

PROJECT
WITH: N/A

1111-03-63

COUNTY:

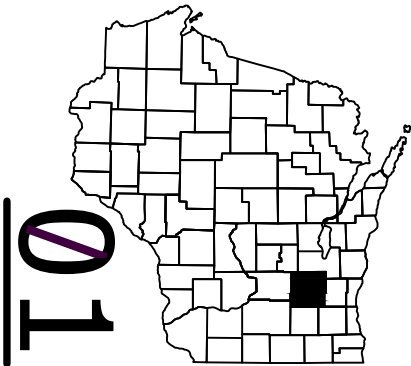
DODGE

MAY 2025

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 = 128

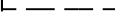


DESIGN DESIGNATION 1111-03-33

A.A.D.T.	2025	=	23,660
A.A.D.T.	2045	=	28,470
D.H.V.		=	1,675
D.D.		=	53/47
T.		=	18.0%
DESIGN SPEED		=	70 MPH
ESALS		=	N/A

CONVENTIONAL SYMBOLS

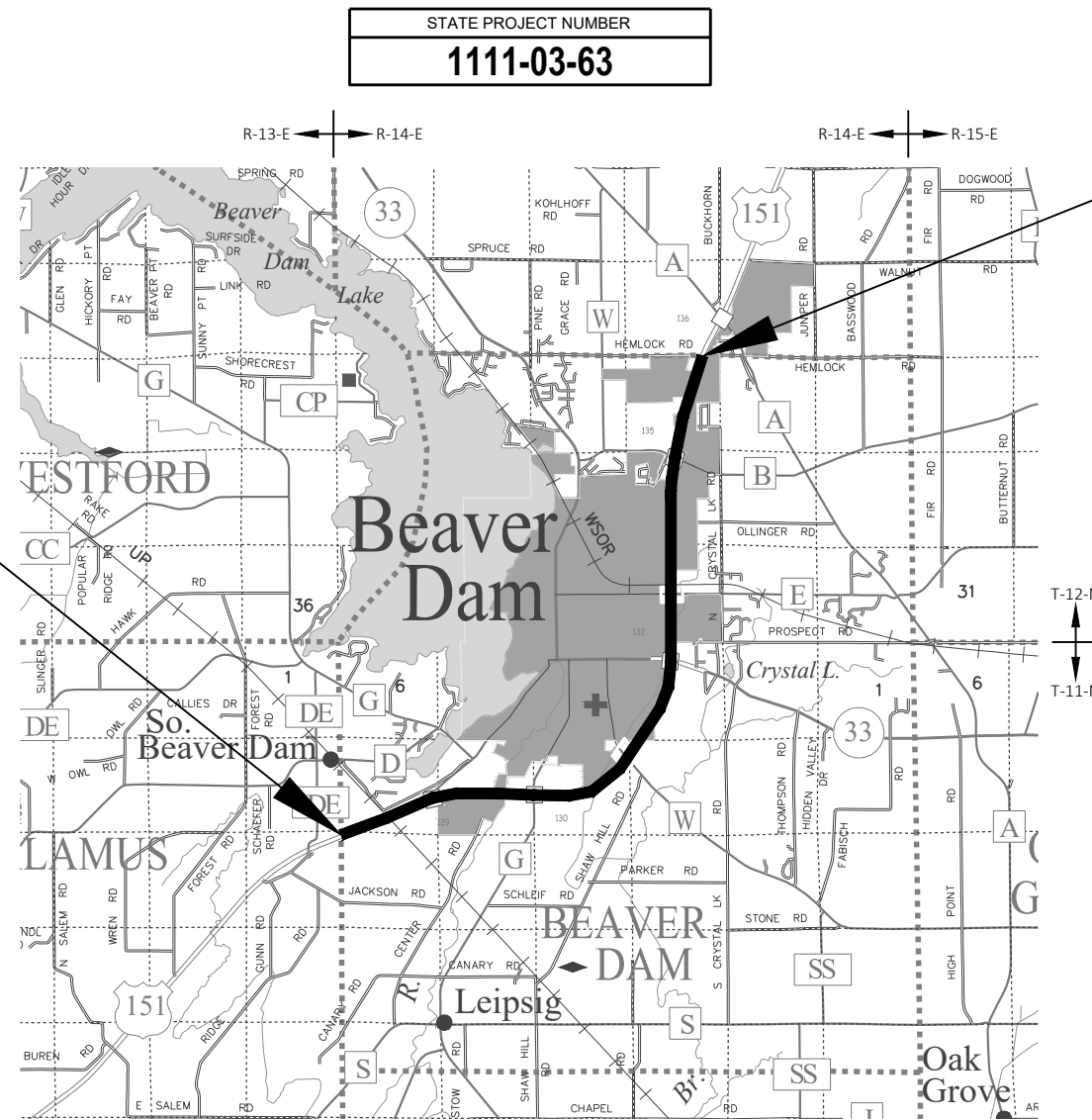
PLAN

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

PROFILE

GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
<u>UTILITIES</u>	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

BEGIN PROJECT
STA 1956+60.00'NB'
Y=713,448.39
X=835,459.62



END PROJECT
STA 2353+00.00'NB'

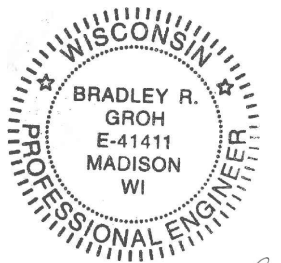
LAYOUT
 SCALE 0 2 MI
 TOTAL NET LENGTH OF CENTERLINE = 7.508 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DODGE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED
ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1111-03-63		

PLANS PREPARED BY



DATE: 1/8/2025
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	_____ JT ENGINEERING, INC. _____
Designer	_____ JT ENGINEERING, INC. _____
Project Manager	_____ CRAIG HARDY, P.E. _____
Regional Examiner	_____ SW REGION _____
Regional Supervisor	_____ JUSTIN KUTSCHENREUTER, P.E. _____

APPROVED FOR THE DEPARTMENT

DATE: 1/8/25 [Signature]
(Signature)

GENERAL NOTES

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

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

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

NUMBER, LOCATION, AND SPACING OF SIGNS AND DEVICES, AS SHOWN IN THE PLANS, SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

PRIOR TO PLACEMENT OF CABLE BARRIER THE SHOULDERS SHALL BE IN PLACE, SHAPED, AND COMPACTED.

ANY DEWATERING NEEDED TO COMPLETE ANY OPERATIONS WILL BE INCIDENTAL TO THE PROJECT, AND WILL BE REQUIRED TO BE INCLUDED IN THE APPROVED ECIP.

RUNOFF COEFFICIENT TABLE

LAND USE:	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
	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	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIPTURF:	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPETURF:			.25			.27			.28			.30
			.32			.34			.36			.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 = 124.09 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 17.58 ACRES

BORING LOG SUMMARY

STATION	BORING #	TOPSOIL (INCHES)	DEPTH (FEET)	WATER-TABLE	AASHTO TYPE	SOIL TYPE
1965+53 'NB'	NB-1	4.0	5.0	--	A-6	CLAY
1966+18 'NB'	SB-1	4.0	5.0	--	A-6	CLAY
1970+34 'NB'	NB-2	3.0	5.0	--	A-6	CLAY
2149+47 'NB'	SB-2	11.5	5.0	--	A-2-6	SAND
2148+70 'NB'	NB-3	3.0	5.0	--	A-2-6	SAND
2153+65 'NB'	SB-3	7.5	5.0	--	A-2-4	SAND
2152+92 'NB'	NB-4	11.0	5.0	--	A-2-4	SAND
2148+83 'NB'	NBRT-13	2.0	11.0	--	A-4:A-2-6	SILT-SAND
1972+47 'NB'	SBRT-14	4.0	11.0	--	A-1-6:A-4	SAND-SILT

SECTION 2 ORDER OF SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- EROSION CONTROL
- TRAFFIC CONTROL

TRANS 220 UTILITY CONTACTS

PERRY BOECK
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PRIVATE FACILITY CONTACTS

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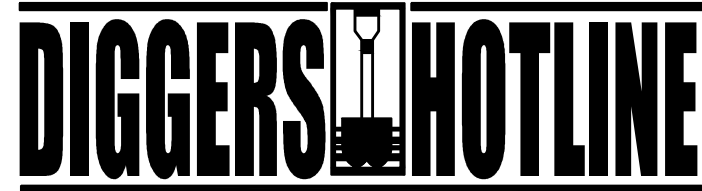
DNR LIASON

BENTON STELZEL
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FITCHBURG, WI 53711
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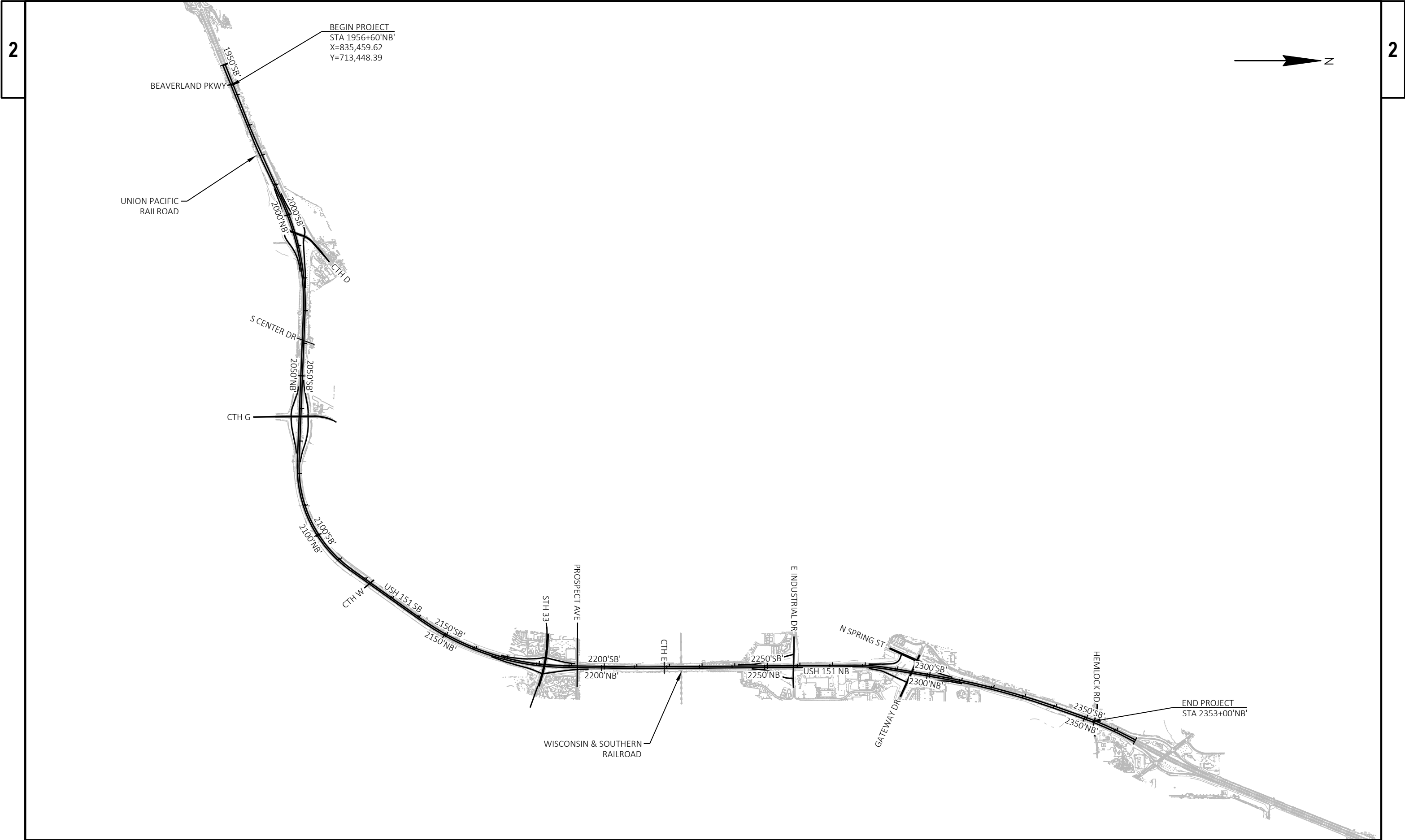
RAILROAD CONTACT

TERI BECKMAN
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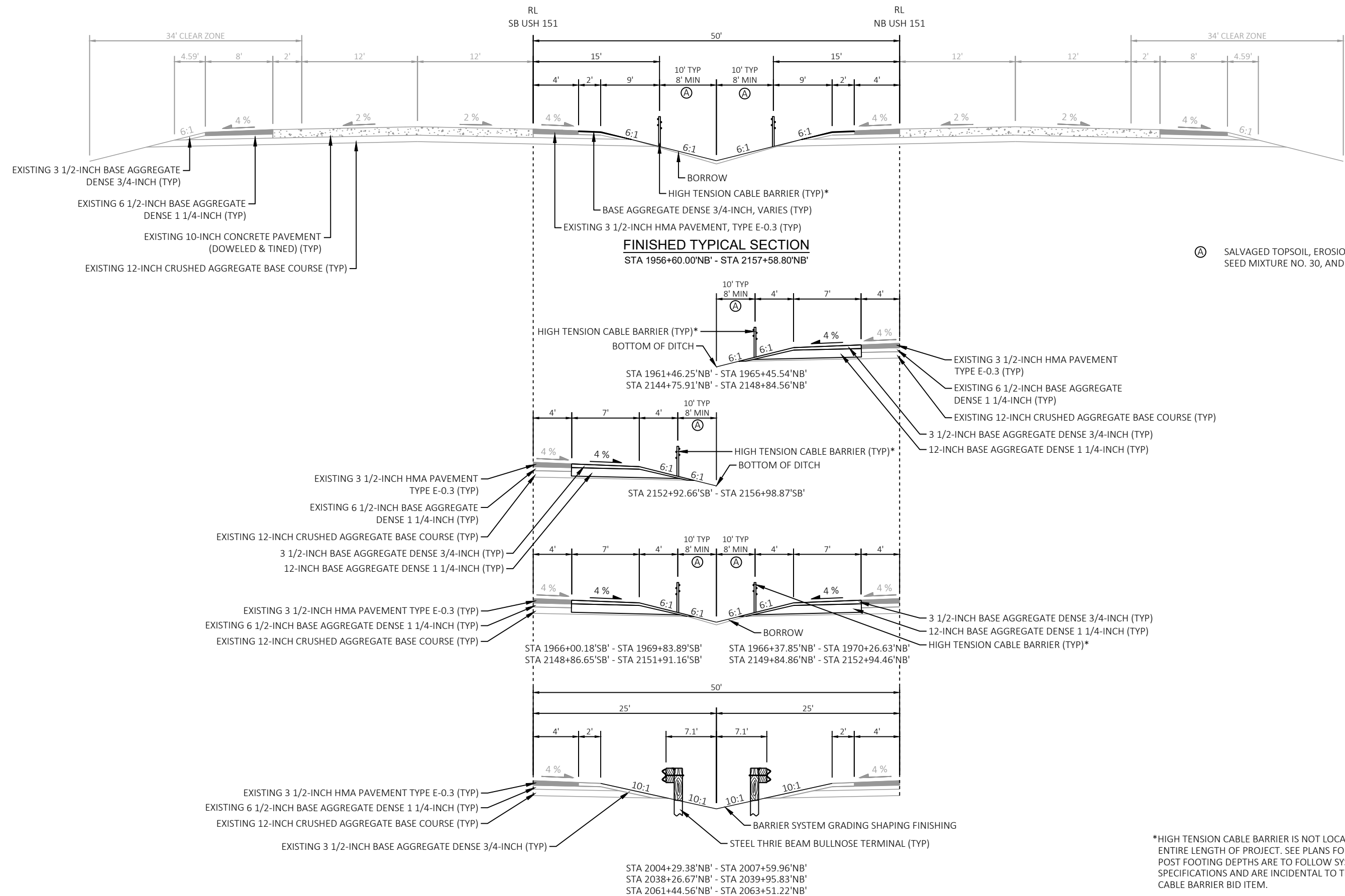


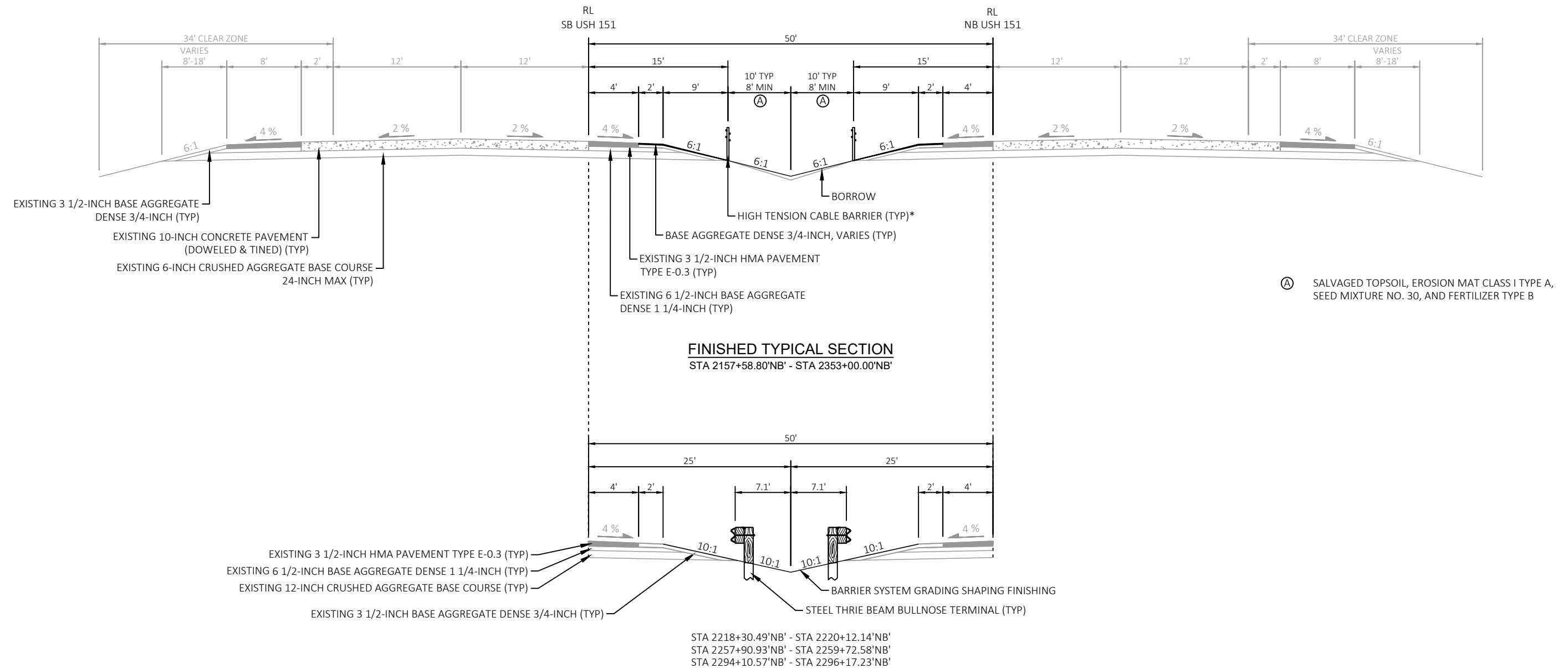
Dial  or (800)242-8511
www.DiggersHotline.com



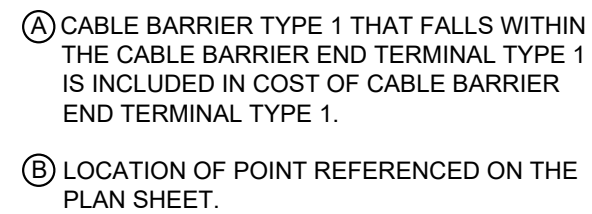
PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	PROJECT OVERVIEW	SHEET	E
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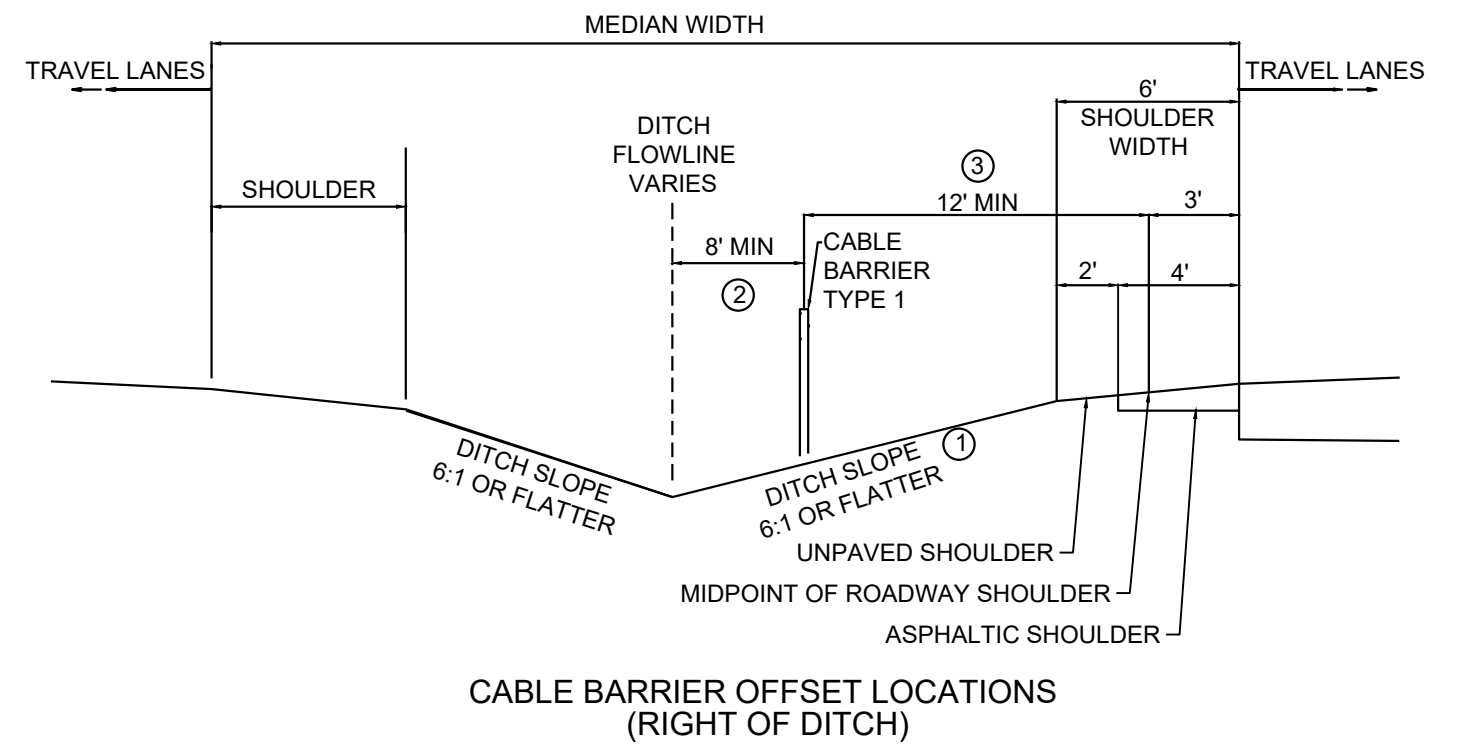


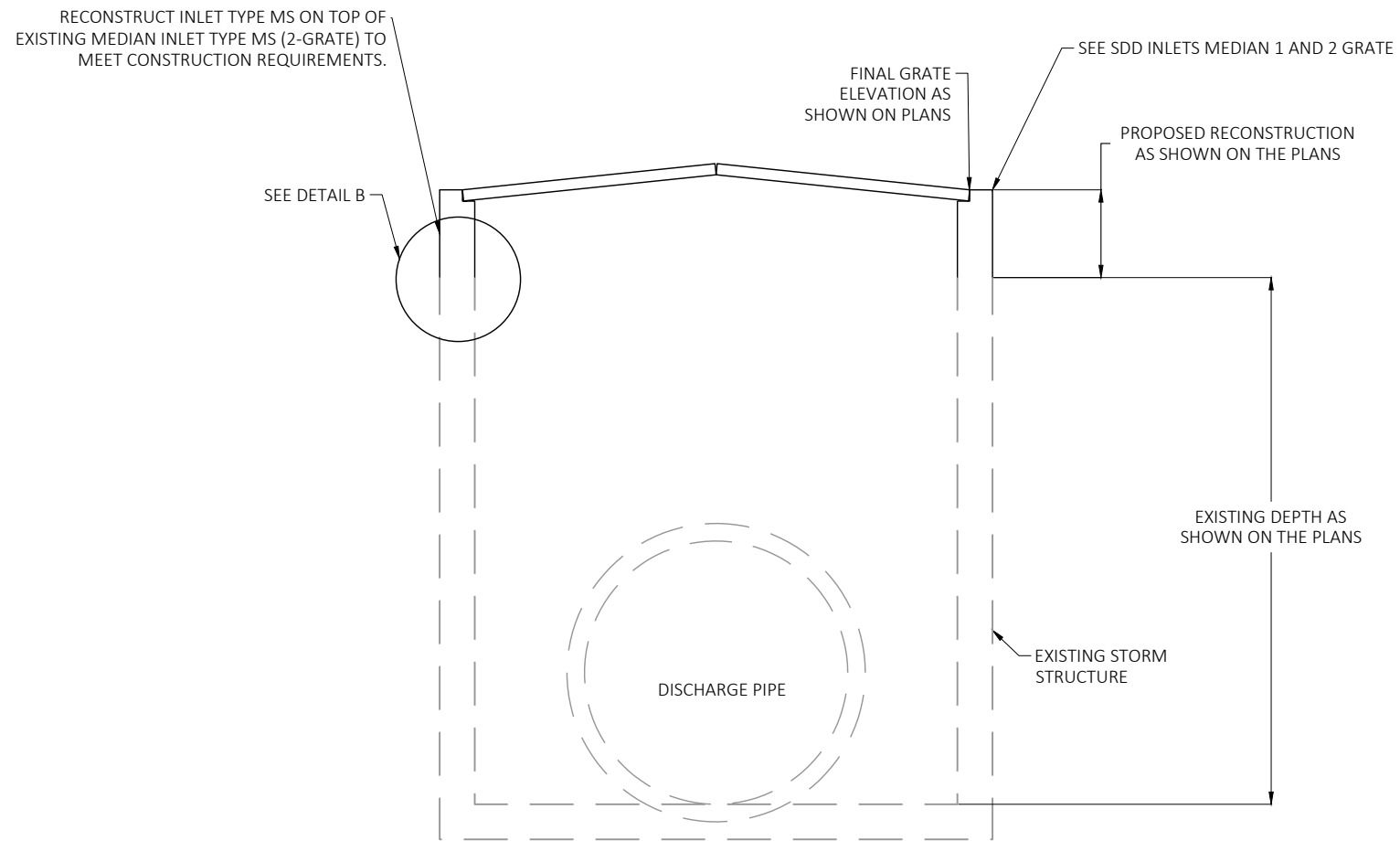


*HIGH TENSION CABLE BARRIER IS NOT LOCATED ON BOTH SIDES
ENTIRE LENGTH OF PROJECT. SEE PLANS FOR EXACT LOCATIONS.
POST FOOTING DEPTHS ARE TO FOLLOW SYSTEM MANUFACTURER
SPECIFICATIONS AND ARE INCIDENTAL TO THE HIGH TENSION
CABLE BARRIER BID ITEM.



- ① DO NOT INSTALL CABLE BARRIER TYPE 1 ON SLOPES STEEPER THAN 6:1.
- ② OFFSET CABLE BARRIER TYPE 1 TO EITHER SIDE OF MEDIAN CENTERLINE: USE 8-0" MIN. OFFSET FROM DITCH LINE, 10-0" TYP. OFFSET.
- ③ WORKING WIDTH OF CABLE BARRIER TYPE 1 IS 12' MINIMUM, MEASURED FROM THE MIDPOINT OF ROADWAY SHOULDER TO CABLE BARRIER TYPE 1.

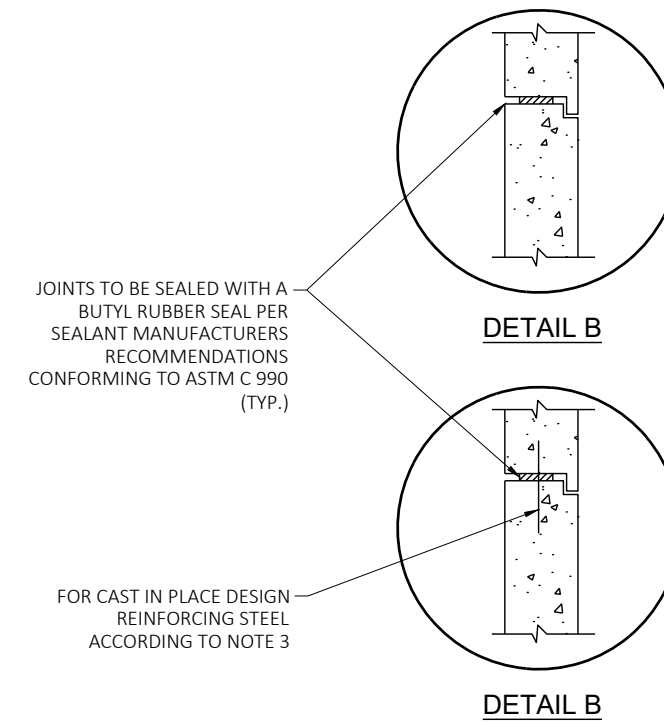




MEDIAN INLET RECONSTRUCTION DETAIL

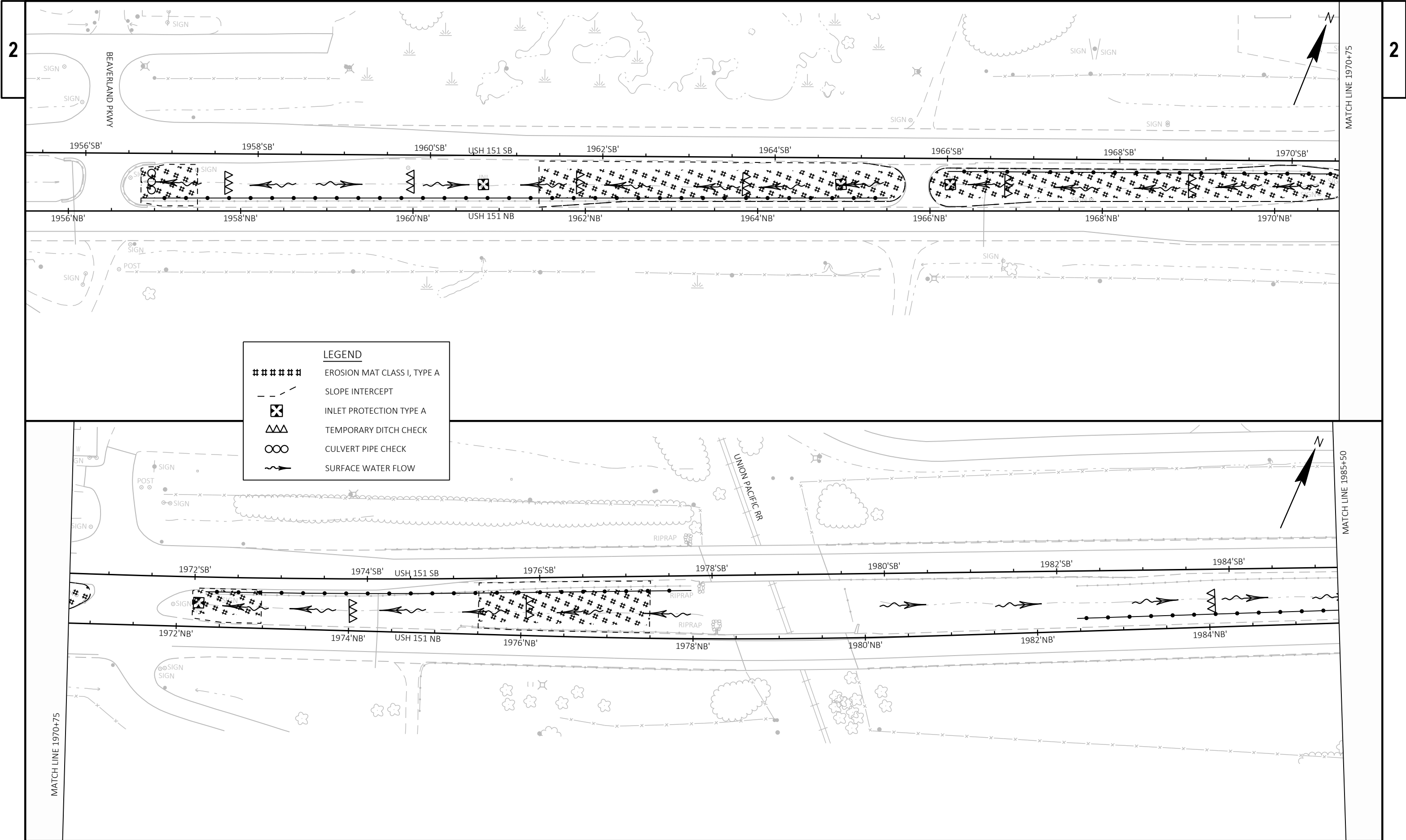
NOTES

1. THE INLET RECONSTRUCTION SHALL BE CAST-IN-PLACE OR PRECAST TO MEET THE CONSTRUCTION REQUIREMENTS.
2. CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.
3. REFERENCE STANDARD DETAIL DRAWING INLETS MEDIAN 1 AND 2 GRATE FOR ADDITIONAL DETAILS, MATERIALS AND DIMENSIONS.

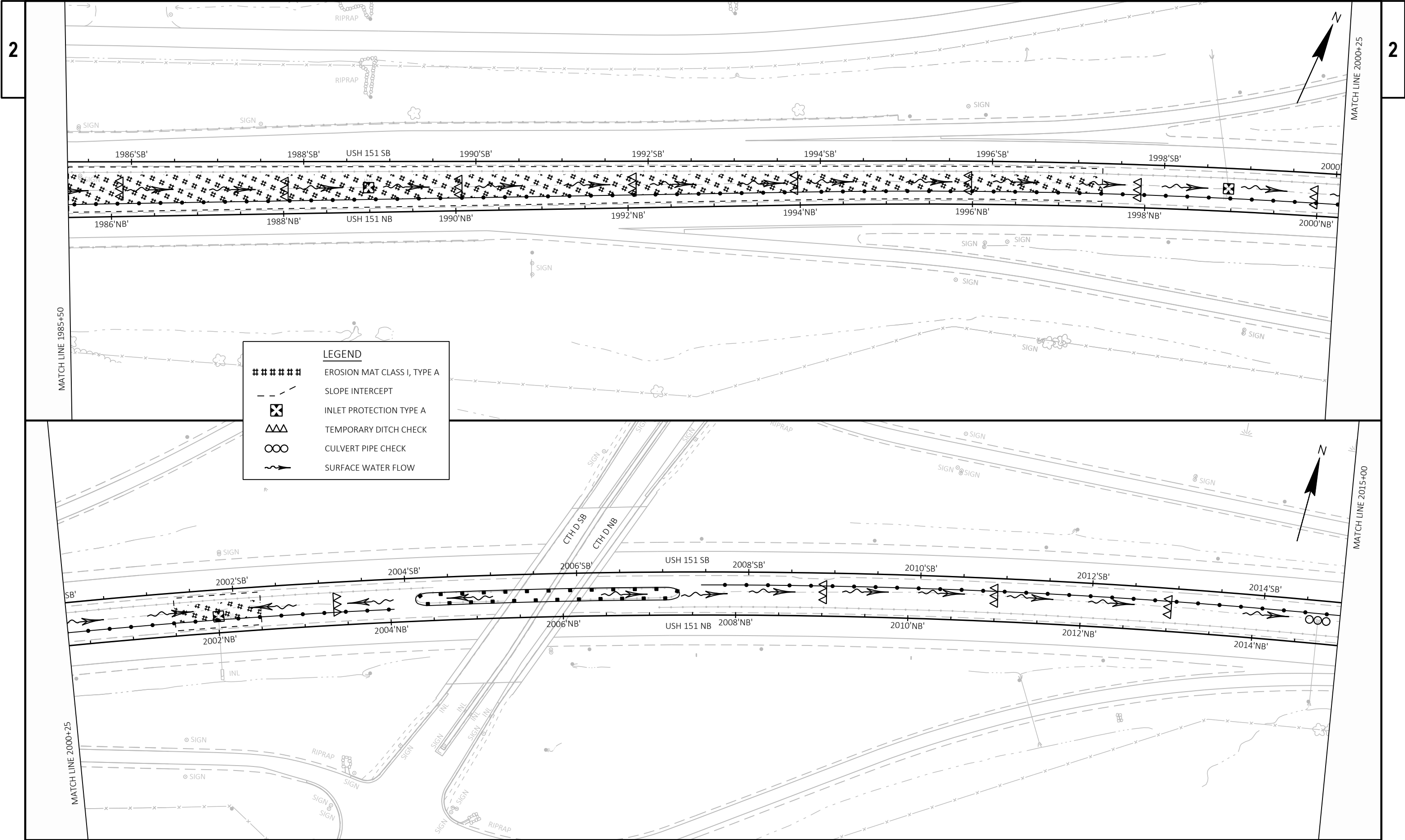


MEDIAN INLET LOCATIONS

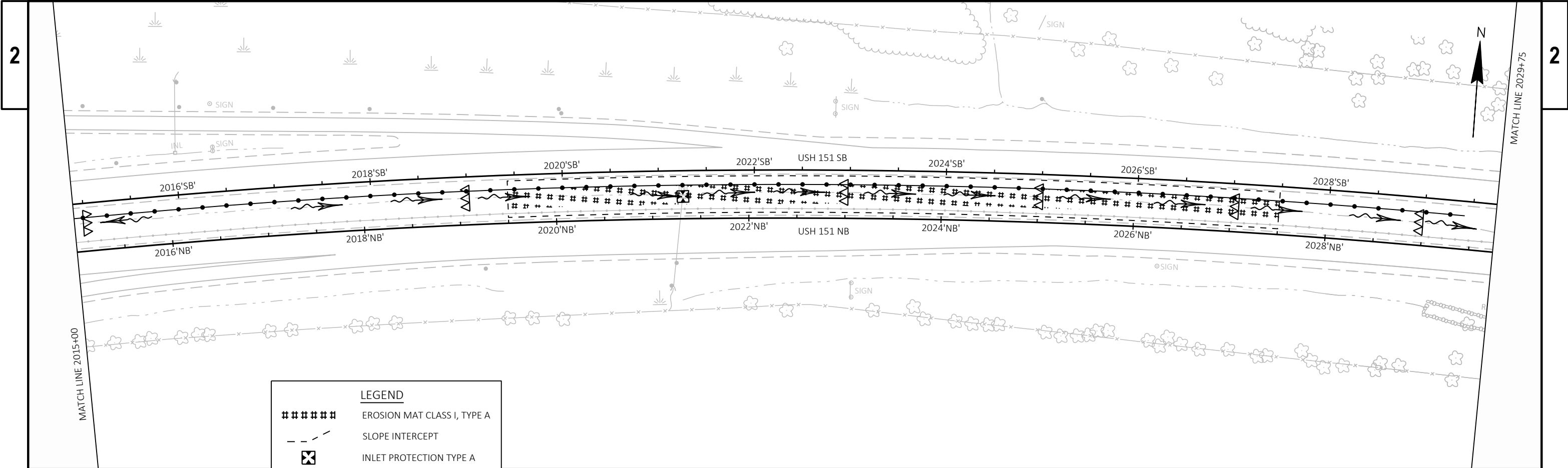
STATION	OFFSET	EXISTING GRATE ELEV.	FINAL GRATE ELEV.
1972+27.89 'NB'	28.04' LT	902.891	903.086
2021+31.75 'NB'	23.32' LT	883.236	884.225
2078+05.24 'NB'	23.86' LT	835.312	836.461
2110+04.02 'NB'	22.07' LT	866.169	867.083
2135+39.57 'NB'	26.21' LT	872.366	873.283
2145+42.96 'NB'	24.43' LT	869.819	870.796
2148+03.96 'NB'	25.01' LT	869.549	870.792
2175+72.38 'NB'	23.84' LT	904.360	904.667
2230+04.73 'NB'	24.88' LT	894.266	894.539
2297+08.93 'NB'	26.21' LT	933.376	933.747
2335+97.59 'NB'	31.93' LT	959.293	959.598



PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	EROSION CONTROL	SHEET	E
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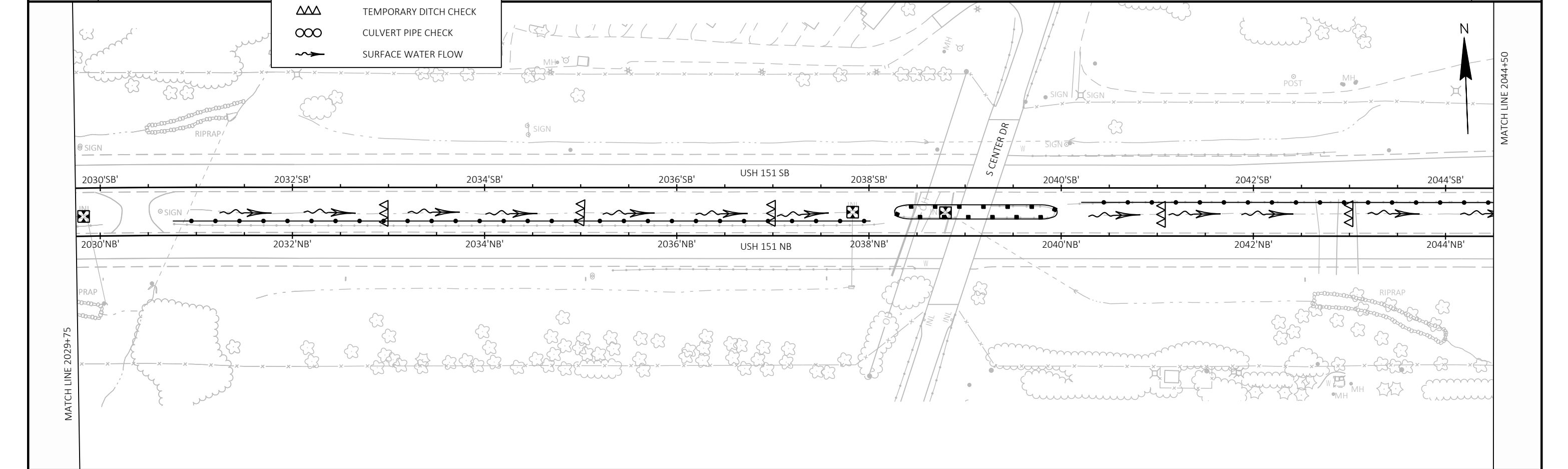


PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	EROSION CONTROL	SHEET	E
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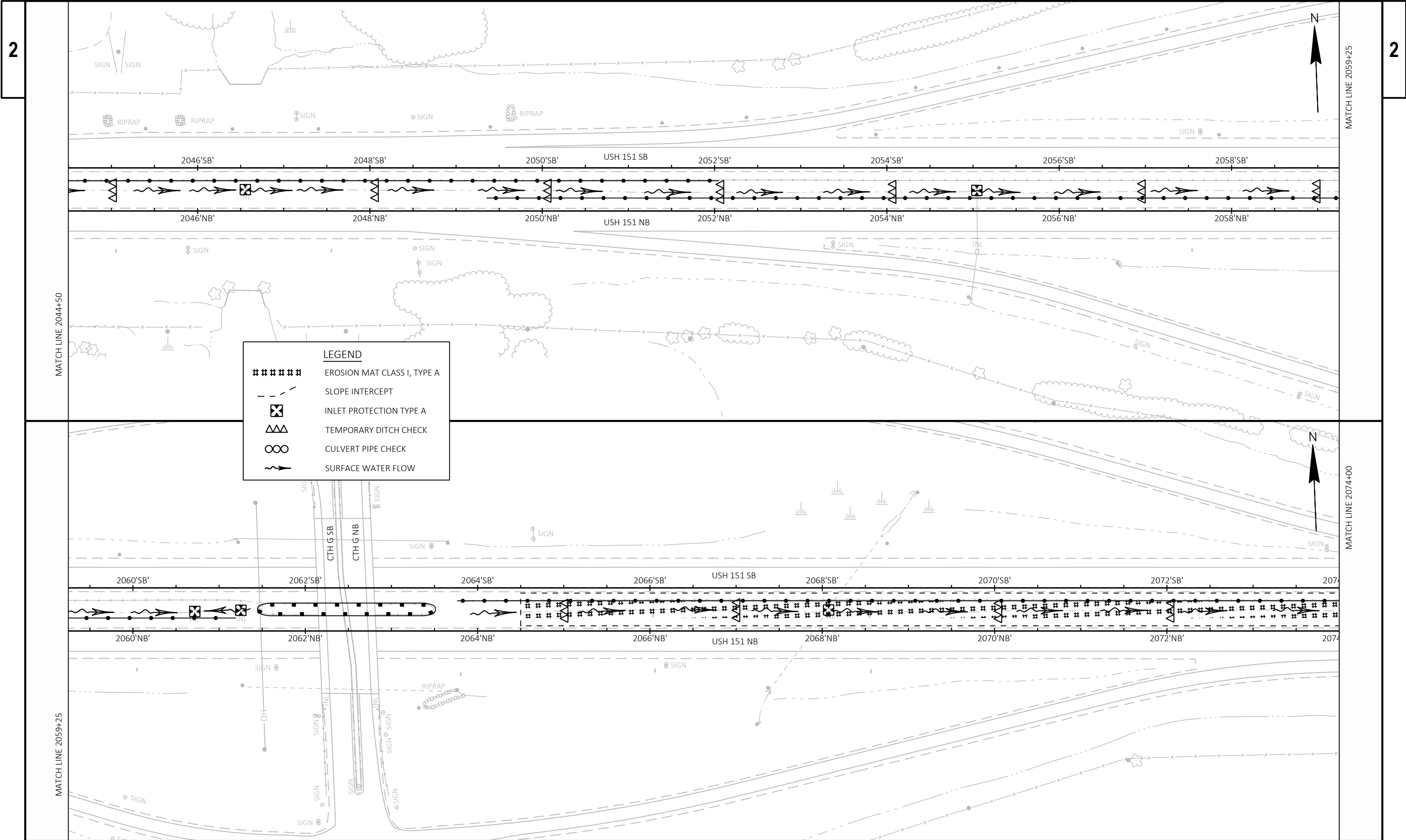


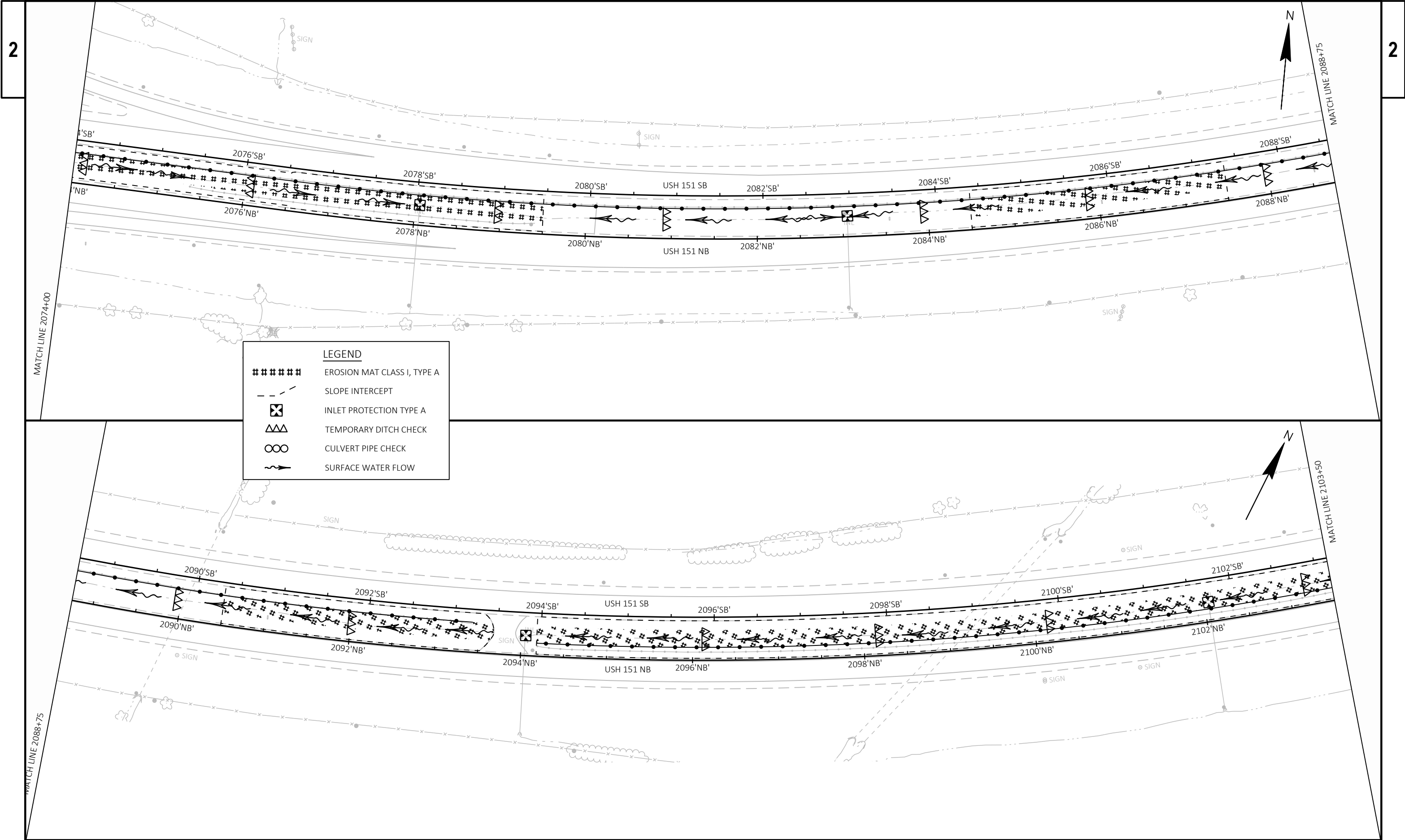
LEGEND

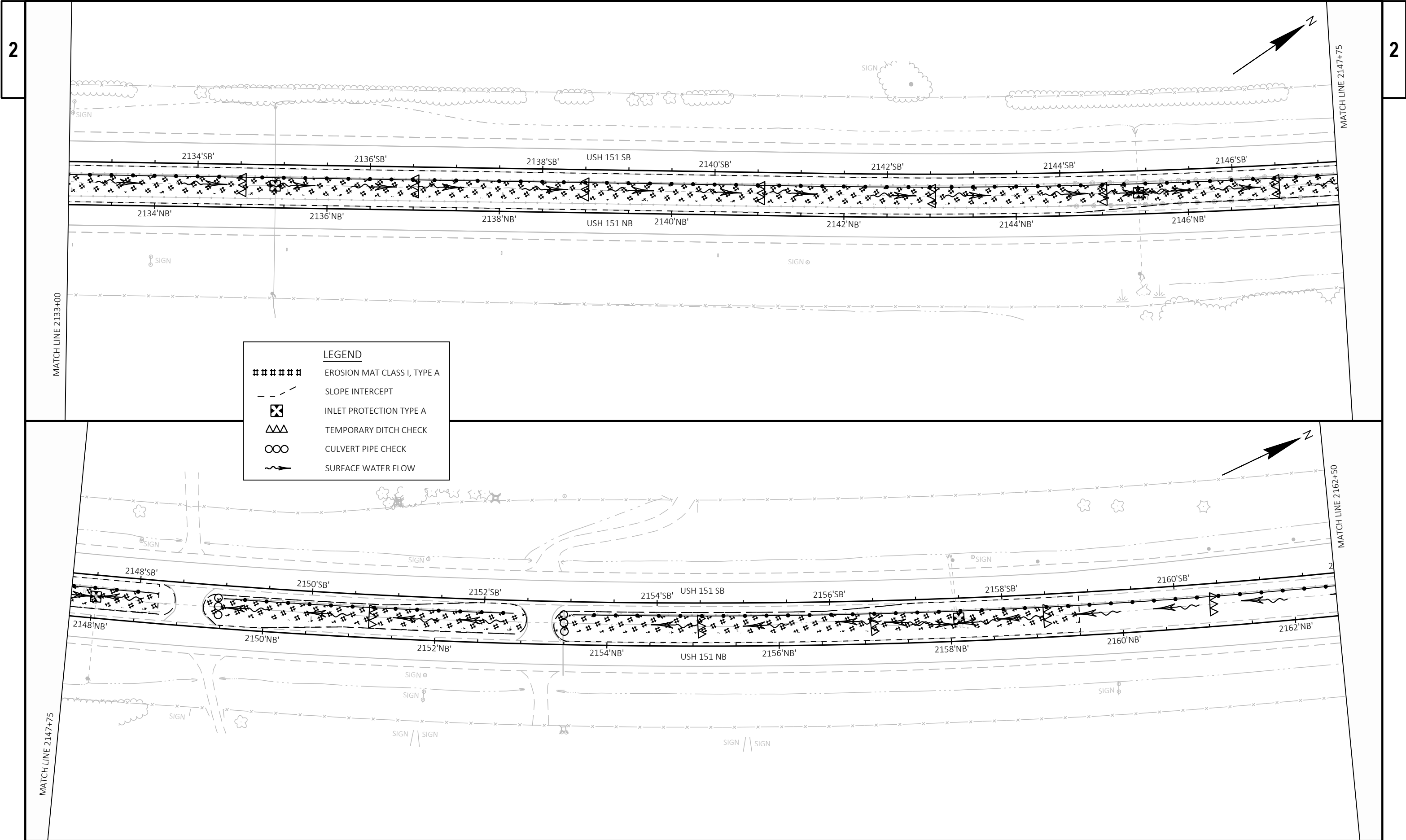
- ##### EROSION MAT CLASS I, TYPE A
- - - SLOPE INTERCEPT
- ⊠ INLET PROTECTION TYPE A
- ΔΔΔ TEMPORARY DITCH CHECK
- ∞ CULVERT PIPE CHECK
- ~> SURFACE WATER FLOW

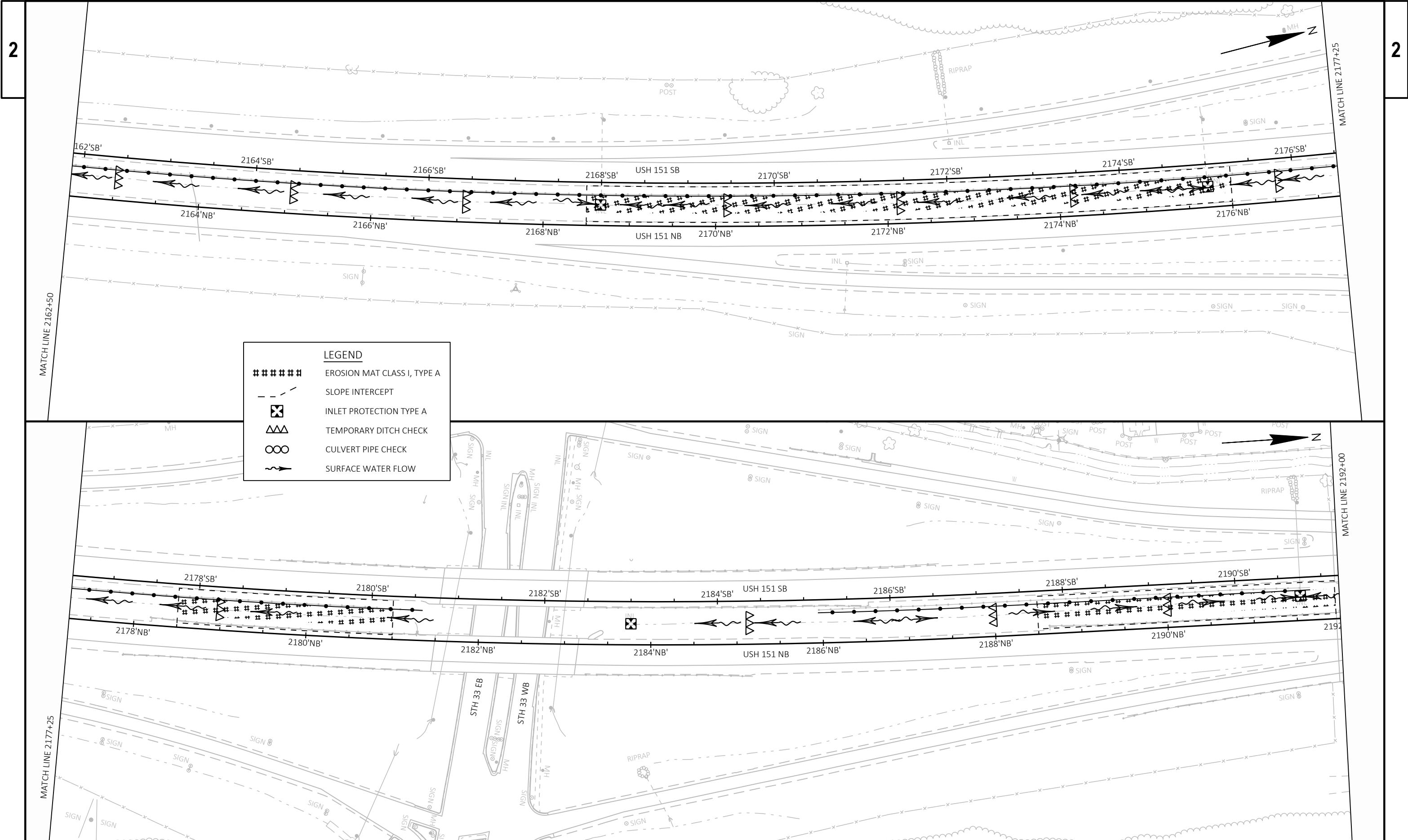


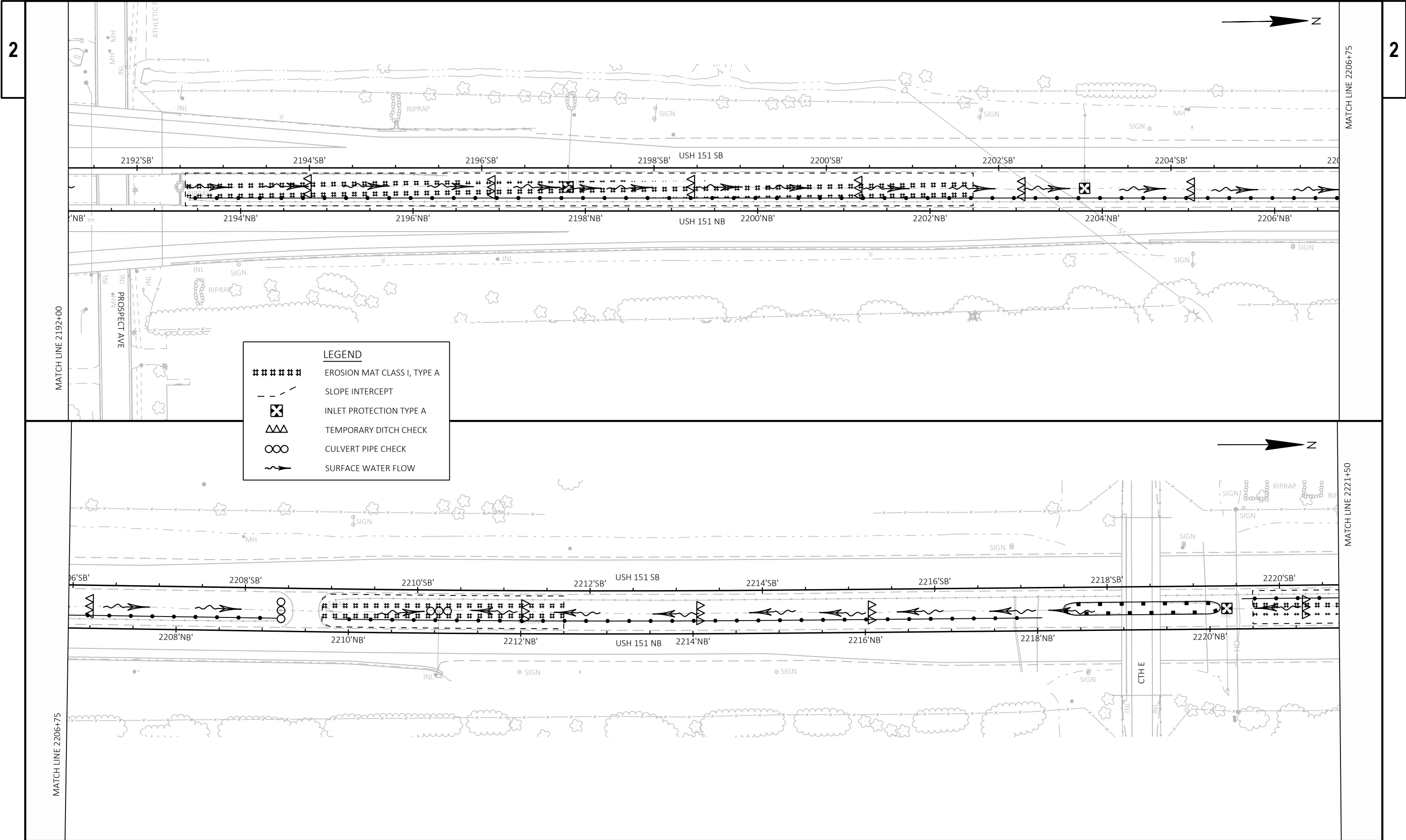
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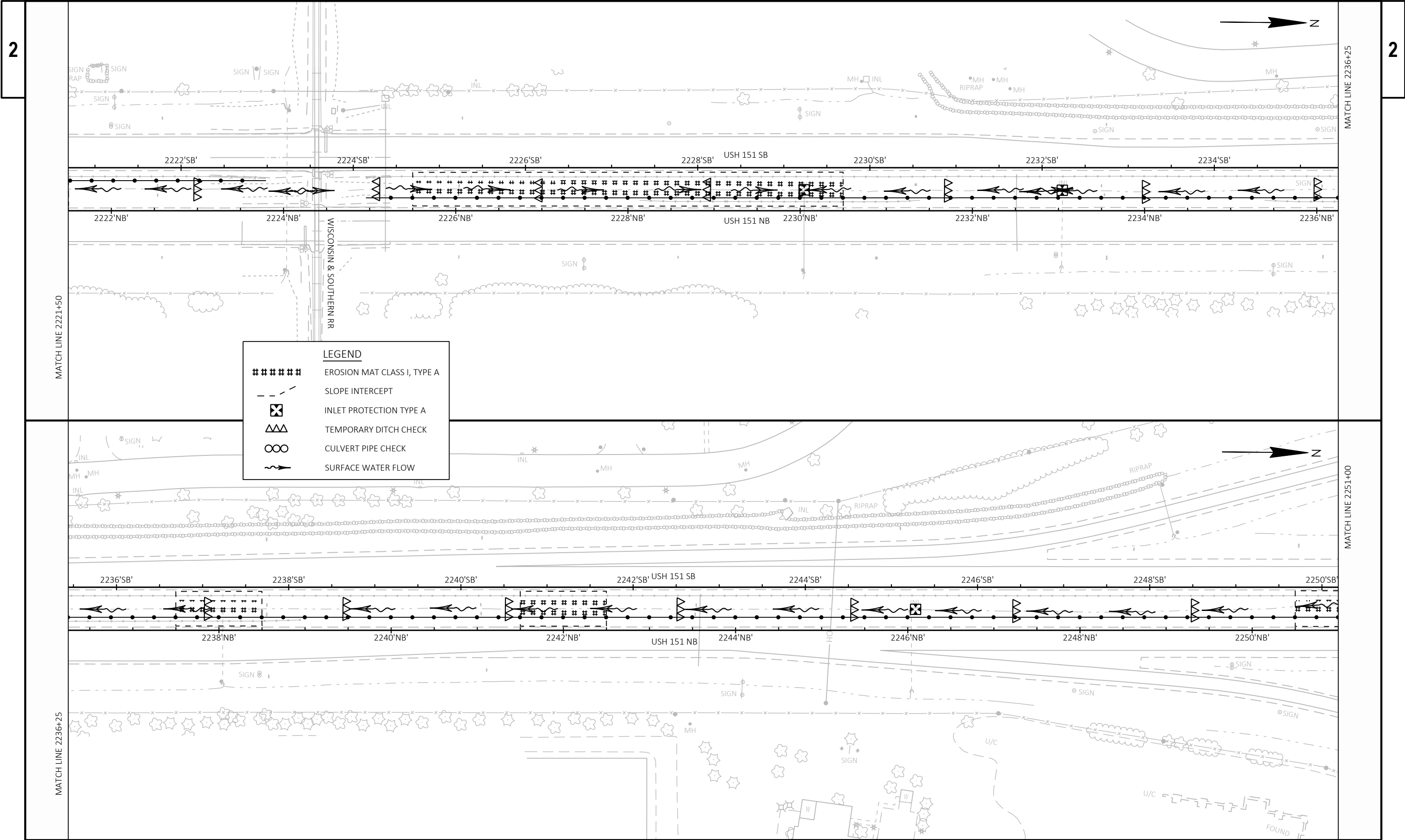


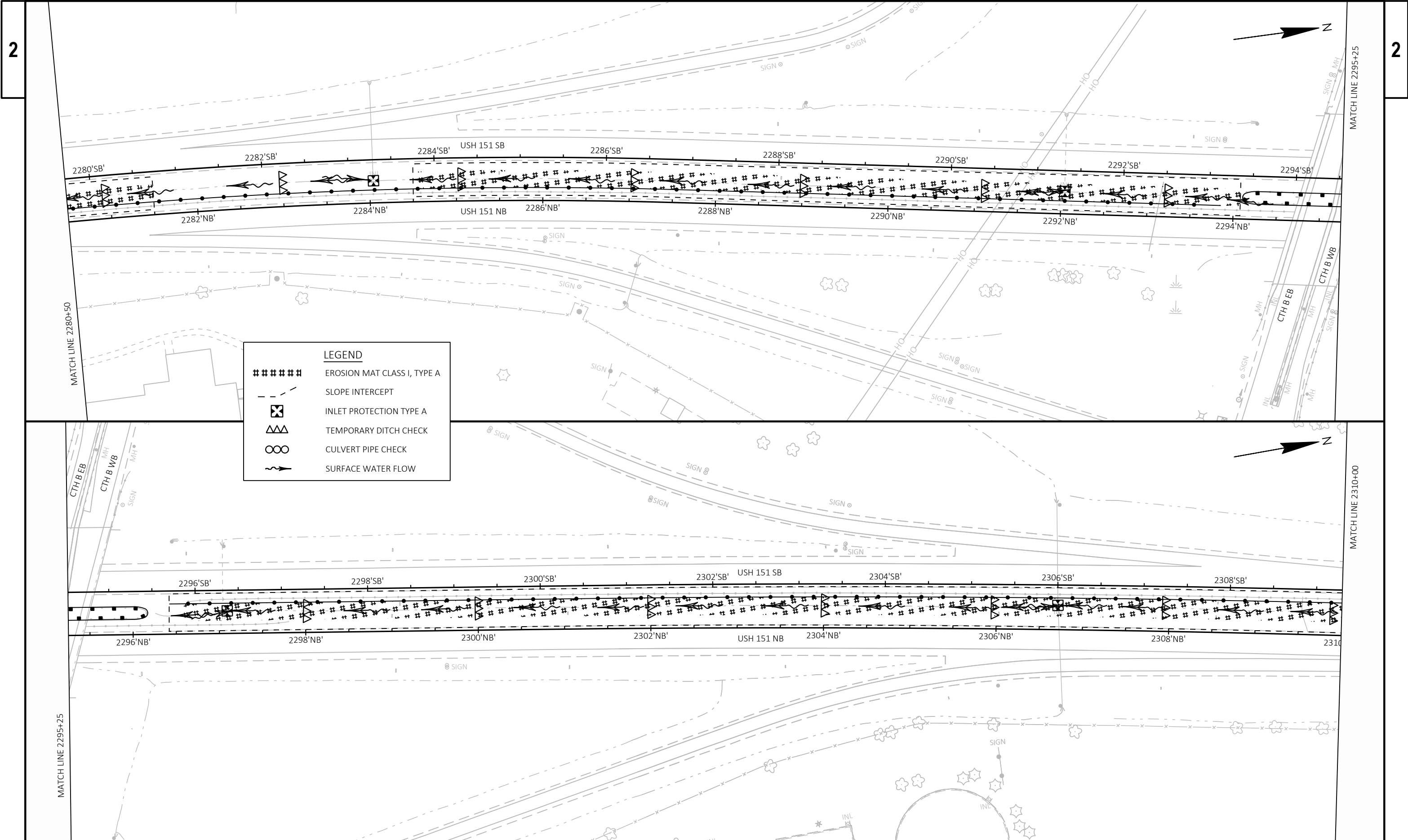




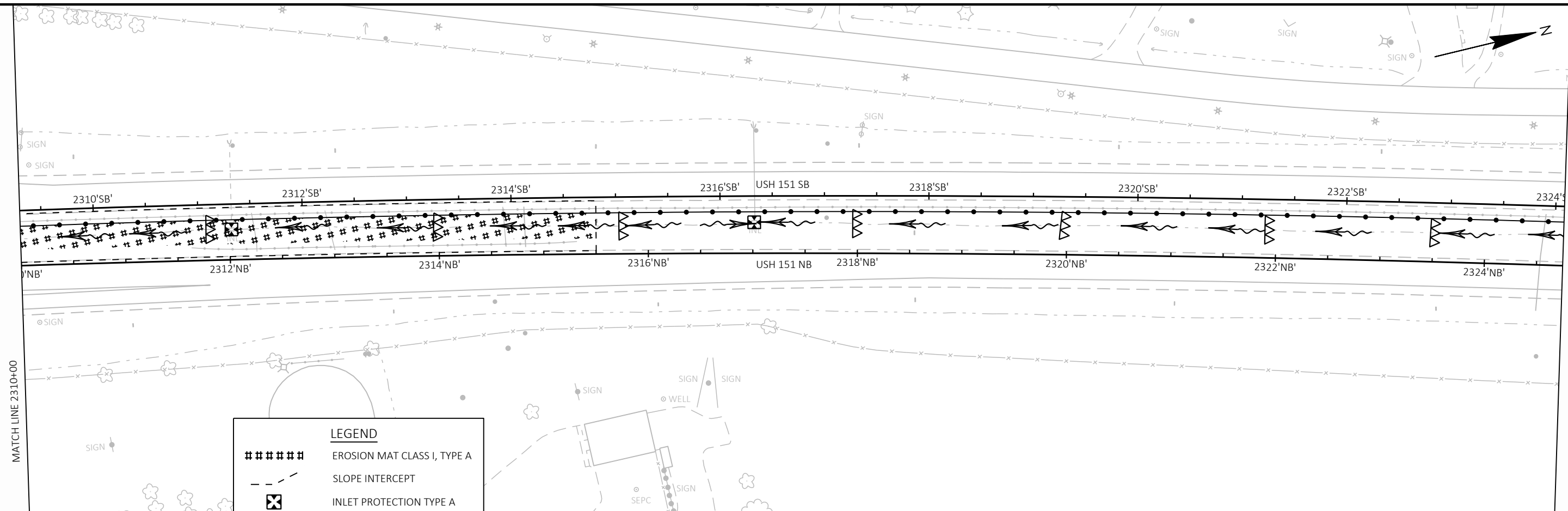


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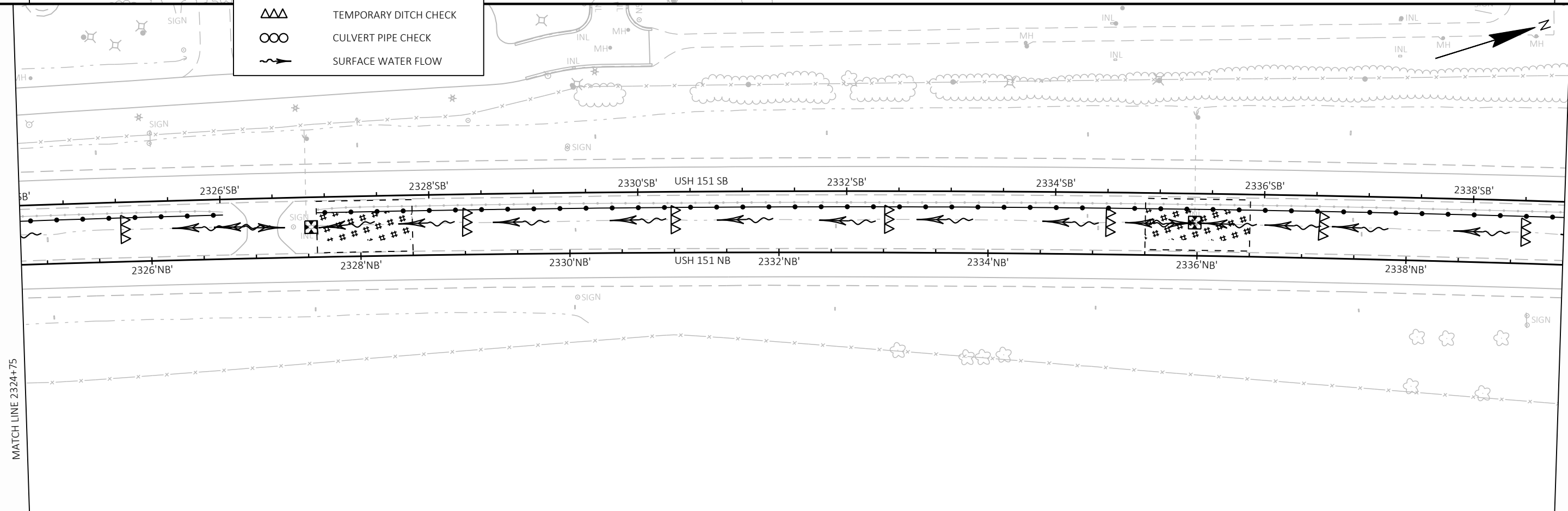


2



MATCH LINE 2324+75

2



MATCH LINE 2339+50

PROJECT NO:	1111-03-63
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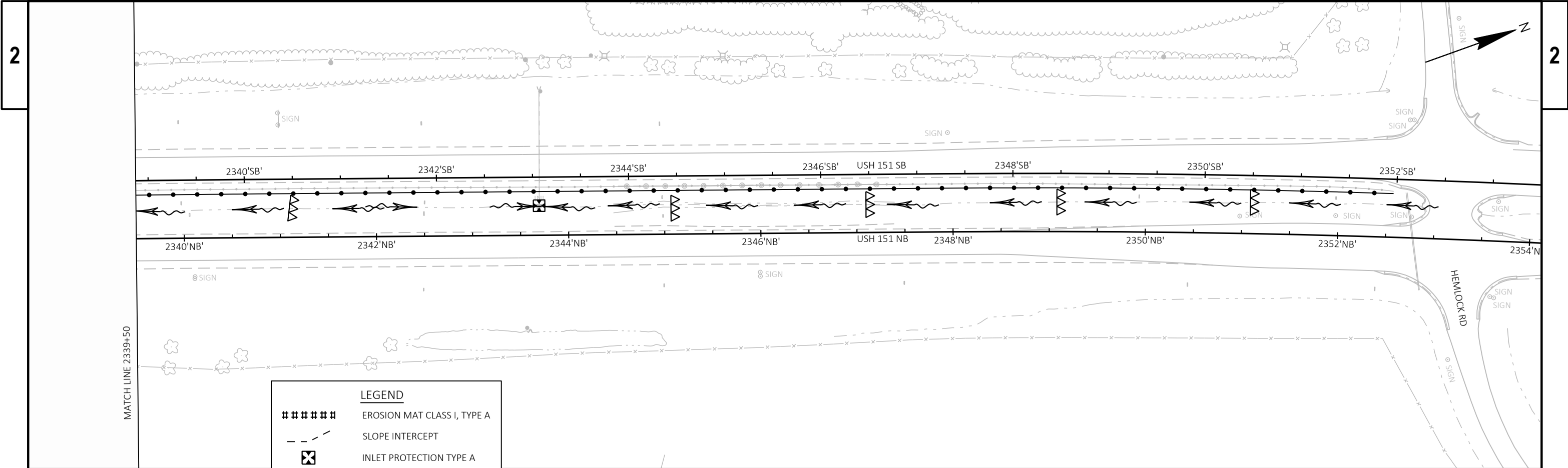
HWY: USH 151

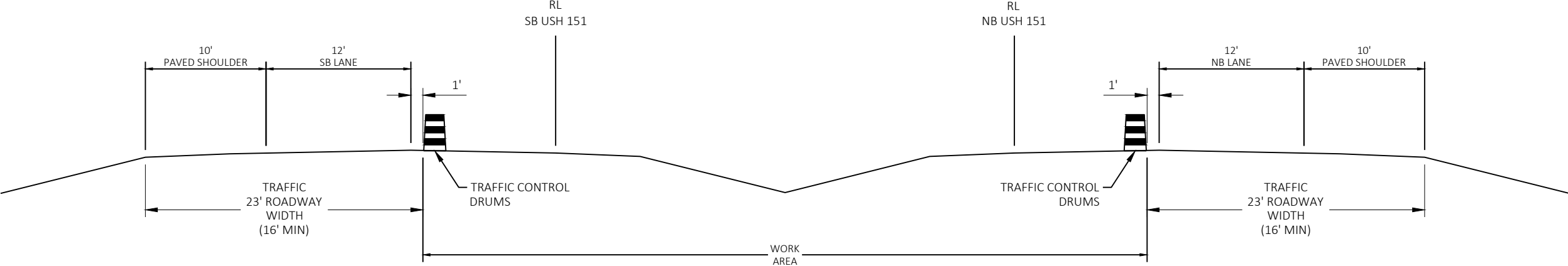
COUNTY: DODGE

EROSION CONTROL

SHEET

E





WEEKDAY LANE CLOSURES USH 151

NOTES

- THE FOLLOWING TRAFFIC CONTROL STANDARD DETAIL DRAWINGS APPLY:
- TRAFFIC CONTROL, LANE CLOSURE;
 - TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION;
 - TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM;
 - TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM;
 - TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE;
 - TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE;
 - TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH.

IF WORKERS ARE PRESENT WITHIN 12 FEET OF LIVE TRAFFIC DURING SHOULDER CLOSURES WITHOUT POSITIVE PROTECTION FOR ANY LENGTH OF WORK AREA, THEN THE SPEED LIMIT SHALL BE REDUCED TO 55 MPH. THE SPEED LIMIT SHALL BE RESTORED TO 65 MPH DURING PERIODS OF NO WORK ACTIVITY.

PCMS MESSAGING

FRAME 1	FRAME 1
ROAD WORK BEGINS	XXXXDAY XX/XX

Estimate Of Quantities

1111-03-63

Line	Item	Item Description	Unit	Total	Qty
0002	204.0165	Removing Guardrail	LF	2,609.000	2,609.000
0004	204.0167	Removing Cable Barrier	LF	42,860.000	42,860.000
0006	205.0100	Excavation Common	CY	5,070.000	5,070.000
0008	208.0100	Borrow	CY	702.000	702.000
0010	213.0100	Finishing Roadway (project) 01. 1111-03-63	EACH	1.000	1.000
0012	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,190.000	1,190.000
0014	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,819.000	1,819.000
0016	312.0110	Select Crushed Material	TON	830.000	830.000
0018	611.0430	Reconstructing Inlets	EACH	11.000	11.000
0020	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0022	613.1100.S	Cable Barrier Type 1	LF	34,524.000	34,524.000
0024	613.1200.S	Cable Barrier End Terminal Type 1	EACH	48.000	48.000
0026	614.0010	Barrier System Grading Shaping Finishing	EACH	6.000	6.000
0028	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	12.000	12.000
0030	614.0230	Steel Thrie Beam	LF	1,225.000	1,225.000
0032	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1111-03-63	EACH	1.000	1.000
0034	619.1000	Mobilization	EACH	1.000	1.000
0036	624.0100	Water	MGAL	58.000	58.000
0038	625.0500	Salvaged Topsoil	SY	53,186.000	53,186.000
0040	628.1905	Mobilizations Erosion Control	EACH	15.000	15.000
0042	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0044	628.2002	Erosion Mat Class I Type A	SY	53,186.000	53,186.000
0046	628.7005	Inlet Protection Type A	EACH	55.000	55.000
0048	628.7504	Temporary Ditch Checks	LF	3,260.000	3,260.000
0050	628.7555	Culvert Pipe Checks	EACH	8.000	8.000
0052	629.0210	Fertilizer Type B	CWT	33.000	33.000
0054	630.0130	Seeding Mixture No. 30	LB	2,433.000	2,433.000
0056	630.0500	Seed Water	MGAL	1,194.000	1,194.000
0058	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0060	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0062	638.2102	Moving Signs Type II	EACH	12.000	12.000
0064	638.4000	Moving Small Sign Supports	EACH	12.000	12.000
0066	642.5001	Field Office Type B	EACH	1.000	1.000
0068	643.0300	Traffic Control Drums	DAY	13,002.000	13,002.000
0070	643.0370.S	Digital Speed Reduction System (DSRS)	DAY	2,088.000	2,088.000
0072	643.0420	Traffic Control Barricades Type III	DAY	616.000	616.000
0074	643.0705	Traffic Control Warning Lights Type A	DAY	980.000	980.000
0076	643.0715	Traffic Control Warning Lights Type C	DAY	1,568.000	1,568.000
0078	643.0810.S	Connected Arrow Board	DAY	232.000	232.000
0080	643.0900	Traffic Control Signs	DAY	2,168.000	2,168.000
0082	643.0920	Traffic Control Covering Signs Type II	EACH	9.000	9.000
0084	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0086	643.1205.S	Basic Traffic Queue Warning System	DAY	98.000	98.000
0088	643.1220.S	Connected Work Zone Start and End Location Markers	DAY	464.000	464.000
0090	643.5000	Traffic Control	EACH	1.000	1.000
0092	650.9911	Construction Staking Supplemental Control (project) 01. 1111-03-63	EACH	1.000	1.000
0094	650.9920	Construction Staking Slope Stakes	LF	18,639.000	18,639.000
0096	SPV.0090	Special 01. Construction Staking Cable Barrier	LF	34,524.000	34,524.000

BEAM GUARD REMOVALS SUMMARY

204.0165 REMOVING GUARDRAIL				
STATION - STATION	LOCATION	LF	REMARKS	
1956+84 - 1965+52 NB	25.0' LT	618		
1996+30 - 1970+43 NB	25.0' LT	344		
1972+33 - 1977+98 NB	25.0' LT	485		
1982+46 - 2004+50 NB	25.0' LT	371		
2007+10 - 2030+03 NB	25.0' LT	370		
2030+76 - 2038+16 NB	25.0' LT	421		
TOTAL		2,609		

CABLE BARRIER REMOVALS SUMMARY

204.0167 REMOVING CABLE BARRIER				
STATION - STATION	LOCATION	LF	REMARKS	
1956+84 - 1965+52 NB	11.5' LT	868		
1966+30 - 1970+43 NB	50.0' LT	413		
1972+33 - 1977+98 NB	38.0' LT	564		
1982+46 - 2004+50 NB	46.0' LT	2,814		
2007+10 - 2030+03 NB	10.0' LT	2,531		
2030+76 - 2038+16 NB	10.0' LT	860		
2040+06 - 2061+38 NB	35.5' LT	2,131		
2063+80 - 2093+42 NB	35.5' LT	2,947		
2075+30 - 2079+30 NB	11.5' LT	403		
2094+18 - 2117+94 NB	10.0' LT	2,371		
2109+44 - 2120+38 NB	33.0' LT	1,089		
2123+88 - 2148+76 NB	34.0' LT	2,485		
2132+25 - 2148+80 NB	11.5' LT	1,648		
2149+52 - 2152+90 NB	36.0' LT	336		
2153+60 - 2181+34 NB	36.0' LT	2,761		
2185+95 - 2191+67 NB	38.0' LT	571		
2193+40 - 2209+17 NB	11.5' LT	1,577		
2209+84 - 2223+80 NB	40.0' LT	1,395		
2224+96 - 2269+31 NB	40.0' LT	4,436		
2228+10 - 2231+40 NB	11.5' LT	326		
2235+35 - 2239+00 NB	10.5' LT	356		
2251+88 - 2255+44 NB	10.5' LT	357		
2270+08 - 2279+63 NB	39.5' LT	956		
2275+78 - 2297+81 NB	10.5' LT	2,205		
2296+63 - 2326+69 NB	40.0' LT	3,588		
2311+63 - 2315+32 NB	10.0' LT	369		
2327+59 - 2352+57 NB	46.5' LT	2,503		
TOTAL		42,860		

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		AVAILABLE MATERIAL (3)	UNEXPANDED FILL	EXPANDED FILL (4)	MASS ORDINATE +/- (5)	WASTE	208.0100 BORROW	COMMENT
			CUT	EBS EXCAVATION (2)			FACTOR 1.25				
DIVISION 1											
EWRK_151	1956+84.41/2336+50.15		4,609	461	4,609	4,249	5,311	-702			
DIVISION 1 SUBTOTAL			4,609	461	4,609	4,249	5,311	-702	0	702	
GRAND TOTAL			4,609	461	4,609	4,249	5,311	-702	0	702	
TOTAL COMMON EXC			5,070								

NOTES:

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

(2) EBS EXCAVATION IS AN UNDISTRIBUTED AMOUNT FOR THE CABLE BARRIER ANCHORS AND IS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL

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

(4) EXPANDED FILL FACTOR = 1.25

DEPENDING ON SELECTIONS: **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**

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

BASE AGGREGATE SUMMARY

	305.0110	305.0120	312.0110	624.0100	
	BASE AGGREGATE	BASE AGGREGATE	SELECT CRUSHED	WATER	
	DENSE 3/4-INCH	DENSE 1 1/4-INCH	MATERIAL		
LOCATION	TON	TON	TON	MGAL	REMARKS
USH 151 CROSSOVER WIDENING	409	1,819	--	33	
USH 151 MEDIAN SHOULDERS	781	--	--	12	
USH 151 CABLE BARRRIER ANCHORS	--	--	830	12	
TOTAL	1,190	1,819	830	58	

GUARDRAIL SUMMARY

		614.0220	614.0230	614.0010	
		STEEL THRIE	STEEL THRIE	BARRIER SYSTEM	
		BEAM BULLNOSE	BEAM	GRADING SHAPING	
		TERMINAL		FINISHING	
STATION - STATION	LOCATION	EACH	LF	EACH	REMARKS
2004+29 - 2007+35 NB	25.0' LT	2	400	1	
2038+27 - 2039+96 NB	25.0' LT	2	125	1	
2061+45 - 2063+51 NB	25.0' LT	2	200	1	
2218+30 - 2220+12 NB	25.0' LT	2	150	1	
2257+91 - 2259+73 NB	25.0' LT	2	150	1	
2294+11 - 2296+17 NB	25.0' LT	2	200	1	
TOTAL		12	1,225	6	

CABLE BARRIER SUMMARY

				613.1100.S	613.1200.S	
				CABLE	CABLE BARRIER	
				BARRIER	END TERMINAL	
				TYPE 1	TYPE 1	
STATION - STATION	LOCATION	LF	EACH	REMARKS		
1956+84 - 1965+51 NB	15.0' LT	787	2			
1966+20 - 1970+71 NB	35.0' LT	371	2			
1972+33 - 1977+98 NB	35.0' LT	484	2			
1982+46 - 2004+04 NB	15.0' LT	2,080	2			
2007+60 - 2029+43 NB	35.0' LT	2,113	2			
2030+76 - 2038+02 NB	15.0' LT	646	2			
2040+21 - 2052+05 NB	35.0' LT	1,104	2			
2049+35 - 2061+20 NB	15.0' LT	1,104	2			
2063+76 - 2093+42 NB	35.0' LT	2,871	2			
2094+18 - 2117+85 NB	15.0' LT	2,279	2			
2115+15 - 2120+38 NB	35.0' LT	443	2			
2123+88 - 2148+76 NB	35.0' LT	2,405	2			
2149+52 - 2152+91 NB	35.0' LT	257	2			
2153+60 - 2181+34 NB	35.0' LT	2,682	2			
2185+95 - 2191+67 NB	35.0' LT	491	2			
2193+40 - 2209+17 NB	15.0' LT	1,497	2			
2209+84 - 2218+05 NB	15.0' LT	741	2			
2220+37 - 2223+80 NB	35.0' LT	262	2			
2224+96 - 2257+66 NB	15.0' LT	3,190	2			
2259+98 - 2269+31 NB	35.0' LT	854	2			
2270+08 - 2277+59 NB	35.0' LT	670	2			
2274+89 - 2293+86 NB	15.0' LT	1,820	2			
2296+42 - 2326+69 NB	35.0' LT	2,950	2			
2327+59 - 2352+57 NB	35.0' LT	2,423	2			
TOTAL		34,524	48			

INLET SUMMARY

		611.0430		611.0642	
		RECONSTRUCTING		INLET COVERS	
		INLETS		TYPE MS	
STATION	LOCATION	EACH	EACH	REMARKS	
1972+25 NB	28.0' LT	1	--		
2021+31 NB	23.5' LT	1	--		
2078+00 NB	24.0' LT	1	--		
2110+04 NB	22.0' LT	1	--		
2135+40 NB	26.0' LT	1	--		
2145+42 NB	24.5' LT	1	--		
2148+00 NB	25.0' LT	1	--		
2175+72 NB	24.0' LT	1	--		
2230+05 NB	25.0' LT	1	--		
2297+10 NB	26.0' LT	1	--		
2336+00 NB	32.0' LT	1	--		
UNDISTRIBUTED		--	1		
TOTAL		11	1		

EROSION CONTROL SUMMARY

			628.1905	628.1910	628.7005	628.7504	628.7555	
			MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL	INLET PROTECTION TYPE A	TEMPORARY DITCH CHECKS	CULVERT PIPE CHECKS	
STATION -	STATION	LOCATION	EACH	EACH	EACH	LF	EACH	REMARKS
1956+84 -	2064+00 NB	USH 151 MEDIAN	--	--	15	760	2	
2064+00 -	2182+00 NB	USH 151 MEDIAN	--	--	14	980	4	
2182+00 -	2352+57 NB	USH 151 MEDIAN	--	--	21	1,520	2	
		UNDISTRIBUTED	15	5	5	--	--	
TOTAL			15	5	55	3,260	8	

LANDSCAPING SUMMARY

						625.0500	628.2002	629.0210	630.0130	630.0500	
						SALVAGED	EROSION MAT	FERTILIZER	SEEDING		
						TOPSOIL	CLASS I	TYPE B	MIXTURE	SEED	
							TYPE A		NO. 30	WATER	
STATION - STATION		LOCATION				SY	SY	CWT	LB	MGAL	REMARKS
1956+84 - 2064+00 NB		USH 151 MEDIAN				9,917	9,917	6.2	446	223	
2064+00 - 2182+00 NB		USH 151 MEDIAN				20,043	20,043	12.6	902	450	
2182+00 - 2352+57 NB		USH 151 MEDIAN				14,347	14,347	9.0	646	322	
		UNDISTRIBUTED				8,861	8,861	5.2	439	199	
TOTAL						53,168	53,168	33.0	2,433	1,194	

SIGNING SUMMARY

	634.0616 POSTS WOOD 4X6-INCH X 16-FT	634.0618 POSTS WOOD 4X6-INCH X 18-FT	638.2102 MOVING SIGNS TYPE II	638.4000 MOVING SMALL SIGN SUPPORTS	
LOCATION	EACH	EACH	EACH	EACH	REMARKS
UNDISTRIBUTED	1	1	12	12	
TOTAL	1	1	12	12	

TRAFFIC CONTROL SUMMARY

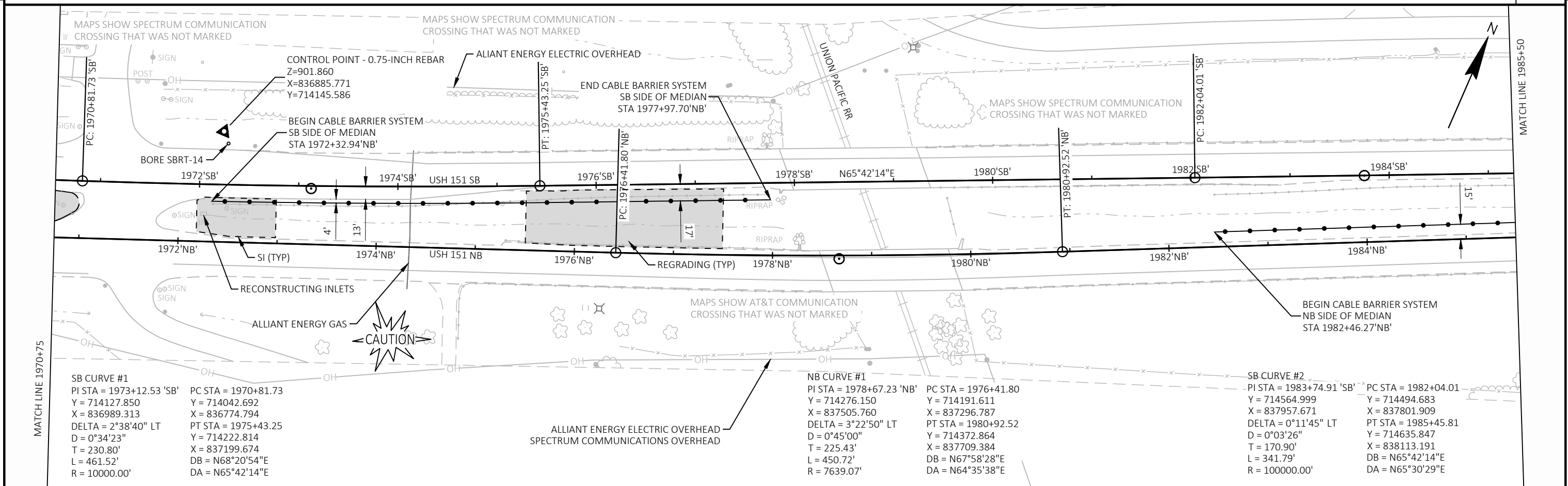
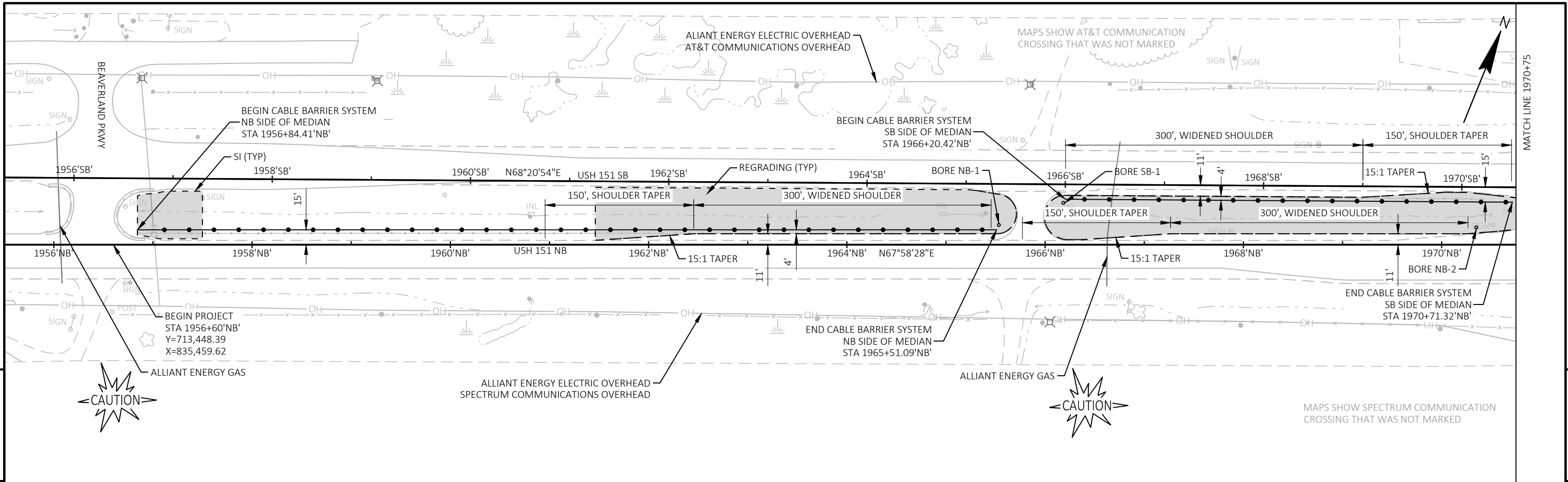
		643.5000	643.0300		643.0420		643.0705		643.0715		643.0900		643.1050		643.1205.S		
		TRAFFIC CONTROL	TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS PCMS		BASIC TRAFFIC QUEUE WARNING SYSTEM		
DAYS	LOCATION	EACH	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO.	DAYS	NO.	DAYS	REMARKS
7	BEGIN AND END PROJECT	--	--	--	--	--	--	--	--	--	--	--	2	14	--	--	PREWARN
49	SDD 15D12	--	164	8,036	10	490	20	980	32	1,568	26	1,274	--	--	--	--	LANE CLOSURES FOR USH 151 NB AND USH 151 SB 7 DAYS PER MEDIAN CROSSOVER INSIDE LANE CLOSURES SHOULDER CLOSURES FOR USH 151 NB AND USH 151 SB
49	BASIC QUEUE WARNING SYSTEM	--	30	1,470	--	--	--	--	--	--	4	260	--	--	2	98	
63	SDD 15D21	--	24	1,512	2	126	--	--	--	--	6	378	--	--	--	--	
16	SDD 15D27	--	124	1,984	--	--	--	--	--	--	16	256	--	--	--	--	
65	UNDISTRIBUTED	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
TOTAL		1	13,002		616		980		1,568		2,168		14		98		

DIGITAL SPEED REDUCTION SYSTEM (DSRS) SUMMARY

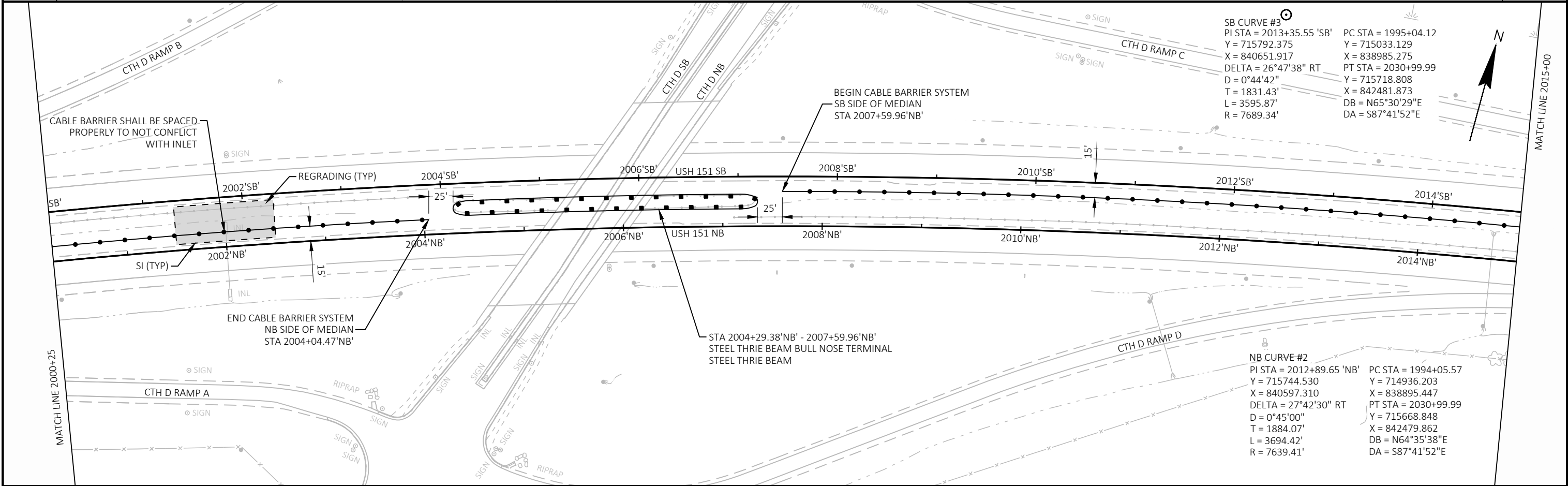
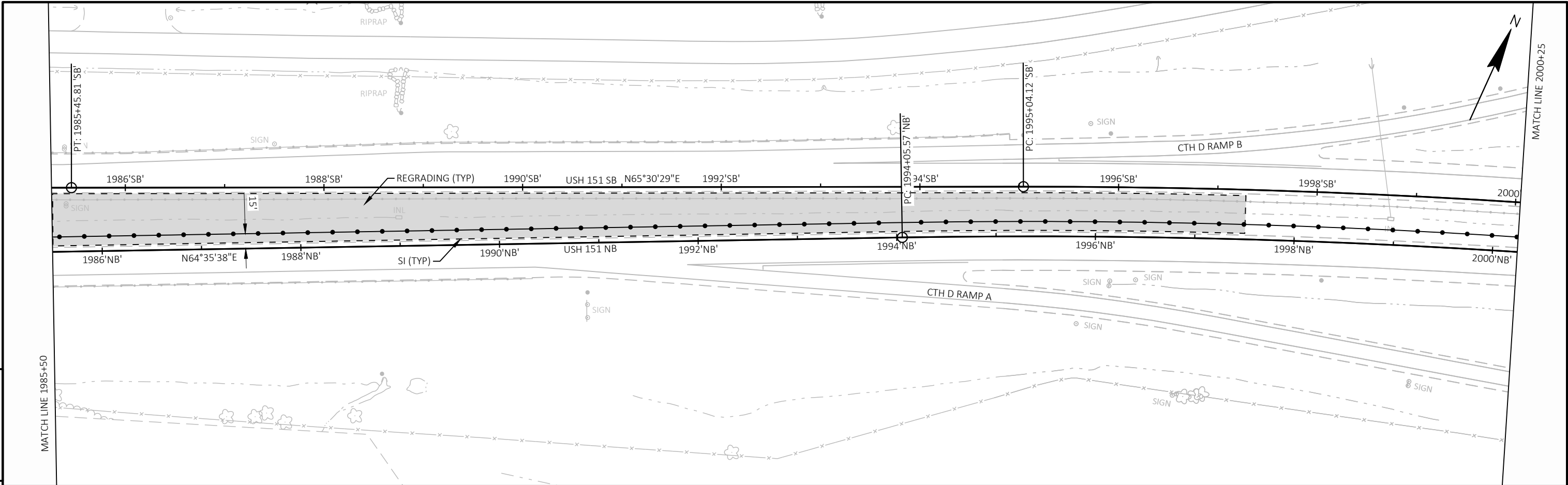
		643.0920	643.0370.S		643.0810.S		643.1220.S		REMARKS
		TRAFFIC CONTROL COVERING SIGNS TYPE II	DIGITAL SPEED LIMIT TRAILERS (DSLTL)	DIGITAL SPEED REDUCTION SYSTEM (DSRS)	CONNECTED ARROW BOARDS	CONNECTED ARROW BOARD	CONNECTED WORK ZONE START AND END LOCATION MARKERS	CONNECTED WORK ZONE START AND END LOCATION MARKERS	
DAYS	LOCATION	EACH	(DSLTL)	DAY	BOARDS	DAY	MARKERS	DAY	
116	USH 151 NB	4	9	1,044	1	116	2	232	
116	USH 151 SB	5	9	1,044	1	116	2	232	
TOTAL		9		2,088		232		464	

STAKING SUMMARY

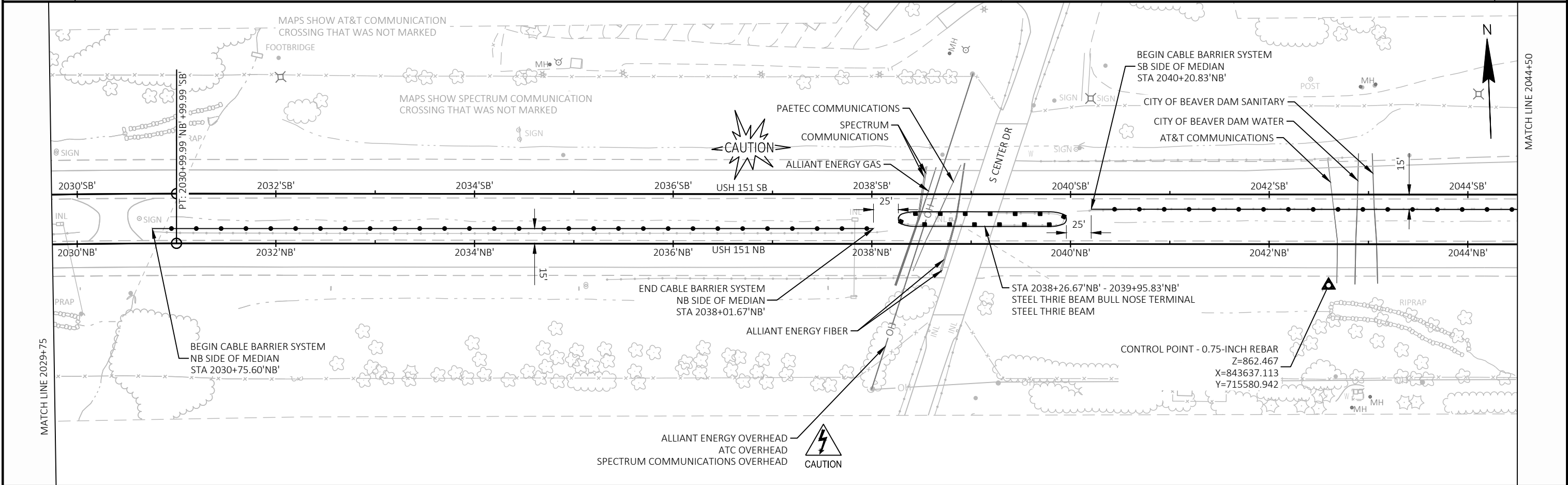
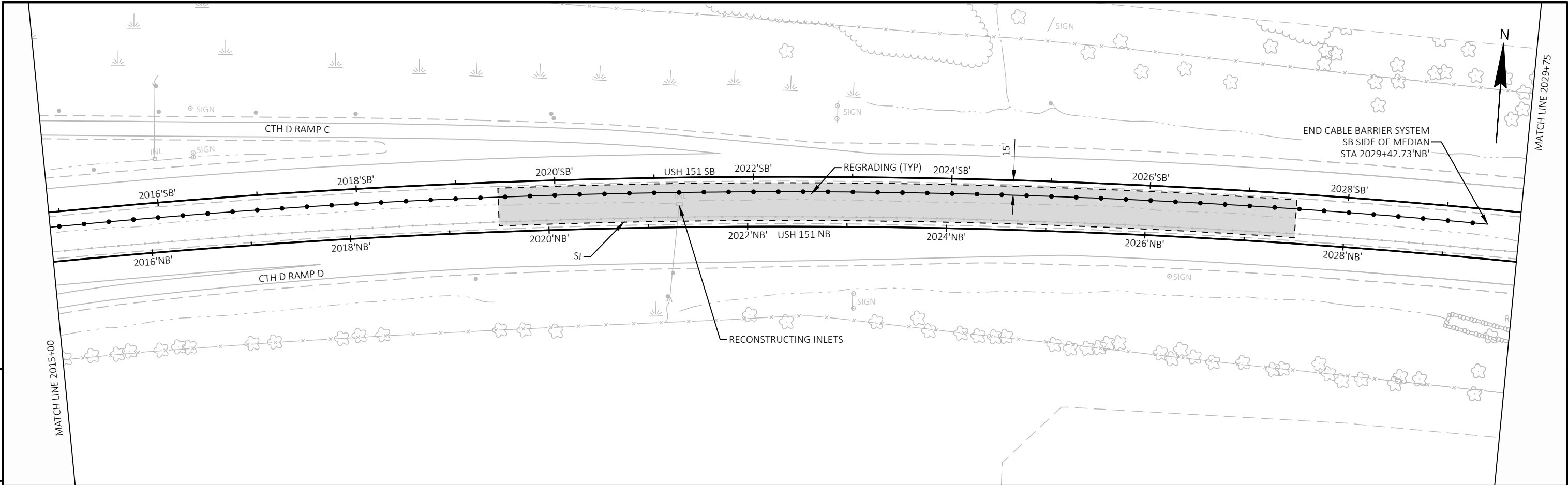
		650.9911	650.9920	SPV.0090.01	REMARKS
		CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1111-03-63	CONSTRUCTION STAKING SLOPE STAKES	SPECIAL 01. CONSTRUCTION STATKING CABLE BARRIER	
STATION -	STATION	EACH	LF	LF	
1956+60 -	2353+00	1	18,639	34,524	
TOTAL		1	18,639	34,524	



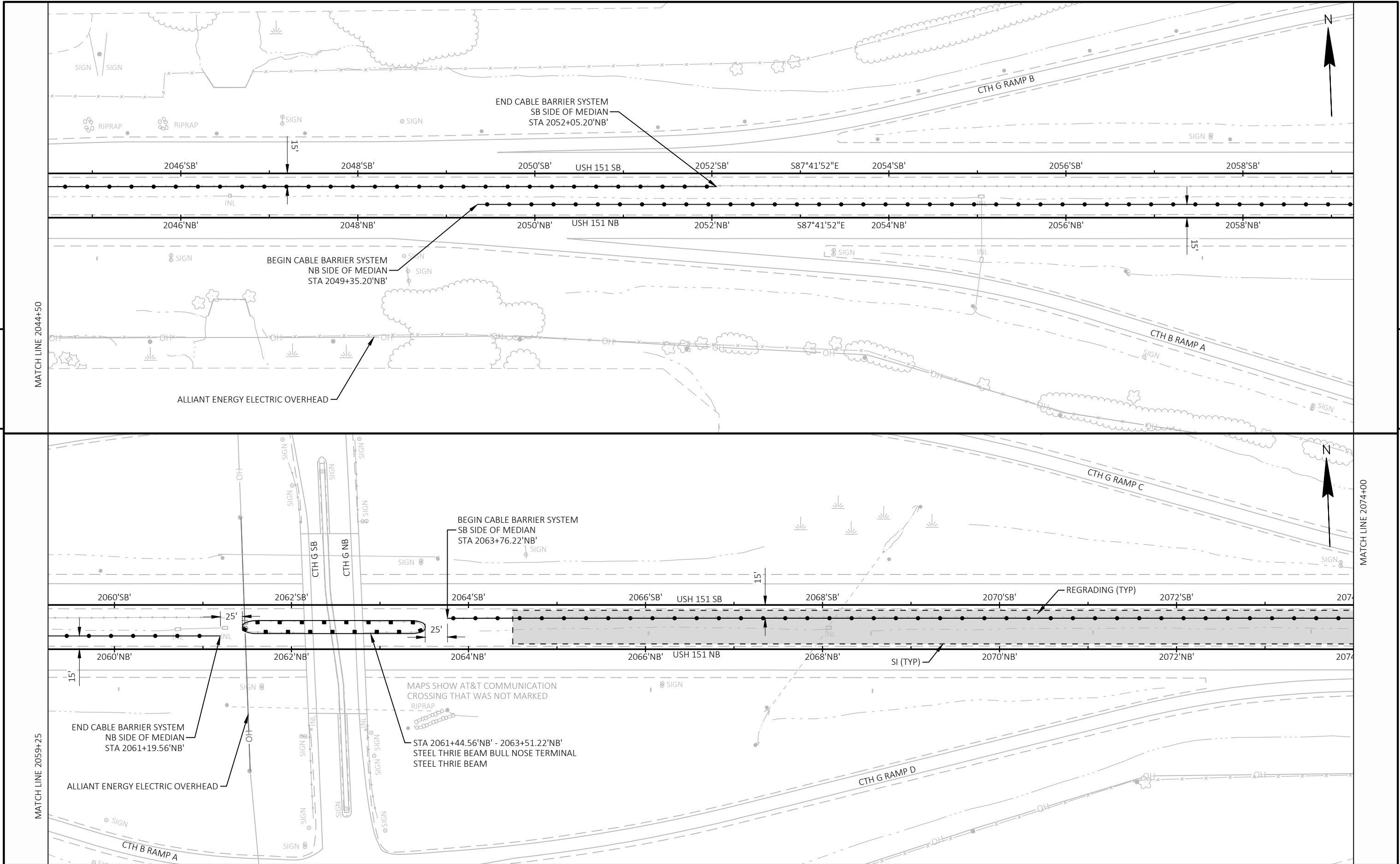
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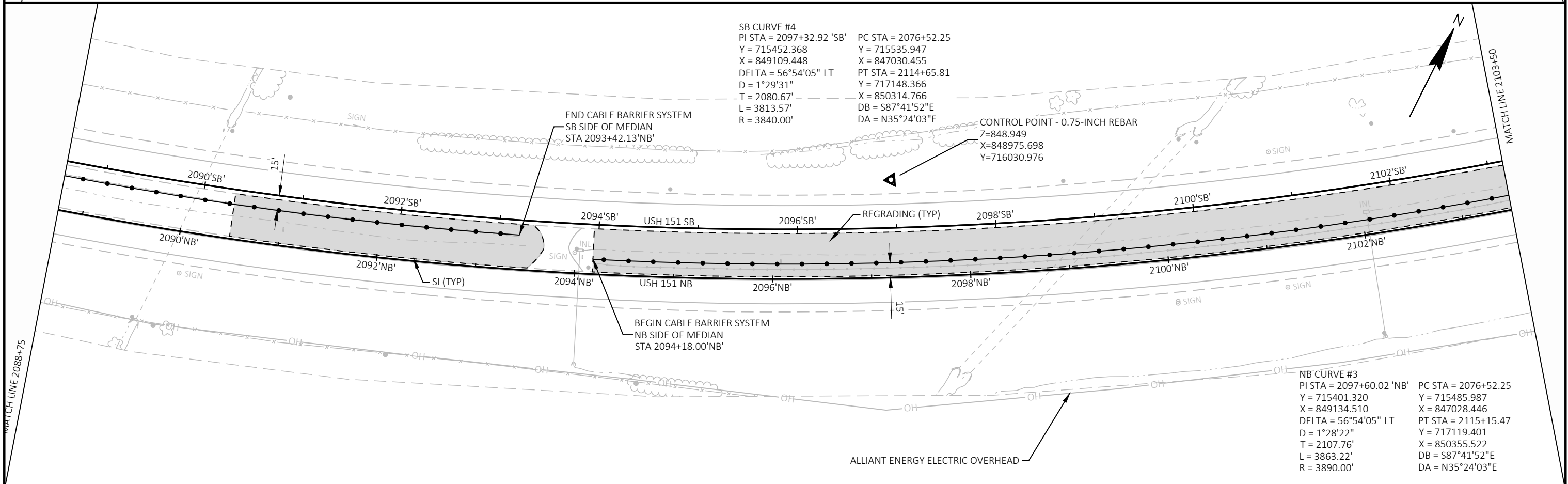
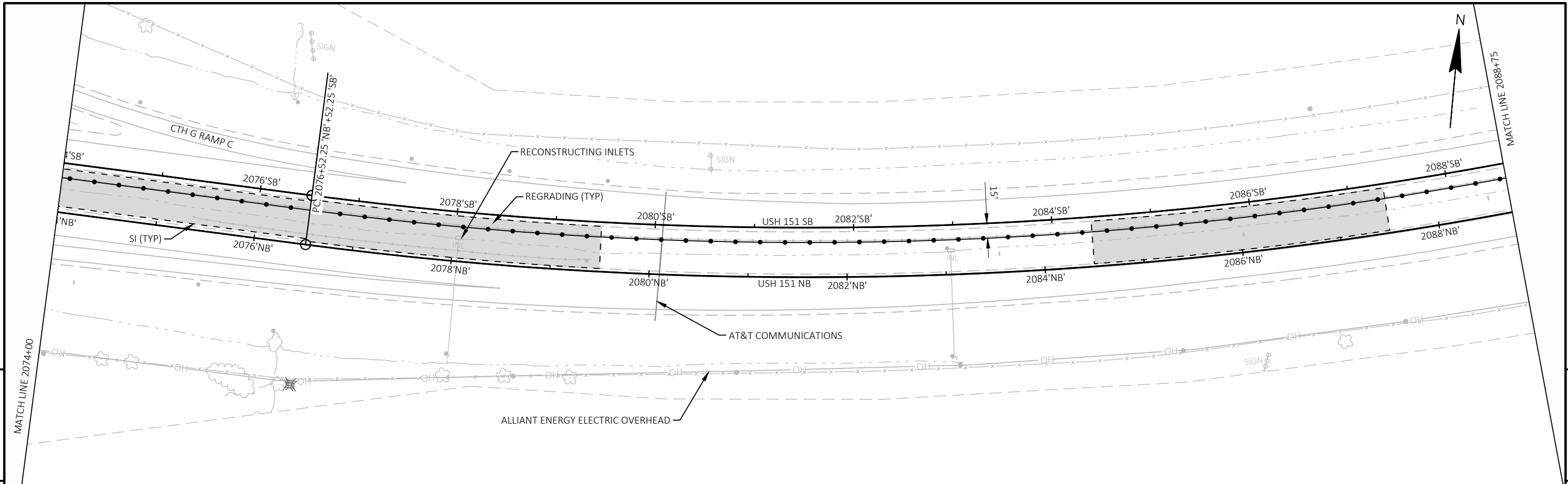
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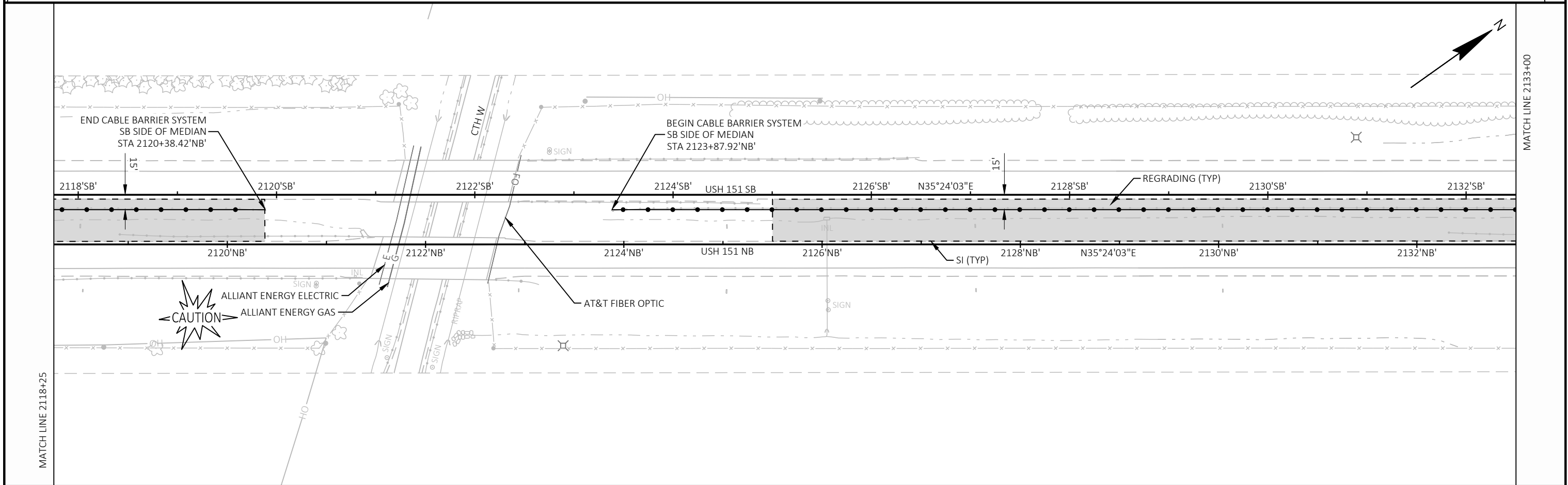
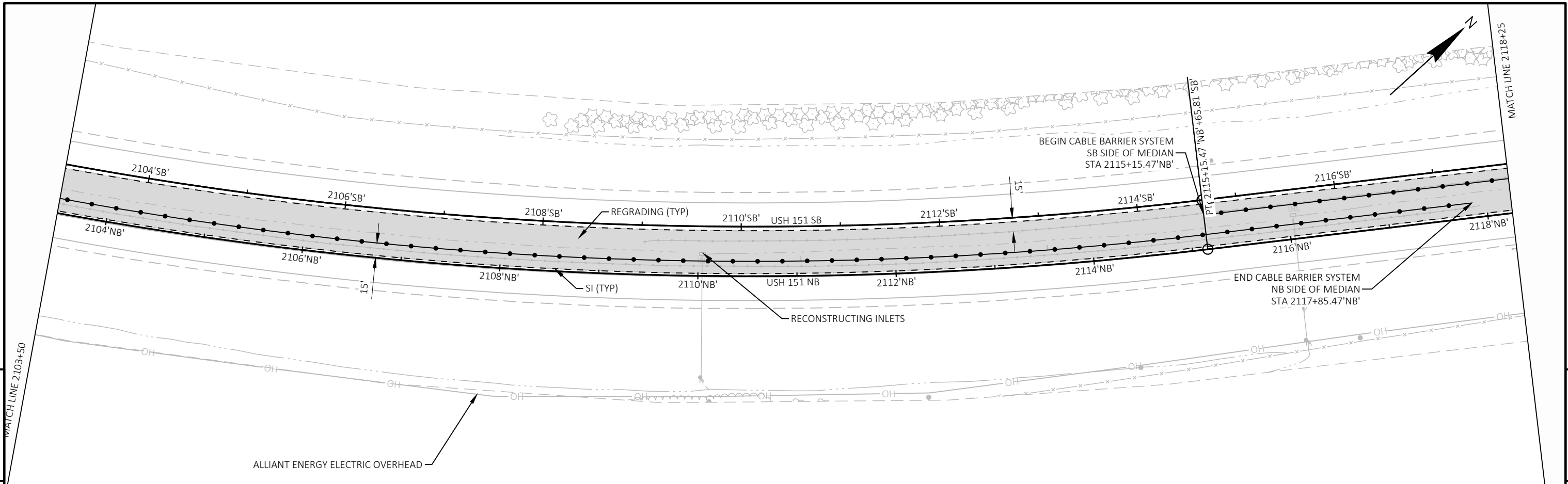
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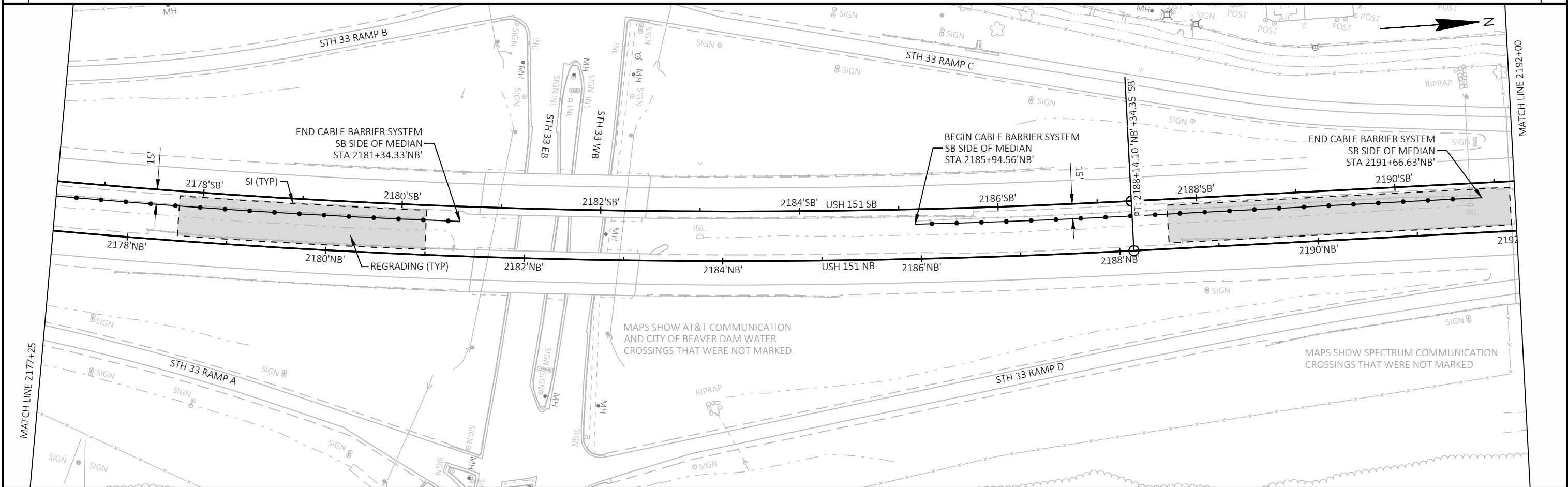
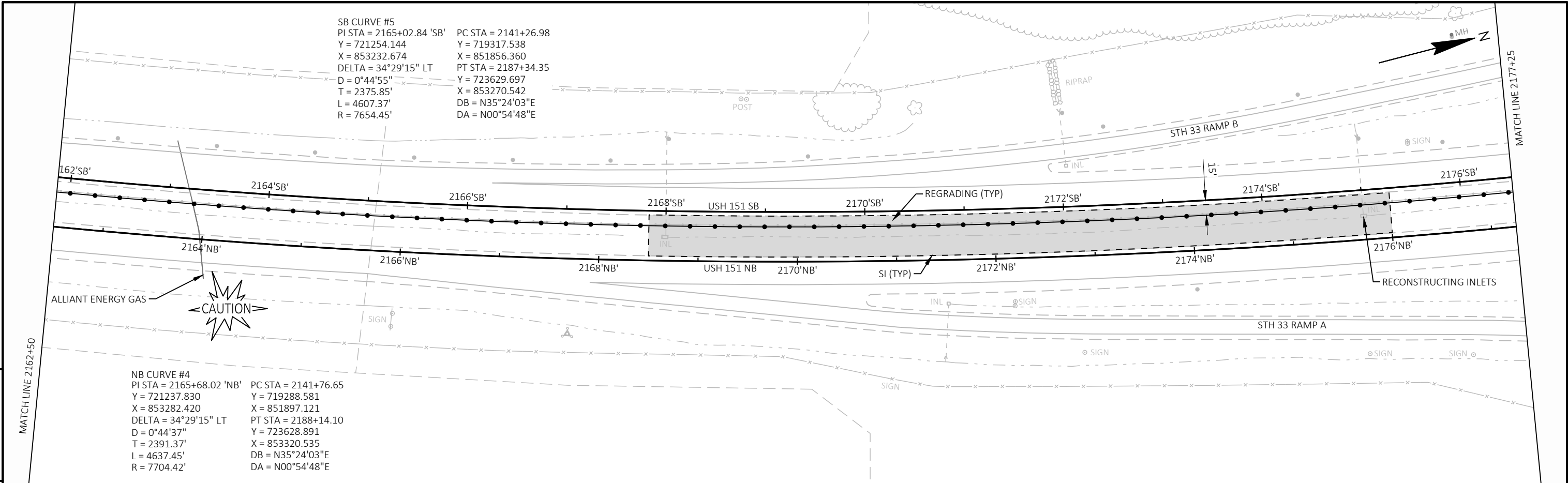
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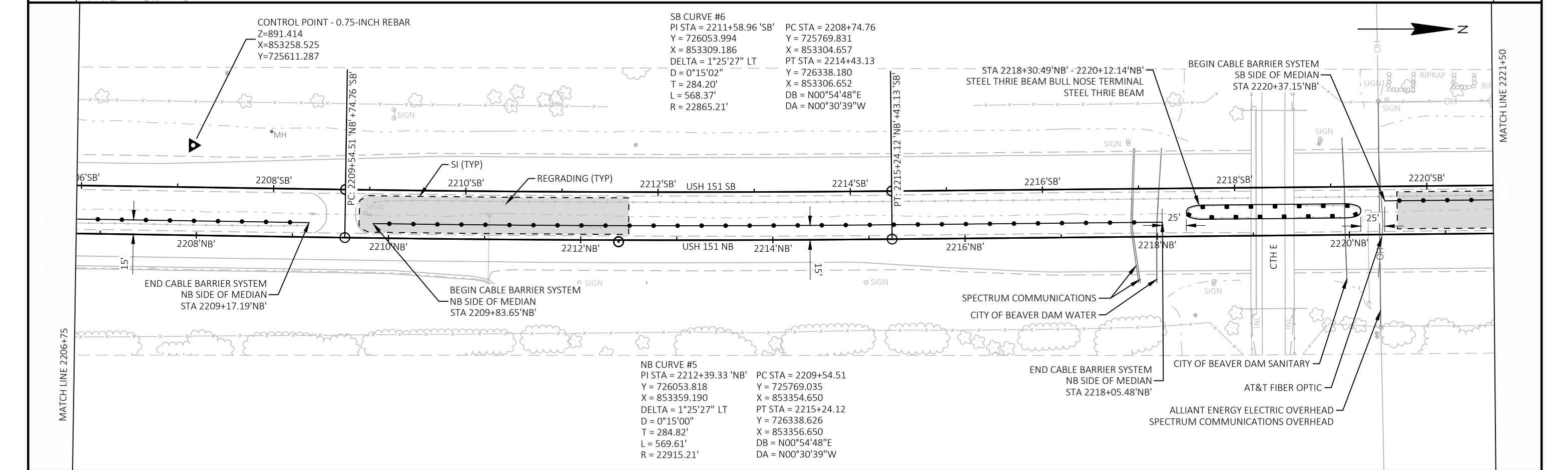
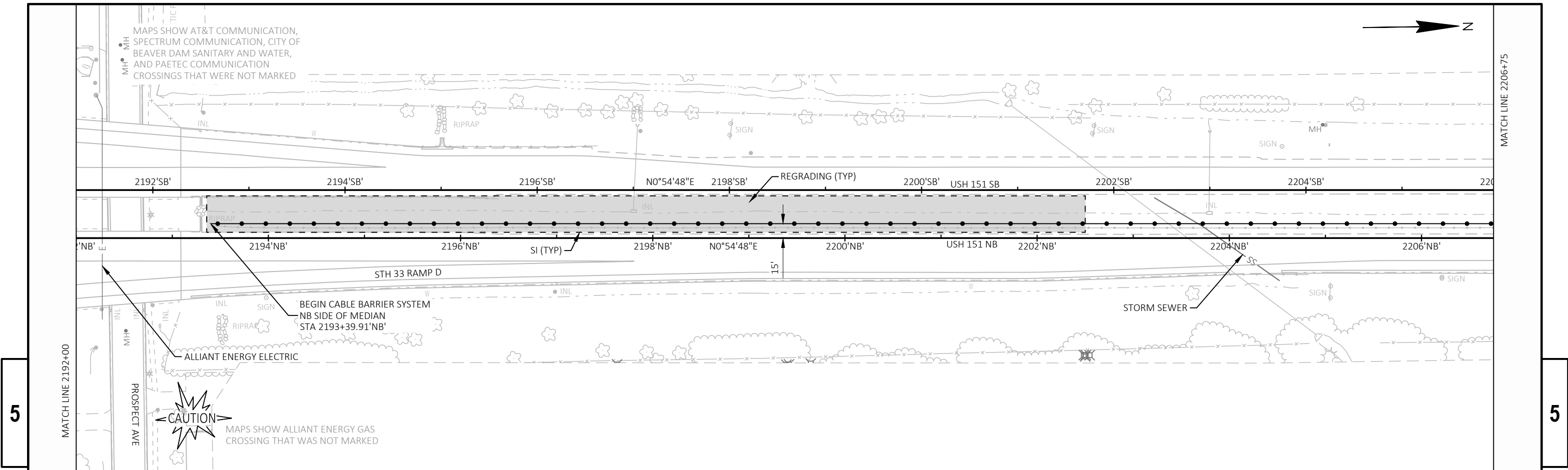
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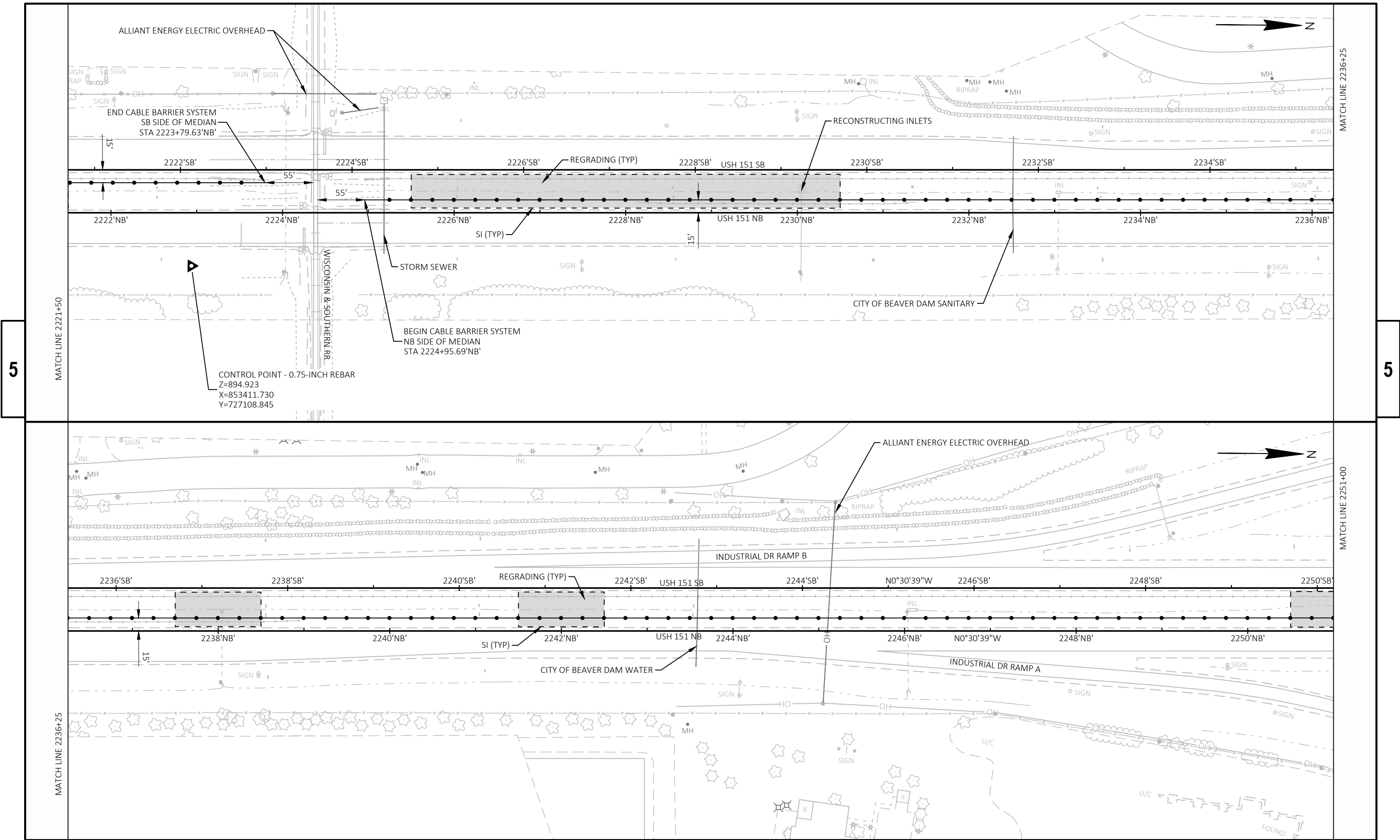
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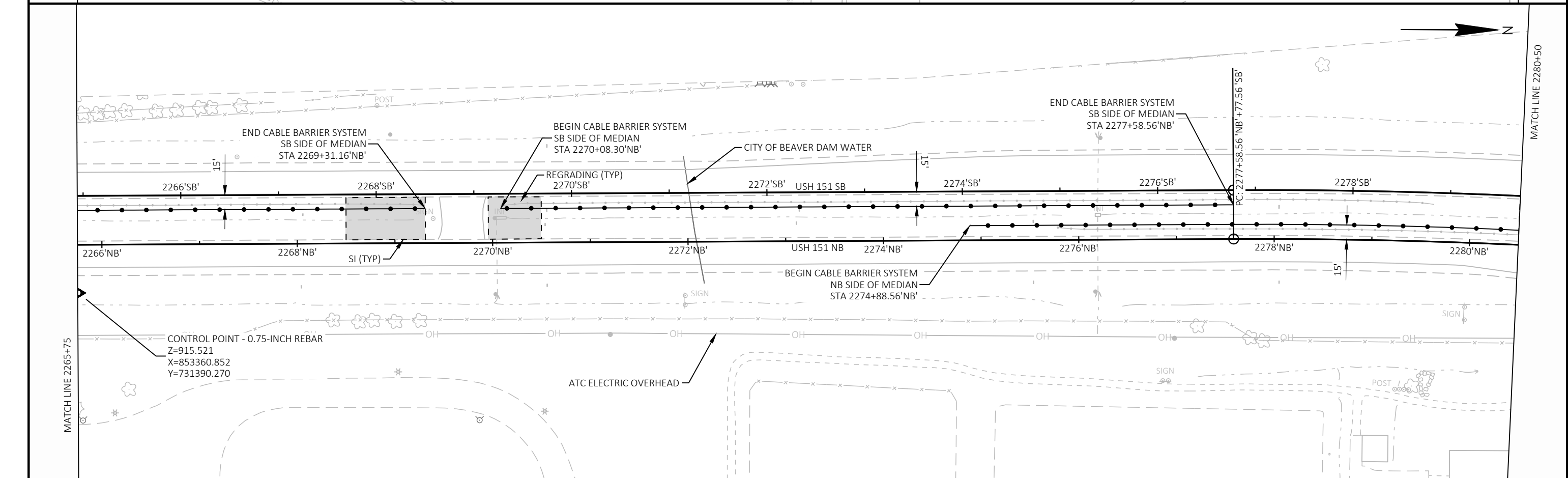
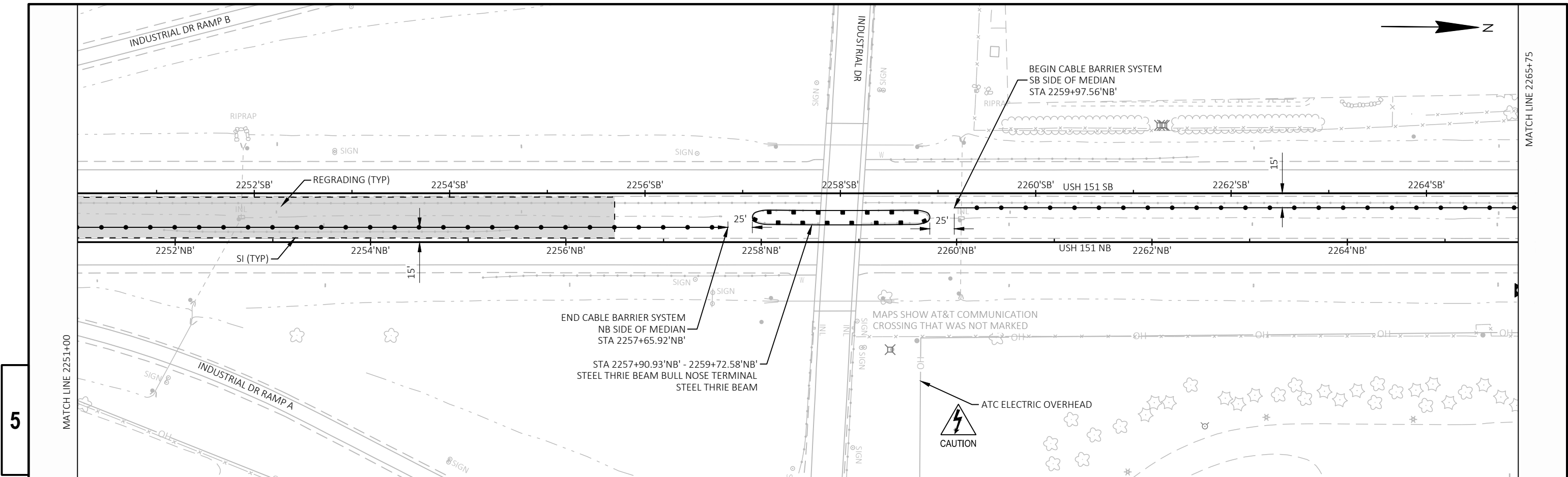
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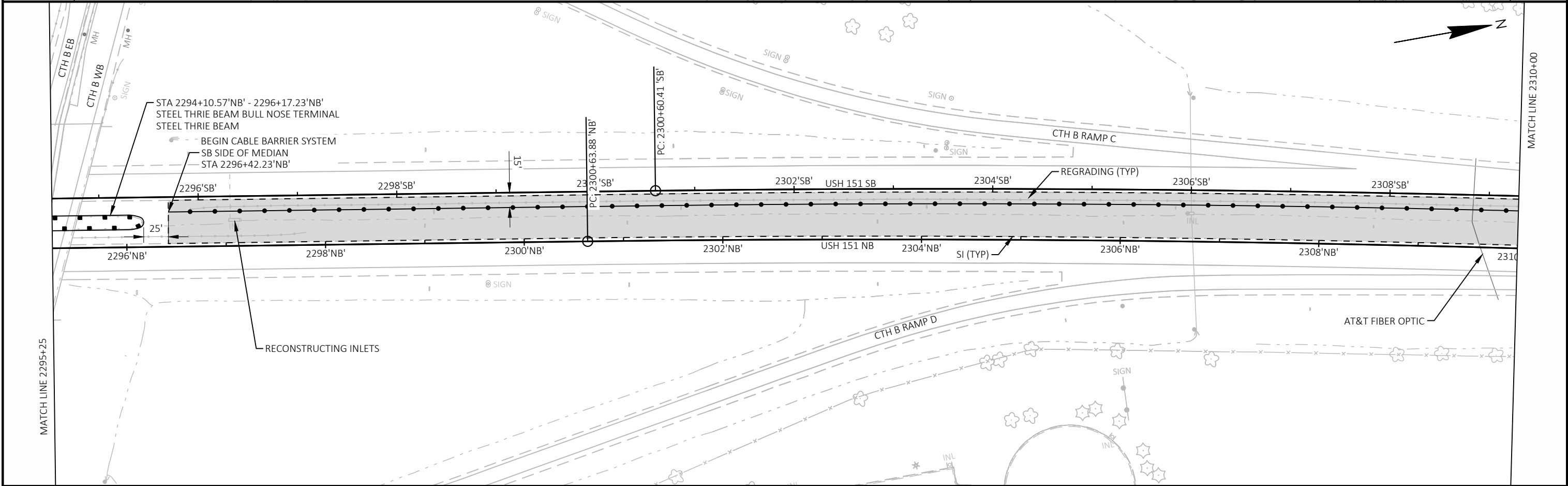
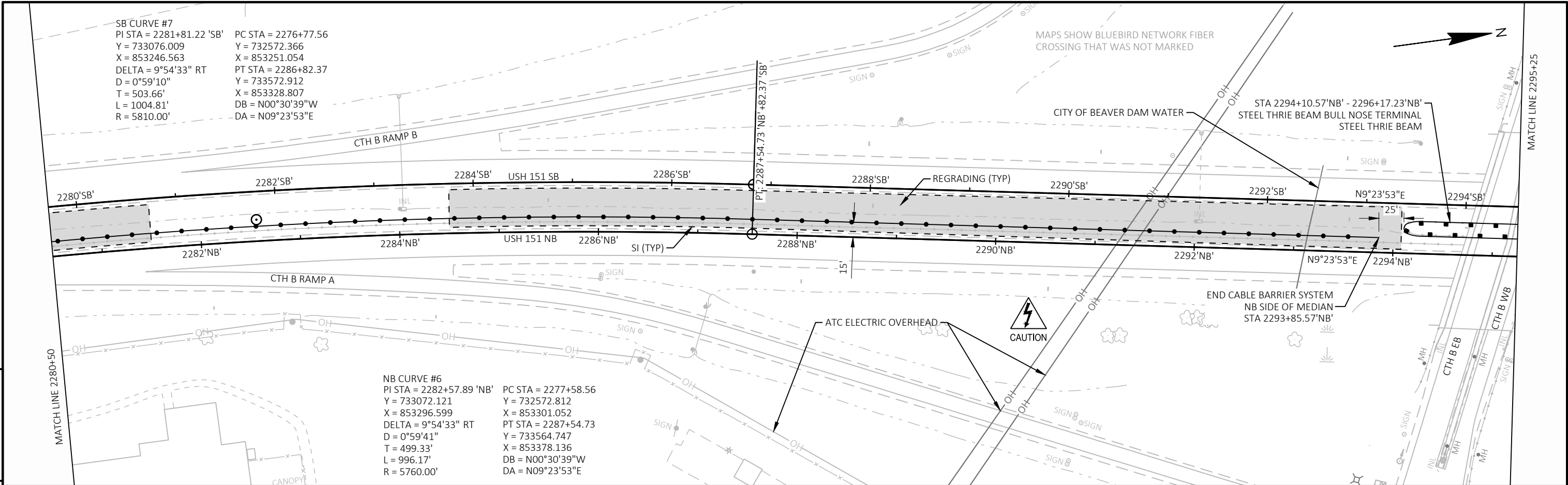
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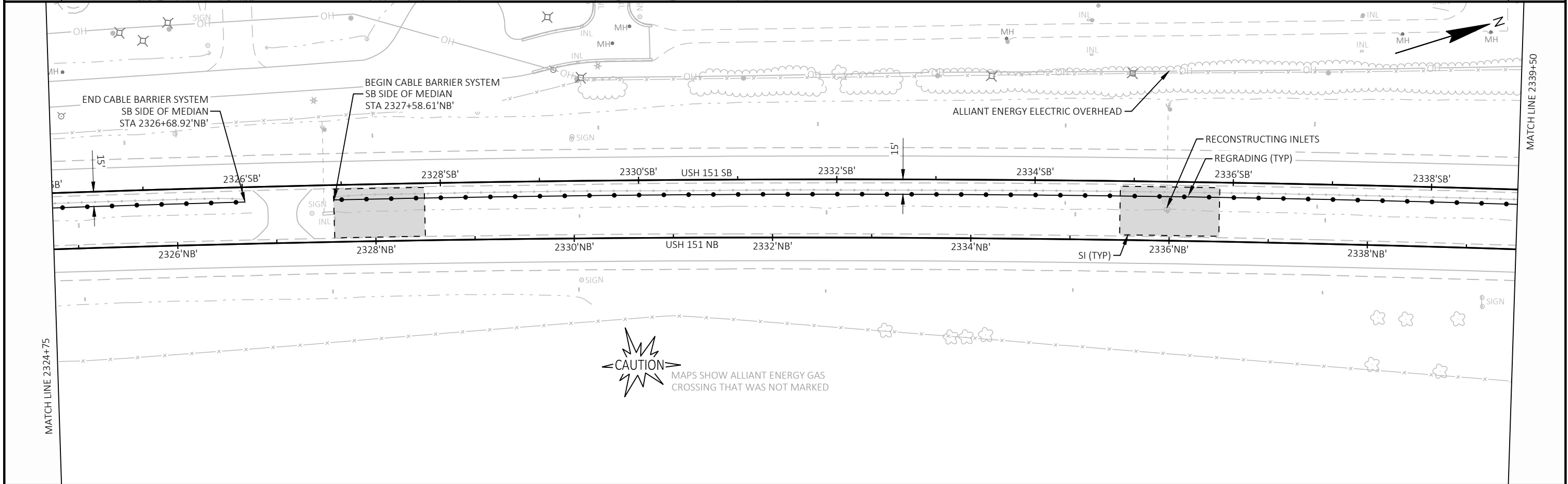
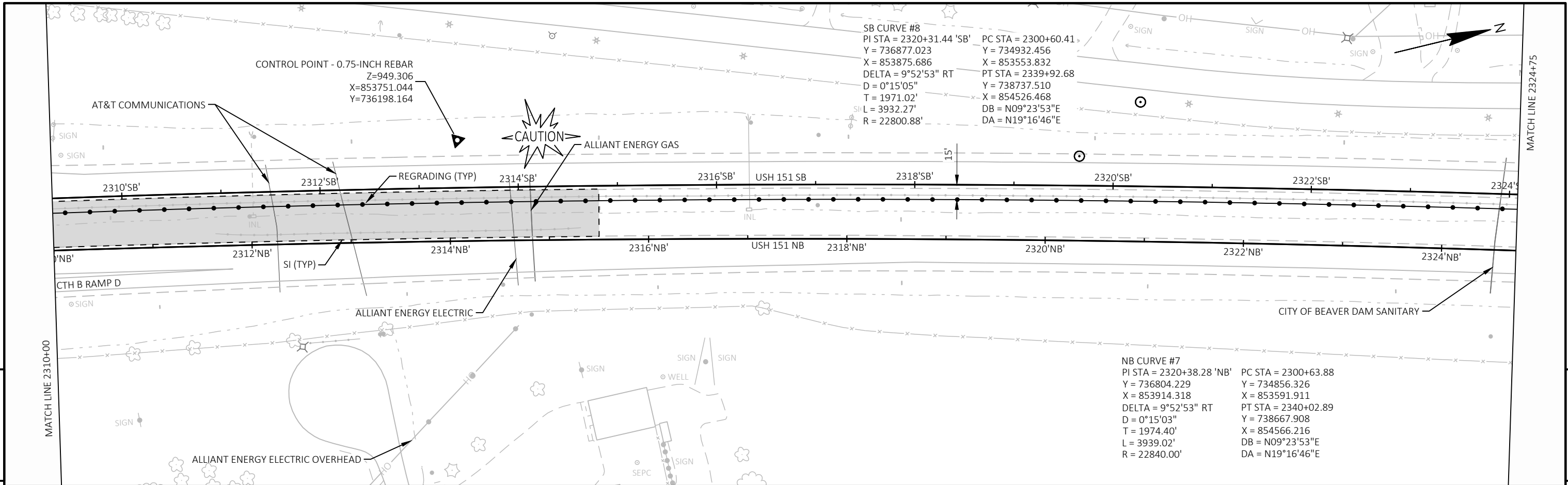
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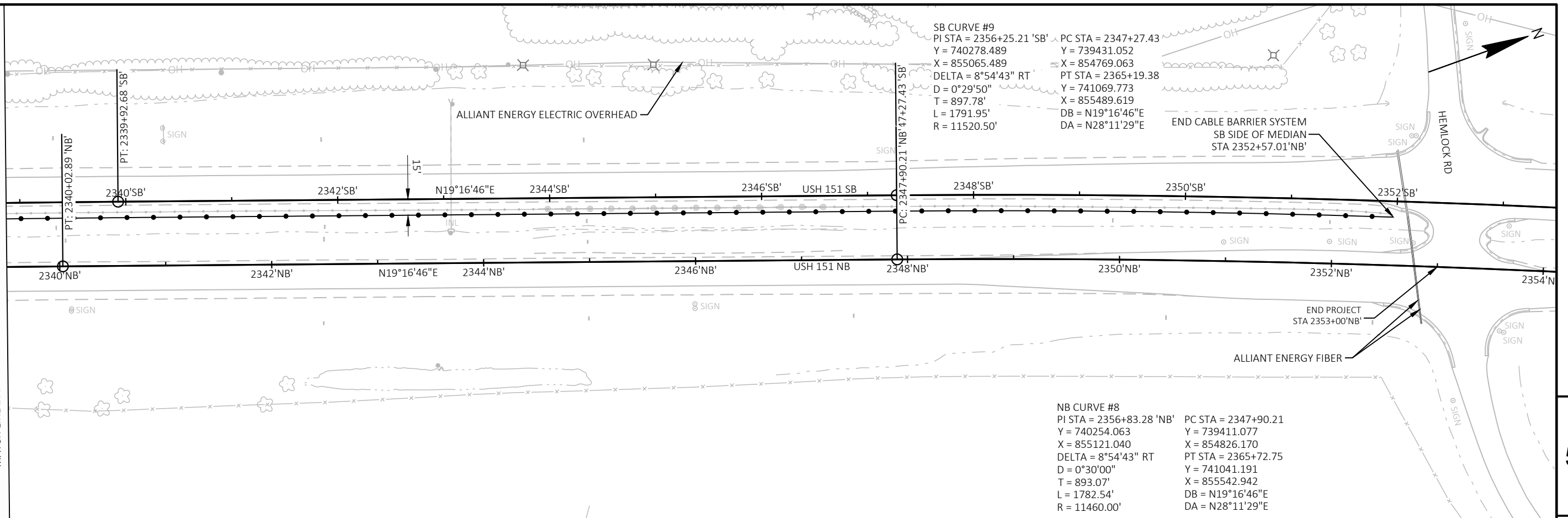
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	PLAN SHEETS	SHEET	E
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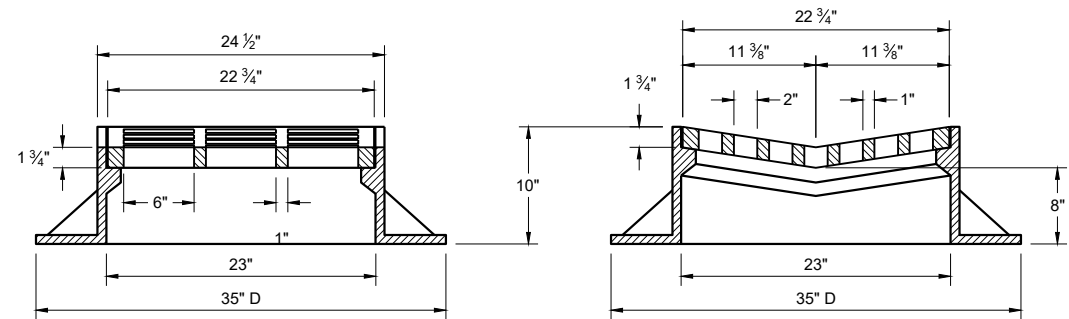


PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	PLAN SHEETS	SHEET	E
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Standard Detail Drawing List

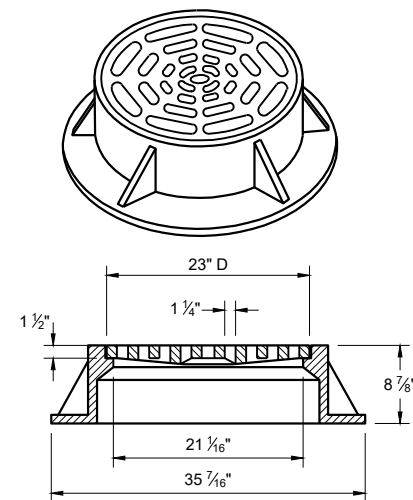
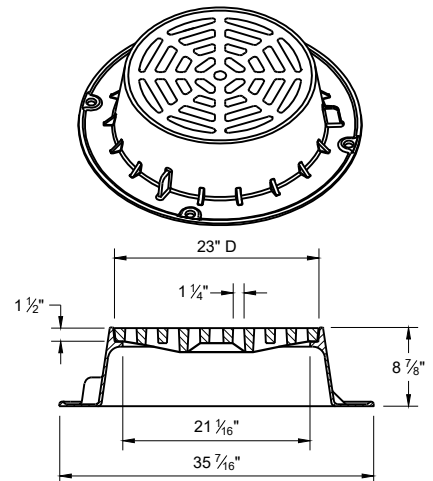
08A05-21B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
14B26-05A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05C	STEEL 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
14B52-03A	CABLE BARRIER TYPE 1 LAYOUT
14B52-03B	CABLE BARRIER TYPE 1 LAYOUT
14B52-03C	CABLE BARRIER TYPE 1 LAYOUT
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D12-14A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D12-14B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D12-14D	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D12-14G	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN 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



TYPE "B"

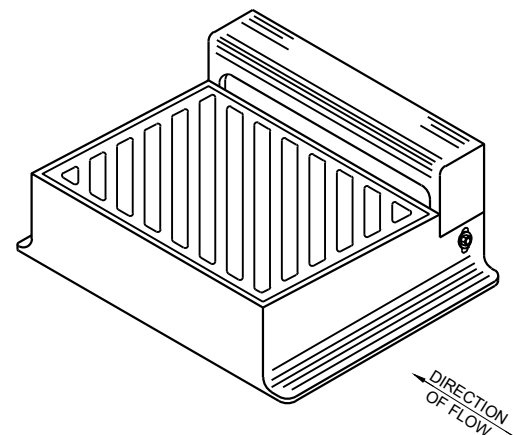
**ALTERNATIVE GRATE FOR
TYPE "B" COVER**

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE
NOTED AS TYPE B - A ON THE DRAINAGE TABLE

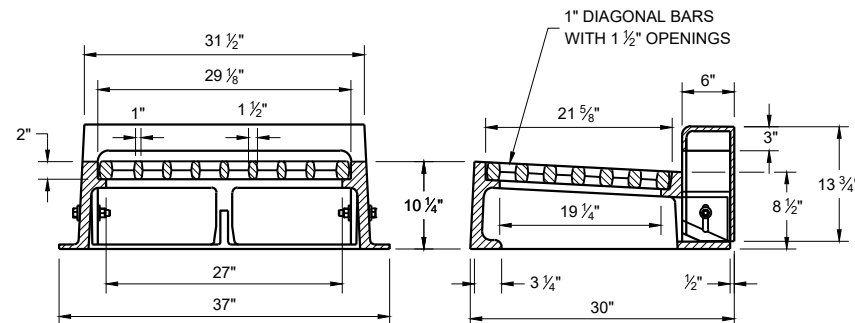


TYPE "C"

NOTE: EITHER CASTING IS ACCEPTABLE



DIAGONAL SLOTS SHALL BE ORIENTED TO THE
DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

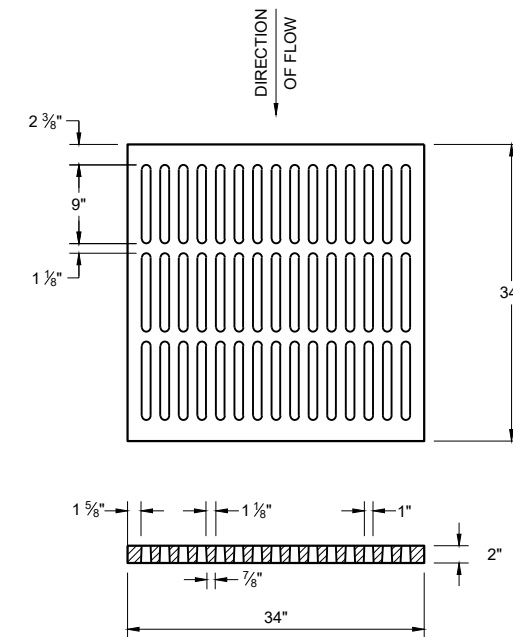
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

GENERAL NOTES

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

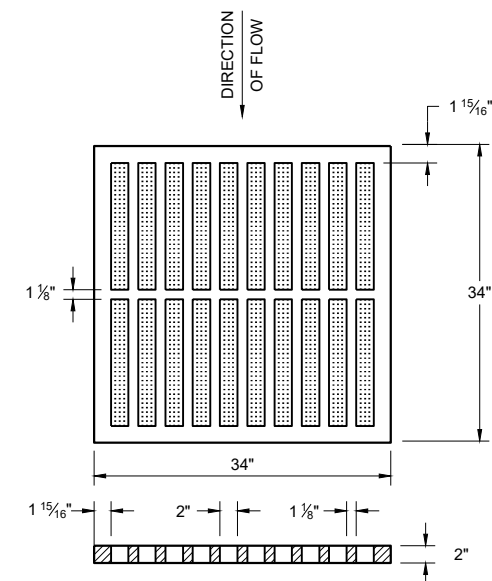
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



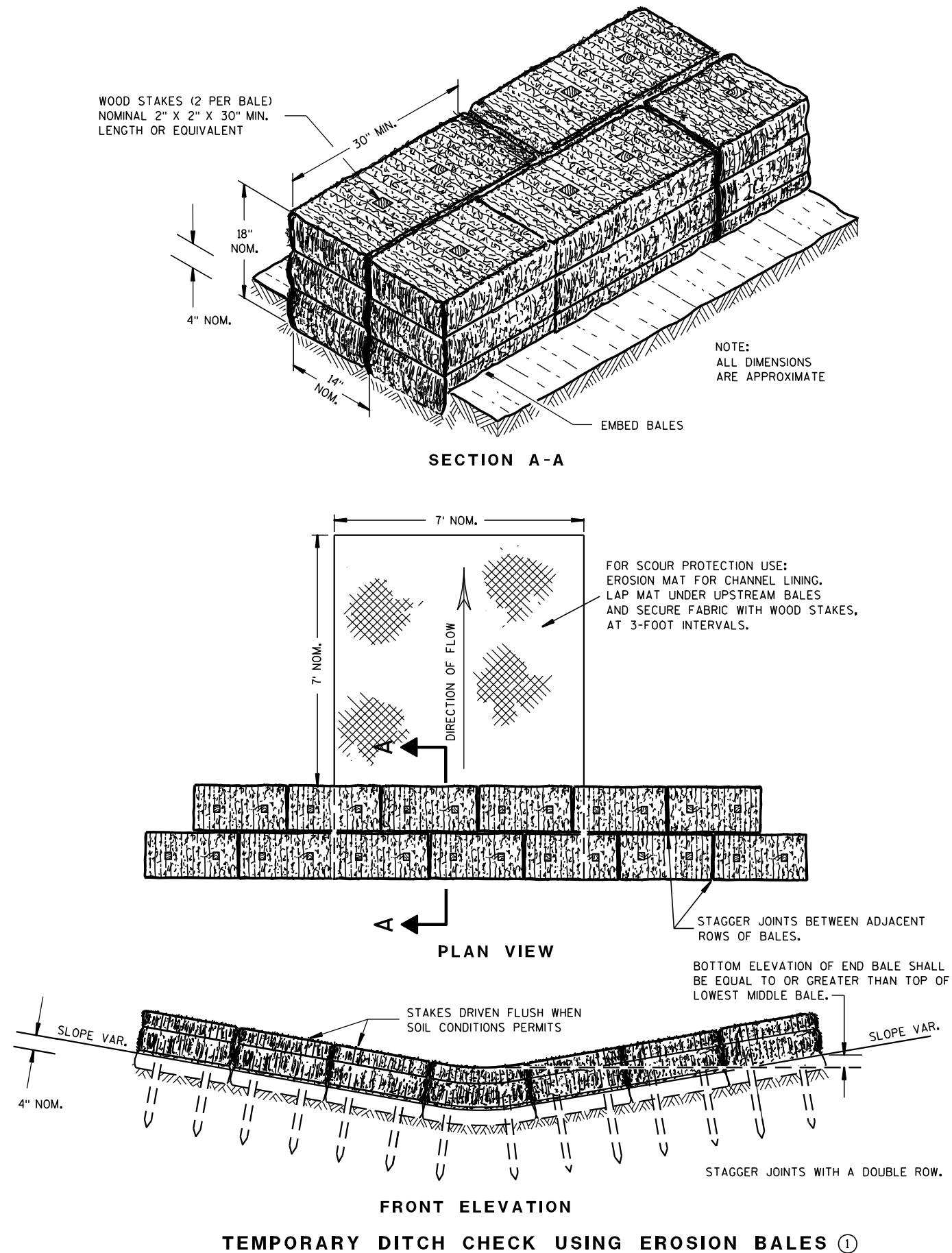
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON THE DRAINAGE TABLE

**INLET COVERS
TYPES B, B-A, C,
MS, MS-A AND WM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

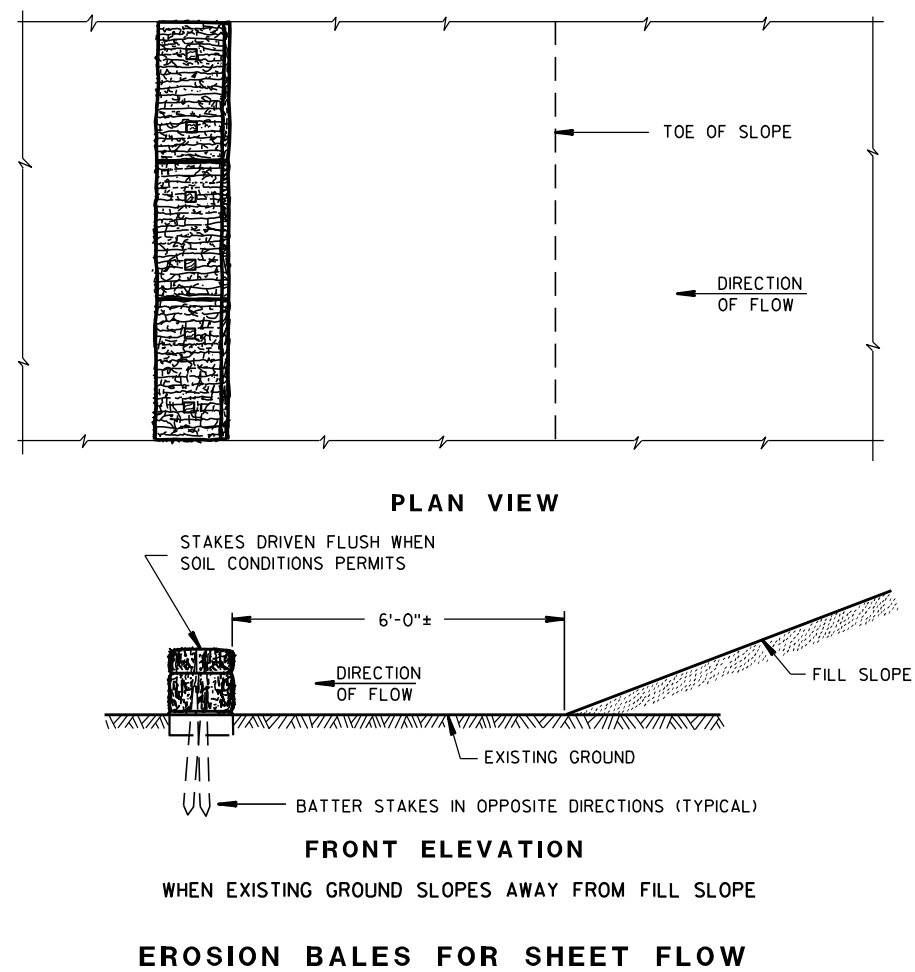
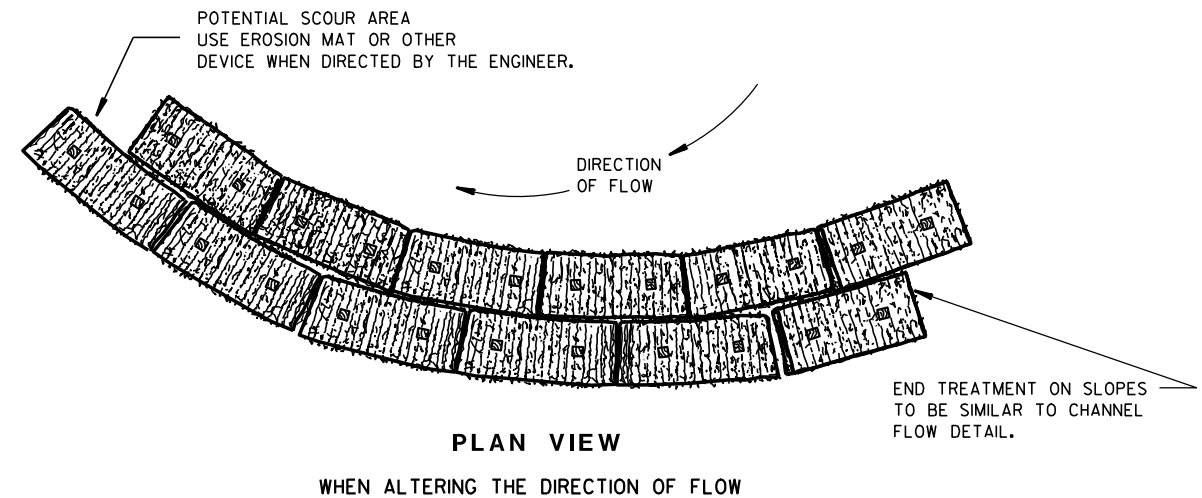
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



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.

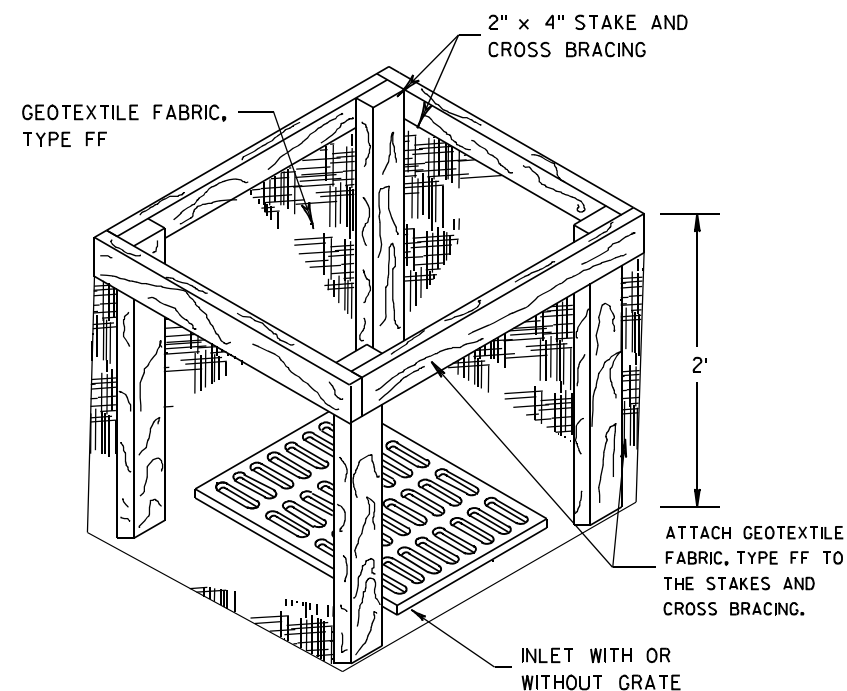
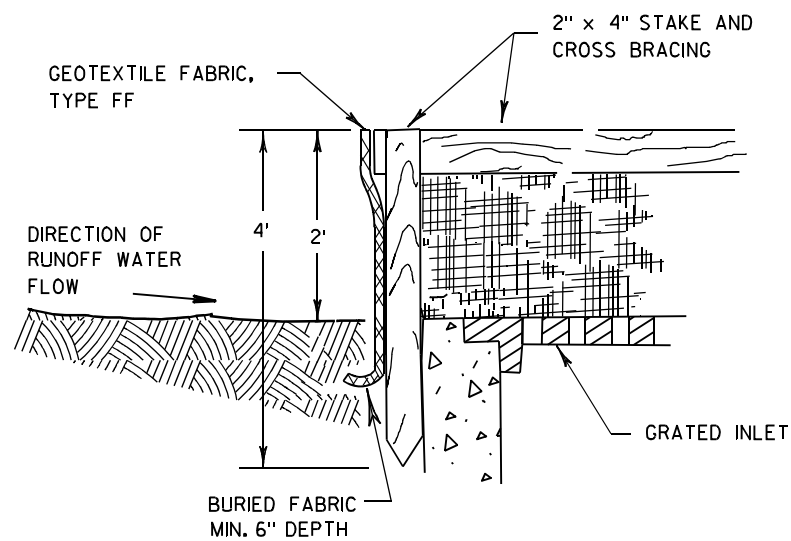
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



INLET PROTECTION, TYPE A

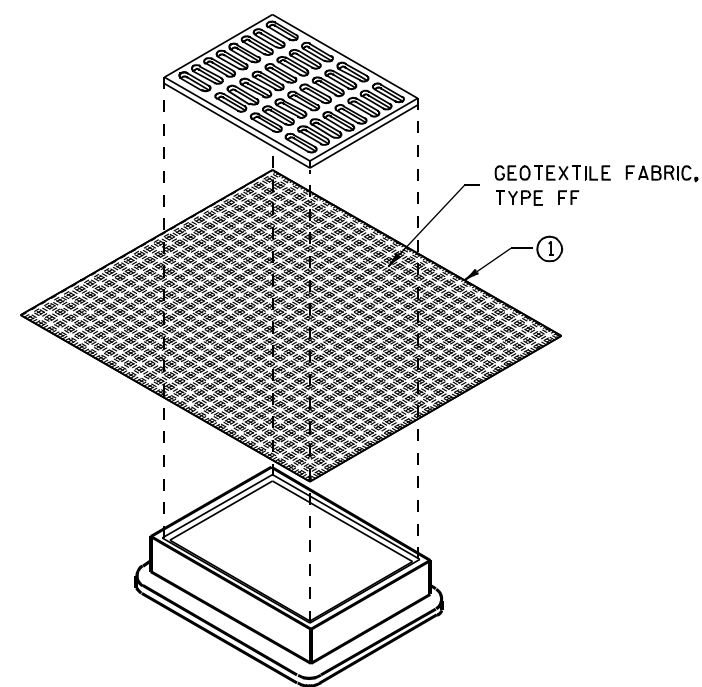
GENERAL NOTES

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.

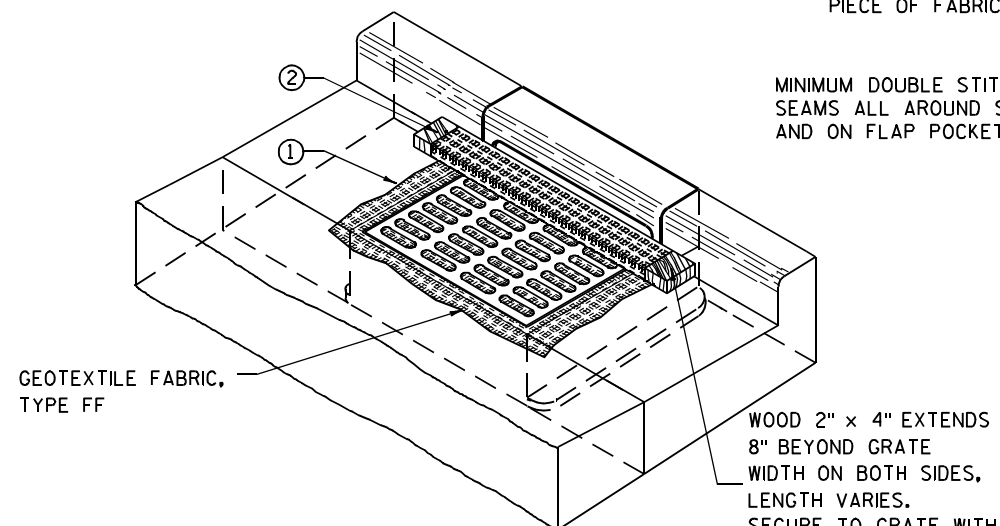
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

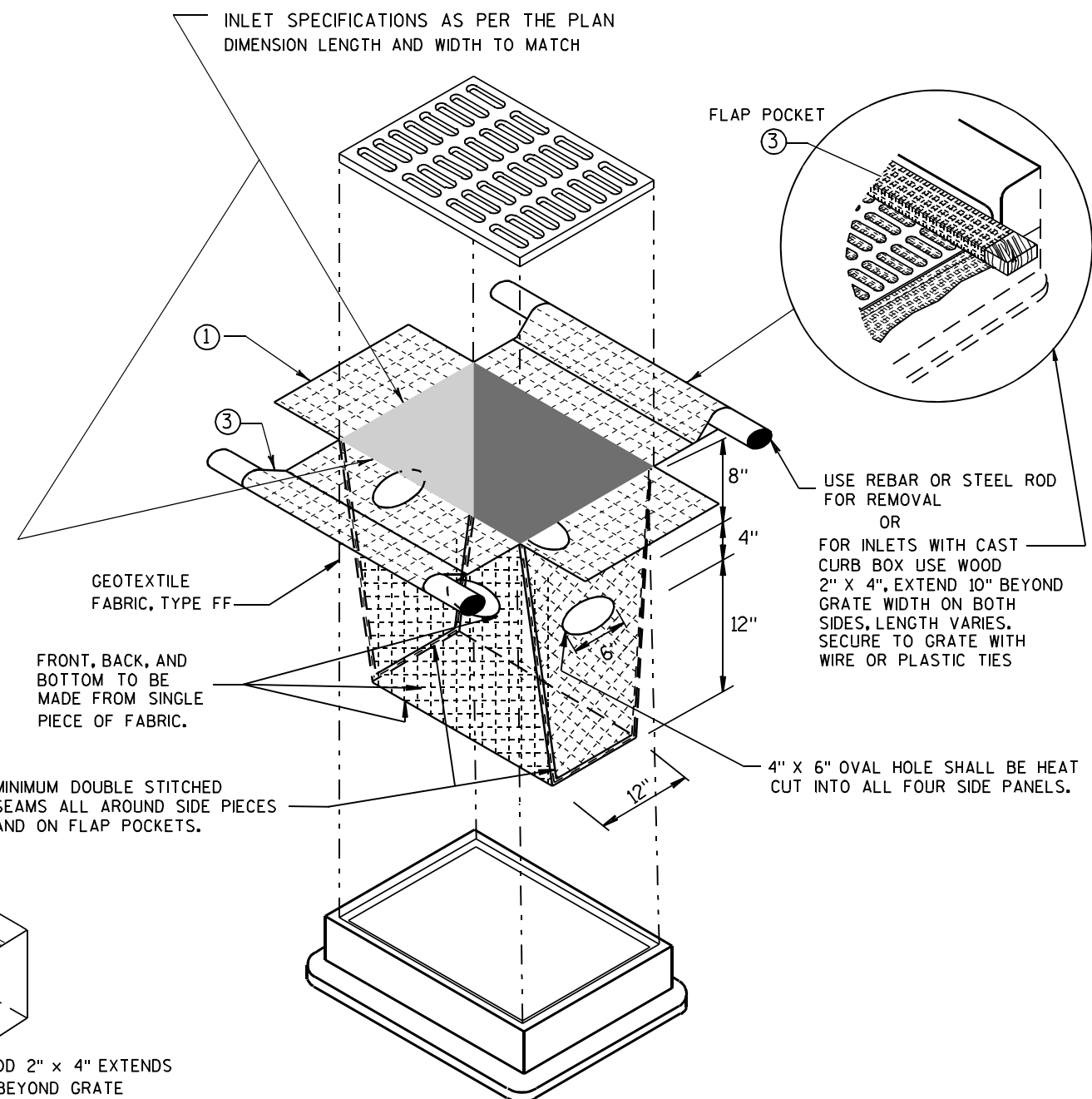
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



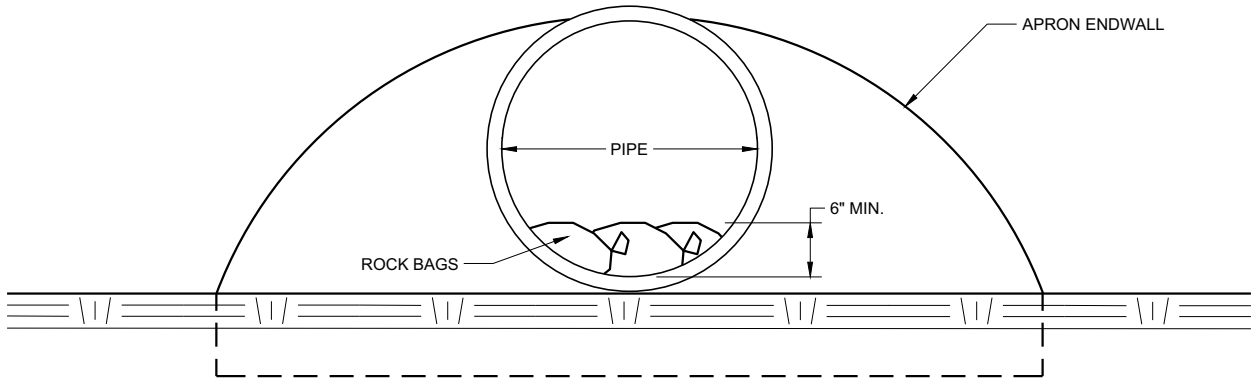
INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

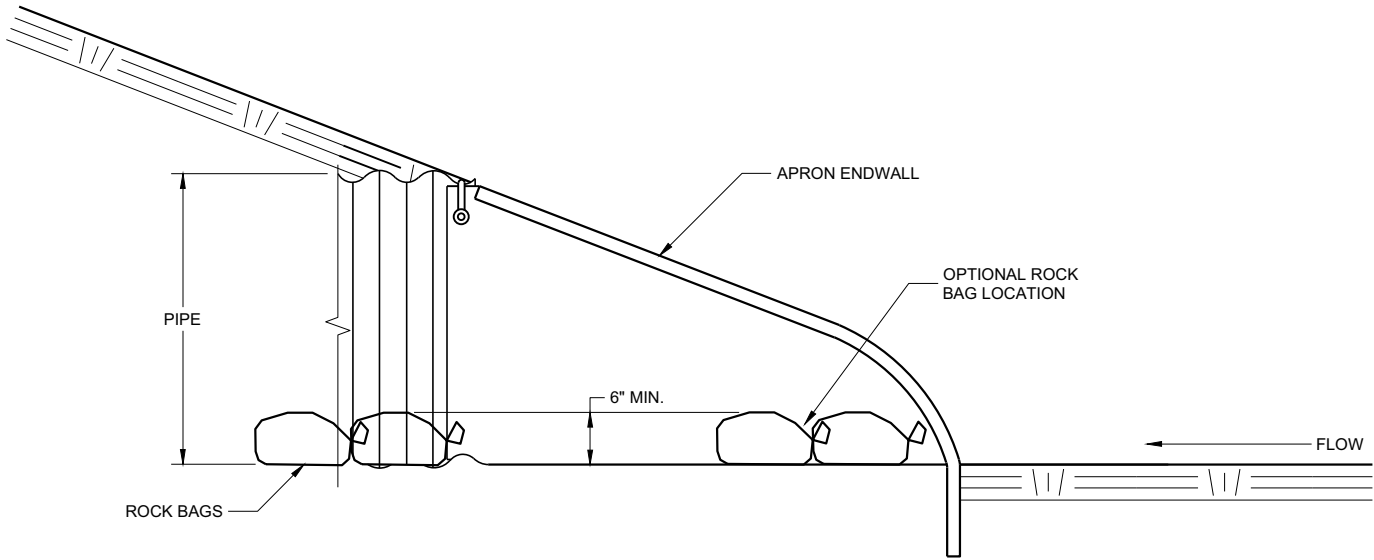
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Cannestra
DATE
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



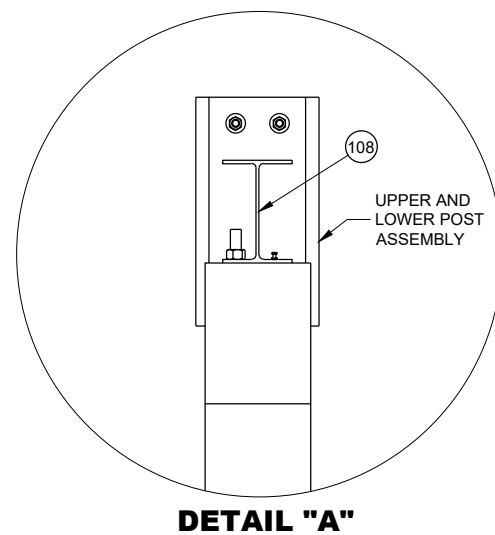
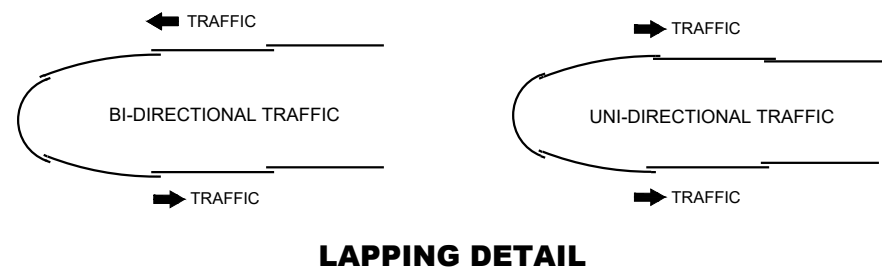
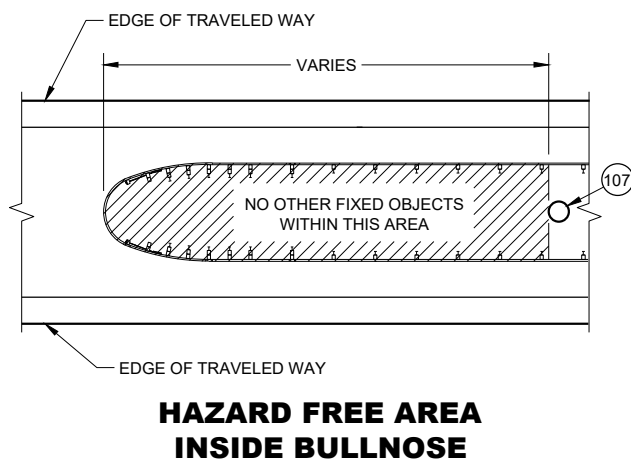
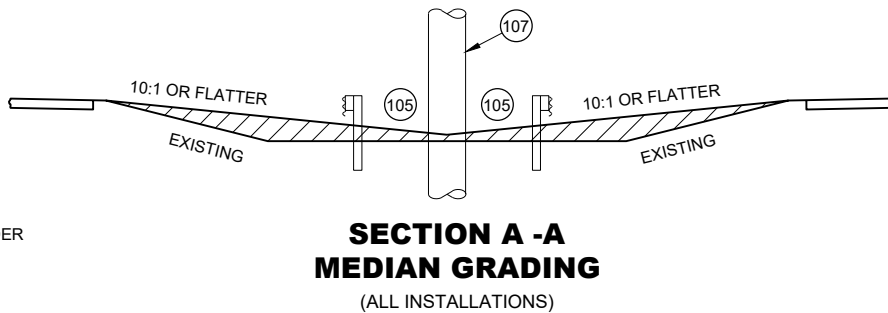
END VIEW



SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

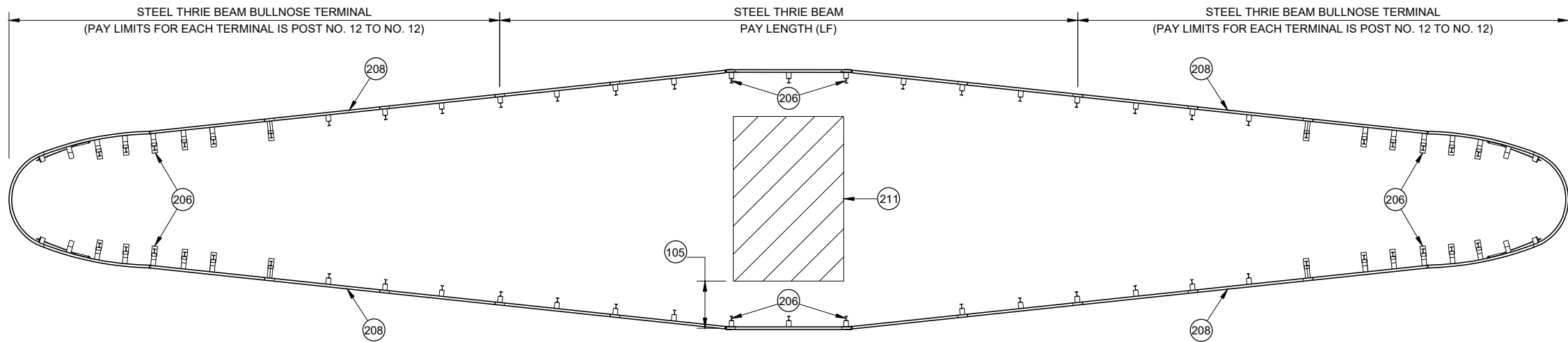
CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGINEER
FHWA	



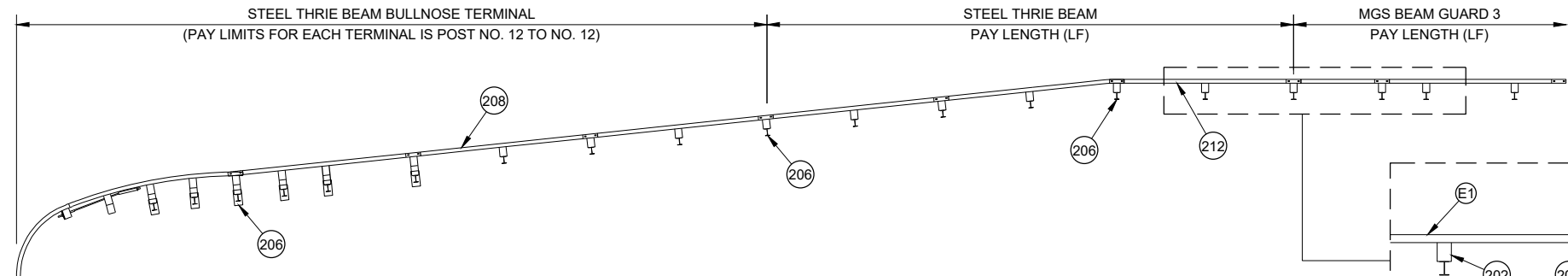
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

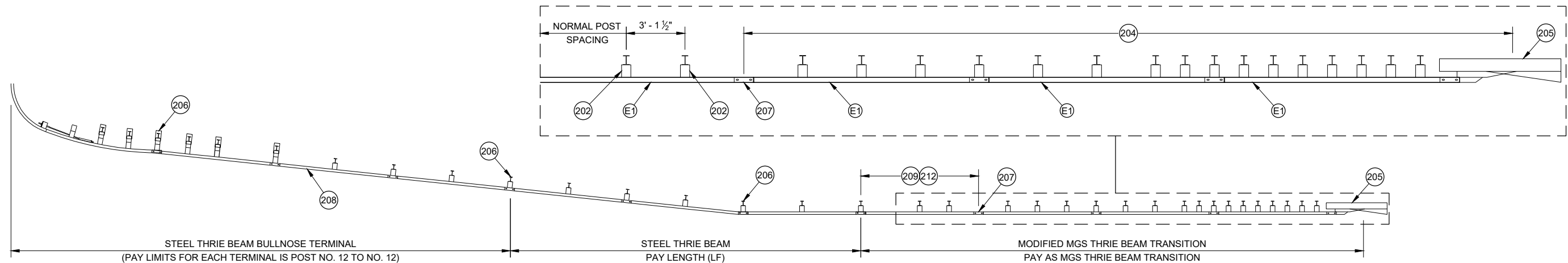
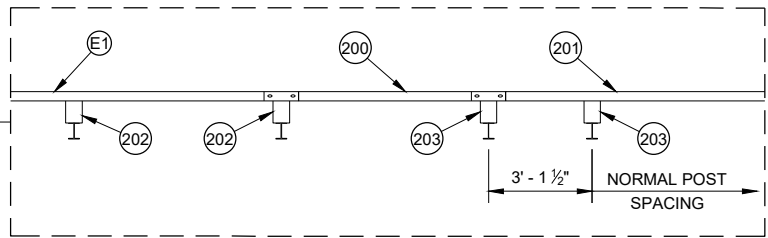
- E1** UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2** SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3** SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4** SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5** BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT 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.



VARIABLE WIDTH BULLNOSE



**1/2 PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO MGS BEAM GUARD**



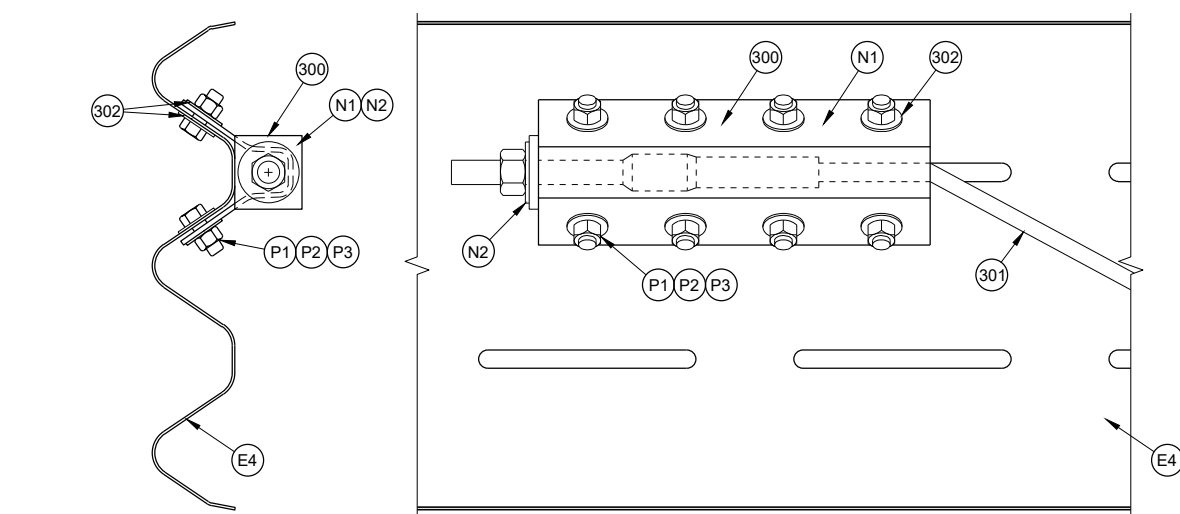
**1/2 PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO RIGID BARRIER**

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.

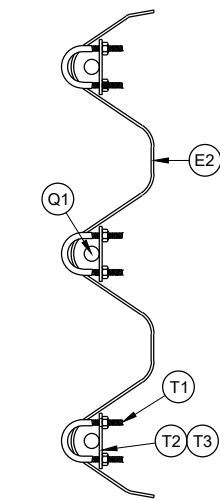
**STEEL THRIE BEAM
BULLNOSE TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

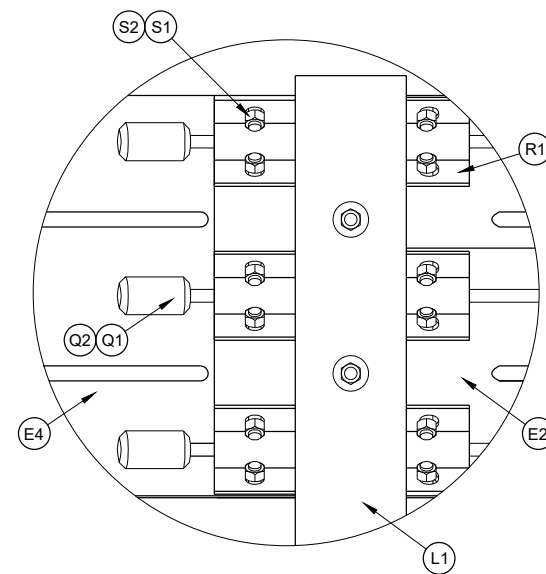


**PROFILE VIEW
CABLE ANCHOR
ASSEMBLY CONNECTION**

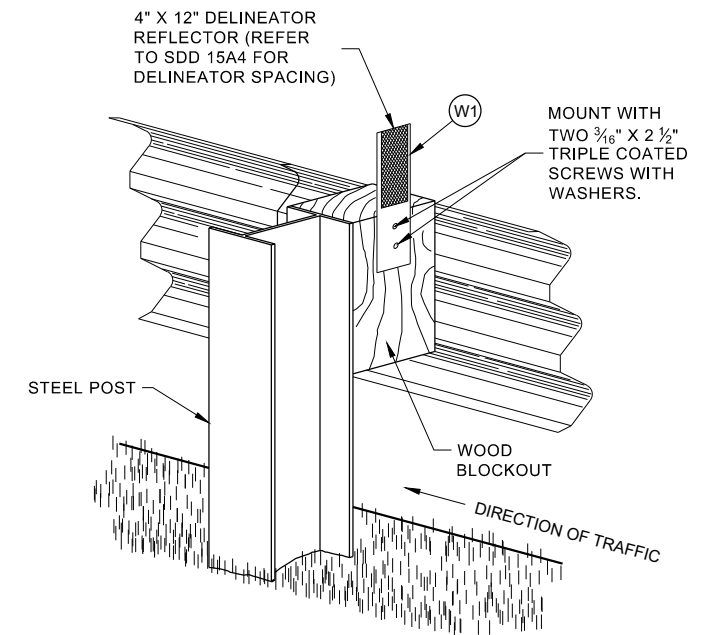
CABLE ANCHOR ASSEMBLY



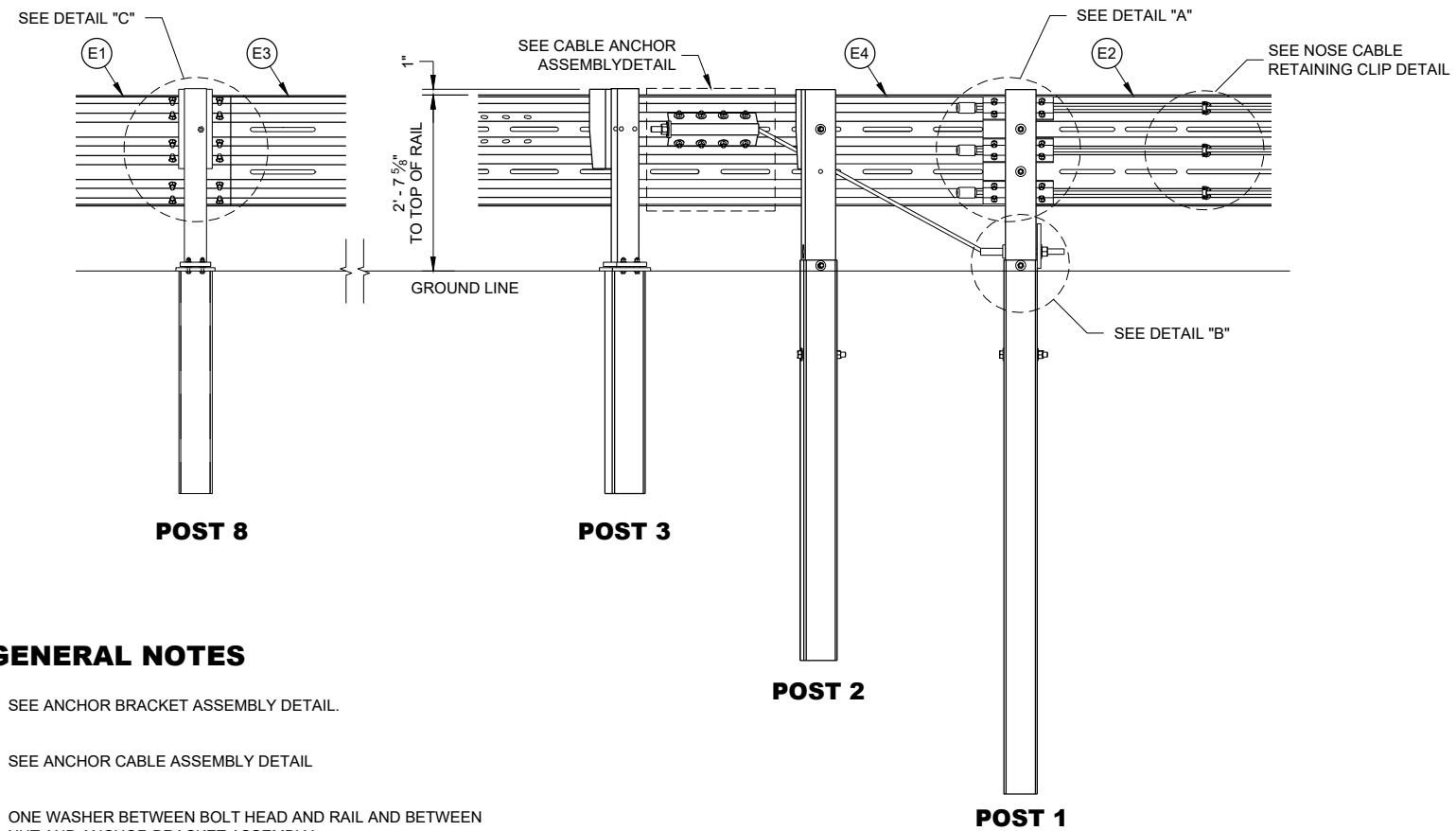
**NOSE CABLE
RETAINING CLIP**



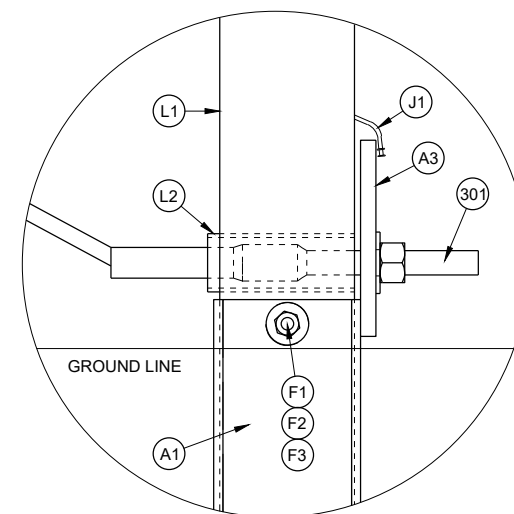
DETAIL "A"



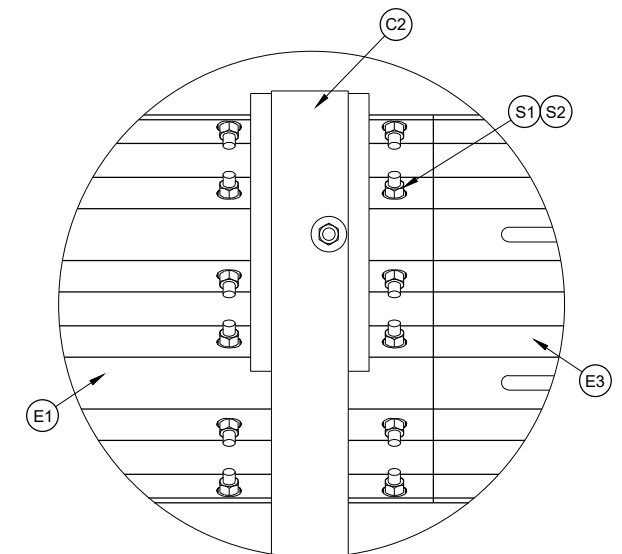
**ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION**



CROSS SECTION A - A



DETAIL "B"



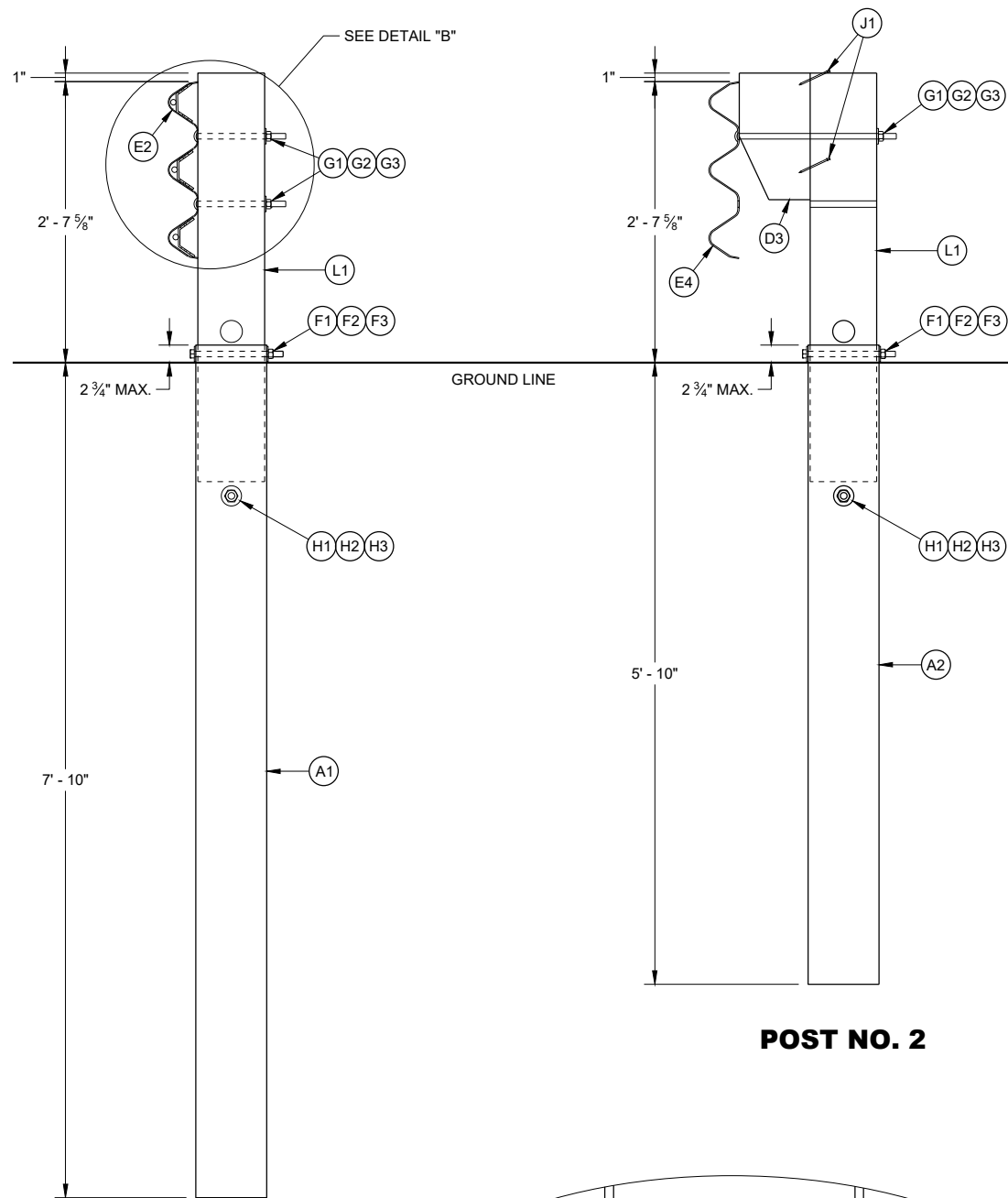
**DETAIL "C"
THRIE BEAM SPLICE**

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.

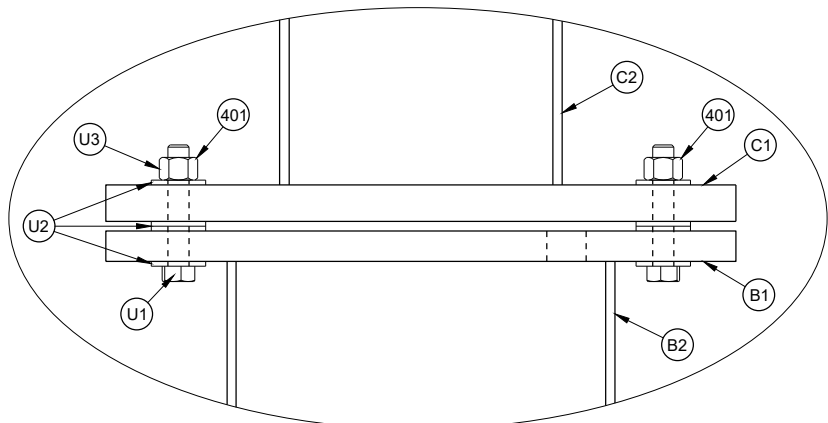
**STEEL THRIE BEAM
BULLNOSE TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

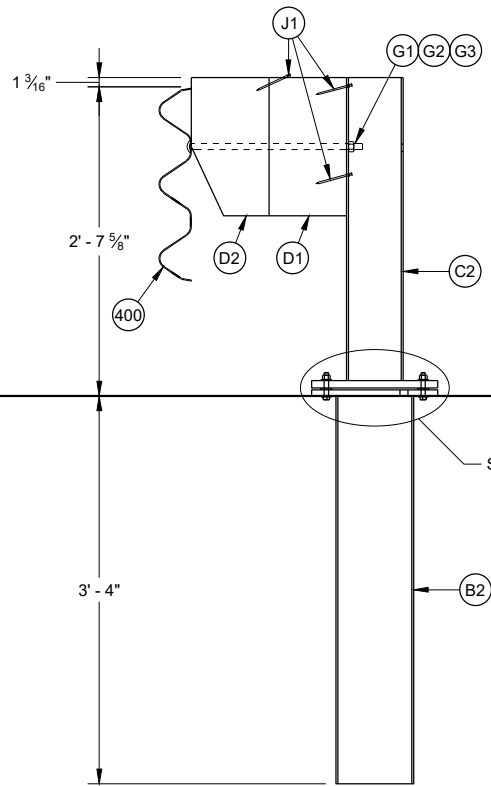


POST NO. 1

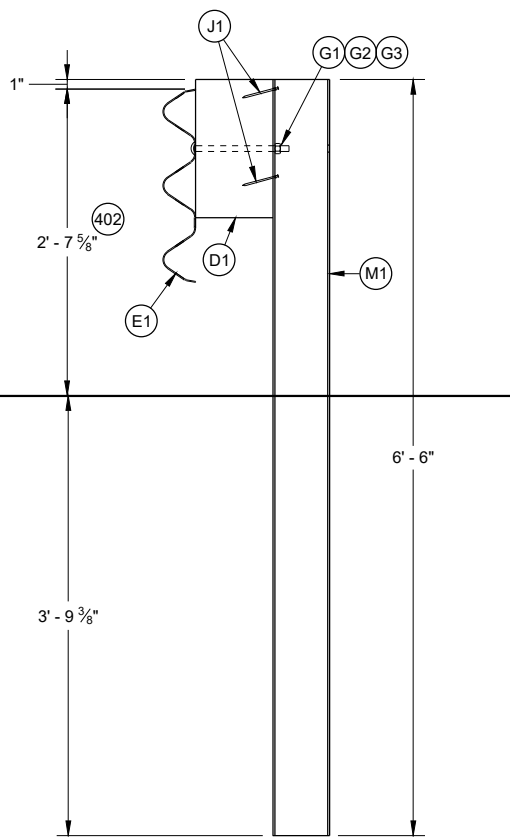
POST NO. 2



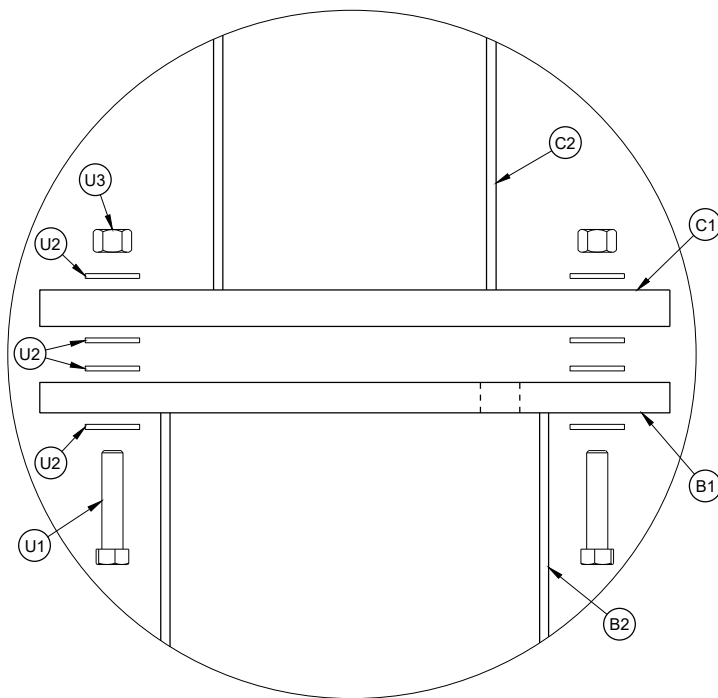
DETAIL "A"



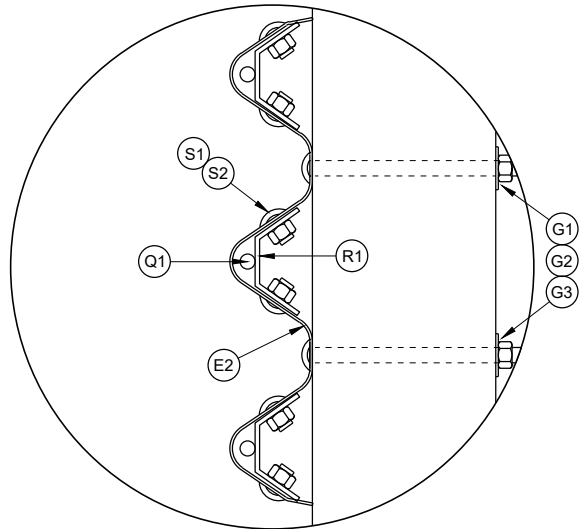
POST NOS. 3-8



POST NOS. 9 AND ALL STEEL
THRIE BEAM POSTS BEYOND



EXPLODED VIEW
DETAIL "A"



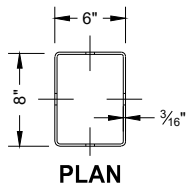
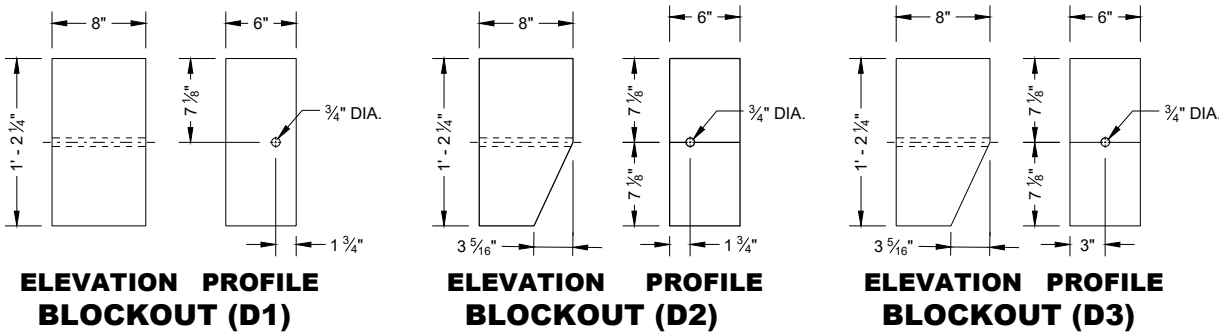
DETAIL "B"

GENERAL NOTES

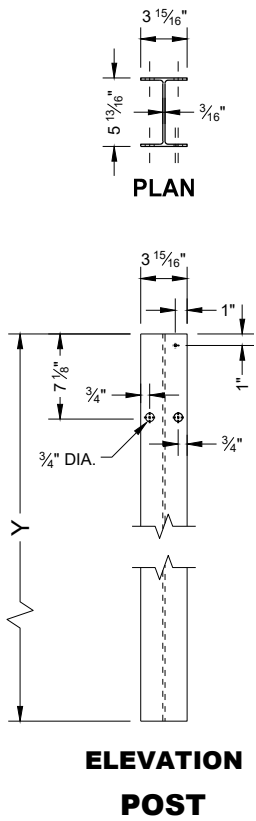
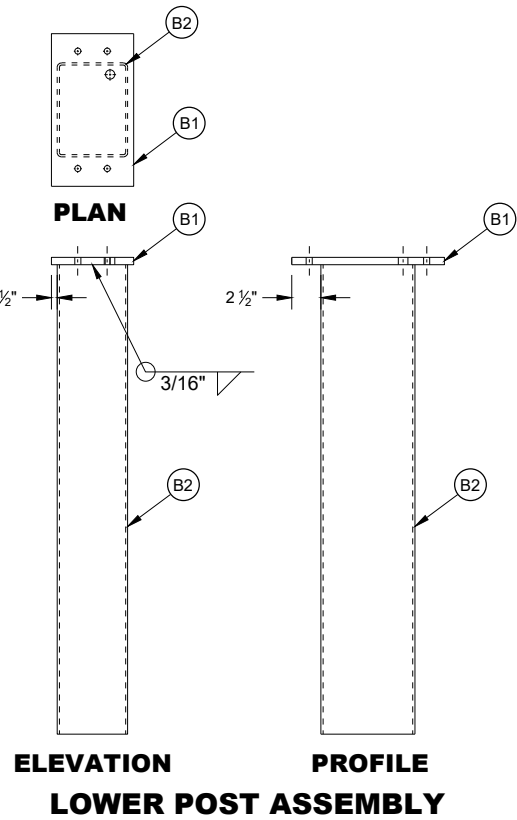
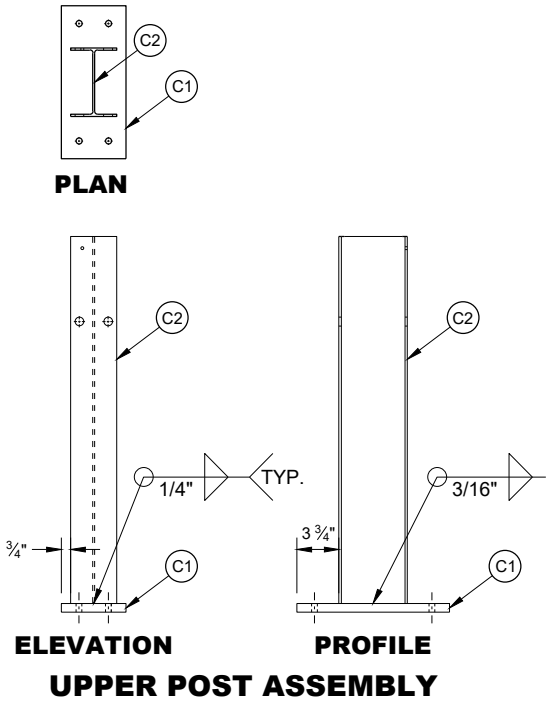
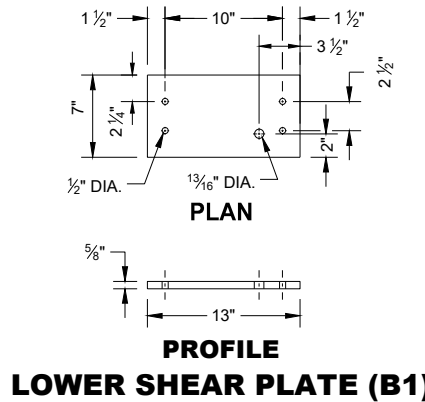
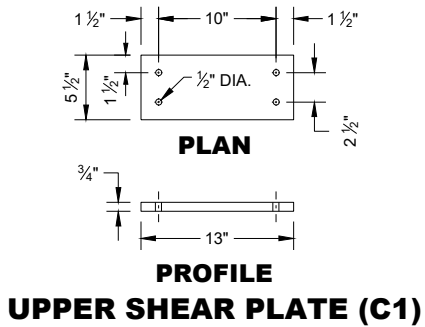
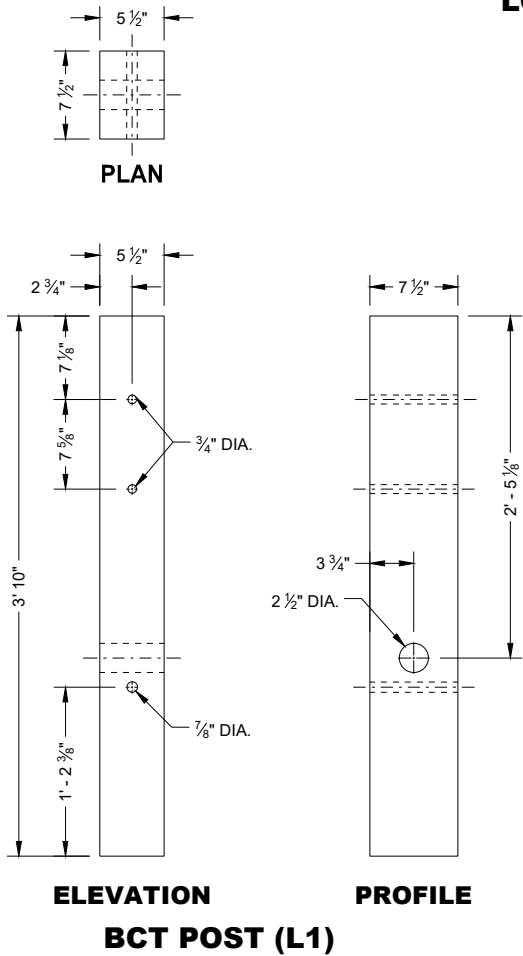
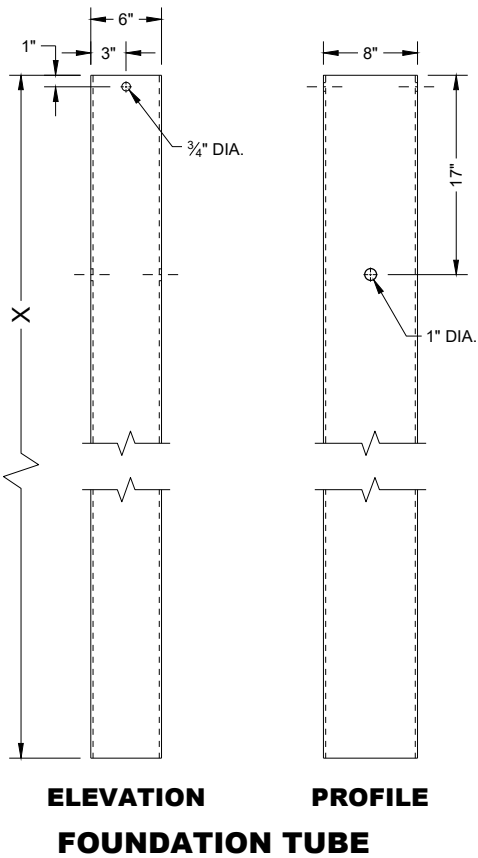
- 400 RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.
- 401 TORQUE BOLD BETWEEN 60-75 FT-LB
- 402 HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



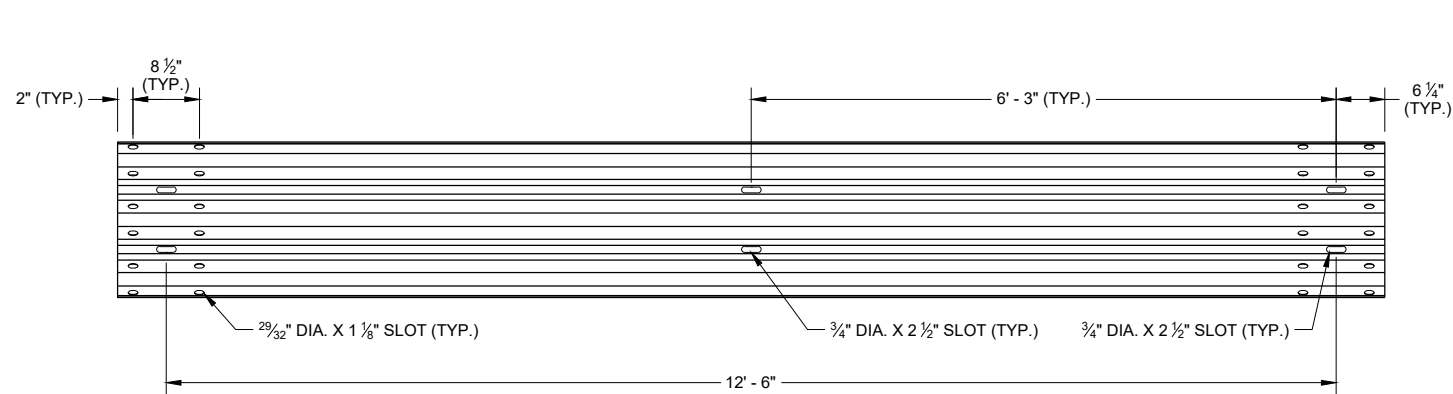
PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 4"



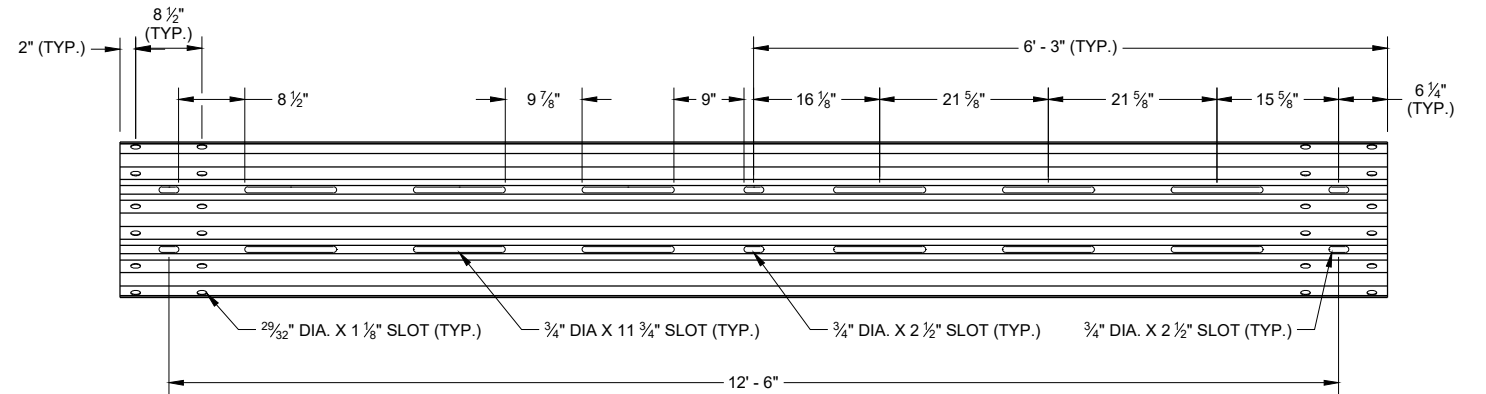
PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 7 5/8"

**STEEL THRIE BEAM
BULLNOSE TERMINAL**

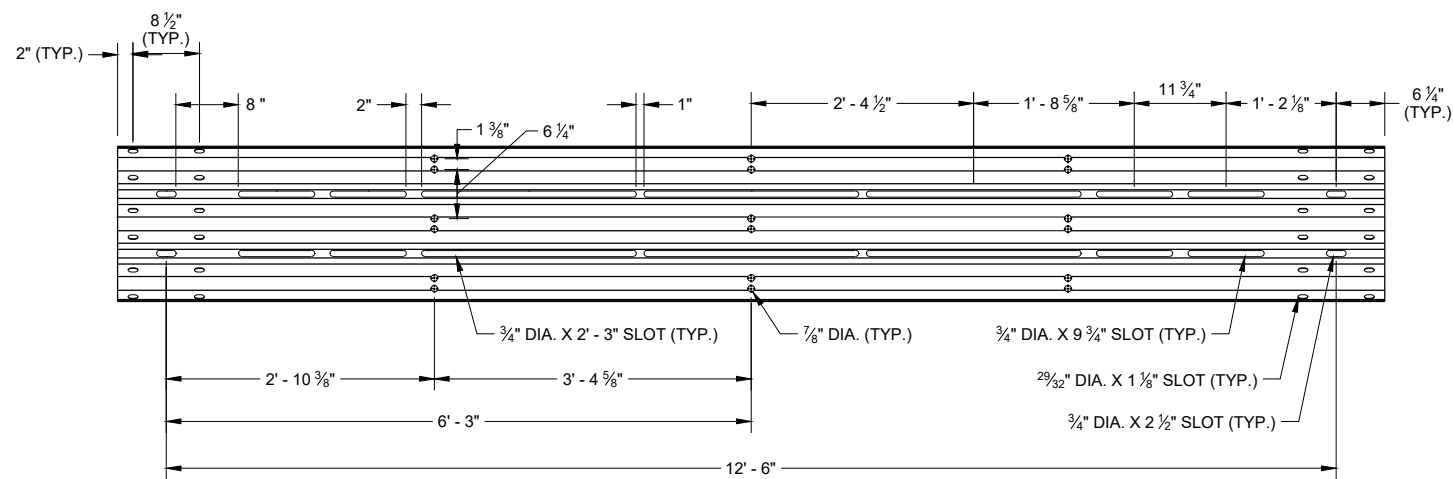
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



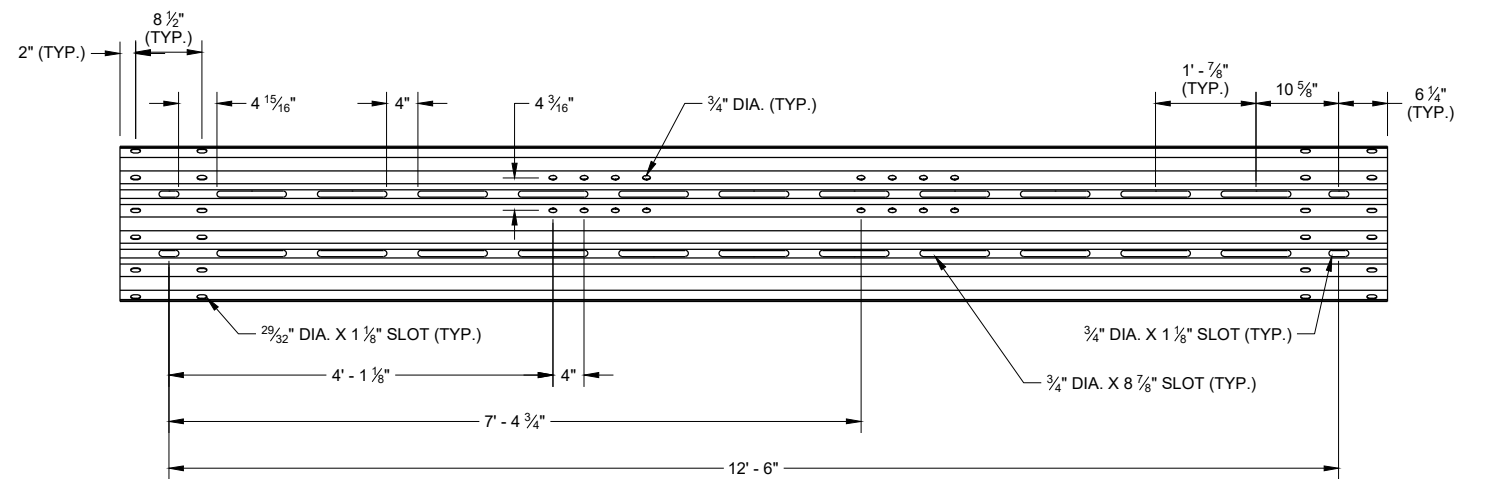
SLOTTED THRIE BEAM RAIL E1



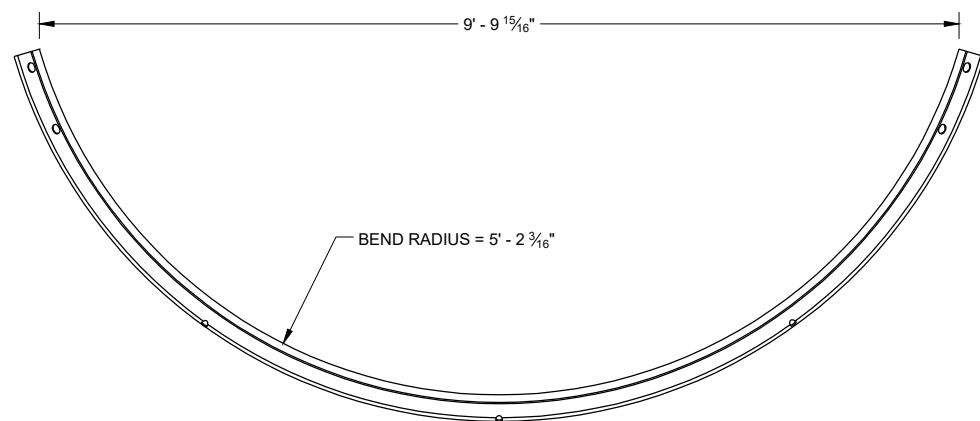
SLOTTED THRIE BEAM RAIL E3



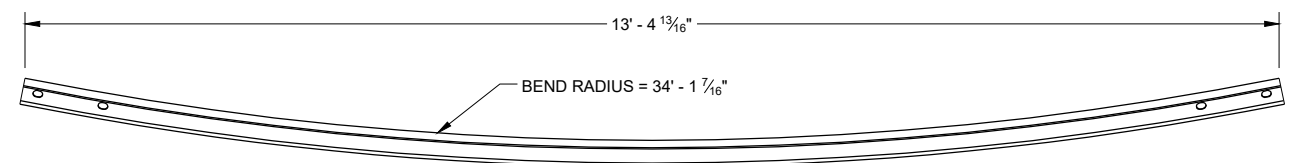
**ELEVATION VIEW NON - RADIUS
SLOTTED THRIE BEAM RAIL E2**



**ELEVATION VIEW NON - RADIUS
SLOTTED THRIE BEAM RAIL E4**



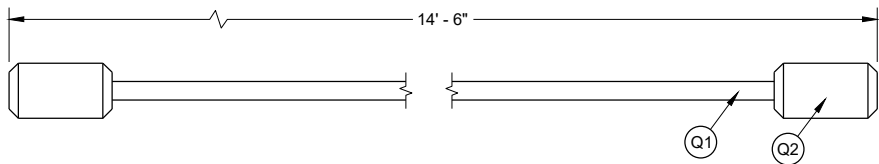
**PLAN VIEW
SLOTTED THRIE BEAM RAIL E2**



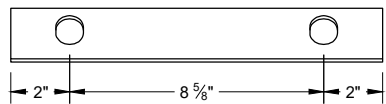
**PLAN VIEW
SLOTTED THRIE BEAM RAIL E4**

**STEEL THRIE BEAM
BULLNOSE TERMINAL**

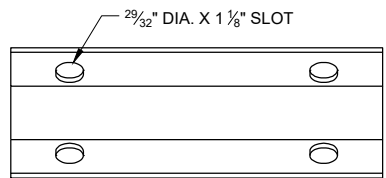
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



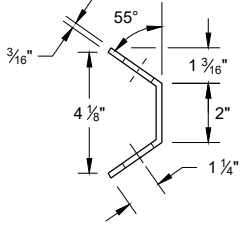
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

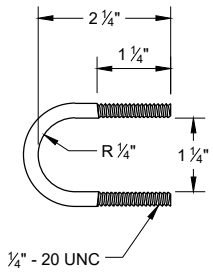


ELEVATION VIEW

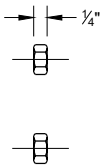


PROFILE VIEW

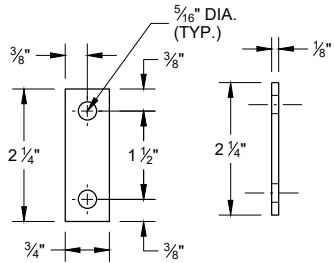
NOSE CABLE ANCHOR (R1)



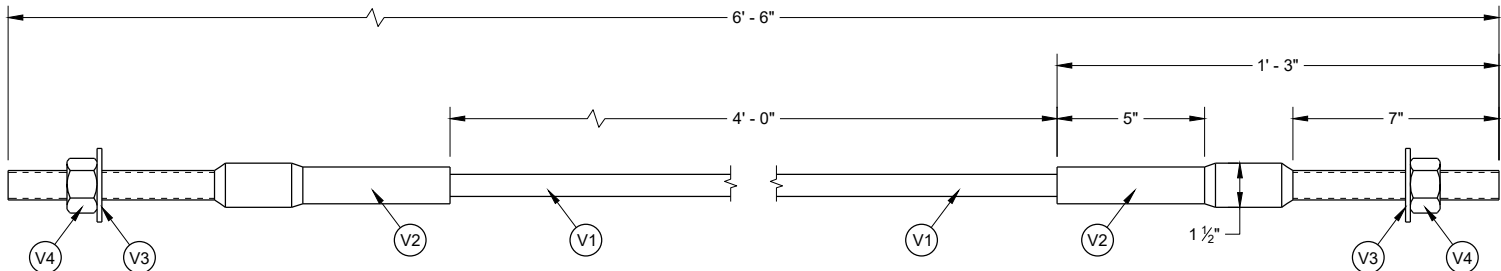
U - BOLT
(T1)



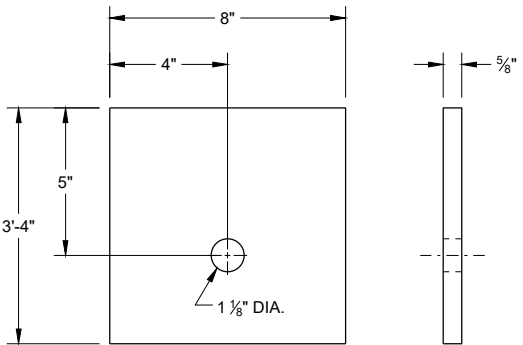
U - BOLT
NUT (T3)



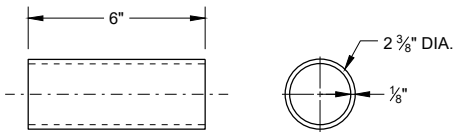
ELEVATION VIEW PROFILE VIEW
U - BOLT
PLATE WASHER (T2)



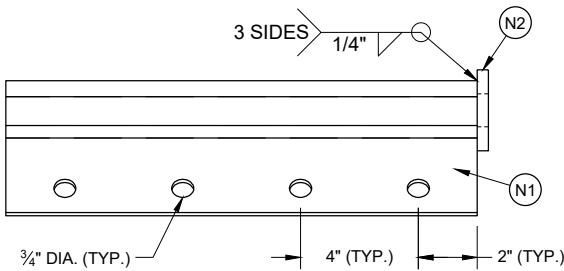
ANCHOR CABLE ASSEMBLY



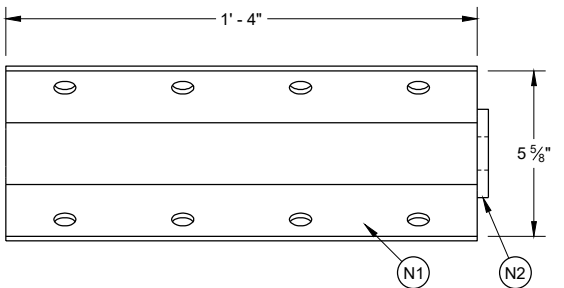
ELEVATION VIEW PROFILE VIEW
BCT BEARING PLATE (A3)



ELEVATION VIEW PROFILE VIEW
BCT POST SLEEVE (L2)

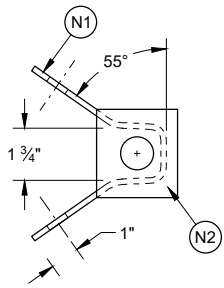


PLAN VIEW

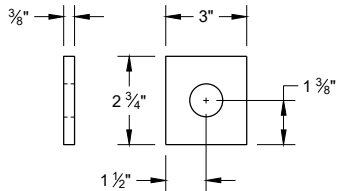


ELEVATION VIEW

ANCHOR BRACKET ASSEMBLY (N1)



PROFILE VIEW



ANCHOR BRACKET
END PLATE (N2)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS LIST

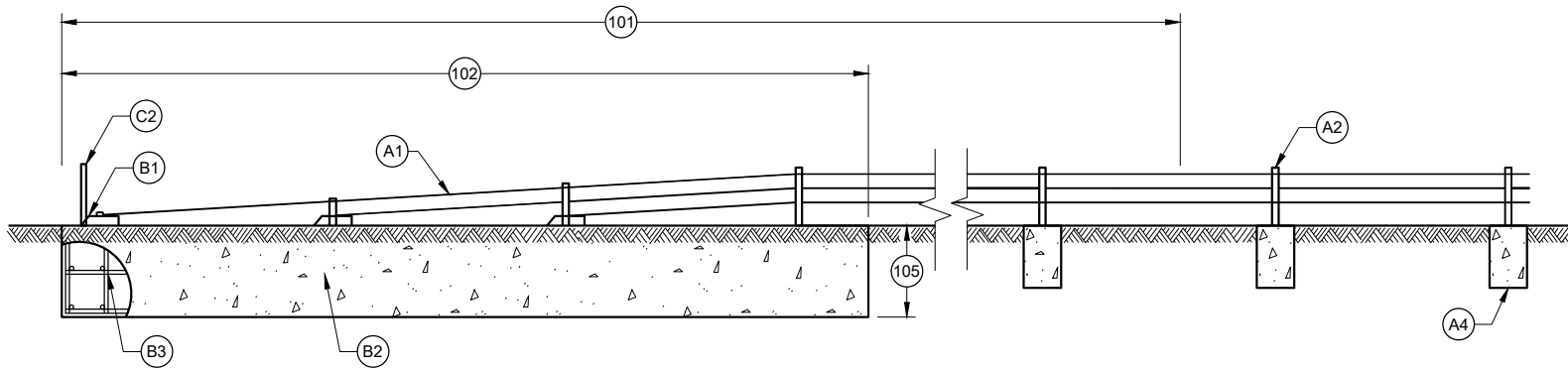
PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 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 ASSEMBLY - 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 ASSEMBLY - 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

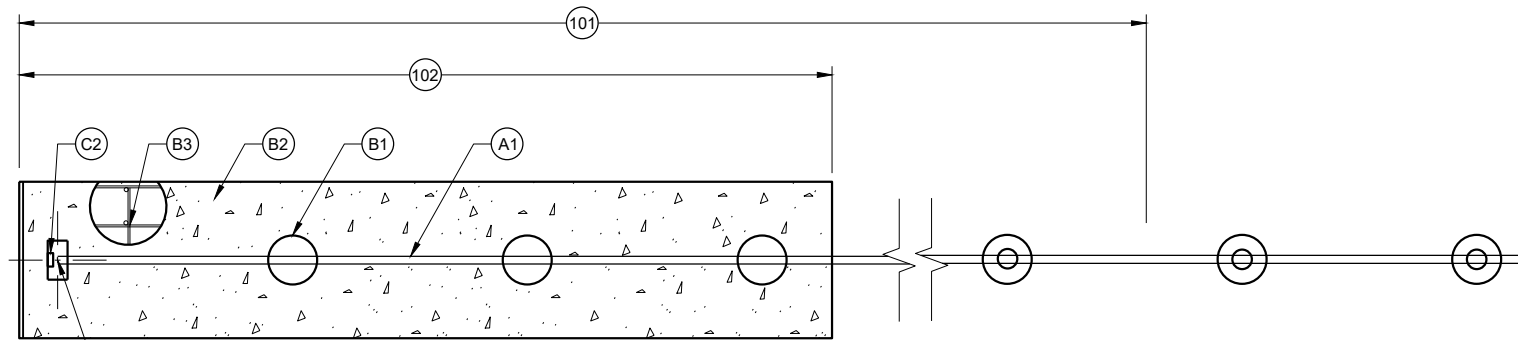
STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



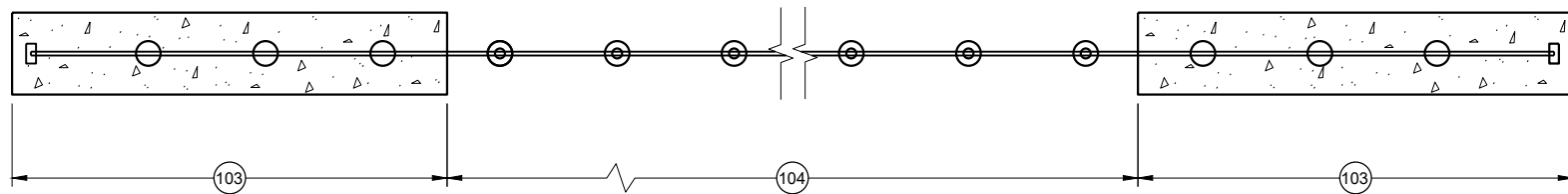
PROFILE VIEW



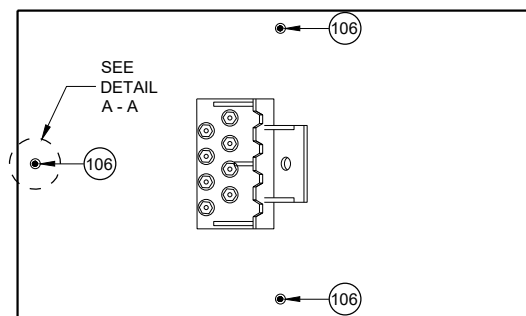
LOCATION OF STATION OFFSET FOR
CABLE BARRIER END TERMINAL

PLAN VIEW

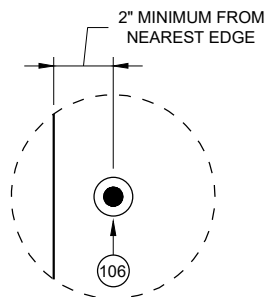
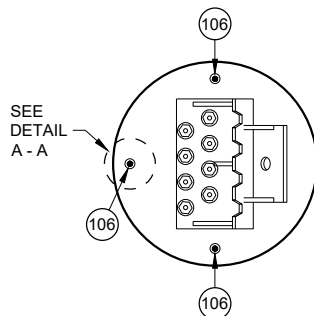
TRANSITION FROM CABLE BARRIER TERMINAL TO CABLE BARRIER LINE POSTS



TYPICAL PLAN VIEW



**ANCHOR MONITOR POINTS FOR
CABLE BARRIER END TERMINAL ANCHORS**



DETAIL A - A

GENERAL NOTES

DRAWINGS ARE GENERAL IN NATURE. SEE MANUFACTURER'S INFORMATION FOR MORE DETAIL.

PROVIDE 2 INCH CLEAR COVER FROM OUTER EDGE OF CONCRETE FOOTINGS TO REINFORCEMENT.

INSTALL LINE POSTS PLUMB. LINE POSTS ARE TO BE EASILY REMOVED BY HAND AND HOLD CABLES AT THE PROPER ELEVATION.

PROVIDE CABLE BARRIER SYSTEM FROM APPROVED PRODUCT LIST.

PROVIDE A SYSTEM TO HAVE THE WORKING WIDTH INDICATED IN PLAN.

PROVIDE DOCUMENTATION HOW POST SPACING, RADIUS OF CURVE AND ANCHOR SPACING INFLUENCES WORKING WIDTH TO CONSTRUCTION STAFF.

CONSTRUCT SHAFTS VERTICALLY. VERTICAL TOLERANCE OF SHAFT IS $\frac{1}{8}$ " PER FOOT OF DEPTH. SHAFTS ARE TO MINIMIZE DISTURBANCE TO ADJACENT SOILS.

SECURE STEEL REINFORCEMENT AND STEEL SLEEVE PRIOR TO PLACEMENT OF CONCRETE. MAINTAIN CLEAR DISTANCE BETWEEN SOIL AND REINFORCEMENT CAGE.

PLACE CONCRETE IN ONE CONTINUOUS POUR FOR EACH FOOTING. USE VIBRATION TO CONSOLIDATE CONCRETE.

PROVIDE CASING AS NECESSARY TO PREVENT INTRUSION OF UNCONSOLIDATED MATERIALS OR WATER. USE CASINGS WHEN THERE IS 3 OR MORE INCHES OF WATER IN EXCAVATION.

PROVIDE WISCONSIN PROFESSIONAL ENGINEER SIGNED AND APPROVED FOOTING DESIGN USING A CASING AND CONSTRUCTION SEQUENCE. PROJECT ENGINEER WILL REVIEW AND APPROVED CASING DESIGN AND CONSTRUCTION SEQUENCE. CASING IS TO HAVE INTIMATE CONTACT WITH SHAFT SIDEWALL. CASING IT TO WITHSTAND INSERTION STRESS, REMOVAL STRESS, CONCRETE PRESSURE AND SOIL PRESSURE. REMOVE CASING DURING CONCRETE PLACEMENT OR IMMEDIATELY AFTER CONCRETE PLACEMENT. NO TEMPORARY CASING MAY REMAIN IN-PLACE.

PROVIDE WISCONSIN PROFESSIONAL ENGINEER SIGNED AND APPROVED FOOTING DESIGN AND CONSTRUCTION SEQUENCE WHEN OVER EXCAVATION IS REQUIRED NEAR A FOOTING. PROJECT ENGINEER WILL REVIEW AND APPROVED DESIGN AND CONSTRUCTION SEQUENCE.

FINISH TOP OF FOOTINGS TO THE DIMENSIONS INDICATED IN PLAN. REMOVE EXCESS CONCRETE.

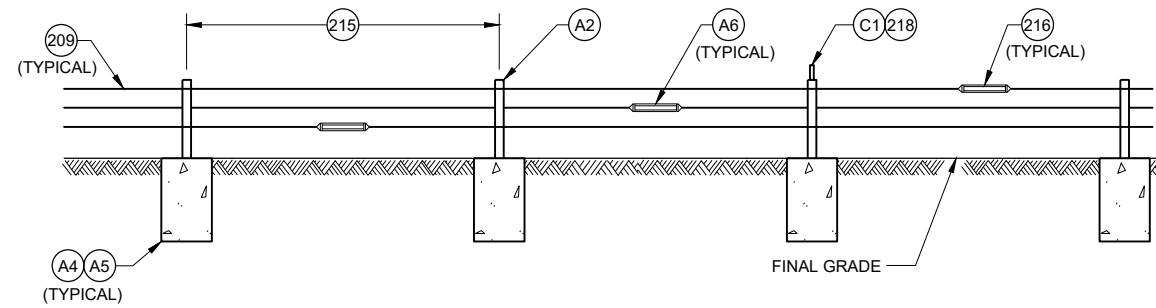
DESIGN POST FOOTINGS SO THAT LINE POST FOOTING MOVE LESS THAN 1 INCH WHEN LINE POST IS IMPACTED BY A NCHRP 350 TL-3 SMALL CAR.

USE MARINE GRADE ANTI-SEIZE LUBRICANT FOR THREADING FITTINGS THAT IS ACCEPTABLE FOR USE ON GALVANIZED STEEL.

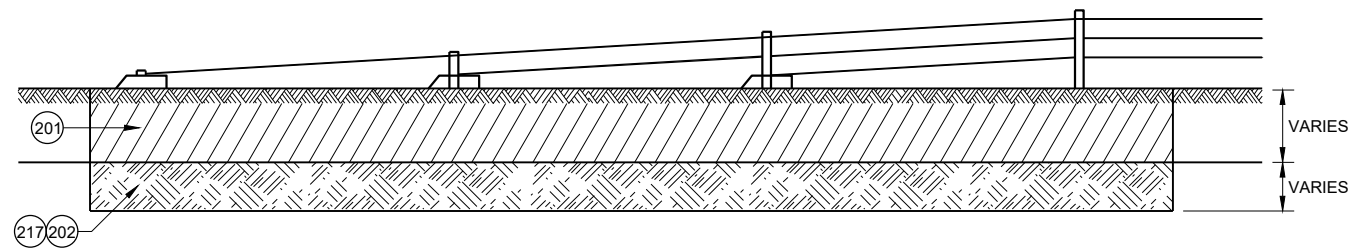
- 100 DIRECTION THAT THE CABLE PULLS THE END ANCHOR FOOTING
- 101 LOCATION OF LENGTH OF NEED POINT FOR CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)
- 102 PAY LIMIT FOR CABLE BARRIER END TERMINAL. LENGTH OF CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)
- 103 CABLE BARRIER END TERMINAL
- 104 CABLE BARRIER AND LINE POSTS
- 105 IN SOIL MINIMUM DEPTH OF CABLE BARRIER END TERMINAL FOOTING IS 60 INCHES. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.
- 106 ANCHOR MONITOR POINTS ARE GALVANIZED SURVEY NAIL, OR MASONRY NAIL, PLACED INTO CONCRETE FOOTING BEFORE HARDENING. IF THERE ARE MULTIPLE ANCHOR POINTS WITHIN A PAY LIMIT FOR A CABLE BARRIER END TERMINAL, EACH ANCHOR POINT NEEDS THREE ANCHOR MONITOR POINTS.

CABLE BARRIER TYPE 1 LAYOUT

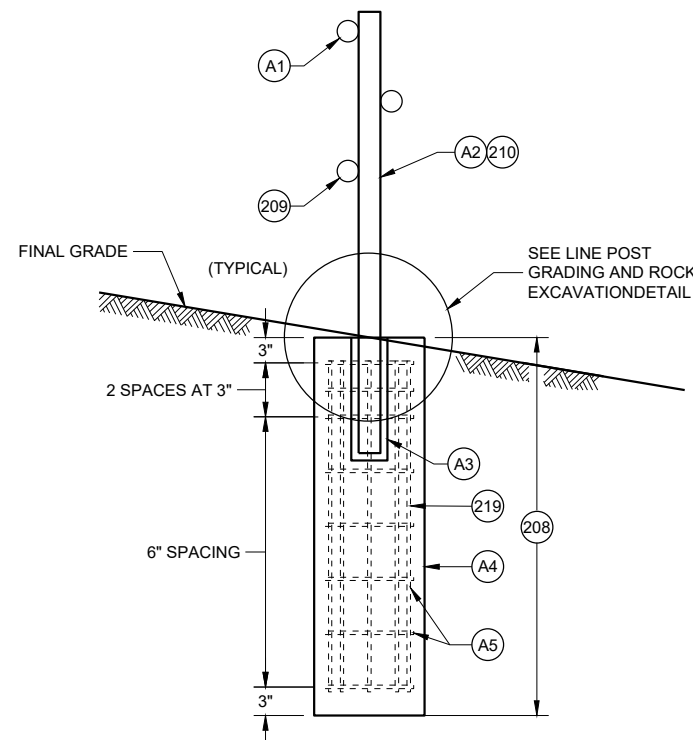
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PROFILE VIEW
LINE POST INSTALLATION**

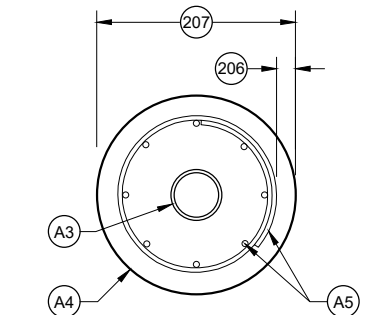


**CABLE BARRIER END TERMINAL
ROCK EXCAVATION DETAIL**

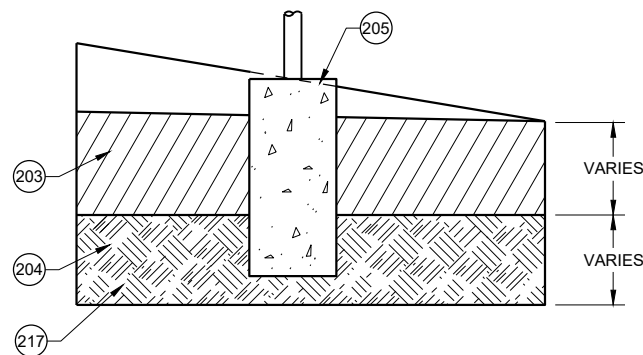


CROSS SECTION

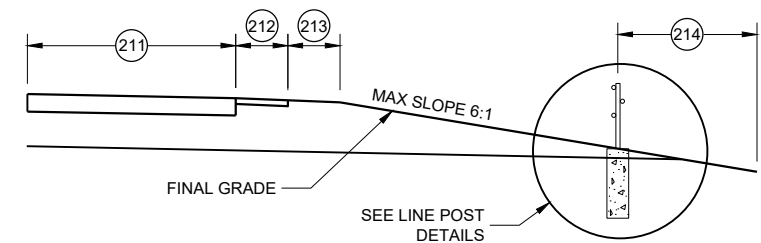
LINE POST DETAILS



**PROFILE VIEW
(LINE POSTS AND CABLES NOT SHOWN)**



**LINE POST GRADING
AND ROCK EXCAVATION DETAIL**



CABLE BARRIER OFFSET FROM DITCH LINE

GENERAL NOTES

- (201) SOIL TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES)
- (202) ROCK TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES)
- (203) SOIL TO BE EXCAVATED FOR LINE POST (VARIES)
- (204) ROCK TO BE EXCAVATED FOR LINE POST (VARIES)
- (205) EXCAVATE AND GRADE LINE FOR LINE POST FOOTINGS. INSTALL LINE POST FOOTING TO MINIMIZE 4 INCH TALL OBJECT ON 5 FOOT CHORD.
- (206) 2 INCHES OF CLEAR COVER FROM EDGE OF CONCRETE TO REINFORCEMENT.
- (207) DIAMETER OF LINE POST FOOTING VARIES. SEE MANUFACTURERS' INFORMATION.
- (208) MINIMUM DEPTH OF LINE POST FOOTING IS 4' - 0" IN SOIL. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.
- (209) NUMBER AND LOCATION OF CABLES VARY. SEE MANUFACTURERS' INFORMATION.
- (210) LINE POST DIMENSIONS AND CONNECTION HARDWARE VARY. SEE MANUFACTURERS' INFORMATION.
- (211) LANE OF ROADWAY (VARIES). SEE PLAN FOR MORE INFORMATION.
- (212) PAVED SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.
- (213) GRAVEL SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.
- (214) CABLE BARRIER OFFSET FROM CENTERLINE OF MEDIAN DITCH (8 FOOT MINIMUM). SEE PLAN FOR MORE INFORMATION.
- (215) MAXIMUM POST SPACING IS 15 FEET.
- (216) STAGGER TURNBUCKLES (TYPICAL).
- (217) SEE MANUFACTURER'S DESIGN WHEN ROCK IS ENCOUNTERED.
- (218) LINE POST DELINEATOR SPACING IS 100 FEET.
- (219) MINIMUM LINE POST FOOTING REINFORCEMENT SHOWN. MANUFACTURER IS TO INDICATE REINFORCEMENT IS ADEQUATE FOR THEIR SYSTEM. IF REINFORCEMENT IS NOT ADEQUATE, PROVIDE FOOTING DESIGN WITH A ADEQUATE REINFORCEMENT.

**CABLE BARRIER
TYPE 1 LAYOUT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS

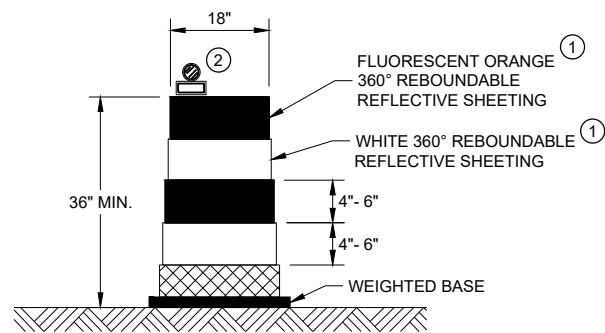
PART NUMBER	QTY.	DESCRIPTION	MATERIALS SPECIFICATIONS
(A1)	3 OR 4	¾" 3x7 PRESTRECHED GALVANIZED STEEL WIRE ROPE	AASHTO M30 TYPE 1 CLASS A OR ASTM A741 TYPE 1 CLASS A WITH MINIMUM BREAKING STRENGTH = 39 KIPS (173.5 KN)
(A2)	1 PER LINE POST	GALVANIZED REMOVABLE STEEL LINE POST	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS. ASTM A123 (GALVANIZATION).
(A3)	1 PER LINE POST	GALVANIZED STEEL SLEEVE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS. ASTM A123 (GALVANIZATION).
(A4)	VARIES	CONCRETE FOR LINE POST FOOTING	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2 OR AS MANUFACTURER SPECIFIES. STANDARD SPECIFICATION 716 QMP FOR CLASS II ANCILLARY CONCRETE SEE MANUFACTURER'S INFORMATION ON DIMENSIONS.
(A5)	MINIMUM REINFORCEMENT: 8 HORIZONTAL LOOP BARS 8 VERTICAL BARS	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505. ALL BARS ARE NO. 4 BARS
(A6)	VARIES	TURNBUCKLES AND OTHER CABLE CONNECTING HARDWARE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS. MINIMUM BREAKING STRENGTH OF TURNBUCKLES AND CONNECTION HARDWARE IS EQUAL TO CABLE. TURNBUCKLES AND OTHER CABLE CONNECTION HARDWARE IS FIELD SWAGED PER MANUFACTURER'S RECOMMENDATION AND DETAILS. PROVIDE DOCUMENTATION THAT THE FITTINGS ARE STRONGER THAN THE CABLE BARRIER. DOCUMENTATION IS TO INCLUDE: MANUFACTURER NAME, TESTING RESULTS, AND DATE OF TESTING.
(B1)	VARIES	CABLE CONNECTION TO CABLE BARRIER END TERMINAL	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
(B2)	VARIES	CONCRETE FOR CABLE BARRIER END TERMINAL	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2. STANDARD SPECIFICATION 716 QMP FOR CLASS II ANCILLARY CONCRETE
(B3)	VARIES	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
(C1)	VARIES	LINE POST DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVED PRODUCT LIST YELLOW.
(C2)	VARIES	CABLE BARRIER END TERMINAL DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVED PRODUCT LIST OBJECT MARKER TYPE 3 PATTERN

CABLE BARRIER
TYPE 1 LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

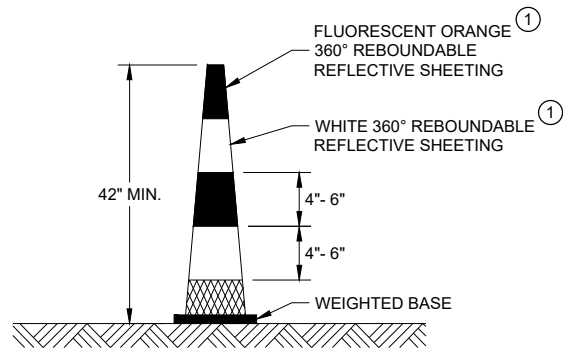
APPROVED
May 2022 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA



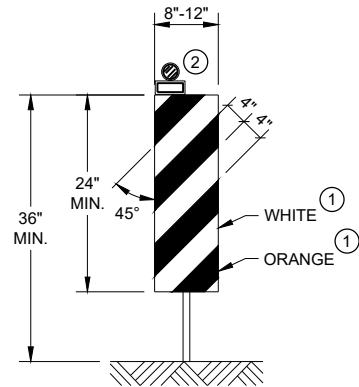
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



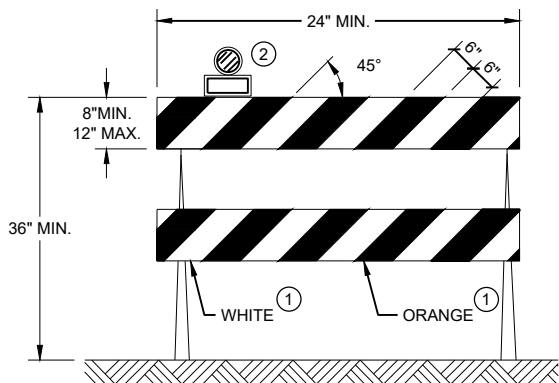
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



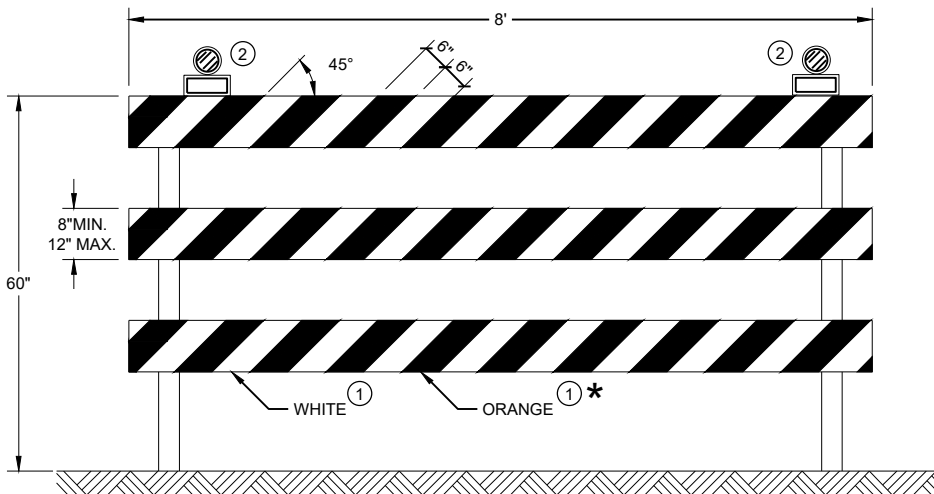
VERTICAL PANEL

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.

GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

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.

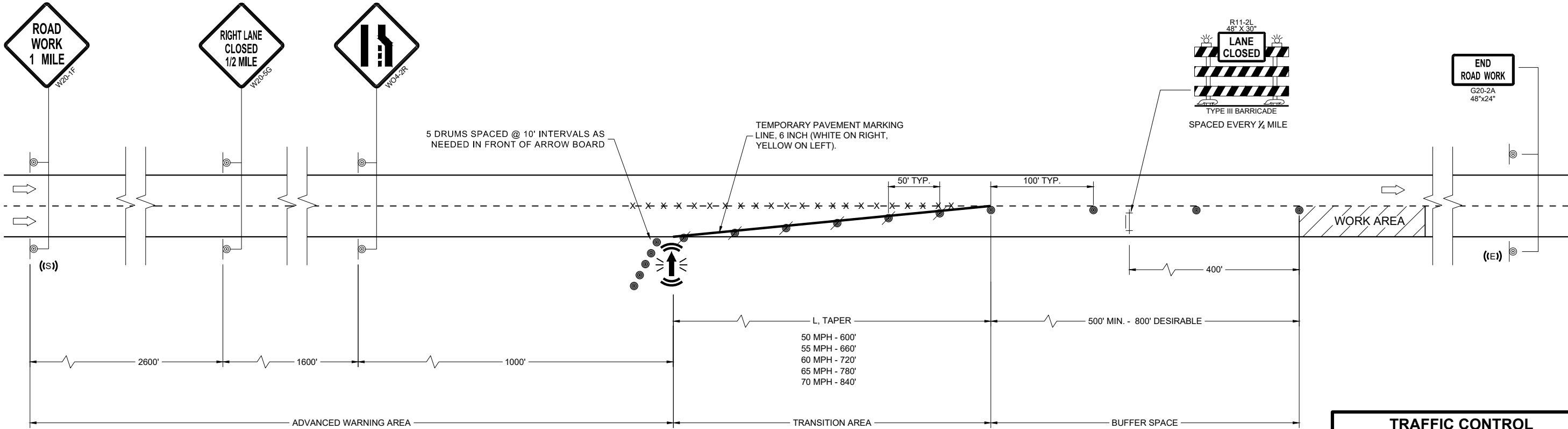
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



TRAFFIC CONTROL
LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Andrew Heidtke
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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.

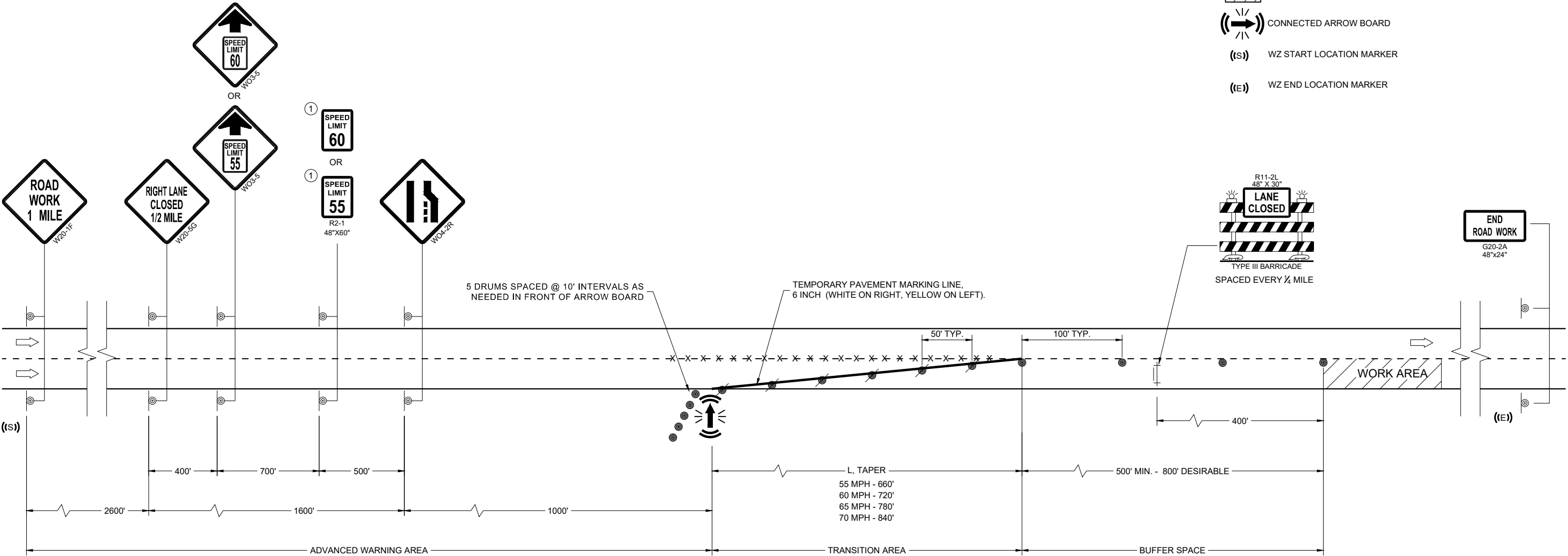
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1 A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END 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
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

6



6

SDD 15D12-14b

SDD 15D12-14b

TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Andrew Heidtke ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	

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
-  WZ START LOCATION MARKER
-  WZ END LOCATION MARKER
-  CONNECTED ARROW BOARD
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  PORTABLE TRAFFIC SENSOR (PTS)
-  FLASHING BEACON SIGNS

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.

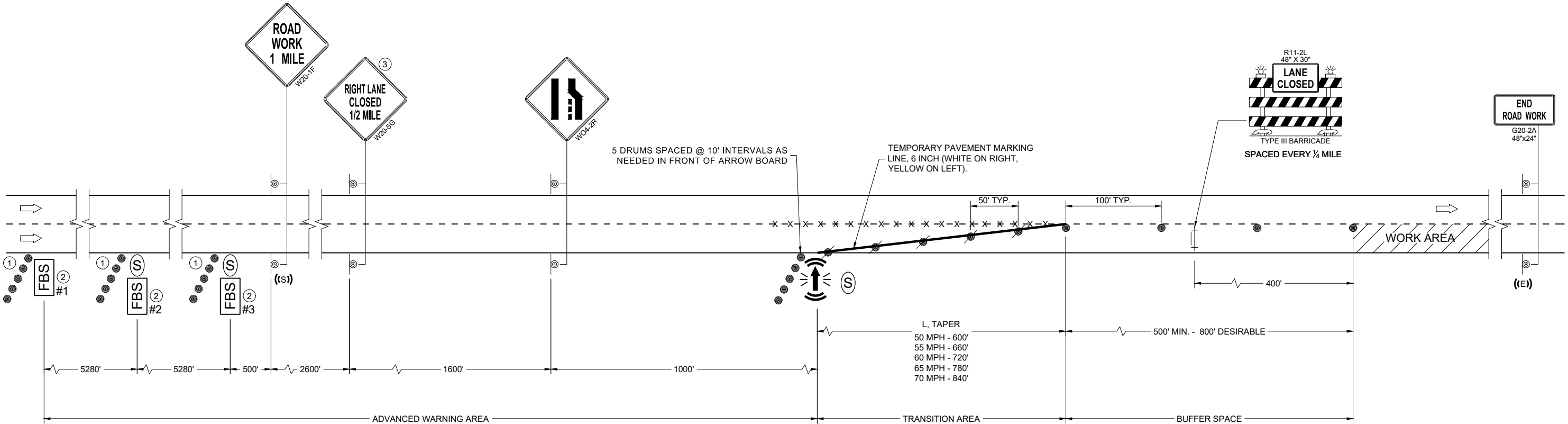
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CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

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.

STOPPED OR
SLOW TRAFFIC
WHEN FLASHING
WO8-76
96" x 48"



TRAFFIC CONTROL, LANE
CLOSURE, BASIC TRAFFIC
QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Erin Schwark
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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.

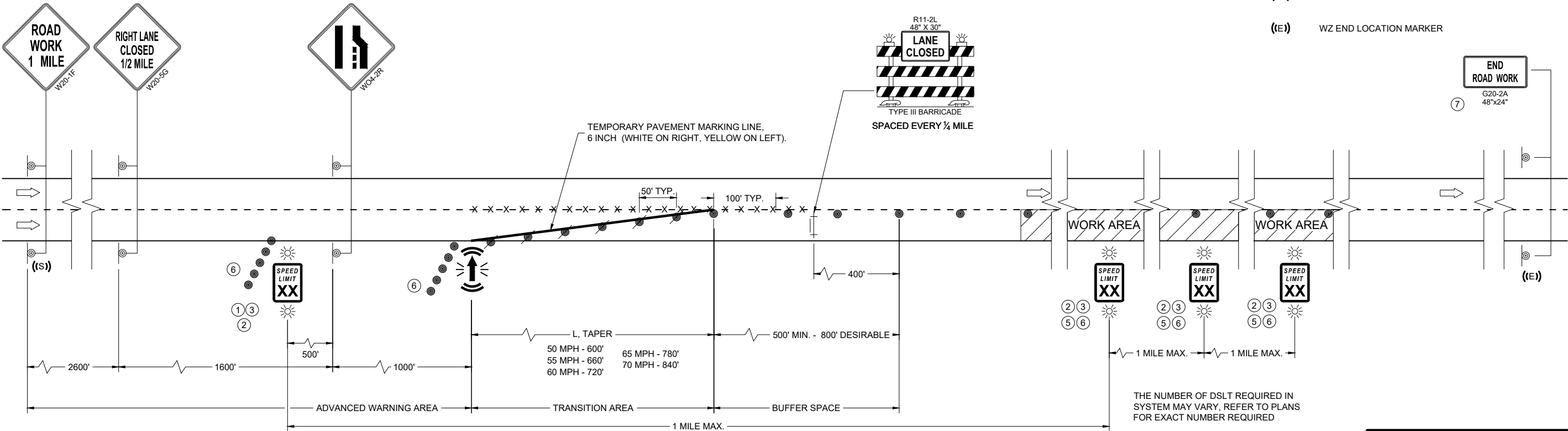
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IF THE SPEED LIMIT WILL CHANGE BASED ON THE PRESENCE OF WORKERS, USE THE TAPER LENGTH THAT MATCHES THE HIGHER OF THE TWO SPEEDS FOR A CONTINUOUS LANE CLOSURE.

- EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED.
- PLACE DSLT IN ADVANCE WARNING AREA AND THROUGHOUT PROJECT LIMITS. IF THE LANE CLOSURE MOVES DOWNSTREAM, LEAVE DSLT IN PLACE.
- AT EXISTING POST MOUNTED SPEED LIMIT SIGN AFTER THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. IF THERE IS NOT AN EXISTING SIGN, PLACE 1,500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP
- IF WORK AREA STARTS LESS THAN 1,000 FEET FROM END OF LANE CLOSURE TAPER, OMIT DIGITAL SPEED LIMIT TRAILER AT THAT LOCATION.
- 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.
- 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
- 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)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLTT)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



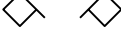
TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Andrew Heidtke
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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.

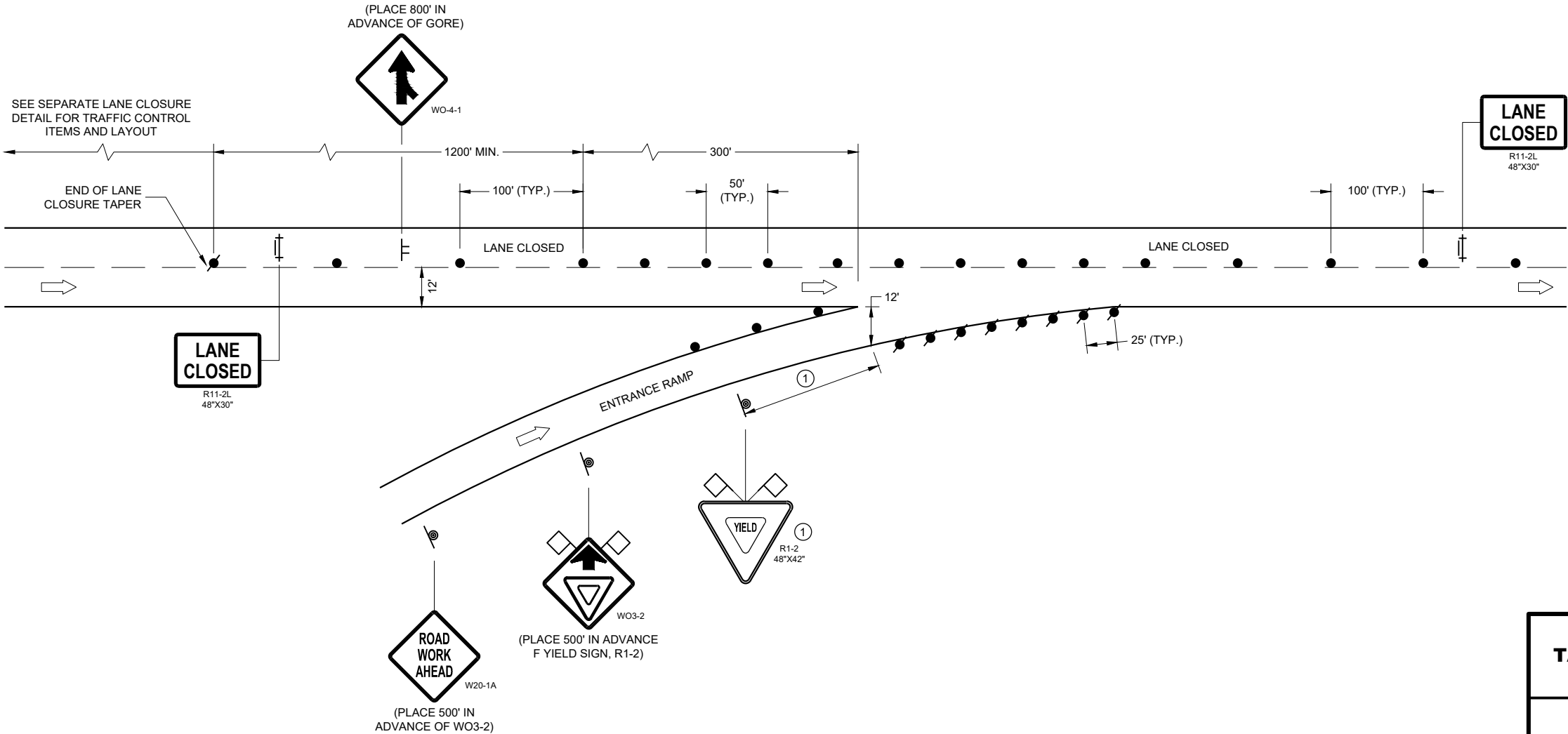
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

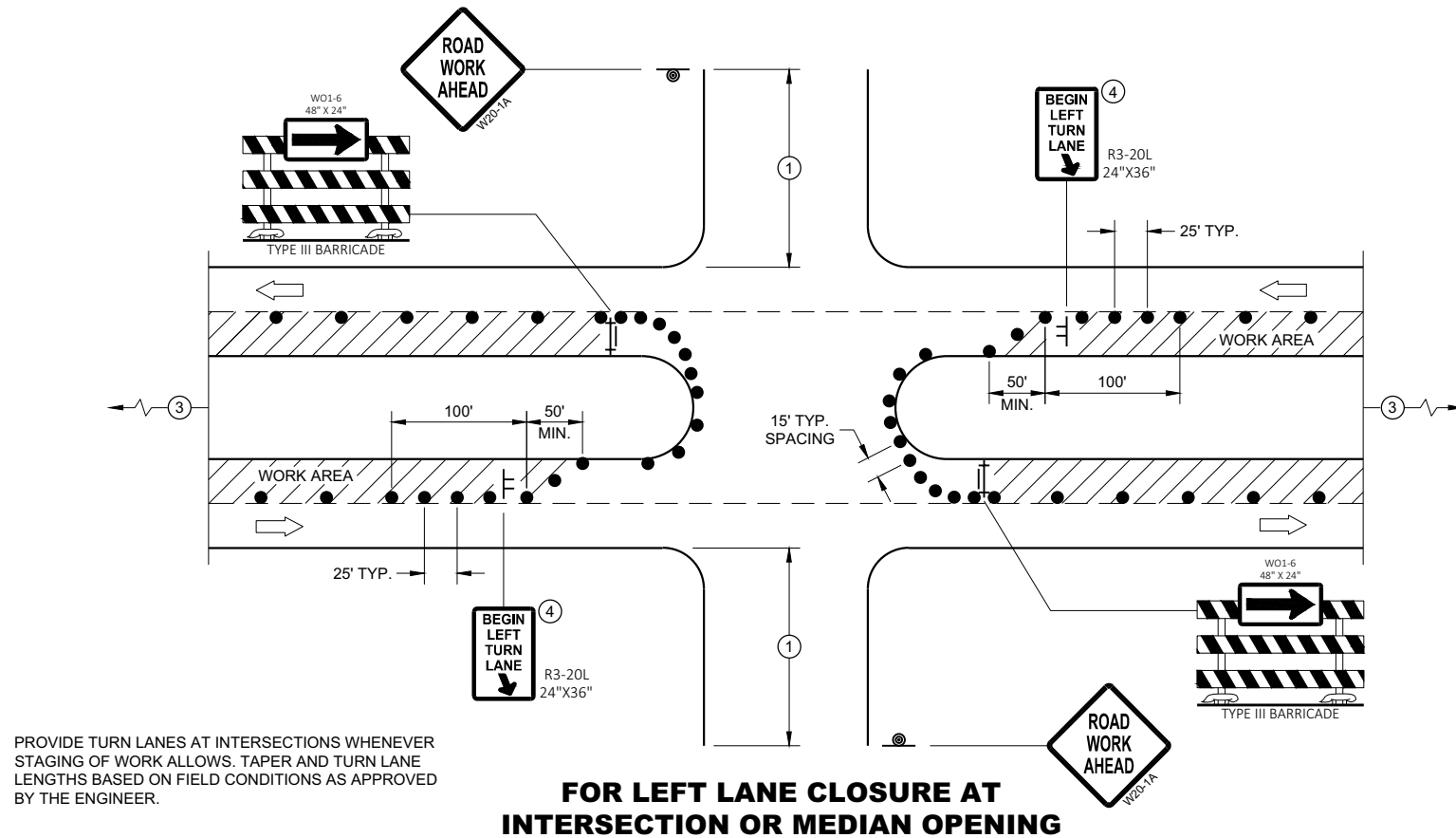
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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 ENGINEER
FHWA	

**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

**FOR LEFT LANE CLOSURE AT INTERSECTION
OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)**

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

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.

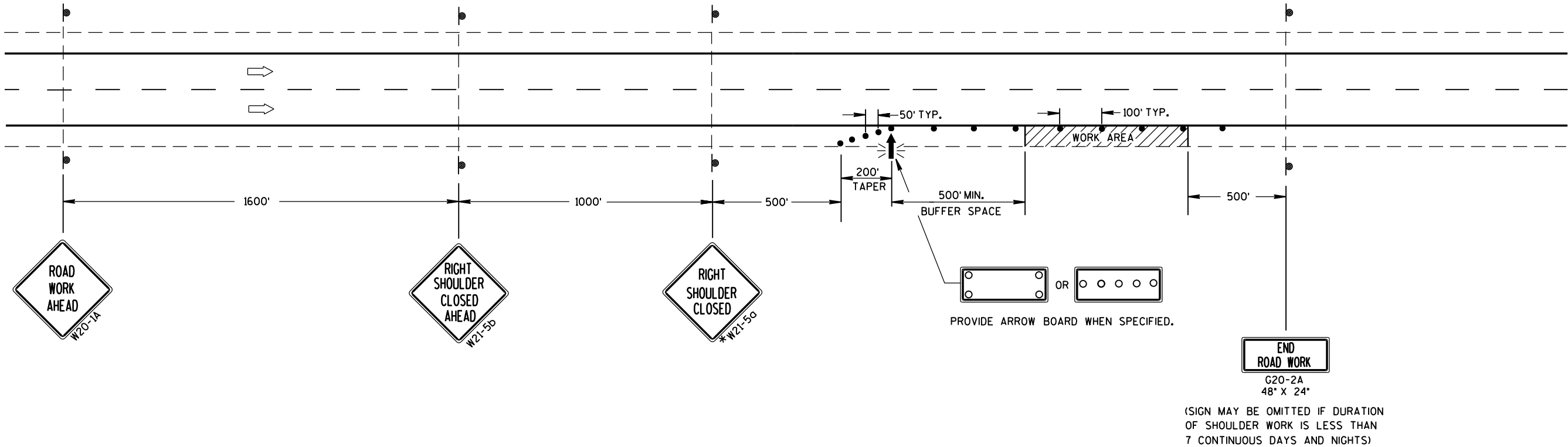
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

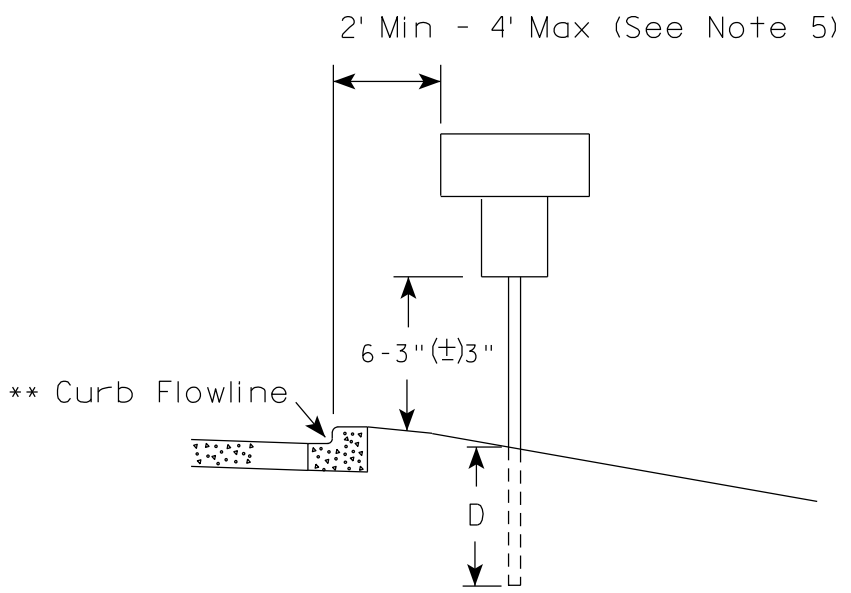
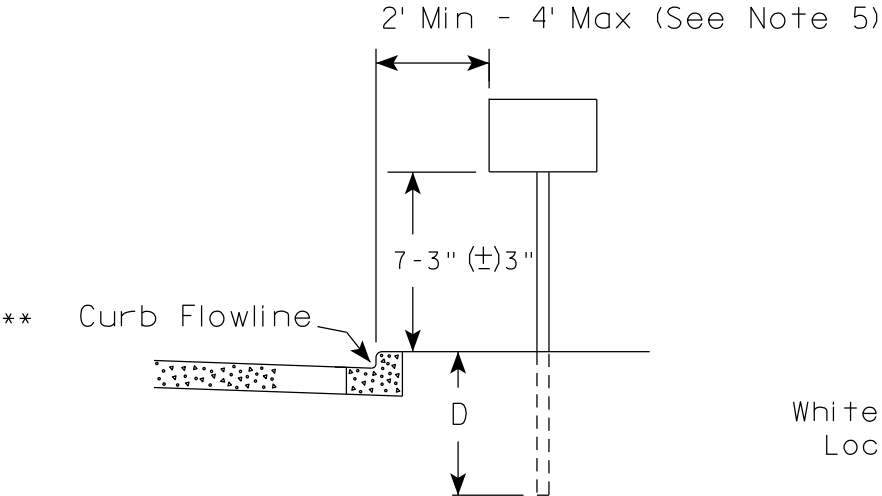


TRAFFIC CONTROL
SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER
THAN 40 MPH

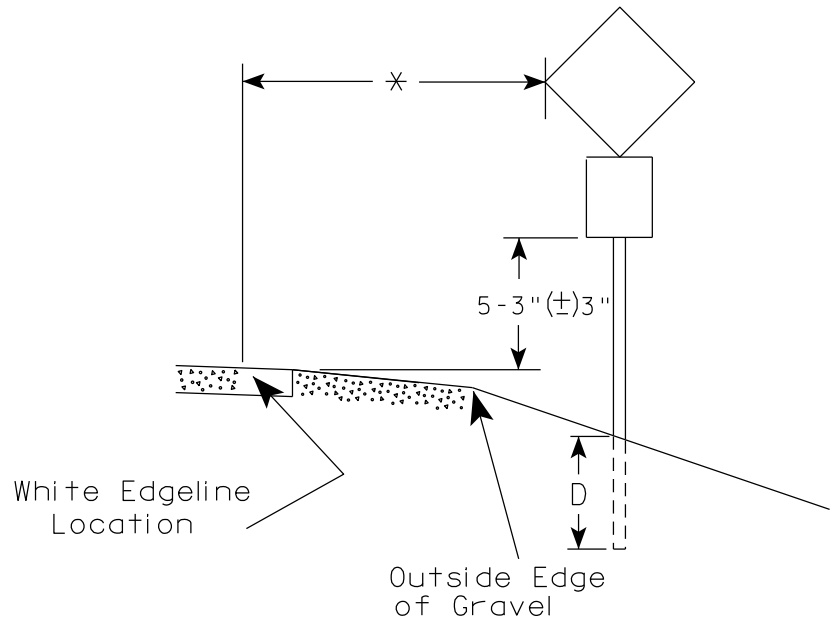
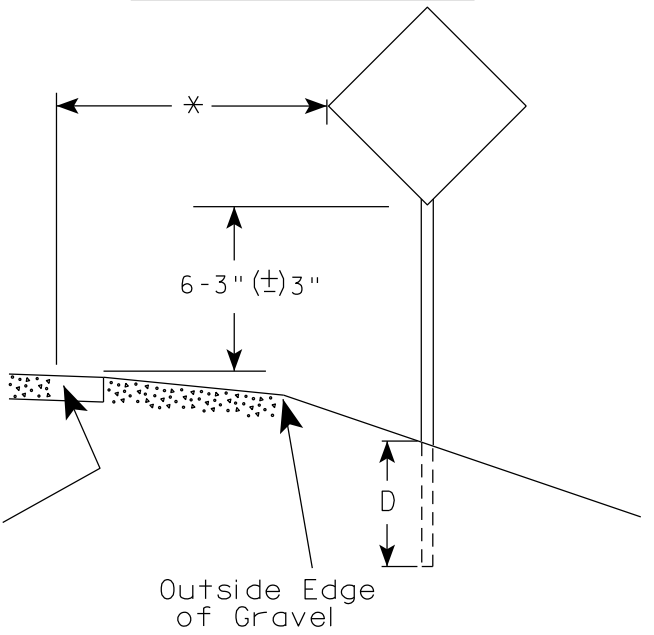
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER

URBAN AREA



RURAL AREA (See Note 2)



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" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the 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.

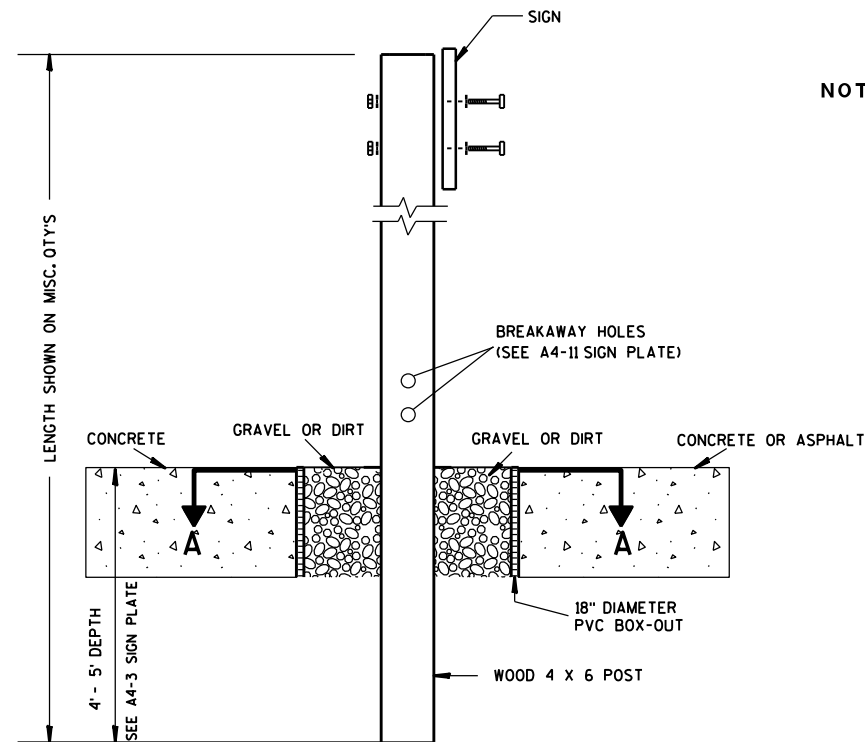
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer

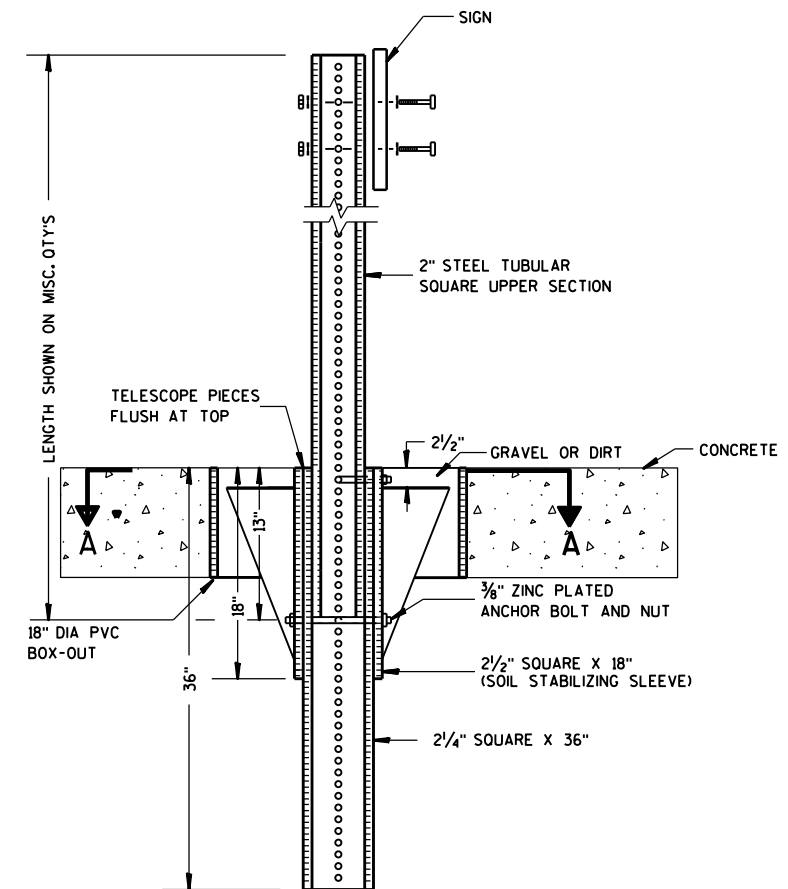
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

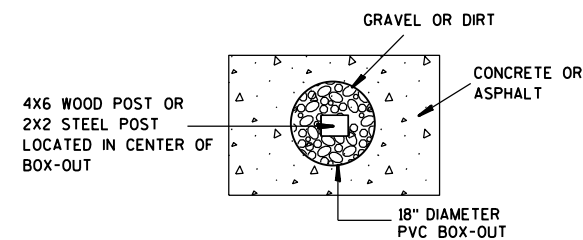
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- NOTES: 1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:

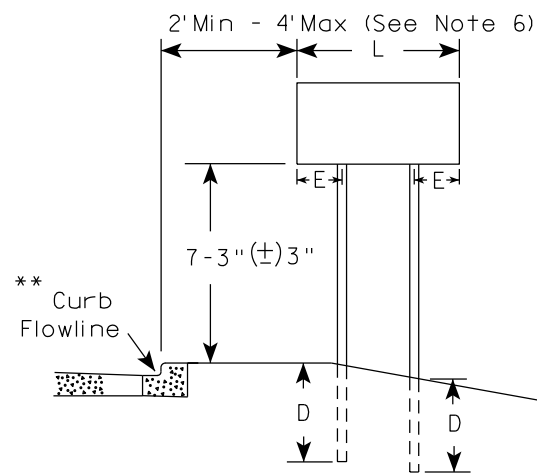
HWY:

COUNTY:

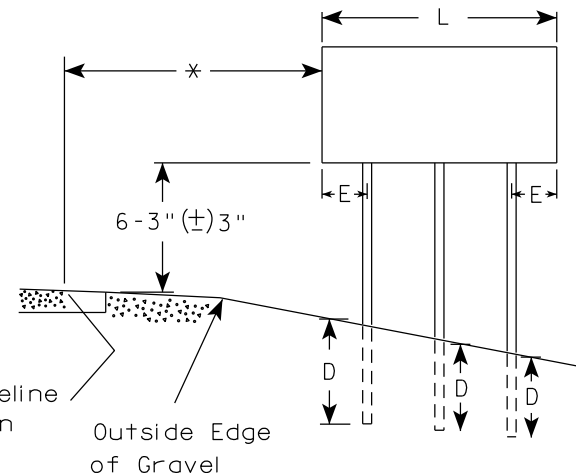
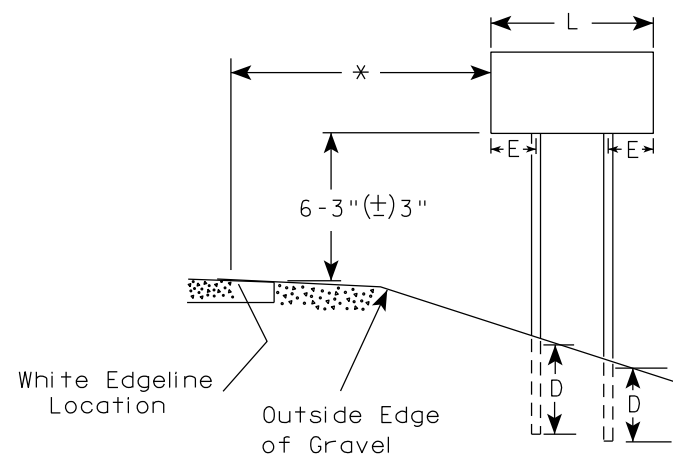
SHEET NO:

E

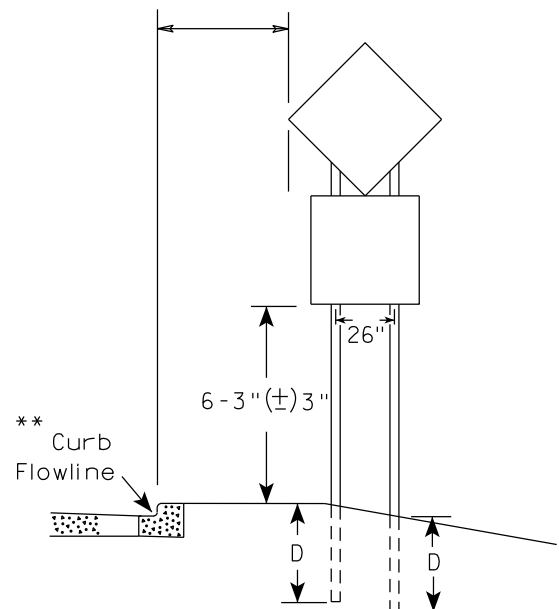
URBAN AREA



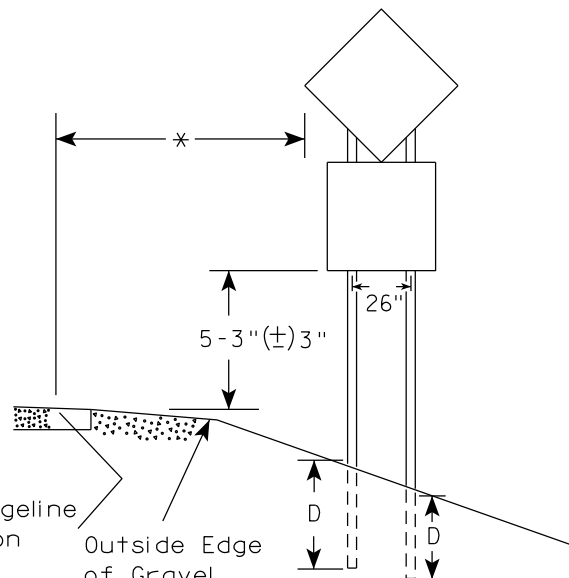
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



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"

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 12/6/23 PLATE NO. A4-4.16

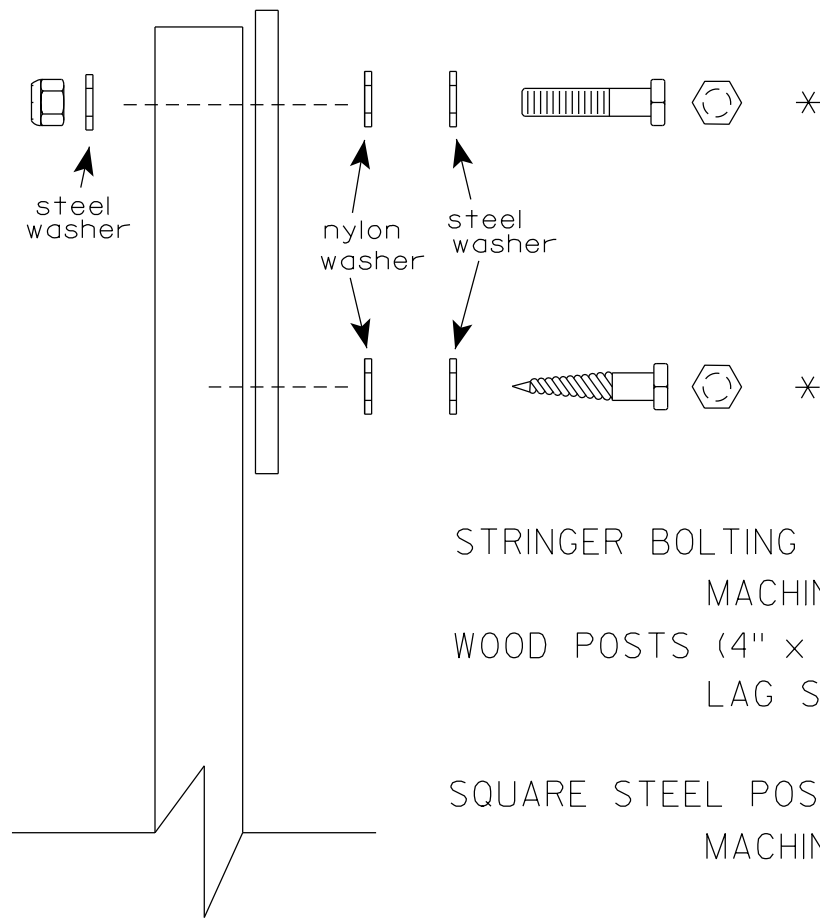
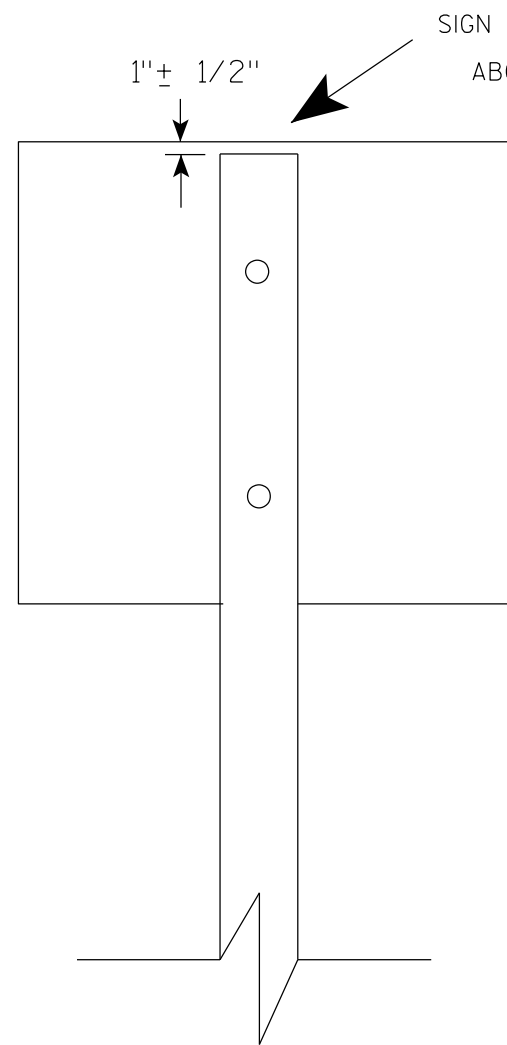
GENERAL NOTES

- For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.
- J-Assemblies are considered to be one sign for mounting height.
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
- The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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.



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.

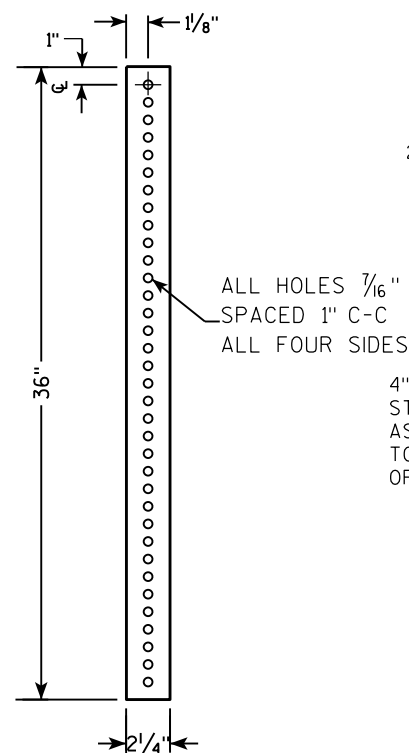
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " 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	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

**2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



2 1/2" TELESPAR TUBE

4" x 10" x 10 GA. STEEL PLATE (CUT AS SHOWN) WELDED TO ALL FOUR CORNERS OF TELESPAR TUBE

4"

2 1/2"

10"

3 1/2"

18"

[illegible]

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

- Overall height: 36"
- Upper section height: 18"
- Lower section height: 12"
- Base plate height: 12"

Top View Dimensions:

- Base plate width: 24"
- Base plate length: 36"
- Sign plate width: 18"
- Sign plate length: 36"

Material and Assembly Specifications:

- 2" STEEL TUBULAR SQUARE UPPER SECTION
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C
- ALL FOUR SIDES
- $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT
- $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- 2 1/4" SQUARE X 36"
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

A schematic diagram of a square microfluidic chip. It features a central square channel with rounded corners. Four inlet/outlet ports are located at the midpoints of the outer edges of the chip. The ports are connected to the central channel via short, straight segments. The top and bottom ports have additional small rectangular features, possibly representing valves or sensors.

DIRECTION
OF TRAFFIC

SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

PROJECT NO:

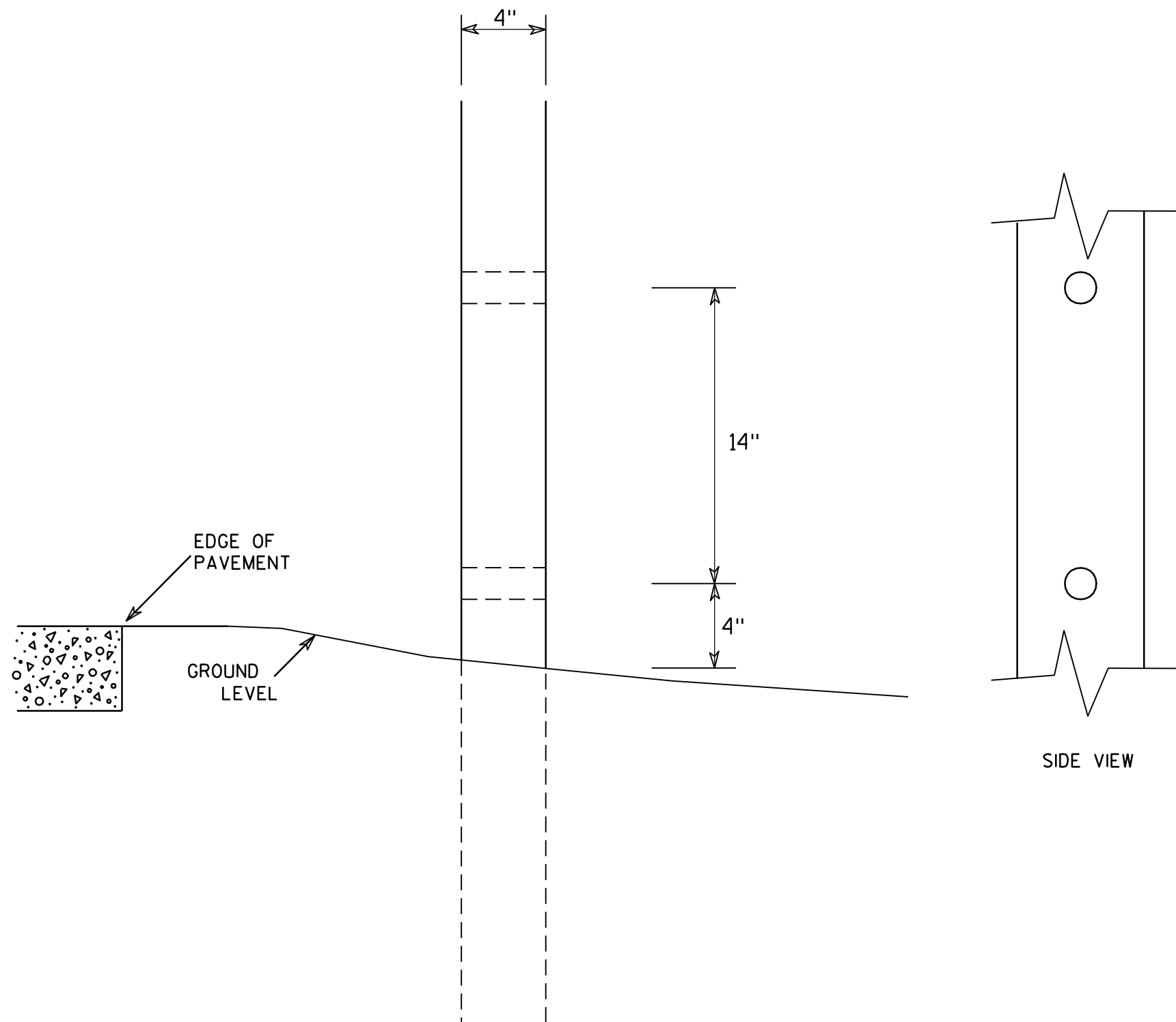
HWY:

COUNTY:

SHEET NO:

T

7

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

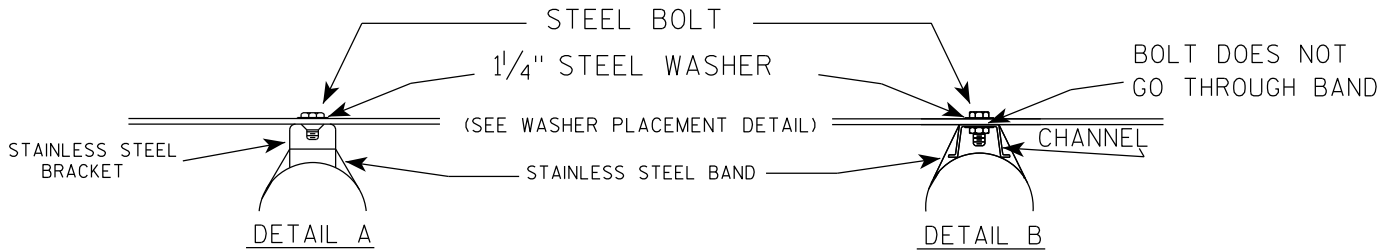
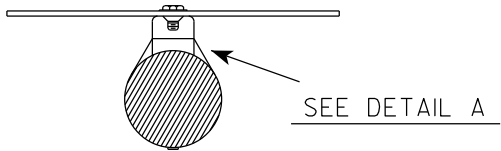
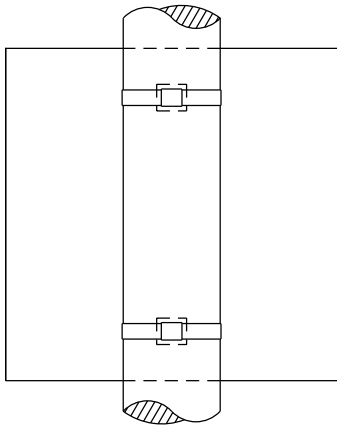
COUNTY:

SHEET NO:

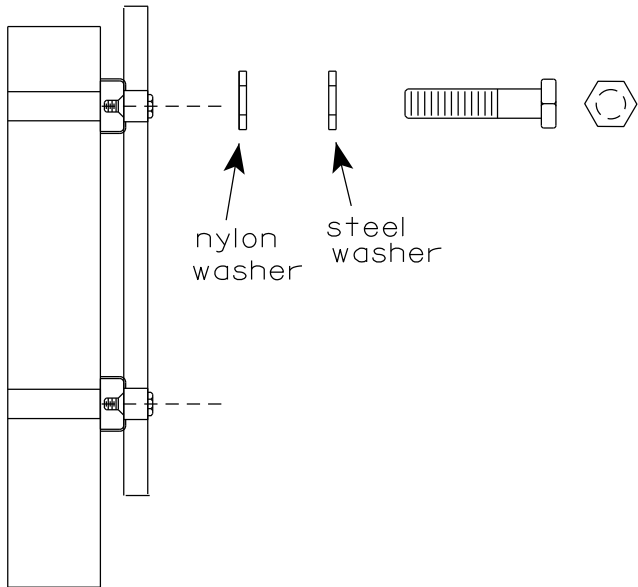
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

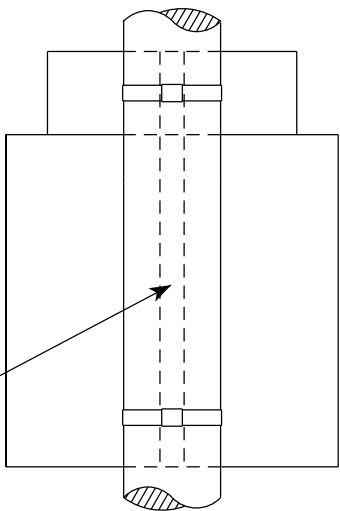


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

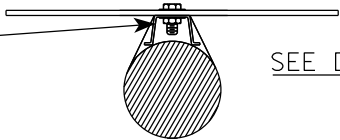
GENERAL NOTES

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 3/4" 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



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

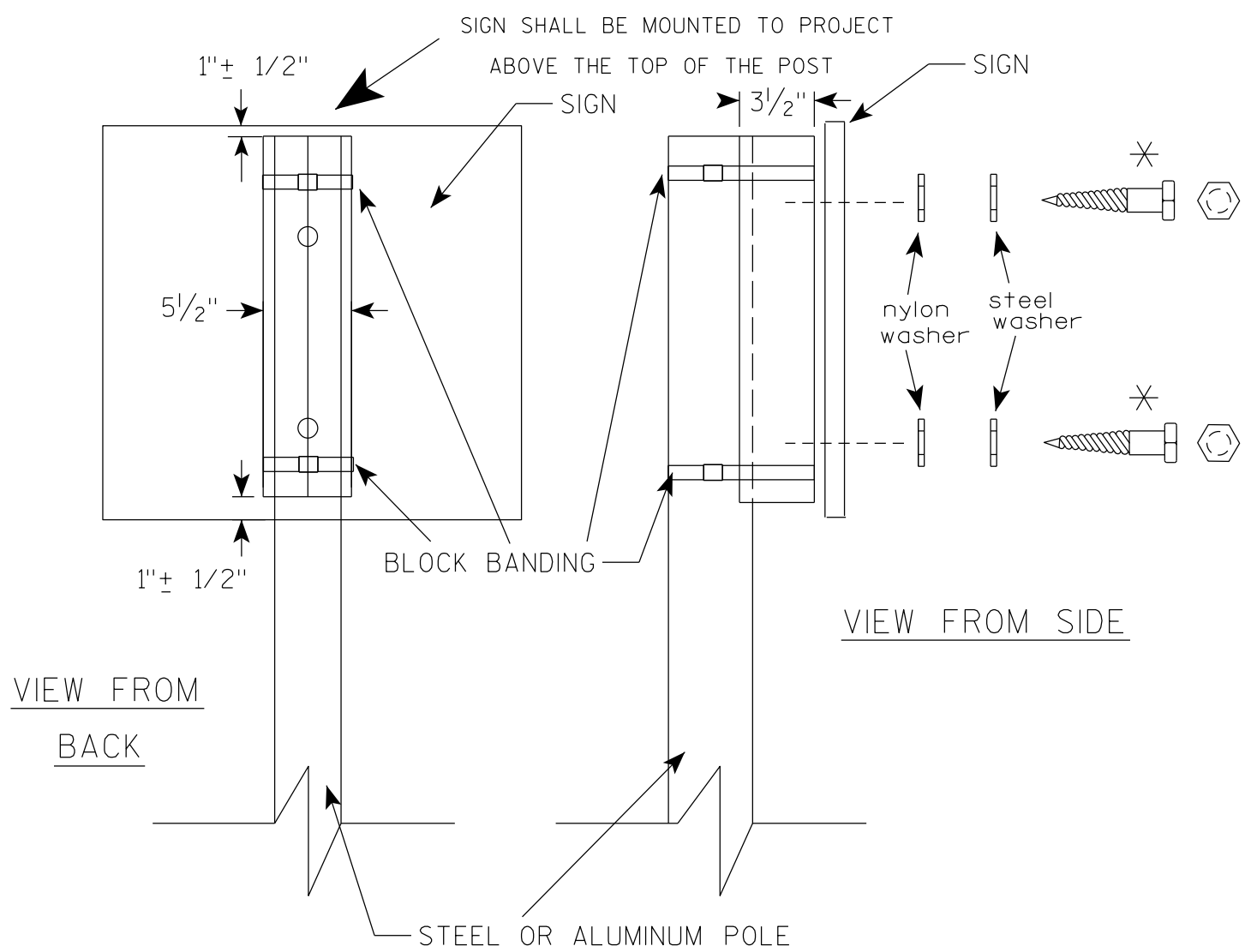


STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

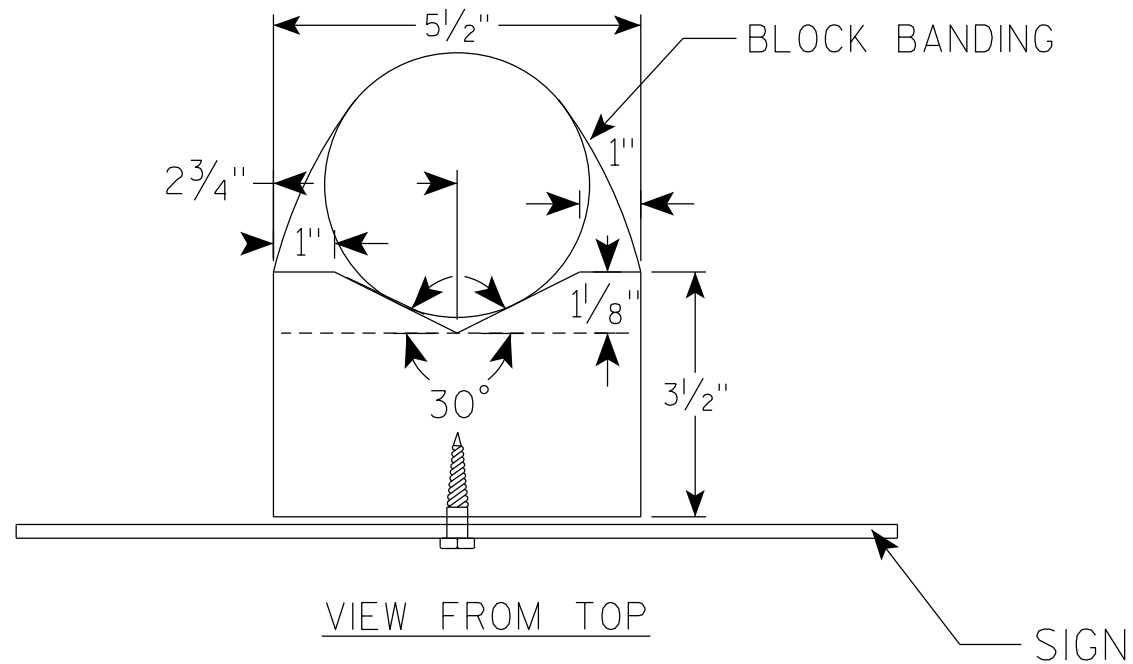
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

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, $\frac{3}{4}$ " 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 NORMALLY 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 $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

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:

E

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE
1956+84.41	195684.41	0.00	5.16	0.87	0	0	0	0	0
1957+00.00	195700.00	15.59	11.28	0.64	5	0	5	0	5
1957+50.00	195750.00	50.00	1.15	1.27	12	2	17	3	15
1958+00.00	195800.00	50.00	0.00	0.00	1	1	18	4	14
1958+50.00	195850.00	50.00	0.00	0.00	0	0	18	4	14
1959+00.00	195900.00	50.00	0.00	0.00	0	0	18	4	14
1959+50.00	195950.00	50.00	0.00	0.00	0	0	18	4	14
1960+00.00	196000.00	50.00	0.00	0.00	0	0	18	4	14
1960+50.00	196050.00	50.00	0.00	0.00	0	0	18	4	14
1961+00.00	196100.00	50.00	0.00	0.00	0	0	18	4	14
1961+50.00	196150.00	50.00	18.44	1.10	17	1	35	5	30
1962+00.00	196200.00	50.00	13.83	1.79	30	3	65	9	56
1962+50.00	196250.00	50.00	9.85	11.36	22	12	87	24	63
1963+00.00	196300.00	50.00	8.65	19.02	17	28	104	59	45
1963+50.00	196350.00	50.00	8.83	14.83	16	31	120	98	23
1964+00.00	196400.00	50.00	7.70	21.15	15	33	135	139	-4
1964+50.00	196450.00	50.00	12.36	12.47	19	31	154	178	-24
1965+00.00	196500.00	50.00	9.00	13.38	20	24	174	208	-34
1965+50.00	196550.00	50.00	0.00	0.00	8	12	182	223	-41
1966+00.00	196600.00	50.00	0.00	0.00	0	0	182	223	-41
1966+50.00	196650.00	50.00	27.83	1.21	26	1	208	224	-16
1967+00.00	196700.00	50.00	18.35	7.52	43	8	251	234	17
1967+50.00	196750.00	50.00	17.58	11.28	33	17	284	255	29
1968+00.00	196800.00	50.00	17.88	13.98	33	23	317	284	33
1968+50.00	196850.00	50.00	17.24	12.24	33	24	350	314	36
1969+00.00	196900.00	50.00	19.18	12.41	34	23	384	343	42
1969+50.00	196950.00	50.00	25.89	5.30	42	16	426	363	64
1970+00.00	197000.00	50.00	27.01	3.09	49	8	475	373	103
1970+50.00	197050.00	50.00	44.83	0.03	67	3	542	376	166
1971+00.00	197100.00	50.00	0.00	0.00	42	0	584	376	208
1971+50.00	197150.00	50.00	0.00	0.00	0	0	584	376	208
1972+00.00	197200.00	50.00	0.00	0.00	0	0	584	376	208
1972+50.00	197250.00	50.00	1.95	1.71	2	2	586	379	207
1973+00.00	197300.00	50.00	0.00	0.00	2	2	588	381	207
1973+50.00	197350.00	50.00	0.00	0.00	0	0	588	381	207
1974+00.00	197400.00	50.00	0.00	0.00	0	0	588	381	207
1974+50.00	197450.00	50.00	0.00	0.00	0	0	588	381	207
1975+00.00	197500.00	50.00	0.00	0.00	0	0	588	381	207
1975+50.00	197550.00	50.00	0.00	0.00	0	0	588	381	207
1976+00.00	197600.00	50.00	161.84	0.00	150	0	738	381	357
1976+50.00	197650.00	50.00	180.03	0.00	317	0	1055	381	674
1977+00.00	197700.00	50.00	210.06	0.00	361	0	1416	381	1035
1977+50.00	197750.00	50.00	0.00	0.00	194	0	1610	381	1229
1978+00.00	197800.00	50.00	0.00	0.00	0	0	1610	381	1229
1978+50.00	197850.00	50.00	0.00	0.00	0	0	1610	381	1229

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
1979+00.00	197900.00	50.00	0.00	0.00	0	0	1610	381	1229
1979+50.00	197950.00	50.00	0.00	0.00	0	0	1610	381	1229
1980+00.00	198000.00	50.00	0.00	0.00	0	0	1610	381	1229
1980+50.00	198050.00	50.00	0.00	0.00	0	0	1610	381	1229
1981+00.00	198100.00	50.00	0.00	0.00	0	0	1610	381	1229
1981+50.00	198150.00	50.00	0.00	0.00	0	0	1610	381	1229
1982+00.00	198200.00	50.00	0.00	0.00	0	0	1610	381	1229
1982+50.00	198250.00	50.00	0.00	0.00	0	0	1610	381	1229
1983+00.00	198300.00	50.00	0.00	0.00	0	0	1610	381	1229
1983+50.00	198350.00	50.00	0.00	0.00	0	0	1610	381	1229
1984+00.00	198400.00	50.00	0.00	0.00	0	0	1610	381	1229
1984+50.00	198450.00	50.00	0.00	0.00	0	0	1610	381	1229
1985+00.00	198500.00	50.00	0.00	0.00	0	0	1610	381	1229
1985+50.00	198550.00	50.00	0.00	0.00	0	0	1610	381	1229
1986+00.00	198600.00	50.00	5.72	3.30	5	3	1615	385	1230
1986+50.00	198650.00	50.00	5.47	1.42	10	4	1625	390	1235
1987+00.00	198700.00	50.00	7.02	4.25	12	5	1637	396	1241
1987+50.00	198750.00	50.00	6.31	3.56	12	7	1649	405	1244
1988+00.00	198800.00	50.00	5.68	4.97	11	8	1660	415	1245
1988+50.00	198850.00	50.00	4.85	3.47	10	8	1670	425	1245
1989+00.00	198900.00	50.00	3.81	8.68	8	11	1678	439	1239
1989+50.00	198950.00	50.00	2.19	1.49	6	9	1684	450	1234
1990+00.00	199000.00	50.00	2.91	0.96	5	2	1689	453	1237
1990+50.00	199050.00	50.00	3.81	0.90	6	2	1695	455	1240
1991+00.00	199100.00	50.00	0.68	2.03	4	3	1699	459	1240
1991+50.00	199150.00	50.00	1.37	2.15	2	4	1701	464	1237
1992+00.00	199200.00	50.00	2.27	1.98	3	4	1704	469	1235
1992+50.00	199250.00	50.00	2.84	0.51	5	2	1709	471	1238
1993+00.00	199300.00	50.00	1.42	1.76	4	2	1713	474	1239
1993+50.00	199350.00	50.00	3.30	0.71	4	2	1717	476	1241
1994+00.00	199400.00	50.00	1.29	1.52	4	2	1721	479	1242
1994+50.00	199450.00	50.00	1.82	2.46	3	4	1724	484	1240
1995+00.00	199500.00	50.00	2.14	0.75	4	3	1728	488	1241
1995+50.00	199550.00	50.00	4.64	0.43	6	1	1734	489	1245
1996+00.00	199600.00	50.00	1.72	0.92	6	1	1740	490	1250
1996+50.00	199650.00	50.00	1.72	2.30	3	3	1743	494	1249
1997+00.00	199700.00	50.00	1.28	2.33	3	4	1746	499	1247
1997+50.00	199750.00	50.00	1.58	2.73	3	5	1749	505	1244
1998+00.00	199800.00	50.00	0.00	0.00	1	3	1750	509	1241
1998+50.00	199850.00	50.00	0.00	0.00	0	0	1750	509	1241
1999+00.00	199900.00	50.00	0.00	0.00	0	0	1750	509	1241
1999+50.00	199950.00	50.00	0.00	0.00	0	0	1750	509	1241
2000+00.00	200000.00	50.00	0.00	0.00	0	0	1750	509	1241
2000+50.00	200050.00	50.00	0.00	0.00	0	0	1750	509	1241
2001+00.00	200100.00	50.00	0.00	0.00	0	0	1750	509	1241

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
2001+50.00	200150.00	50.00	1.23	4.63	1	4	1751	514	1237
2002+00.00	200200.00	50.00	0.36	21.22	1	24	1752	544	1208
2002+50.00	200250.00	50.00	0.00	0.00	0	20	1752	569	1183
2003+00.00	200300.00	50.00	0.00	0.00	0	0	1752	569	1183
2003+50.00	200350.00	50.00	0.00	0.00	0	0	1752	569	1183
2004+00.00	200400.00	50.00	0.00	0.00	0	0	1752	569	1183
2004+50.00	200450.00	50.00	0.00	0.00	0	0	1752	569	1183
2005+00.00	200500.00	50.00	0.00	0.00	0	0	1752	569	1183
2005+50.00	200550.00	50.00	0.00	0.00	0	0	1752	569	1183
2006+00.00	200600.00	50.00	0.00	0.00	0	0	1752	569	1183
2006+50.00	200650.00	50.00	0.00	0.00	0	0	1752	569	1183
2007+00.00	200700.00	50.00	0.00	0.00	0	0	1752	569	1183
2007+50.00	200750.00	50.00	0.00	0.00	0	0	1752	569	1183
2008+00.00	200800.00	50.00	0.00	0.00	0	0	1752	569	1183
2008+50.00	200850.00	50.00	0.00	0.00	0	0	1752	569	1183
2009+00.00	200900.00	50.00	0.00	0.00	0	0	1752	569	1183
2009+50.00	200950.00	50.00	0.00	0.00	0	0	1752	569	1183
2010+00.00	201000.00	50.00	0.00	0.00	0	0	1752	569	1183
2010+50.00	201050.00	50.00	0.00	0.00	0	0	1752	569	1183
2011+00.00	201100.00	50.00	0.00	0.00	0	0	1752	569	1183
2011+50.00	201150.00	50.00	0.00	0.00	0	0	1752	569	1183
2012+00.00	201200.00	50.00	0.00	0.00	0	0	1752	569	1183
2012+50.00	201250.00	50.00	0.00	0.00	0	0	1752	569	1183
2013+00.00	201300.00	50.00	0.00	0.00	0	0	1752	569	1183
2013+50.00	201350.00	50.00	0.00	0.00	0	0	1752	569	1183
2014+00.00	201400.00	50.00	0.00	0.00	0	0	1752	569	1183
2014+50.00	201450.00	50.00	0.00	0.00	0	0	1752	569	1183
2015+00.00	201500.00	50.00	0.00	0.00	0	0	1752	569	1183
2015+50.00	201550.00	50.00	0.00	0.00	0	0	1752	569	1183
2016+00.00	201600.00	50.00	0.00	0.00	0	0	1752	569	1183
2016+50.00	201650.00	50.00	0.00	0.00	0	0	1752	569	1183
2017+00.00	201700.00	50.00	0.00	0.00	0	0	1752	569	1183
2017+50.00	201750.00	50.00	0.00	0.00	0	0	1752	569	1183
2018+00.00	201800.00	50.00	0.00	0.00	0	0	1752	569	1183
2018+50.00	201850.00	50.00	0.00	0.00	0	0	1752	569	1183
2019+00.00	201900.00	50.00	0.00	0.00	0	0	1752	569	1183
2019+50.00	201950.00	50.00	0.00	0.00	0	0	1752	569	1183
2020+00.00	202000.00	50.00	2.77	7.09	3	7	1755	578	1178
2020+50.00	202050.00	50.00	1.66	14.81	4	20	1759	603	1157
2021+00.00	202100.00	50.00	2.93	3.12	4	17	1763	624	1139
2021+50.00	202150.00	50.00	2.37	5.86	5	8	1768	634	1134
2022+00.00	202200.00	50.00	2.29	7.92	4	13	1772	650	1122
2022+50.00	202250.00	50.00	1.36	6.92	3	14	1775	668	1108
2023+00.00	202300.00	50.00	0.76	13.79	2	19	1777	691	1086
2023+50.00	202350.00	50.00	0.58	15.69	1	27	1778	725	1053

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
2024+00.00	202400.00	50.00	2.00	9.89	2	24	1780	755	1025
2024+50.00	202450.00	50.00	1.07	10.74	3	19	1783	779	1004
2025+00.00	202500.00	50.00	0.90	7.73	2	17	1785	800	985
2025+50.00	202550.00	50.00	2.41	4.84	3	12	1788	815	973
2026+00.00	202600.00	50.00	4.67	4.50	7	9	1795	826	969
2026+50.00	202650.00	50.00	4.64	2.88	9	7	1804	835	969
2027+00.00	202700.00	50.00	7.38	3.63	11	6	1815	843	973
2027+50.00	202750.00	50.00	6.16	3.07	13	6	1828	850	978
2028+00.00	202800.00	50.00	0.00	0.00	6	3	1834	854	980
2028+50.00	202850.00	50.00	0.00	0.00	0	0	1834	854	980
2029+00.00	202900.00	50.00	0.00	0.00	0	0	1834	854	980
2029+50.00	202950.00	50.00	0.00	0.00	0	0	1834	854	980
2030+00.00	203000.00	50.00	0.00	0.00	0	0	1834	854	980
2030+50.00	203050.00	50.00	0.00	0.00	0	0	1834	854	980
2031+00.00	203100.00	50.00	0.00	0.00	0	0	1834	854	980
2031+50.00	203150.00	50.00	0.00	0.00	0	0	1834	854	980
2032+00.00	203200.00	50.00	0.00	0.00	0	0	1834	854	980
2032+50.00	203250.00	50.00	0.00	0.00	0	0	1834	854	980
2033+00.00	203300.00	50.00	0.00	0.00	0	0	1834	854	980
2033+50.00	203350.00	50.00	0.00	0.00	0	0	1834	854	980
2034+00.00	203400.00	50.00	0.00	0.00	0	0	1834	854	980
2034+50.00	203450.00	50.00	0.00	0.00	0	0	1834	854	980
2035+00.00	203500.00	50.00	0.00	0.00	0	0	1834	854	980
2035+50.00	203550.00	50.00	0.00	0.00	0	0	1834	854	980
2036+00.00	203600.00	50.00	0.00	0.00	0	0	1834	854	980
2036+50.00	203650.00	50.00	0.00	0.00	0	0	1834	854	980
2037+00.00	203700.00	50.00	0.00	0.00	0	0	1834	854	980
2037+50.00	203750.00	50.00	0.00	0.00	0	0	1834	854	980
2038+00.00	203800.00	50.00	0.00	0.00	0	0	1834	854	980
2038+50.00	203850.00	50.00	0.00	0.00	0	0	1834	854	980
2039+00.00	203900.00	50.00	0.00	0.00	0	0	1834	854	980
2039+50.00	203950.00	50.00	0.00	0.00	0	0	1834	854	980
2040+00.00	204000.00	50.00	0.00	0.00	0	0	1834	854	980
2040+50.00	204050.00	50.00	0.00	0.00	0	0	1834	854	980
2041+00.00	204100.00	50.00	0.00	0.00	0	0	1834	854	980
2041+50.00	204150.00	50.00	0.00	0.00	0	0	1834	854	980
2042+00.00	204200.00	50.00	0.00	0.00	0	0	1834	854	980
2042+50.00	204250.00	50.00	0.00	0.00	0	0	1834	854	980
2043+00.00	204300.00	50.00	0.00	0.00	0	0	1834	854	980
2043+50.00	204350.00	50.00	0.00	0.00	0	0	1834	854	980
2044+00.00	204400.00	50.00	0.00	0.00	0	0	1834	854	980
2044+50.00	204450.00	50.00	0.00	0.00	0	0	1834	854	980
2045+00.00	204500.00	50.00	0.00	0.00	0	0	1834	854	980
2045+50.00	204550.00	50.00	0.00	0.00	0	0	1834	854	980
2046+00.00	204600.00	50.00	0.00	0.00	0	0	1834	854	980

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB									
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDNATE
					NOTE 1	NOTE 2	NOTE 1		NOTE 8
2046+50.00	204650.00	50.00	0.00	0.00	0	0	1834	854	980
2047+00.00	204700.00	50.00	0.00	0.00	0	0	1834	854	980
2047+50.00	204750.00	50.00	0.00	0.00	0	0	1834	854	980
2048+00.00	204800.00	50.00	0.00	0.00	0	0	1834	854	980
2048+50.00	204850.00	50.00	0.00	0.00	0	0	1834	854	980
2049+00.00	204900.00	50.00	0.00	0.00	0	0	1834	854	980
2049+50.00	204950.00	50.00	0.00	0.00	0	0	1834	854	980
2050+00.00	205000.00	50.00	0.00	0.00	0	0	1834	854	980
2050+50.00	205050.00	50.00	0.00	0.00	0	0	1834	854	980
2051+00.00	205100.00	50.00	0.00	0.00	0	0	1834	854	980
2051+50.00	205150.00	50.00	0.00	0.00	0	0	1834	854	980
2052+00.00	205200.00	50.00	0.00	0.00	0	0	1834	854	980
2052+50.00	205250.00	50.00	0.00	0.00	0	0	1834	854	980
2053+00.00	205300.00	50.00	0.00	0.00	0	0	1834	854	980
2053+50.00	205350.00	50.00	0.00	0.00	0	0	1834	854	980
2054+00.00	205400.00	50.00	0.00	0.00	0	0	1834	854	980
2054+50.00	205450.00	50.00	0.00	0.00	0	0	1834	854	980
2055+00.00	205500.00	50.00	0.00	0.00	0	0	1834	854	980
2055+50.00	205550.00	50.00	0.00	0.00	0	0	1834	854	980
2056+00.00	205600.00	50.00	0.00	0.00	0	0	1834	854	980
2056+50.00	205650.00	50.00	0.00	0.00	0	0	1834	854	980
2057+00.00	205700.00	50.00	0.00	0.00	0	0	1834	854	980
2057+50.00	205750.00	50.00	0.00	0.00	0	0	1834	854	980
2058+00.00	205800.00	50.00	0.00	0.00	0	0	1834	854	980
2058+50.00	205850.00	50.00	0.00	0.00	0	0	1834	854	980
2059+00.00	205900.00	50.00	0.00	0.00	0	0	1834	854	980
2059+50.00	205950.00	50.00	0.00	0.00	0	0	1834	854	980
2060+00.00	206000.00	50.00	0.00	0.00	0	0	1834	854	980
2060+50.00	206050.00	50.00	0.00	0.00	0	0	1834	854	980
2061+00.00	206100.00	50.00	0.00	0.00	0	0	1834	854	980
2061+50.00	206150.00	50.00	0.00	0.00	0	0	1834	854	980
2062+00.00	206200.00	50.00	0.00	0.00	0	0	1834	854	980
2062+50.00	206250.00	50.00	0.00	0.00	0	0	1834	854	980
2063+00.00	206300.00	50.00	0.00	0.00	0	0	1834	854	980
2063+50.00	206350.00	50.00	0.00	0.00	0	0	1834	854	980
2064+00.00	206400.00	50.00	0.00	0.00	0	0	1834	854	980
2064+50.00	206450.00	50.00	0.23	0.11	0	0	1834	854	980
2065+00.00	206500.00	50.00	3.37	6.51	3	6	1837	861	976
2065+50.00	206550.00	50.00	1.19	13.84	4	19	1841	885	956
2066+00.00	206600.00	50.00	2.88	8.15	4	20	1845	910	935
2066+50.00	206650.00	50.00	2.13	11.08	5	18	1850	933	918
2067+00.00	206700.00	50.00	2.04	12.34	4	22	1854	960	894
2067+50.00	206750.00	50.00	1.69	11.91	3	22	1857	988	870
2068+00.00	206800.00	50.00	1.92	14.11	3	24	1860	1018	843
2068+50.00	206850.00	50.00	1.51	1.33	3	14	1863	1035	828

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 1		NOTE 8
2069+00.00	206900.00	50.00	3.99	4.12	5	5	1868	1041	827
2069+50.00	206950.00	50.00	3.88	3.32	7	7	1875	1050	825
2070+00.00	207000.00	50.00	3.48	8.15	7	11	1882	1064	818
2070+50.00	207050.00	50.00	2.88	11.81	6	18	1888	1086	802
2071+00.00	207100.00	50.00	2.71	9.13	5	19	1893	1110	783
2071+50.00	207150.00	50.00	3.10	9.11	5	17	1898	1131	767
2072+00.00	207200.00	50.00	2.02	12.67	5	20	1903	1156	747
2072+50.00	207250.00	50.00	2.00	11.02	4	22	1907	1184	723
2073+00.00	207300.00	50.00	1.65	12.65	3	22	1910	1211	699
2073+50.00	207350.00	50.00	1.93	9.59	3	21	1913	1238	676
2074+00.00	207400.00	50.00	3.17	9.34	5	18	1918	1260	658
2074+50.00	207450.00	50.00	3.42	7.63	6	16	1924	1280	644
2075+00.00	207500.00	50.00	2.72	16.67	6	23	1930	1309	621
2075+50.00	207550.00	50.00	0.62	17.46	3	32	1933	1349	584
2076+00.00	207600.00	50.00	0.25	22.07	1	37	1934	1395	539
2076+50.00	207650.00	50.00	0.17	25.52	0	44	1934	1450	484
2077+00.00	207700.00	50.00	0.32	27.08	0	49	1934	1511	423
2077+50.00	207750.00	50.00	0.56	19.67	1	43	1935	1565	370
2078+00.00	207800.00	50.00	0.89	27.28	1	43	1936	1619	317
2078+50.00	207850.00	50.00	1.59	17.58	2	42	1938	1671	267
2079+00.00	207900.00	50.00	0.91	16.01	2	31	1940	1710	230
2079+50.00	207950.00	50.00	0.00	0.00	1	15	1941	1729	212
2080+00.00	208000.00	50.00	0.00	0.00	0	0	1941	1729	212
2080+50.00	208050.00	50.00	0.00	0.00	0	0	1941	1729	212
2081+00.00	208100.00	50.00	0.00	0.00	0	0	1941	1729	212
2081+50.00	208150.00	50.00	0.00	0.00	0	0	1941	1729	212
2082+00.00	208200.00	50.00	0.00	0.00	0	0	1941	1729	212
2082+50.00	208250.00	50.00	0.00	0.00	0	0	1941	1729	212
2083+00.00	208300.00	50.00	0.00	0.00	0	0	1941	1729	212
2083+50.00	208350.00	50.00	0.00	0.00	0	0	1941	1729	212
2084+00.00	208400.00	50.00	0.00	0.00	0	0	1941	1729	212
2084+50.00	208450.00	50.00	7.69	5.27	7	5	1948	1735	213
2085+00.00	208500.00	50.00	5.97	6.89	13	11	1961	1749	212
2085+50.00	208550.00	50.00	4.10	8.66	9	14	1970	1766	204
2086+00.00	208600.00	50.00	4.13	11.64	8	19	1978	1790	188
2086+50.00	208650.00	50.00	5.18	10.76	9	21	1987	1816	171
2087+00.00	208700.00	50.00	5.81	9.19	10	18	1997	1839	158
2087+50.00	208750.00	50.00	0.00	0.00	5	9	2002	1850	152
2088+00.00	208800.00	50.00	0.00	0.00	0	0	2002	1850	152
2088+50.00	208850.00	50.00	0.00	0.00	0	0	2002	1850	152
2089+00.00	208900.00	50.00	0.00	0.00	0	0	2002	1850	152
2089+50.00	208950.00	50.00	0.00	0.00	0	0	2002	1850	152
2090+00.00	209000.00	50.00	0.00	0.00	0	0	2002	1850	152
2090+50.00	209050.00	50.00	6.05	4.83	6	4	2008	1855	153
2091+00.00	209100.00	50.00	5.92	8.37	11	12	2019	1870	149

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
2091+50.00	209150.00	50.00	6.01	8.25	11	15	2030	1889	141
2092+00.00	209200.00	50.00	5.56	9.39	11	16	2041	1909	132
2092+50.00	209250.00	50.00	5.31	9.21	10	17	2051	1930	121
2093+00.00	209300.00	50.00	6.05	6.56	11	15	2062	1949	113
2093+50.00	209350.00	50.00	0.00	0.00	6	6	2068	1956	112
2094+00.00	209400.00	50.00	0.00	0.00	0	0	2068	1956	112
2094+50.00	209450.00	50.00	5.99	1.72	6	2	2074	1959	115
2095+00.00	209500.00	50.00	6.57	1.94	12	3	2086	1963	124
2095+50.00	209550.00	50.00	7.44	3.59	13	5	2099	1969	130
2096+00.00	209600.00	50.00	7.62	1.66	14	5	2113	1975	138
2096+50.00	209650.00	50.00	4.61	3.96	11	5	2124	1981	143
2097+00.00	209700.00	50.00	2.87	8.15	7	11	2131	1995	136
2097+50.00	209750.00	50.00	2.27	8.67	5	16	2136	2015	121
2098+00.00	209800.00	50.00	2.26	10.10	4	17	2140	2036	104
2098+50.00	209850.00	50.00	1.12	10.61	3	19	2143	2060	83
2099+00.00	209900.00	50.00	0.44	19.16	1	28	2144	2095	49
2099+50.00	209950.00	50.00	0.91	16.50	1	33	2145	2136	9
2100+00.00	210000.00	50.00	1.74	12.10	2	26	2147	2169	-22
2100+50.00	210050.00	50.00	0.89	13.10	2	23	2149	2198	-49
2101+00.00	210100.00	50.00	1.49	14.82	2	26	2151	2230	-79
2101+50.00	210150.00	50.00	1.16	15.34	2	28	2153	2265	-112
2102+00.00	210200.00	50.00	1.60	11.37	3	25	2156	2296	-140
2102+50.00	210250.00	50.00	0.90	10.94	2	21	2158	2323	-165
2103+00.00	210300.00	50.00	1.25	11.30	2	21	2160	2349	-189
2103+50.00	210350.00	50.00	2.31	5.35	3	15	2163	2368	-205
2104+00.00	210400.00	50.00	1.57	8.07	4	12	2167	2383	-216
2104+50.00	210450.00	50.00	1.88	7.22	3	14	2170	2400	-230
2105+00.00	210500.00	50.00	2.97	6.82	4	13	2174	2416	-242
2105+50.00	210550.00	50.00	3.90	7.26	6	13	2180	2433	-253
2106+00.00	210600.00	50.00	4.24	4.07	8	10	2188	2445	-257
2106+50.00	210650.00	50.00	3.67	8.05	7	11	2195	2459	-264
2107+00.00	210700.00	50.00	3.72	8.11	7	15	2202	2478	-276
2107+50.00	210750.00	50.00	3.11	8.08	6	15	2208	2496	-288
2108+00.00	210800.00	50.00	2.36	10.52	5	17	2213	2518	-305
2108+50.00	210850.00	50.00	2.85	7.59	5	17	2218	2539	-321
2109+00.00	210900.00	50.00	3.00	9.75	5	16	2223	2559	-336
2109+50.00	210950.00	50.00	1.79	10.55	4	19	2227	2583	-356
2110+00.00	211000.00	50.00	3.11	9.81	5	19	2232	2606	-374
2110+50.00	211050.00	50.00	1.89	12.70	5	21	2237	2633	-396
2111+00.00	211100.00	50.00	3.37	13.00	5	24	2242	2663	-421
2111+50.00	211150.00	50.00	3.83	10.52	7	22	2249	2690	-441
2112+00.00	211200.00	50.00	5.47	8.93	9	18	2258	2713	-455
2112+50.00	211250.00	50.00	4.63	10.43	9	18	2267	2735	-468
2113+00.00	211300.00	50.00	5.32	9.86	9	19	2276	2759	-483
2113+50.00	211350.00	50.00	6.43	5.29	11	14	2287	2776	-489

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 1		NOTE 8
2114+00.00	211400.00	50.00	6.54	4.16	12	9	2299	2788	-489
2114+50.00	211450.00	50.00	6.52	3.88	12	7	2311	2796	-485
2115+00.00	211500.00	50.00	4.77	4.19	10	7	2321	2805	-484
2115+50.00	211550.00	50.00	2.22	10.45	6	14	2327	2823	-496
2116+00.00	211600.00	50.00	1.52	13.81	3	22	2330	2850	-520
2116+50.00	211650.00	50.00	1.73	13.65	3	25	2333	2881	-548
2117+00.00	211700.00	50.00	2.10	12.06	4	24	2337	2911	-574
2117+50.00	211750.00	50.00	2.62	13.44	4	24	2341	2941	-600
2118+00.00	211800.00	50.00	1.84	11.52	4	23	2345	2970	-625
2118+50.00	211850.00	50.00	3.97	11.53	5	21	2350	2996	-646
2119+00.00	211900.00	50.00	5.08	10.26	8	20	2358	3021	-663
2119+50.00	211950.00	50.00	2.37	9.57	7	18	2365	3044	-679
2120+00.00	212000.00	50.00	3.96	6.01	6	14	2371	3061	-690
2120+50.00	212050.00	50.00	0.00	0.00	4	6	2375	3069	-694
2121+00.00	212100.00	50.00	0.00	0.00	0	0	2375	3069	-694
2121+50.00	212150.00	50.00	0.00	0.00	0	0	2375	3069	-694
2122+00.00	212200.00	50.00	0.00	0.00	0	0	2375	3069	-694
2122+50.00	212250.00	50.00	0.00	0.00	0	0	2375	3069	-694
2123+00.00	212300.00	50.00	0.00	0.00	0	0	2375	3069	-694
2123+50.00	212350.00	50.00	0.00	0.00	0	0	2375	3069	-694
2124+00.00	212400.00	50.00	0.00	0.00	0	0	2375	3069	-694
2124+50.00	212450.00	50.00	0.00	0.00	0	0	2375	3069	-694
2125+00.00	212500.00	50.00	0.00	0.00	0	0	2375	3069	-694
2125+50.00	212550.00	50.00	3.42	2.57	3	2	2378	3071	-693
2126+00.00	212600.00	50.00	3.65	2.92	7	5	2385	3078	-693
2126+50.00	212650.00	50.00	6.34	3.71	9	6	2394	3085	-691
2127+00.00	212700.00	50.00	3.97	4.05	10	7	2404	3094	-690
2127+50.00	212750.00	50.00	2.53	4.21	6	8	2410	3104	-694
2128+00.00	212800.00	50.00	2.40	7.84	5	11	2415	3118	-703
2128+50.00	212850.00	50.00	1.35	9.67	3	16	2418	3138	-720
2129+00.00	212900.00	50.00	1.51	7.40	3	16	2421	3158	-737
2129+50.00	212950.00	50.00	1.75	6.63	3	13	2424	3174	-750
2130+00.00	213000.00	50.00	2.03	5.76	3	11	2427	3188	-761
2130+50.00	213050.00	50.00	2.34	6.74	4	12	2431	3203	-772
2131+00.00	213100.00	50.00	2.16	5.58	4	11	2435	3216	-781
2131+50.00	213150.00	50.00	2.81	4.17	5	9	2440	3228	-788
2132+00.00	213200.00	50.00	3.51	3.08	6	7	2446	3236	-790
2132+50.00	213250.00	50.00	4.43	2.89	7	6	2453	3244	-791
2133+00.00	213300.00	50.00	5.15	3.70	9	6	2462	3251	-789
2133+50.00	213350.00	50.00	5.04	1.59	9	5	2471	3258	-787
2134+00.00	213400.00	50.00	7.09	0.87	11	2	2482	3260	-778
2134+50.00	213450.00	50.00	7.98	1.79	14	2	2496	3263	-767
2135+00.00	213500.00	50.00	7.20	2.76	14	4	2510	3268	-758
2135+50.00	213550.00	50.00	7.26	8.26	13	10	2523	3280	-757
2136+00.00	213600.00	50.00	9.60	1.41	16	9	2539	3291	-752

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
2136+50.00	213650.00	50.00	5.19	2.70	14	4	2553	3296	-743
2137+00.00	213700.00	50.00	1.96	4.15	7	6	2560	3304	-744
2137+50.00	213750.00	50.00	3.80	4.22	5	8	2565	3314	-749
2138+00.00	213800.00	50.00	2.43	4.43	6	8	2571	3324	-753
2138+50.00	213850.00	50.00	1.95	6.75	4	10	2575	3336	-761
2139+00.00	213900.00	50.00	2.83	7.40	4	13	2579	3353	-774
2139+50.00	213950.00	50.00	3.36	4.12	6	11	2585	3366	-781
2140+00.00	214000.00	50.00	3.78	4.63	7	8	2592	3376	-784
2140+50.00	214050.00	50.00	2.72	5.98	6	10	2598	3389	-791
2141+00.00	214100.00	50.00	4.75	2.17	7	8	2605	3399	-794
2141+50.00	214150.00	50.00	6.86	1.83	11	4	2616	3404	-788
2142+00.00	214200.00	50.00	6.59	3.24	12	5	2628	3410	-782
2142+50.00	214250.00	50.00	6.66	2.47	12	5	2640	3416	-776
2143+00.00	214300.00	50.00	6.09	2.35	12	4	2652	3421	-769
2143+50.00	214350.00	50.00	7.02	1.94	12	4	2664	3426	-762
2144+00.00	214400.00	50.00	8.16	1.68	14	3	2678	3430	-752
2144+50.00	214450.00	50.00	8.19	1.47	15	3	2693	3434	-741
2145+00.00	214500.00	50.00	16.96	2.54	23	4	2716	3439	-723
2145+50.00	214550.00	50.00	20.56	0.18	35	3	2751	3443	-692
2146+00.00	214600.00	50.00	20.53	0.86	38	1	2789	3444	-655
2146+50.00	214650.00	50.00	18.38	0.84	36	2	2825	3446	-621
2147+00.00	214700.00	50.00	17.39	2.37	33	3	2858	3450	-592
2147+50.00	214750.00	50.00	20.73	2.76	35	5	2893	3456	-563
2148+00.00	214800.00	50.00	18.08	9.42	36	11	2929	3470	-541
2148+50.00	214850.00	50.00	18.61	5.54	34	14	2963	3488	-525
2149+00.00	214900.00	50.00	0.00	0.00	17	5	2980	3494	-514
2149+50.00	214950.00	50.00	34.29	2.89	32	3	3012	3498	-486
2150+00.00	215000.00	50.00	34.34	2.36	64	5	3076	3504	-428
2150+50.00	215050.00	50.00	36.06	0.50	65	3	3141	3508	-367
2151+00.00	215100.00	50.00	32.34	1.44	63	2	3204	3510	-306
2151+50.00	215150.00	50.00	34.68	0.65	62	2	3266	3513	-247
2152+00.00	215200.00	50.00	35.51	0.35	65	1	3331	3514	-183
2152+50.00	215250.00	50.00	35.24	0.23	66	1	3397	3515	-118
2153+00.00	215300.00	50.00	0.00	0.00	33	0	3430	3515	-85
2153+50.00	215350.00	50.00	0.00	0.00	0	0	3430	3515	-85
2154+00.00	215400.00	50.00	20.26	2.59	19	2	3449	3518	-69
2154+50.00	215450.00	50.00	22.09	1.34	39	4	3488	3523	-35
2155+00.00	215500.00	50.00	25.69	0.01	44	1	3532	3524	8
2155+50.00	215550.00	50.00	26.13	0.15	48	0	3580	3524	56
2156+00.00	215600.00	50.00	25.99	0.00	48	0	3628	3524	104
2156+50.00	215650.00	50.00	23.10	0.00	45	0	3673	3524	149
2157+00.00	215700.00	50.00	18.65	0.84	39	1	3712	3525	187
2157+50.00	215750.00	50.00	3.43	2.52	20	3	3732	3529	203
2158+00.00	215800.00	50.00	0.52	5.69	4	8	3736	3539	197
2158+50.00	215850.00	50.00	11.19	0.03	11	5	3747	3545	202

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
2159+00.00	215900.00	50.00	8.34	1.40	18	1	3765	3546	219
2159+50.00	215950.00	50.00	8.42	0.81	16	2	3781	3549	232
2160+00.00	216000.00	50.00	0.00	0.00	8	1	3789	3550	239
2160+50.00	216050.00	50.00	0.00	0.00	0	0	3789	3550	239
2161+00.00	216100.00	50.00	0.00	0.00	0	0	3789	3550	239
2161+50.00	216150.00	50.00	0.00	0.00	0	0	3789	3550	239
2162+00.00	216200.00	50.00	0.00	0.00	0	0	3789	3550	239
2162+50.00	216250.00	50.00	0.00	0.00	0	0	3789	3550	239
2163+00.00	216300.00	50.00	0.00	0.00	0	0	3789	3550	239
2163+50.00	216350.00	50.00	0.00	0.00	0	0	3789	3550	239
2164+00.00	216400.00	50.00	0.00	0.00	0	0	3789	3550	239
2164+50.00	216450.00	50.00	0.00	0.00	0	0	3789	3550	239
2165+00.00	216500.00	50.00	0.00	0.00	0	0	3789	3550	239
2165+50.00	216550.00	50.00	0.00	0.00	0	0	3789	3550	239
2166+00.00	216600.00	50.00	0.00	0.00	0	0	3789	3550	239
2166+50.00	216650.00	50.00	0.00	0.00	0	0	3789	3550	239
2167+00.00	216700.00	50.00	0.00	0.00	0	0	3789	3550	239
2167+50.00	216750.00	50.00	0.00	0.00	0	0	3789	3550	239
2168+00.00	216800.00	50.00	0.00	0.00	0	0	3789	3550	239
2168+50.00	216850.00	50.00	1.69	3.61	2	3	3791	3554	237
2169+00.00	216900.00	50.00	5.28	0.95	6	4	3797	3559	238
2169+50.00	216950.00	50.00	3.64	3.53	8	4	3805	3564	241
2170+00.00	217000.00	50.00	3.47	2.01	7	5	3812	3570	242
2170+50.00	217050.00	50.00	2.82	2.73	6	4	3818	3575	243
2171+00.00	217100.00	50.00	1.78	4.11	4	6	3822	3583	240
2171+50.00	217150.00	50.00	0.94	4.69	3	8	3825	3593	233
2172+00.00	217200.00	50.00	1.11	4.31	2	8	3827	3603	225
2172+50.00	217250.00	50.00	0.68	6.65	2	10	3829	3615	214
2173+00.00	217300.00	50.00	0.56	4.58	1	10	3830	3628	203
2173+50.00	217350.00	50.00	3.07	1.95	3	6	3833	3635	198
2174+00.00	217400.00	50.00	2.65	0.95	5	3	3838	3639	199
2174+50.00	217450.00	50.00	3.54	0.62	6	1	3844	3640	204
2175+00.00	217500.00	50.00	3.34	0.81	6	1	3850	3641	209
2175+50.00	217550.00	50.00	1.18	3.48	4	4	3854	3646	208
2176+00.00	217600.00	50.00	0.00	0.00	1	3	3855	3650	205
2176+50.00	217650.00	50.00	0.00	0.00	0	0	3855	3650	205
2177+00.00	217700.00	50.00	0.00	0.00	0	0	3855	3650	205
2177+50.00	217750.00	50.00	0.00	0.00	0	0	3855	3650	205
2178+00.00	217800.00	50.00	0.00	0.00	0	0	3855	3650	205
2178+50.00	217850.00	50.00	2.02	2.86	2	3	3857	3654	203
2179+00.00	217900.00	50.00	2.41	1.16	4	4	3861	3659	202
2179+50.00	217950.00	50.00	4.10	1.11	6	2	3867	3661	206
2180+00.00	218000.00	50.00	3.24	2.81	7	4	3874	3666	208
2180+50.00	218050.00	50.00	2.10	2.09	5	5	3879	3673	207
2181+00.00	218100.00	50.00	0.00	0.00	2	2	3881	3675	206

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
2181+50.00	218150.00	50.00	0.00	0.00	0	0	3881	3675	206
2182+00.00	218200.00	50.00	0.00	0.00	0	0	3881	3675	206
2182+50.00	218250.00	50.00	0.00	0.00	0	0	3881	3675	206
2183+00.00	218300.00	50.00	0.00	0.00	0	0	3881	3675	206
2183+50.00	218350.00	50.00	0.00	0.00	0	0	3881	3675	206
2184+00.00	218400.00	50.00	0.00	0.00	0	0	3881	3675	206
2184+50.00	218450.00	50.00	0.00	0.00	0	0	3881	3675	206
2185+00.00	218500.00	50.00	0.00	0.00	0	0	3881	3675	206
2185+50.00	218550.00	50.00	0.00	0.00	0	0	3881	3675	206
2186+00.00	218600.00	50.00	0.00	0.00	0	0	3881	3675	206
2186+50.00	218650.00	50.00	0.00	0.00	0	0	3881	3675	206
2187+00.00	218700.00	50.00	0.00	0.00	0	0	3881	3675	206
2187+50.00	218750.00	50.00	0.00	0.00	0	0	3881	3675	206
2188+00.00	218800.00	50.00	0.00	0.00	0	0	3881	3675	206
2188+50.00	218850.00	50.00	3.89	4.37	4	4	3885	3680	205
2189+00.00	218900.00	50.00	1.92	1.05	5	5	3890	3686	204
2189+50.00	218950.00	50.00	1.26	4.37	3	5	3893	3693	201
2190+00.00	219000.00	50.00	2.16	5.54	3	9	3896	3704	192
2190+50.00	219050.00	50.00	2.06	2.01	4	7	3900	3713	188
2191+00.00	219100.00	50.00	1.03	4.07	3	6	3903	3720	183
2191+50.00	219150.00	50.00	1.99	3.79	3	7	3906	3729	177
2192+00.00	219200.00	50.00	0.00	0.00	2	4	3908	3734	174
2192+50.00	219250.00	50.00	0.00	0.00	0	0	3908	3734	174
2193+00.00	219300.00	50.00	0.00	0.00	0	0	3908	3734	174
2193+50.00	219350.00	50.00	2.20	6.40	2	6	3910	3741	169
2194+00.00	219400.00	50.00	1.32	16.09	3	21	3913	3768	146
2194+50.00	219450.00	50.00	1.06	14.97	2	29	3915	3804	111
2195+00.00	219500.00	50.00	2.11	10.97	3	24	3918	3834	84
2195+50.00	219550.00	50.00	2.03	11.88	4	21	3922	3860	62
2196+00.00	219600.00	50.00	4.21	5.13	6	16	3928	3880	48
2196+50.00	219650.00	50.00	1.79	8.84	6	13	3934	3896	38
2197+00.00	219700.00	50.00	2.04	13.49	4	21	3938	3923	16
2197+50.00	219750.00	50.00	1.09	13.01	3	25	3941	3954	-13
2198+00.00	219800.00	50.00	1.04	11.23	2	22	3943	3981	-38
2198+50.00	219850.00	50.00	0.65	10.45	2	20	3945	4006	-61
2199+00.00	219900.00	50.00	0.66	9.65	1	19	3946	4030	-84
2199+50.00	219950.00	50.00	0.88	8.43	1	17	3947	4051	-104
2200+00.00	220000.00	50.00	0.36	12.27	1	19	3948	4075	-127
2200+50.00	220050.00	50.00	0.38	13.98	1	24	3949	4105	-156
2201+00.00	220100.00	50.00	0.43	11.68	1	24	3950	4135	-185
2201+50.00	220150.00	50.00	0.29	18.23	1	28	3951	4170	-219
2202+00.00	220200.00	50.00	0.38	19.45	1	35	3952	4214	-262
2202+50.00	220250.00	50.00	0.33	24.82	1	41	3953	4265	-312
2203+00.00	220300.00	50.00	0.00	0.00	0	23	3953	4294	-341
2203+50.00	220350.00	50.00	0.00	0.00	0	0	3953	4294	-341

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
2204+00.00	220400.00	50.00	0.00	0.00	0	0	3953	4294	-341
2204+50.00	220450.00	50.00	0.00	0.00	0	0	3953	4294	-341
2205+00.00	220500.00	50.00	0.00	0.00	0	0	3953	4294	-341
2205+50.00	220550.00	50.00	0.00	0.00	0	0	3953	4294	-341
2206+00.00	220600.00	50.00	0.00	0.00	0	0	3953	4294	-341
2206+50.00	220650.00	50.00	0.00	0.00	0	0	3953	4294	-341
2207+00.00	220700.00	50.00	0.00	0.00	0	0	3953	4294	-341
2207+50.00	220750.00	50.00	0.00	0.00	0	0	3953	4294	-341
2208+00.00	220800.00	50.00	0.00	0.00	0	0	3953	4294	-341
2208+50.00	220850.00	50.00	0.00	0.00	0	0	3953	4294	-341
2209+00.00	220900.00	50.00	0.00	0.00	0	0	3953	4294	-341
2209+50.00	220950.00	50.00	0.00	0.00	0	0	3953	4294	-341
2210+00.00	221000.00	50.00	1.63	4.06	2	4	3955	4299	-344
2210+50.00	221050.00	50.00	1.01	3.46	2	7	3957	4308	-351
2211+00.00	221100.00	50.00	1.47	6.01	2	9	3959	4319	-360
2211+50.00	221150.00	50.00	3.22	5.11	4	10	3963	4331	-368
2212+00.00	221200.00	50.00	2.70	2.88	5	7	3968	4340	-372
2212+50.00	221250.00	50.00	3.80	0.11	6	3	3974	4344	-370
2213+00.00	221300.00	50.00	0.00	0.00	4	0	3978	4344	-366
2213+50.00	221350.00	50.00	0.00	0.00	0	0	3978	4344	-366
2214+00.00	221400.00	50.00	0.00	0.00	0	0	3978	4344	-366
2214+50.00	221450.00	50.00	0.00	0.00	0	0	3978	4344	-366
2215+00.00	221500.00	50.00	0.00	0.00	0	0	3978	4344	-366
2215+50.00	221550.00	50.00	0.00	0.00	0	0	3978	4344	-366
2216+00.00	221600.00	50.00	0.00	0.00	0	0	3978	4344	-366
2216+50.00	221650.00	50.00	0.00	0.00	0	0	3978	4344	-366
2217+00.00	221700.00	50.00	0.00	0.00	0	0	3978	4344	-366
2217+50.00	221750.00	50.00	0.00	0.00	0	0	3978	4344	-366
2218+00.00	221800.00	50.00	0.00	0.00	0	0	3978	4344	-366
2218+50.00	221850.00	50.00	0.00	0.00	0	0	3978	4344	-366
2219+00.00	221900.00	50.00	0.00	0.00	0	0	3978	4344	-366
2219+50.00	221950.00	50.00	0.00	0.00	0	0	3978	4344	-366
2220+00.00	222000.00	50.00	0.00	0.00	0	0	3978	4344	-366
2220+50.00	222050.00	50.00	3.86	1.84	4	2	3982	4346	-364
2221+00.00	222100.00	50.00	5.51	1.57	9	3	3991	4350	-359
2221+50.00	222150.00	50.00	6.07	2.78	11	4	4002	4355	-353
2222+00.00	222200.00	50.00	0.00	0.00	6	3	4008	4359	-351
2222+50.00	222250.00	50.00	0.00	0.00	0	0	4008	4359	-351
2223+00.00	222300.00	50.00	0.00	0.00	0	0	4008	4359	-351
2223+50.00	222350.00	50.00	0.00	0.00	0	0	4008	4359	-351
2224+00.00	222400.00	50.00	0.00	0.00	0	0	4008	4359	-351
2224+50.00	222450.00	50.00	0.00	0.00	0	0	4008	4359	-351
2225+00.00	222500.00	50.00	0.00	0.00	0	0	4008	4359	-351
2225+50.00	222550.00	50.00	0.54	6.33	1	6	4009	4366	-357
2226+00.00	222600.00	50.00	1.59	6.13	2	12	4011	4381	-370

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
2226+50.00	222650.00	50.00	4.26	2.25	5	8	4016	4391	-375
2227+00.00	222700.00	50.00	5.91	2.12	9	4	4025	4396	-371
2227+50.00	222750.00	50.00	7.19	0.99	12	3	4037	4400	-363
2228+00.00	222800.00	50.00	12.00	0.09	18	1	4055	4401	-346
2228+50.00	222850.00	50.00	8.31	0.53	19	1	4074	4403	-329
2229+00.00	222900.00	50.00	6.91	1.95	14	2	4088	4405	-317
2229+50.00	222950.00	50.00	9.10	0.97	15	3	4103	4409	-306
2230+00.00	223000.00	50.00	6.44	6.68	14	7	4117	4418	-301
2230+50.00	223050.00	50.00	0.00	0.00	6	6	4123	4425	-302
2231+00.00	223100.00	50.00	0.00	0.00	0	0	4123	4425	-302
2231+50.00	223150.00	50.00	0.00	0.00	0	0	4123	4425	-302
2232+00.00	223200.00	50.00	0.00	0.00	0	0	4123	4425	-302
2232+50.00	223250.00	50.00	0.00	0.00	0	0	4123	4425	-302
2233+00.00	223300.00	50.00	0.00	0.00	0	0	4123	4425	-302
2233+50.00	223350.00	50.00	0.00	0.00	0	0	4123	4425	-302
2234+00.00	223400.00	50.00	0.00	0.00	0	0	4123	4425	-302
2234+50.00	223450.00	50.00	0.00	0.00	0	0	4123	4425	-302
2235+00.00	223500.00	50.00	0.00	0.00	0	0	4123	4425	-302
2235+50.00	223550.00	50.00	0.00	0.00	0	0	4123	4425	-302
2236+00.00	223600.00	50.00	0.00	0.00	0	0	4123	4425	-302
2236+50.00	223650.00	50.00	0.00	0.00	0	0	4123	4425	-302
2237+00.00	223700.00	50.00	0.00	0.00	0	0	4123	4425	-302
2237+50.00	223750.00	50.00	4.30	0.33	4	0	4127	4425	-298
2238+00.00	223800.00	50.00	7.19	1.60	11	2	4138	4428	-290
2238+50.00	223850.00	50.00	0.00	0.00	7	1	4145	4429	-284
2239+00.00	223900.00	50.00	0.00	0.00	0	0	4145	4429	-284
2239+50.00	223950.00	50.00	0.00	0.00	0	0	4145	4429	-284
2240+00.00	224000.00	50.00	0.00	0.00	0	0	4145	4429	-284
2240+50.00	224050.00	50.00	0.00	0.00	0	0	4145	4429	-284
2241+00.00	224100.00	50.00	0.00	0.00	0	0	4145	4429	-284
2241+50.00	224150.00	50.00	4.45	1.96	4	2	4149	4431	-282
2242+00.00	224200.00	50.00	3.89	3.06	8	5	4157	4438	-281
2242+50.00	224250.00	50.00	0.00	0.00	4	3	4161	4441	-280
2243+00.00	224300.00	50.00	0.00	0.00	0	0	4161	4441	-280
2243+50.00	224350.00	50.00	0.00	0.00	0	0	4161	4441	-280
2244+00.00	224400.00	50.00	0.00	0.00	0	0	4161	4441	-280
2244+50.00	224450.00	50.00	0.00	0.00	0	0	4161	4441	-280
2245+00.00	224500.00	50.00	0.00	0.00	0	0	4161	4441	-280
2245+50.00	224550.00	50.00	0.00	0.00	0	0	4161	4441	-280
2246+00.00	224600.00	50.00	0.00	0.00	0	0	4161	4441	-280
2246+50.00	224650.00	50.00	0.00	0.00	0	0	4161	4441	-280
2247+00.00	224700.00	50.00	0.00	0.00	0	0	4161	4441	-280
2247+50.00	224750.00	50.00	0.00	0.00	0	0	4161	4441	-280
2248+00.00	224800.00	50.00	0.00	0.00	0	0	4161	4441	-280
2248+50.00	224850.00	50.00	0.00	0.00	0	0	4161	4441	-280

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
2249+00.00	224900.00	50.00	0.00	0.00	0	0	4161	4441	-280
2249+50.00	224950.00	50.00	0.00	0.00	0	0	4161	4441	-280
2250+00.00	225000.00	50.00	0.00	0.00	0	0	4161	4441	-280
2250+50.00	225050.00	50.00	1.29	4.94	1	5	4162	4448	-286
2251+00.00	225100.00	50.00	3.37	4.79	4	9	4166	4459	-293
2251+50.00	225150.00	50.00	2.39	2.64	5	7	4171	4468	-297
2252+00.00	225200.00	50.00	2.75	4.13	5	6	4176	4475	-299
2252+50.00	225250.00	50.00	2.63	1.63	5	5	4181	4481	-300
2253+00.00	225300.00	50.00	2.45	6.18	5	7	4186	4490	-304
2253+50.00	225350.00	50.00	1.78	8.81	4	14	4190	4508	-318
2254+00.00	225400.00	50.00	1.44	6.94	3	15	4193	4526	-333
2254+50.00	225450.00	50.00	1.88	5.07	3	11	4196	4540	-344
2255+00.00	225500.00	50.00	1.99	7.35	4	12	4200	4555	-355
2255+50.00	225550.00	50.00	1.95	5.06	4	11	4204	4569	-365
2256+00.00	225600.00	50.00	1.95	5.36	4	10	4208	4581	-373
2256+50.00	225650.00	50.00	0.00	0.00	2	5	4210	4588	-378
2257+00.00	225700.00	50.00	0.00	0.00	0	0	4210	4588	-378
2257+50.00	225750.00	50.00	0.00	0.00	0	0	4210	4588	-378
2258+00.00	225800.00	50.00	0.00	0.00	0	0	4210	4588	-378
2258+50.00	225850.00	50.00	0.00	0.00	0	0	4210	4588	-378
2259+00.00	225900.00	50.00	0.00	0.00	0	0	4210	4588	-378
2259+50.00	225950.00	50.00	0.00	0.00	0	0	4210	4588	-378
2260+00.00	226000.00	50.00	0.00	0.00	0	0	4210	4588	-378
2260+50.00	226050.00	50.00	0.00	0.00	0	0	4210	4588	-378
2261+00.00	226100.00	50.00	0.00	0.00	0	0	4210	4588	-378
2261+50.00	226150.00	50.00	0.00	0.00	0	0	4210	4588	-378
2262+00.00	226200.00	50.00	0.00	0.00	0	0	4210	4588	-378
2262+50.00	226250.00	50.00	0.00	0.00	0	0	4210	4588	-378
2263+00.00	226300.00	50.00	0.00	0.00	0	0	4210	4588	-378
2263+50.00	226350.00	50.00	0.00	0.00	0	0	4210	4588	-378
2264+00.00	226400.00	50.00	0.00	0.00	0	0	4210	4588	-378
2264+50.00	226450.00	50.00	0.00	0.00	0	0	4210	4588	-378
2265+00.00	226500.00	50.00	0.00	0.00	0	0	4210	4588	-378
2265+50.00	226550.00	50.00	0.00	0.00	0	0	4210	4588	-378
2266+00.00	226600.00	50.00	0.00	0.00	0	0	4210	4588	-378
2266+50.00	226650.00	50.00	0.00	0.00	0	0	4210	4588	-378
2267+00.00	226700.00	50.00	0.00	0.00	0	0	4210	4588	-378
2267+50.00	226750.00	50.00	0.00	0.00	0	0	4210	4588	-378
2268+00.00	226800.00	50.00	0.00	0.00	0	0	4210	4588	-378
2268+50.00	226850.00	50.00	0.00	0.00	0	0	4210	4588	-378
2269+00.00	226900.00	50.00	3.54	2.75	3	3	4213	4591	-378
2269+50.00	226950.00	50.00	0.00	0.00	3	3	4216	4595	-379
2270+00.00	227000.00	50.00	4.86	0.33	5	0	4221	4595	-374
2270+50.00	227050.00	50.00	0.00	0.00	5	0	4226	4595	-369
2271+00.00	227100.00	50.00	0.00	0.00	0	0	4226	4595	-369

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
2271+50.00	227150.00	50.00	0.00	0.00	0	0	4226	4595	-369
2272+00.00	227200.00	50.00	0.00	0.00	0	0	4226	4595	-369
2272+50.00	227250.00	50.00	0.00	0.00	0	0	4226	4595	-369
2273+00.00	227300.00	50.00	0.00	0.00	0	0	4226	4595	-369
2273+50.00	227350.00	50.00	0.00	0.00	0	0	4226	4595	-369
2274+00.00	227400.00	50.00	0.00	0.00	0	0	4226	4595	-369
2274+50.00	227450.00	50.00	0.00	0.00	0	0	4226	4595	-369
2275+00.00	227500.00	50.00	0.00	0.00	0	0	4226	4595	-369
2275+50.00	227550.00	50.00	0.00	0.00	0	0	4226	4595	-369
2276+00.00	227600.00	50.00	0.00	0.00	0	0	4226	4595	-369
2276+50.00	227650.00	50.00	0.00	0.00	0	0	4226	4595	-369
2277+00.00	227700.00	50.00	0.00	0.00	0	0	4226	4595	-369
2277+50.00	227750.00	50.00	0.00	0.00	0	0	4226	4595	-369
2278+00.00	227800.00	50.00	0.00	0.00	0	0	4226	4595	-369
2278+50.00	227850.00	50.00	0.00	0.00	0	0	4226	4595	-369
2279+00.00	227900.00	50.00	0.00	0.00	0	0	4226	4595	-369
2279+50.00	227950.00	50.00	0.00	0.00	0	0	4226	4595	-369
2280+00.00	228000.00	50.00	0.00	0.00	0	0	4226	4595	-369
2280+50.00	228050.00	50.00	5.80	1.30	5	1	4231	4596	-365
2281+00.00	228100.00	50.00	3.22	2.07	8	3	4239	4600	-361
2281+50.00	228150.00	50.00	0.00	0.00	3	2	4242	4603	-361
2282+00.00	228200.00	50.00	0.00	0.00	0	0	4242	4603	-361
2282+50.00	228250.00	50.00	0.00	0.00	0	0	4242	4603	-361
2283+00.00	228300.00	50.00	0.00	0.00	0	0	4242	4603	-361
2283+50.00	228350.00	50.00	0.00	0.00	0	0	4242	4603	-361
2284+00.00	228400.00	50.00	0.00	0.00	0	0	4242	4603	-361
2284+50.00	228450.00	50.00	0.00	0.00	0	0	4242	4603	-361
2285+00.00	228500.00	50.00	3.79	1.67	4	2	4246	4605	-359
2285+50.00	228550.00	50.00	3.19	3.71	6	5	4252	4611	-359
2286+00.00	228600.00	50.00	3.59	1.29	6	5	4258	4618	-360
2286+50.00	228650.00	50.00	4.60	1.38	8	2	4266	4620	-354
2287+00.00	228700.00	50.00	3.79	1.00	8	2	4274	4623	-349
2287+50.00	228750.00	50.00	5.51	0.63	9	2	4283	4625	-342
2288+00.00	228800.00	50.00	4.71	0.79	9	1	4292	4626	-334
2288+50.00	228850.00	50.00	4.18	2.15	8	3	4300	4630	-330
2289+00.00	228900.00	50.00	2.79	1.14	6	3	4306	4634	-328
2289+50.00	228950.00	50.00	3.66	2.13	6	3	4312	4638	-326
2290+00.00	229000.00	50.00	2.38	0.89	6	3	4318	4641	-323
2290+50.00	229050.00	50.00	2.72	2.54	5	3	4323	4645	-322
2291+00.00	229100.00	50.00	3.37	1.30	6	4	4329	4650	-321
2291+50.00	229150.00	50.00	2.31	1.60	5	3	4334	4654	-320
2292+00.00	229200.00	50.00	1.74	5.15	4	6	4338	4661	-323
2292+50.00	229250.00	50.00	2.74	1.61	4	6	4342	4669	-327
2293+00.00	229300.00	50.00	4.33	1.44	7	3	4349	4673	-324
2293+50.00	229350.00	50.00	2.93	3.38	7	4	4356	4678	-322

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

DIVISION 1 - 151-NB

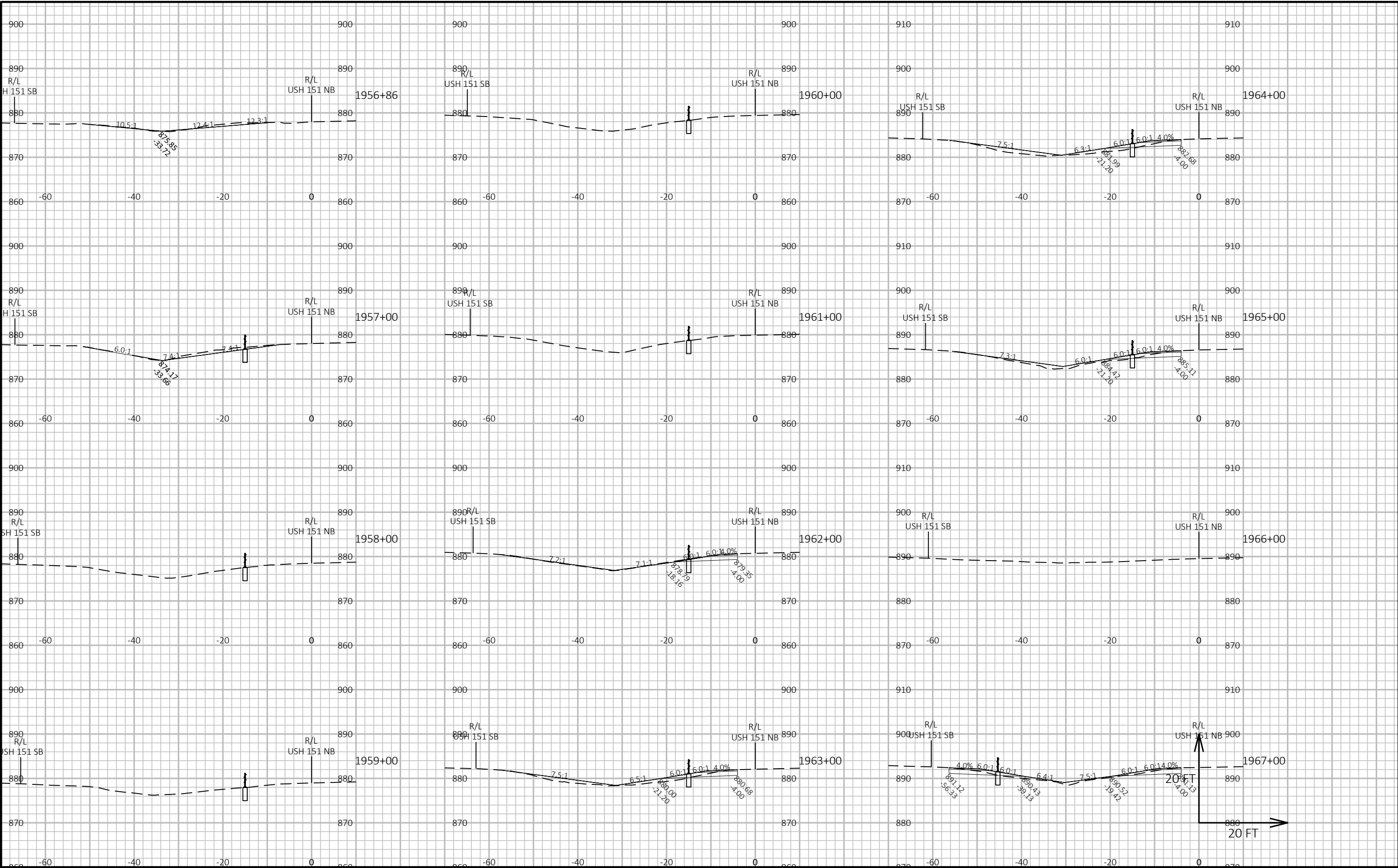
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
2294+00.00	229400.00	50.00	0.89	6.95	4	10	4360	4690	-330
2294+50.00	229450.00	50.00	0.00	0.00	1	6	4361	4698	-337
2295+00.00	229500.00	50.00	0.00	0.00	0	0	4361	4698	-337
2295+50.00	229550.00	50.00	0.00	0.00	0	0	4361	4698	-337
2296+00.00	229600.00	50.00	0.00	0.00	0	0	4361	4698	-337
2296+50.00	229650.00	50.00	0.00	0.00	0	0	4361	4698	-337
2297+00.00	229700.00	50.00	10.91	0.99	10	1	4371	4699	-328
2297+50.00	229750.00	50.00	3.29	5.74	13	6	4384	4706	-322
2298+00.00	229800.00	50.00	4.04	3.28	7	8	4391	4716	-325
2298+50.00	229850.00	50.00	3.53	2.49	7	5	4398	4723	-325
2299+00.00	229900.00	50.00	2.99	7.45	6	9	4404	4734	-330
2299+50.00	229950.00	50.00	3.71	3.12	6	10	4410	4746	-336
2300+00.00	230000.00	50.00	4.36	2.29	7	5	4417	4753	-336
2300+50.00	230050.00	50.00	4.30	2.26	8	4	4425	4758	-333
2301+00.00	230100.00	50.00	3.02	2.00	7	4	4432	4763	-331
2301+50.00	230150.00	50.00	3.31	1.89	6	4	4438	4768	-330
2302+00.00	230200.00	50.00	2.52	4.02	5	5	4443	4774	-331
2302+50.00	230250.00	50.00	3.17	3.10	5	7	4448	4783	-335
2303+00.00	230300.00	50.00	4.28	3.10	7	6	4455	4790	-335
2303+50.00	230350.00	50.00	3.28	1.75	7	4	4462	4795	-333
2304+00.00	230400.00	50.00	3.92	4.02	7	5	4469	4801	-332
2304+50.00	230450.00	50.00	2.21	6.22	6	9	4475	4813	-338
2305+00.00	230500.00	50.00	1.64	7.10	4	12	4479	4828	-349
2305+50.00	230550.00	50.00	1.81	9.38	3	15	4482	4846	-364
2306+00.00	230600.00	50.00	2.41	9.23	4	17	4486	4868	-382
2306+50.00	230650.00	50.00	3.23	4.75	5	13	4491	4884	-393
2307+00.00	230700.00	50.00	2.41	10.81	5	14	4496	4901	-405
2307+50.00	230750.00	50.00	1.51	11.05	4	20	4500	4926	-426
2308+00.00	230800.00	50.00	1.96	12.54	3	22	4503	4954	-451
2308+50.00	230850.00	50.00	2.11	11.62	4	22	4507	4981	-474
2309+00.00	230900.00	50.00	1.35	12.18	3	22	4510	5009	-499
2309+50.00	230950.00	50.00	1.30	12.57	2	23	4512	5038	-526
2310+00.00	231000.00	50.00	1.12	13.68	2	24	4514	5068	-554
2310+50.00	231050.00	50.00	1.64	11.75	3	24	4517	5098	-581
2311+00.00	231100.00	50.00	2.00	9.02	3	19	4520	5121	-601
2311+50.00	231150.00	50.00	2.52	6.37	4	14	4524	5139	-615
2312+00.00	231200.00	50.00	5.51	3.63	7	9	4531	5150	-619
2312+50.00	231250.00	50.00	1.89	5.78	7	9	4538	5161	-623
2313+00.00	231300.00	50.00	1.61	14.93	3	19	4541	5185	-644
2313+50.00	231350.00	50.00	1.43	13.00	3	26	4544	5218	-674
2314+00.00	231400.00	50.00	2.18	9.08	3	20	4547	5243	-696
2314+50.00	231450.00	50.00	3.51	8.91	5	17	4552	5264	-712
2315+00.00	231500.00	50.00	2.82	5.32	6	13	4558	5280	-722
2315+50.00	231550.00	50.00	3.02	3.68	5	8	4563	5290	-727
2316+00.00	231600.00	50.00	0.00	0.00	3	3	4566	5294	-728

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

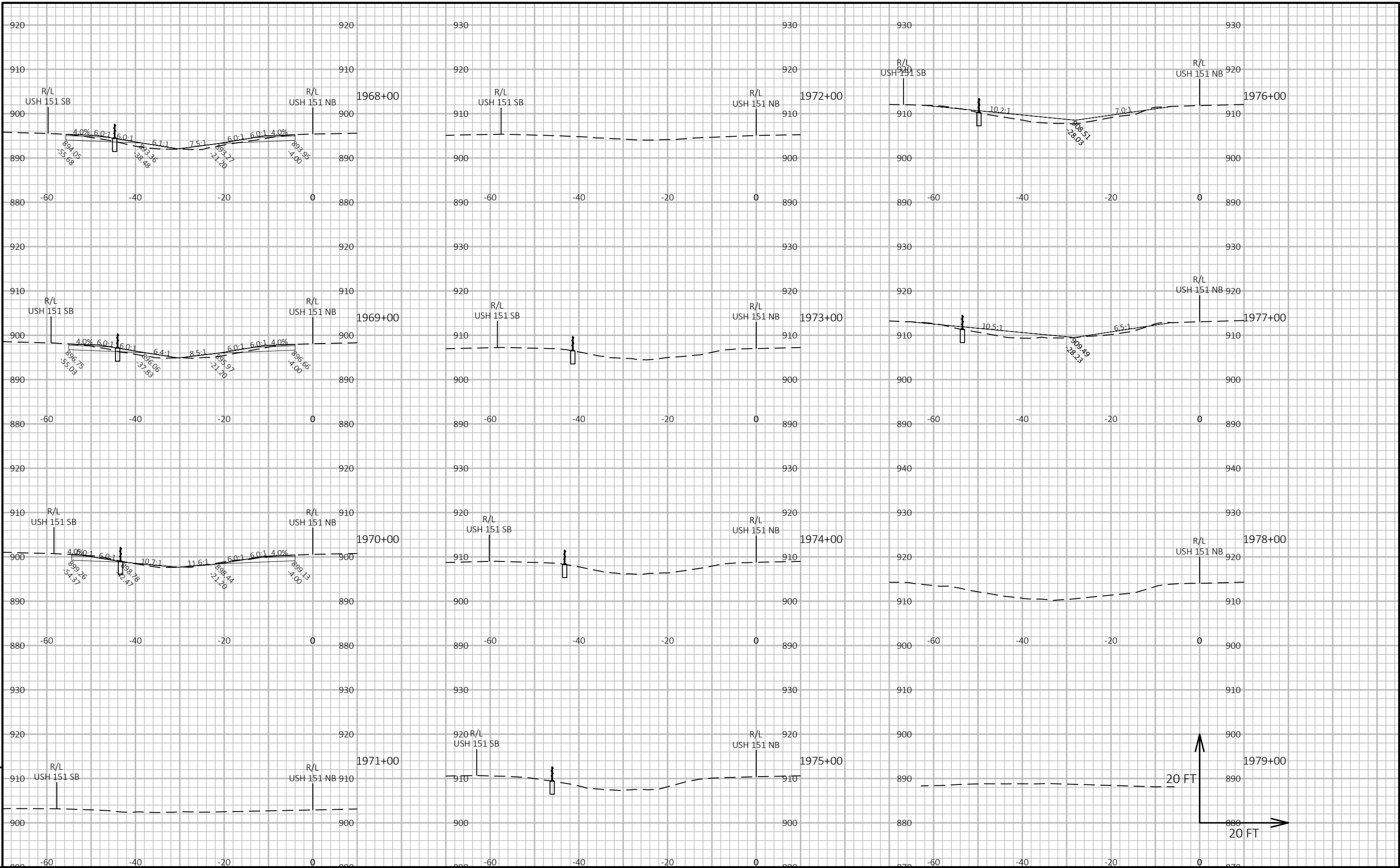
DIVISION 1 - 151-NB

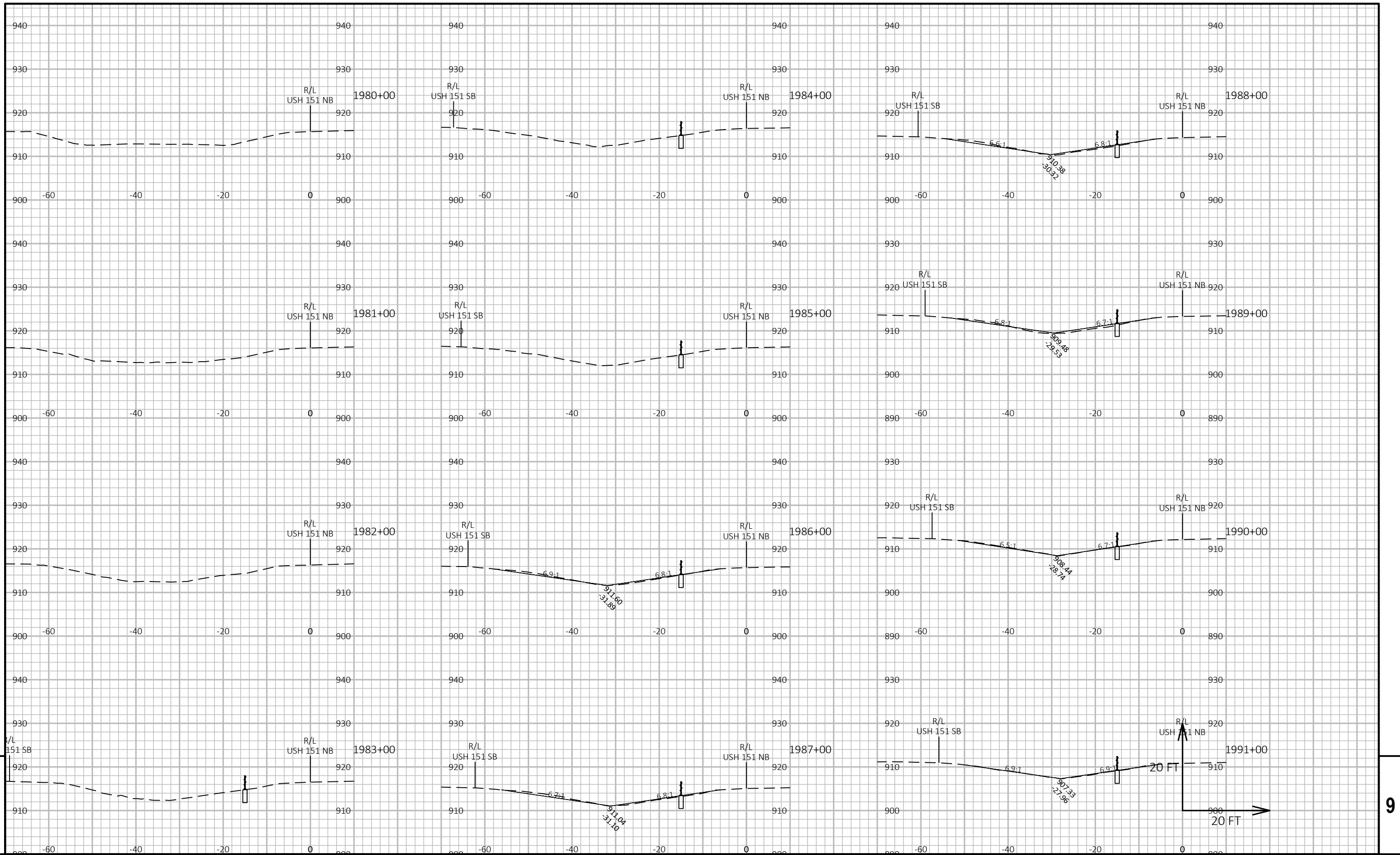
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
2316+50.00	231650.00	50.00	0.00	0.00	0	0	4566	5294	-728
2317+00.00	231700.00	50.00	0.00	0.00	0	0	4566	5294	-728
2317+50.00	231750.00	50.00	0.00	0.00	0	0	4566	5294	-728
2318+00.00	231800.00	50.00	0.00	0.00	0	0	4566	5294	-728
2318+50.00	231850.00	50.00	0.00	0.00	0	0	4566	5294	-728
2319+00.00	231900.00	50.00	0.00	0.00	0	0	4566	5294	-728
2319+50.00	231950.00	50.00	0.00	0.00	0	0	4566	5294	-728
2320+00.00	232000.00	50.00	0.00	0.00	0	0	4566	5294	-728
2320+50.00	232050.00	50.00	0.00	0.00	0	0	4566	5294	-728
2321+00.00	232100.00	50.00	0.00	0.00	0	0	4566	5294	-728
2321+50.00	232150.00	50.00	0.00	0.00	0	0	4566	5294	-728
2322+00.00	232200.00	50.00	0.00	0.00	0	0	4566	5294	-728
2322+50.00	232250.00	50.00	0.00	0.00	0	0	4566	5294	-728
2323+00.00	232300.00	50.00	0.00	0.00	0	0	4566	5294	-728
2323+50.00	232350.00	50.00	0.00	0.00	0	0	4566	5294	-728
2324+00.00	232400.00	50.00	0.00	0.00	0	0	4566	5294	-728
2324+50.00	232450.00	50.00	0.00	0.00	0	0	4566	5294	-728
2325+00.00	232500.00	50.00	0.00	0.00	0	0	4566	5294	-728
2325+50.00	232550.00	50.00	0.00	0.00	0	0	4566	5294	-728
2326+00.00	232600.00	50.00	0.00	0.00	0	0	4566	5294	-728
2326+50.00	232650.00	50.00	0.00	0.00	0	0	4566	5294	-728
2327+00.00	232700.00	50.00	0.00	0.00	0	0	4566	5294	-728
2327+50.00	232750.00	50.00	0.00	0.00	0	0	4566	5294	-728
2328+00.00	232800.00	50.00	13.70	2.21	13	2	4579	5296	-717
2328+50.00	232850.00	50.00	0.00	0.00	13	2	4592	5299	-707
2329+00.00	232900.00	50.00	0.00	0.00	0	0	4592	5299	-707
2329+50.00	232950.00	50.00	0.00	0.00	0	0	4592	5299	-707
2330+00.00	233000.00	50.00	0.00	0.00	0	0	4592	5299	-707
2330+50.00	233050.00	50.00	0.00	0.00	0	0	4592	5299	-707
2331+00.00	233100.00	50.00	0.00	0.00	0	0	4592	5299	-707
2331+50.00	233150.00	50.00	0.00	0.00	0	0	4592	5299	-707
2332+00.00	233200.00	50.00	0.00	0.00	0	0	4592	5299	-707
2332+50.00	233250.00	50.00	0.00	0.00	0	0	4592	5299	-707
2333+00.00	233300.00	50.00	0.00	0.00	0	0	4592	5299	-707
2333+50.00	233350.00	50.00	0.00	0.00	0	0	4592	5299	-707
2334+00.00	233400.00	50.00	0.00	0.00	0	0	4592	5299	-707
2334+50.00	233450.00	50.00	0.00	0.00	0	0	4592	5299	-707
2335+00.00	233500.00	50.00	0.00	0.00	0	0	4592	5299	-707
2335+50.00	233550.00	50.00	0.00	0.00	0	0	4592	5299	-707
2336+00.00	233600.00	50.00	4.84	5.49	4	5	4596	5305	-709
2336+50.00	233650.00	50.00	8.74	0.42	13	5	4609	5311	-702
2336+50.15	233650.15	0.15	4.01	0.06	0	0	4609	5311	-702

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME



PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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PROJECT NO:	1111-03-63
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HWY: USH 151

COUNTY: DODGE

CROSS SECTIONS: USH 151

SHEET

1

FILE NAME : X:\PROJECTS\DDODGE\230103 - 1111-03-33 USH 151 BEAVER DAM CABLE GUARD\DESIGN\C3D\SHEETS\PLAN\090201-XS.DWG
LAYOUT NAME - 03

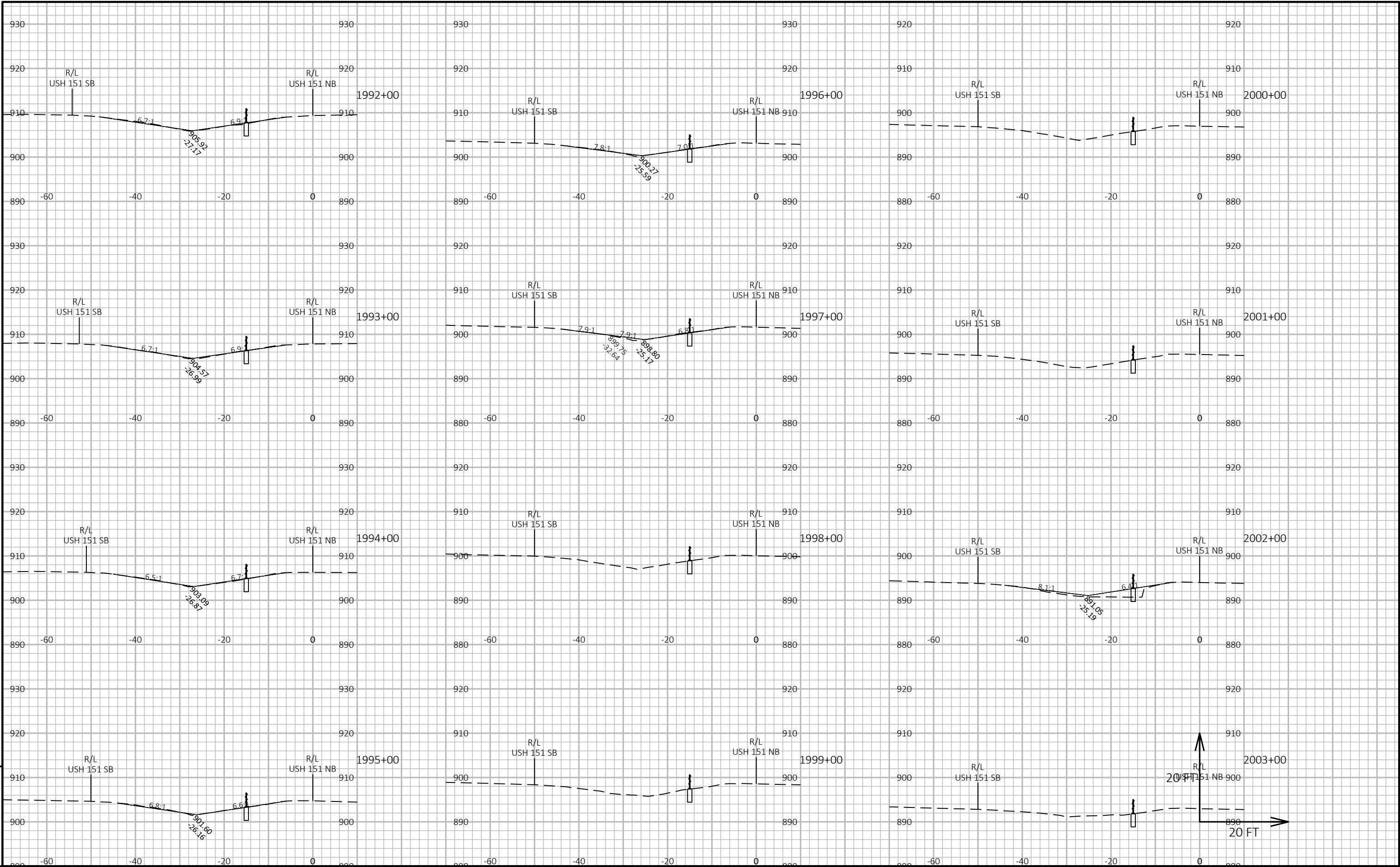
PLOT DATE : 11/1/2024 1:37 PM

PLOT BY : RILEY SMEATON

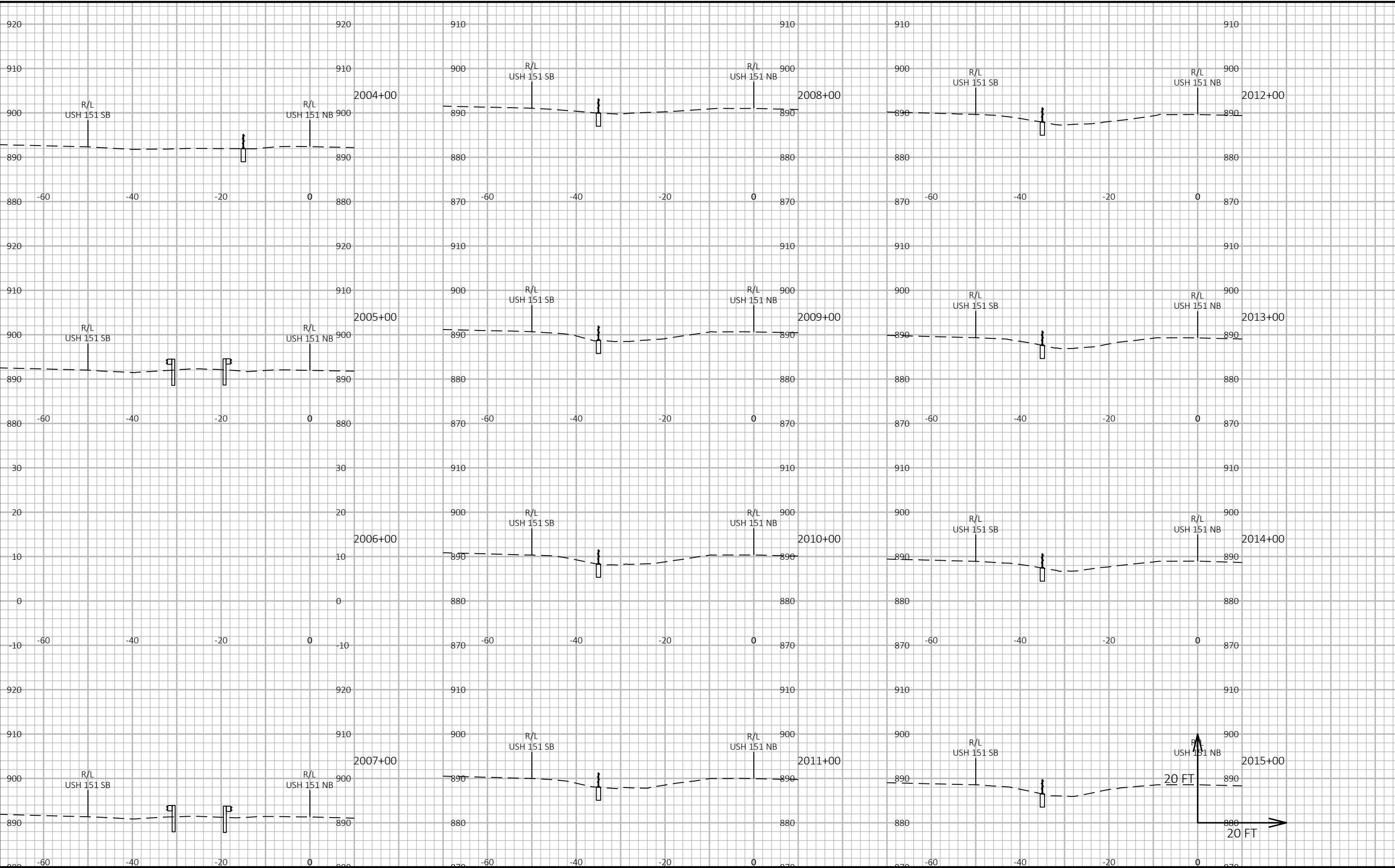
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



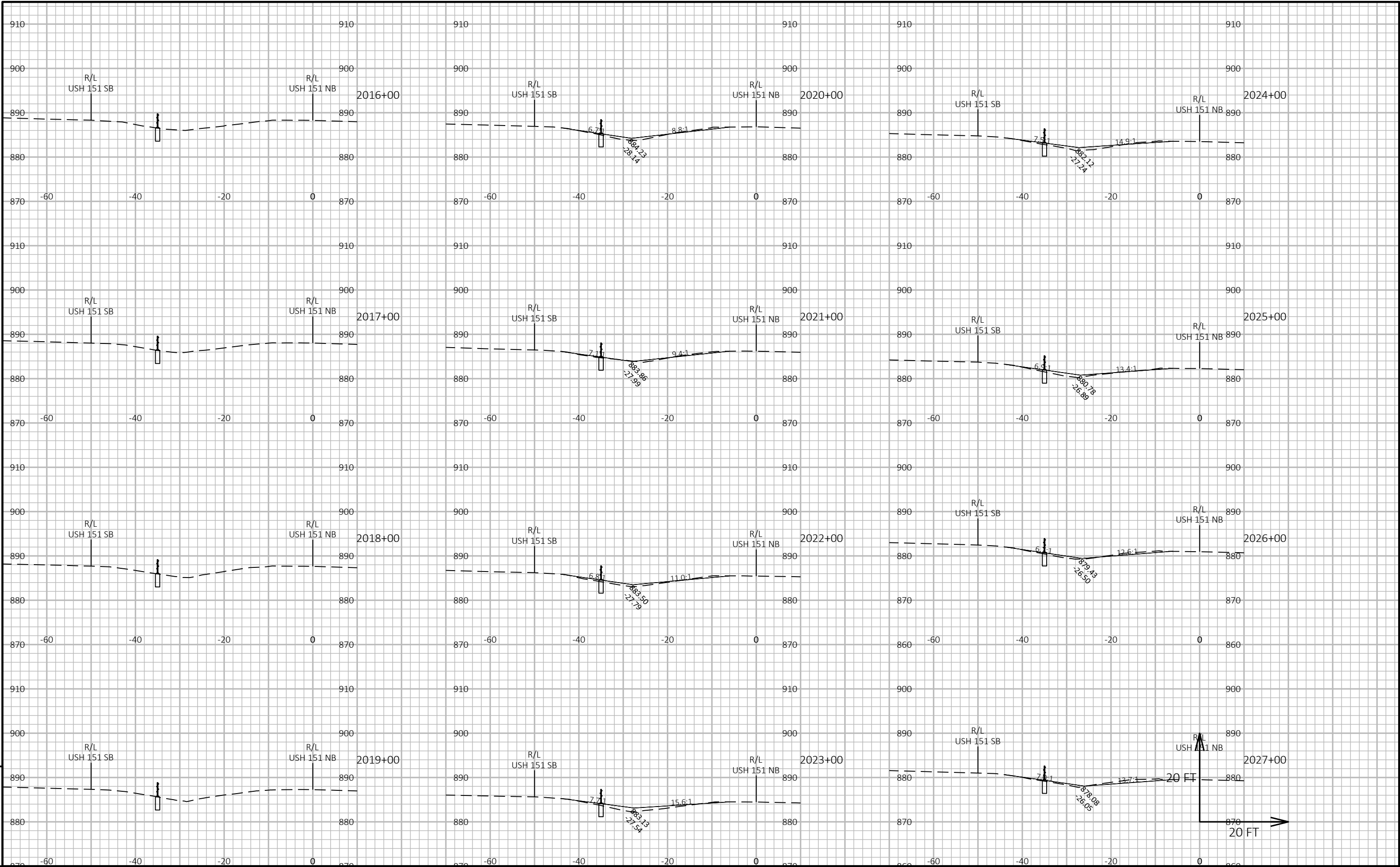
PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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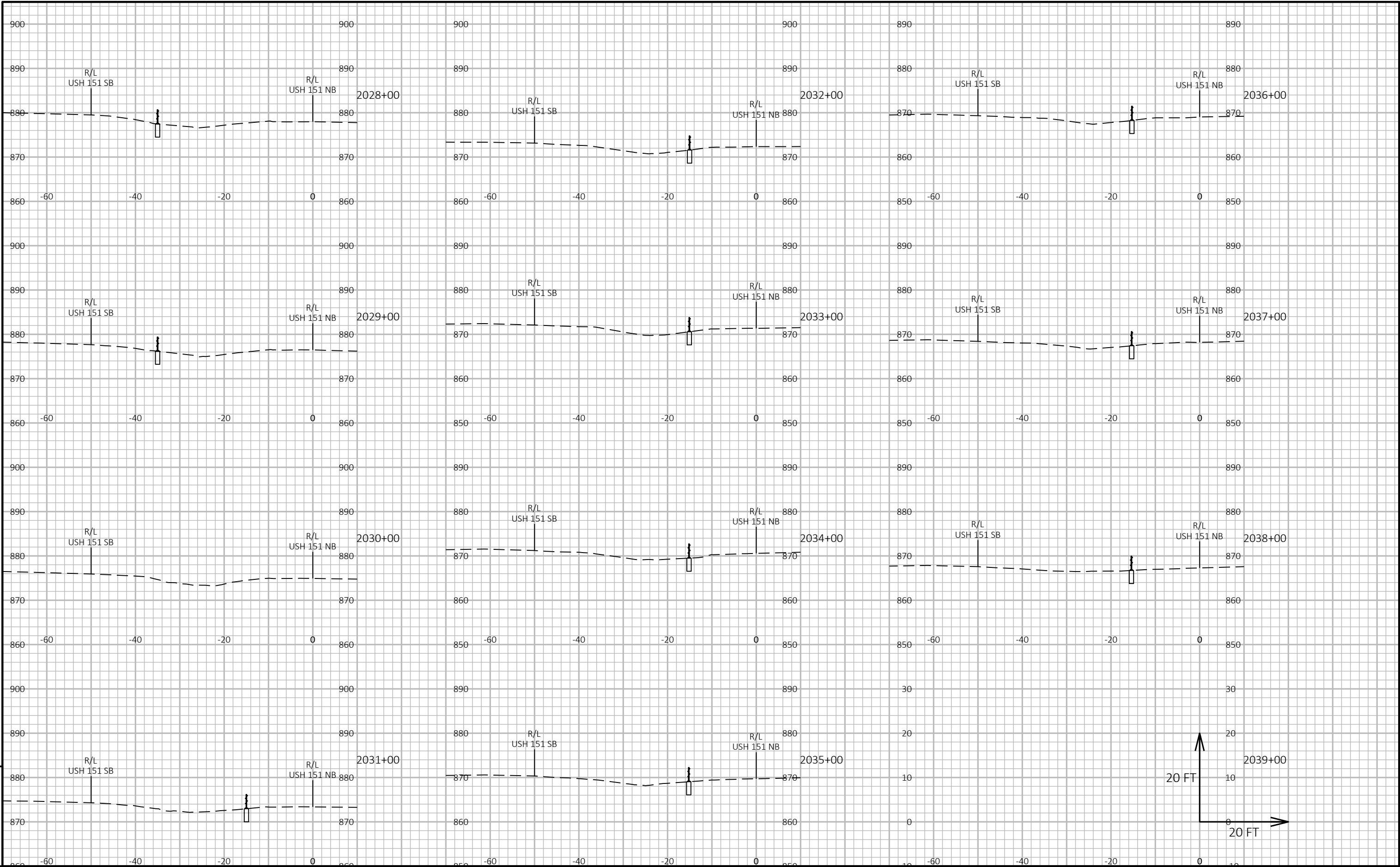


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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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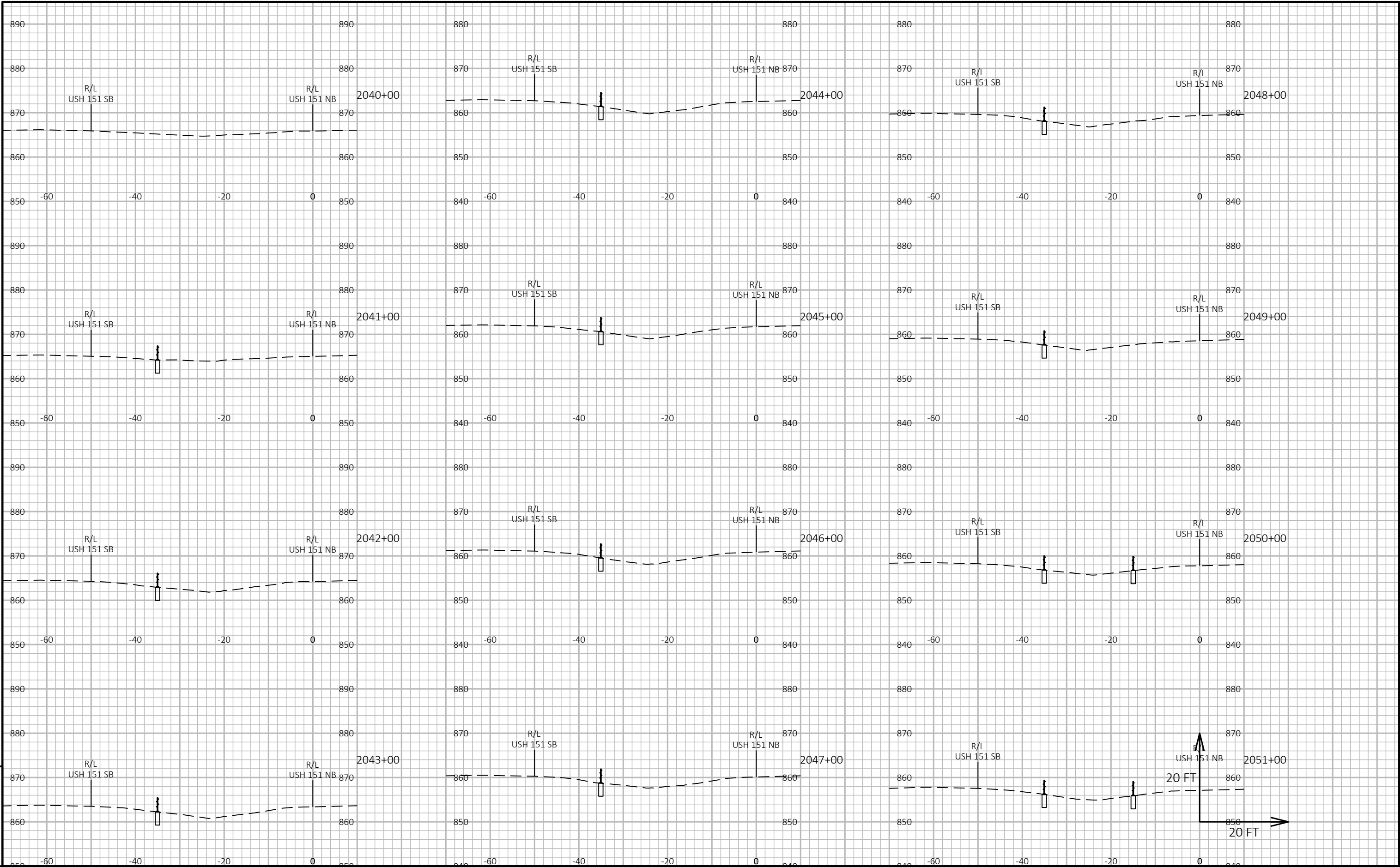


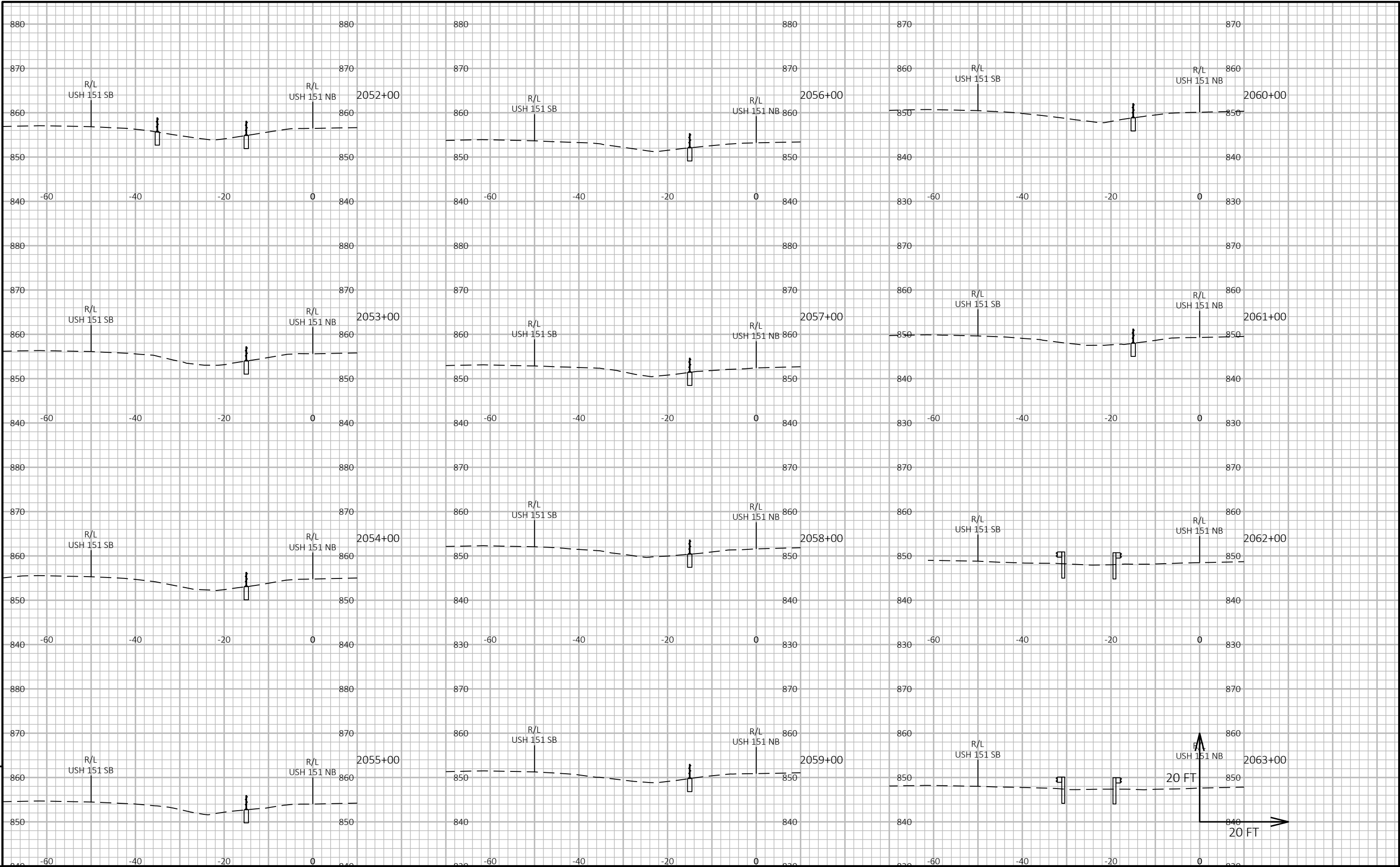


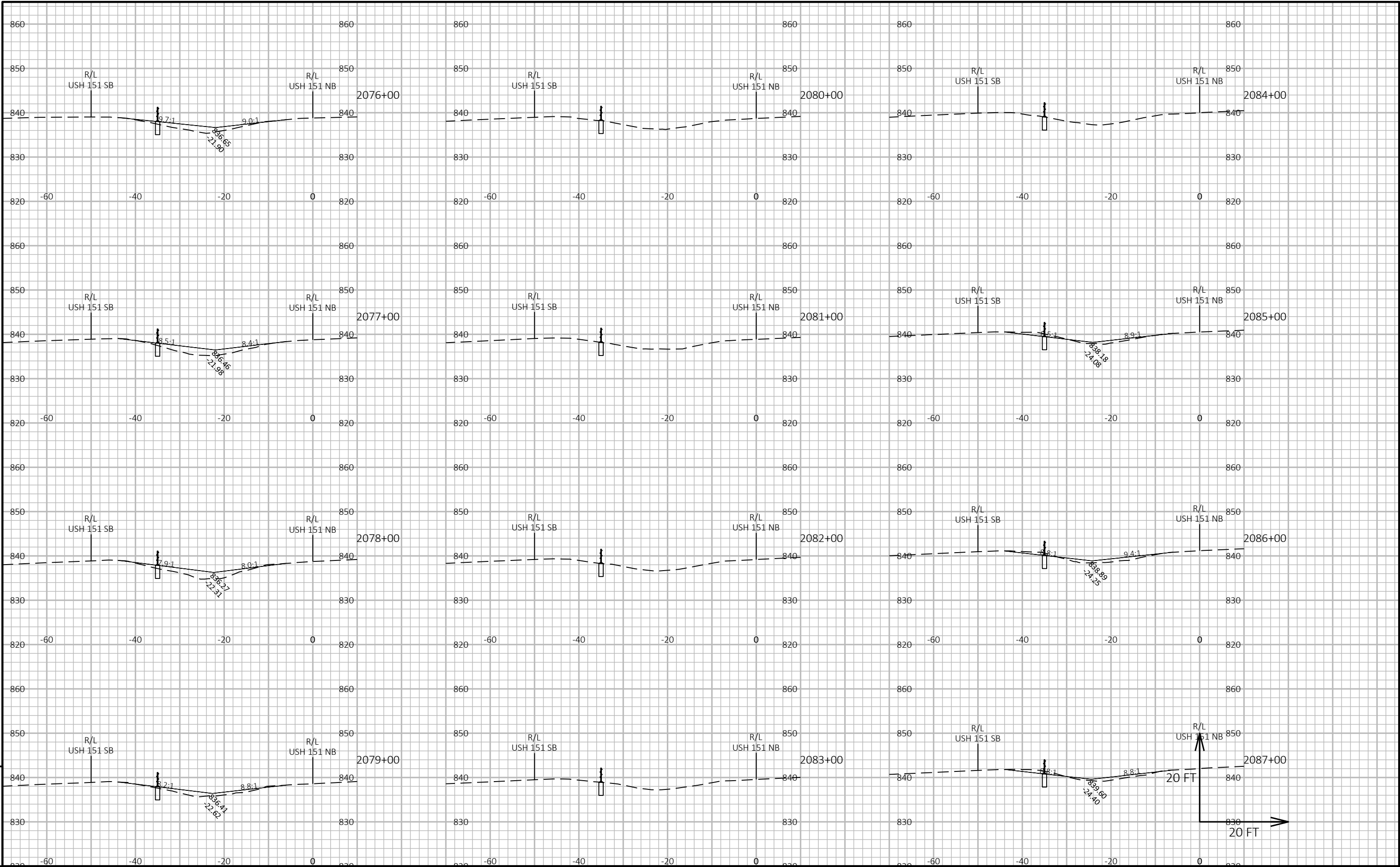
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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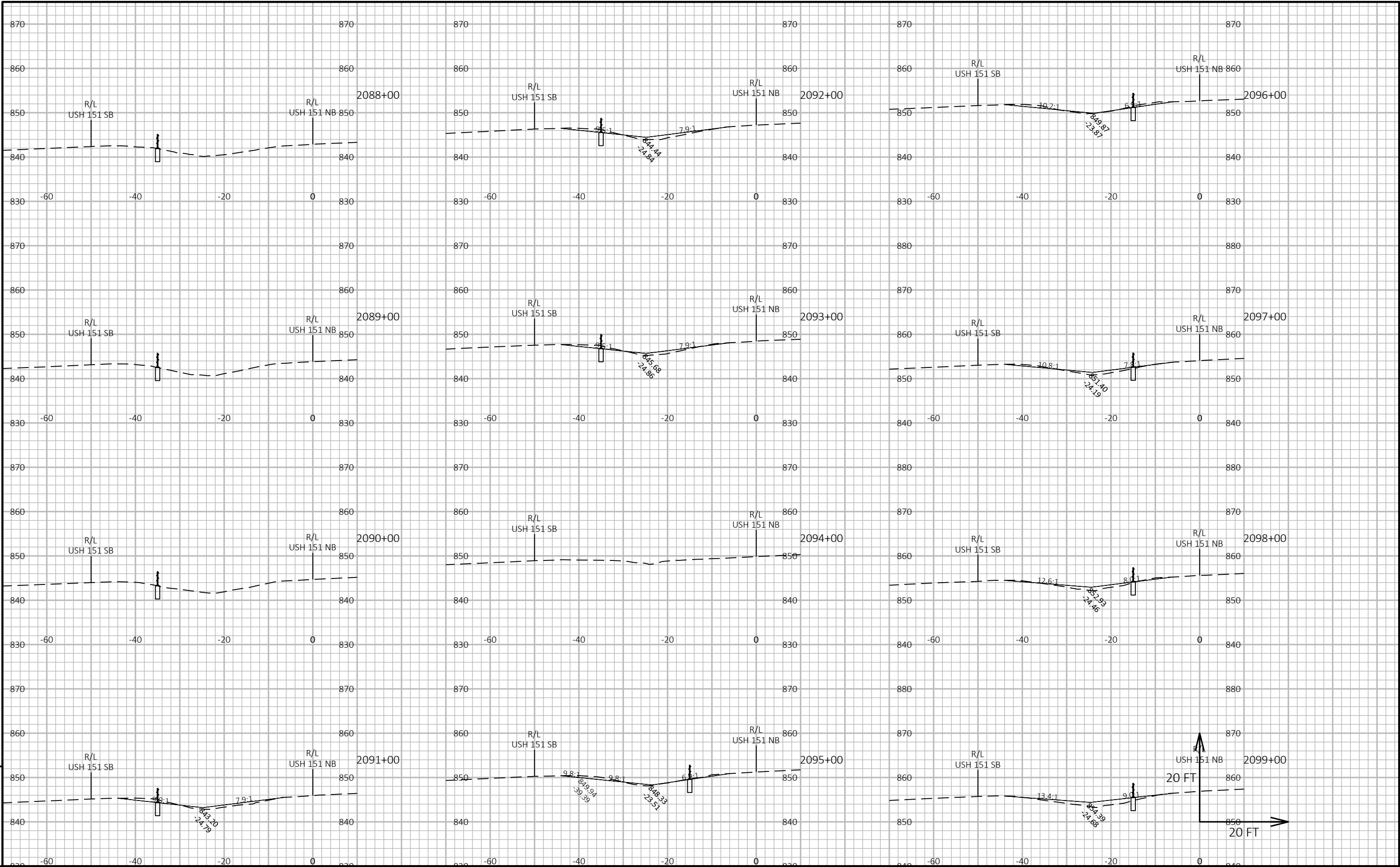




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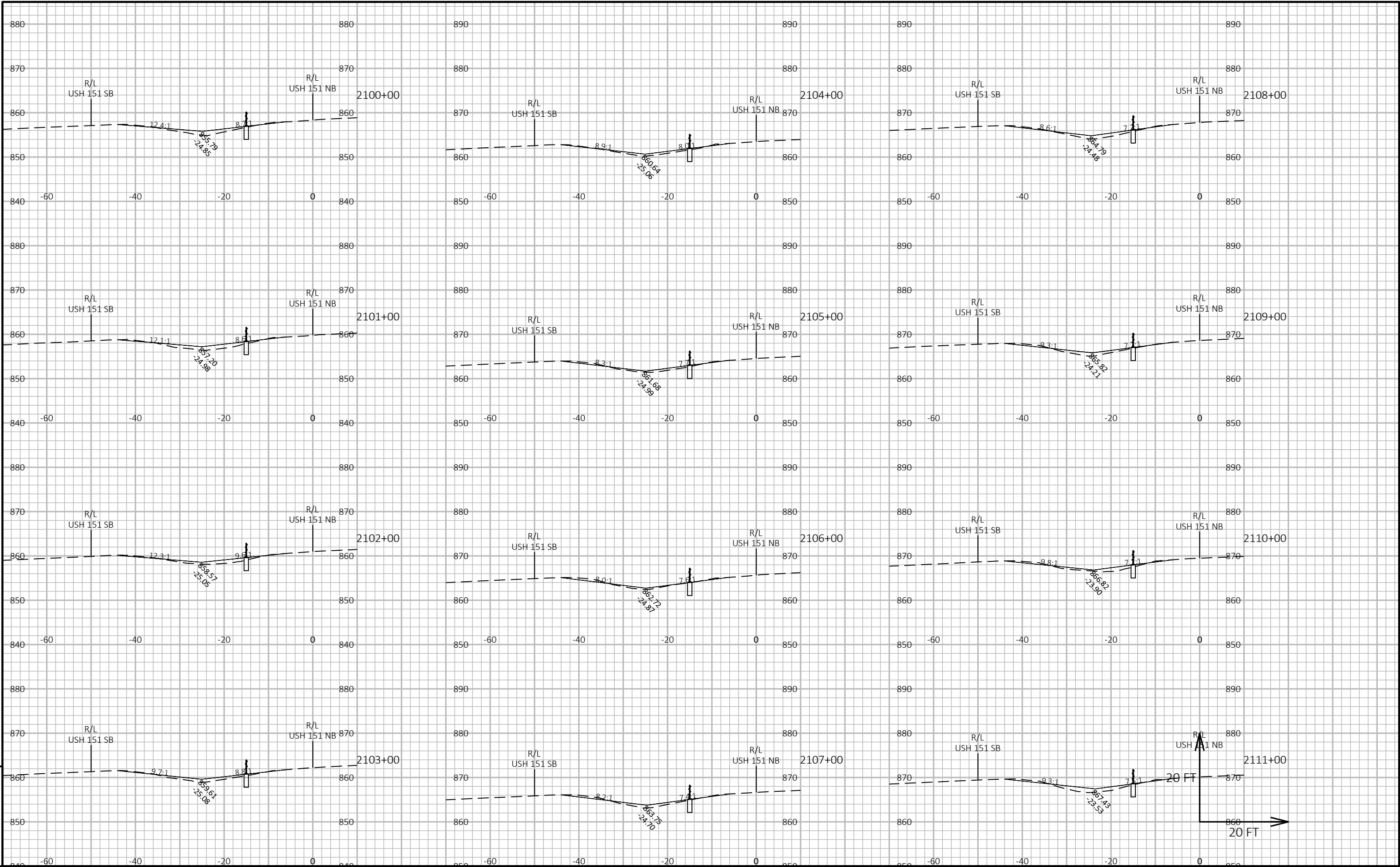
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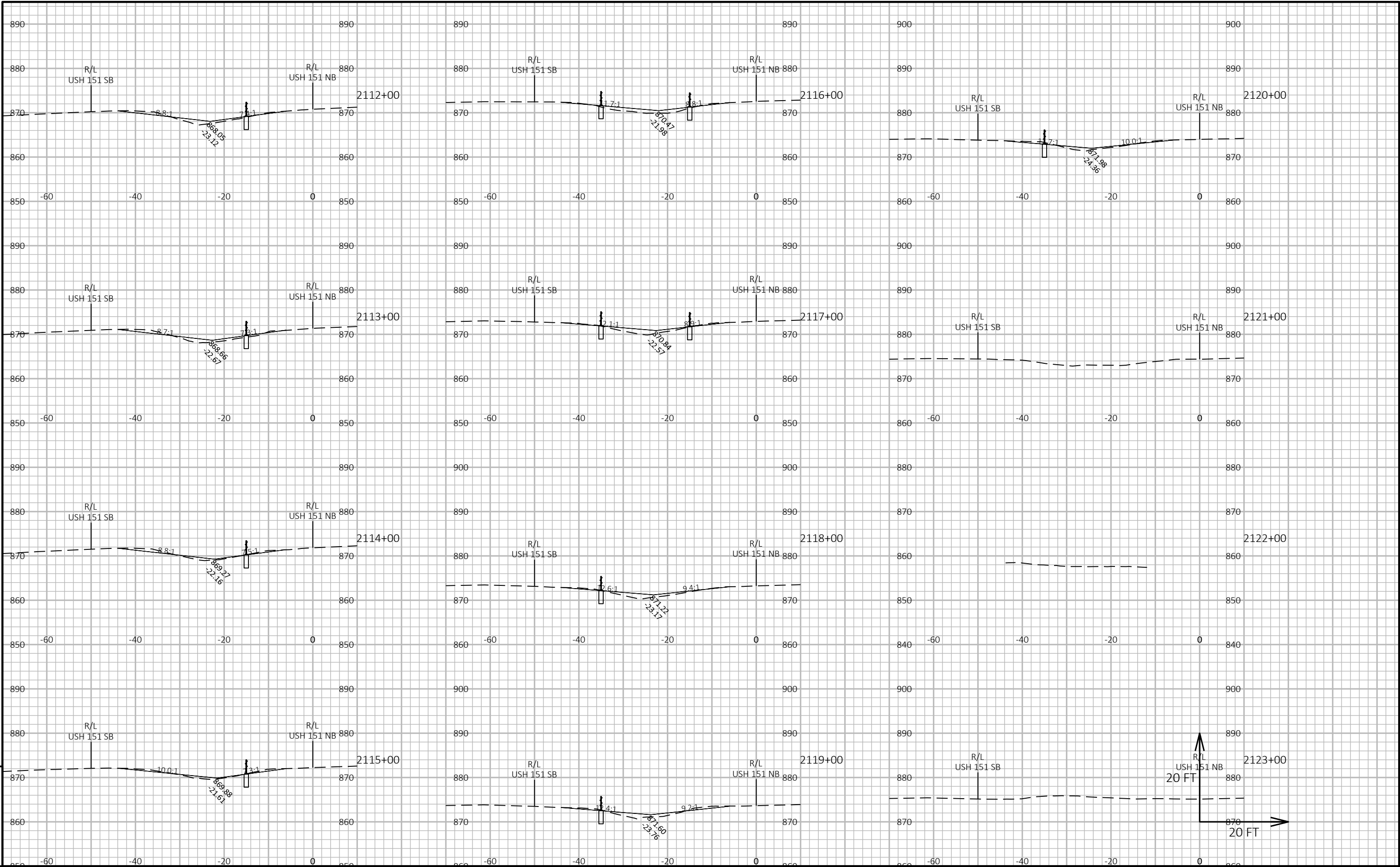
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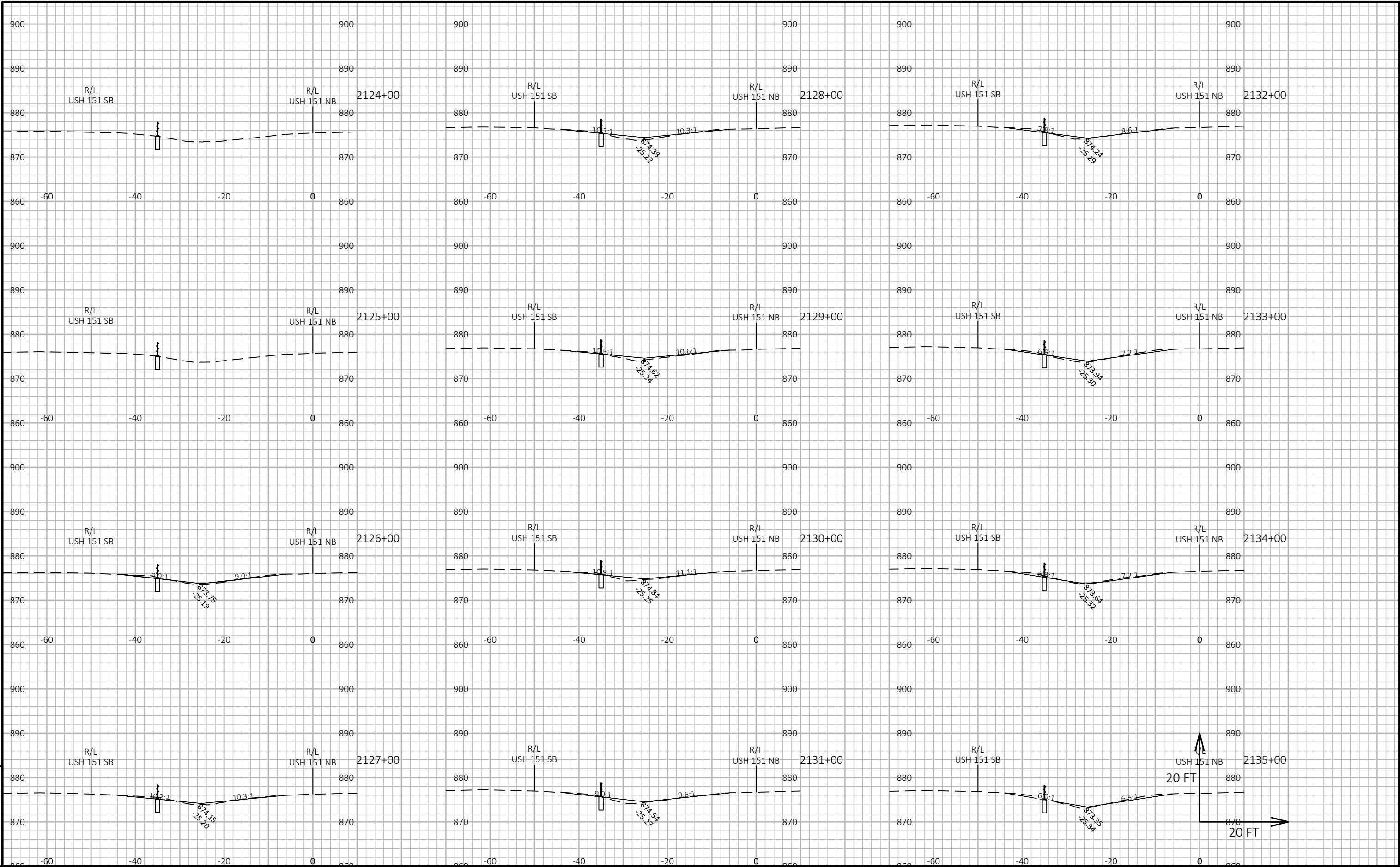
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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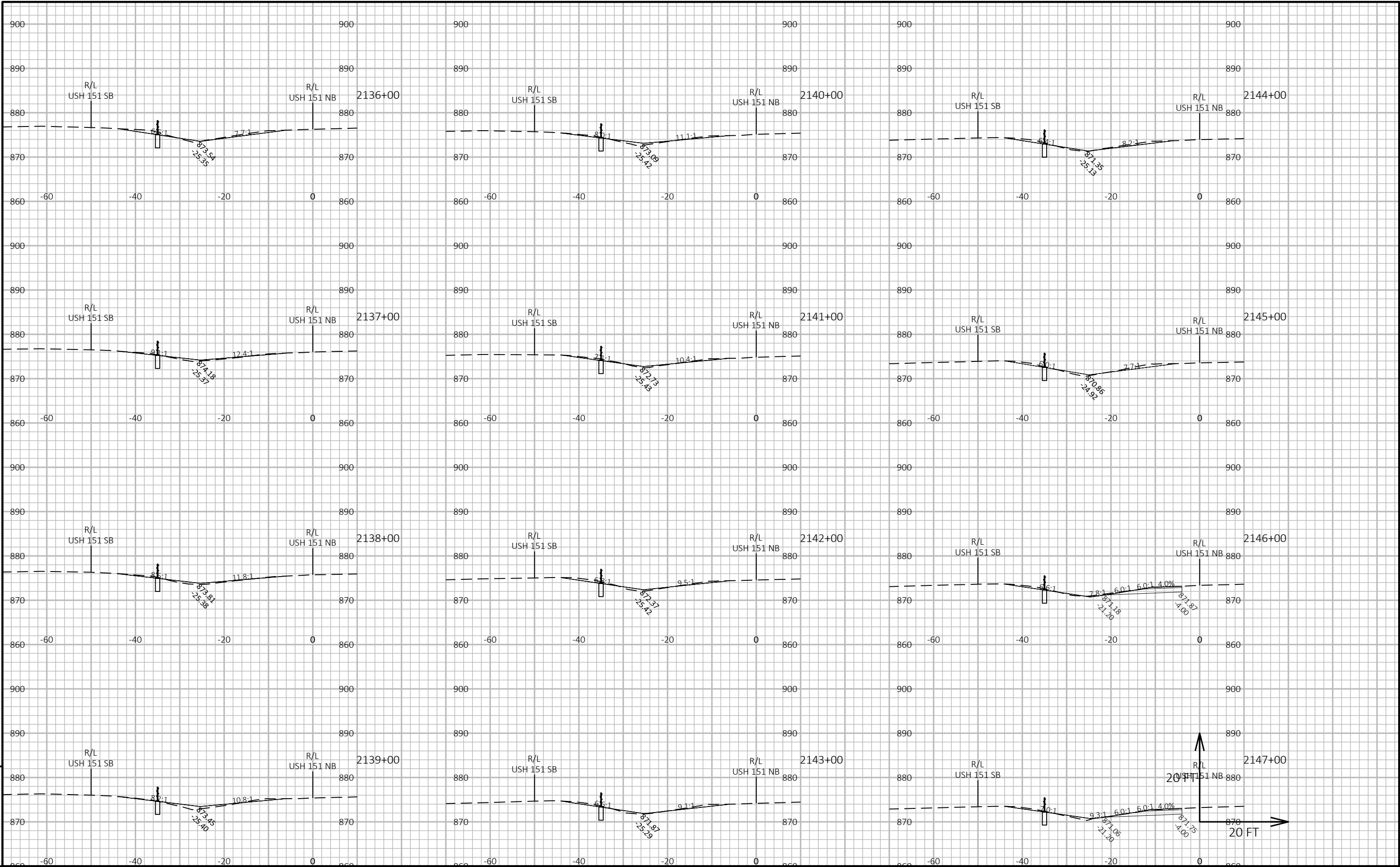


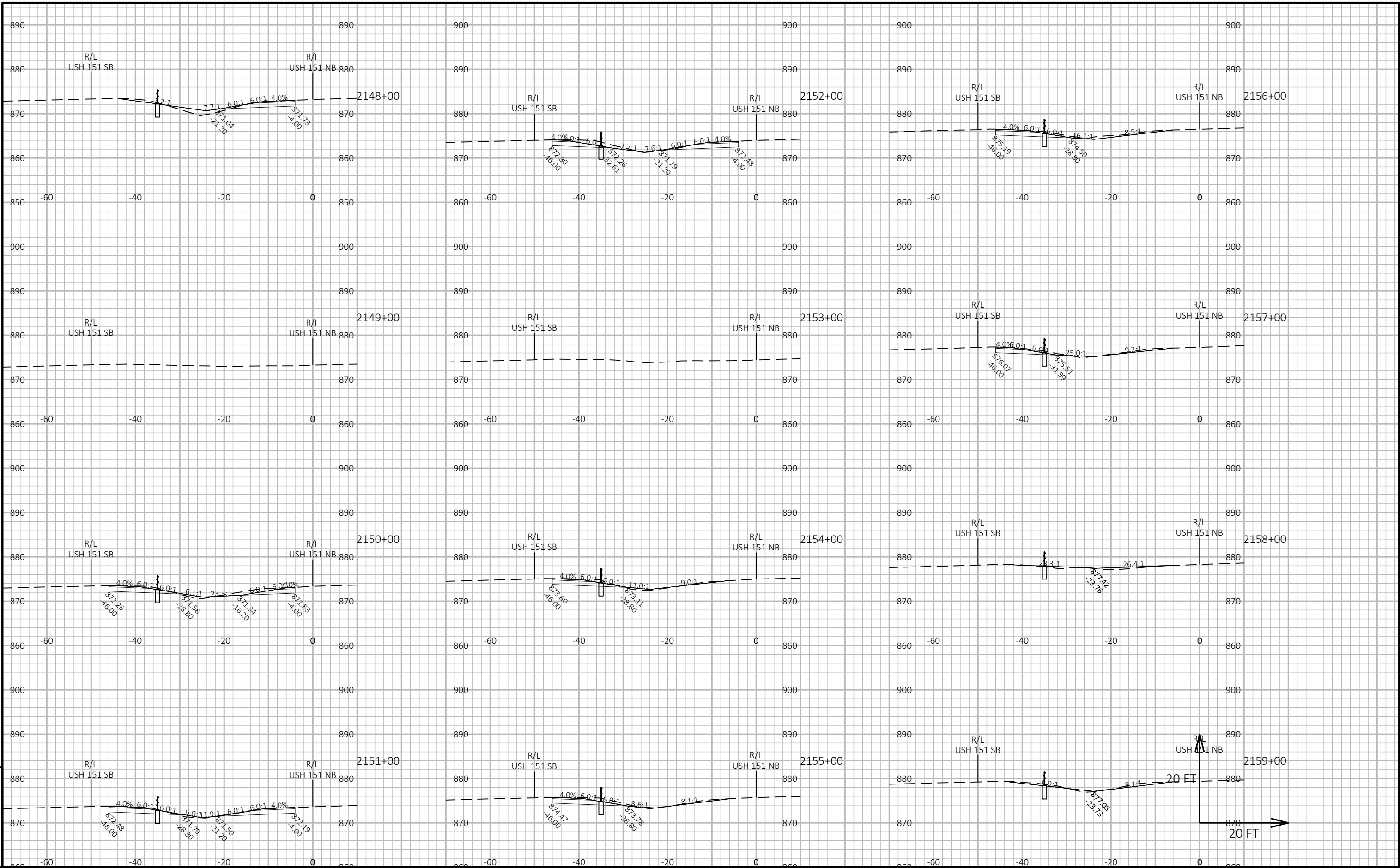


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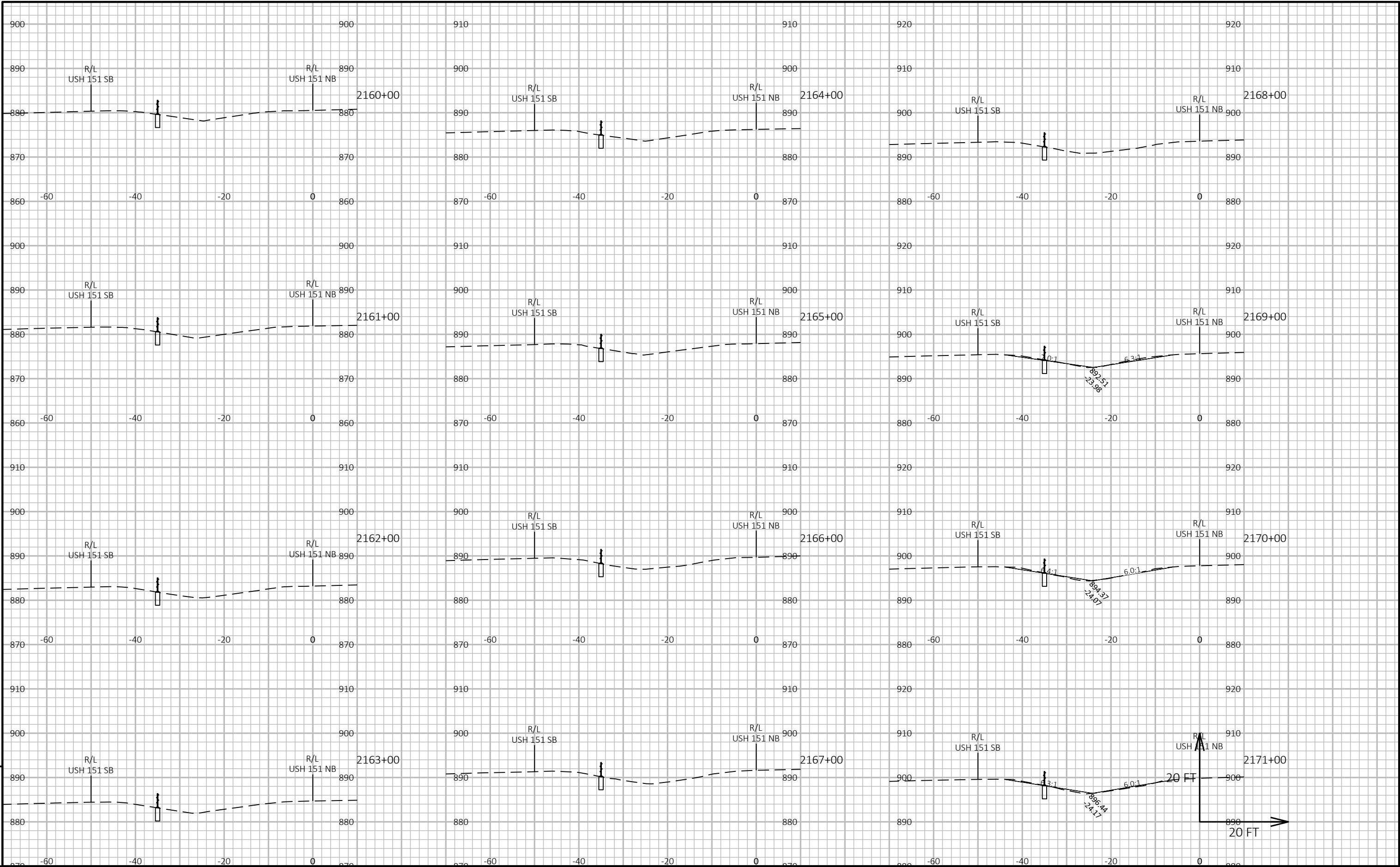
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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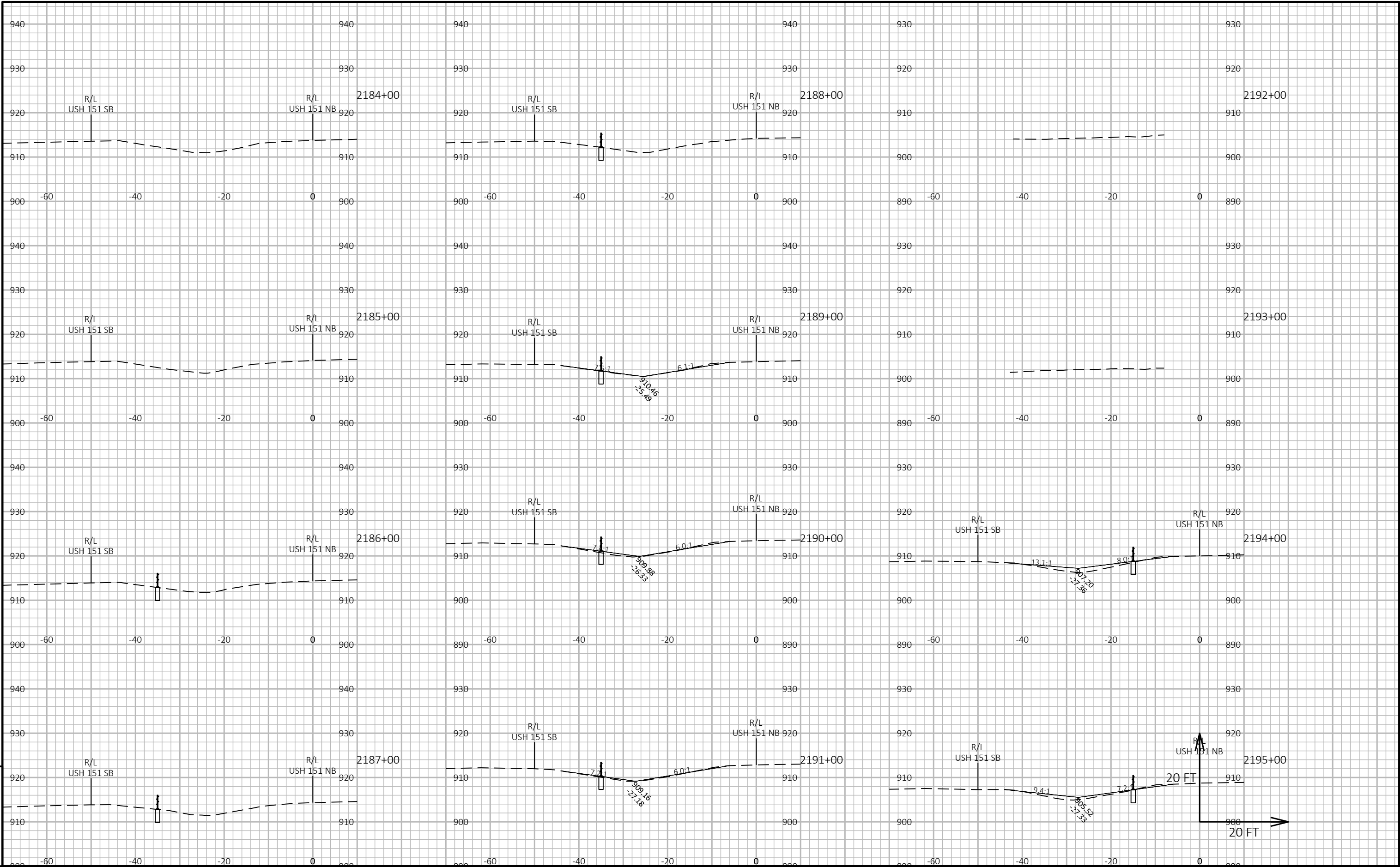


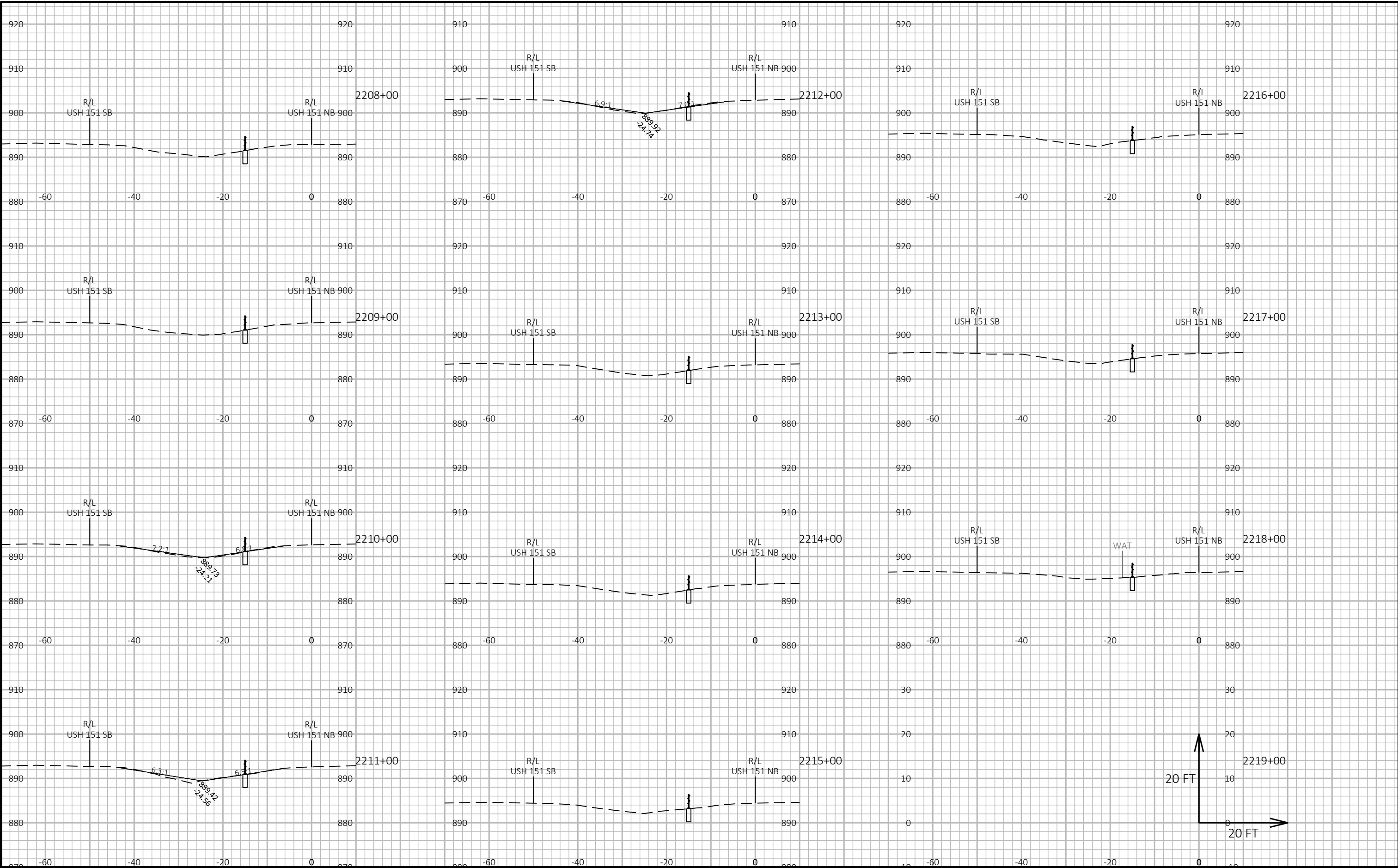


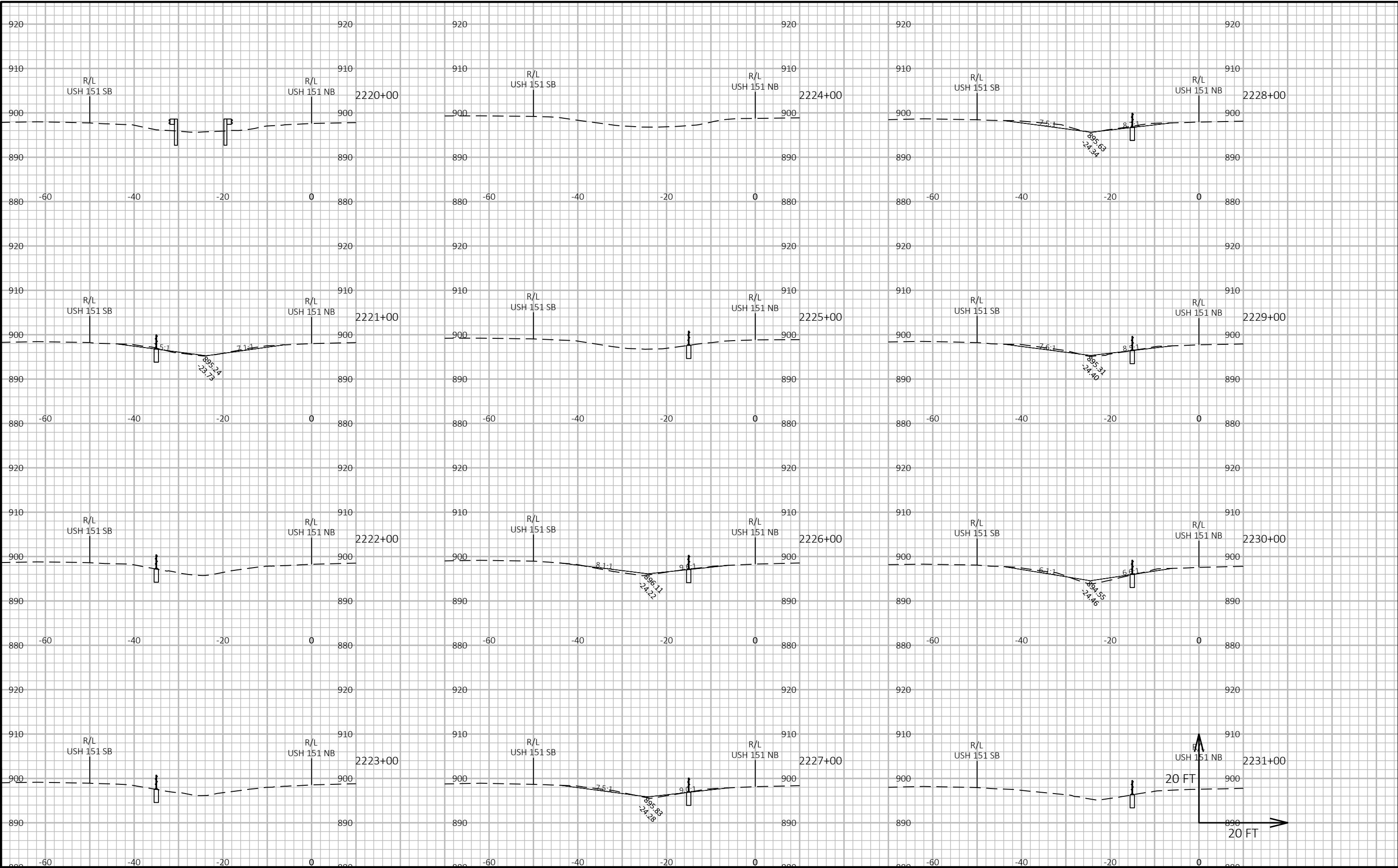
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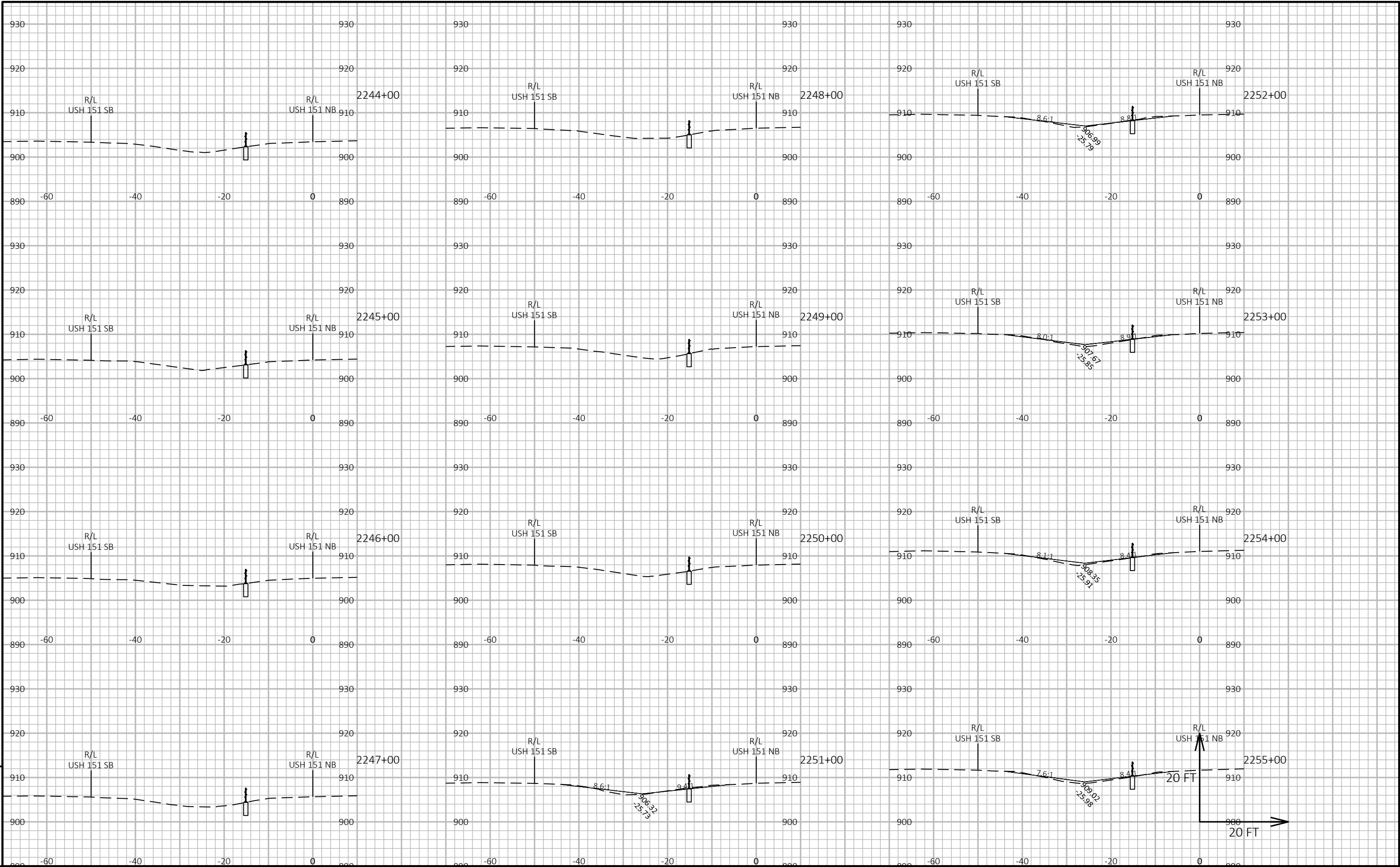


PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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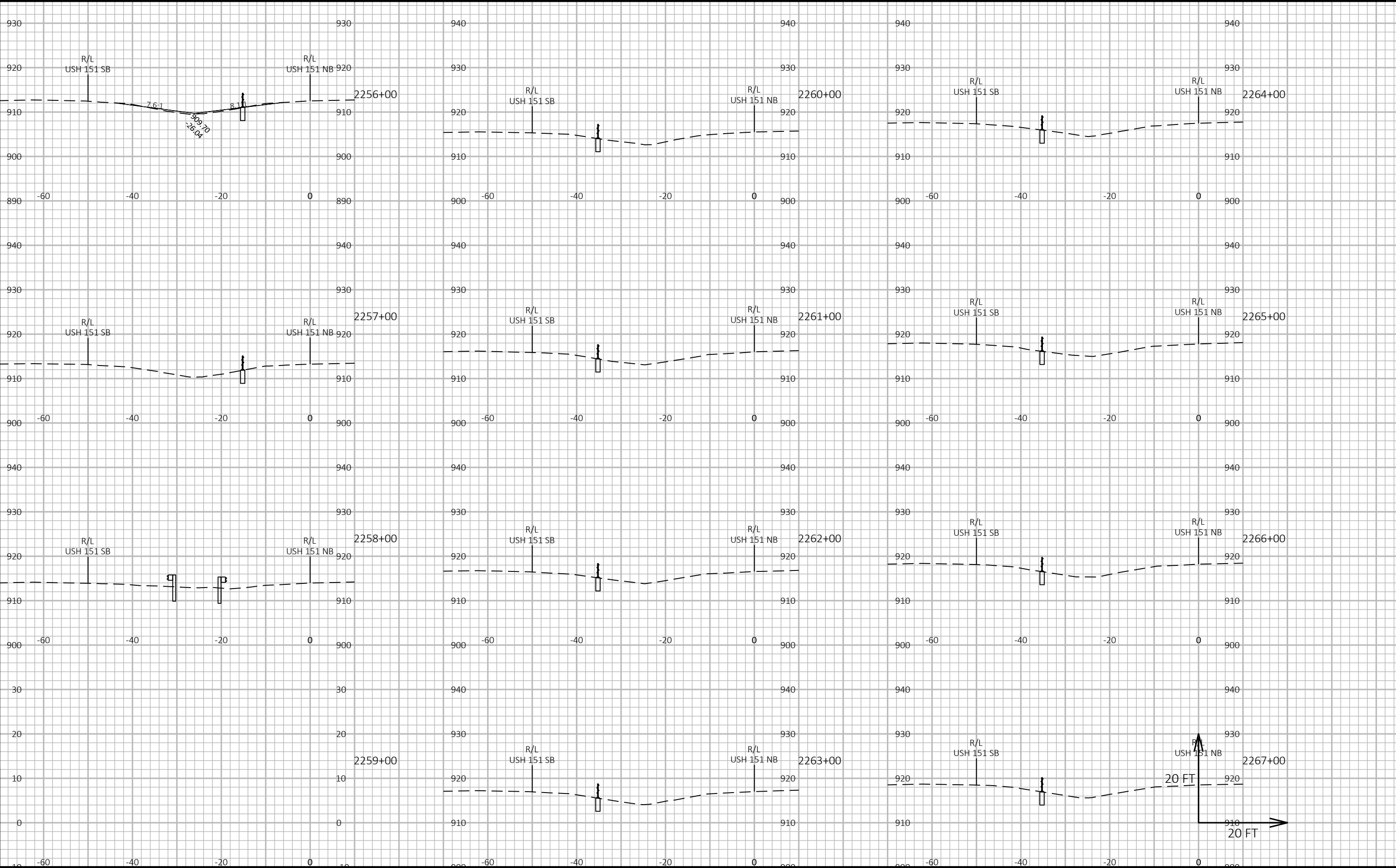








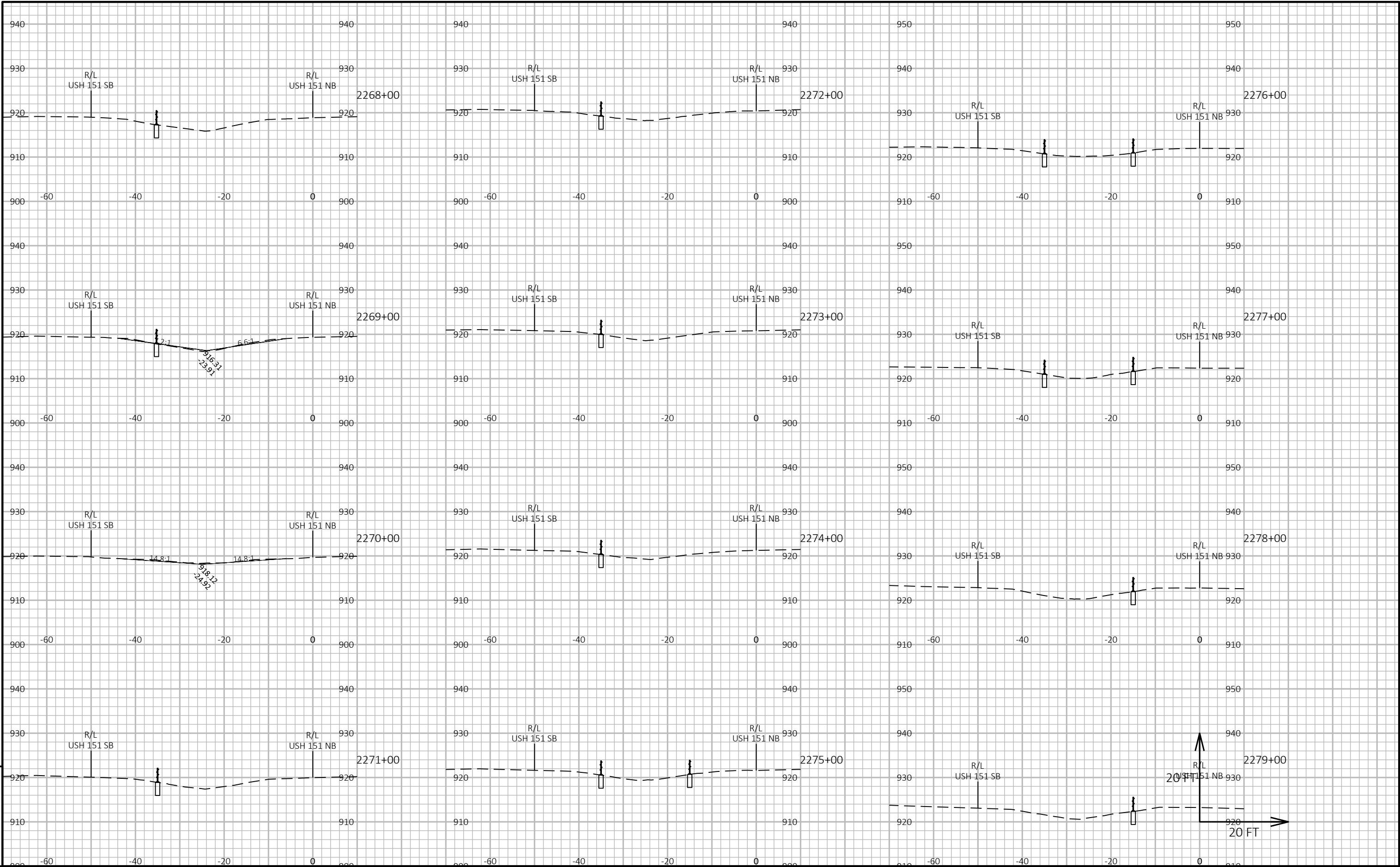
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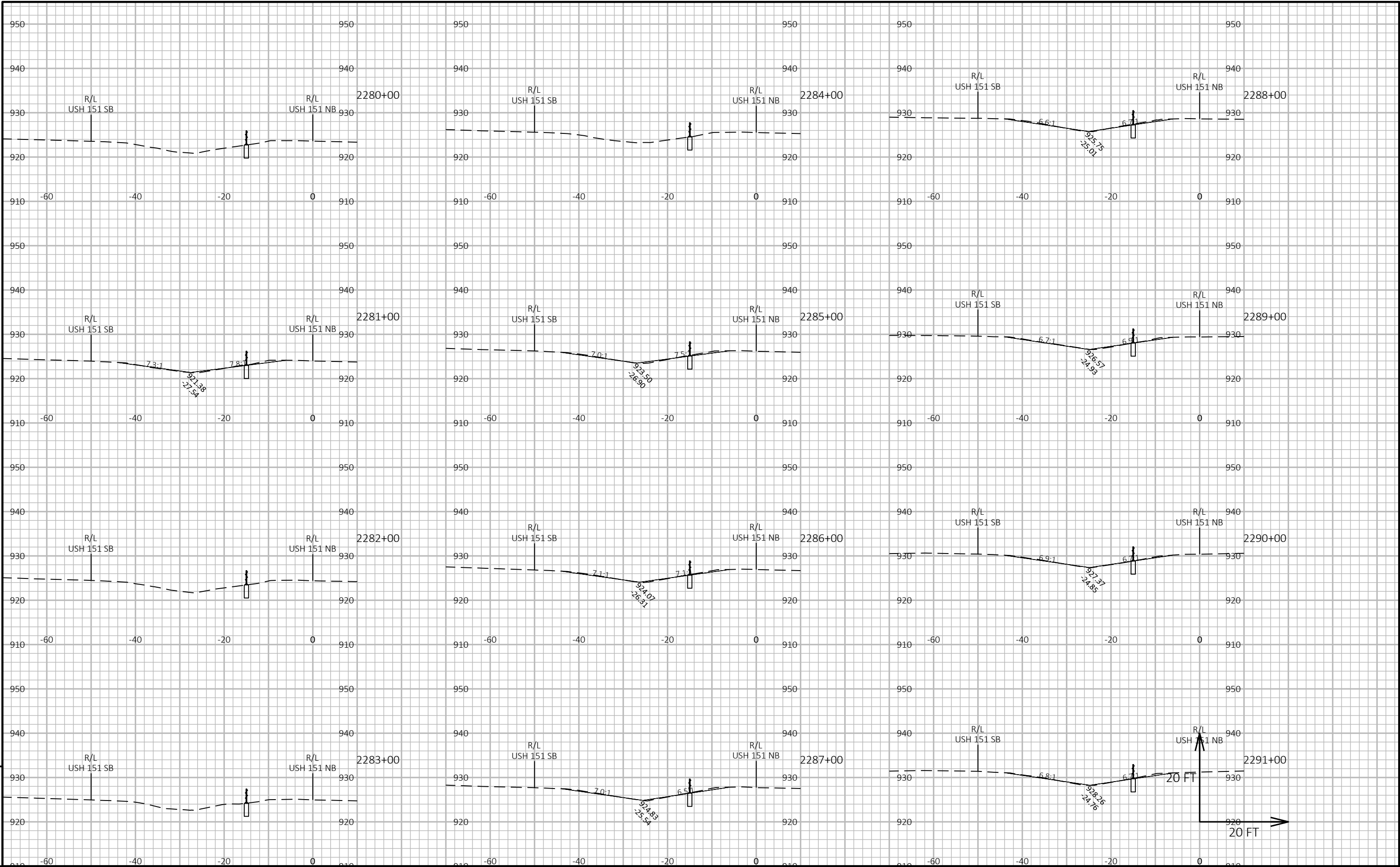
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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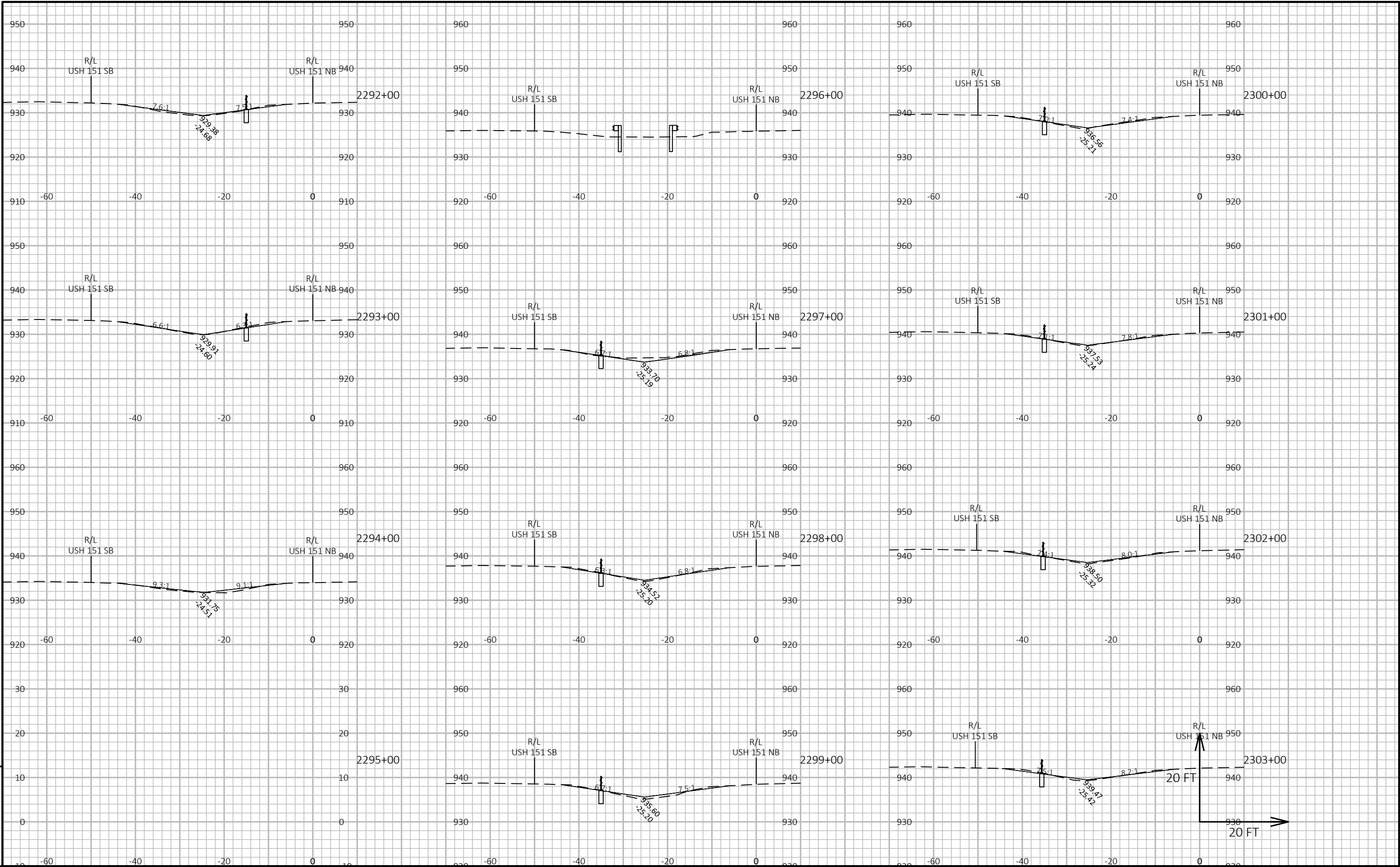
PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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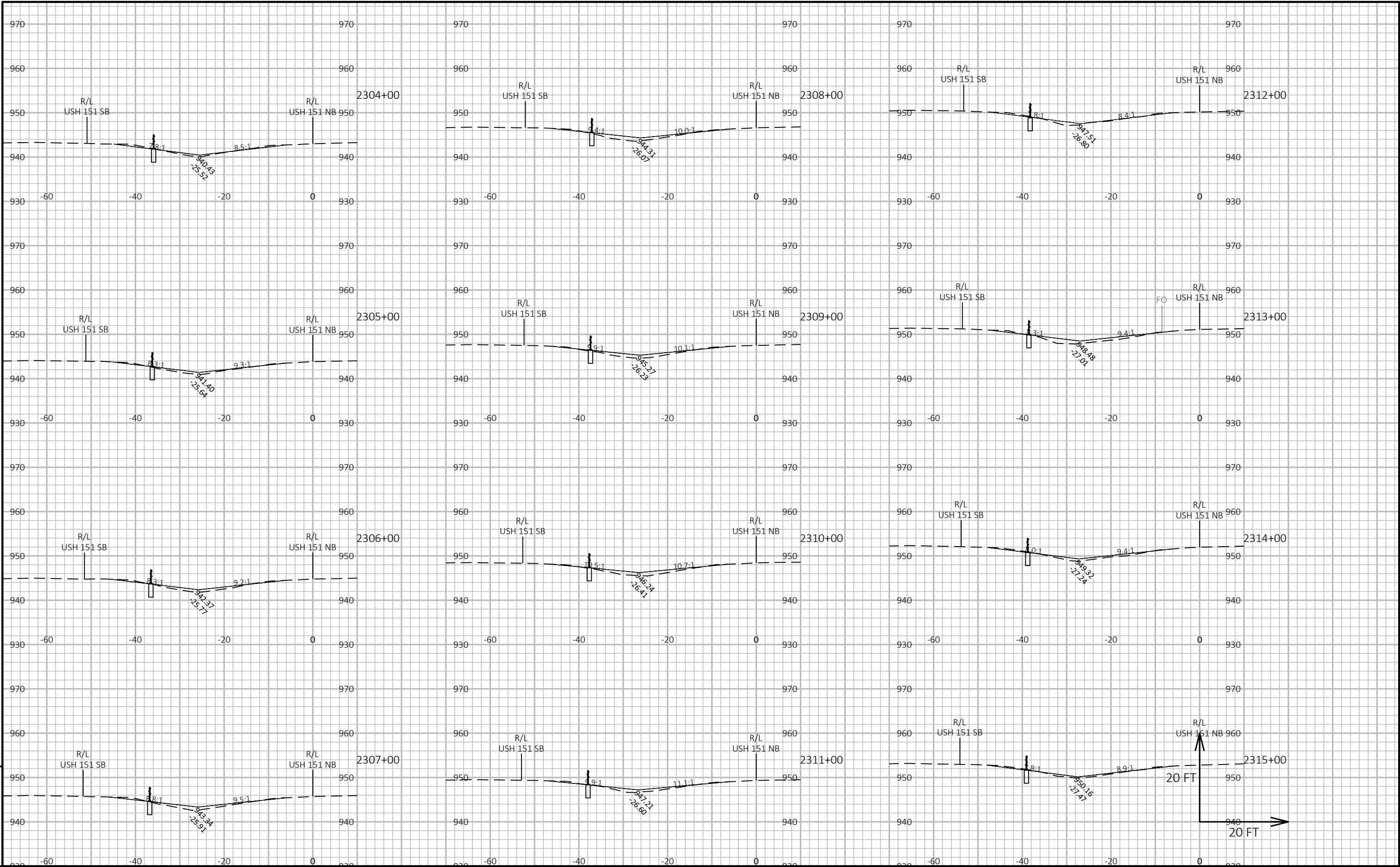
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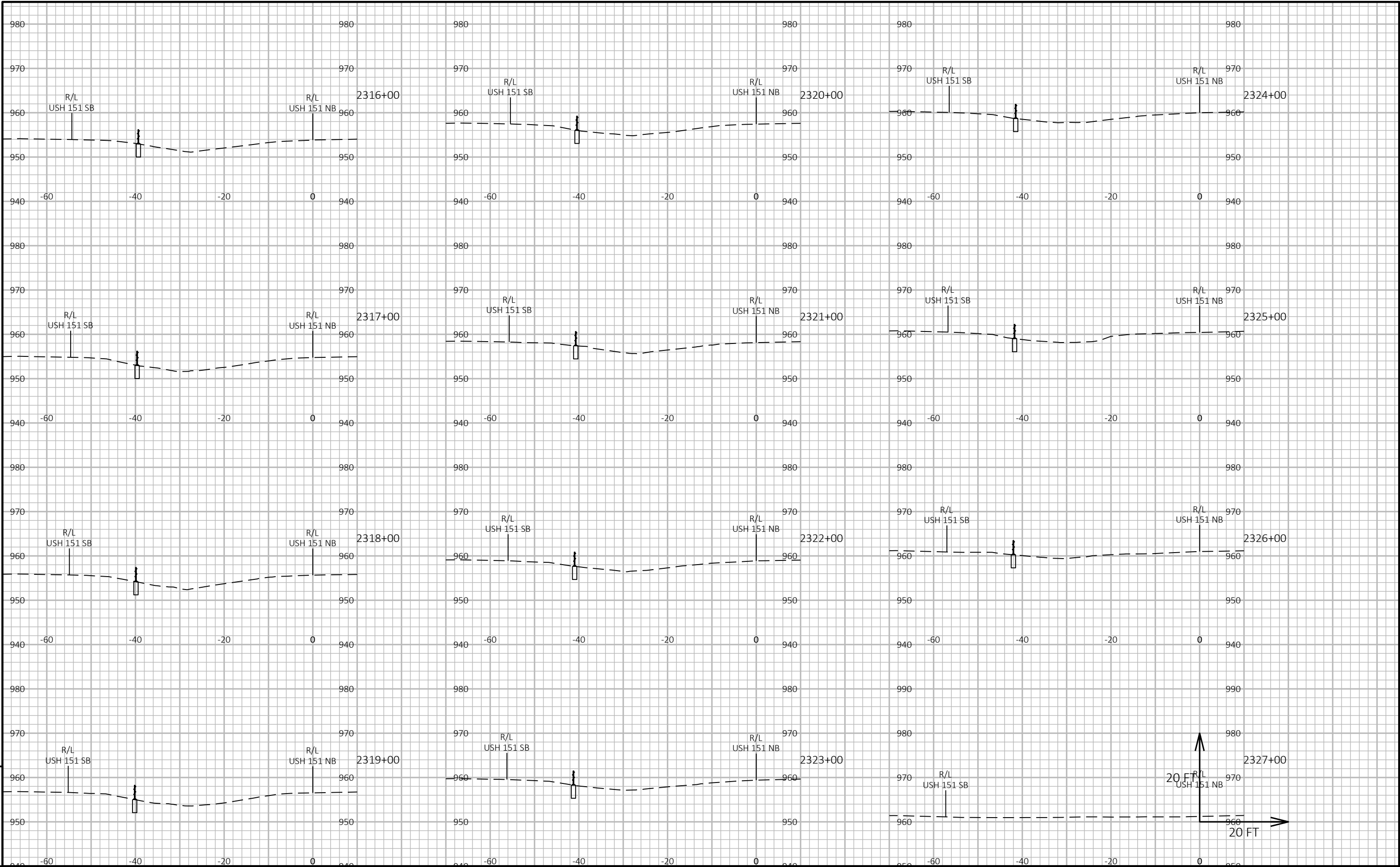
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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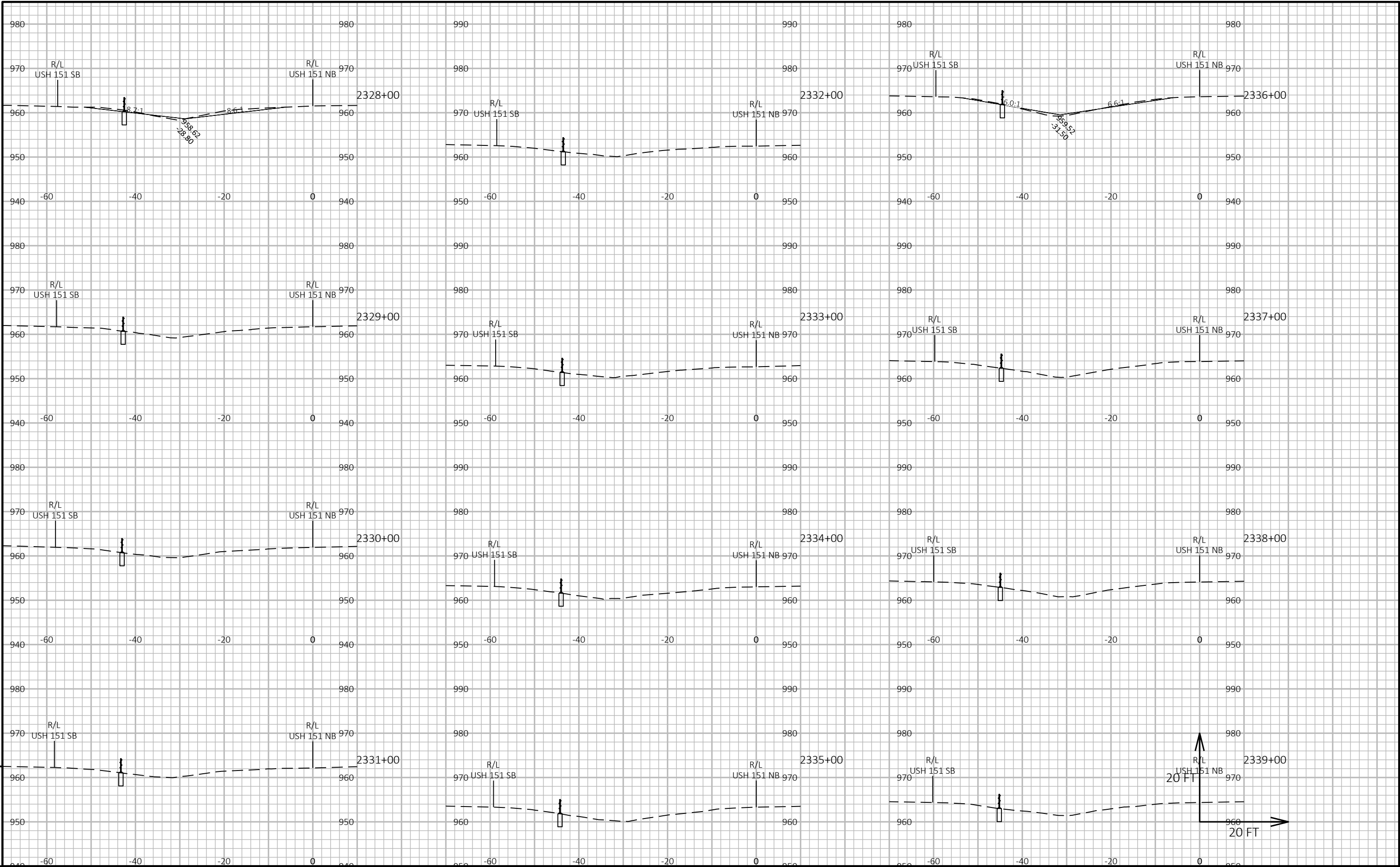


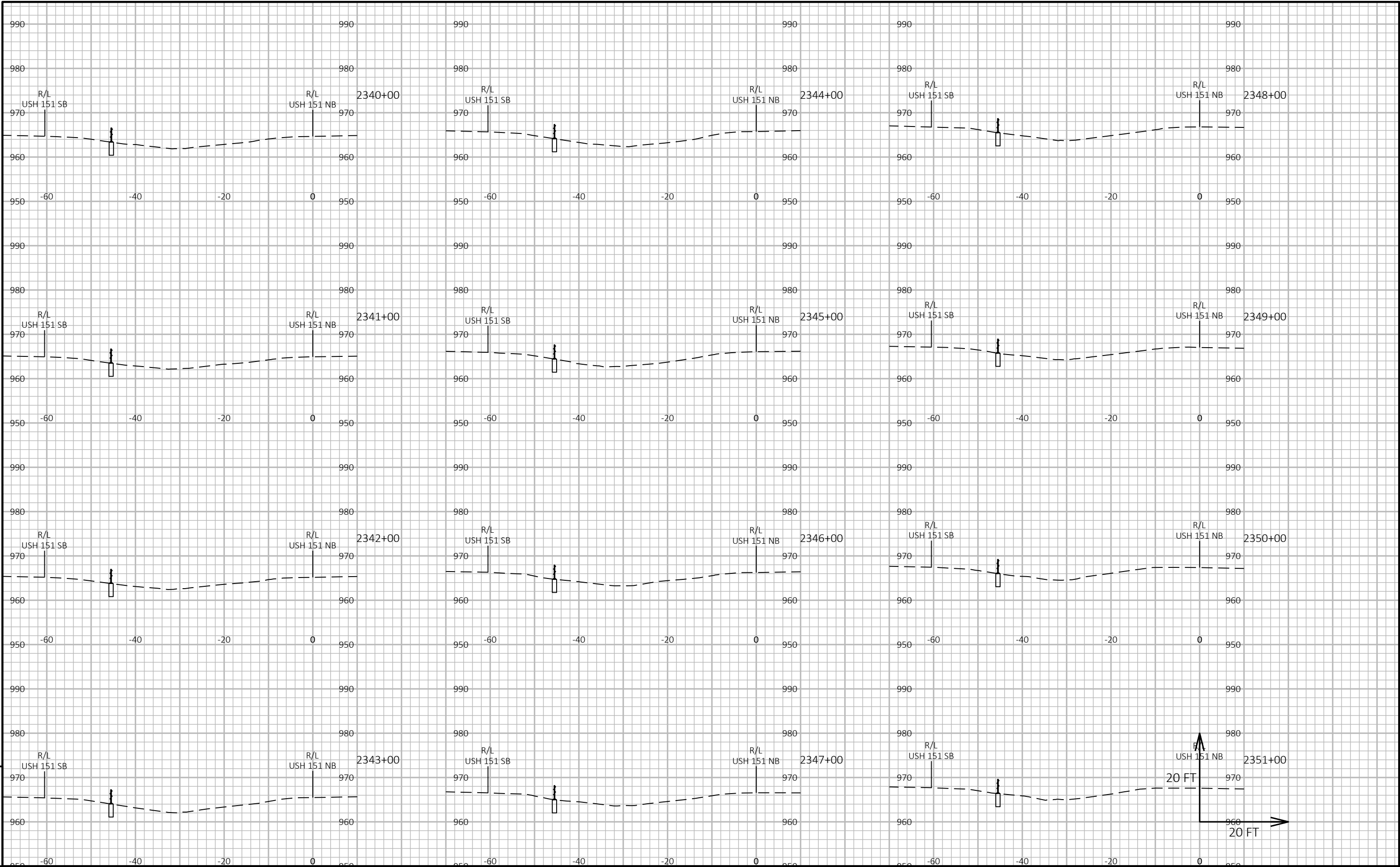
PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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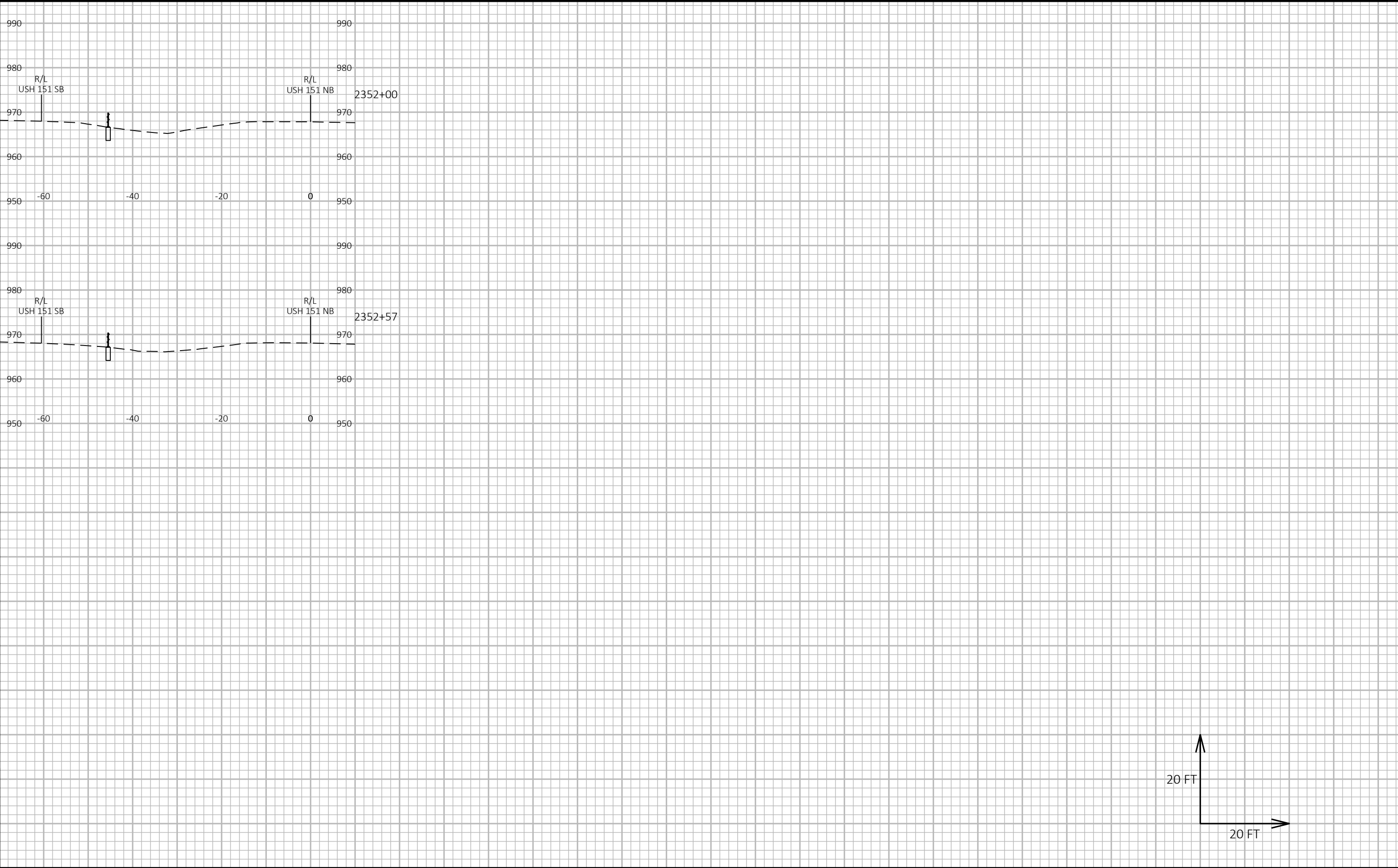




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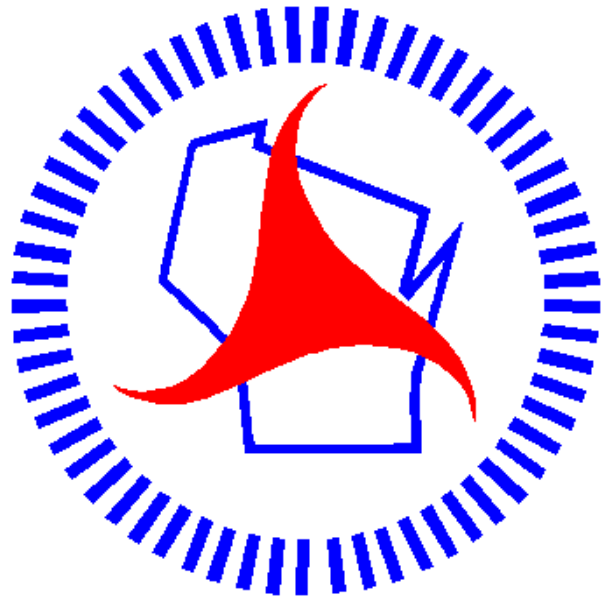
PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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PROJECT NO: 1111-03-63	HWY: USH 151	COUNTY: DODGE	CROSS SECTIONS: USH 151	SHEET E
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