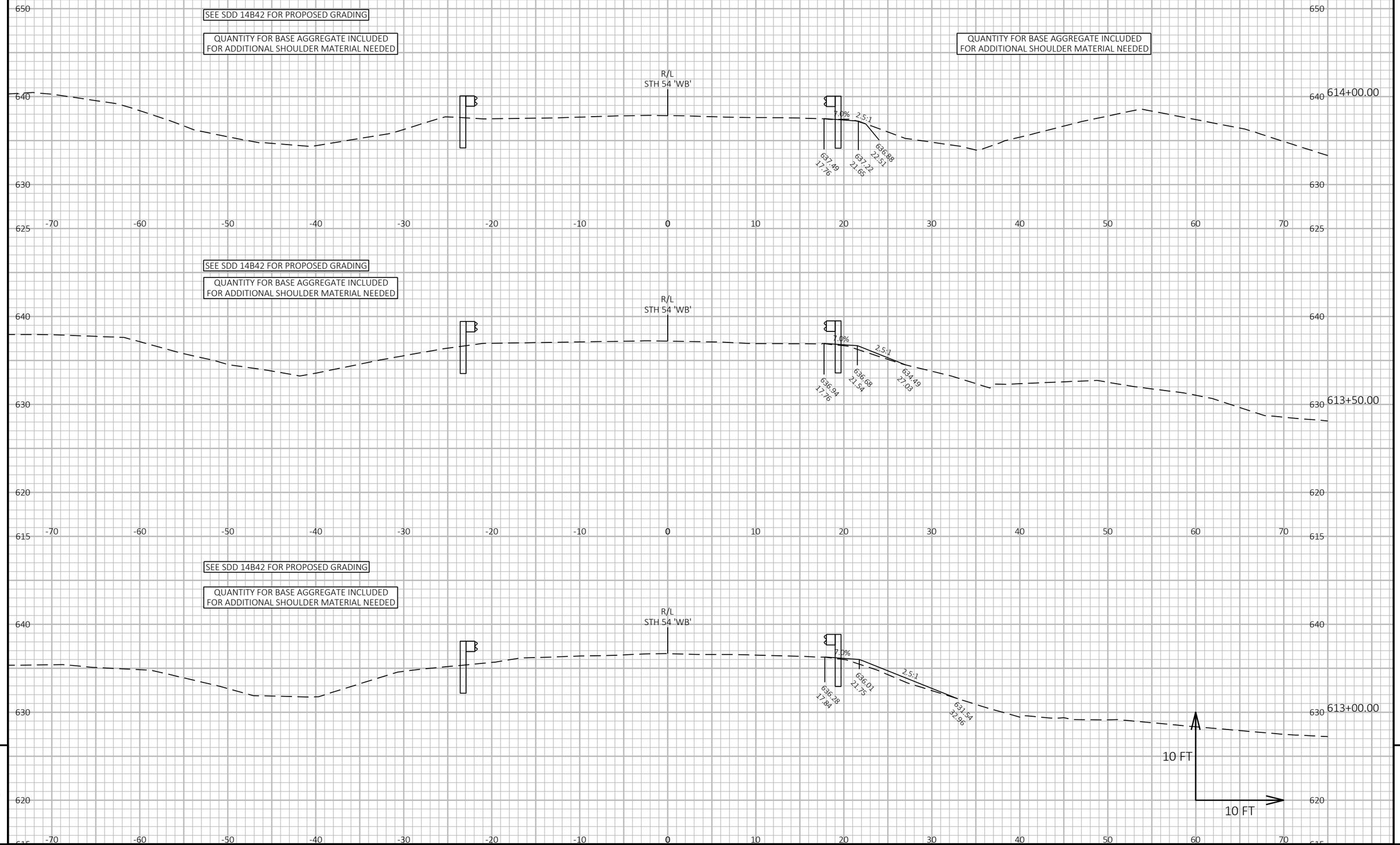
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 345 | E |
|---|---|---|---|---|---|

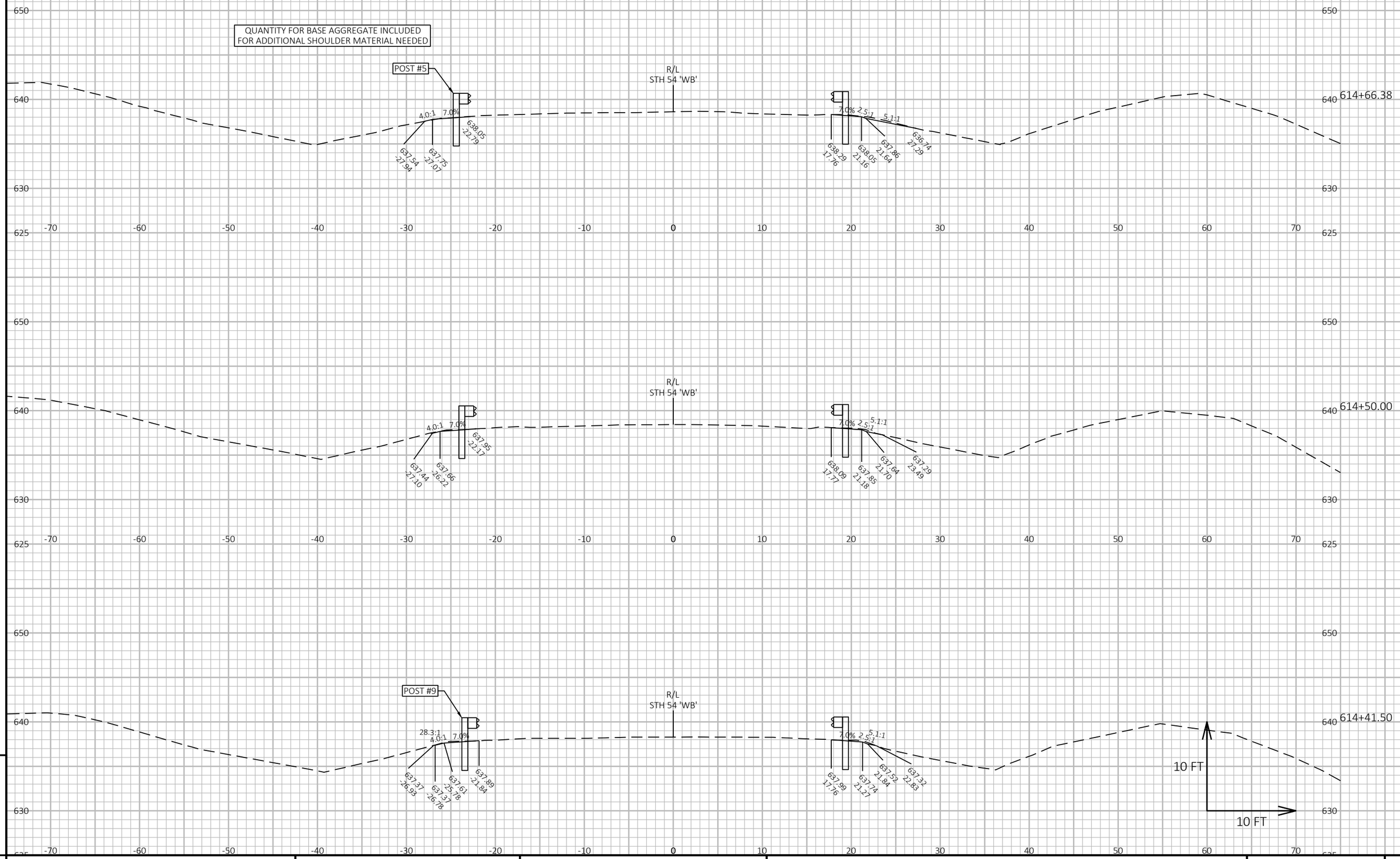
FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090242-xs

PLOT DATE : 4/4/2022 10:03 AM PLOT BY : FARRELL, ALAN E PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED



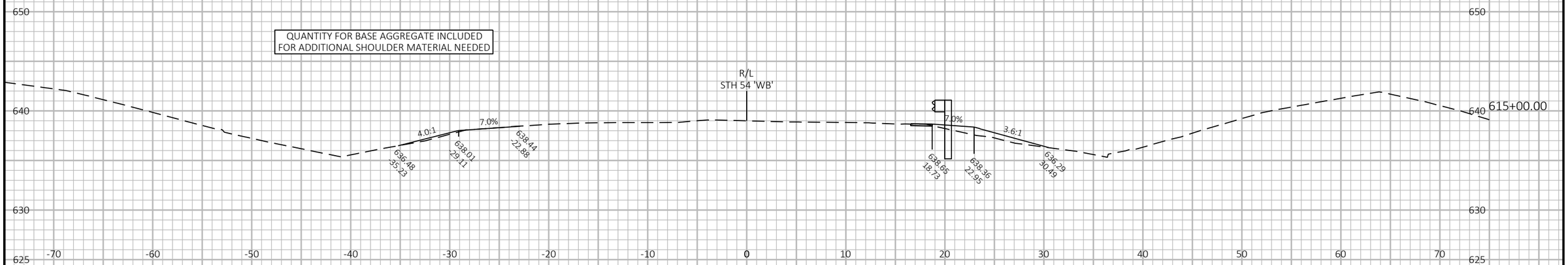

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 346 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090243-xs

PLOT DATE : 4/4/2022 10:03 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

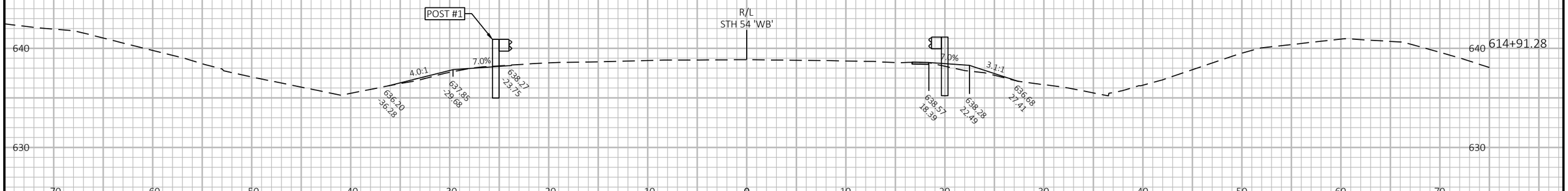
WISDOT/CADDS SHEET 49

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

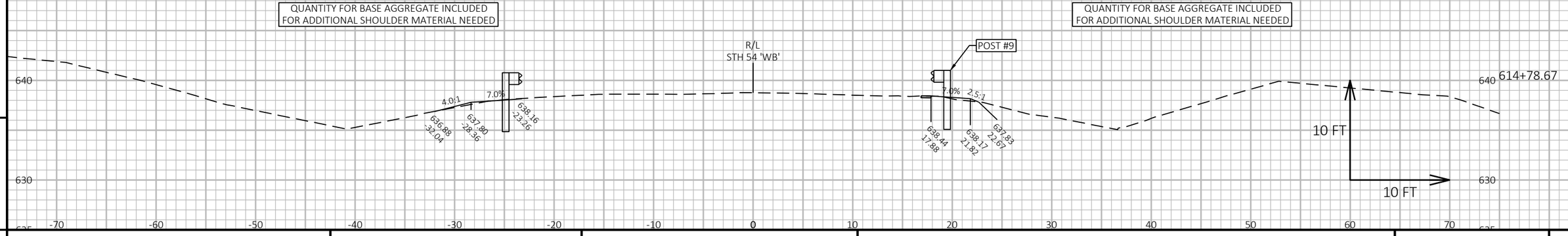
POST #1




QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

POST #9




9

9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 347 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090244-xs

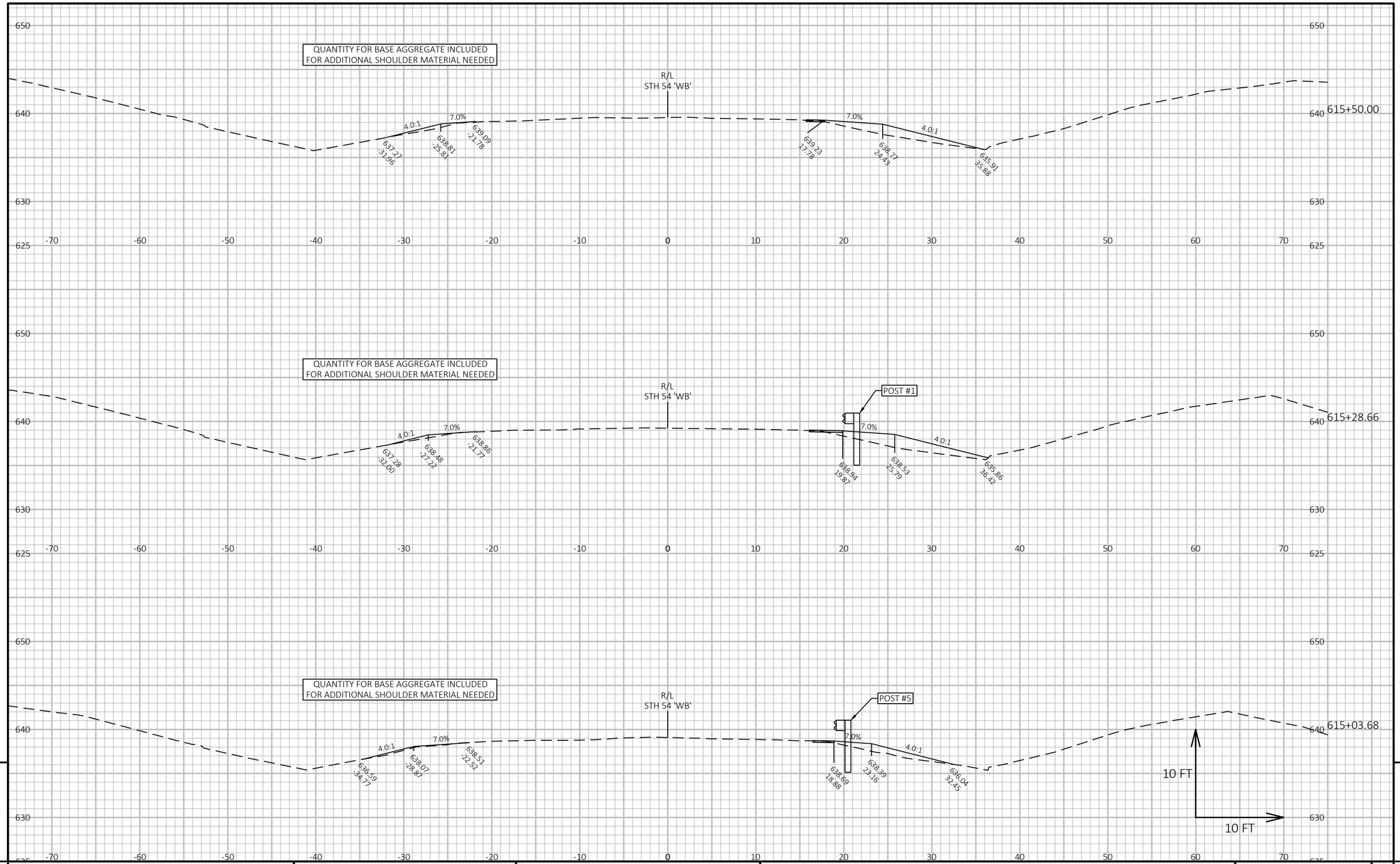
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 348 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090245-xs

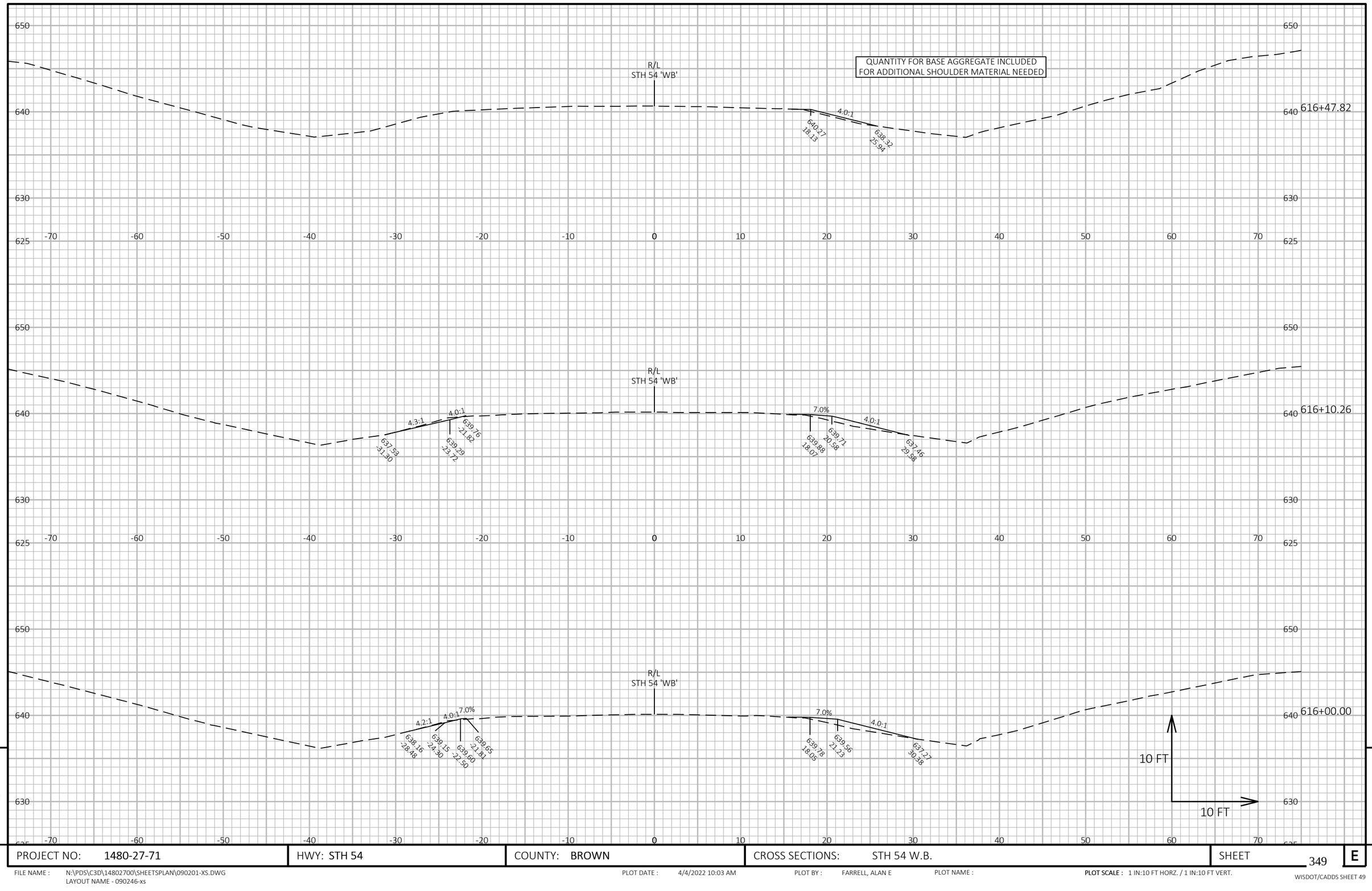
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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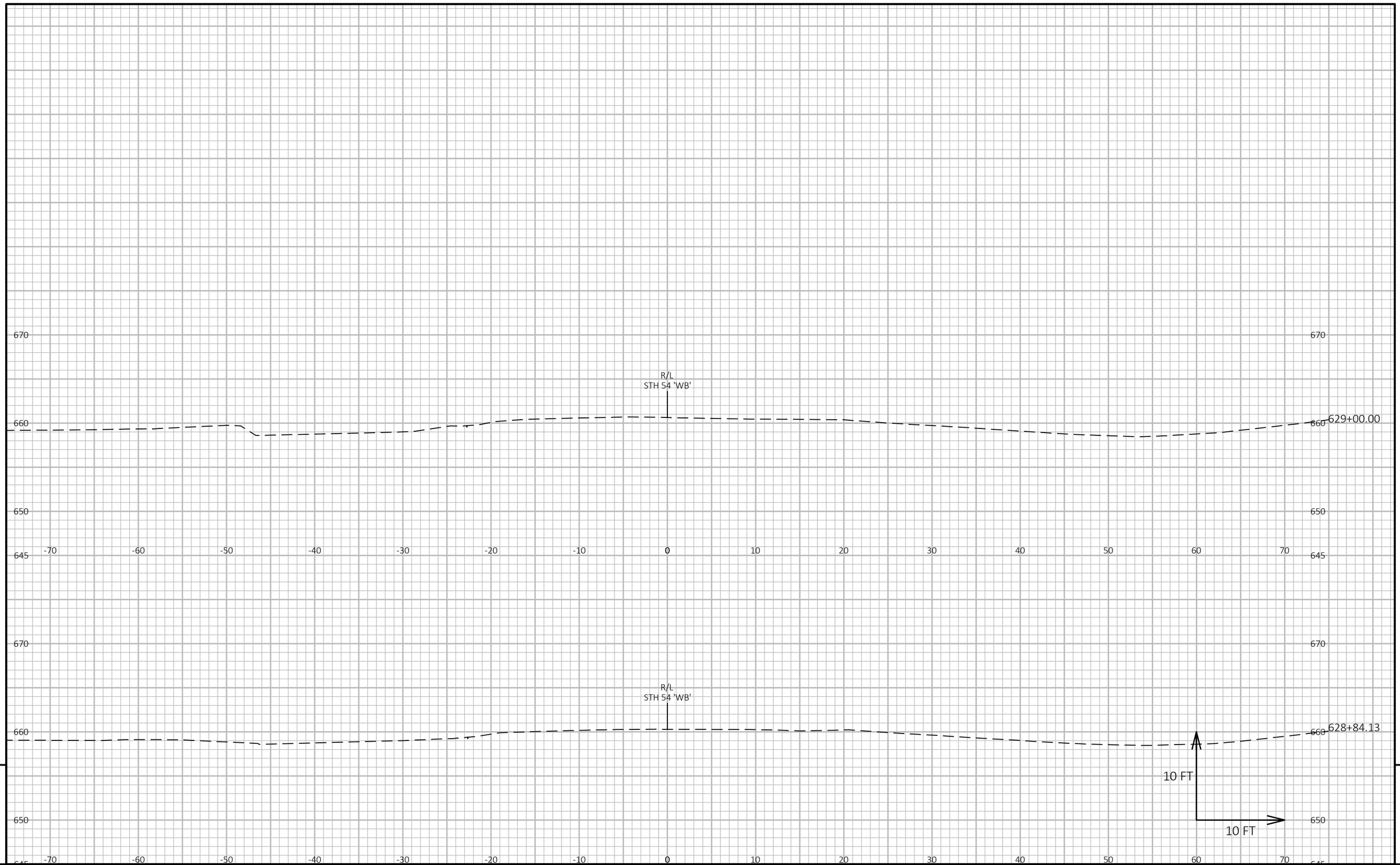
9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 349 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090246-xs

PLOT DATE : 4/4/2022 10:03 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 350 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090247-xs

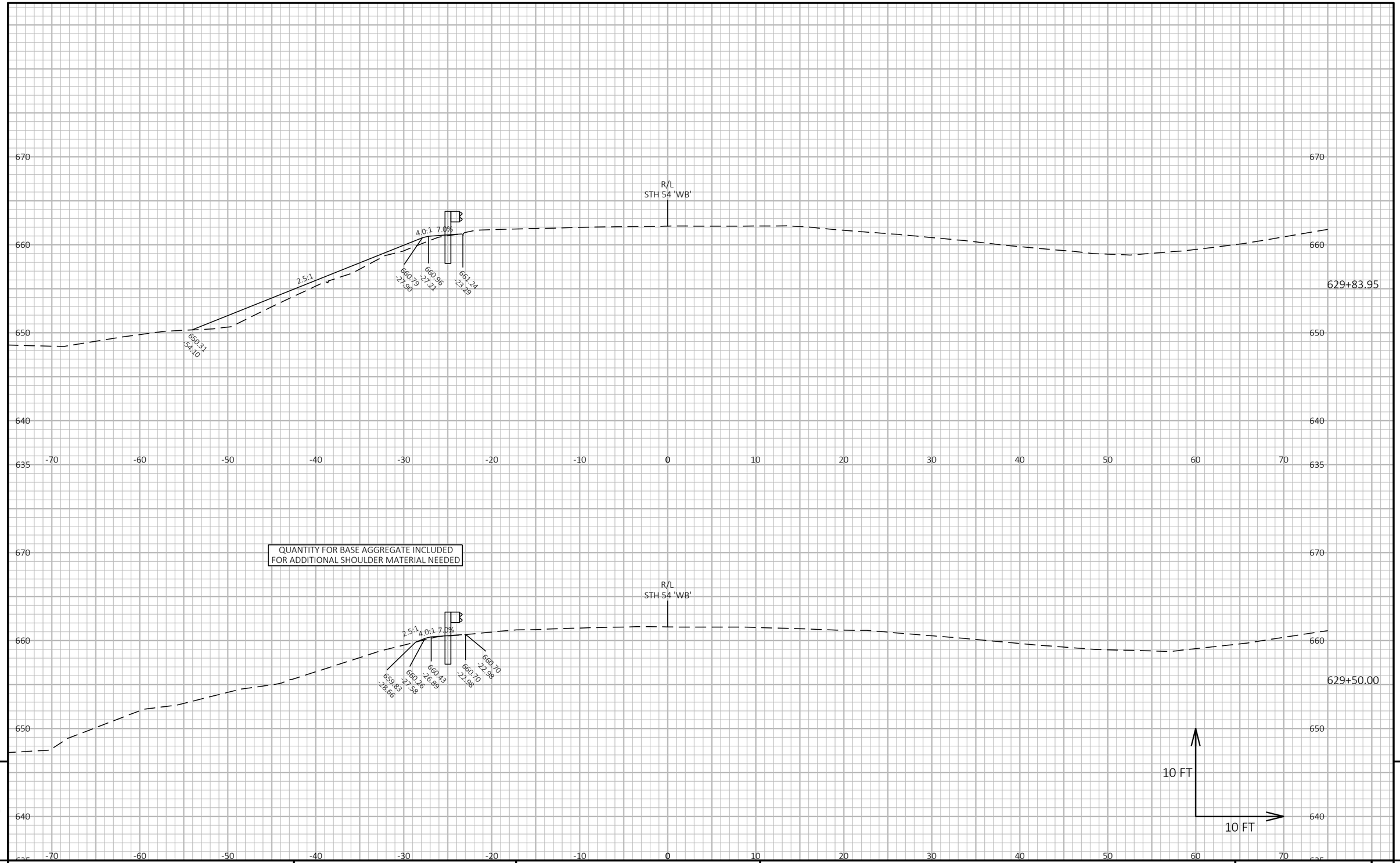
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 351 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090248-xs

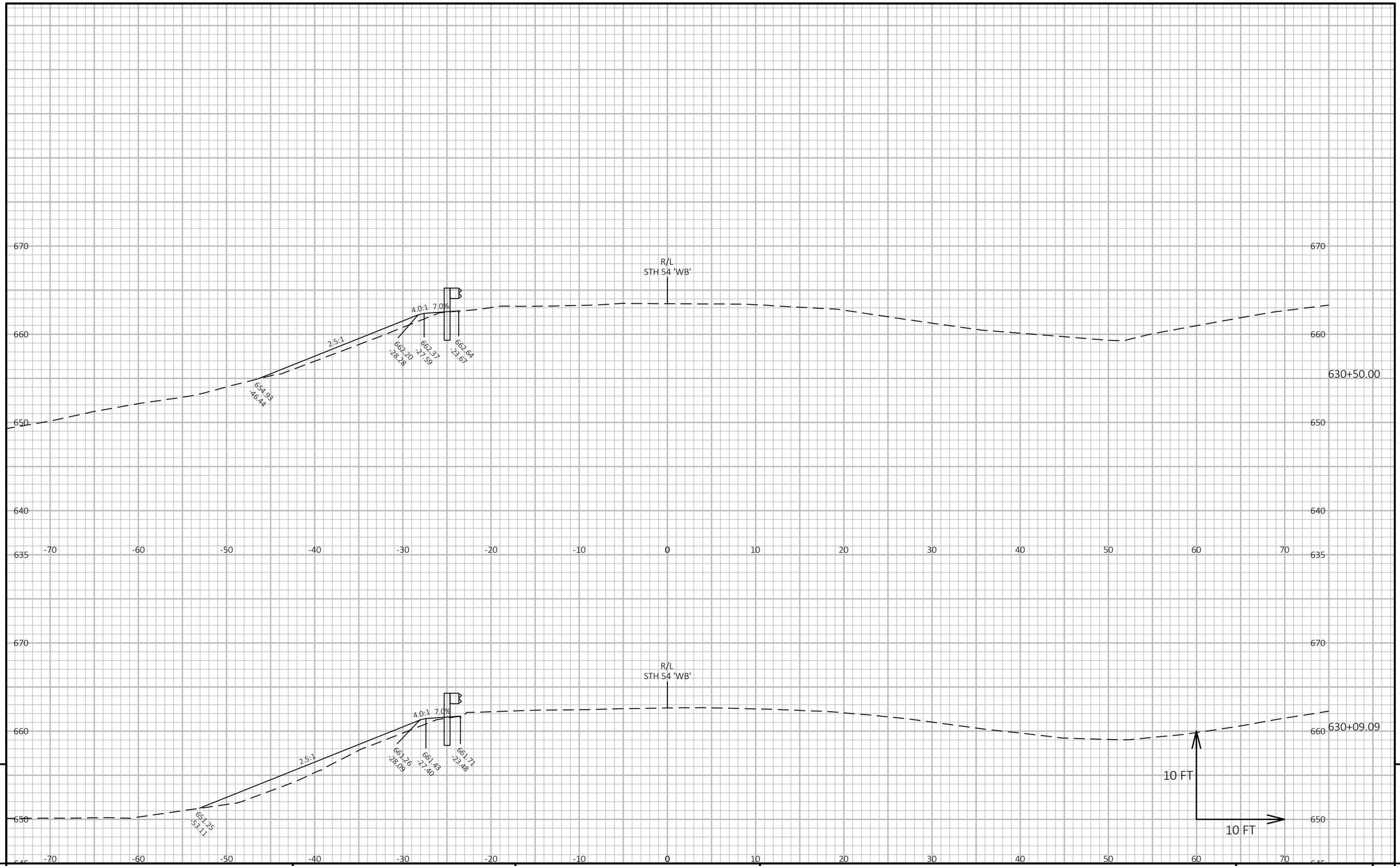
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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9

| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 352 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090249-xs

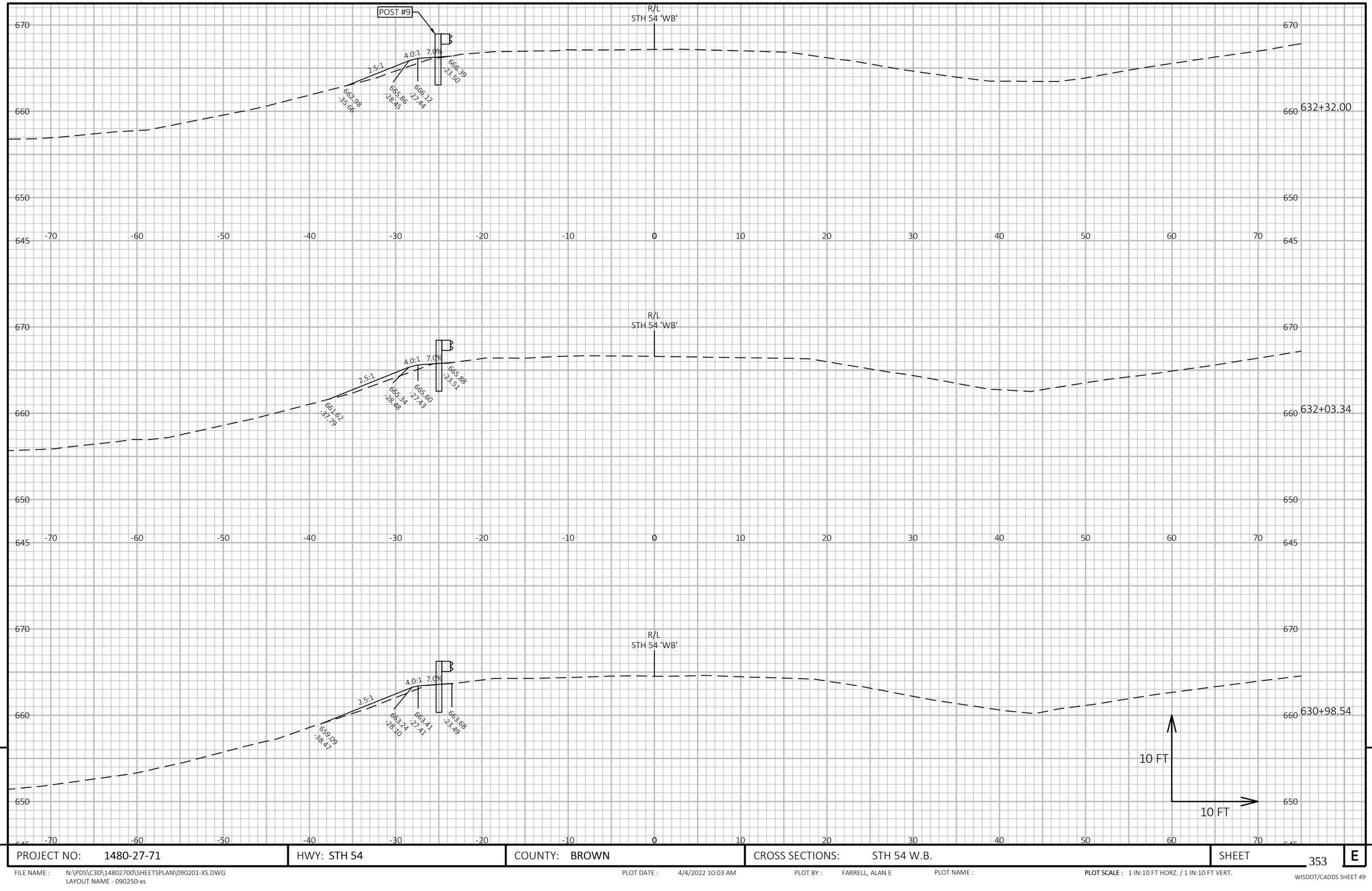
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 353 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090250-xs

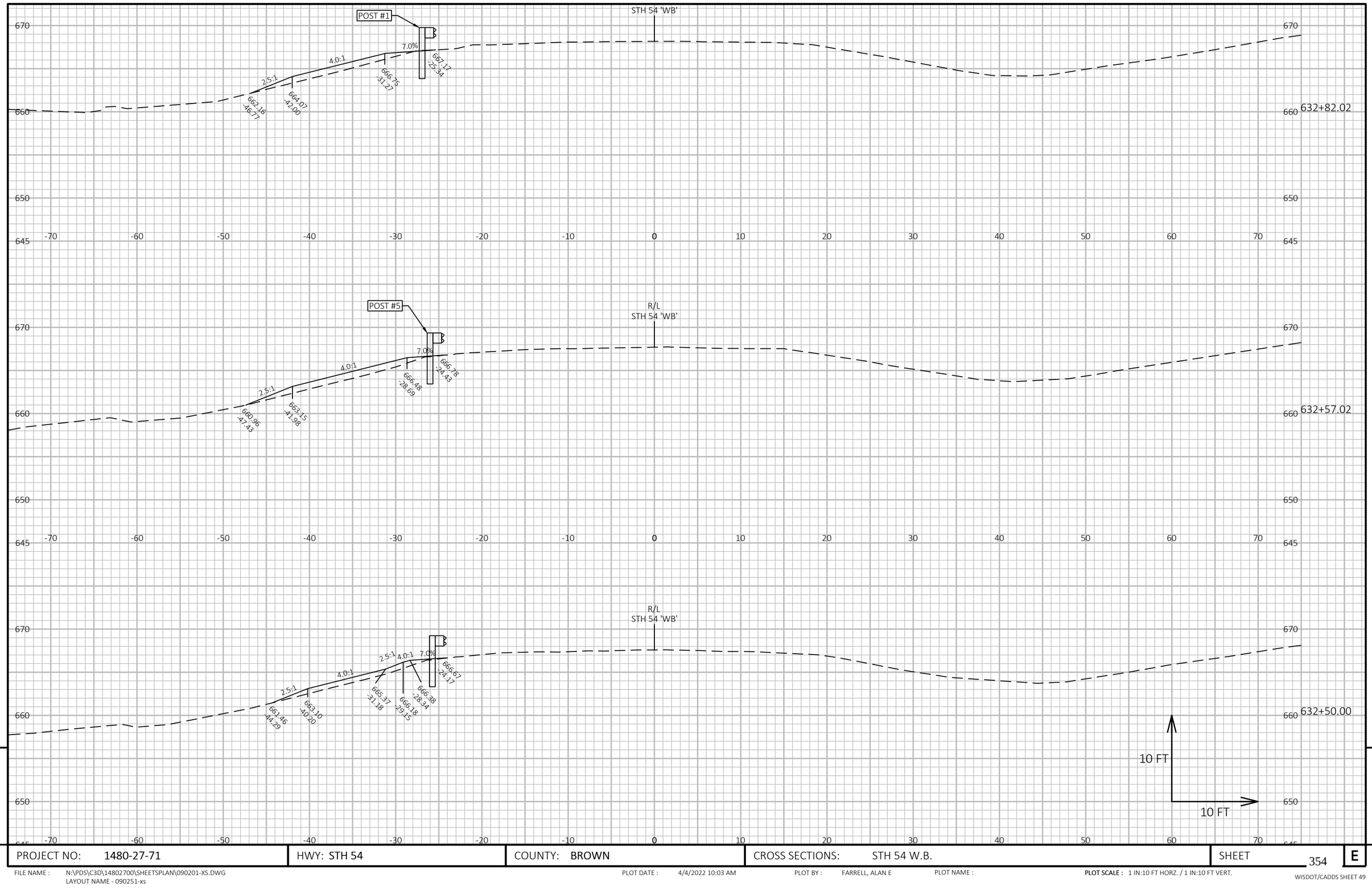
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 354 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090251-xs

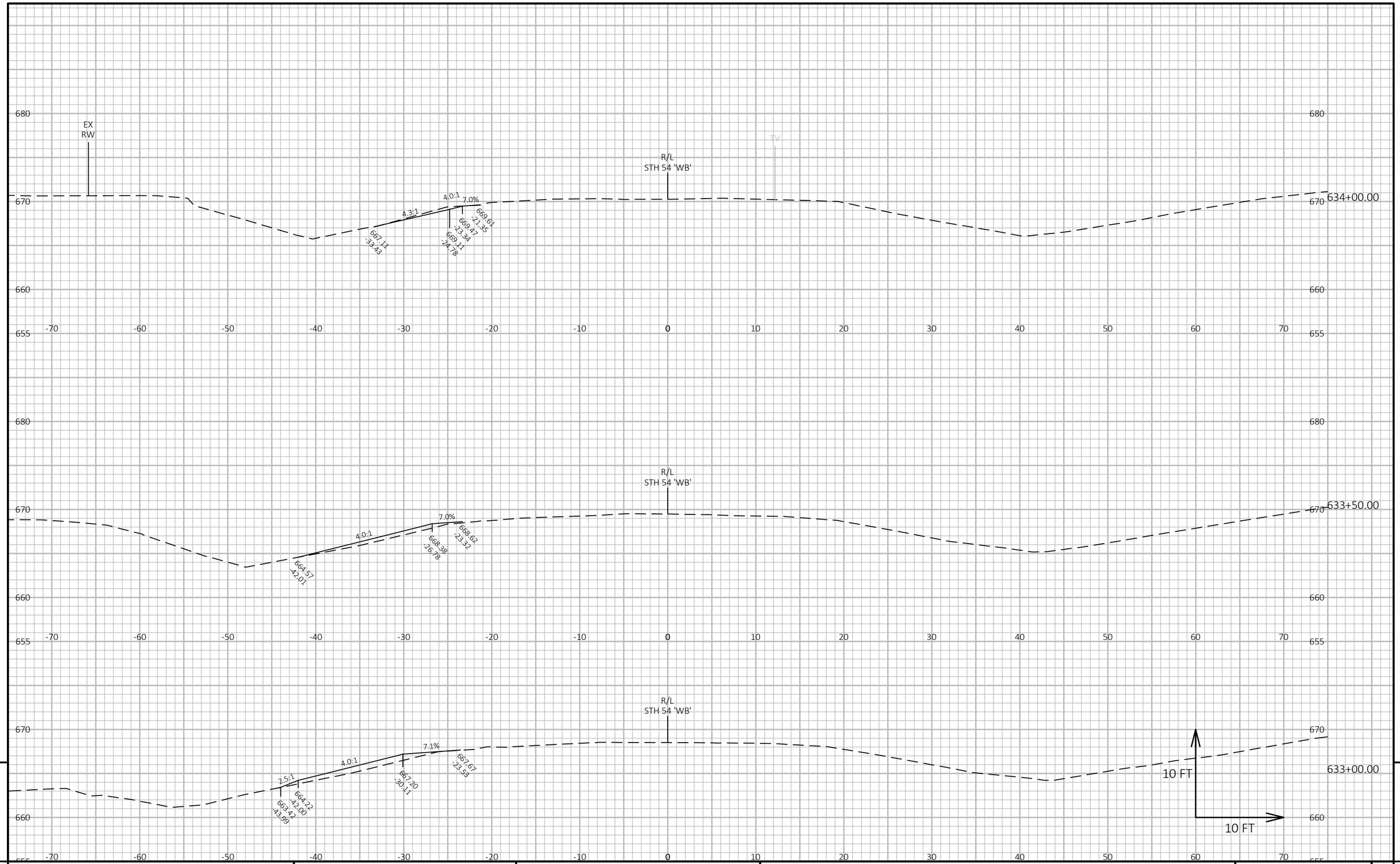
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 355 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090252-xs

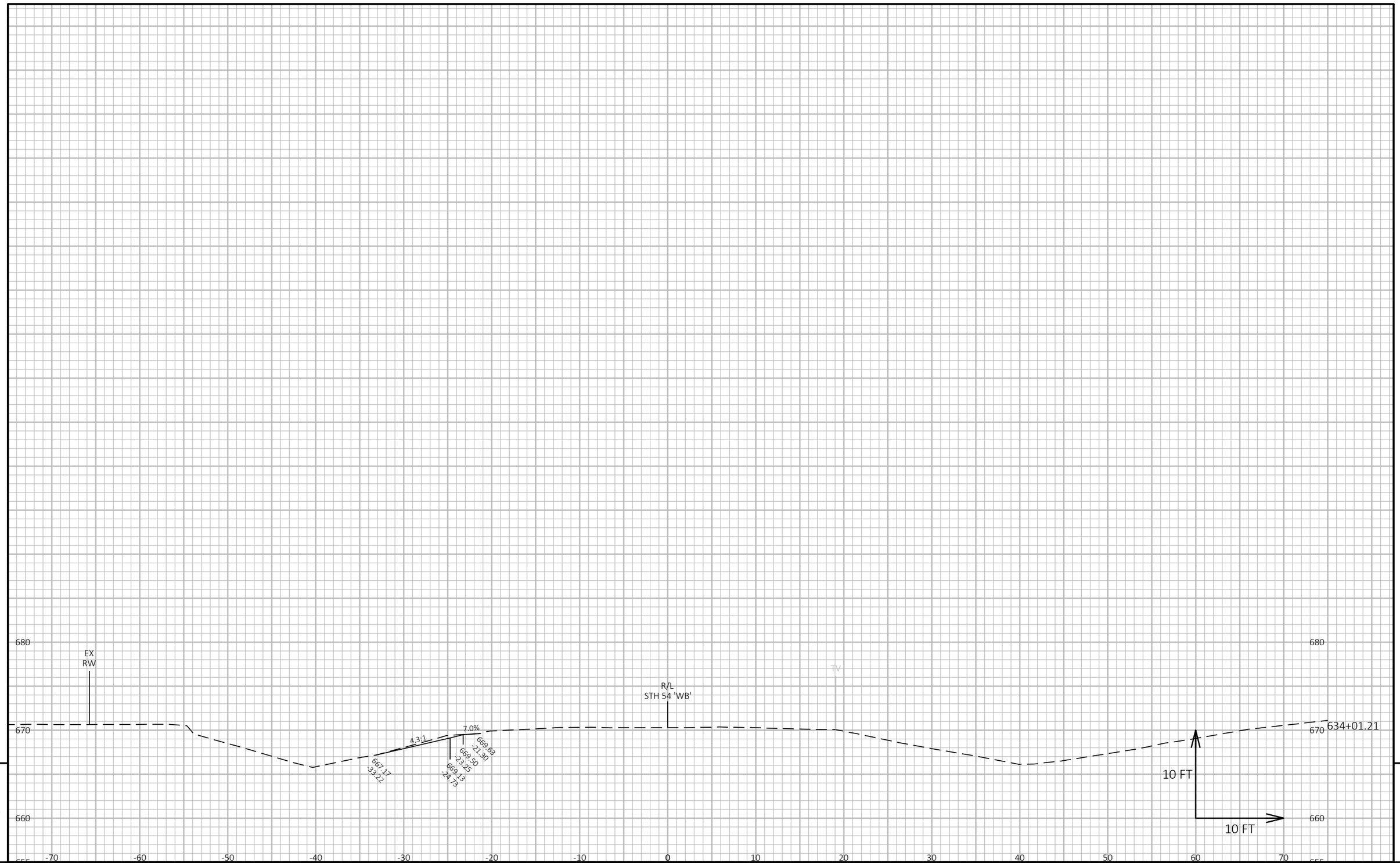
PLOT DATE : 4/4/2022 10:03 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 356 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090253-xs

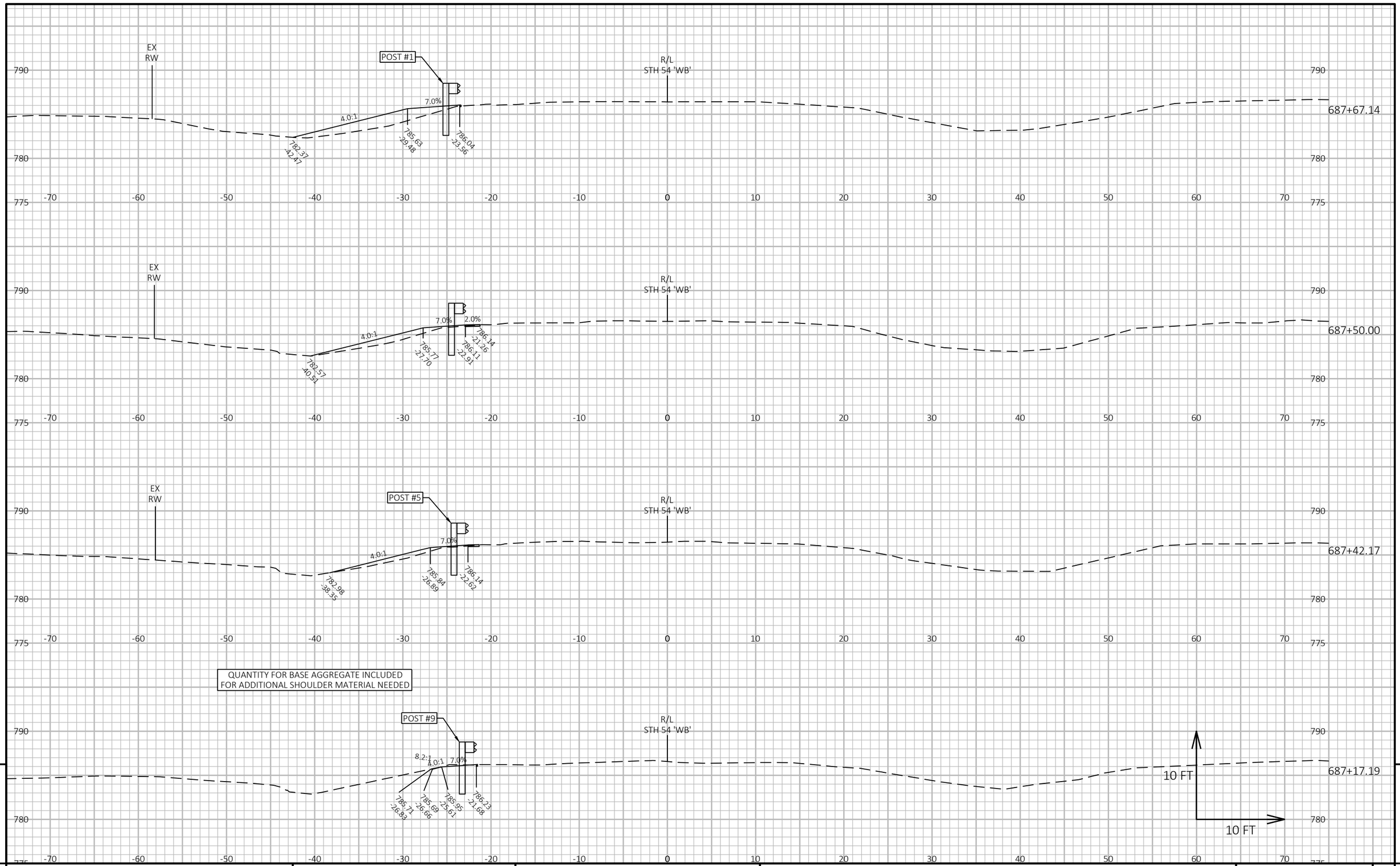
PLOT DATE : 4/4/2022 10:04 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 357 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090254-xs

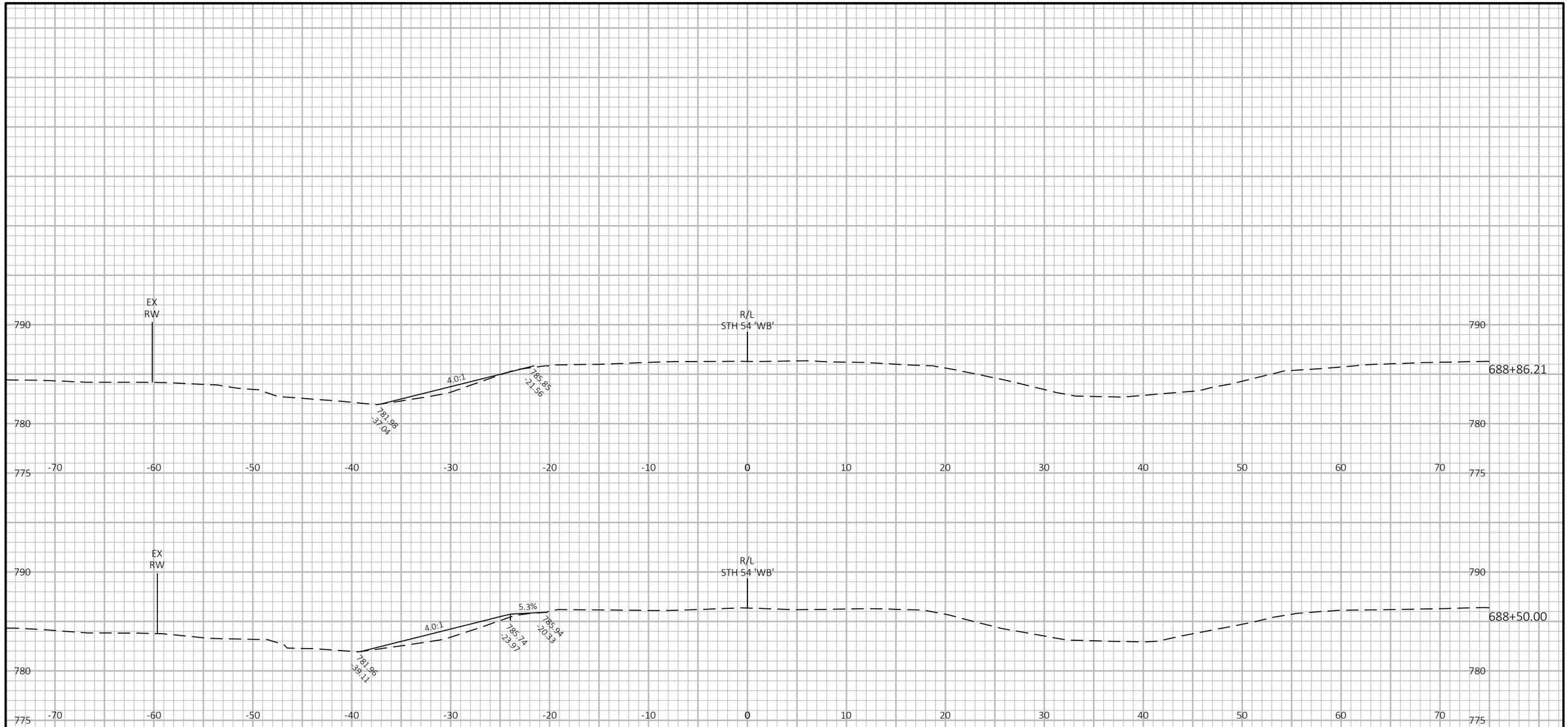
PLOT DATE : 4/4/2022 10:04 AM

PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 W.B. | SHEET 358 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090255-xs

PLOT DATE : 4/4/2022 10:04 AM

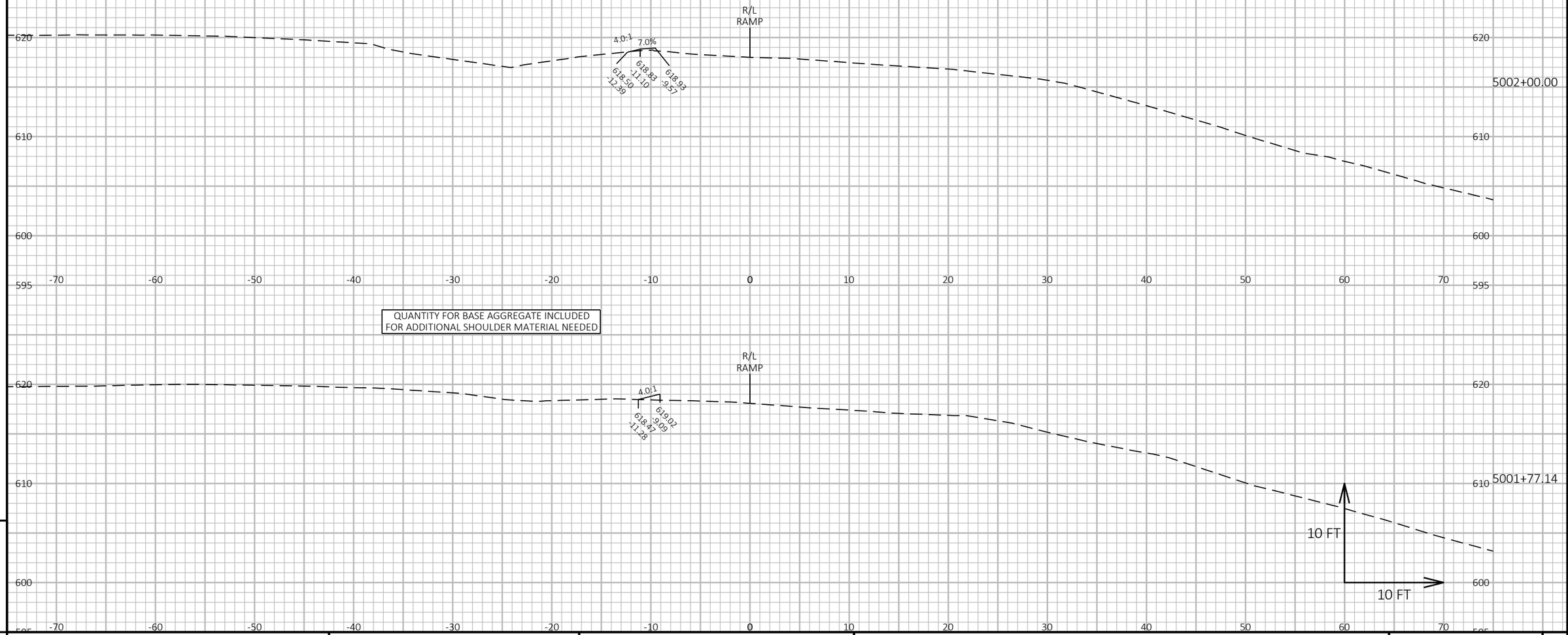
PLOT BY : FARRELL, ALAN E

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED




QUANTITY FOR BASE AGGREGATE INCLUDED
FOR ADDITIONAL SHOULDER MATERIAL NEEDED

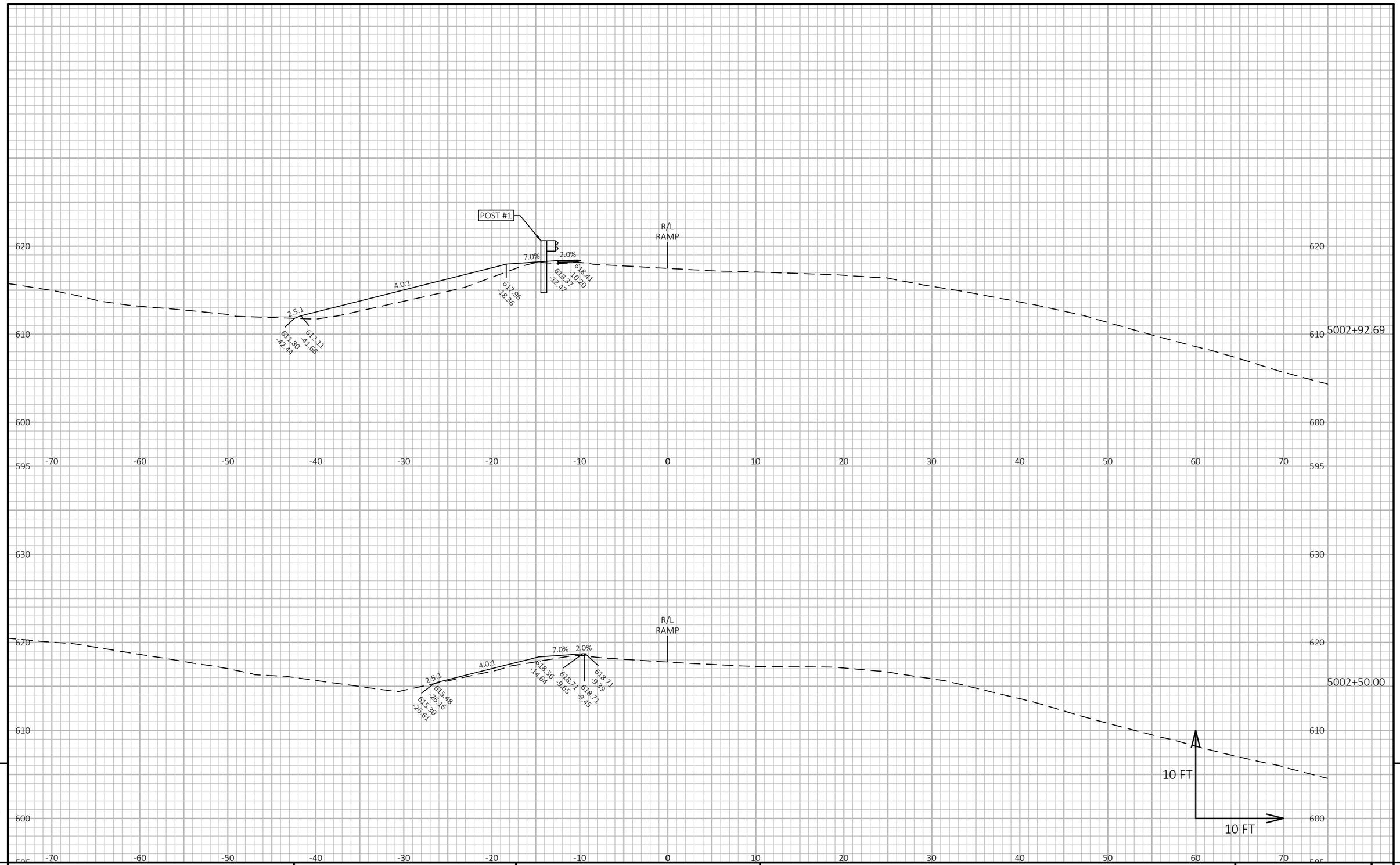
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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. - UNIVERSITY AVE OFF RAMP | SHEET 359 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090256-xs

PLOT DATE : 4/4/2022 10:04 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



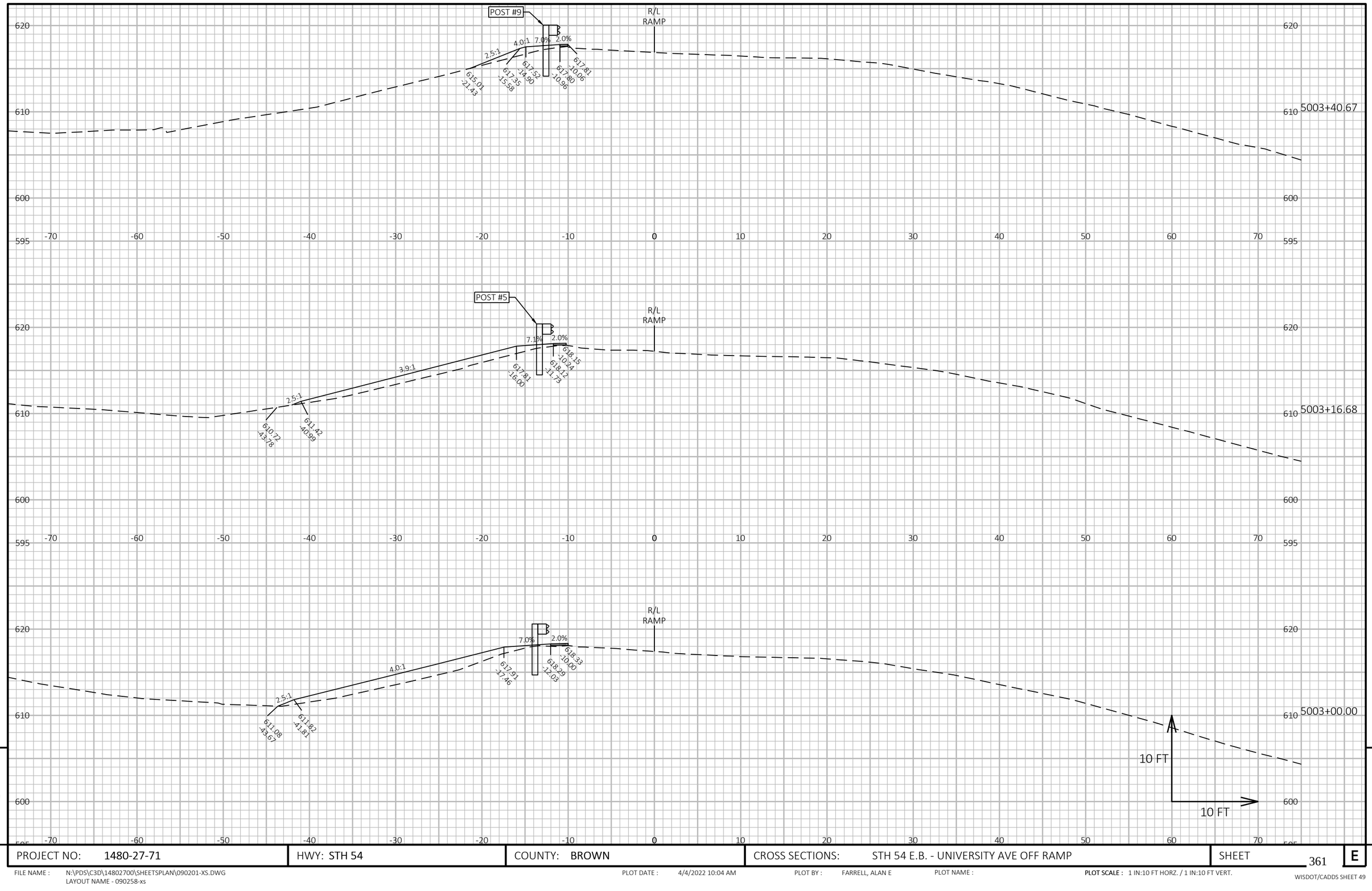

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|---|---|---|---|---|
| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. - UNIVERSITY AVE OFF RAMP | SHEET 360 E |

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090257-xs

PLOT DATE : 4/4/2022 10:04 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1480-27-71 | HWY: STH 54 | COUNTY: BROWN | CROSS SECTIONS: STH 54 E.B. - UNIVERSITY AVE OFF RAMP | SHEET 361 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\14802700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090258-xs

PLOT DATE : 4/4/2022 10:04 AM PLOT BY : FARRELL, ALAN E PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

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