WIS

PROJECT ID: 1058-22-60 / 1058-22-61

WITH: N/A

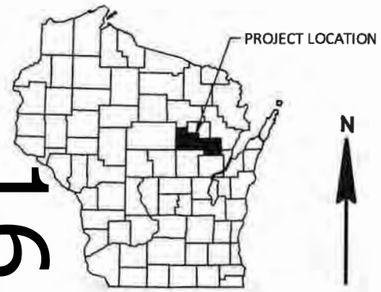
COUNTY: SHAWANO

AUGUST 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 = 388



STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1058-22-60		
1058-22-61		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WITTENBERG - SHAWANO

CTH J TO CTH M, EB

STH 29

SHAWANO COUNTY

STATE PROJECT NUMBER
1058-22-60

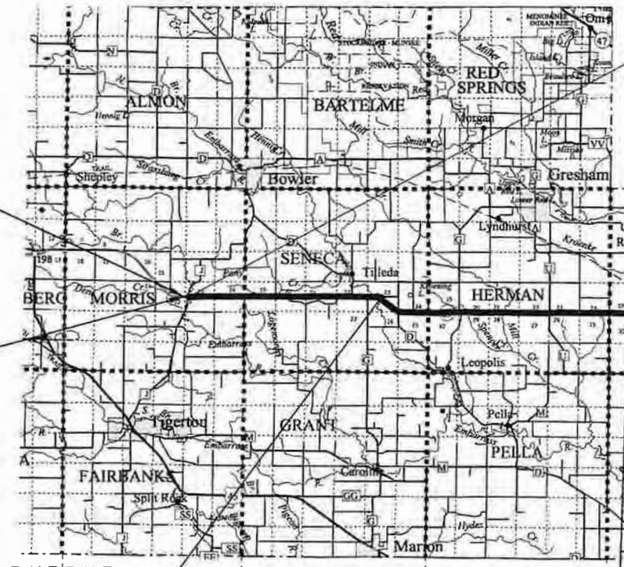
WITTENBERG - SHAWANO

CTH J TO SPRUCE ROAD, WB

STH 29

SHAWANO COUNTY

STATE PROJECT NUMBER
1058-22-61



EXCEPTION TO NET CENTERLINE LENGTH

STA 1070'WB'+68.0 - STA 1071'WB'+69.6 (101.6 LF)
STA 1070'EB'+98.3 - STA 1071'EB'+85.8 (87.5 LF)

BEGIN PROJECT 1058-22-61

STA. 1058+50.00 WESTBOUND
Y = 280,177.048
X = 753,043.715

BEGIN PROJECT 1058-22-60

STA. 1058+50.00 EASTBOUND
Y = 280,117.055
X = 753,042.791

EXCEPTION TO NET CENTERLINE LENGTH

STA 1398'WB'+40.6 - STA 1399'WB'+13 7 (73 1 LF)
STA 1398'EB'+31.7 - STA 1399'EB'+09.9 (78.2 LF)

END PROJECT 1058-22-60

STA. 2108+00.00 EASTBOUND
Y = 266,846.561
X = 853,610.352

END PROJECT 1058-22-61

STA. 1844+00.00 WESTBOUND
Y = 277,398.430
X = 830,779.512

DESIGN DESIGNATION

A.A.D.T. (202S) = 9,240 vpd
A.A.D.T (204S) = 9,950 vpd
D.H.V. (2045) =735 vpd
D.D. = 60/40
T_DHV = 22.3%
DESIGN SPEED = 70 MPH
ESALS = 6,140,000

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'FR')
- EXISTING CULVERT
- PROPOSED CULVERT (8ox or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

SCALE 1" = 5 MILE

SCALE 0 5 MILE

TOTAL NET LENGTH OF CENTERLINE =

1058-22-60 = 19.846 MILES EB
1058-22-61 = 14.844 MILES W8

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

ORIGINAL PLANS PREPARED BY

Westwood

WISCONSIN
CAMIE R FERRIER
E-39980
SHERWOOD WI
PROFESSIONAL ENGINEER

DATE: 10-16-2024 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WESTWOOD
Designer	WESTWOOD
Project Manager	ZACHARY GRULING
Regional Examiner	FRED SCHUNKE
Regional Supervisor	NICHOLE LYSNE

APPROVED FOR THE DEPARTMENT

DATE: 10/16/2024 (Signature)

E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-010101-TI.DWG PLOT DATE 3-13-2023 PLOT BY MATT TOMSOVIC PLOT NAME

2

GENERAL NOTES

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

THE PROJECT REFERENCE LINE IS BASED ON AS-BUILT AND FIELD INFORMATION. THE LOCATION OF THE REFERENCE LINE MAY VARY SLIGHTLY FROM THE ACTUAL LINE.

CENTERLINE GROOVED PAVEMENT MARKING WILL REMOVE EXISTING CENTERLINE EPOXY MARKING, IF CURRENT STANDARD CENTERLINE MARKING DOES NOT MATCH EXISTING, REMOVAL IS INCIDENTAL TO GROOVED WET REFLECTIVE EPOXY 6-INCH ITEM.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
GUARDRAIL DETAILS
MAINTENANCE CROSSOVER RESTORATION DETAIL
PAVING DETAILS
EROSION CONTROL
TRAFFIC CONTROL

DNR LIAISON

JIM DOPERALSKI
NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE.
GREEN BAY, WI 54313
920-412-0165
JAMES.DOPERALSKI@WISCONSIN.GOV

UTILITIES CONTACTS

SETH SCHOUNARD
ALLIANT ENERGY - ELECTRICITY
708 NE 7TH STREET
MARION, WI 54950
PHONE: 715-754-7331
SETHSCHOUNARD@ALLIANTENERGY.COM

CHRISTOPHER POLLACK
FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATIONS
521 N. 4TH STREET
WAUSAU, WI 54403
PHONE: 715-847-1240
CHRISTOPHER.POLLACK@FTR.COM

ADAM CARROLL
SHAWANO MUNICIPAL UTILITIES - ELECTRICITY
PO BOX 436
122 N. SAWYER STREET
SHAWANO, WI 54166
PHONE: 715-853-9305
ACARROLL@CITYOFSHAWANO.COM

SCOTT KAISER
SPECTRUM - COMMUNICATIONS
5024 HEFFRON STREET
STEVENS POINT, WI 54481
PHONE: 715-382-3493
SCOTT.KAISER@CHARTER.COM

EDDIE HEDLUND
WE ENERGIES - GAS/PETROLEUM
800 S. LYNNDALE DRIVE
APPLETON, WI 54912
PHONE: 920-380-3240
EDDIE.HEDLUND@WE-ENERGIES.COM

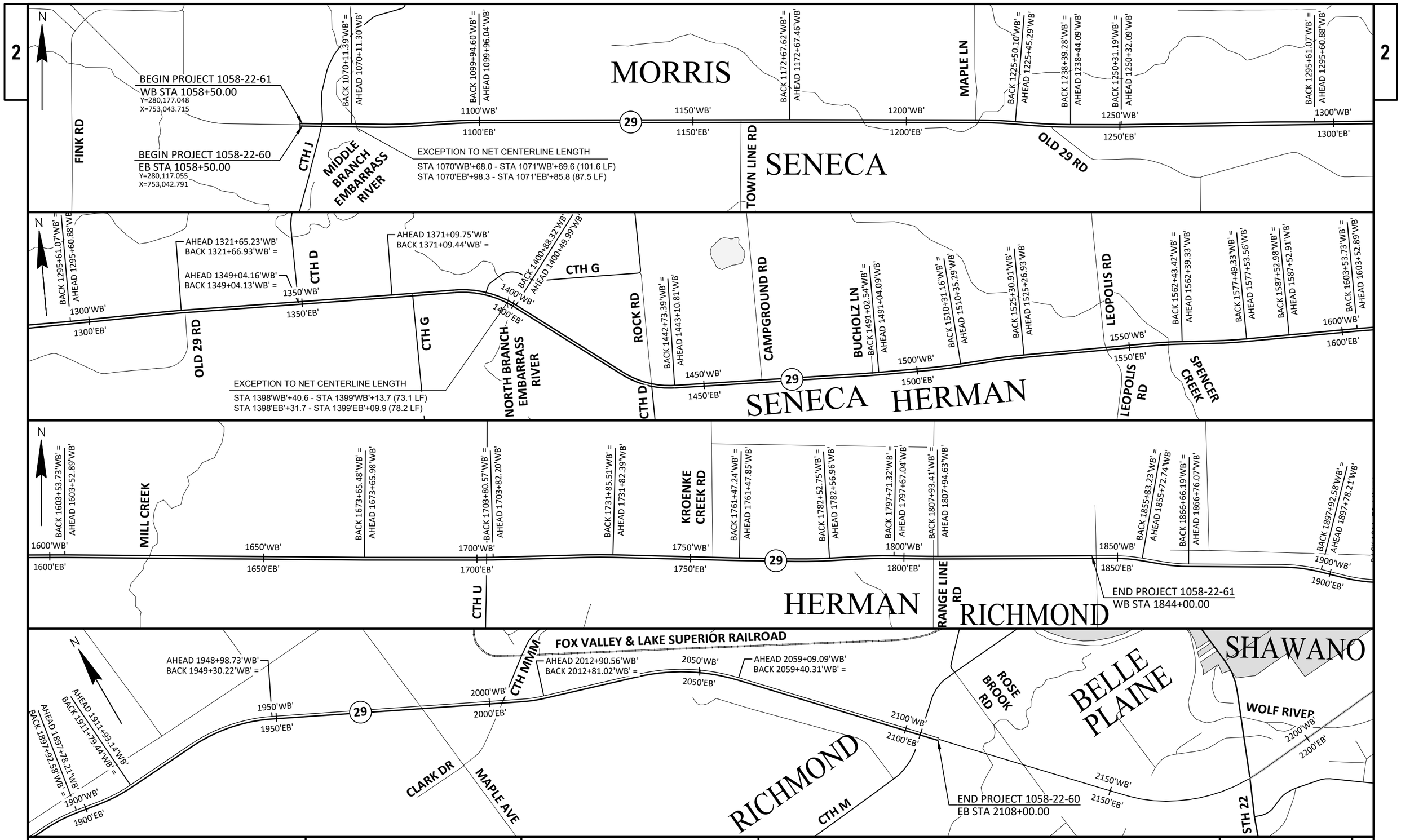
TYLER TAUTGES
CENTRAL WISCONSIN ELECTRIC COOPERATIVE - ELECTRICITY
10401 LYSTUL RD
ROSHOLT, WI 54473
PHONE: 715-677-2225
TYLER.TAUTGES@CWECOOP.COM

RUNOFF COEFFICIENT TABLE

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

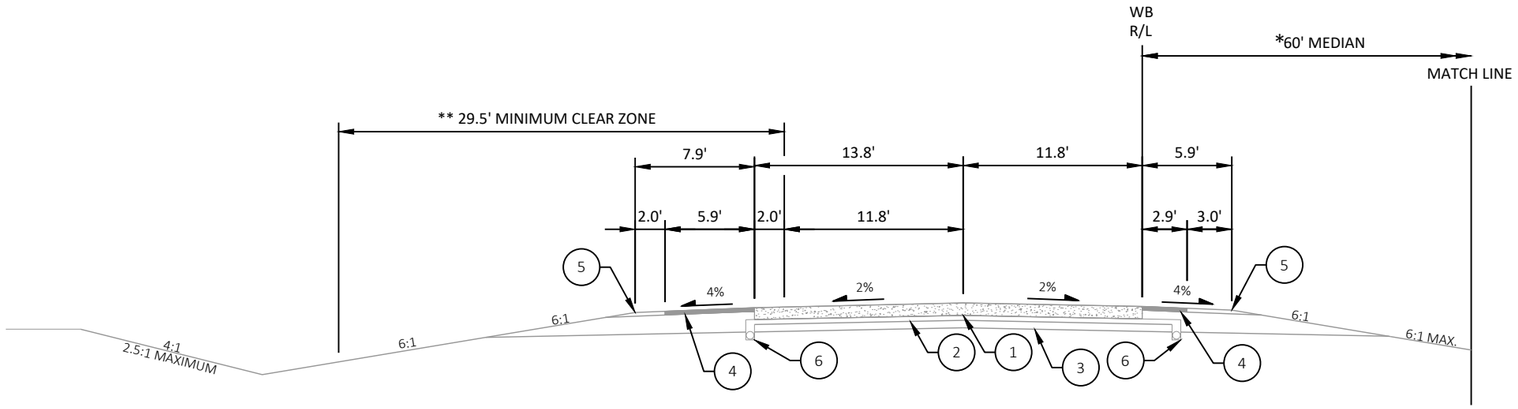
TOTAL PROJECT AREA = 601.40 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.48 ACRES

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



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-020201-PO.DWG
LAYOUT NAME - 10582260-020201-po
PLOT DATE : 5/28/2024 10:41 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : ############
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION

STH 29 WESTBOUND

STA. 1058+50 - STA. 1063+75 ***
STA. 1078+75 - STA 1844+00 ***

LEGEND:

1. 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC PAVEMENT
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH

* VARIES 60' TO 70'
STA 1064+86.12 TO STA 1086+36.72

VARIES 60' TO 74.27'
STA 1281+93.09 TO STA 1295+61.64

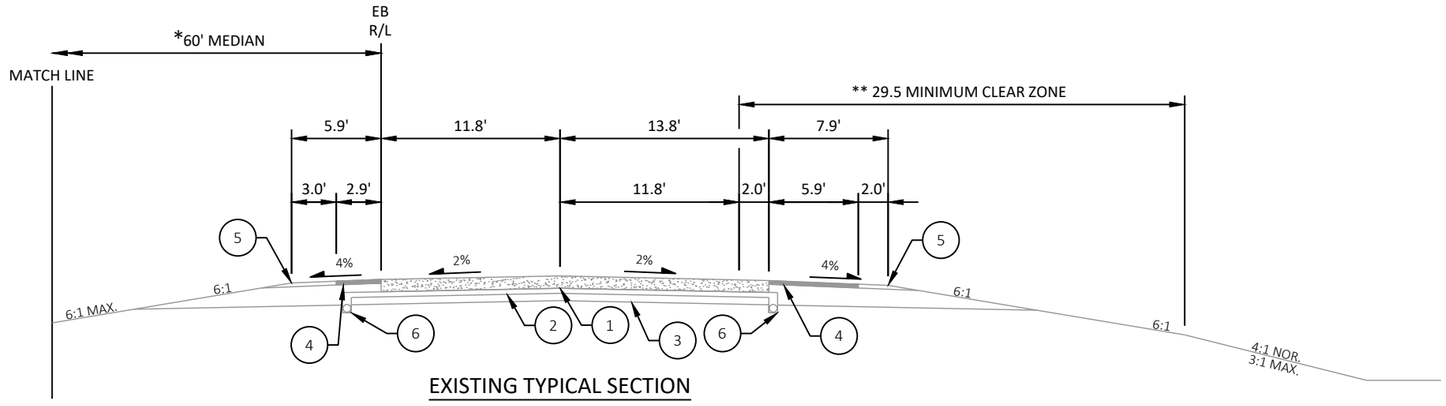
59.06'
STA 1359+89.50 TO STA 1836+31.44

60.01'
STA 1836+31.44 TO STA 2108+00

** 29.5'
STA 1058+50 TO STA 1897+78.21

34.12'
STA 1897+78.12 TO STA 2108+00

*** FOR SUPERELEVATED AREAS SEE EXISTING TYPICAL SECTIONS.
FOR TEST SECTION AREAS SEE EXISTING TYPICAL SECTIONS



EXISTING TYPICAL SECTION

STH 29 EASTBOUND

STA. 1058+50 - STA. 2108+00 ***

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 4	E

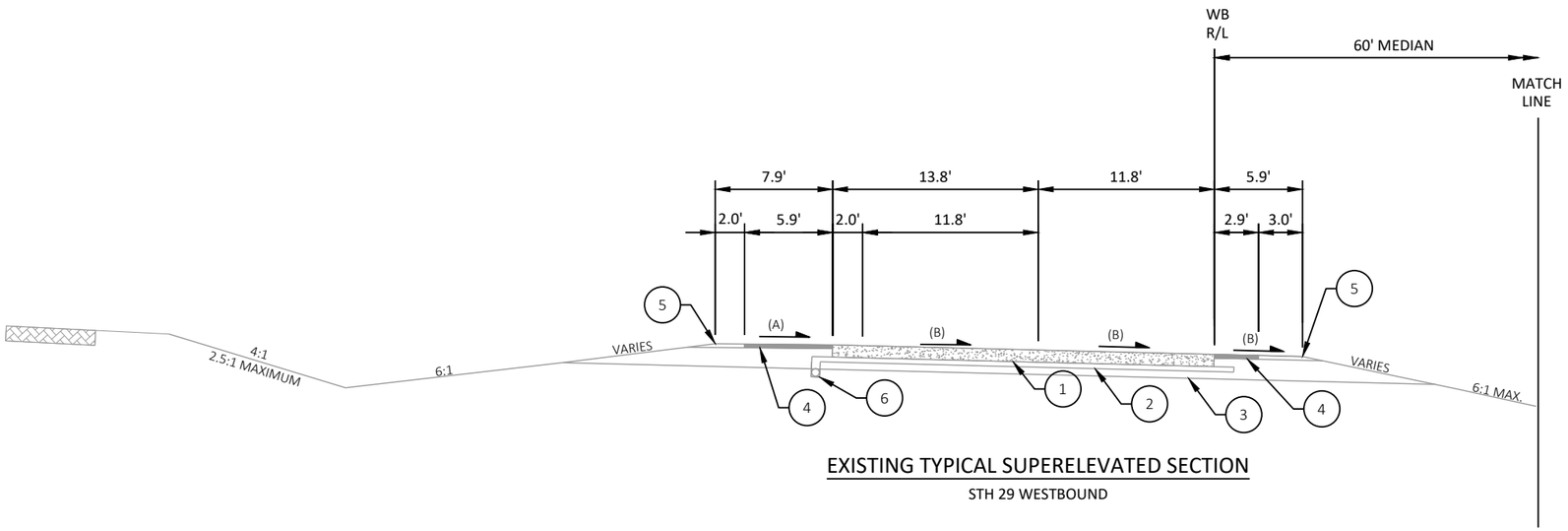
2

LEGEND:

1. 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC PAVEMENT
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH

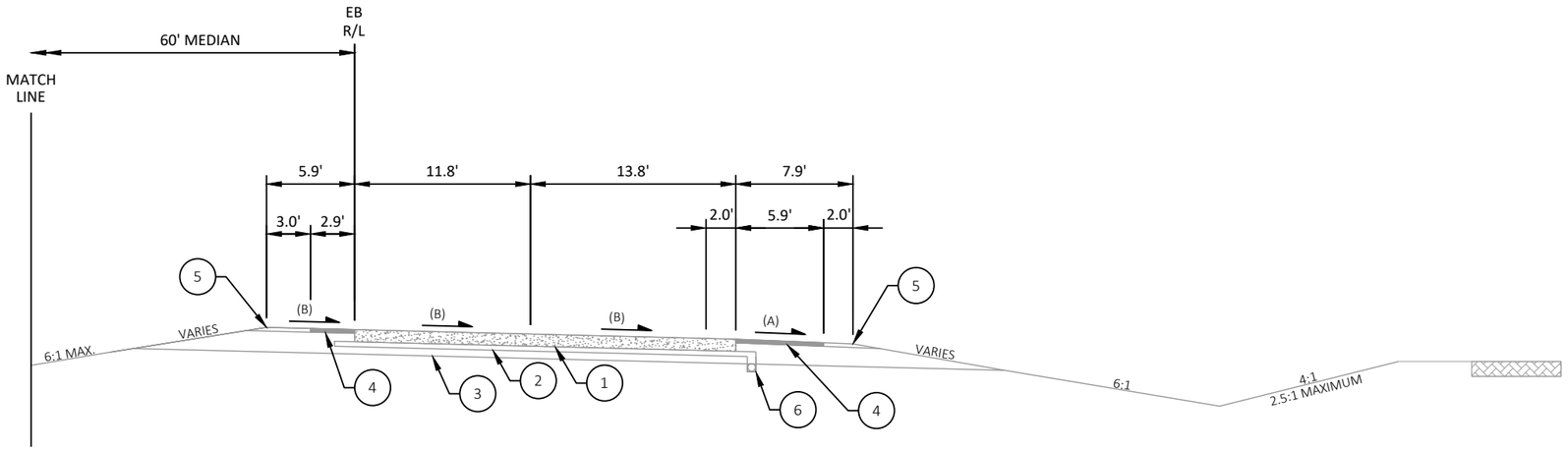
(A) WHEN NORMAL SHOULDER SLOPE IS GREATER THAN SUPERELEVATION, RETAIN NORMAL SHOULDER SLOPE.

(B) SEE CURVE DATA TABLE ON PLAN AND PROFILE SHEETS FOR SUPERELEVATION RATES.



EXISTING TYPICAL SUPERELEVATED SECTION

STH 29 WESTBOUND



EXISTING TYPICAL SUPERELEVATED SECTION

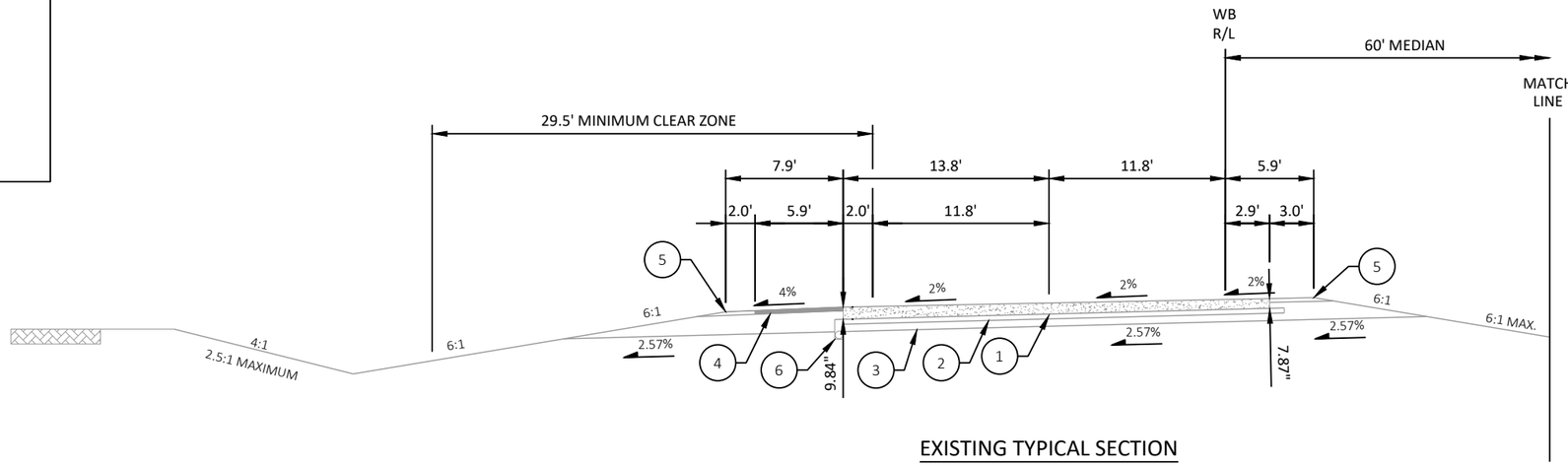
STH 29 EASTBOUND

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 5	E

2

LEGEND:

1. 7.87" - 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC PAVEMENT
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH



EXISTING TYPICAL SECTION

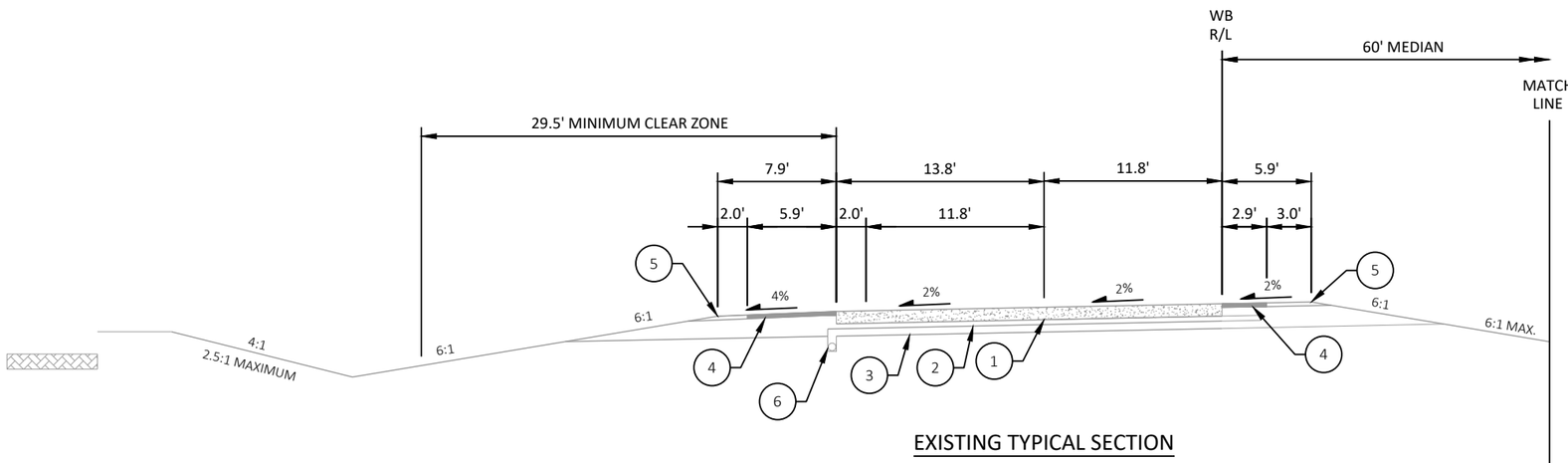
STH 29 WESTBOUND

TEST SECTION 2 - SLOPE TO OUTSIDE, VARIABLE DEPTH CONCRETE
STA. 1304+80 - STA. 1315+17

2

LEGEND:

1. 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC PAVEMENT
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH



EXISTING TYPICAL SECTION

STH 29 WESTBOUND

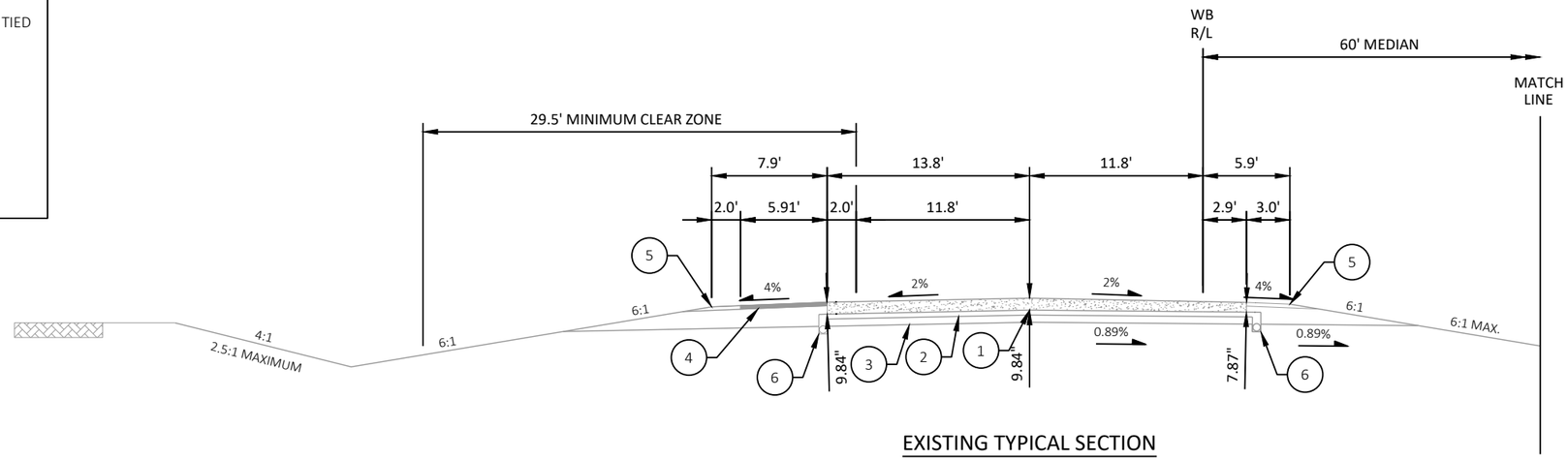
TEST SECTION 1 - SLOPE TO OUTSIDE
STA. 1293+09 - STA. 1303+55

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 6	E

2

LEGEND:

1. 7.87" - 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC PAVEMENT
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH



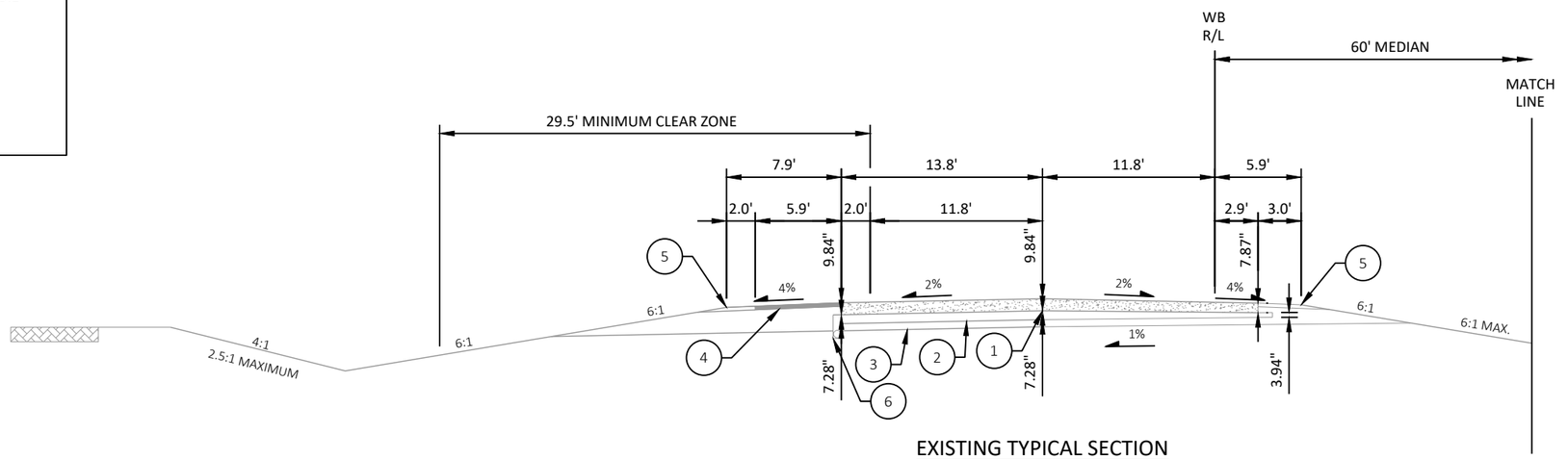
EXISTING TYPICAL SECTION

STH 29 WESTBOUND

TEST SECTION 4 - CROWN 2%, VARIABLE DEPTH CONCRETE
STA. 1336+11 - STA. 1346+44

LEGEND:

1. 7.87" - 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" - 7.28" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC PAVEMENT
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH



EXISTING TYPICAL SECTION

STH 29 WESTBOUND

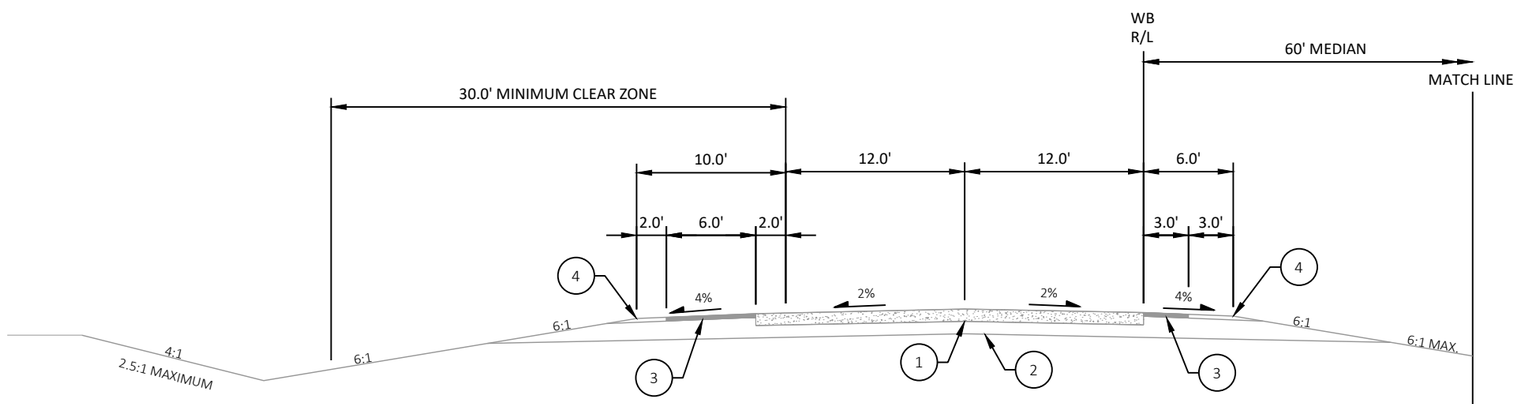
TEST SECTION 3 - CROWN 2%, VARIABLE DEPTH CONCRETE & OPEN-GRADE BASE
STA. 1325+18 - STA. 1335+52

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 7	E

2

LEGEND:

1. 10" DOWELED CONCRETE PAVEMENT
2. 10" BASE AGGREGATE
3. 3.5" ASPHALTIC SURFACE
4. 3.5" BASE AGGREGATE SHOULDERS

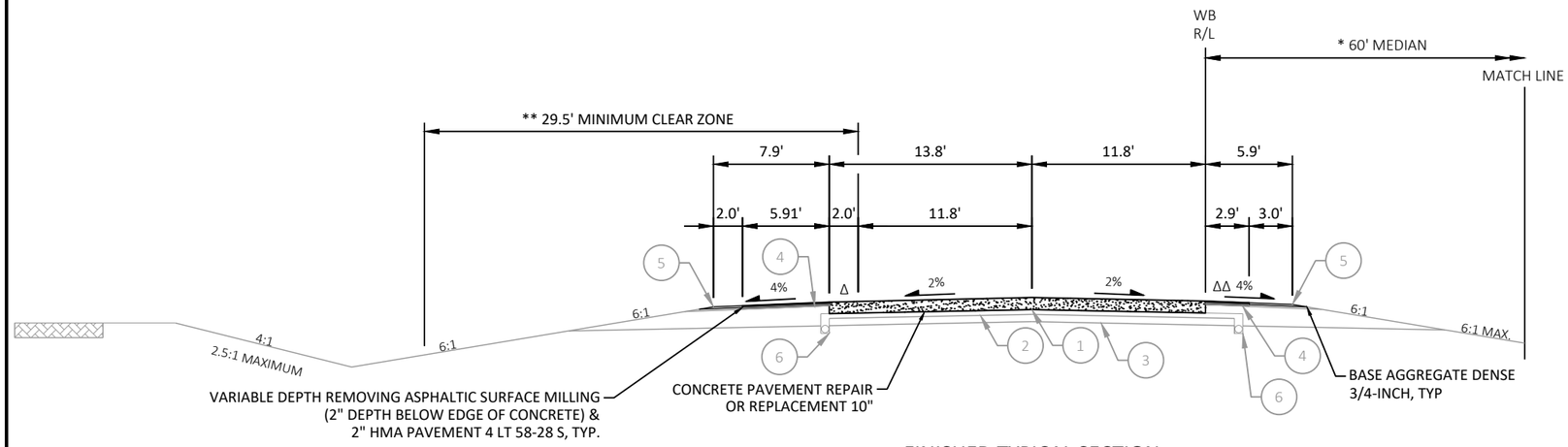


EXISTING TYPICAL SECTION

STH 29 WESTBOUND

STA. 1063+75 - STA. 1078+75

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 8	E



FINISHED TYPICAL SECTION

STH 29 WESTBOUND

STA. 1058+00 - STA. 1063+75 ***
STA. 1078+75 - STA 1087+60 ***
STA. 1096+00 - STA 1282+50 ***
STA. 1285+25 - STA 1844+00 ***

LEGEND:

1. 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC CONCRETE PAVEMENT, TYPE LV
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH

* VARIES 60' TO 70'
STA 1064+86.12 TO STA 1086+36.72

VARIES 60' TO 74.27'
STA 1281+93.09 TO STA 1295+61.64

59.06'
STA 1359+89.50 TO STA 1836+31.44

60.01'
STA 1836+31.44 TO STA 2108+00

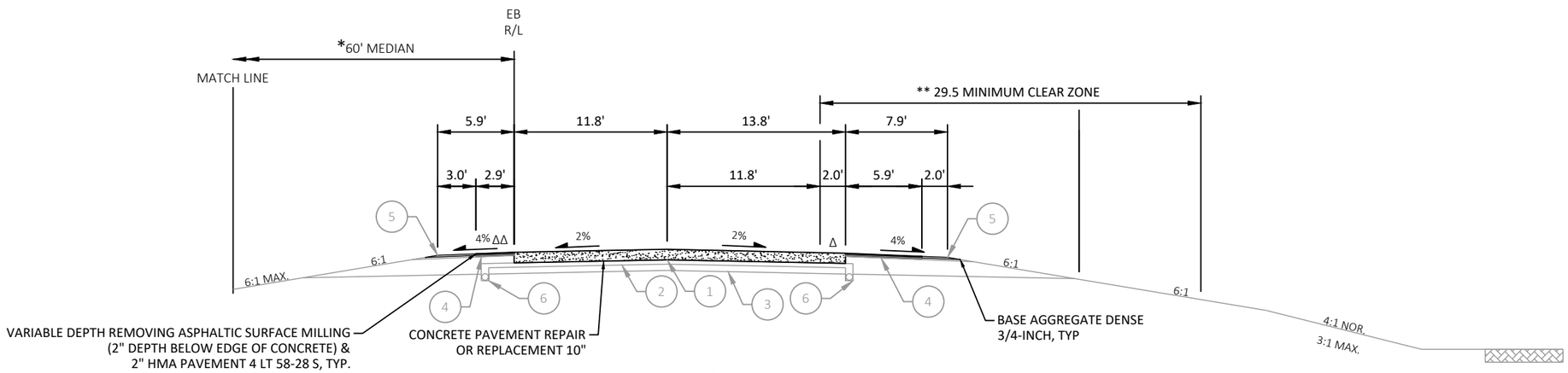
** 29.5'
STA 1058+50 TO STA 1897+78.21

34.12'
STA 1897+78.12 TO STA 2108+00

*** FOR SUPERLEVATED AREAS SEE "FINISHED TYPICAL SUPERELEVATED SECTION".
FOR TEST SECTION AREAS SEE "FINISHED TYPICAL SECTION TEST SECTION.

Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY



FINISHED TYPICAL SECTION

STH 29 EASTBOUND

STA. 1058+00 - STA. 1916+82 ***
STA. 1968+22 - STA. 2108+00 ***

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 9	E

2

LEGEND:

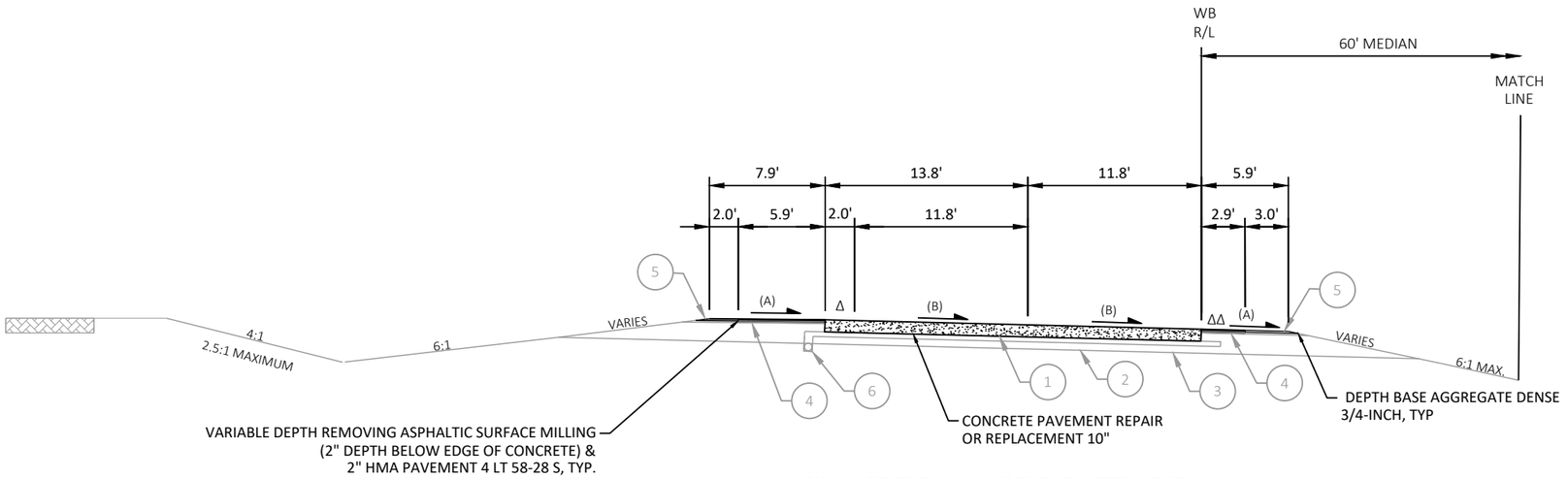
1. 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC CONCRETE PAVEMENT, TYPE LV
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH

(A) LOW SIDE: 4% NORMAL SLOPE. WHEN PAVEMENT SLOPE IS GREATER THAN 4% MATCH PAVEMENT SLOPE.
HIGH SIDE: 4% NORMAL SLOPE, MAX ROLLOVER OF 8% OR FOLLOW SUPERELEVATION.

(B) SEE CURVE DATA TABLE ON PLAN SHEETS FOR SUPERELEVATION RATES.

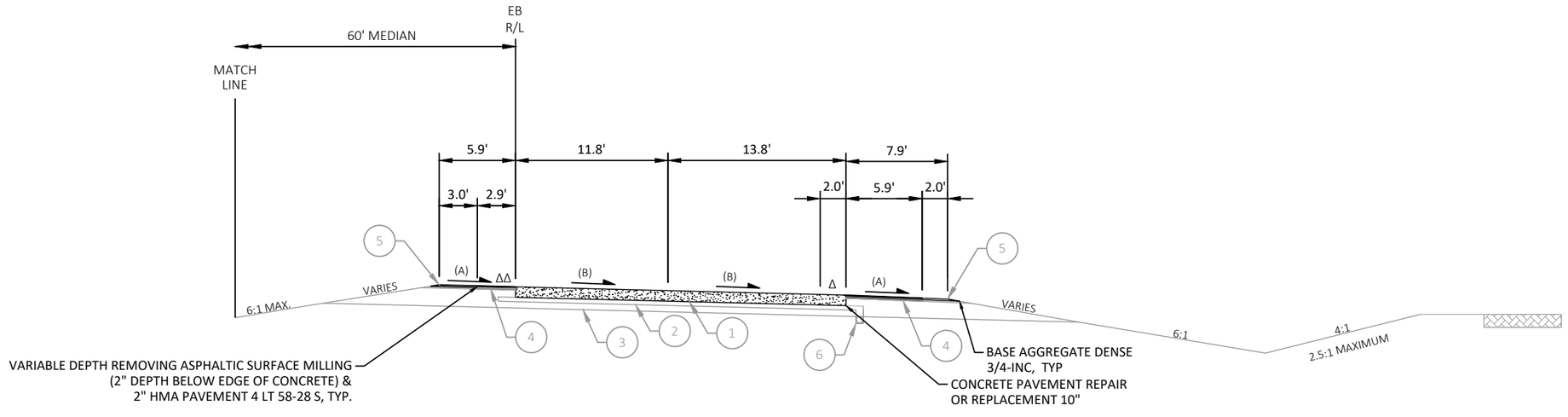
Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY



FINISHED TYPICAL SUPERELEVATED SECTION

STH 29 WESTBOUND

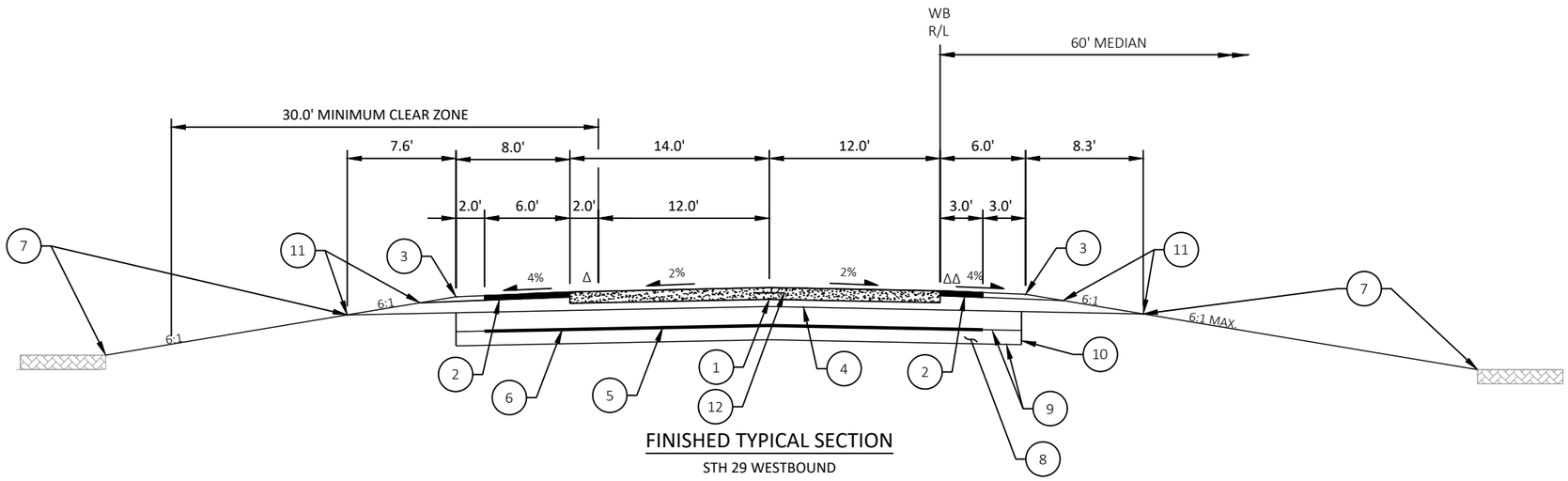


FINISHED TYPICAL SUPERELEVATED SECTION

STH 29 EASTBOUND

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 10	E

2



FINISHED TYPICAL SECTION

STH 29 WESTBOUND

STA. 1282+50 - STA. 1285+25

LEGEND:

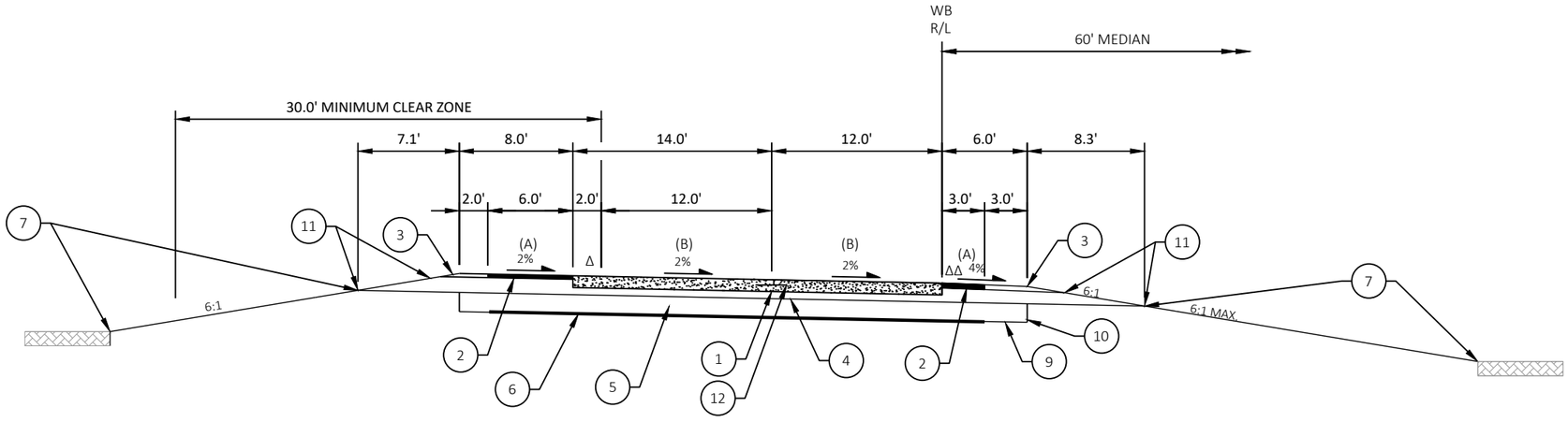
1. CONCRETE PAVEMENT 10-INCH (DOWELED AND TIED)
2. 4" HMA PAVEMENT 4 LT 58-28 S
3. 4" BASE AGGREGATE DENSE 3/4-INCH
4. 6" BASE AGGREGATE DENSE 1 1/4-INCH
5. 16" SELECT CRUSHED MATERIAL
6. GEOGRID TYPE SR
7. TOPSOIL, SEED, FERTILIZE, & EROSION MAT
8. 12" BACKFILL GRANULAR GRADE 2
9. EMBANKMENT SPECIAL COMPACTION REQUIRED
10. SEE RELIEF TRENCH DETAIL
11. SEED & FERTILIZE
12. TIE BAR

(A) LOW SIDE: 4% NORMAL SLOPE. WHEN PAVEMENT SLOPE IS GREATER THAN 4% MATCH PAVEMENT SLOPE.
HIGH SIDE: 4% NORMAL SLOPE, MAX ROLLOVER OF 8% OR FOLLOW SUPERELEVATION.

(B) SEE CURVE DATA TABLE ON PLAN AND PROFILE SHEETS FOR SUPERELEVATION RATES.

Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY



FINISHED TYPICAL SECTION

STH 29 WESTBOUND

STA. 1087+60 - STA. 1096+00

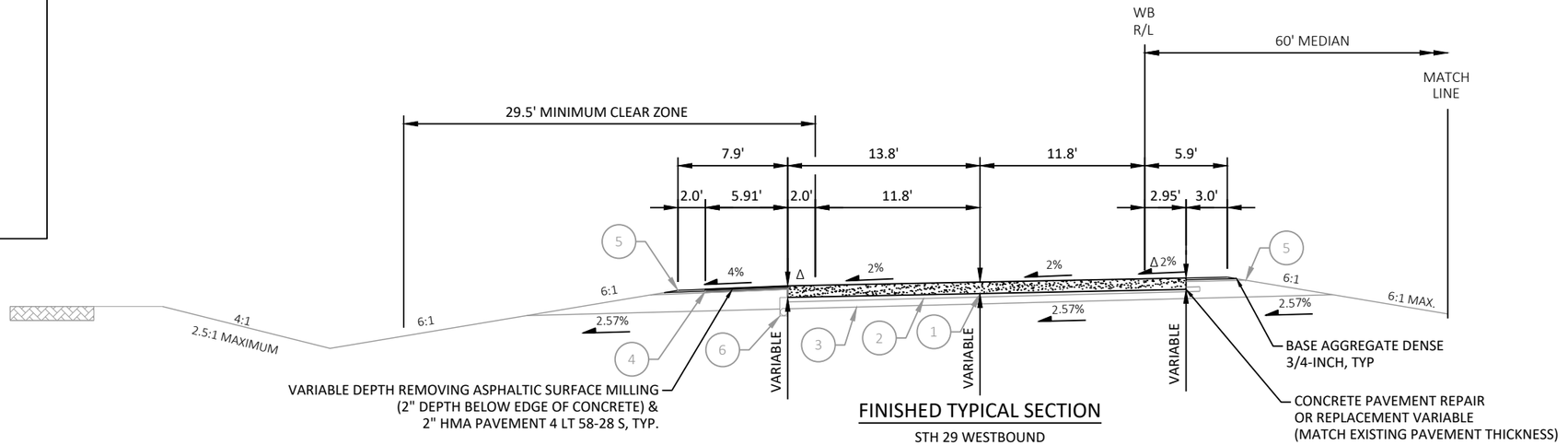
2

LEGEND:

1. 7.87" - 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC CONCRETE PAVEMENT, TYPE LV
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH

Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY



FINISHED TYPICAL SECTION

STH 29 WESTBOUND

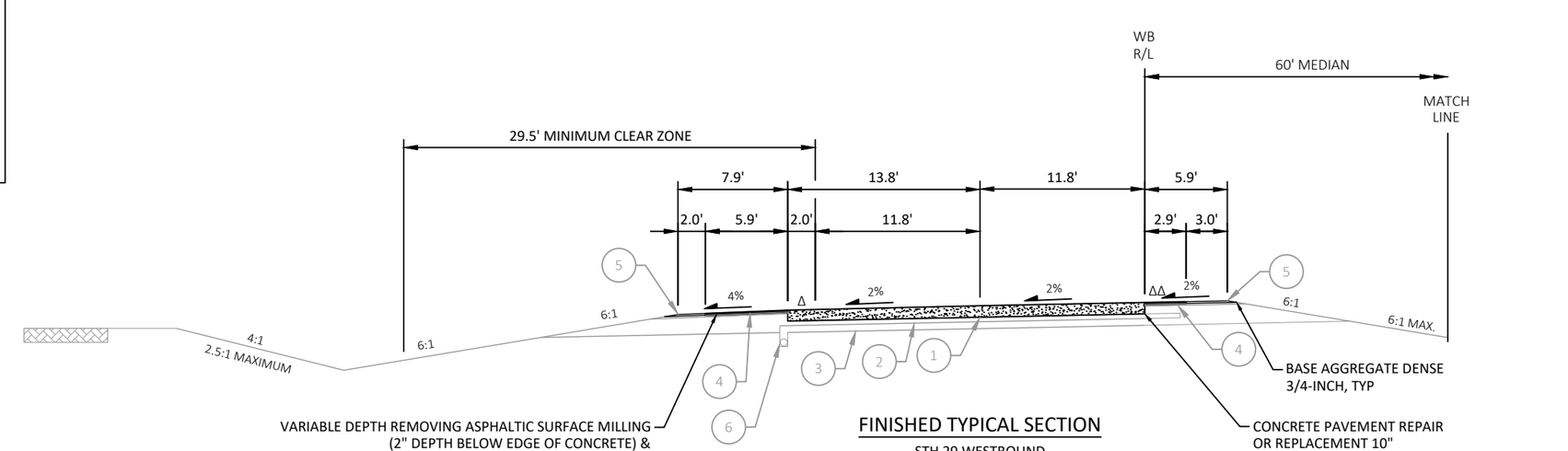
TEST SECTION 2 - SLOPE TO OUTSIDE, VARIABLE DEPTH CONCRETE
STA. 1304+80 - STA. 1315+17

LEGEND:

1. 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. 5.91" CRUSHED AGGREGATE BASE COURSE
4. 2.95" ASPHALTIC CONCRETE PAVEMENT, TYPE LV
5. CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. PIPE UNDERDRAIN, 6-INCH

Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY



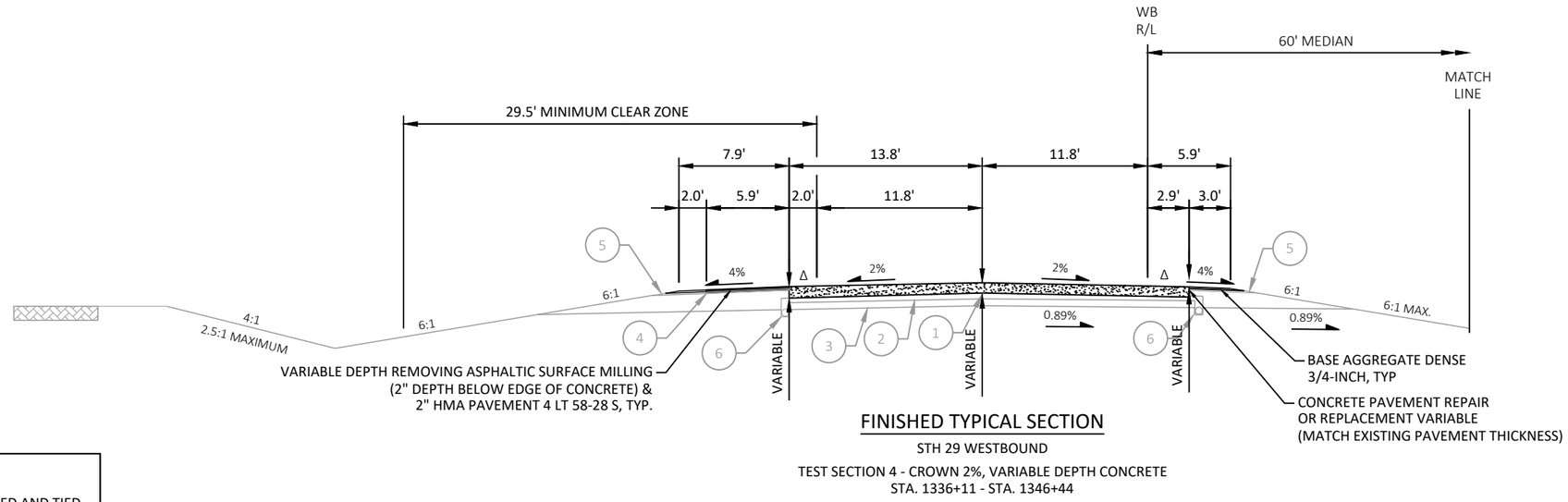
FINISHED TYPICAL SECTION

STH 29 WESTBOUND

TEST SECTION 1 - SLOPE TO OUTSIDE
STA. 1293+09 - STA. 1303+55

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 12	E

2



FINISHED TYPICAL SECTION

STH 29 WESTBOUND

TEST SECTION 4 - CROWN 2%, VARIABLE DEPTH CONCRETE
STA. 1336+11 - STA. 1346+44

LEGEND:

(1) EXISTING 7.87" - 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED

(2) EXISTING 3.94" - 7.28" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1

(3) EXISTING 5.91" CRUSHED AGGREGATE BASE COURSE

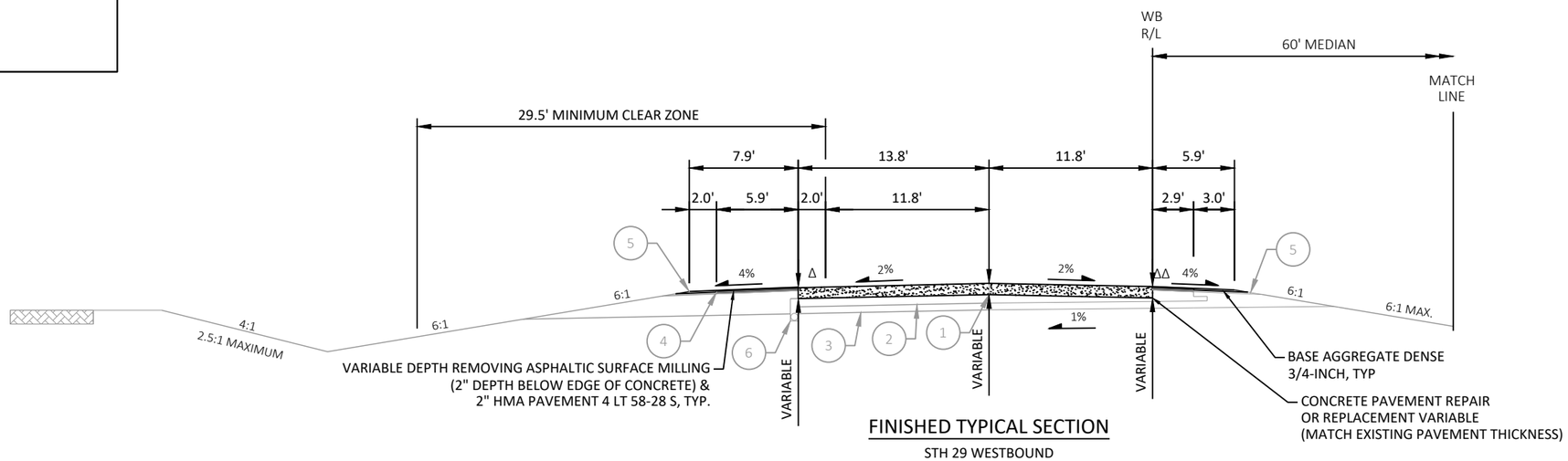
(4) EXISTING 2.95" ASPHALTIC PAVEMENT

(5) EXISTING CRUSHED AGGREGATE BASE COURSE, SHOULDERS

(6) EXISTING PIPE UNDERDRAIN, 6-INCH

Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

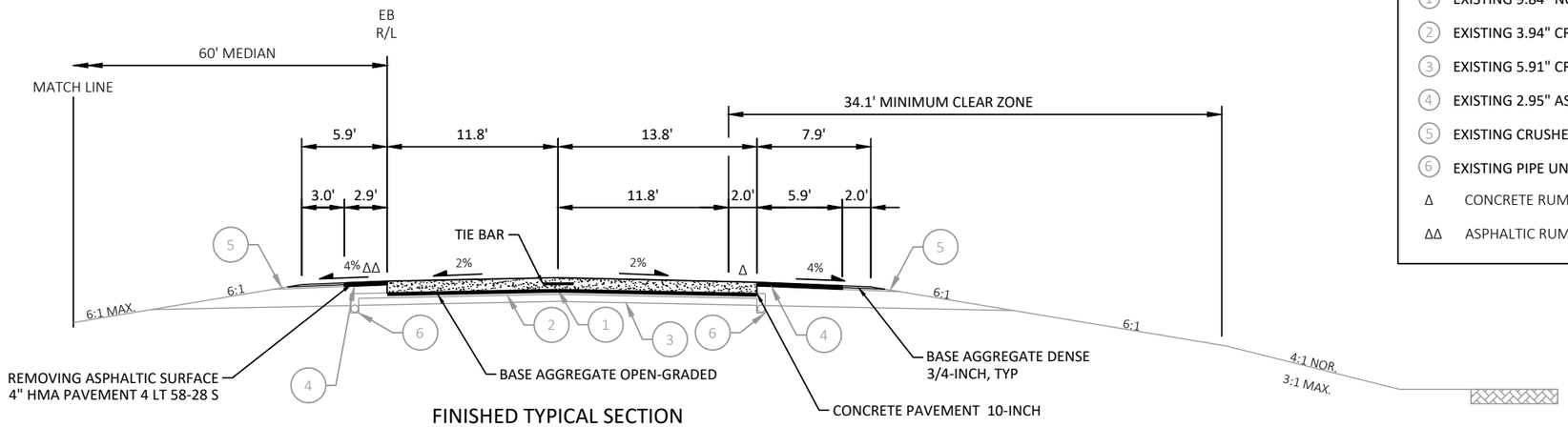
ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY



FINISHED TYPICAL SECTION

STH 29 WESTBOUND

TEST SECTION 3 - CROWN 2%, VARIABLE DEPTH CONCRETE & OPEN GRADED BASE
STA. 1325+18 - STA. 1335+52



FINISHED TYPICAL SECTION

STH 29 EASTBOUND

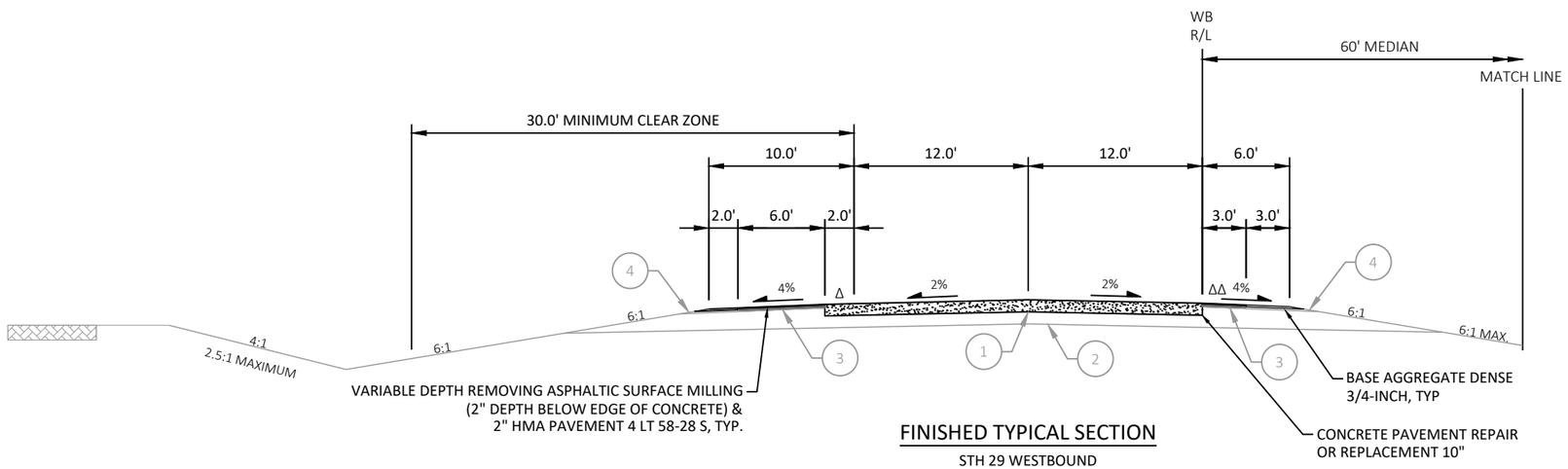
STA. 1916+82 - STA. 1923+36
STA. 1929+61 - STA. 1949+02
STA. 1953+08 - STA.1968+22

LEGEND:

1. EXISTING 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. EXISTING 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. EXISTING 5.91" CRUSHED AGGREGATE BASE COURSE
4. EXISTING 2.95" ASPHALTIC CONCRETE PAVEMENT, TYPE LV
5. EXISTING CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. EXISTING PIPE UNDERDRAIN, 6-INCH

Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY



FINISHED TYPICAL SECTION

STH 29 WESTBOUND

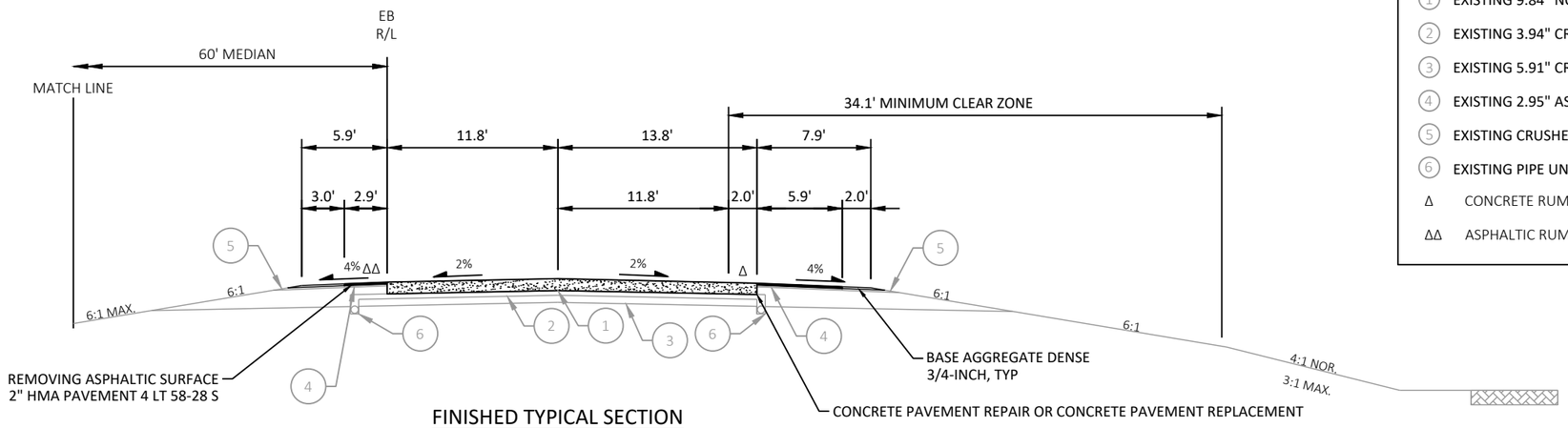
STA. 1063+75 - STA. 1078+75

LEGEND:

1. EXISTING 10" DOWELED CONCRETE PAVEMENT
2. EXISTING 10" BASE AGGREGATE
3. EXISTING 3.5" ASPHALTIC SURFACE
4. EXISTING 3.5" BASE AGGREGATE SHOULDERS

Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY



FINISHED TYPICAL SECTION

STH 29 EASTBOUND

STA. 1923+36 - STA. 1929+61
STA. 1949+02 - STA.1953+08

LEGEND:

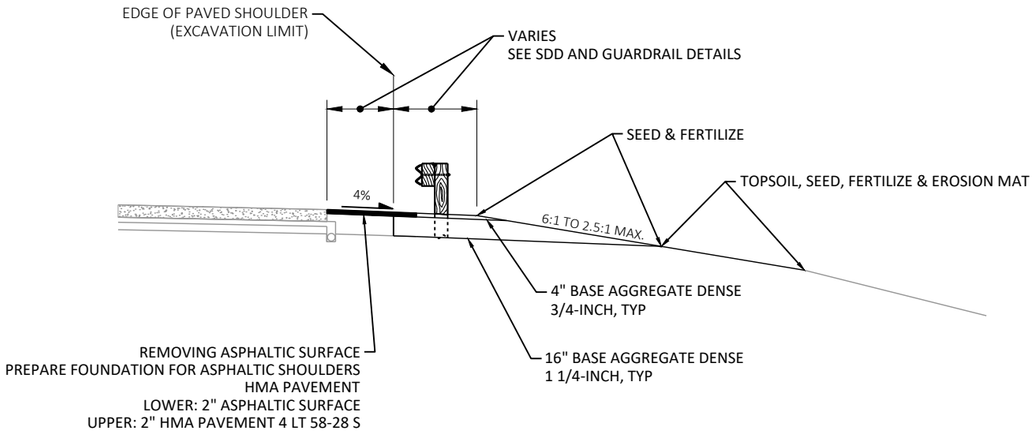
1. EXISTING 9.84" NONREINFORCED CONCRETE PAVEMENT - DOWELED AND TIED
2. EXISTING 3.94" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.1
3. EXISTING 5.91" CRUSHED AGGREGATE BASE COURSE
4. EXISTING 2.95" ASPHALTIC CONCRETE PAVEMENT, TYPE LV
5. EXISTING CRUSHED AGGREGATE BASE COURSE, SHOULDERS
6. EXISTING PIPE UNDERDRAIN, 6-INCH

Δ CONCRETE RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

ΔΔ ASPHALTIC RUMBLE STRIPS SHOULDER DIVIDED ROADWAY

2

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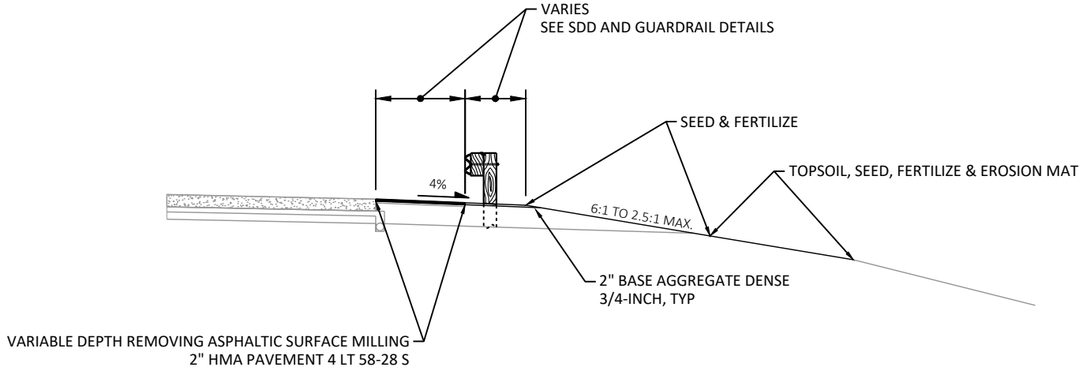
FINISHED TYPICAL SECTION

STH 29 EASTBOUND

STA. 1066+05.71 - STA. 1068+51.53 LT
STA 1066+69.80 - STA 1070+40 RT
STA 1190+35.34 - STA 1194+38.28 RT
STA 1212+64.18 - STA 1217+20.45 RT
STA 1393+89.38 - STA 1394+77.51 RT
STA 1438+25+51 - STA 1441+82.33 RT

STH 29 WESTBOUND

STA 1402+58.50 - STA 1403+63.80 RT



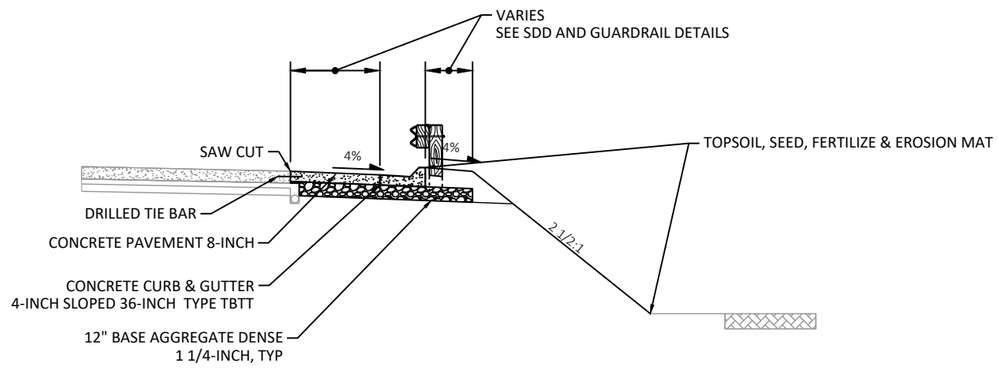
FINISHED TYPICAL SECTION

STH 29 EASTBOUND

STA. 1068+51.53 - STA. 1070+30 LT
STA 1394+77.51 - STA 1398+12 RT
STA 1393+93 - STA 1398+11 LT

STH 29 WESTBOUND

STA 1398+83 - STA. 1403+80 LT
STA 1399+85 - STA 1402+58.50 RT



FINISHED TYPICAL SECTION

STH 29 EASTBOUND

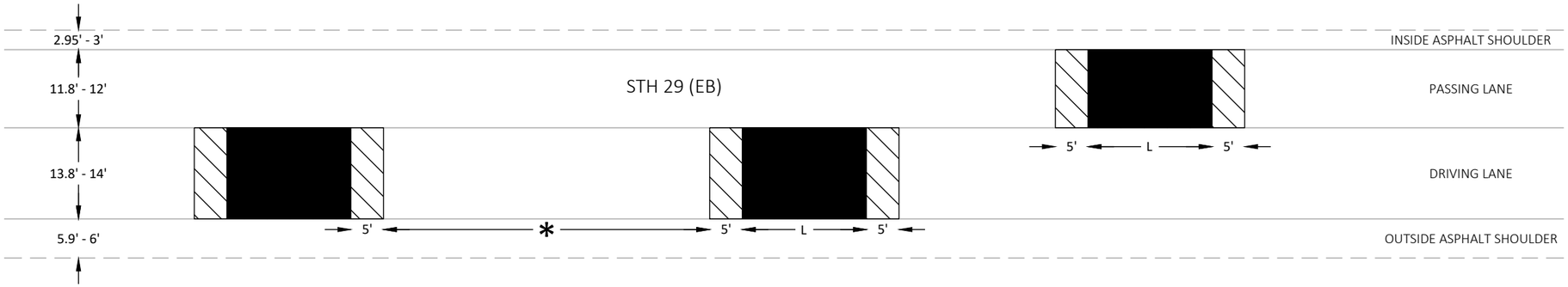
STA. 1070+30 - STA. 1070+83 LT
STA 1070+40 - STA 1070+93 RT

STH 29 WESTBOUND

STA. 1399+32 - STA 1399+85 RT

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 16	E

2



*NOTE: CONNECT DIAMOND GRINDING OPERATIONS AT LOCATIONS WHERE CONSECUTIVE JOINTS ARE BEING REPAIRED AND THE GAP DISTANCE IS LESS THAN OR EQUAL TO 10-FEET

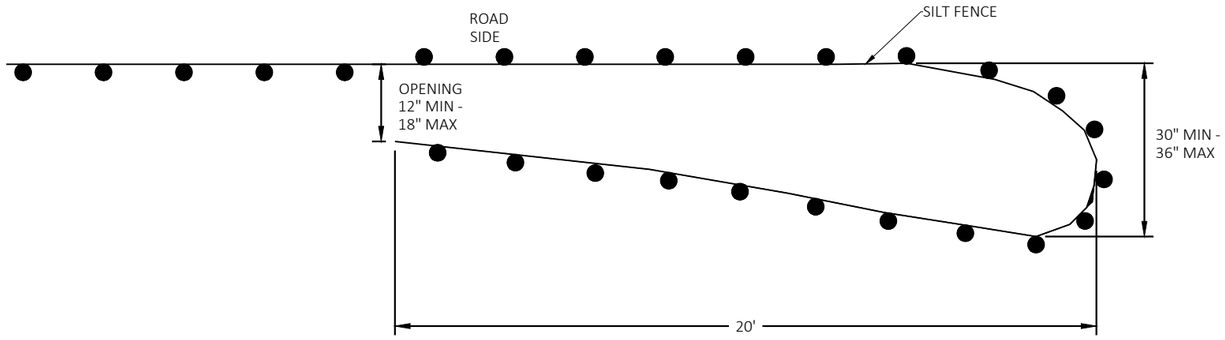
CONCRETE PAVEMENT REPAIR OR REPLACEMENT AREA (MEASURED BY THE SQUARE YARD)

CONTINUOUS DIAMOND GRINDING CONCRETE PAVEMENT (MEASURED BY THE SQUARE YARD)

L = LENGTH OF REPAIR OR REPLACEMENT SHOWN ELSEWHERE IN PLANS

DIAMOND GRINDING LIMITS DETAIL

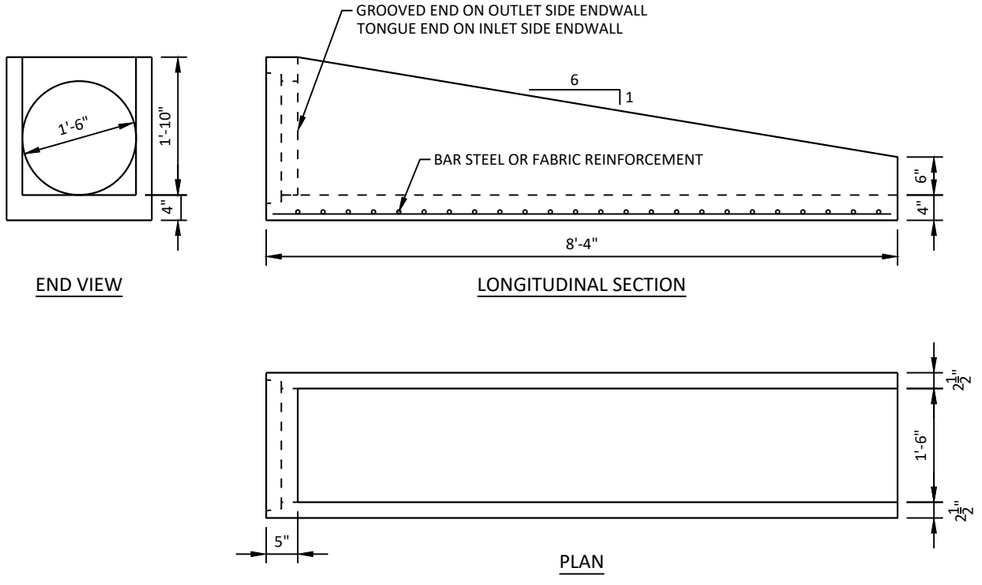
STH 29 EB SHOWN, STH 29 WB SIMILAR



PLAN VIEW

TEMPORARY SMALL ANIMAL TURN-AROUND

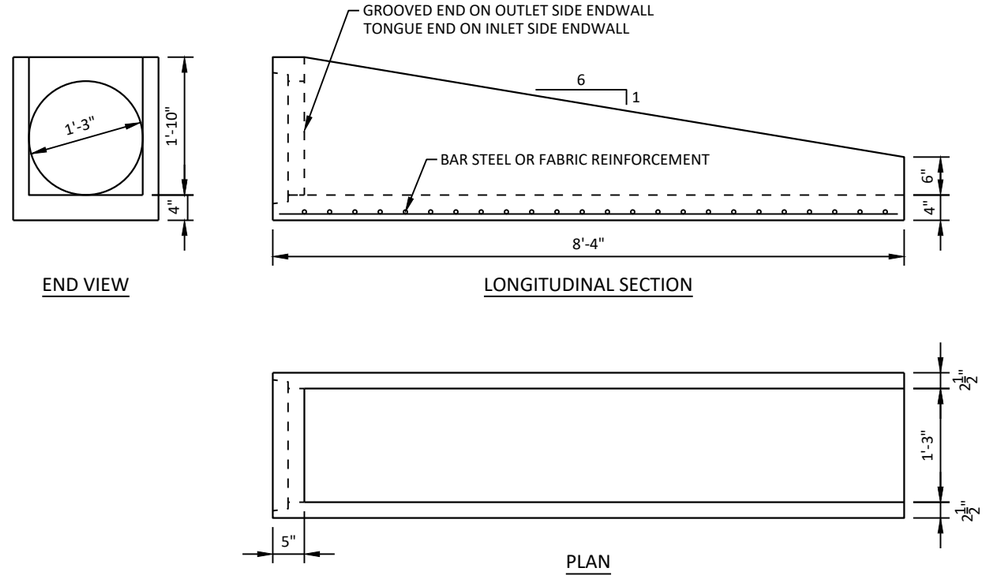
GENERAL NOTES:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.



APRON ENDWALL FOR CULVERT PIPE SLOPED CROSS DRAIN REINFORCED CONCRETE 18-INCH 6 TO 1

NOTES

- STEEL DESIGN IN ACCORDANCE WITH A.S.T.M. C-478
- ALL REINFORCING 1" MINIMUM COVER



APRON ENDWALL FOR CULVERT PIPE SLOPED CROSS DRAIN REINFORCED CONCRETE 15-INCH 6 TO 1

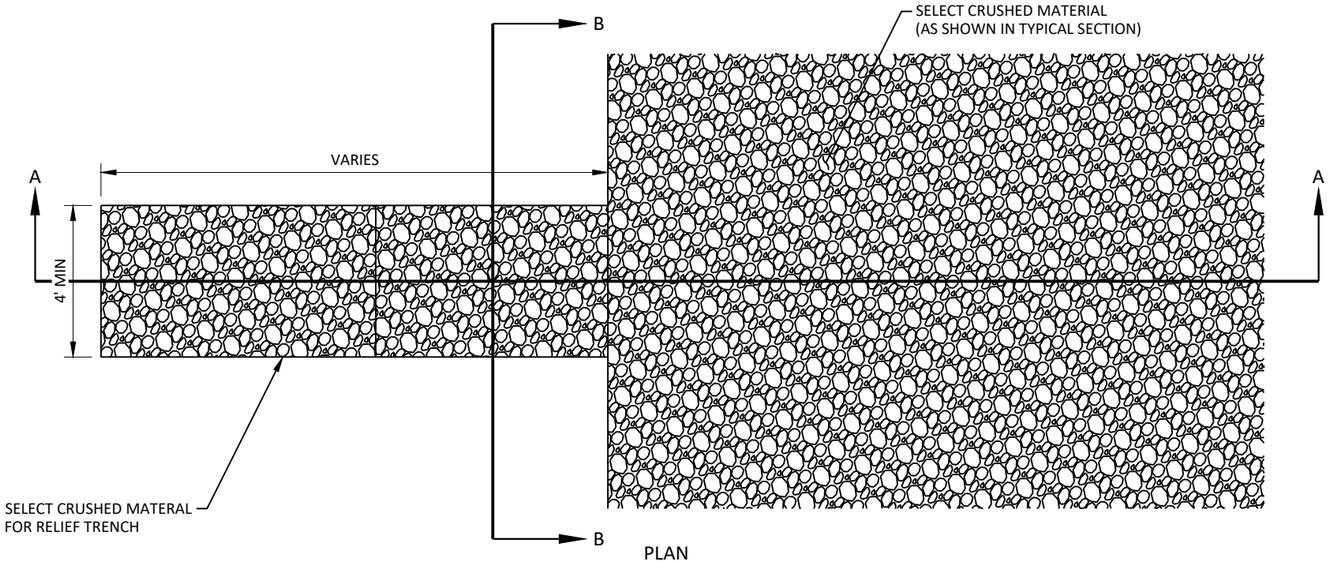
NOTES

- STEEL DESIGN IN ACCORDANCE WITH A.S.T.M. C-478
- ALL REINFORCING 1" MINIMUM COVER

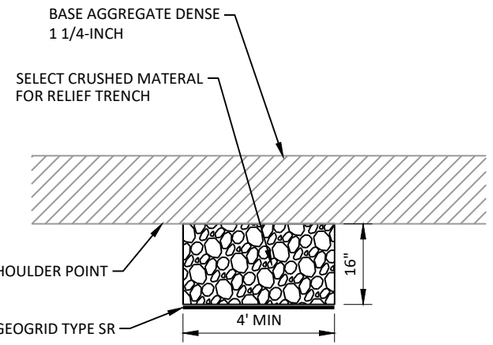
2

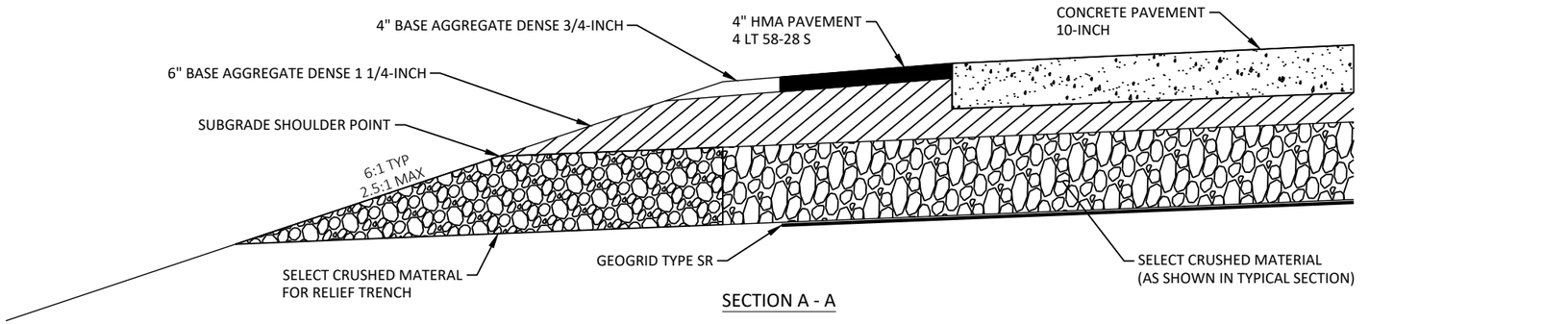
NOTES:
CONSTRUCT RELIEF TRENCHES EVERY 250' MINIMUM, AT EACH SAG VERTICAL CURVE IN THE PROFILE, AND AT LEAST ONE PER REPAIR LOCATION.

LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.



PLAN

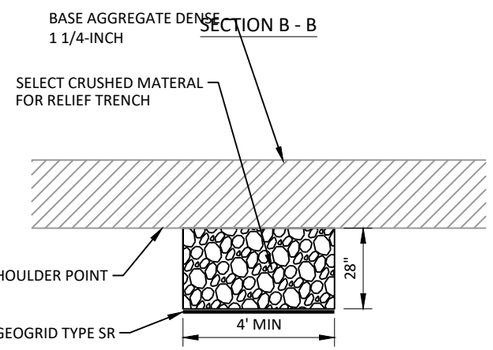




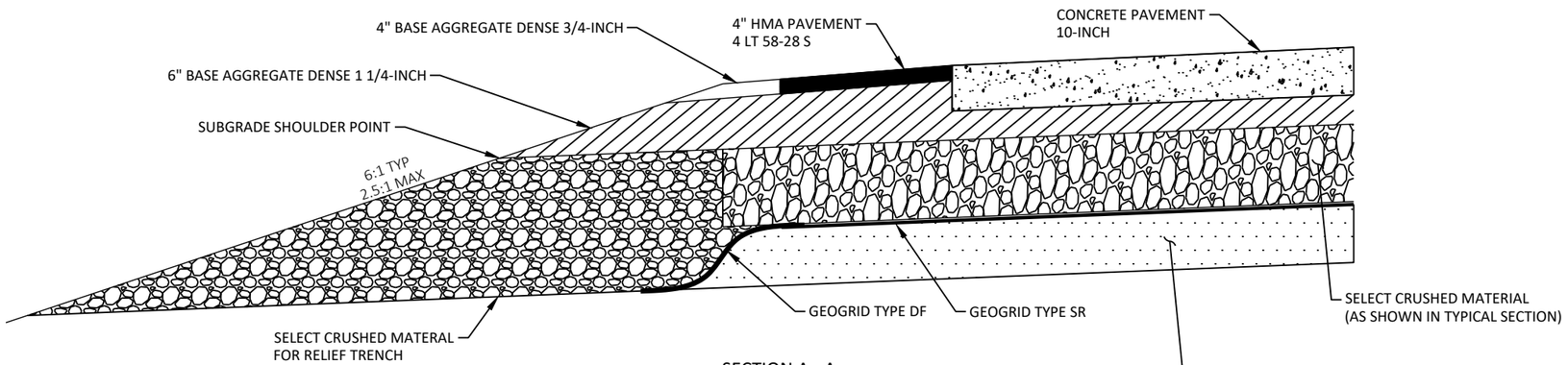
RELIEF TRENCH DETAIL

STA 1087+60 - STA 1096+00 WB

SECTION A - A



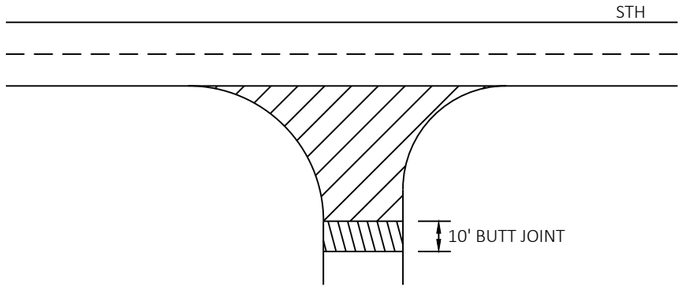
SECTION B - B



RELIEF TRENCH DETAIL

STA 1282+50 - STA 1285+25 WB

SECTION A - A



REMOVING ASPHALTIC SURFACE MILLING

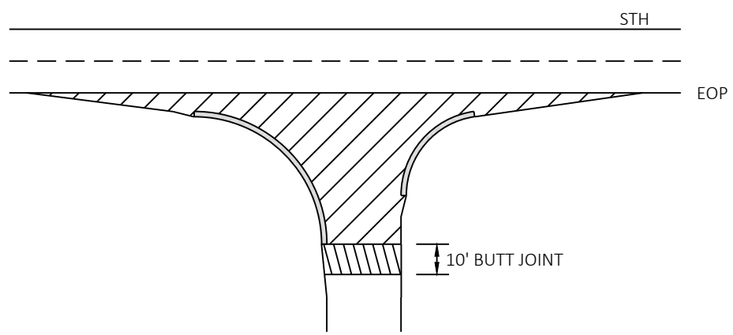
REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITHOUT CURB AND GUTTER

MEDIAN CROSSOVERS PAST END OF WB PROJECT



REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

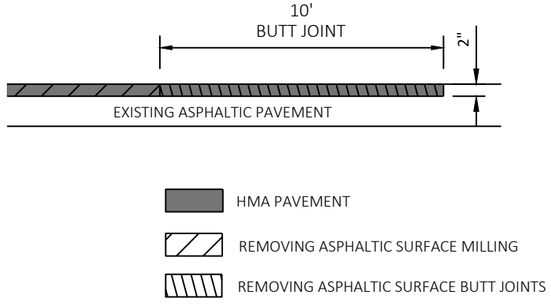
NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITH CURB AND GUTTER

ALL SIDEROADS

2



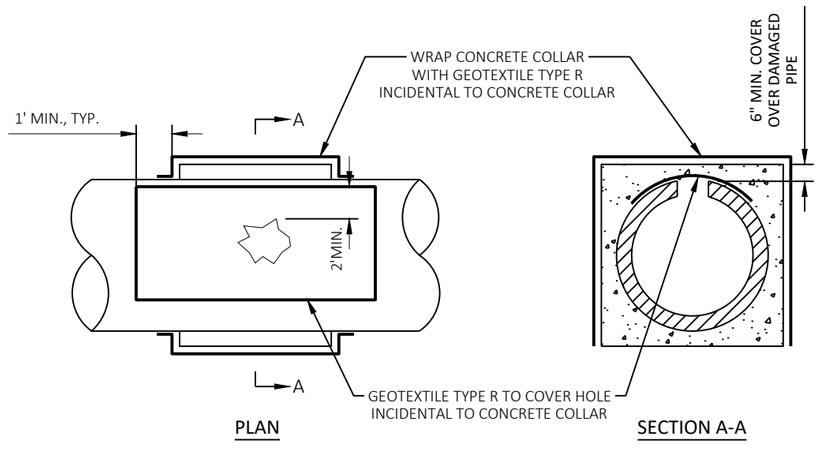
HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

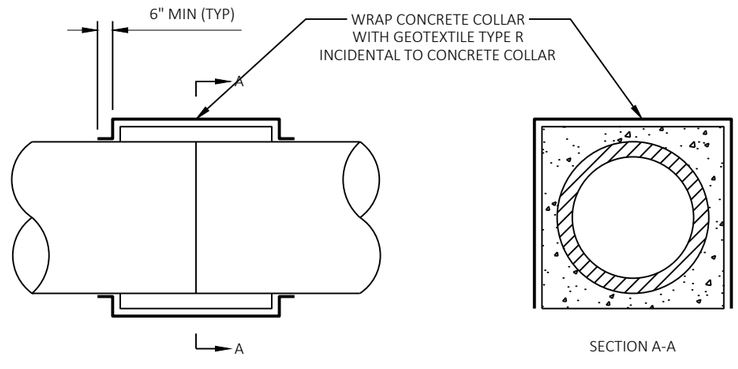
BUTT JOINT

MAINLINE SHOULDERS
SIDEROADS
MEDIAN CROSSOVERS



CONCRETE COLLAR WITH DAMAGED PIPE

SEE SDD "JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR" FOR DETAILS NOT SHOWN



CONCRETE COLLAR

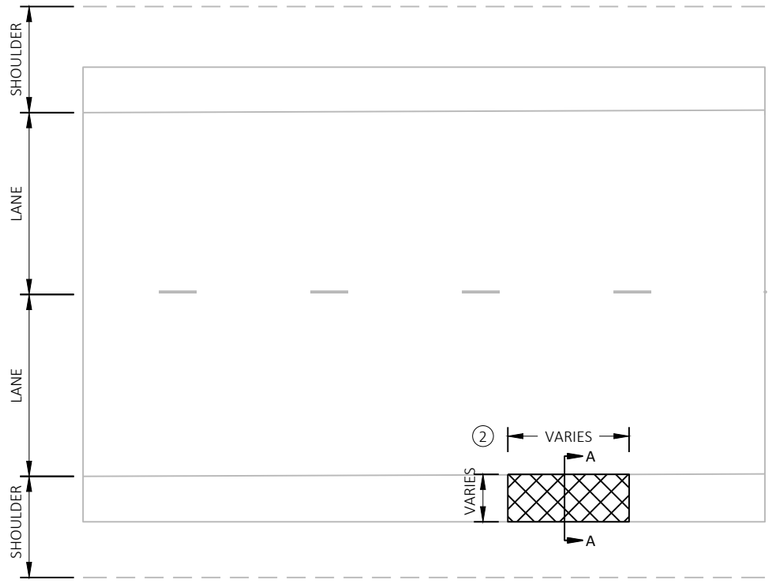
SEE SDD JOINT TIES FOR CONCRETE PIPE AND
CONCRETE PIPE COLLARS FOR DETAILS NOT SHOWN

NOTES:

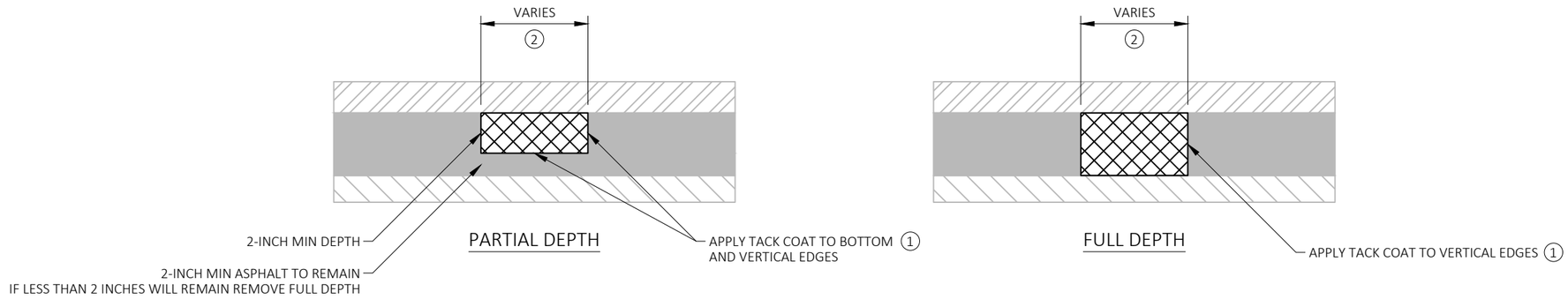
PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

(1) MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.

(2) THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 3 FEET ON INSIDE SHOULDER AND 6 FEET ON OUTSIDE SHOULDER.



PLAN VIEW



SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

2

00 'WB' | 1066+00 'WB' | 1067+00 'WB' | 1068+00 'WB' | STH 29 WB | 1069+00 'WB' | 1070+00 'WB' | 1071+00 'WB'

PI: 1070+11.30
STA AHEAD = 1070+11.30
STA BACK = 1070+11.39

N

+36.09 5.90' LT
SLOPE INTERCEPT, TYP.
+55.31 13.85' LT
53.125' MGS EAT
+80.29 11.24' LT
+05.27 9.97' LT
337.5' MGS 3
39.4' Δ
REMOVE CONCRETE SURFACE DRAIN
CONCRETE SURFACE DRAIN
+05.71 2.95' LT
+55.30 7.83' LT
+08.40 5.91' LT
+51.53 0.00'

+00 'EB' | 1066+00 'EB' | 1067+00 'EB' | 1068+00 'EB' | 1069+00 'EB' | 1070+00 'EB' | 1071+00 'EB'

STH 29 EB

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CONCRETE PAVEMENT 8-INCH

+69.80 31.59' RT
+14.80 36.04' RT
+39.78 39.42' RT
+67.89 34.36' RT
+86.43 33.47' RT
+14.80 42.03' RT
+64.76 38.15' RT
EXISTING WETLAND BOUNDARY
CONCRETE SURFACE DRAIN
MIDDLE BRANCH EMBARRASS RIVER
53.125' MGS EAT
287.5 MGS 3
39.4' Δ
REMOVE CONCRETE SURFACE DRAIN

LEGEND

MGS 3	MGS GUARDRAIL 3
Δ	MGS THRIE BEAM TRANSITION
MGS EAT	MGS GUARDRAIL TERMINAL EAT
XXXXXX	SAWING ASPHALT

N

00 'WB' | 1190+00 'WB' | 1191+00 'WB' | STH 29 WB | 1192+00 'WB' | 1193+00 'WB' | 1194+00 'WB' | 1195+00 'WB'

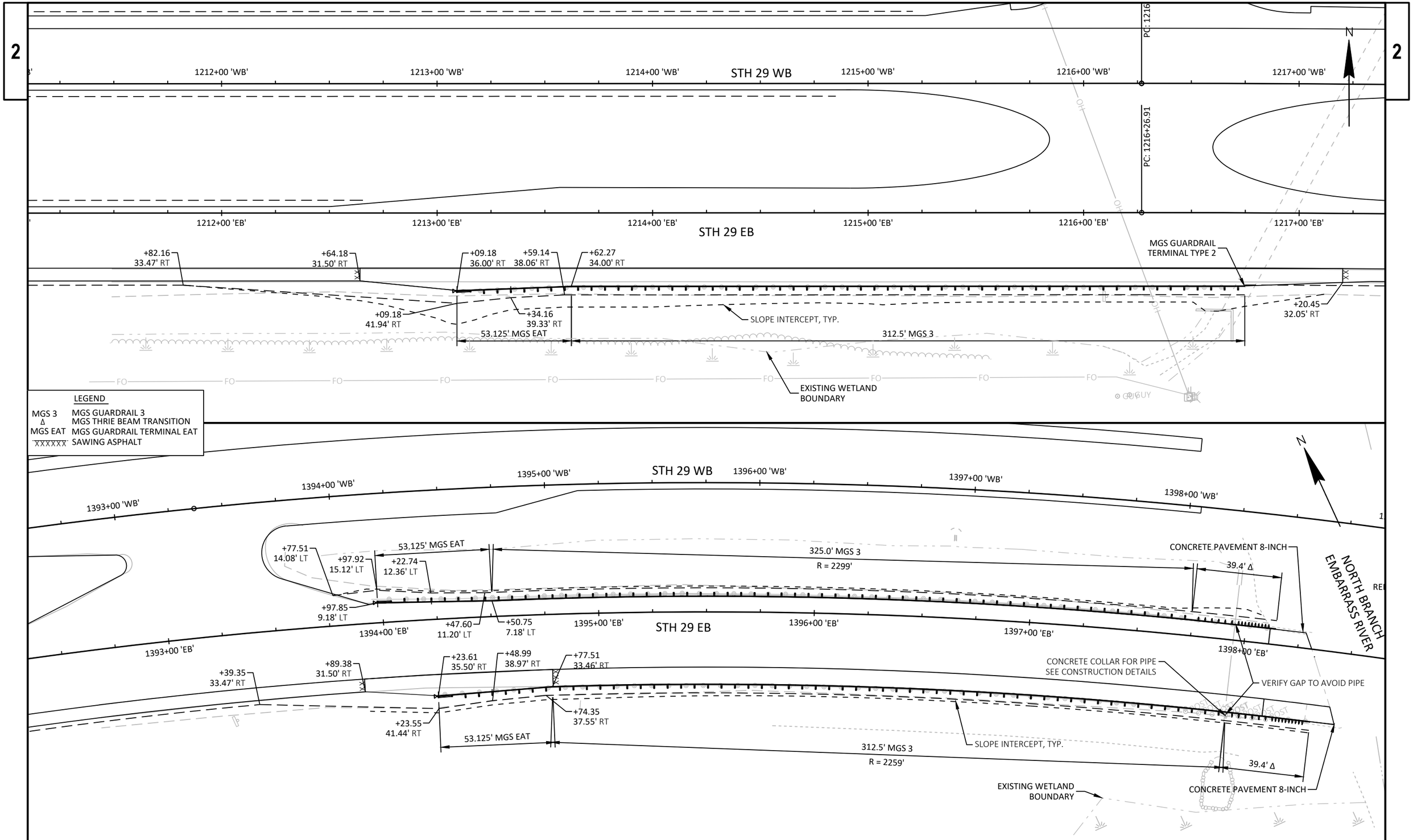
+00 'EB' | 1190+00 'EB' | 1191+00 'EB' | 1192+00 'EB' | 1193+00 'EB' | 1194+00 'EB' | 1195+00 'EB'

STH 29 EB

+35.34 31.42' RT
+81.12 36.01' RT
+06.10 39.33' RT
+34.21 34.00' RT
MGS GUARDRAIL TERMINAL TYPE 2
MGS GUARDRAIL TERMINAL TYPE 2
+54.10 33.47' RT
+31.09 38.06' RT
+38.28 31.50' RT
+81.12 41.94' RT
SLOPE INTERCEPT, TYP.
53.125' MGS EAT
62.5' MGS 3
GRAVEL FE
53.125' MGS EAT
112.5' MGS 3
EXISTING WETLAND BOUNDARY

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	GUARDRAIL DETAIL	SHEET 22 E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-021001-CD.DWG
LAYOUT NAME - 10582260-021021-cd
PLOT DATE : 6/11/2025 11:19 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	GUARDRAIL DETAIL	SHEET 23	E

2

39.4' Δ

287.5' MGS 3

53.125' MGS EAT

+31.15
36.99' LT

+56.13
39.60' LT

+48.05
33.47' LT

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

CONCRETE
PAVEMENT 8-INCH

PT: 1400+49.99

STA AHEAD = 1400+49.99
STA BACK = 1400+88.32

+03.04
31.66' LT

+06.16
35.72' LT

+58.50
0.00'

+56.13
33.66' LT

+74.11
12.75' RT

+49.13
11.48' RT

+99.10
9.34' RT

+40.97
5.90' RT

1399+00 'WB'

1400+00 'WB'

1401+00 'WB'

STH 29 WB

1402+00 'WB'

1403+00 'WB'

1404+00 'WB'

NORTH BRANCH
EMBARRASS RIVER

REMOVE CONCRETE
SURFACE DRAIN

39.4' Δ

CONCRETE SURFACE DRAIN

SLOPE INTERCEPT, TYP.

+46.01
7.42' RT

+99.10
15.36' RT

+63.80
2.95' RT

312.5' MGS 3

53.125' MGS EAT

EXISTING WETLAND
BOUNDARY

PT: 1400+49.99

1399+00 'EB'

1400+00 'EB'

1401+00 'EB'

STH 29 EB

1402+00 'EB'

1403+00 'EB'

1404+00 'EB'

LEGEND

MGS 3	MGS GUARDRAIL 3
Δ	MGS THRIE BEAM TRANSITION
MGS EAT	MGS GUARDRAIL TERMINAL EAT
XXXXXX	SAWING ASPHALT

1437+00 'WB'

1438+00 'WB'

STH 29 WB

1439+00 'WB'

1440+00 'WB'

1441+00 'WB'

1442+00 'WB'

1437+00 'EB'

1438+00 'EB'

STH 29 EB

1439+00 'EB'

1440+00 'EB'

1441+00 'EB'

1442+00 'EB'

+25.51
25.59' RT

+63.34
36.00' RT

+87.90
39.17' RT

+12.44
38.02' RT

+15.55
34.00' RT

+82.33
25.59' RT

+34.77
40.55' RT

+63.41
41.93' RT

53.125' MGS EAT

SLOPE INTERCEPT, TYP.

225.0' MGS 3
R = 2117'

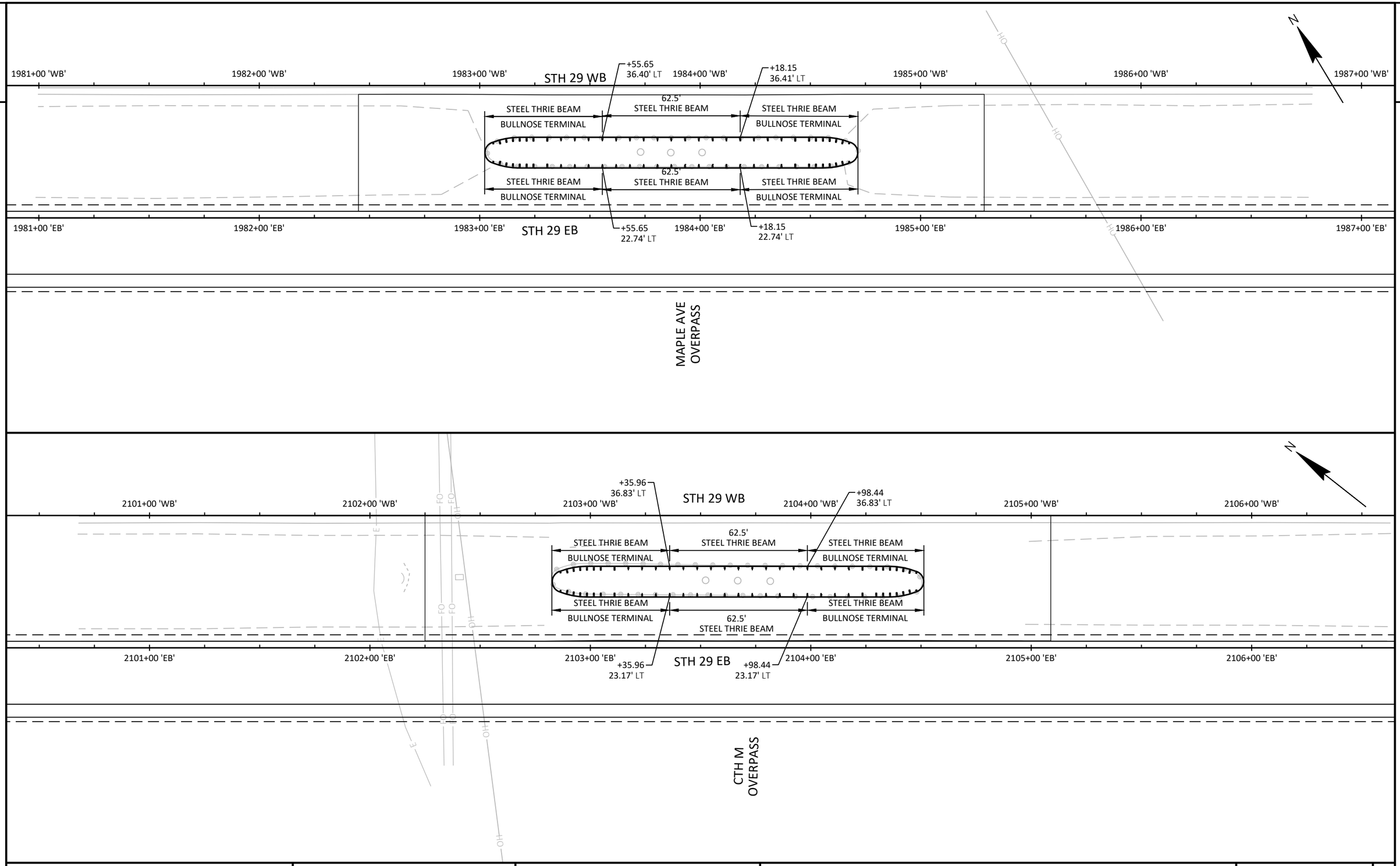
MGS GUARDRAIL TERMINAL TYPE 2

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE D
(DWY CURB HEAD)

EXISTING WETLAND
BOUNDARY

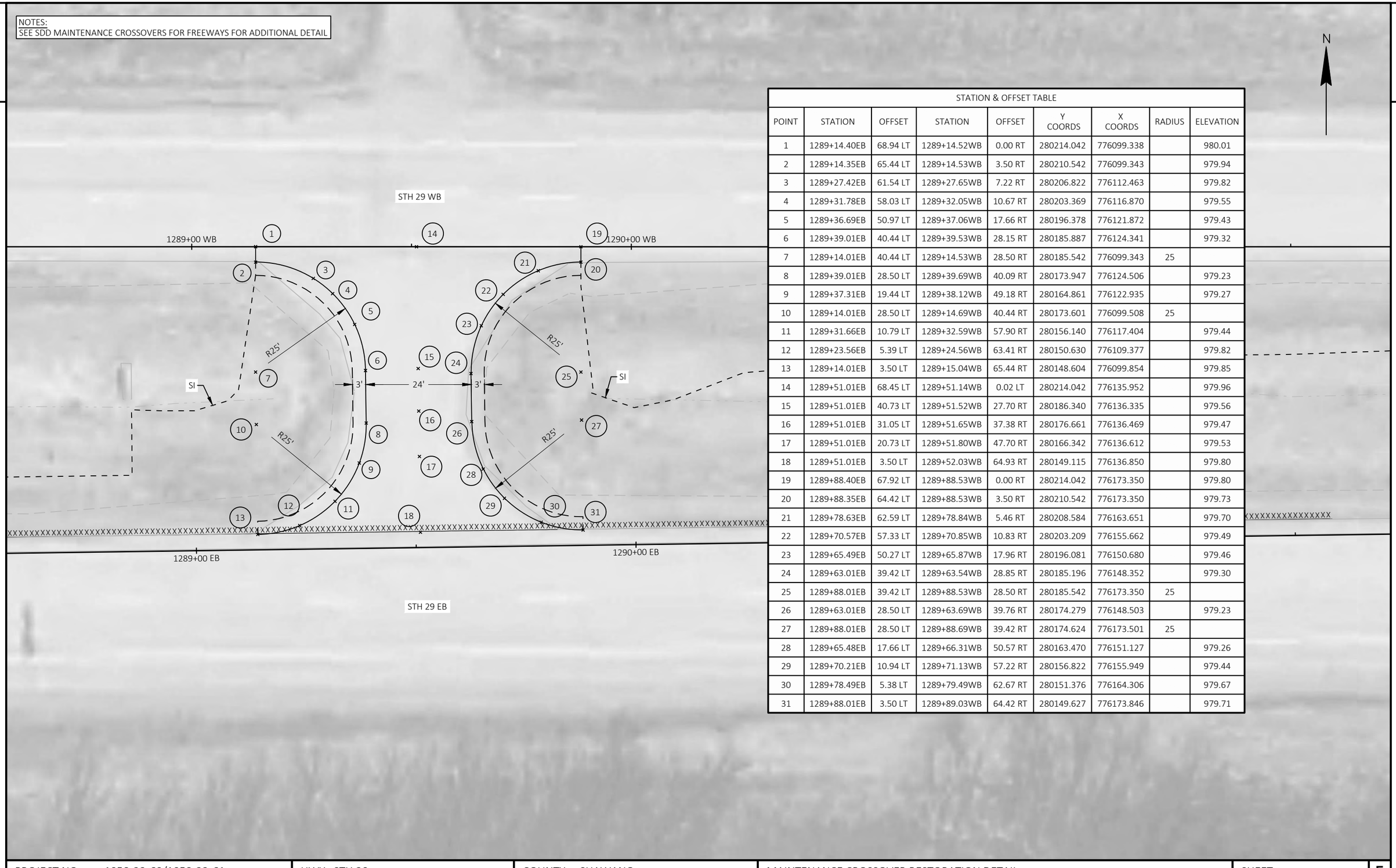
CTH D

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	GUARDRAIL DETAIL	SHEET 24 E



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	GUARDRAIL DETAIL	SHEET 25	E

NOTES:
SEE SDD MAINTENANCE CROSSOVERS FOR FREEWAYS FOR ADDITIONAL DETAIL



STATION & OFFSET TABLE

POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEVATION
1	1289+14.40EB	68.94 LT	1289+14.52WB	0.00 RT	280214.042	776099.338		980.01
2	1289+14.35EB	65.44 LT	1289+14.53WB	3.50 RT	280210.542	776099.343		979.94
3	1289+27.42EB	61.54 LT	1289+27.65WB	7.22 RT	280206.822	776112.463		979.82
4	1289+31.78EB	58.03 LT	1289+32.05WB	10.67 RT	280203.369	776116.870		979.55
5	1289+36.69EB	50.97 LT	1289+37.06WB	17.66 RT	280196.378	776121.872		979.43
6	1289+39.01EB	40.44 LT	1289+39.53WB	28.15 RT	280185.887	776124.341		979.32
7	1289+14.01EB	40.44 LT	1289+14.53WB	28.50 RT	280185.542	776099.343	25	
8	1289+39.01EB	28.50 LT	1289+39.69WB	40.09 RT	280173.947	776124.506		979.23
9	1289+37.31EB	19.44 LT	1289+38.12WB	49.18 RT	280164.861	776122.935		979.27
10	1289+14.01EB	28.50 LT	1289+14.69WB	40.44 RT	280173.601	776099.508	25	
11	1289+31.66EB	10.79 LT	1289+32.59WB	57.90 RT	280156.140	776117.404		979.44
12	1289+23.56EB	5.39 LT	1289+24.56WB	63.41 RT	280150.630	776109.377		979.82
13	1289+14.01EB	3.50 LT	1289+15.04WB	65.44 RT	280148.604	776099.854		979.85
14	1289+51.01EB	68.45 LT	1289+51.14WB	0.02 LT	280214.042	776135.952		979.96
15	1289+51.01EB	40.73 LT	1289+51.52WB	27.70 RT	280186.340	776136.335		979.56
16	1289+51.01EB	31.05 LT	1289+51.65WB	37.38 RT	280176.661	776136.469		979.47
17	1289+51.01EB	20.73 LT	1289+51.80WB	47.70 RT	280166.342	776136.612		979.53
18	1289+51.01EB	3.50 LT	1289+52.03WB	64.93 RT	280149.115	776136.850		979.80
19	1289+88.40EB	67.92 LT	1289+88.53WB	0.00 RT	280214.042	776173.350		979.80
20	1289+88.35EB	64.42 LT	1289+88.53WB	3.50 RT	280210.542	776173.350		979.73
21	1289+78.63EB	62.59 LT	1289+78.84WB	5.46 RT	280208.584	776163.651		979.70
22	1289+70.57EB	57.33 LT	1289+70.85WB	10.83 RT	280203.209	776155.662		979.49
23	1289+65.49EB	50.27 LT	1289+65.87WB	17.96 RT	280196.081	776150.680		979.46
24	1289+63.01EB	39.42 LT	1289+63.54WB	28.85 RT	280185.196	776148.352		979.30
25	1289+88.01EB	39.42 LT	1289+88.53WB	28.50 RT	280185.542	776173.350	25	
26	1289+63.01EB	28.50 LT	1289+63.69WB	39.76 RT	280174.279	776148.503		979.23
27	1289+88.01EB	28.50 LT	1289+88.69WB	39.42 RT	280174.624	776173.501	25	
28	1289+65.48EB	17.66 LT	1289+66.31WB	50.57 RT	280163.470	776151.127		979.26
29	1289+70.21EB	10.94 LT	1289+71.13WB	57.22 RT	280156.822	776155.949		979.44
30	1289+78.49EB	5.38 LT	1289+79.49WB	62.67 RT	280151.376	776164.306		979.67
31	1289+88.01EB	3.50 LT	1289+89.03WB	64.42 RT	280149.627	776173.846		979.71

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	MAINTENANCE CROSSOVER RESTORATION DETAIL	SHEET 26	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\021001-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 8/5/2024 11:07 AM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

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

1019.53
-3.91 LT

1019.48
-3.91 LT

1019.54
-3.91 LT

1019.71
-3.91 LT

1019.77
-3.91 LT

1070+00 'EB'

±1019.68

±1019.71

±1019.74

CONCRETE PAVEMENT 8-INCH

±1019.85

±1019.93

1071+00 'EB'

+30.02
0.00'

+39.65
0.00'

+50.00
0.00'

+75.00
0.00'

+83.40
0.00'

N

REMOVING CONCRETE PAVEMENT

+39.51
25.59' RT

+49.15
25.61' RT

+74.95
25.66' RT

+92.90
25.70' RT

CONCRETE PAVEMENT 8-INCH

±1019.73

±1019.78

±1019.91

±1020.01

MIDDLE BRANCH
EMBARRASS RIVER

1019.47
32.09 RT

1019.52
32.09 RT

1019.66
32.09 RT

1019.76
32.09 RT

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

N

REMOVING CONCRETE PAVEMENT

+31.91
0.00'

+50.00
0.00'

+77.74
0.00'

+85.46
0.00'

1400+00 'WB'

1399+00 'WB'

±940.93

±940.87

±940.85

±941.00

CONCRETE PAVEMENT 8-INCH

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

940.89
5.42 RT

940.82
5.42 RT

940.76
5.42 RT

940.74
5.42 RT

CONCRETE SURFACE DRAIN

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PAVING DETAIL	SHEET 27	E

2

00 'WB'
1066+00 'WB'
1067+00 'WB'
STH 29 WB
1068+00 'WB'
1069+00 'WB'
1070+00 'WB'
PI: 1070+11.30
STA AHEAD = 1070+11.30
STA BACK = 1070+11.39
1071+00 'WB'

N

2

SLOPE INTERCEPT, TYP.

MIDDLE BRANCH
EMBARRASS RIVER

+00 'EB'
1066+00 'EB'
1067+00 'EB'
STH 29 EB
1068+00 'EB'
1069+00 'EB'
1070+00 'EB'
1071+00 'EB'

FO

LEGEND

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

N

1087+00 'WB'
1088+00 'WB'
1089+00 'WB'
1090+00 'WB'
1091+00 'WB'
1092+00 'WB'
PC: 1092+08.93
1093+(

MATCH LINE STA 1093+00

087+00 'EB'
1088+00 'EB'
1089+00 'EB'
1090+00 'EB'
1091+00 'EB'
1092+00 'EB'
PC: 1092+14.46
1093+00

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 28	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022001-EC.DWG
LAYOUT NAME - 10582260-022001-ec
PLOT DATE : 7/30/2024 7:47 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

MATCH LINE STA 1093+00

N

STH 29 WB

0 'WB' | 1094+00 'WB' | 1095+00 'WB' | 1096+00 'WB' | 1097+00 'WB'

INLET PROTECTION TYPE A

'EB' | STH 29 EB | 1094+00 'EB' | 1095+00 'EB' | 1096+00 'EB' | 1097+00 'EB'

LEGEND

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

'B' | 1191+00 'WB' | 1192+00 'WB' | STH 29 WB | 1193+00 'WB' | 1194+00 'WB' | 1195+00 'WB'

N

+00 'EB' | 1190+00 'EB' | 1191+00 'EB' | 1192+00 'EB' | STH 29 EB | 1193+00 'EB' | 1194+00 'EB' | 1195+00 'EB'

OH

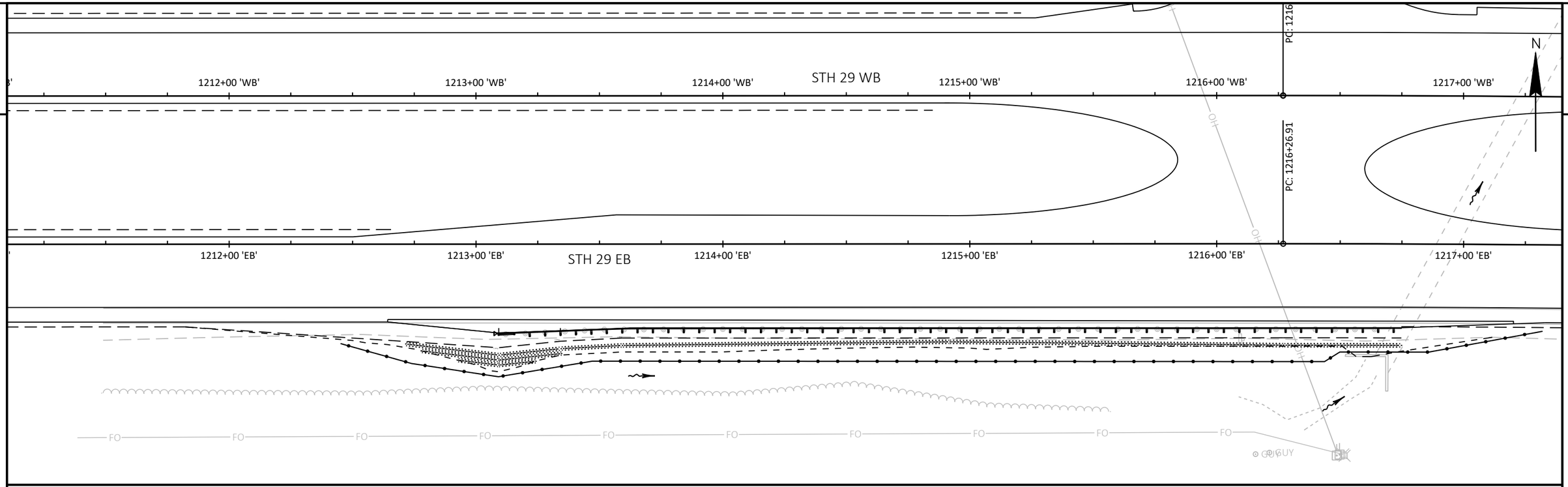
FO

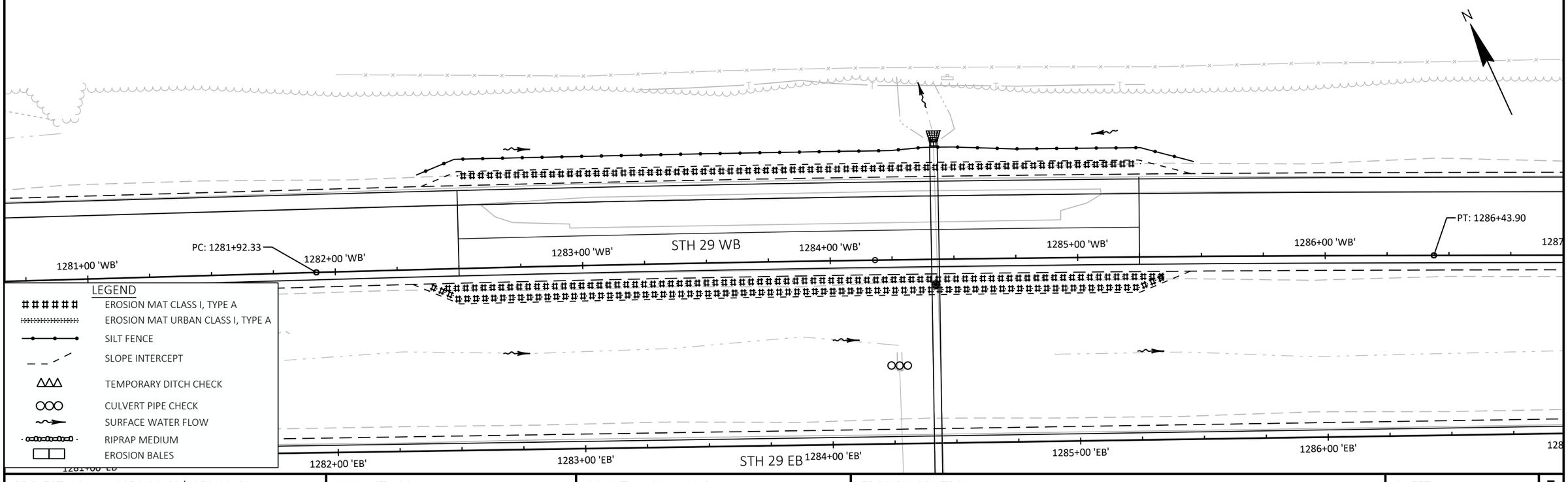
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 29	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022001-EC.DWG
LAYOUT NAME - 10582260-022002-ec

PLOT DATE : 7/30/2024 7:47 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

2





PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 30	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022001-EC.DWG
LAYOUT NAME - 10582260-022003-ec

PLOT DATE : 7/30/2024 7:47 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

N

STH 29 WB

1394+00 'WB'

1395+00 'WB'

1396+00 'WB'

1397+00 'WB'

1398+00 'WB'

STH 29 EB

1394+00 'EB'

1395+00 'EB'

1396+00 'EB'

1397+00 'EB'

1398+00 'EB'

NORTH BRANCH EMBARRASS RIVER

GUY

1376+00 'WB'

1377+

1399+00 'WB'

1400+00 'WB'

1401+00 'WB'

1402+00 'WB'

1403+00 'WB'

1404+00 'WB'

PT: 1400+49.99

STA AHEAD = 1400+49.99

STA BACK = 1400+88.32

1400+00 'EB'

1401+00 'EB'

1402+00 'EB'

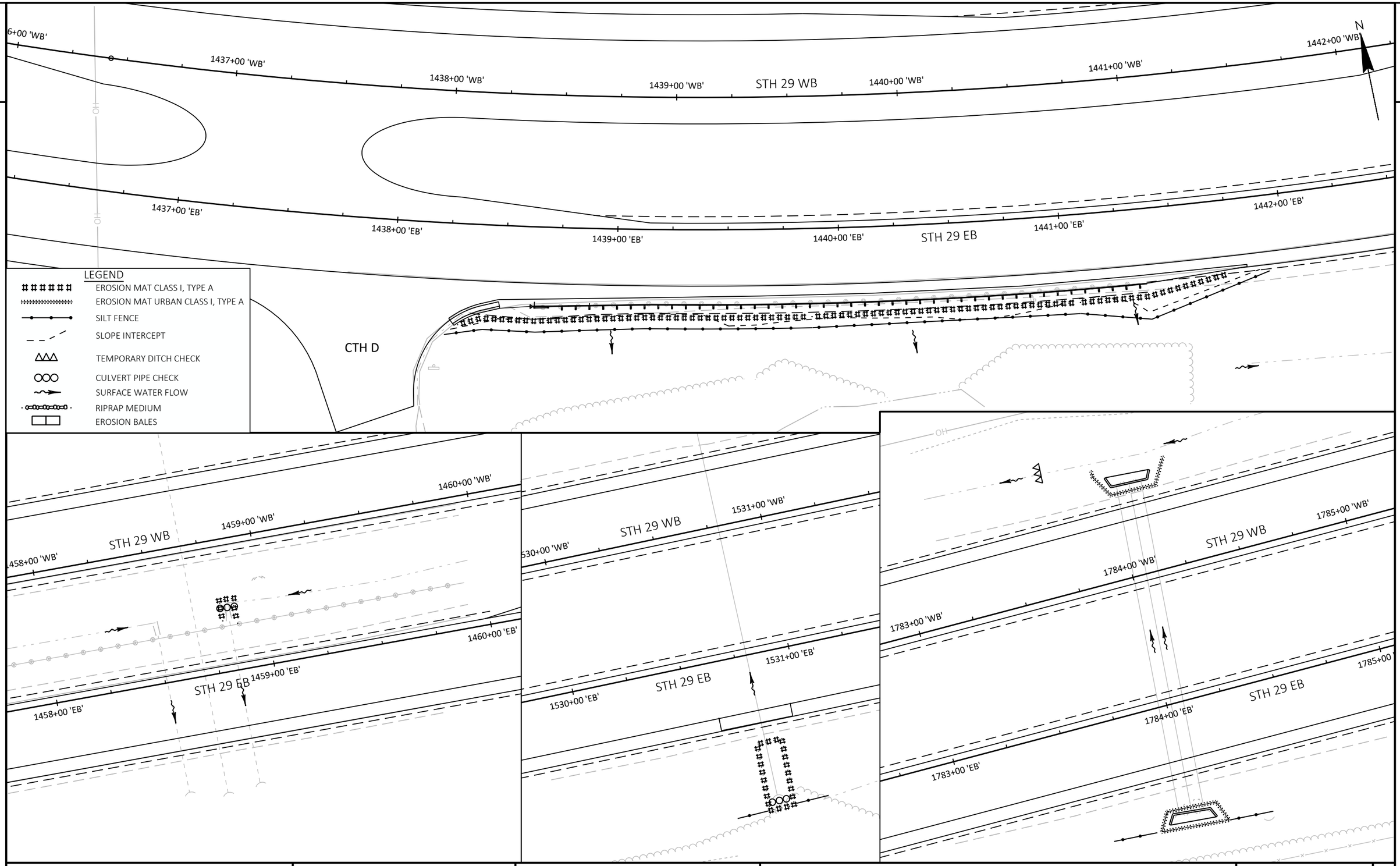
1403+00 'EB'

1404+00 'EB'

LEGEND

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

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 31	E



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 32	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022001-EC.DWG
LAYOUT NAME - 10582260-022005-ec

PLOT DATE : 7/30/2024 7:48 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

SMALL ANIMAL TURN-AROUND

PC: 1554+57.08

1552+00 'WB' 1553+00 'WB' 1554+00 'WB' 1555+00 'WB' STH 29 WB 1556+00 'WB' 1557+00 'WB'

PC: 1554+57.08

1552+00 'EB' 1553+00 'EB' 1554+00 'EB' STH 29 EB 1555+00 'EB' 1556+00 'EB' 1557+00 'EB'

SMALL ANIMAL TURN-AROUND

MATCH LINE STA 1557+50

2

N

LEGEND

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

N

PT: 1562+39.33

1558+00 'WB' 1559+00 'WB' 1560+00 'WB' STH 29 WB 1561+00 'WB' 1562+00 'WB' 1563+00 'WB'

STA BACK = 1562+43.42

STA AHEAD = 1562+39.33

1558+00 'EB' 1559+00 'EB' 1560+00 'EB' STH 29 EB 1561+00 'EB' 1562+00 'EB' 1563+00 'EB'

PT: 1562+39.33

MATCH LINE STA 1557+50

MATCH LINE STA 1563+50

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 33	E

2

2

N

PC: 1569+45.05

1564+00 'WB' 1565+00 'WB' 1566+00 'WB' STH 29 WB 1567+00 'WB' 1568+00 'WB' 1569+00 'WB'

PC: 1569+45.05

MATCH LINE STA 1563+50

MATCH LINE STA 1569+50

1564+00 'EB' 1565+00 'EB' 1566+00 'EB' STH 29 EB 1567+00 'EB' 1568+00 'EB' 1569+00 'EB'

SPENCER CREEK

LEGEND

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

SMALL ANIMAL TURN-AROUND

N

1570+00 'WB' 1571+00 'WB' 1572+00 'WB' STH 29 WB 1573+00 'WB' 1574+00 'WB' 1575+00 'WB'

MATCH LINE STA 1569+50

1570+00 'EB' 1571+00 'EB' 1572+00 'EB' STH 29 EB 1573+00 'EB' 1574+00 'EB' 1575+00 'EB'

SMALL ANIMAL TURN-AROUND

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 34	E

2

1981+00 'WB' 1982+00 'WB' 1983+00 'WB' STH 29 WB 1984+00 'WB' 1985+00 'WB' 1986+00 'WB' 1987+00 'WB'

1981+00 'EB' 1982+00 'EB' 1983+00 'EB' STH 29 EB 1984+00 'EB' 1985+00 'EB' 1986+00 'EB' 1987+00 'EB'

MAPLE AVE OVERPASS

LEGEND

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

2101+00 'WB' 2102+00 'WB' 2103+00 'WB' STH 29 WB 2104+00 'WB' 2105+00 'WB' 2106+00 'WB'

INLET PROTECTION TYPE A

2101+00 'EB' 2102+00 'EB' 2103+00 'EB' STH 29 EB 2104+00 'EB' 2105+00 'EB' 2106+00 'EB'

CTH M OVERPASS

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 35	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022001-EC.DWG
LAYOUT NAME - 10582260-022008-ec

PLOT DATE : 7/30/2024 7:48 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

2

BP: 1074+00.00

PC: 1075+61.34

PC: 1076+59.66

PT: 1079+10.24

1074+00

1075+00

1076+00

1077+00

1078+00

1079+00

IH 29 WB

IH 29 EB

PC: 1075+42.51

MATCH LINE STA 1080+00

N

2

PC: 1080+32.67

1080+00

1081+00

1082+00

1083+00

1084+00

1085+00

PT: 1085+18.38

MATCH LINE STA 1086+00

LEGEND

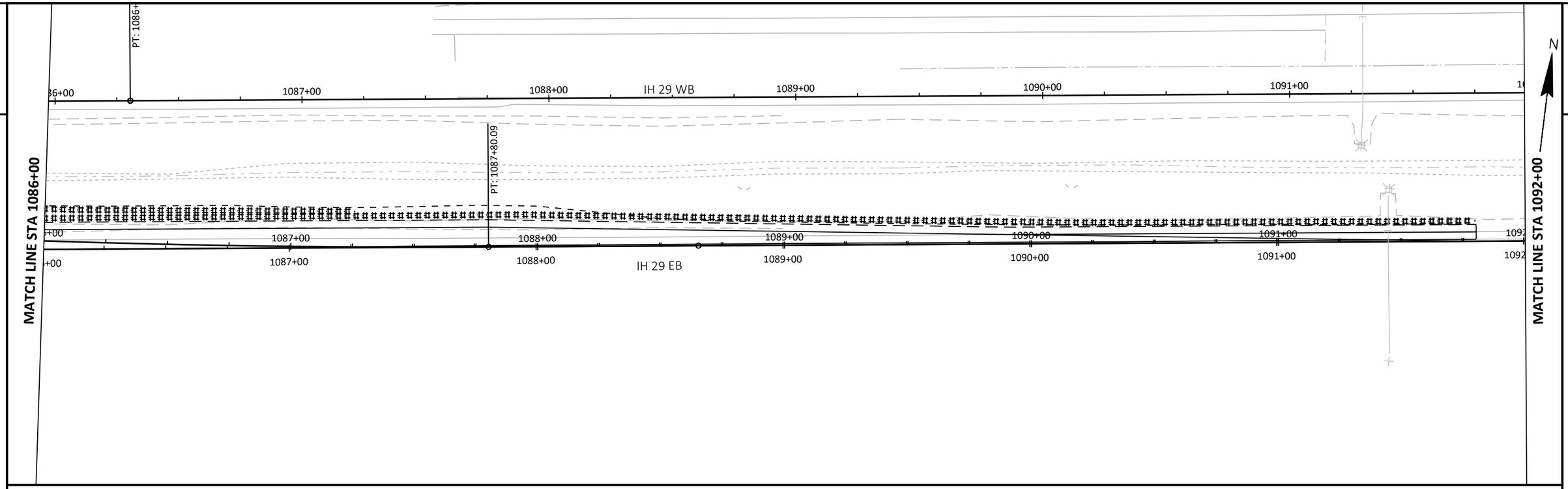
- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RIPRAP MEDIUM

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 36	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022011-EC.DWG
LAYOUT NAME - 10582260-022011-ec

PLOT DATE : 8/22/2024 12:45 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



THIS FRAME INTENTIONALLY LEFT BLANK

LEGEND

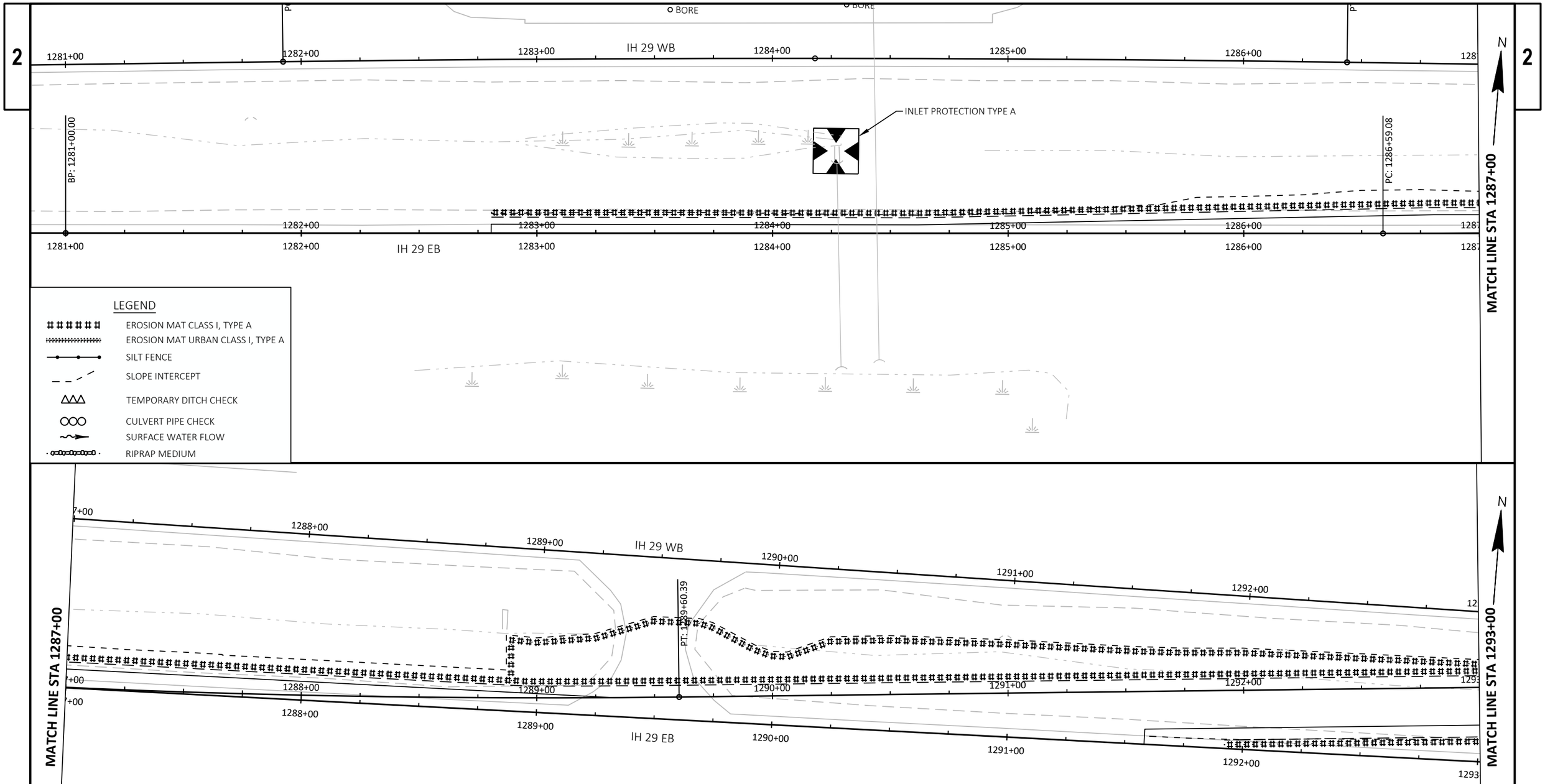
- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RIPRAP MEDIUM

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 37	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022011-EC.DWG
LAYOUT NAME - 10582260-022012-ec

PLOT DATE : 7/30/2024 7:53 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 38	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022011-EC.DWG
LAYOUT NAME - 10582260-022013-ec

PLOT DATE : 7/30/2024 7:53 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 1293+00

MATCH LINE STA 1299+00

N

IH 29 WB

IH 29 EB

PI: 1295+60.88

PC: 1297+10.55

STA BACK OF 1295+61.07

STA AHEAD OF 1295+60.88

1293+00 1294+00 1295+00 1296+00 1297+00 1298+00 1299

1294+00 1295+00 1296+00 1297+00 1298+00 1299

LEGEND

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

MATCH LINE STA 1299+00

N

PT: 1301+52.91

EP: 1303+39.47

IH 29 WB

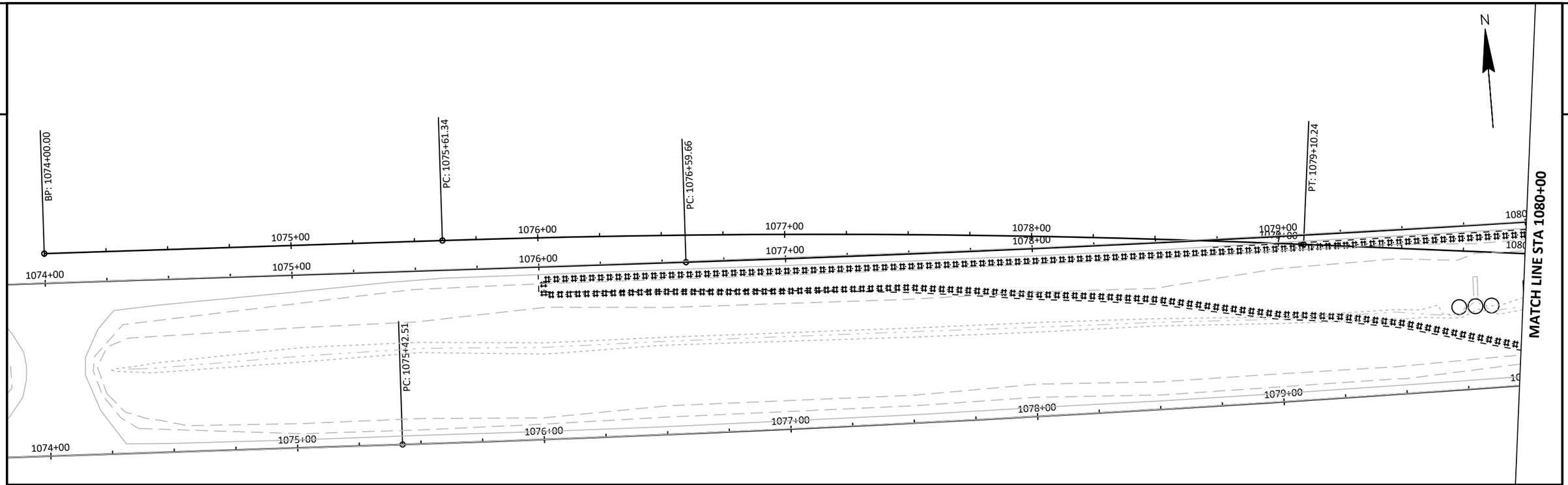
IH 29 EB

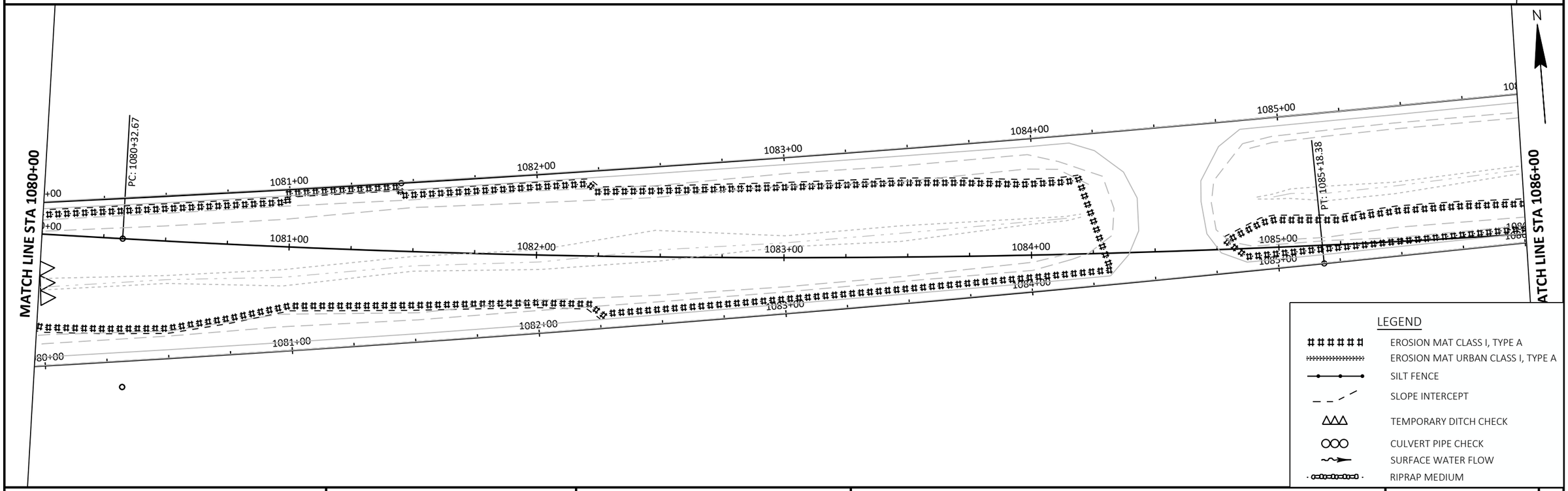
1299+00 1300+00 1301+00 1302+00 1303+00 1304+00

1300+00 1301+00 1302+00 1303+00 1304+00

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 39	E

2





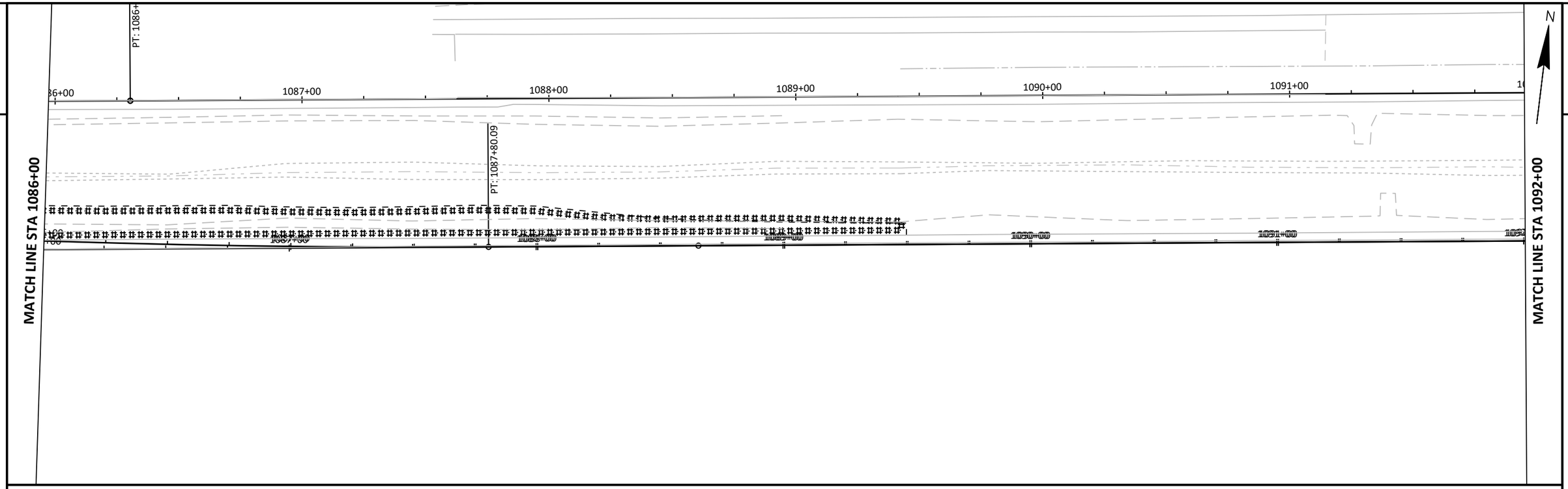
2

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 40	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022021-EC.DWG
LAYOUT NAME - 10582260-022021-ec

PLOT DATE : 7/30/2024 7:55 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



THIS FRAME INTENTIONALLY LEFT BLANK

LEGEND

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

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 41	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022021-EC.DWG
LAYOUT NAME - 10582260-022022-ec

PLOT DATE : 7/30/2024 7:55 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BORE

BORE

1281+00 1282+00 1283+00 1284+00 1285+00 1286+00

BP: 1281+00.00

PC: 1286+59.08

N

MATCH LINE STA 1287+00

2

LEGEND

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

1281+00 1282+00 1283+00 1284+00 1285+00 1286+00

1287+00 1288+00 1289+00 1290+00 1291+00 1292+00

PT: 1289+60.39

N

MATCH LINE STA 1287+00

MATCH LINE STA 1293+00

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 42	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022021-EC.DWG
LAYOUT NAME - 10582260-022023-ec

PLOT DATE : 7/30/2024 7:55 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE STA 1293+00

MATCH LINE STA 1299+00

PI: 1295+60.88

PC: 1297+10.55

STA BACK = 1295+61.10

STA AHEAD = 1295+60.88

1293+00 1294+00 1295+00 1296+00 1297+00 1298+00

1293+00 1294+00 1295+00 1296+00 1297+00 1298+00

N

2

LEGEND

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

MATCH LINE STA 1299+00

PT: 1301+52.91

EP: 1303+39.47

1299+00 1300+00 1301+00 1302+00 1303+00 1304+00

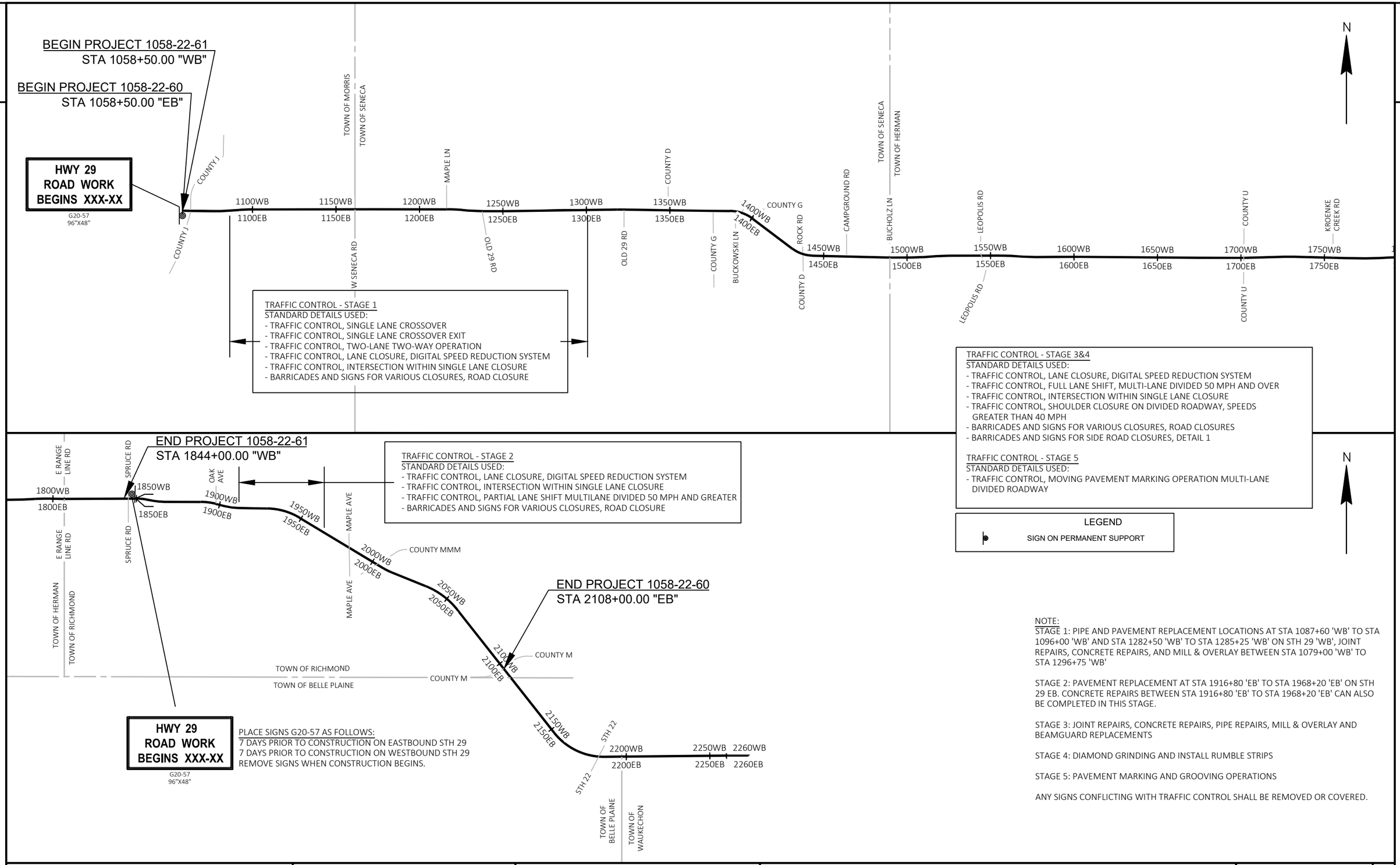
1299+00 1300+00 1301+00 1302+00 1303+00 1304+00

N

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	EROSION CONTROL	SHEET 43	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-022021-EC.DWG
LAYOUT NAME - 10582260-022024-ec

PLOT DATE : 7/30/2024 7:56 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT



NOTE:
STAGE 1: PIPE AND PAVEMENT REPLACEMENT LOCATIONS AT STA 1087+60 'WB' TO STA 1096+00 'WB' AND STA 1282+50 'WB' TO STA 1285+25 'WB' ON STH 29 'WB', JOINT REPAIRS, CONCRETE REPAIRS, AND MILL & OVERLAY BETWEEN STA 1079+00 'WB' TO STA 1296+75 'WB'

STAGE 2: PAVEMENT REPLACEMENT AT STA 1916+80 'EB' TO STA 1968+20 'EB' ON STH 29 EB. CONCRETE REPAIRS BETWEEN STA 1916+80 'EB' TO STA 1968+20 'EB' CAN ALSO BE COMPLETED IN THIS STAGE.

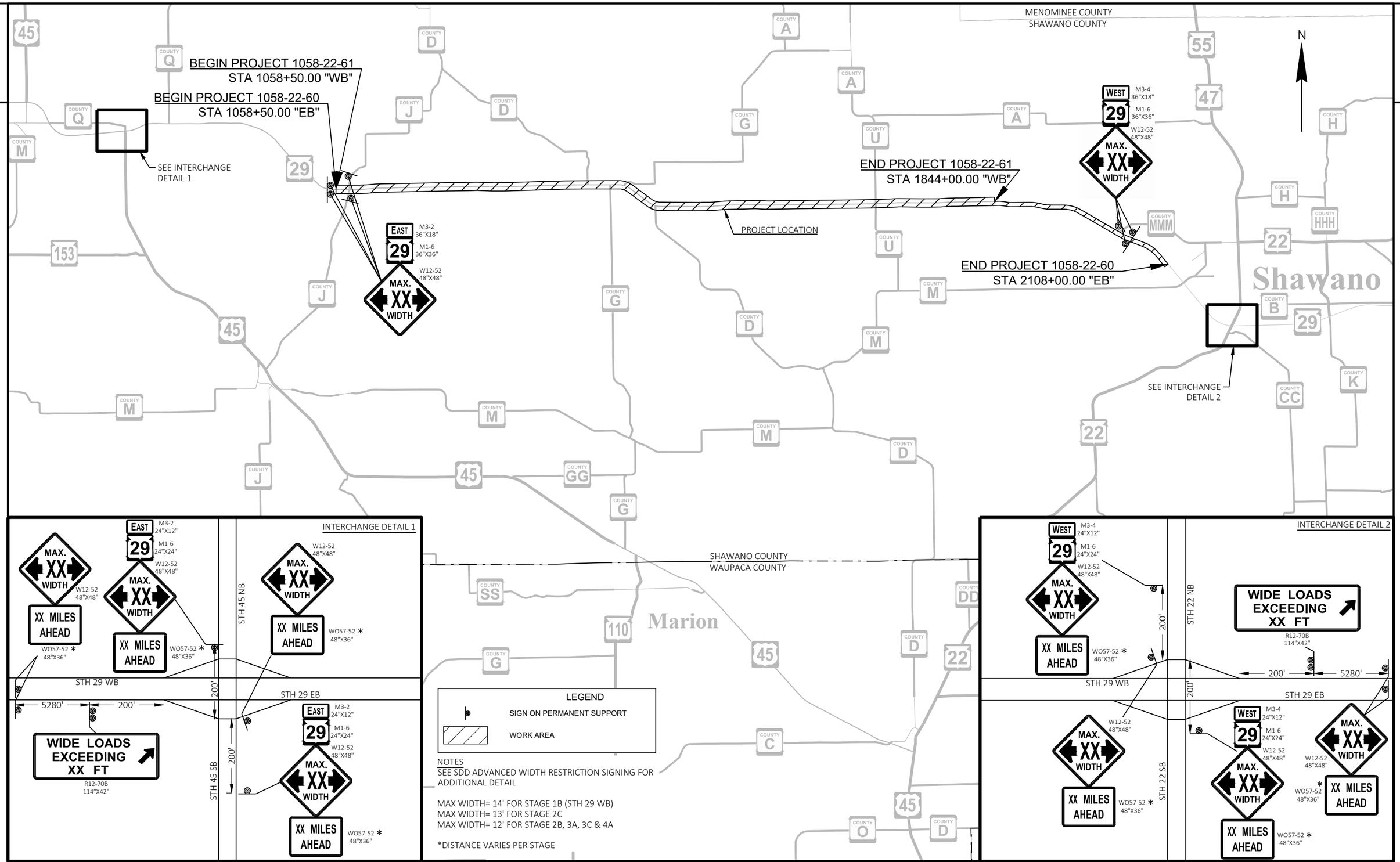
STAGE 3: JOINT REPAIRS, CONCRETE REPAIRS, PIPE REPAIRS, MILL & OVERLAY AND BEAMGUARD REPLACEMENTS

STAGE 4: DIAMOND GRINDING AND INSTALL RUMBLE STRIPS

STAGE 5: PAVEMENT MARKING AND GROOVING OPERATIONS

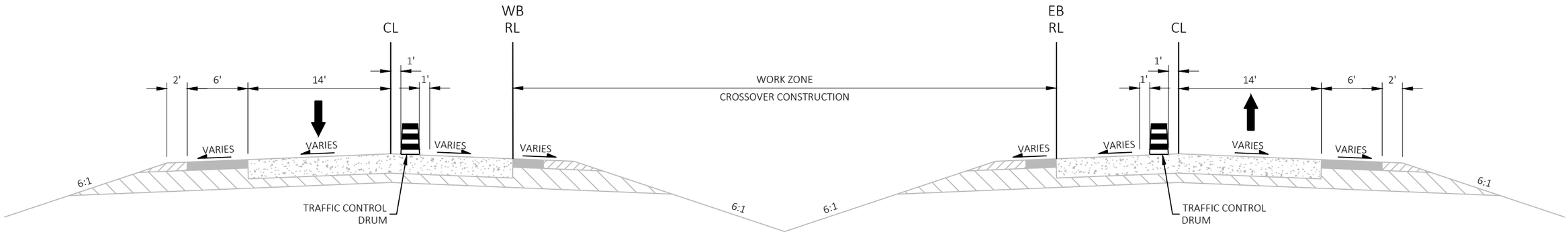
ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGING OVERVIEW	SHEET 44	E



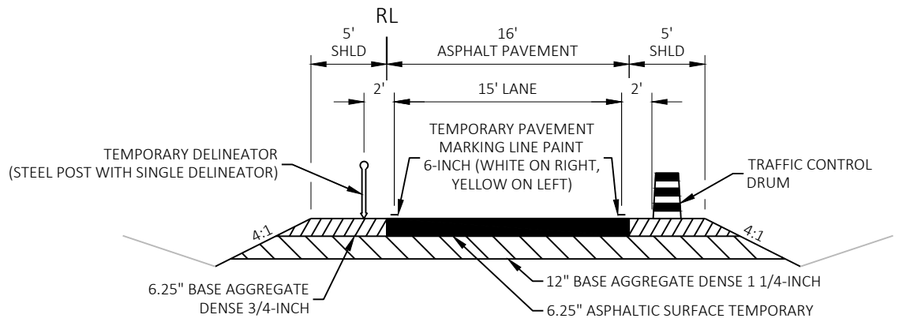
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	ADVANCED WIDTH RESTRICTION	SHEET 45	E

NOTE:
CROSSOVER AND BI-DIRECTIONAL TRAFFIC ON STH 29 EB WILL BE USED FOR THE PIPE AND PAVEMENT REPLACEMENT.



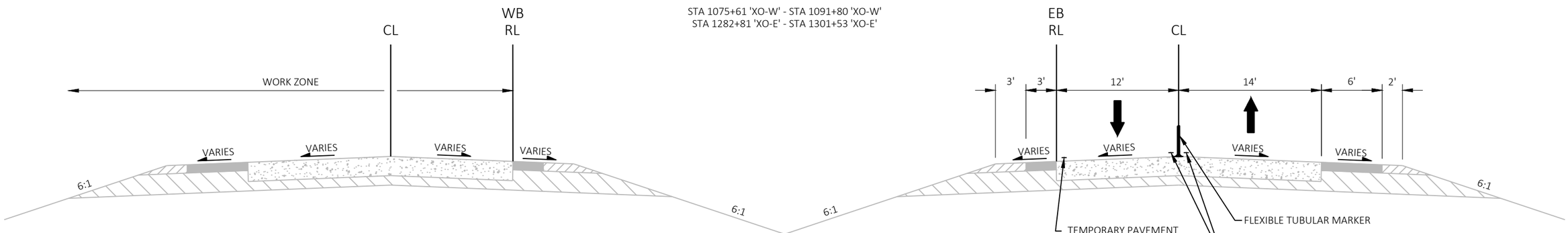
TRAFFIC CONTROL - TYPICAL SECTION - STAGE 1A

STA 1058+00 'EB' - STA 1096+81 'EB'
STA 1277+80 'EB' - STA 1300+88 'EB'
STA 1075+61 'WB' - STA 1096+96 'WB'
STA 1285+00 'WB' - STA 1305+66 'WB'



TRAFFIC CONTROL - TYPICAL SECTION - STAGE 1B

STA 1075+61 'XO-W' - STA 1091+80 'XO-W'
STA 1282+81 'XO-E' - STA 1301+53 'XO-E'

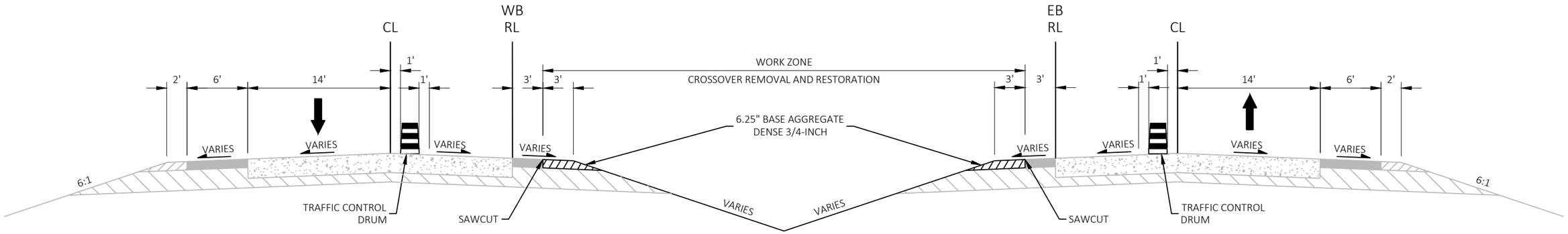


TRAFFIC CONTROL - TYPICAL SECTION - STAGE 1B

STA 1085+15 'EB' - STA 1291+58 'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - TYPICAL SECTION - STAGE 1	SHEET 46	E

2

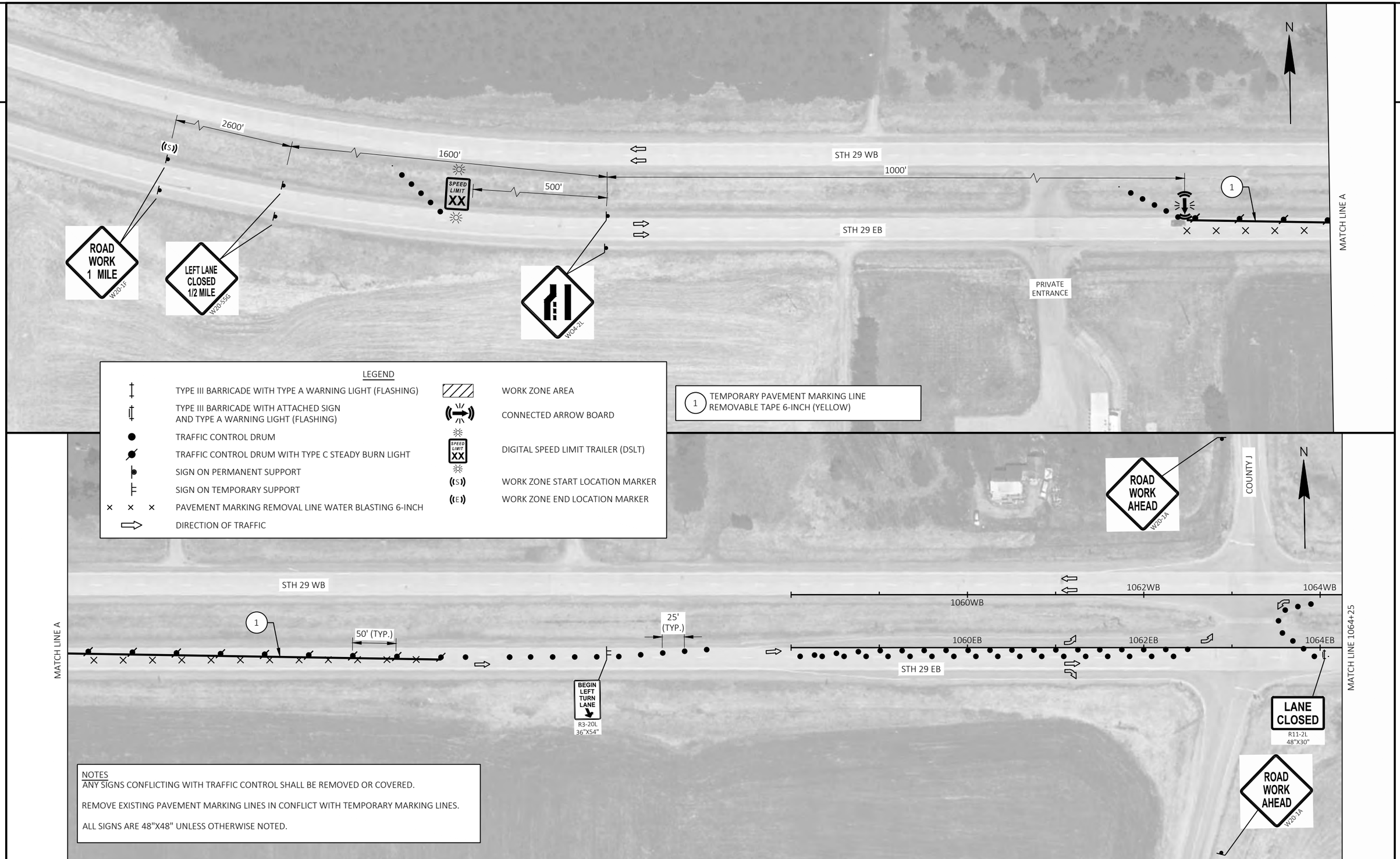


TRAFFIC CONTROL - TYPICAL SECTION - STAGE 1C

STA 1058+00 'EB' - STA 1096+81 'EB'
STA 1277+80 'EB' - STA 1300+88 'EB'
STA 1075+61 'WB' - STA 1096+96 'WB'
STA 1285+00 'WB' - STA 1305+66 'WB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - TYPICAL SECTION - STAGE 1	SHEET 47	E

2



LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

(1) TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

NOTES

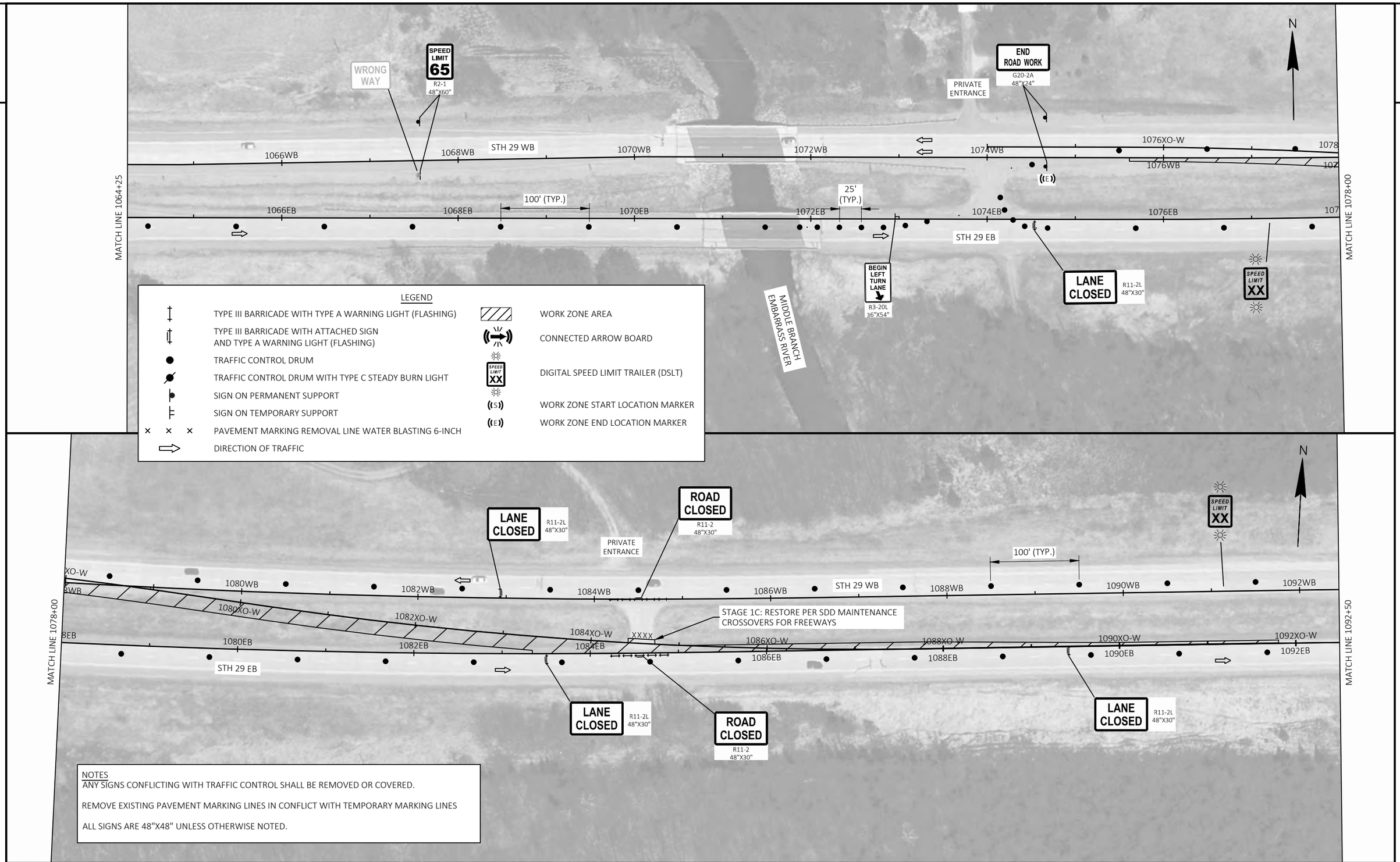
ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 48	E

2



NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

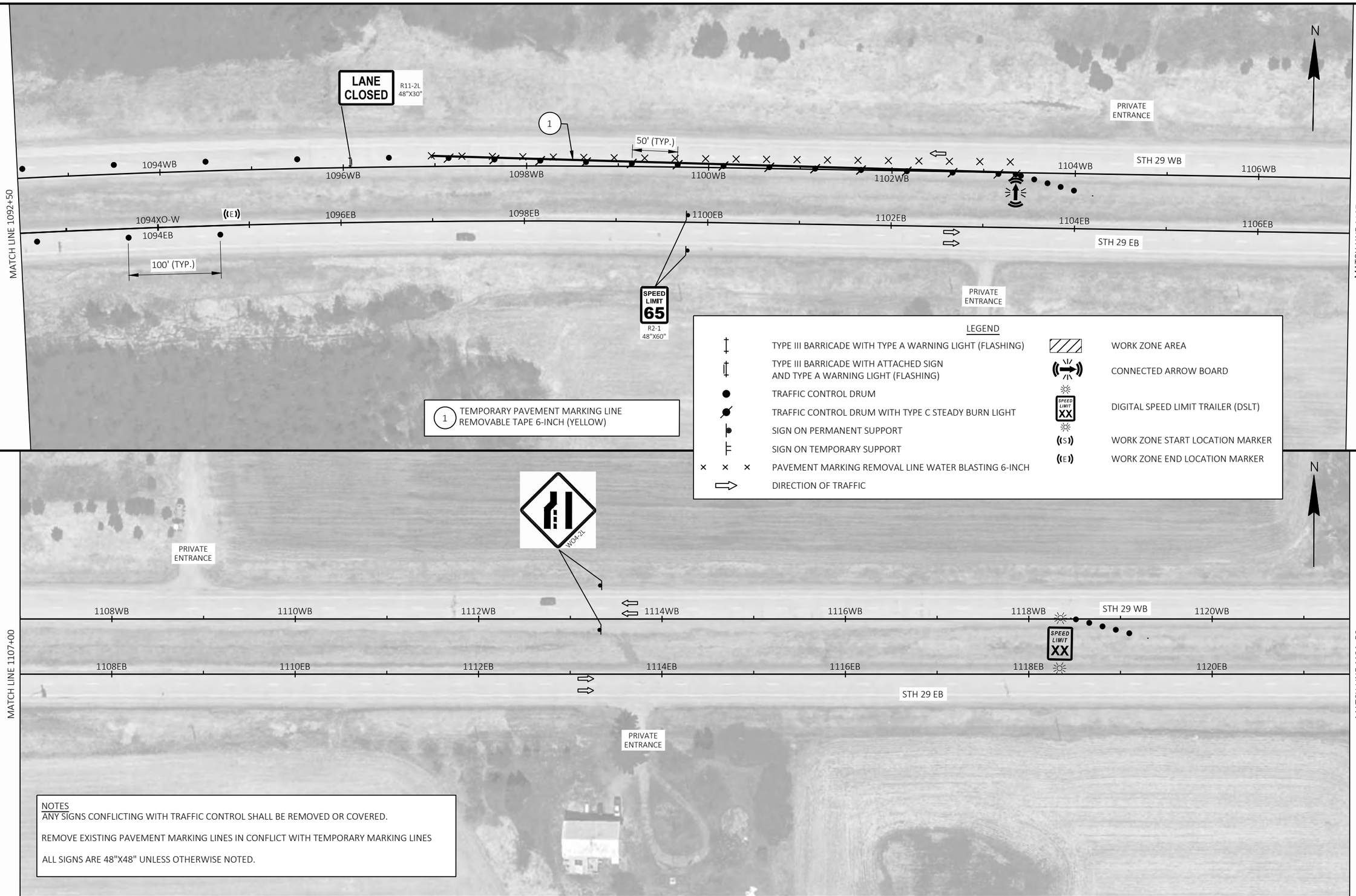
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 49	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026002-S1A_1C.DWG
LAYOUT NAME - 02

PLOT DATE : 9/26/2024 2:25 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 50	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026002-S1A_1C.DWG
LAYOUT NAME - 03

PLOT DATE : 9/26/2024 2:25 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 1121+50

MATCH LINE 1136+00

PRIVATE ENTRANCE

PRIVATE ENTRANCE

LEFT LANE CLOSED 1/2 MILE W20-5SS

PRIVATE ENTRANCE

N

1122WB 1124WB 1126WB 1128WB 1130WB STH 29 WB 1132WB 1134WB 113

1122EB 1124EB 1126EB 1128EB 1130EB 1132EB 1134EB 113

STH 29 EB

PRIVATE ENTRANCE

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)
- WORK ZONE START LOCATION MARKER (S)
- WORK ZONE END LOCATION MARKER (E)

PRIVATE ENTRANCE

ROAD WORK 1 MILE W20-1F

N

6WB 1138WB 1140WB 1142WB 1144WB STH 29 WB 1146WB 1148WB 1150WB

6EB 1138EB 1140EB 1142EB 1144EB 1146EB 1148EB 1150EB

STH 29 EB

MATCH LINE 1136+00

MATCH LINE 1150+50

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 51	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026002-S1A_1C.DWG
LAYOUT NAME - 04

PLOT DATE : 9/26/2024 2:25 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 1150+50

MATCH LINE 1165+00

MATCH LINE 1165+00

MATCH LINE 1179+50

N

PRIVATE ENTRANCE

STH 29 WB

1152WB 1154WB 1156WB 1158WB 1160WB 1162WB 1164WB

1152EB 1154EB 1156EB 1158EB 1160EB 1162EB 1164EB

STH 29 EB

PRIVATE ENTRANCE

W SENECA TOWNLINE RD

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)
- WORK ZONE START LOCATION MARKER (S)
- WORK ZONE END LOCATION MARKER (E)

N

STH 29 WB

1166WB 1168WB 1170WB 1172WB 1174WB 1176WB 1178WB

1166EB 1168EB 1170EB 1172EB 1174EB 1176EB 1178EB

STH 29 EB

PRIVATE ENTRANCE

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 52	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026002-S1A_1C.DWG
LAYOUT NAME - 05

PLOT DATE : 9/26/2024 2:25 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 1179+50

MATCH LINE 1194+00

MATCH LINE 1194+00

MATCH LINE 1208+50

N

PRIVATE ENTRANCE

STH 29 WB

1180WB 1182WB 1184WB 1186WB 1188WB 1190WB 1192WB 119

1180EB 1182EB 1184EB 1186EB 1188EB 1190EB 1192EB 119

STH 29 EB

PRIVATE ENTRANCE

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)
- WORK ZONE START LOCATION MARKER (S)
- WORK ZONE END LOCATION MARKER (E)

N

PRIVATE ENTRANCE

STH 29 WB

1196WB 1198WB 1200WB 1202WB 1204WB 1206WB 1208WB

1196EB 1198EB 1200EB 1202EB 1204EB 1206EB 1208EB

STH 29 EB

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 53	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026002-S1A_1C.DWG
LAYOUT NAME - 06

PLOT DATE : 9/26/2024 2:25 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MAPLE LN

N

MATCH LINE 1208+50

STH 29 WB

1210WB 1212WB 1214WB 1216WB 1218WB 1220WB 1222WB

1210EB 1212EB 1214EB 1216EB 1218EB 1220EB 1222EB

STH 29 EB

MATCH LINE 1223+00

PRIVATE ENTRANCE

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)
- WORK ZONE START LOCATION MARKER (S)
- WORK ZONE END LOCATION MARKER (E)

N

MATCH LINE 1223+00

STH 29 WB

1224WB 1226WB 1228WB 1230WB 1232WB 1234WB 1236WB

1224EB 1226EB 1228EB 1230EB 1232EB 1234EB 1236EB

STH 29 EB

MATCH LINE 1237+25

ROAD WORK 1 MILE W20-1F

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 54	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026002-S1A_1C.DWG
LAYOUT NAME - 07

PLOT DATE : 9/26/2024 2:25 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

PRIVATE ENTRANCE

N

1238WB 1240WB 1242WB 1244WB STH 29 WB 1246WB 1248WB 1250WB 125

MATCH LINE 1237+25

1238EB 1240EB 1242EB 1244EB 1246EB 1248EB 1250EB 125

STH 29 EB

MATCH LINE 1252+00

OLD 29 RD

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED 1/2 MILE W20-5SG

LEGEND

TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)	WORK ZONE AREA
TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)	CONNECTED ARROW BOARD
TRAFFIC CONTROL DRUM	DIGITAL SPEED LIMIT TRAILER (DSLT)
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK ZONE START LOCATION MARKER
SIGN ON PERMANENT SUPPORT	WORK ZONE END LOCATION MARKER
SIGN ON TEMPORARY SUPPORT	
PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH	
DIRECTION OF TRAFFIC	

N

PRIVATE ENTRANCE

2WB 1254WB 1256WB 1258WB STH 29 WB 1260WB 1262WB 1264WB 1266WB

MATCH LINE 1252+00

2EB 1254EB 1256EB 1258EB STH 29 EB 1260EB 1262EB 1264EB 1266EB

SPEED LIMIT XX

W04-2L

MATCH LINE 1266+50

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 55	E

2

2

MATCH LINE 1266+50

MATCH LINE 1281+00

N

SPEED LIMIT 65
R2-1
48"X60"

1268WB 1270WB 1272WB STH 29 WB 1274WB 1276WB 1278WB 1280WB

1268EB 1270EB 1272EB 1274EB 1276EB 1278EB 1280EB

STH 29 EB

1

50' (TYP.)

100' (TYP.)

LANE CLOSED
R11-2L
48"X30"

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)
- WORK ZONE START LOCATION MARKER (S)
- WORK ZONE END LOCATION MARKER (E)

1 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE PAINT 6-INCH (YELLOW)

N

R11-2
48"X30"
ROAD CLOSED

PRIVATE ENTRANCE

LANE CLOSED
R11-2L
48"X30"

100' (TYP.)

1282WB 1284WB 1286WB STH 29 WB 1288WB 1290WB 1292WB 1294WB

STAGE 1C: RESTORE PER MAINTENANCE CROSSOVER RESTORATION DETAIL

1282EB 1282XO-E 1284XO-E 1284EB 1286XO-E 1286EB 1288XO-E 1288EB 1290XO-E 1290EB 1292XO-E 1292EB 1294XO-E 1294EB

STH 29 EB

SPEED LIMIT XX

LANE CLOSED
R11-2L
48"X30"

MATCH LINE 1281+00

MATCH LINE 1295+00

NOTES

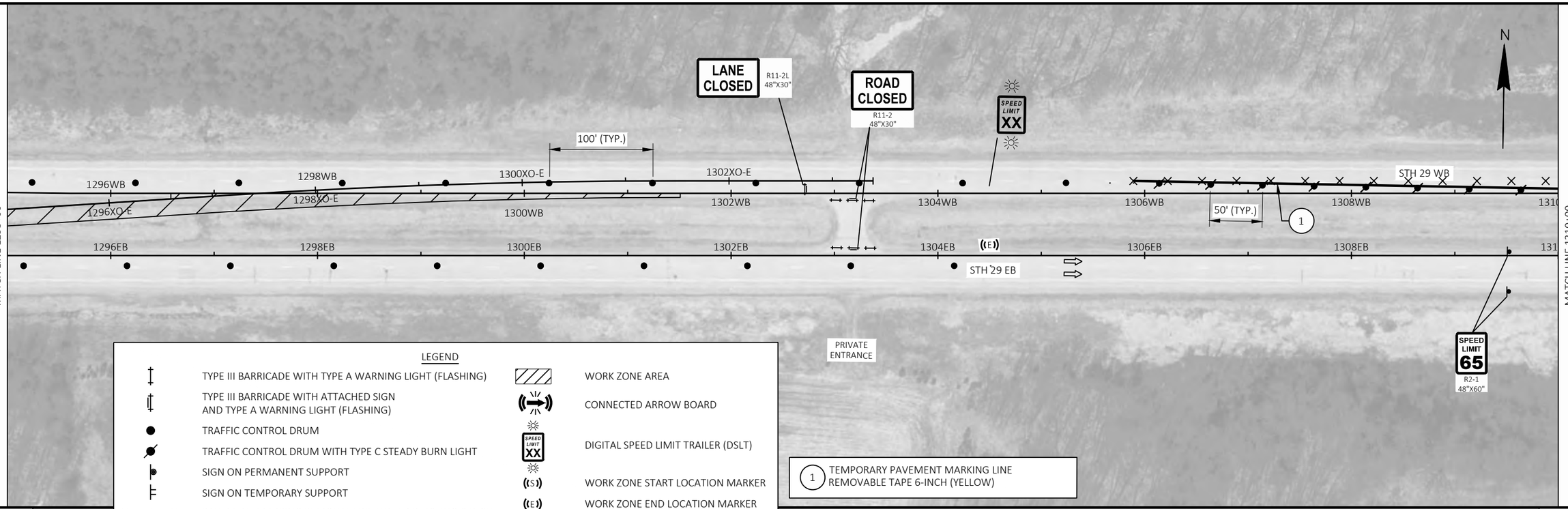
ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 56	E

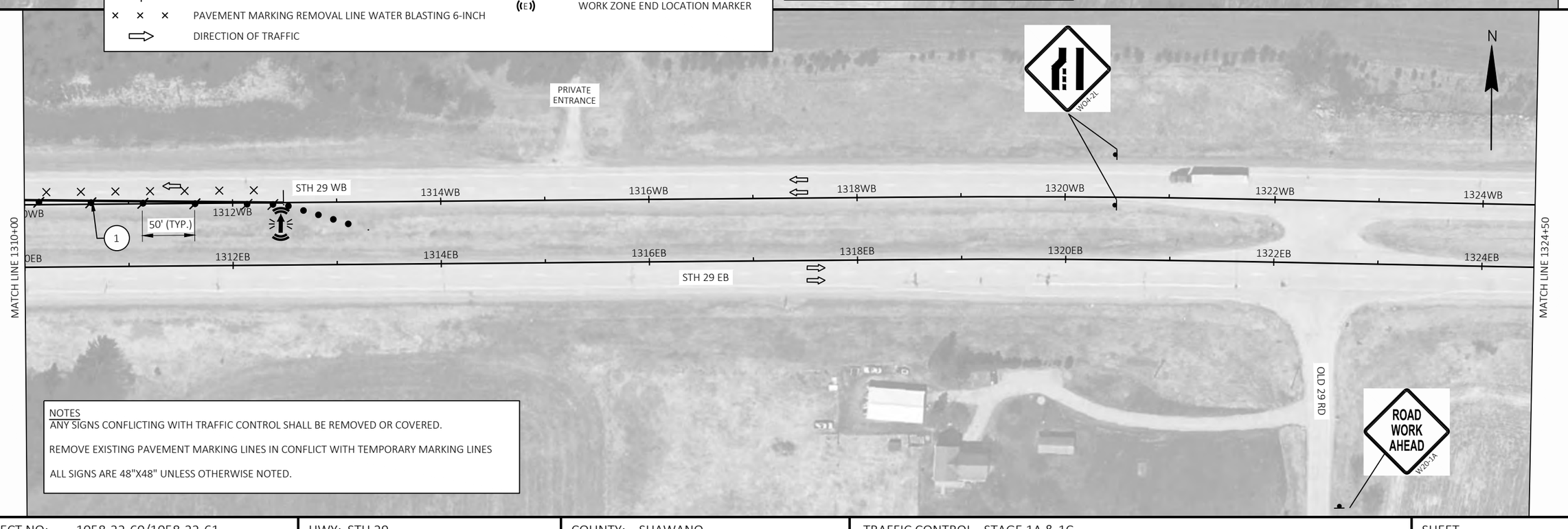
2



LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

1 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)



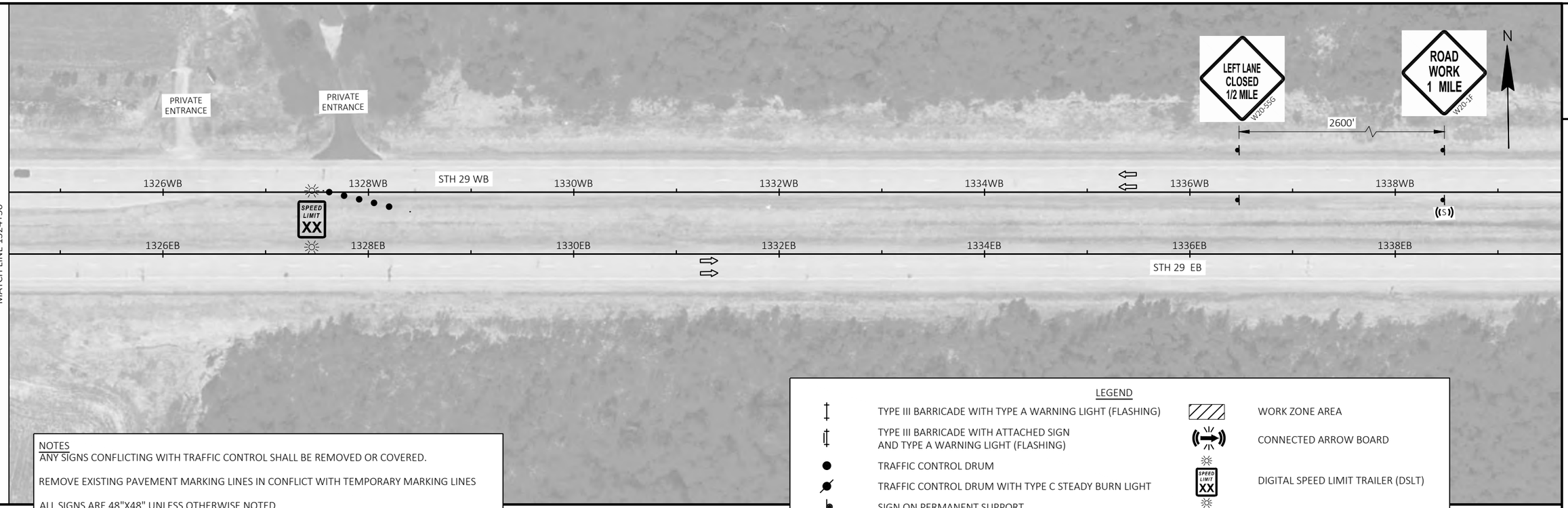
NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1A & 1C	SHEET 57	E



NOTES
ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

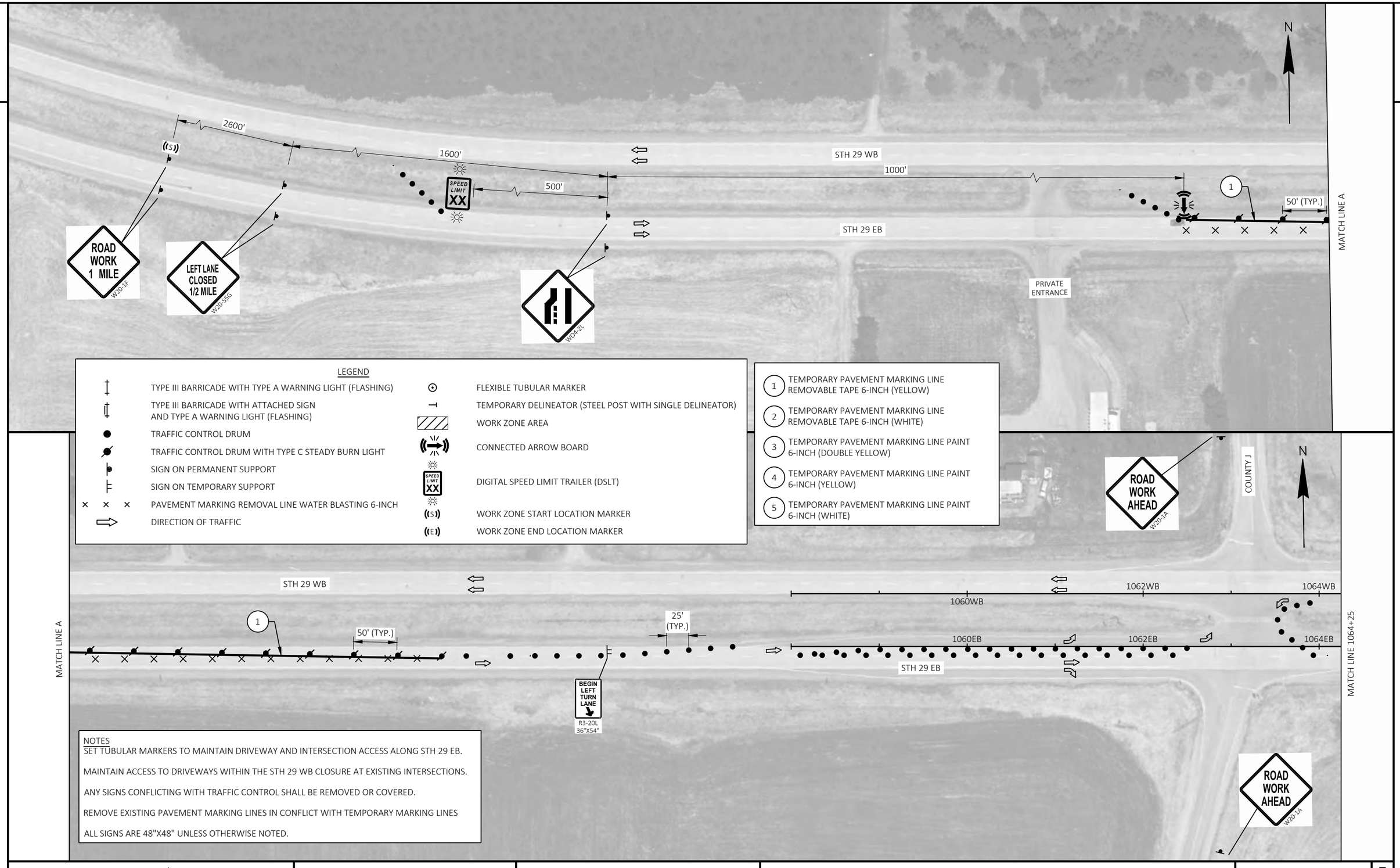
REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

THIS FRAME INTENTIONALLY LEFT BLANK



LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

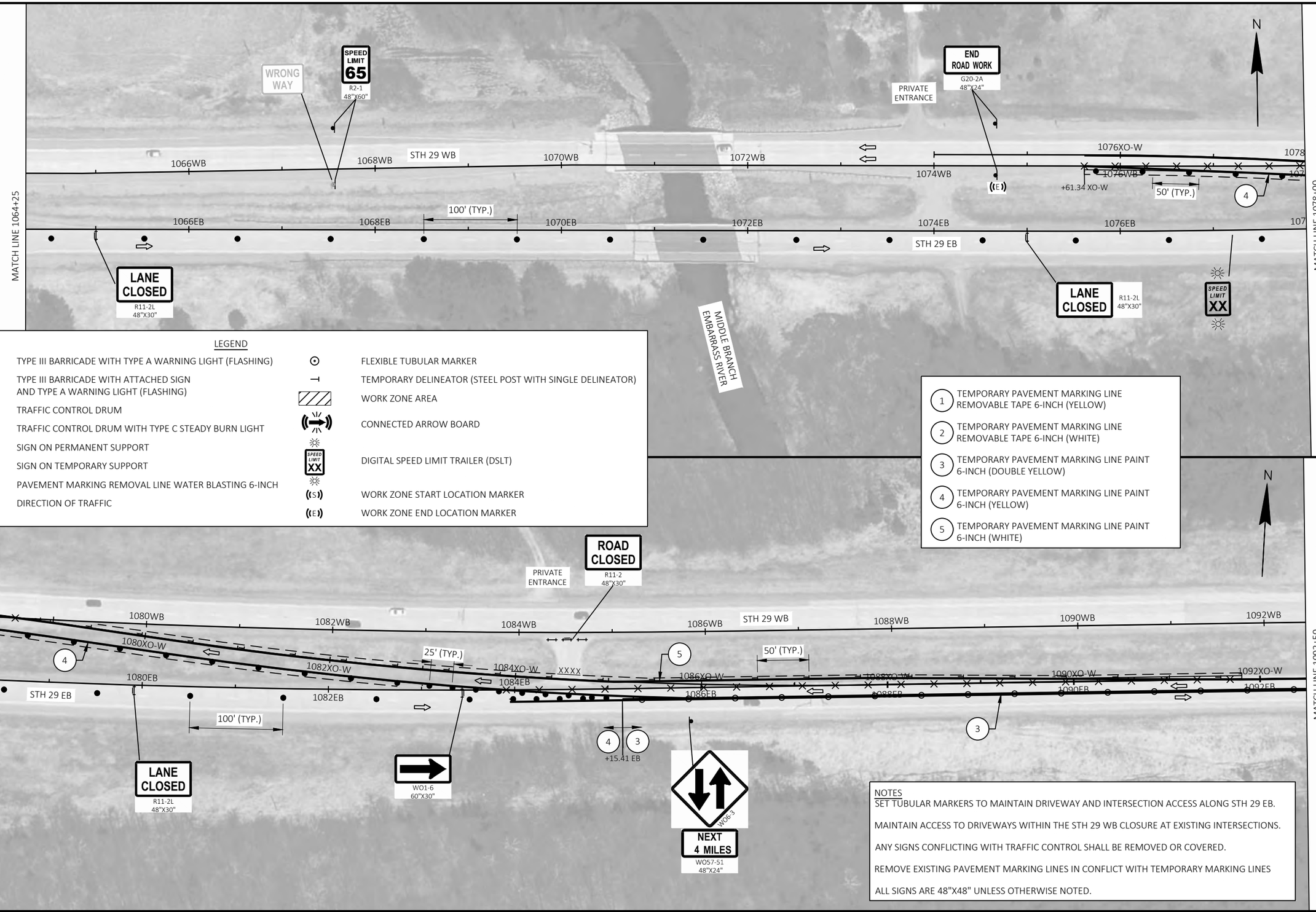
ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 59	E

2



LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

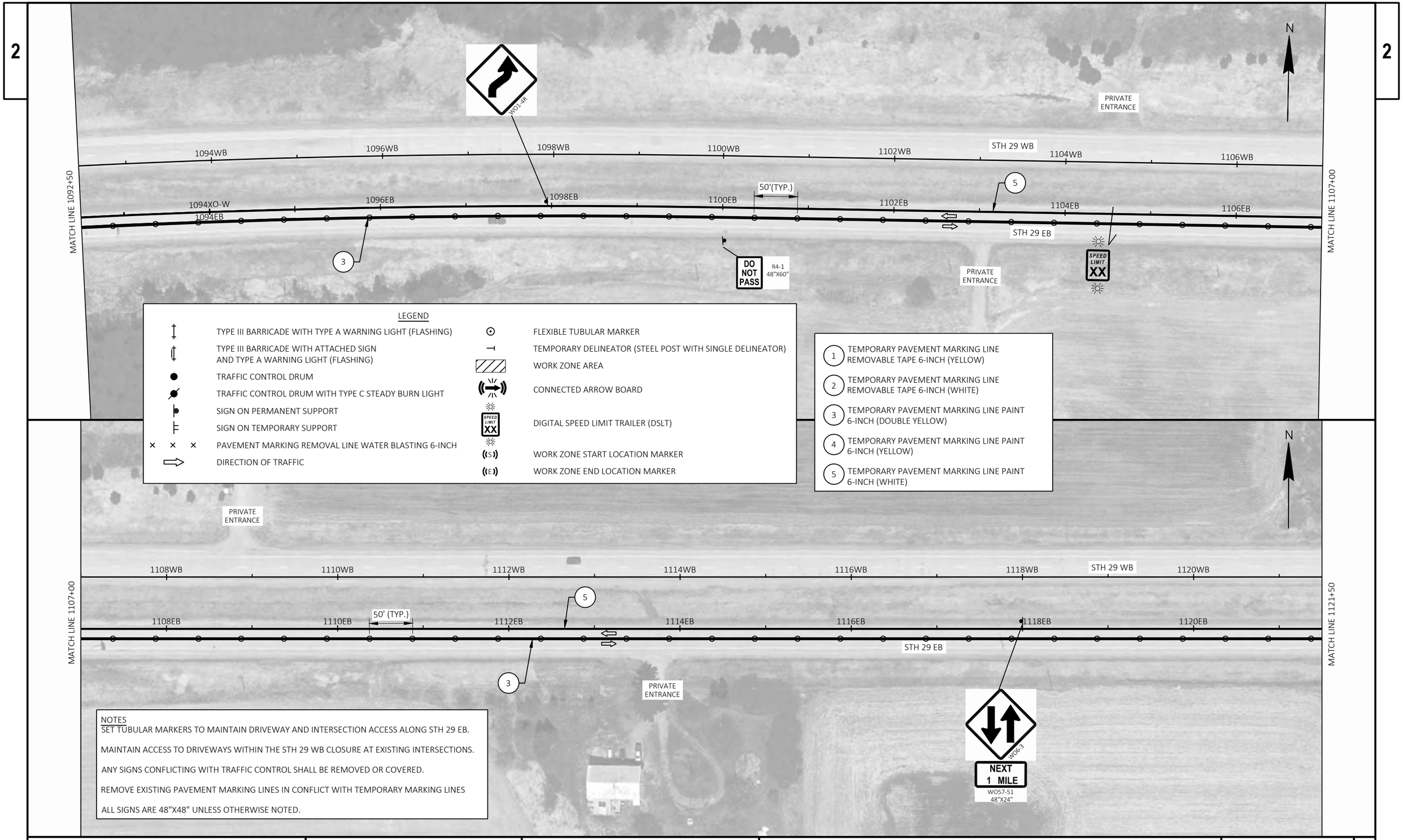
MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 60	E



NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

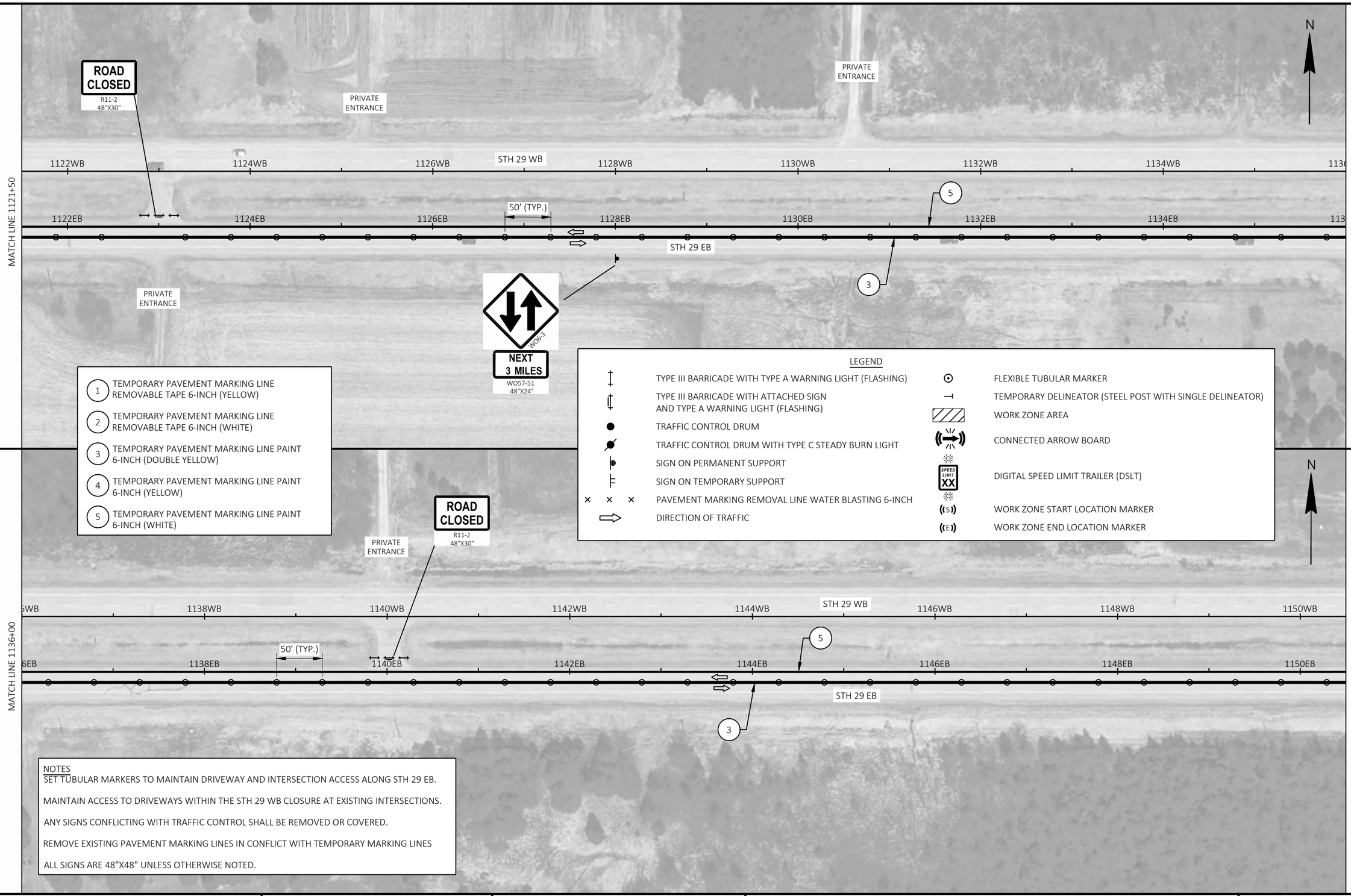
MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 61	E



NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 62	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026003-S1B.DWG
LAYOUT NAME - 04

PLOT DATE : 9/26/2024 2:26 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 1150+50

MATCH LINE 1165+00

1152WB 1154WB STH 29 WB 1156WB 1158WB 1160WB 1162WB 1164WB

1152EB 1154EB 1156EB 1158EB 1160EB 1162EB 1164EB

STH 29 EB

50' (TYP.)

5

3

SPEED LIMIT XX

NEXT 2 MILES
WO57-51
48"X24"
WO6-3

COVER

PRIVATE ENTRANCE

ROAD CLOSED
R11-2
48"X30"

W SENECA TOWNLINE RD

ROAD WORK AHEAD
W20-1A

N

MATCH LINE 1165+00

MATCH LINE 1179+50

1166WB 1168WB 1170WB 1172WB 1174WB STH 29 WB 1176WB 1178WB

1166EB 1168EB 1170EB 1172EB 1174EB 1176EB 1178EB

STH 29 EB

DO NOT PASS
R4-1
48"X60"

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

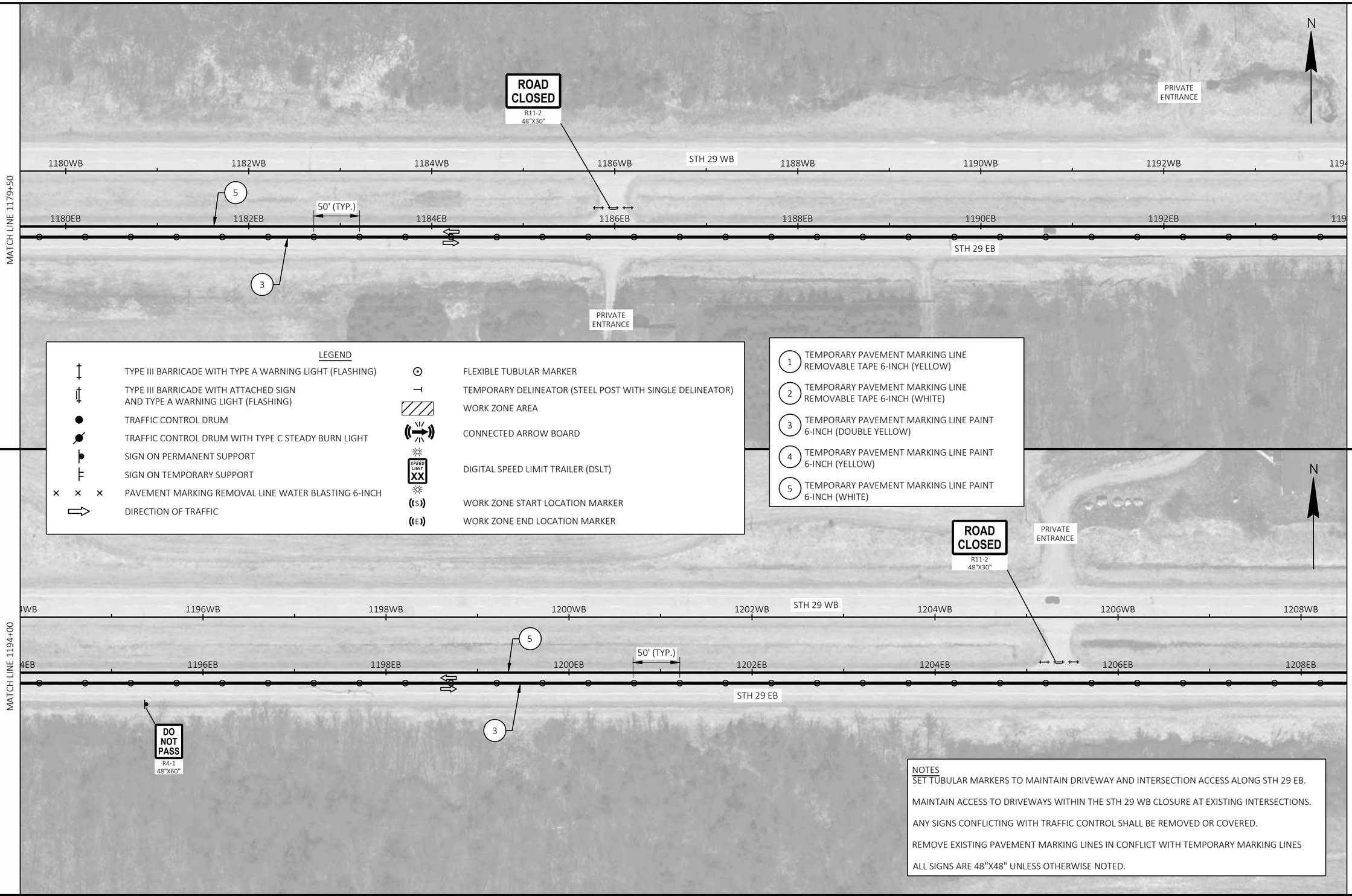
ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 63	E

2



LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)
- WORK ZONE START LOCATION MARKER (S)
- WORK ZONE END LOCATION MARKER (E)

1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

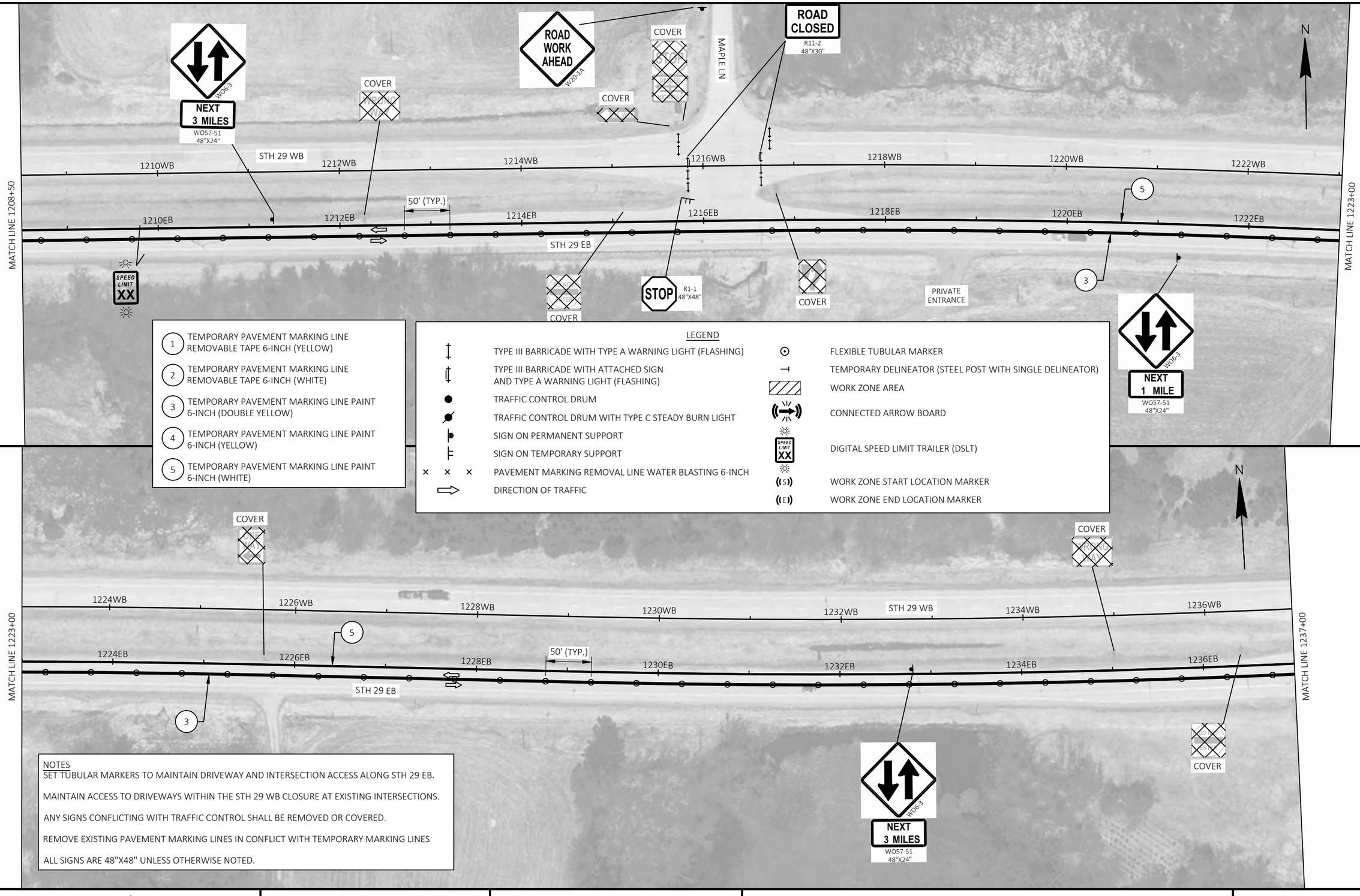
MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 64	E



1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

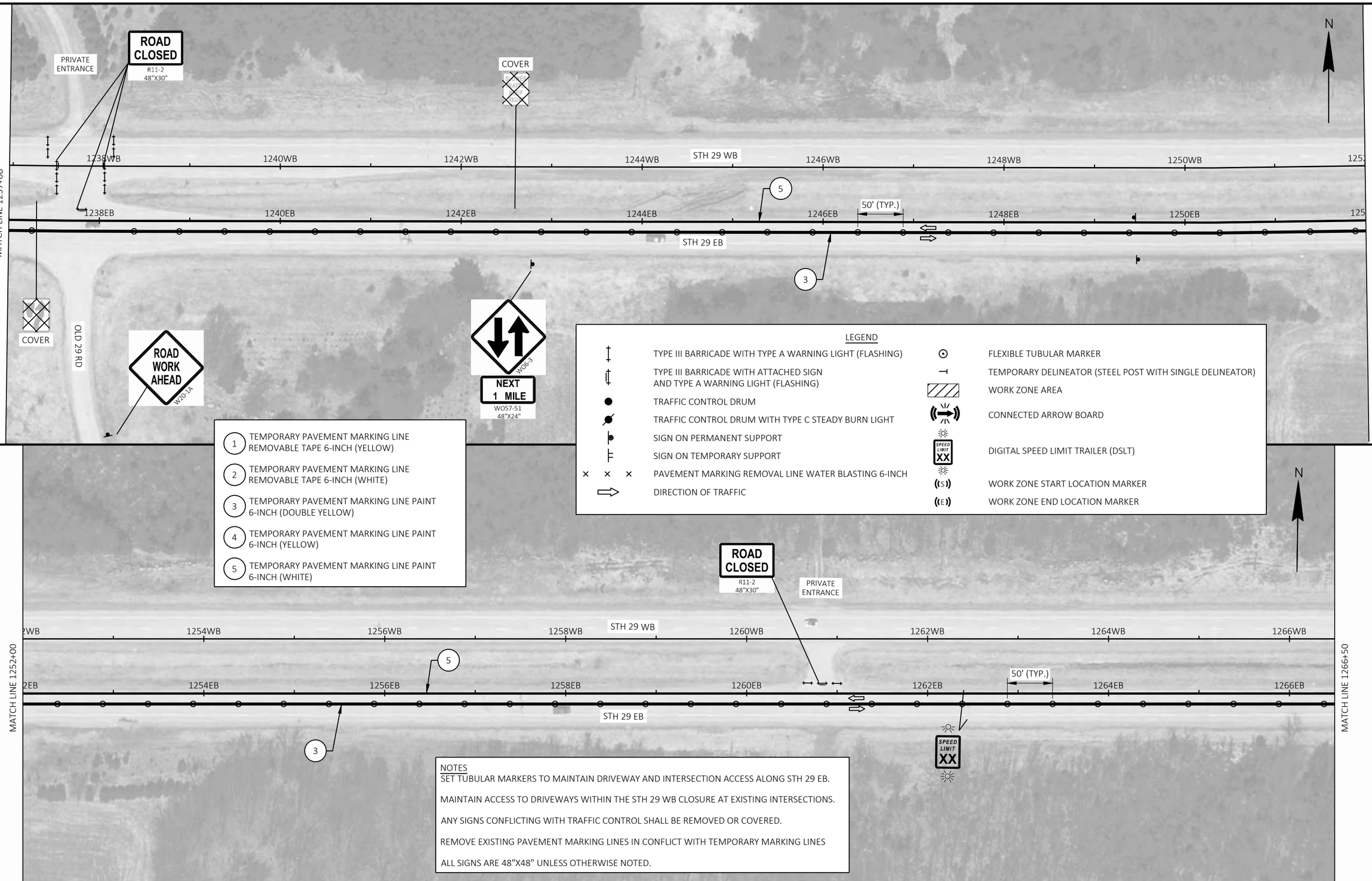
MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 65	E



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 66	E

2

2

MATCH LINE 1266+50

MATCH LINE 1281+00

N

1268WB 1270WB 1272WB STH 29 WB 1274WB 1276WB 1278WB 1280WB

DO NOT PASS

R4-1 48"X60"

5

50' (TYP.)

1268EB 1270EB 1272EB 1274EB 1276EB 1278EB 1280EB

STH 29 EB

3

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX
- WORK ZONE START LOCATION MARKER (S)
- WORK ZONE END LOCATION MARKER (E)

1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

N

PRIVATE ENTRANCE

R11-2 48"X30"

ROAD CLOSED

1282WB 1284WB 1286WB STH 29 WB 1288WB 1290WB 1292WB 1294WB

5

4

50' (TYP.)

1290XO-E 1292XO-E 1294XO-E

1282XO-E 1284XO-E 1286XO-E 1288XO-E

1282EB 1284EB 1286EB 1288EB 1292EB 1294EB

+58.10 EB

STH 29 EB

3

25' (TYP.)

3

W06-1

W06-3

NEXT 4 MILES

WO57-51 48"X24"

NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MATCH LINE 1281+00

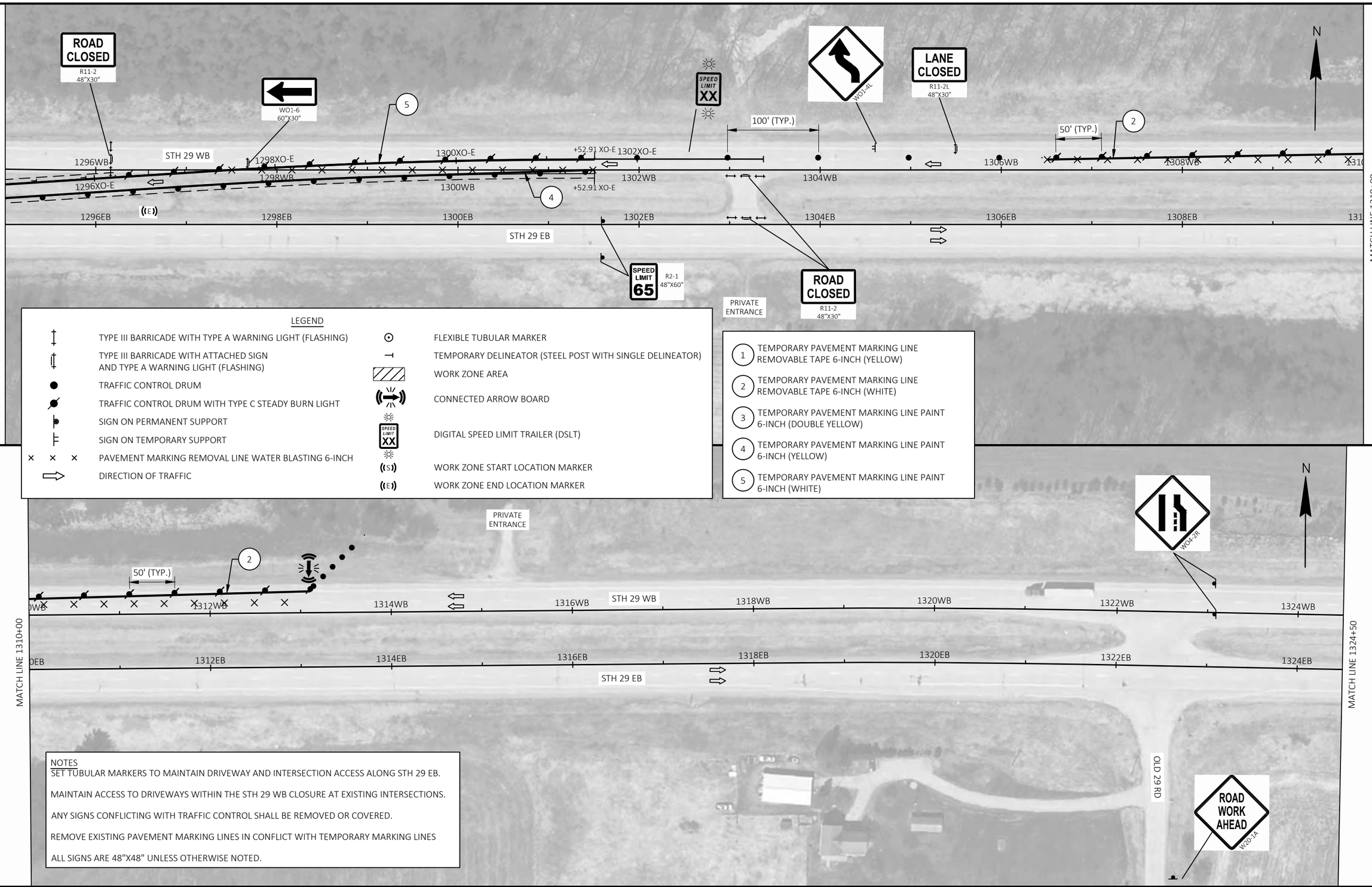
MATCH LINE 1295+00

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 67	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026003-S1B.DWG
LAYOUT NAME - 09

PLOT DATE : 9/26/2024 2:27 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

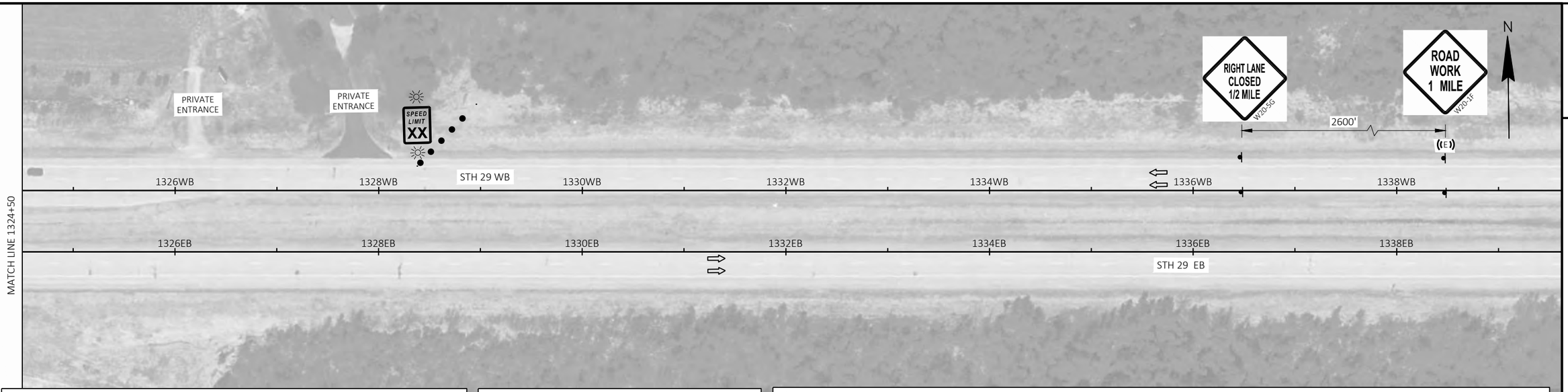
MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 1B	SHEET 68	E



NOTES

SET TUBULAR MARKERS TO MAINTAIN DRIVEWAY AND INTERSECTION ACCESS ALONG STH 29 EB.

MAINTAIN ACCESS TO DRIVEWAYS WITHIN THE STH 29 WB CLOSURE AT EXISTING INTERSECTIONS.

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

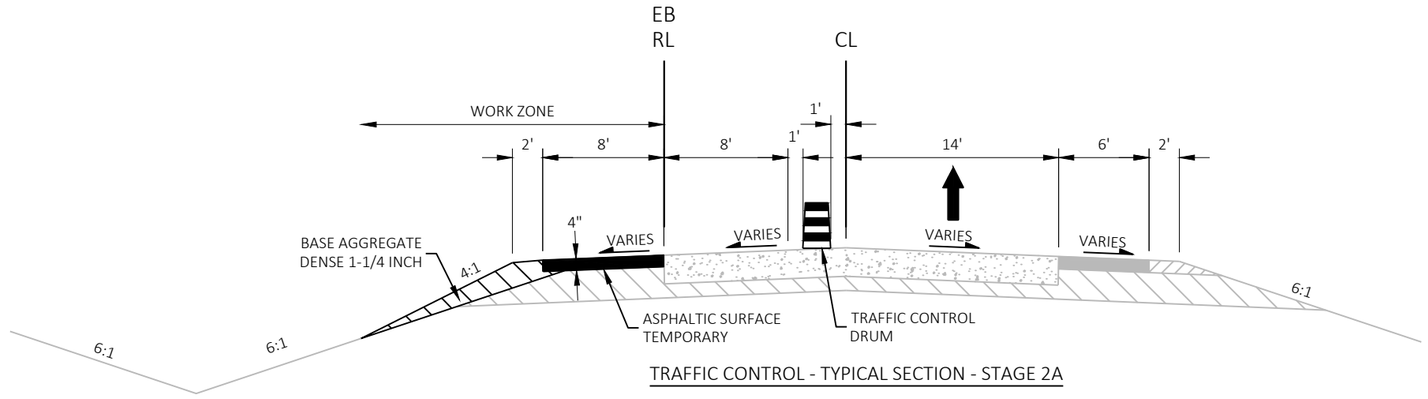
1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5. TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

LEGEND

- TYPE III BARRICADE WITH TYPE A WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER

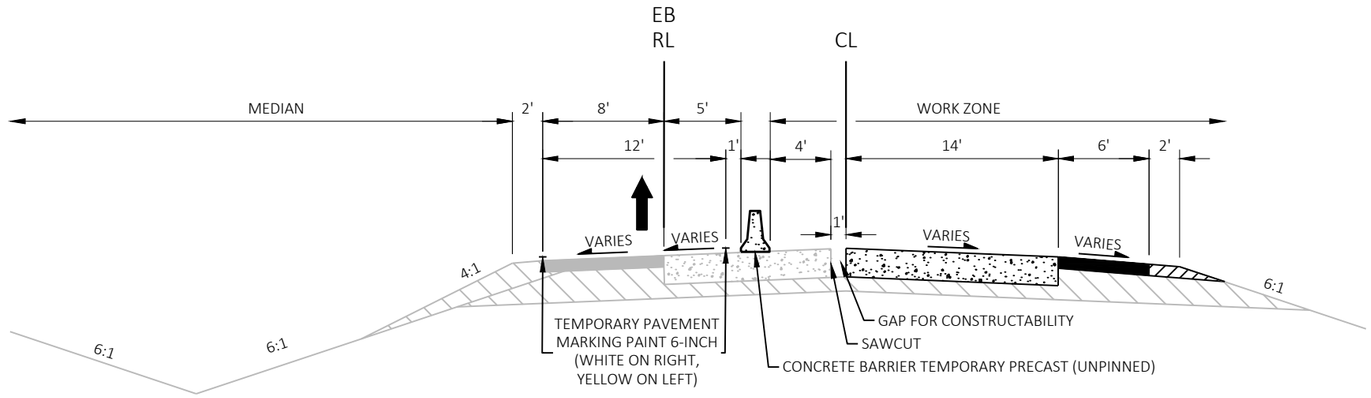
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NOTE:
LANE SHIFTS AND TEMPORARY WIDENING ON STH 29 EB WILL BE USED TO PERFORM PAVEMENT REPLACEMENT.



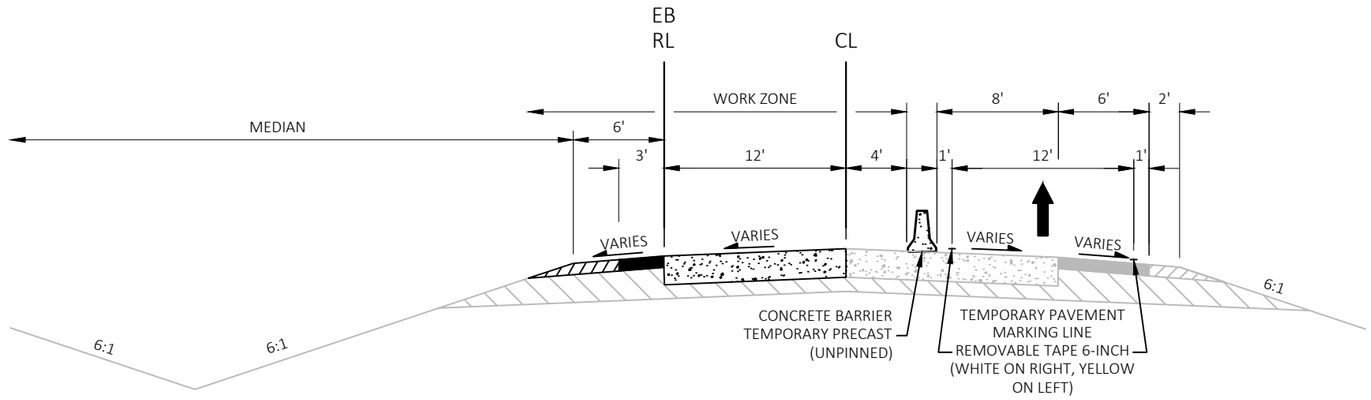
TRAFFIC CONTROL - TYPICAL SECTION - STAGE 2A

STA 1916+80 'EB' - STA 1968+20 'EB'



TRAFFIC CONTROL - TYPICAL SECTION - STAGE 2B

STA 1916+80 'EB' - STA 1968+20 'EB'



TRAFFIC CONTROL - TYPICAL SECTION - STAGE 2C

STA 1916+80 'EB' - STA 1968+20 'EB'

OAK AVE

N

1868WB 1870WB 1872WB 1874WB STH 29 WB 1876WB 1878WB 1880WB

2600' 1600'

1868EB 1870EB 1872EB 1874EB STH 29 EB 1876EB 1878EB 1880EB

500'

PRIVATE DRIVEWAY

SPEED LIMIT XX

ROAD WORK 1 MILE W20-1F

LEFT LANE CLOSED 1/2 MILE W20-5G

W04-2L

MATCH LINE 1881+50

2 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- CONCRETE BARRIER TEMPORARY PRECAST (UNPINNED)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- DIRECTION OF TRAFFIC

OAK AVE

N

1882WB 1884WB 1886WB 1888WB STH 29 WB 1890WB 1892WB 1894WB 1896W

1882EB 1884EB 1886EB 1888EB 1890EB 1892EB 1894EB 189

STH 29 EB

50' (TYP.)

2

LANE CLOSED R11-2L 48"X30"

MATCH LINE 1881+50

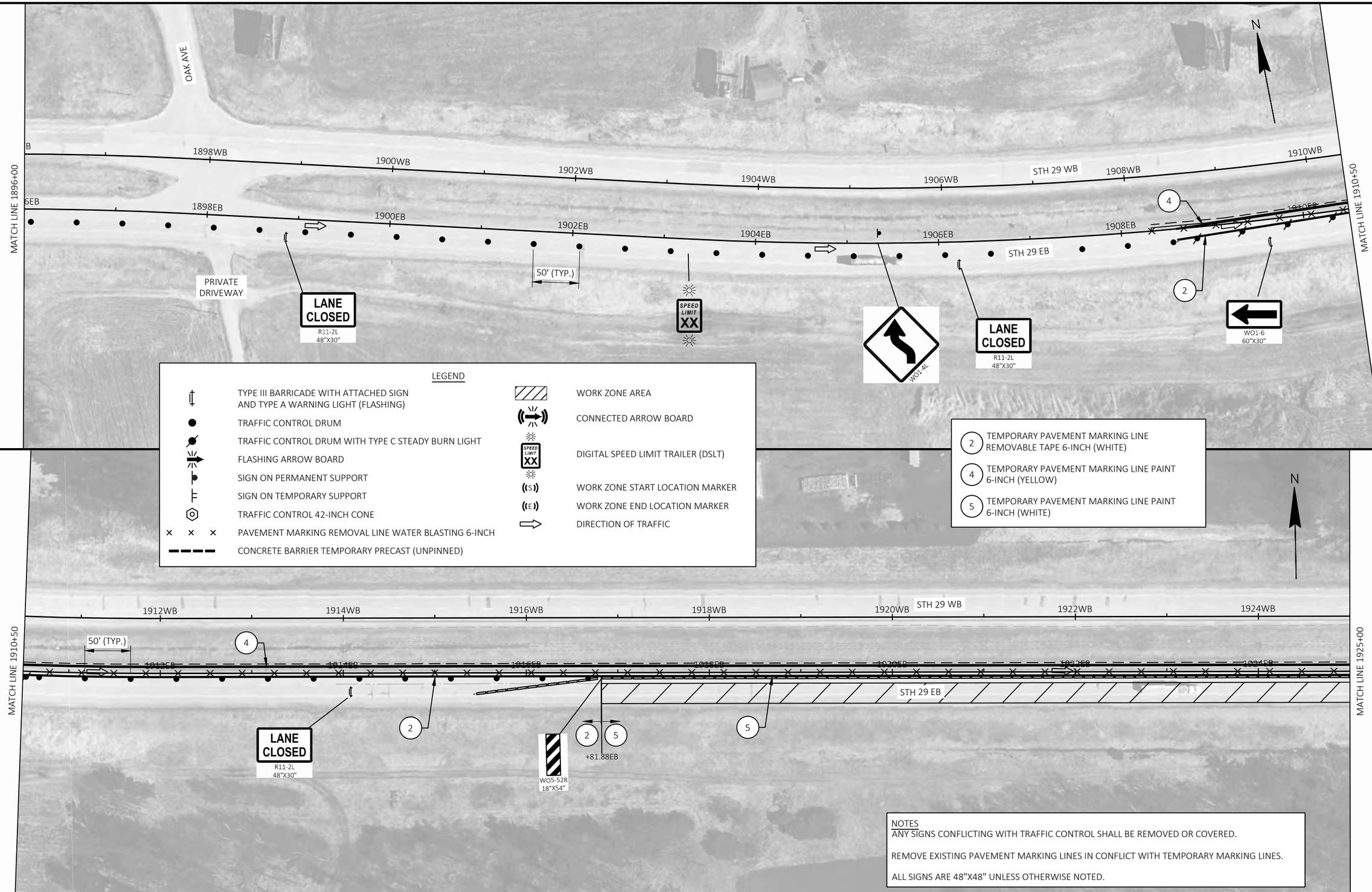
MATCH LINE 1896+00

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- CONCRETE BARRIER TEMPORARY PRECAST (UNPINNED)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- DIRECTION OF TRAFFIC

(2) TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

(4) TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)

(5) TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 2B	SHEET 72	E

2

2

MATCH LINE 1925+00

MATCH LINE 1939+50

1926WB 1928WB 1930WB 1932WB 1934WB STH 29 WB 1936WB 1938WB

1926EB 1928EB 1930EB 1932EB 1934EB 1936EB 1938EB

STH 29 EB

4

5

N

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)	WORK ZONE AREA
TRAFFIC CONTROL DRUM	CONNECTED ARROW BOARD
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	
FLASHING ARROW BOARD	DIGITAL SPEED LIMIT TRAILER (DSLT)
SIGN ON PERMANENT SUPPORT	
SIGN ON TEMPORARY SUPPORT	WORK ZONE START LOCATION MARKER
TRAFFIC CONTROL 42-INCH CONE	WORK ZONE END LOCATION MARKER
PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH	DIRECTION OF TRAFFIC
CONCRETE BARRIER TEMPORARY PRECAST (UNPINNED)	

SPEED LIMIT XX

(S) (E)

2	TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)
5	TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

MATCH LINE 1939+50

MATCH LINE 1954+00

1940WB 1942WB 1944WB 1946WB STH 29 WB 1948WB 1950WB 1952WB 1954

1940EB 1942EB 1944EB 1946EB 1948EB 1950EB 1952EB 1954

STH 29 EB

4

5

N

SPEED LIMIT XX

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 2B	SHEET 73	E

2

2

MATCH LINE 1954+00

MATCH LINE 1967+00

WO1-4R

STH 29 WB

1956WB 1958WB 1960WB 1962WB 1964WB 1966WB

1956EB 1958EB 1960EB 1962EB 1964EB 1966EB

STH 29 EB

4 5

N

2 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

4 TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (YELLOW)

5 TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (WHITE)

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- CONCRETE BARRIER TEMPORARY PRECAST (UNPINNED)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- DIRECTION OF TRAFFIC

N

WO1-6
60"X30"

1968WB 1970WB 1972WB 1974WB STH 29 WB 1976WB 1978WB 1980WB

1968EB 1970EB 1972EB 1974EB STH 29 EB 1976EB 1978EB 1980EB

50' (TYP.)

4 5 5 2 2

100' (TYP.)

+22.40EB

SPEED LIMIT 65
R2-1
48"X60"

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 2B	SHEET 74 E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026004-S2B.DWG
LAYOUT NAME - 04

PLOT DATE : 9/26/2024 2:28 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

OAK AVE

N

1868WB 1870WB 1872WB 1874WB STH 29 WB 1876WB 1878WB 1880WB 1882

2600' 1600' 500'

SPEED LIMIT XX

1868EB 1870EB 1872EB 1874EB STH 29 EB 1876EB 1878EB 1880EB 1882

ROAD WORK 1 MILE W20-1F

LEFT LANE CLOSED 1/2 MILE W20-5SG

W04-2L

PRIVATE DRIVEWAY

MATCH LINE 1882+00.02

1 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

2 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- CONCRETE BARRIER TEMPORARY PRECAST (UNPINNED)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- DIRECTION OF TRAFFIC

MATCH LINE 1882+00.02

OAK AVE

N

1884WB 1886WB 1888WB STH 29 WB 1890WB 1892WB 1894WB 1896W

50' (TYP.)

1884EB 1886EB 1888EB 1890EB 1892EB 1894EB 189

25' (TYP.)

1

STH 29 EB

BEGIN LEFT TURN LANE R3-20L 36"X54"

MATCH LINE 1896+00

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 2C	SHEET 75	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026005-S2C.DWG
LAYOUT NAME - 01

PLOT DATE : 9/26/2024 2:28 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

STOP
DIVIDED HIGHWAY
OAK AVE
N
MATCH LINE 1896+00
MATCH LINE 1910+50
1898WB
1900WB
1902WB
1904WB
1906WB
STH 29 WB
1908WB
1910WB
25' (TYP.)
50' (TYP.)
1898EB
1900EB
1902EB
1904EB
1906EB
STH 29 EB
1908EB
1910EB
1
2
ONE WAY
LANE CLOSED
R11-2L
48"X30"
SPEED LIMIT XX
WO1-4R
WO1-6
60"X30"
PRIVATE DRIVEWAY

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- CONCRETE BARRIER TEMPORARY PRECAST (UNPINNED)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- DIRECTION OF TRAFFIC

1. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

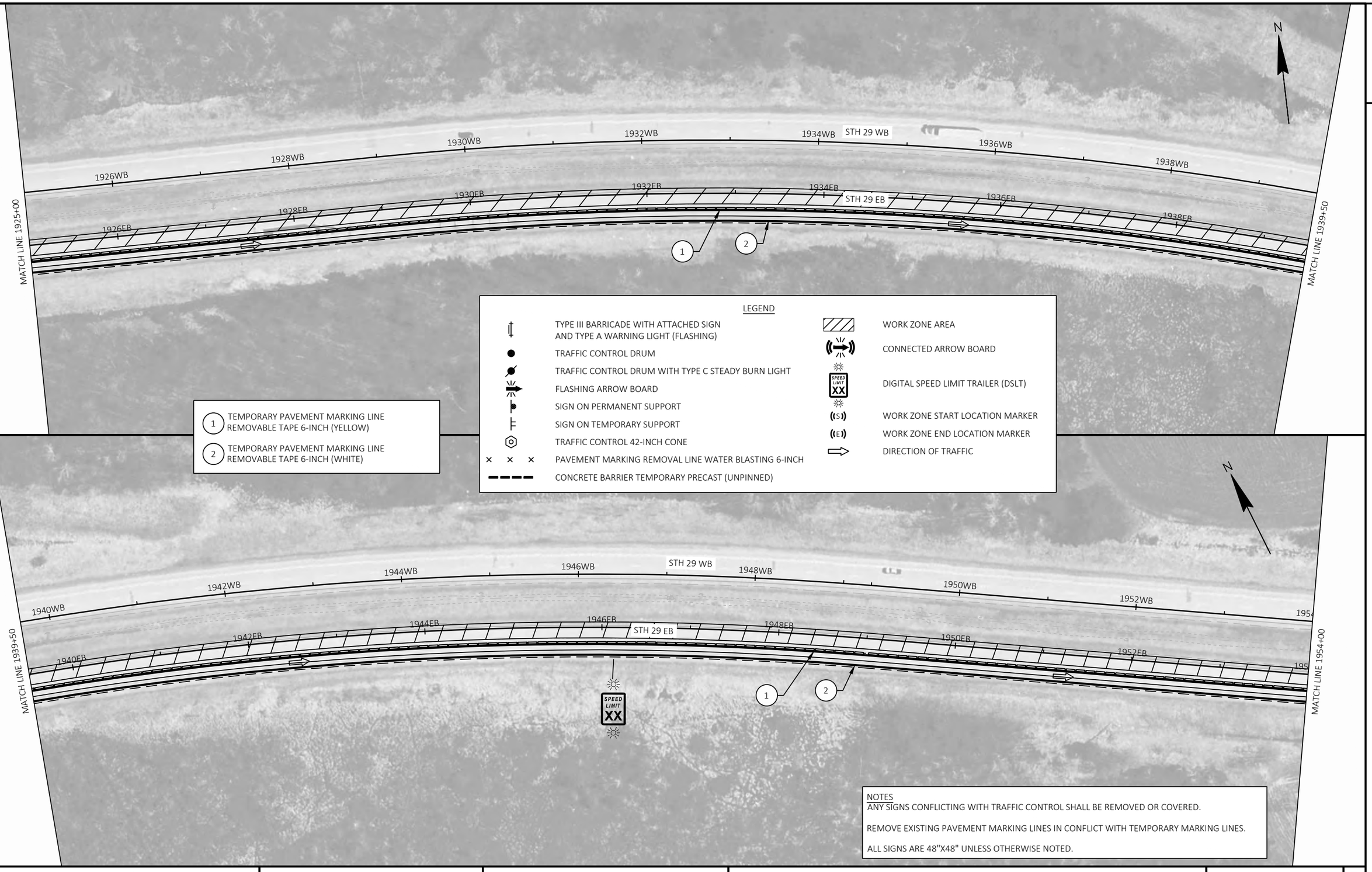
N
MATCH LINE 1910+50
MATCH LINE 1925+00
1912WB
1914WB
1916WB
1918WB
1920WB
STH 29 WB
1922WB
1924WB
1912EB
1914EB
1916EB
1918EB
1920EB
STH 29 EB
1922EB
1924EB
50' (TYP.)
1
2
LANE CLOSED
R11-2L
48"X30"
WO5-52L
12"X36"

NOTES
ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.
REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 2C	SHEET 76	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\026005-S2C.DWG
LAYOUT NAME - 02
PLOT DATE : 9/26/2024 2:29 PM
PLOT BY : MORGAN JOHNSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2



1 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

2 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- CONCRETE BARRIER TEMPORARY PRECAST (UNPINNED)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- DIRECTION OF TRAFFIC

NOTES

ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 2C	SHEET 77	E

2

2

MATCH LINE 1954+00

4WB 1956WB 1958WB STH 29 WB 1960WB 1962WB 1964WB 1966WB

4EB 1956EB 1958EB STH 29 EB 1960EB 1962EB 1964EB 1966EB

MATCH LINE 1967+00

N

WO1-4L

1

2

1 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

2 TEMPORARY PAVEMENT MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE A WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL 42-INCH CONE
- PAVEMENT MARKING REMOVAL LINE WATER BLASTING 6-INCH
- CONCRETE BARRIER TEMPORARY PRECAST (UNPINNED)
- WORK ZONE AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)
- WORK ZONE START LOCATION MARKER (S)
- WORK ZONE END LOCATION MARKER (E)
- DIRECTION OF TRAFFIC

N

MATCH LINE 1967+00

1968WB 1970WB 1972WB 1974WB STH 29 WB 1976WB 1978WB 1980WB

1968EB 1970EB 1972EB 1974EB STH 29 EB 1976EB 1978EB 1980EB

50' (TYP.)

100' (TYP.)

1

2

WO1-6
60"X30"

SPEED LIMIT 65
R2-1
48"X60"

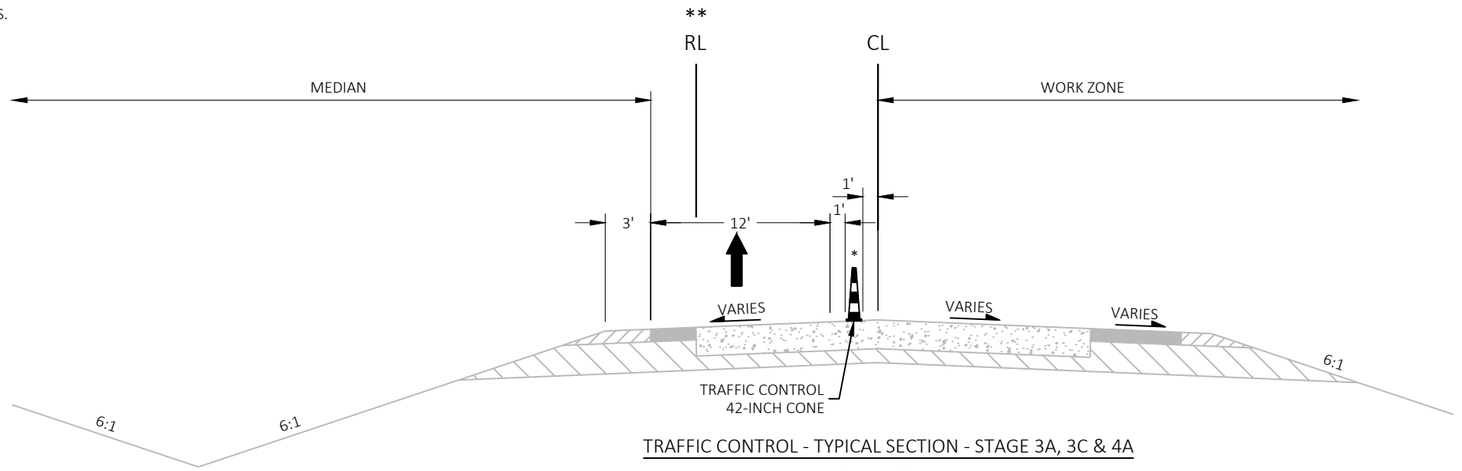
NOTES
ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED.

REMOVE EXISTING PAVEMENT MARKING LINES IN CONFLICT WITH TEMPORARY MARKING LINES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	TRAFFIC CONTROL - STAGE 2C	SHEET 78	E

NOTE:
SINGLE LANE CLOSURES ON STH 29 EASTBOUND AND WESTBOUND WILL BE USED TO PERFORM JOINT REPAIRS, PIPE REPAIRS, MILL & OVERLAY, BEAMGUARD REPLACEMENTS, DIAMOND GRINDING, AND RUMBLE STRIPS.

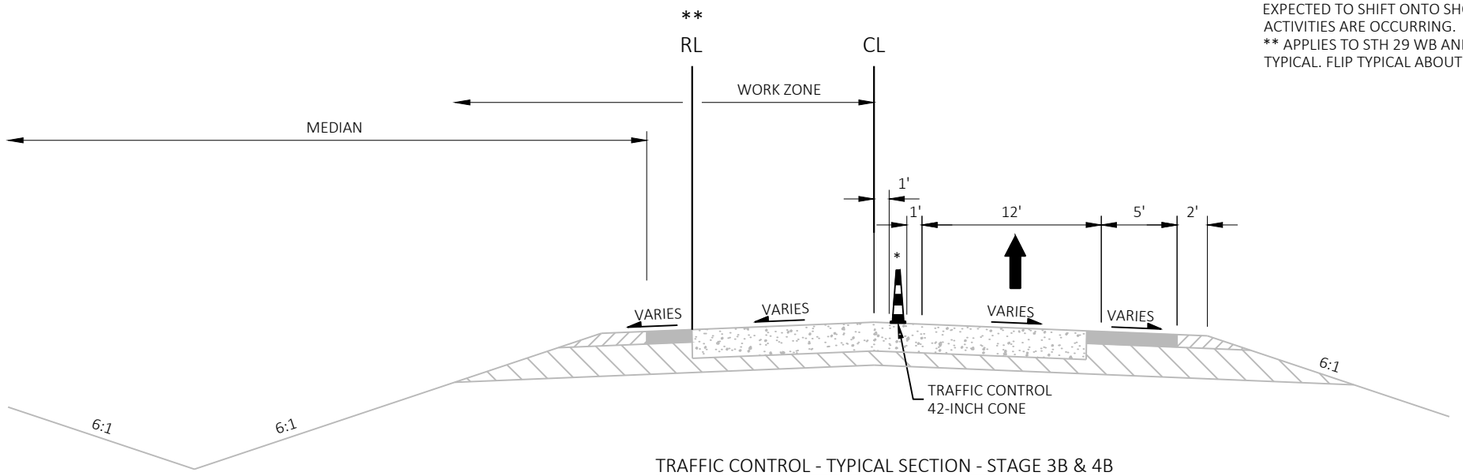


TRAFFIC CONTROL - TYPICAL SECTION - STAGE 3A, 3C & 4A

STAGE 3A & 3C
STA 1058+50 'EB' - STA 1916+80 'EB'
STA 1968+20 'EB' - STA 2108+00 'EB'
STA 1058+50 'WB' - STA 1079+00 'WB'
STA 1296+75 'WB' - STA 1844+00 'WB'

STAGE 4A
STA 1058+50 'EB' - STA 2108+00 'EB'
STA 1058+50 'WB' - STA 1844+00 'WB'

* MOVE CONES TO OTHER SIDE OF CENTERLINE WHEN NO CONSTRUCTION ACTIVITIES ARE OCCURRING IN THE AREA. TRAFFIC EXPECTED TO SHIFT ONTO SHOULDER WHILE CONSTRUCTION ACTIVITIES ARE OCCURRING.
** APPLIES TO STH 29 WB AND STH 29 EB. EB DIRECTION SHOWN IN TYPICAL. FLIP TYPICAL ABOUT THE RL TO APPLY TO WB DIRECTION



TRAFFIC CONTROL - TYPICAL SECTION - STAGE 3B & 4B

STAGE 3B
STA 1058+50 'EB' - STA 1916+80 'EB'
STA 1968+20 'EB' - STA 2108+00 'EB'
STA 1058+50 'WB' - STA 1079+00 'WB'
STA 1296+75 'WB' - STA 1844+00 'WB'

STAGE 4B
STA 1058+50 'EB' - STA 2108+00 'EB'
STA 1058+50 'WB' - STA 1844+00 'WB'

					1058-22-60	1058-22-61
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	204.0100	Removing Concrete Pavement	SY	15,380.000	11,920.000	3,460.000
0004	204.0110	Removing Asphaltic Surface	SY	5,490.000	5,490.000	
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	622.000	345.000	277.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	210,294.000	123,626.000	86,668.000
0010	204.0165	Removing Guardrail	LF	3,983.000	3,193.000	790.000
0012	204.0180	Removing Delineators and Markers	EACH	458.000	262.000	196.000
0014	204.0185	Removing Masonry	CY	3.000	3.000	
0016	204.0190	Removing Surface Drains	EACH	4.000	2.000	2.000
0018	204.9060.S	Removing (item description) 01. Removing Apron Endwall	EACH	3.000		3.000
0020	204.9060.S	Removing (item description) 02. Removing Apron Endwall for Culvert Pipe Sloped Cross Drain Concrete	EACH	1.000	1.000	
0022	204.9060.S	Removing (item description) 03. Removing Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	2.000		2.000
0024	205.0100	Excavation Common	CY	13,365.000	2,751.000	10,614.000
0026	209.2500	Backfill Granular Grade 2	TON	407.000		407.000
0028	211.0201	Prepare Foundation for Concrete Pavement (project) 01. 1058-22-60	EACH	1.000	1.000	
0030	211.0201	Prepare Foundation for Concrete Pavement (project) 02. 1058-22-61	EACH	1.000		1.000
0032	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	22.000	21.000	1.000
0034	213.0100	Finishing Roadway (project) 01. 1058-22-60	EACH	1.000	1.000	
0036	213.0100	Finishing Roadway (project) 02. 1058-22-61	EACH	1.000		1.000
0038	305.0110	Base Aggregate Dense 3/4-Inch	TON	15,820.000	8,250.000	7,570.000
0040	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	14,070.000	4,170.000	9,900.000
0042	310.0110	Base Aggregate Open-Graded	TON	660.000	660.000	
0044	312.0110	Select Crushed Material	TON	4,600.000		4,600.000
0046	415.0080	Concrete Pavement 8-Inch	SY	169.000	123.000	46.000
0048	415.0100	Concrete Pavement 10-Inch	SY	15,315.000	11,873.000	3,442.000
0050	415.6000.S	Rout and Seal	LF	365,914.000	209,372.000	156,542.000
0052	416.0610	Drilled Tie Bars	EACH	3,760.000	2,451.000	1,309.000
0054	416.0620	Drilled Dowel Bars	EACH	28,816.000	14,194.000	14,622.000
0056	416.1710	Concrete Pavement Repair	SY	14,761.000	6,935.000	7,826.000
0058	416.1720	Concrete Pavement Replacement	SY	18,042.000	11,771.000	6,271.000
0060	420.1000	Continuous Diamond Grinding Concrete Pavement	SY	57,693.000	31,258.000	26,435.000
0062	455.0605	Tack Coat	GAL	13,182.000	8,210.000	4,972.000
0064	460.2000	Incentive Density HMA Pavement	DOL	15,400.000	9,730.000	5,670.000
0066	460.5224	HMA Pavement 4 LT 58-28 S	TON	24,065.000	15,217.000	8,848.000
0068	465.0105	Asphaltic Surface	TON	279.000	205.000	74.000
0070	465.0110	Asphaltic Surface Patching	TON	5,850.000	3,660.000	2,190.000
0072	465.0125	Asphaltic Surface Temporary	TON	2,610.000	1,190.000	1,420.000
0074	465.0510	Asphaltic Rumble Strips, Shoulder Divided Roadway	LF	174,468.000	98,902.000	75,566.000
0076	504.0900	Concrete Masonry Endwalls	CY	3.000	3.000	
0078	520.2015	Culvert Pipe Temporary 15-Inch	LF	118.000		118.000
0080	520.8000	Concrete Collars for Pipe	EACH	2.000	1.000	1.000
0082	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	56.000		56.000
0084	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000		1.000
0086	524.0136	Culvert Pipe Salvaged 36-Inch	LF	32.000	32.000	
0088	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000	
0090	601.0590	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	LF	159.000	106.000	53.000
0092	602.3010	Concrete Surface Drains	CY	6.900	3.000	3.900
0094	602.3210	Concrete Rumble Strips, Shoulder Divided Roadway	LF	183,500.000	104,950.000	78,550.000

Line	Item	Item Description	Unit	Total	1058-22-60 Qty	1058-22-61 Qty
0096	603.8000	Concrete Barrier Temporary Precast Delivered	LF	5,280.000	5,280.000	
0098	603.8125	Concrete Barrier Temporary Precast Installed	LF	10,550.000	10,550.000	
0100	606.0200	Riprap Medium	CY	6.000	4.000	2.000
0102	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	80.000		80.000
0104	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	4.000		4.000
0106	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	4.000	4.000	
0108	614.0230	Steel Thrie Beam	LF	250.000	250.000	
0110	614.2300	MGS Guardrail 3	LF	2,575.000	1,975.000	600.000
0112	614.2500	MGS Thrie Beam Transition	LF	236.400	157.600	78.800
0114	614.2610	MGS Guardrail Terminal EAT	EACH	10.000	8.000	2.000
0116	614.2620	MGS Guardrail Terminal Type 2	EACH	4.000	4.000	
0118	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1058-22-60	EACH	1.000	1.000	
0120	618.0100	Maintenance and Repair of Haul Roads (project) 02. 1058-22-61	EACH	1.000		1.000
0122	619.1000	Mobilization	EACH	1.000	0.600	0.400
0124	624.0100	Water	MGAL	180.000	76.000	104.000
0126	625.0100	Topsoil	SY	16,740.000	1,700.000	15,040.000
0128	628.1104	Erosion Bales	EACH	8.000	8.000	
0130	628.1504	Silt Fence	LF	13,931.000	5,650.000	8,281.000
0132	628.1520	Silt Fence Maintenance	LF	13,931.000	5,650.000	8,281.000
0134	628.1905	Mobilizations Erosion Control	EACH	4.000	2.000	2.000
0136	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	2.000	2.000
0138	628.2002	Erosion Mat Class I Type A	SY	15,110.000	390.000	14,720.000
0140	628.2006	Erosion Mat Urban Class I Type A	SY	1,630.000	1,310.000	320.000
0142	628.7005	Inlet Protection Type A	EACH	4.000	2.000	2.000
0144	628.7504	Temporary Ditch Checks	LF	180.000	60.000	120.000
0146	628.7555	Culvert Pipe Checks	EACH	30.000	15.000	15.000
0148	628.7570	Rock Bags	EACH	50.000	25.000	25.000
0150	629.0210	Fertilizer Type B	CWT	10.610	1.070	9.540
0152	630.0130	Seeding Mixture No. 30	LB	306.000	33.000	273.000
0154	630.0500	Seed Water	MGAL	94.520	9.450	85.070
0156	633.0100	Delineator Posts Steel	EACH	566.000	370.000	196.000
0158	633.0500	Delineator Reflectors	EACH	566.000	370.000	196.000
0160	633.1100	Delineators Temporary	EACH	53.000		53.000
0162	633.5200	Markers Culvert End	EACH	4.000	3.000	1.000
0164	642.5001	Field Office Type B	EACH	1.000	0.600	0.400
0166	643.0300	Traffic Control Drums	DAY	38,778.000	16,605.000	22,173.000
0168	643.0370.S	Digital Speed Reduction System (DSRS)	DAY	293.000	102.000	191.000
0170	643.0420	Traffic Control Barricades Type III	DAY	5,970.000	1,956.000	4,014.000
0172	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	420.000		420.000
0174	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	420.000		420.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	11,940.000	3,912.000	8,028.000
0178	643.0715	Traffic Control Warning Lights Type C	DAY	4,791.000	1,740.000	3,051.000
0180	643.0810.S	Connected Arrow Board	DAY	293.000	102.000	191.000
0182	643.0900	Traffic Control Signs	DAY	13,496.000	5,750.000	7,746.000
0184	643.0920	Traffic Control Covering Signs Type II	EACH	76.000	30.000	46.000
0186	643.1000	Traffic Control Signs Fixed Message	SF	197.000	98.500	98.500
0188	643.1070	Traffic Control Cones 42-Inch	DAY	45,600.000	22,800.000	22,800.000
0190	643.1220.S	Connected Work Zone Start and End Location Markers	DAY	293.000	102.000	191.000
0192	643.3165	Temporary Marking Line Paint 6-Inch	LF	77,645.000	11,305.000	66,340.000

Line	Item	Item Description	Unit	Total	1058-22-60 Qty	1058-22-61 Qty
0194	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	59,560.000	37,160.000	22,400.000
0196	643.5000	Traffic Control	EACH	1.000	0.500	0.500
0198	645.0111	Geotextile Type DF Schedule A	SY	2.000		2.000
0200	645.0120	Geotextile Type HR	SY	9.000	6.000	3.000
0202	645.0220	Geogrid Type SR	SY	4,336.000		4,336.000
0204	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	45,586.000	25,949.000	19,637.000
0206	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	358,497.000	203,982.000	154,515.000
0208	646.2050	Marking Line Grooved Permanent Tape 6-Inch	LF	45,586.000	25,949.000	19,637.000
0210	646.4050	Marking Line Grooved Permanent Tape 10-Inch	LF	12,007.000	6,137.000	5,870.000
0212	646.5520	Marking Outfall Epoxy	EACH	734.000	420.000	314.000
0214	646.6120	Marking Stop Line Epoxy 18-Inch	LF	60.000	30.000	30.000
0216	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	30.000	14.000	16.000
0218	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	11,757.000	9,248.000	2,509.000
0220	646.7120	Marking Diagonal Epoxy 12-Inch	LF	456.000	239.000	217.000
0222	646.7320	Marking Chevron Epoxy 12-Inch	LF	953.000	434.000	519.000
0224	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	86,720.000	13,230.000	73,490.000
0226	650.4500	Construction Staking Subgrade	LF	1,320.000	133.000	1,187.000
0228	650.5000	Construction Staking Base	LF	1,320.000	133.000	1,187.000
0230	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	159.000	106.000	53.000
0232	650.7000	Construction Staking Concrete Pavement	LF	1,320.000	133.000	1,187.000
0234	650.8000	Construction Staking Resurfacing Reference	LF	175,206.000	100,753.000	74,453.000
0236	650.9911	Construction Staking Supplemental Control (project) 01. 1058-22-60	EACH	1.000	1.000	
0238	650.9911	Construction Staking Supplemental Control (project) 02. 1058-22-61	EACH	1.000		1.000
0240	650.9920	Construction Staking Slope Stakes	LF	1,320.000	133.000	1,187.000
0242	690.0150	Sawing Asphalt	LF	4,587.000	2,172.000	2,415.000
0244	690.0250	Sawing Concrete	LF	103,371.000	60,655.000	42,716.000
0246	715.0715	Incentive Flexural Strength Concrete Pavement	DOL	4,633.000	3,586.000	1,047.000
0248	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	4,633.000	3,586.000	1,047.000
0250	740.0440	Incentive IRI Ride	DOL	2,618.000	2,618.000	
0252	SPV.0060	Special 01. AEW for Culvert Pipe Sloped Cross Drain Reinforced Concrete 15-Inch 6 to 1	EACH	3.000		3.000
0254	SPV.0060	Special 02. AEW for Culvert Pipe Sloped Cross Drain Reinforced Concrete 18-Inch 6 to 1	EACH	1.000	1.000	
0256	SPV.0060	Special 03. Locate and Clean Existing Underdrain Outfalls	EACH	734.000	420.000	314.000
0258	SPV.0060	Special 04. Removing Raised Pavement Markers & Filling Voids	EACH	1,836.000	1,050.000	786.000
0260	SPV.0060	Special 05. Culvert Pipe Plug Temporary	EACH	2.000		2.000
0262	SPV.0090	Special 01. Construction Staking Concrete Pavement Reference	LF	4,110.000	4,110.000	
0264	SPV.0090	Special 02. Concrete Joint & Crack Cleaning, Repair & Sealing	LF	414.000	189.000	225.000
0266	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	50,830.000	31,790.000	19,040.000
0268	SPV.0180	Special 02. Embankment Special Compaction	SY	7,600.000		7,600.000

REMOVING ASPHALTIC SURFACE MILLING

STATION TO STATION			ROADWAY	STAGE	AREA	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
PROJECT 1058-22-60								
CATEGORY 0010								
1058+50	-	1916+82	STH 29 EB	3B	INSIDE SHOULDER	---	2	57,221
				3A	OUTSIDE SHOULDER / SIDEROADS	---	280	28,611
1916+82	-	1923+36	STH 29 EB	3B	INSIDE SHOULDER	436	---	---
				3A	OUTSIDE SHOULDER / SIDEROADS	218	---	---
1923+36	-	1929+61	STH 29 EB	3B	INSIDE SHOULDER	---	---	---
				3A	OUTSIDE SHOULDER / SIDEROADS	---	---	---
1929+61	-	1949+02	STH 29 EB	3B	INSIDE SHOULDER	1,294	---	---
				3A	OUTSIDE SHOULDER / SIDEROADS	647	---	---
1949+02	-	1953+08	STH 29 EB	3B	INSIDE SHOULDER	---	---	---
				3A	OUTSIDE SHOULDER / SIDEROADS	---	---	---
1953+08	-	1968+22	STH 29 EB	3B	INSIDE SHOULDER	1,009	---	---
				3A	OUTSIDE SHOULDER / SIDEROADS	505	---	---
1968+22	-	2108+00	STH 29 EB	3B	INSIDE SHOULDER	---	1	9,319
				3A	OUTSIDE SHOULDER / SIDEROADS	---	2	4,659
1058+50	-	2108+00	STH 29 EB	3A/B	TURN LANES	---	---	8,637
1058+50	-	2108+00	STH 29 EB	3B	MEDIAN CROSSINGS	---	60	15,179
1284+62	-	1301+60	STH 29 EB	2A	SHOULDER WIDENING	1,381	---	---
					PROJECT 1058-22-60 TOTALS	5,490	345	123,626
PROJECT 1058-22-61								
CATEGORY 0010								
1058+50	-	1087+60	STH 29 WB	3B	INSIDE SHOULDER	---	270	1,940
				3A	OUTSIDE SHOULDER / SIDEROADS	---	---	970
1096+00	-	1282+50	STH 29 WB	3B	INSIDE SHOULDER	---	---	12,433
				3A	OUTSIDE SHOULDER / SIDEROADS	---	5	6,217
1285+25	-	1844+00	STH 29 WB	3B	INSIDE SHOULDER	---	2	37,250
				3A	OUTSIDE SHOULDER / SIDEROADS	---	---	18,625
1058+50	-	1844+00	STH 29 WB	3A/B	TURN LANES	---	---	9,233
					PROJECT 1058-22-61 TOTALS	0	277	86,668
					CONTRACT TOTALS	5,490	622	210,294

REMOVING CONCRETE PAVEMENT

STATION TO STATION			STAGE	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY
PROJECT 1058-22-60					
CATEGORY 0010					
1078+70	-	1070+99	2B	STH 29 EB OUTSIDE	20
1078+70	-	1070+99	2C	STH 29 EB INSIDE	20
1398+11	-	1398+43	2B	STH 29 EB OUTSIDE	10
1398+11	-	1398+32	2C	STH 29 EB INSIDE	30
1916+82	-	1923+36	2B	STH 29 EB OUTSIDE	1,020
1916+82	-	1923+36	2C	STH 29 EB INSIDE	870
1929+61	-	1949+02	2B	STH 29 EB OUTSIDE	3,020
1929+61	-	1949+02	2C	STH 29 EB INSIDE	2,590
1953+08	-	1968+22	2B	STH 29 EB OUTSIDE	2,360
1953+08	-	1968+22	2C	STH 29 EB INSIDE	2,020
				PROJECT 1058-22-60 TOTAL	11,920
PROJECT 1058-22-61					
CATEGORY 0010					
1087+60	-	1096+00	1B	STH 29 WB	2,660
1282+50	-	1285+25	1B	STH 29 WB	780
1399+13	-	1399+49	2B	STH 29 WB	20
				PROJECT 1058-22-61 TOTAL	3,460
				CONTRACT TOTAL	15,380

3

EARTHWORK - STH 29

DESCRIPTION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL FACTOR 1.25	MASS ORDINATE +/- (5)	WASTE
PROJECT 1058-22-60										
CATEGORY 0010										
GUARDRAIL	1065+82 - 1070+93	STH 29 EB	527	0	209	318	14	18	301	301
GUARDRAIL	1190+25 - 1194+28	STH 29 EB	147	0	22	125	35	44	81	81
GUARDRAIL	1212+34 - 1216+75	STH 29 EB	181	0	26	155	0	0	155	155
GUARDRAIL	1393+91 - 1398+00	STH 29 EB	64	0	58	6	1	2	4	4
GUARDRAIL	1438+46 - 1441+37	STH 29 EB	41	0	14	27	8	10	17	17
GUARDRAIL	1982+50 - 1985+29	STH 29 EB	0	0	0	0	0	0	0	0
GUARDRAIL	2102+25 - 2105+09	STH 29 EB	0	0	0	0	0	0	0	0
LANE SHIFT		STH 29 EB	1,791	0	0	1,791	0	0	1,791	1,791
		PROJECT 1058-22-60 TOTAL	2,751	0	329	2,422	58	73	2,349	2,349
PROJECT 1058-22-61										
CATEGORY 0010										
REPAIR AREA	1087+60 - 1096+00	STH 29 WB	3,725	0	773	2,952	21	26	2,926	2,926
REPAIR AREA	1282+50 - 1285+25	STH 29 WB	1,560	0	74	1,486	0	0	1,486	1,486
GUARDRAIL	1399+50 - 1403+31	STH 29 WB	71	0	71	0	6	8	-8	-8
CROSSOVER	WEST	STH 29 WB	958	0	50	908	289	361	547	547
CROSSOVER REMOVAL	WEST	STH 29 WB	1,018	0	146	872	176	220	652	652
CROSSOVER	EAST	STH 29 WB	976	0	80	896	916	1,145	-249	-249
CROSSOVER REMOVAL	EAST	STH 29 WB	2,006	0	193	1,813	100	125	1,688	1,688
UNDISTRIBUTED			0	300	0	0	0	0	0	0
PROJECT 1058-22-61 TOTAL			10,314	300	1,387	8,927	1,508	1,885	7,042	7,042
CONTRACT TOTAL			10,614		1,716	9,558	1,566	1,958	7,600	7,600
			13,365							

NOTES:

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

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED.

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

(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.

3

BASE COURSE

STATION TO STATION			STAGE	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	310.0110 * BASE AGGREGATE OPEN-GRADED TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	REMARKS
PROJECT 1058-22-60										
CATEGORY 0010										
1058+50	-	1065+36		STH 29 EB INSIDE	30	---	---	---	---	SHOULDER
1065+36	-	1070+97		STH 29 EB INSIDE	60	300	---	---	2	GUARDRAIL
1072+12	-	1393+80		STH 29 EB INSIDE	1,520	---	---	---	9	SHOULDER
1393+80	-	1398+11		STH 29 EB INSIDE	50	180	---	---	1	GUARDRAIL
1399+41	-	1694+86		STH 29 EB INSIDE	1,400	---	---	---	8	SHOULDER
1710+54	-	1916+82		STH 29 EB INSIDE	980	---	---	---	6	SHOULDER
1916+82	-	1923+36		STH 29 EB INSIDE	30	---	60	---	1	REPAIR
1923+36	-	1929+61		STH 29 EB INSIDE	30	---	---	---	---	SHOULDER
1929+61	-	1949+02	3A	STH 29 EB INSIDE	90	---	170	---	2	REPAIR
1949+02	-	1953+08		STH 29 EB INSIDE	20	---	---	---	---	SHOULDER
1953+08	-	1968+22		STH 29 EB INSIDE	70	---	130	---	1	REPAIR
1968+22	-	1980+97		STH 29 EB INSIDE	60	---	---	---	---	SHOULDER
1980+97	-	1986+79		STH 29 EB INSIDE	10	---	---	---	---	SHOULDER
1986+79	-	1993+18		STH 29 EB INSIDE	30	---	---	---	---	SHOULDER
2013+18	-	2100+75		STH 29 EB INSIDE	410	---	---	---	2	SHOULDER
2100+75	-	2106+60		STH 29 EB INSIDE	10	---	---	---	---	SHOULDER
2106+60	-	2108+00		STH 29 EB INSIDE	10	---	---	---	---	SHOULDER
1058+50	-	1065+86		STH 29 EB OUTSIDE	20	---	---	---	---	SHOULDER
1065+86	-	1071+06		STH 29 EB OUTSIDE	60	270	---	---	2	GUARDRAIL
1072+12	-	1189+54		STH 29 EB OUTSIDE	380	---	---	---	2	SHOULDER
1189+54	-	1194+67		STH 29 EB OUTSIDE	70	300	---	---	2	GUARDRAIL
1194+67	-	1211+82		STH 29 EB OUTSIDE	50	---	---	---	---	SHOULDER
1211+82	-	1217+33		STH 29 EB OUTSIDE	70	300	---	---	2	GUARDRAIL
1217+33	-	1393+40		STH 29 EB OUTSIDE	560	---	---	---	3	SHOULDER
1393+40	-	1398+35		STH 29 EB OUTSIDE	60	220	---	---	2	GUARDRAIL
1399+46	-	1438+35		STH 29 EB OUTSIDE	120	---	---	---	1	SHOULDER
1438+35	-	1441+82	3B	STH 29 EB OUTSIDE	40	200	---	---	1	GUARDRAIL
1441+82	-	1689+83		STH 29 EB OUTSIDE	790	---	---	---	5	SHOULDER
1713+89	-	1916+82		STH 29 EB OUTSIDE	650	---	---	---	4	SHOULDER
1916+82	-	1923+36		STH 29 EB OUTSIDE	20	---	50	---	0	REPAIR
1923+36	-	1929+61		STH 29 EB OUTSIDE	20	---	---	---	---	SHOULDER
1929+61	-	1949+02		STH 29 EB OUTSIDE	60	---	140	---	1	REPAIR
1949+02	-	1953+08		STH 29 EB OUTSIDE	10	---	---	---	---	SHOULDER
1953+08	-	1968+22		STH 29 EB OUTSIDE	50	---	110	---	1	REPAIR
1968+22	-	1993+18		STH 29 EB OUTSIDE	80	---	---	---	---	SHOULDER
2004+63	-	2108+00		STH 29 EB OUTSIDE	330	---	---	---	2	SHOULDER
LANE SHIFT			2A	STH 29 EB	---	2,400	---	---	14	LANE SHIFT
				PROJECT 1058-22-60 TOTALS	8,250	4,170	660	0	76	

3

BASE COURSE CONT.

STATION TO STATION			STAGE	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	310.0110 * BASE AGGREGATE OPEN-GRADED TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	REMARKS
PROJECT 1058-22-61										
CATEGORY 0010										
1058+50	-	1070+47	3A	STH 29 WB INSIDE	60	---	---	---	---	SHOULDER
1071+84	-	1087+60		STH 29 WB INSIDE	70	---	---	---	0	SHOULDER
1087+60	-	1096+00		STH 29 WB INSIDE	90	1,560	---	1,570	10	RECONSTRUCT
1096+00	-	1282+50		STH 29 WB INSIDE	880	0	---	---	5	SHOULDER
1282+50	-	1285+25		STH 29 WB INSIDE	30	510	---	510	3	RECONSTRUCT
1285+25	-	1398+02		STH 29 WB INSIDE	530	---	---	---	3	SHOULDER
1399+14	-	1404+93		STH 29 WB INSIDE	70	410	---	---	3	GUARDRAIL
1404+93	-	1694+62		STH 29 WB INSIDE	1,370	---	---	---	8	SHOULDER
1722+98	-	1844+00		STH 29 WB INSIDE	570	---	---	---	3	SHOULDER
1058+50	-	1070+36	3B	STH 29 WB OUTSIDE	40	---	---	---	---	SHOULDER
1070+36	-	1071+84		STH 29 WB OUTSIDE	---	---	---	---	---	SHOULDER
1071+84	-	1091+00		STH 29 WB OUTSIDE	60	---	---	---	---	SHOULDER
1091+00	-	1096+00		STH 29 WB OUTSIDE	50	930	---	1,240	6	RECONSTRUCT
1096+00	-	1282+50		STH 29 WB OUTSIDE	600	---	---	---	4	SHOULDER
1282+50	-	1285+25		STH 29 WB OUTSIDE	30	510	---	680	3	RECONSTRUCT
1285+25	-	1398+02		STH 29 WB OUTSIDE	360	---	---	---	2	SHOULDER
1399+18	-	1403+48		STH 29 WB OUTSIDE	60	310	---	---	2	GUARDRAIL
1403+48	-	1700+24		STH 29 WB OUTSIDE	950	---	---	---	6	SHOULDER
1722+98	-	1844+00		STH 29 WB OUTSIDE	390	---	---	0	2	SHOULDER
WEST CROSSOVER			1A	STH 29 WB	420	2,420	---	---	17	WEST XO
EAST CROSSOVER			1A	STH 29 WB	500	2,980	---	---	21	EAST XO
WEST CROSSOVER REMOVAL			1C	STH 29 WB	210	60	---	---	2	W. XO REMOVAL
EAST CROSSOVER REMOVAL			1C	STH 29 WB	230	210	---	---	3	E. XO REMOVAL
UNDISTRIBUTED					---	---	---	600	---	EBS
PROJECT 1058-22-61 TOTALS					7,570	9,900	0	4,600	104	
CONTRACT TOTALS					15,820	14,070	660	4,600	180	

* ASSUMED 2" DEPTH FOR BASE AGGREGATE OPEN-GRADED

3

CONCRETE PAVEMENT

STATION TO STATION	STAGE	LOCATION	211.0201.01 PREPARE FOUNDATION FOR CONCRETE PAVEMENT 1058-22-60 EACH	211.0201.02 PREPARE FOUNDATION FOR CONCRETE PAVEMENT 1058-22-61 EACH	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY	416.0610 * DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60									
CATEGORY 0010									
1070+30 - 1070+98	3B	STH 29 EB INSIDE	---	---	33	---	34	---	---
1070+40 - 1071+05	3C	STH 29 EB OUTSIDE	---	---	47	---	34	---	---
1398+11 - 1398+43	3C	STH 29 EB OUTSIDE	---	---	15	---	10	---	---
1398+11 - 1398+32	3B	STH 29 EB INSIDE	---	---	29	---	15	---	---
1916+82 - 1923+36	2B	STH 29 EB OUTSIDE	---	---	---	1,017	---	24	682
1916+82 - 1923+36	2C	STH 29 EB INSIDE	---	---	---	872	---	20	24
1929+61 - 1949+02	2B	STH 29 EB OUTSIDE	---	---	---	3,020	---	24	1,939
1929+61 - 1949+02	2C	STH 29 EB INSIDE	---	---	---	2,589	---	20	24
1953+08 - 1968+22	2B	STH 29 EB OUTSIDE	---	---	---	2,356	---	24	1,542
1953+08 - 1968+22	2C	STH 29 EB INSIDE	---	---	---	2,019	---	20	24
UNDISTRIBUTED			1	---	---	---	---	---	---
PROJECT 1058-22-60 TOTAL			1	0	123	11,873	93	132	4,235
PROJECT 1058-22-61									
CATEGORY 0010									
1087+60 - 1096+00	1B	STH 29 WB	---	---	---	2,660	---	44	57
1282+50 - 1285+25	1B	STH 29 WB	---	---	---	782	---	44	57
1399+13 - 1399+85	3C	STH 29 WB	---	---	46	---	36	---	---
UNDISTRIBUTED			---	1	---	---	---	---	---
PROJECT 1058-22-61 TOTAL			0	1	46	3,442	36	88	114
CONTRACT TOTAL			1	1	169	15,315	129	220	4,349

* ADDITIONAL QUANTITIES SHOWN IN CONCRETE PAVEMENT REPAIR TABLES & SAWING TABLE

ASPHALTIC ITEMS

STATION		TO STATION	ROADWAY	AREA	STAGE	PAVEMENT SECTION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	SPV.0180.01 REMOVING DISTRESSED ASPHALTIC SURFACE MILLING SY
PROJECT 1058-22-60													
CATEGORY 0010													
1058+50	-	1066+05	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	70	158	---	---	---	---
				INSIDE SHOULDER	3B		---	45	103	---	---	---	---
1066+05	-	1070+40	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	5	17	---	---	---	---
						SHOULDER WIDENING	3	20	41	41	---	---	---
				INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	15	33	---	---	---	---
						SHOULDER WIDENING	4	10	19	19	---	---	---
1072+12	-	1191+35	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	300	686	---	---	---	---
				INSIDE SHOULDER	3B		---	420	972	---	---	---	---
1191+35	-	1194+38	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	40	94	---	---	---	---
						SHOULDER WIDENING	4	20	44	44	---	---	---
				INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	10	23	---	---	---	---
1194+38	-	1212+64	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	30	70	---	---	---	---
				INSIDE SHOULDER	3B		---	60	140	---	---	---	---
1212+64	-	1217+20	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	25	61	---	---	---	---
						SHOULDER WIDENING	5	35	77	48	---	---	---
				INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	15	35	---	---	---	---
1217+20	-	1393+90	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	545	1,255	---	---	---	---
	-			INSIDE SHOULDER	3B		---	640	1,470	---	---	---	---
1393+90	-	1398+12	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	5	16	---	---	---	---
						SHOULDER WIDENING	1	---	---	3	---	---	---
				RT SHOULDER	3B	SHOULDER RESTORATION	---	15	32	---	---	---	---
	-					SHOULDER WIDENING	---	---	9	9	---	---	---
1399+46	-	1438+47	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	135	306	---	---	---	---
	-			INSIDE SHOULDER	3B		---	165	376	---	---	---	---
1438+47	-	1441+82	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	5	13	---	---	---	---
						SHOULDER WIDENING	4	20	41	41	---	---	---
	-			INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	10	26	---	---	---	---
1441+82	-	1686+93	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	685	1,575	---	---	---	---
	-			INSIDE SHOULDER	3B		---	850	1,953	---	---	---	---
1713+89	-	1916+82	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	535	1,236	---	---	---	---
	-			INSIDE SHOULDER	3B		---	730	1,678	---	---	---	---
1916+82	-	1923+36	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	10	50	---	---	---	---
	-			INSIDE SHOULDER	3B		---	20	100	---	---	---	---
1923+36	-	1929+61	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	10	48	---	---	---	---
	-			INSIDE SHOULDER	3B		---	20	96	---	---	---	---
1929+61	-	1949+02	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	30	149	---	---	---	---
	-			INSIDE SHOULDER	3B		---	65	298	---	---	---	---
1949+02	-	1953+08	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	5	31	---	---	---	---
	-			INSIDE SHOULDER	3B		---	15	62	---	---	---	---
1953+08	-	1968+22	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	25	116	---	---	---	---
	-			INSIDE SHOULDER	3B		---	50	232	---	---	---	---
1968+22		1993+18	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	40	96	---	---	---	---
				INSIDE SHOULDER	3B		---	85	191	---	---	---	---
2004+63	-	2108+00	STH 29 EB	OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	170	396	---	---	---	---
	-			INSIDE SHOULDER	3B		---	345	793	---	---	---	---
LANE SHIFT			STH 29 EB	INSIDE SHOULDER	2A	TEMPORARY	---	270	---	---	---	1,190	---
UNDISTRIBUTED						SHOULDER RESTORATION	---	1,590	---	---	3,660	---	31,790
PROJECT 1058-22-60 TOTALS							21	8,210	15,217	205	3,660	1,190	31,790

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ASPHALTIC ITEMS CONT.

STATION TO STATION			ROADWAY	AREA	STAGE	PAVEMENT SECTION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	SPV.0180.01 REMOVING DISTRESSED ASPHALTIC SURFACE MILLING SY
PROJECT 1058-22-61													
CATEGORY 0010													
1058+50	-	1070+36	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	40	91	---	---	---	---
				OUTSIDE SHOULDER	3A		---	20	45	---	---	---	---
1071+85	-	1091+00	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	65	147	---	---	---	---
				OUTSIDE SHOULDER	3A		---	30	73	---	---	---	---
1091+00	-	1096+00	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RECONSTRUCTION	---	15	77	---	---	---	---
				OUTSIDE SHOULDER	3A		---	10	38	---	---	---	---
1096+00	-	1282+50	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	620	1,430	---	---	---	---
				OUTSIDE SHOULDER	3A		---	310	715	---	---	---	---
1282+50	-	1285+25	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RECONSTRUCTION	---	10	42	---	---	---	---
				OUTSIDE SHOULDER	3A		---	5	21	---	---	---	---
1285+25	-	1398+03	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	375	865	---	---	---	---
				OUTSIDE SHOULDER	3A		---	190	432	---	---	---	---
1399+31	-	1403+64	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	---	---	---	---	---	---
						SHOULDER WIDENING	---	15	34	---	---	---	---
				OUTSIDE SHOULDER	3A	SHOULDER RESTORATION	---	---	---	---	---	---	---
						SHOULDER WIDENING	1	15	35	10	---	---	---
1403+64	-	1700+24	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	990	2,274	---	---	---	---
				OUTSIDE SHOULDER	3A		---	495	1,137	---	---	---	---
1722+98	-	1844+00	STH 29 WB	INSIDE SHOULDER	3B	SHOULDER RESTORATION	---	405	928	---	---	---	---
				OUTSIDE SHOULDER	3A		---	200	464	---	---	---	---
CROSSOVER			STH 29 WB	WEST	1A	TEMPORARY	---	90	---	---	---	630	---
CROSSOVER			STH 29 WB	EAST	1A	TEMPORARY	---	120	---	---	---	790	---
CROSSOVER REMOVAL			STH 29 WB	WEST	1C	TEMPORARY	---	---	---	14	---	---	---
CROSSOVER REMOVAL			STH 29 WB	EAST	1C	TEMPORARY	---	---	---	50	---	---	---
UNDISTRIBUTED							---	952	---	---	2,190	---	19,040
PROJECT 1058-22-61 TOTALS							1	4,972	8,848	74	2,190	1,420	19,040
CONTRACT TOTALS							22	13,182	24,065	279	5,850	2,610	50,830

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ROUT & SEAL

STATION TO STATION	STAGE	LOCATION	415.6000.S ROUT AND SEAL LF	SPV.0090.02 CONCRETE JOINT & CRACK CLEANING, REPAIR & SEALING LF	COMMENTS
PROJECT 1058-22-60					
CATEGORY 0010					
1058+50 - 1070+78	3C	STH 29 EB OUTSIDE	1,228	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1070+78 - 1071+04			---	26	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1071+91 - 1072+12			---	21	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1072+12 - 1398+12			32,600	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1398+12 - 1398+44			---	32	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1399+26 - 1399+42			---	16	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1399+42 - 2108+00			70,858	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1058+50 - 1070+78	3B	STH 29 EB INSIDE	1,228	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1070+78 - 1070+99			---	21	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1071+86 - 1072+12			---	26	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1072+12 - 1398+12			32,600	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1398+12 - 1398+31			---	19	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1399+14 - 1399+42			---	28	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1399+42 - 2108+00			70,858	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
PROJECT 1058-22-60 TOTAL			209,372	189	
PROJECT 1058-22-61					
CATEGORY 0010					
1058+50 - 1070+34	3B	STH 29 WB INSIDE	1,184	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1070+34 - 1070+68			---	34	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1071+70 - 1071+84			---	14	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1071+84 - 1398+06			32,622	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1398+06 - 1398+40			---	34	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1399+14 - 1399+35			---	21	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1399+35 - 1844+00			44,465	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1058+50 - 1070+34	3C	STH 29 WB OUTSIDE	1,184	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1070+34 - 1070+64			---	30	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1071+63 - 1071+84			---	21	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1071+84 - 1398+06			32,622	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
1398+06 - 1398+44			---	38	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1399+02 - 1399+35			---	33	BETWEEN CONCRETE/CONCRETE LONGITUDINAL JOINT
1399+35 - 1844+00			44,465	---	BETWEEN ASPHALT/CONCRETE LONGITUDINAL JOINT
PROJECT 1058-22-61 TOTAL			156,542	225	
CONTRACT TOTAL			365,914	414	

CULVERT PIPES

STATION	LOCATION	STAGE	CULVERT #	204.0185 REMOVING MASONRY CY	504.0900 CONCRETE MASONRY ENDWALLS CY	520.2015 CULVERT PIPE TEMPORARY 15-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EA	522.0130 CULVERT PIPE REINF. CONC. CLASS III 30-INCH LF	524.0136 CULVERT PIPE SALVAGED 36-INCH LF	SPV.0060.05 CULVERT PIPE PLUG TEMPORARY EACH	633.5200 MARKERS CULVERT END EACH	COMMENT
PROJECT 1058-22-60												
CATEGORY 0010												
1397+95	STH 29 EB	3A	---	---	---	---	1	---	---	---	---	
1458+83	STH 29 EB	3B	58029008098	---	---	---	---	---	---	---	1	18" CONC. CULVERT
1530+82	STH 29 EB	3A	58029008114	---	---	---	---	---	32	---	1	36" CONC. CULVERT - TIE ALL 5 JOINTS
1784+00	STH 29 EB	3A	58029008160/61/62	3	3	---	---	---	---	---	1	(3) - 36" CONC. CULVERTS
PROJECT 1058-22-60 TOTAL				3	3	0	1	0	32	0	3	
PROJECT 1058-22-61												
CATEGORY 0010												
1284+42	STH 29 WB	1B	58029008072	---	---	---	1	56	---	---	1	
STA 1079+80	WEST CROSSOVER	1A	---	---	---	---	---	---	---	1	---	
STA 1080+15 - STA 1081+10	WEST CROSSOVER	1A	---	---	---	100	---	---	---	---	---	
STA 1295+84	EAST CROSSOVER	1A	---	---	---	---	---	---	---	1	---	
STA 1297+06	EAST CROSSOVER	1A	---	---	---	18	---	---	---	---	---	
PROJECT 1058-22-61 TOTAL				0	0	118	1	56	0	2	1	
CONTRACT TOTAL				3	3	118	2	56	32	2	4	

APRON ENDWALLS

STATION	LOCATION	STAGE	CULVERT #	204.9060.S.01 REMOVING APRON ENDWALL EACH	204.9060.S.02 REMOVING APRON ENDWALL FOR CULVERT PIPE SLOPED CROSS DRAIN CONCRETE EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REIN. CONC. 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	SPV.0060.01 AEW FOR CULVERT PIPE SLOPED CROSS DRAIN REINFORCED CONCRETE 15-INCH 6 TO 1 EACH	SPV.0060.02 AEW FOR CULVERT PIPE SLOPED CROSS DRAIN REINFORCED CONCRETE 18-INCH 6 TO 1 EACH
PROJECT 1058-22-60									
CATEGORY 0010									
1458+83	STH 29 EB	3B	58029008098	---	1	---	---	---	1
1530+82	STH 29 EB	3A	58029008114	---	---	---	1	---	---
PROJECT 1058-22-60 TOTAL				0	1	0	1	0	1
PROJECT 1058-22-61									
CATEGORY 0010									
1284+42	STH 29 WB	1B	58029008072	---	---	1	---	---	---
STA 1079+80	WEST CROSSOVER	1A	---	1	---	---	---	---	---
STA 1295+84	EAST CROSSOVER	1A	---	1	---	---	---	---	---
STA 1297+06	EAST CROSSOVER	1A	---	1	---	---	---	---	---
STA 1079+80	WEST CROSSOVER	1C	---	---	---	---	---	1	---
STA 1295+84	EAST CROSSOVER	1C	---	---	---	---	---	1	---
STA 1297+06	EAST CROSSOVER	1C	---	---	---	---	---	1	---
PROJECT 1058-22-61 TOTAL				3	0	1	0	3	0
CONTRACT TOTAL				3	1	1	1	3	1

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CONCRETE SURFACE DRAINS

STATION	DIR	STAGE	LOCATION	204.0190 REMOVING SURFACE DRAINS EA	602.3010 CONCRETE SURFACE DRAINS CY	606.0200 MEDIUM RIPRAP CY	645.0120 GEOTEXTILE TYPE HR SY
PROJECT 1058-22-60							
CATEGORY 0010							
1070+40	LT	3A	STH 29 EB	---	1.5	2	3
1070+76	LT	3A	STH 29 EB	1	---	---	---
1070+50	RT	3B	STH 29 EB	---	1.5	2	3
1070+85	RT	3B	STH 29 EB	1	---	---	---
			PROJECT 1058-22-60 TOTALS	2	3.0	4	6
PROJECT 1058-22-61							
CATEGORY 0010							
1376+49	LT	3A	STH 29 WB	1	2.4	0	0
1399+45	RT	3B	STH 29 WB	1	---	---	---
1399+49	RT	3B	STH 29 WB	---	1.5	2	3
			PROJECT 1058-22-61 TOTALS	2	3.9	2	3
			CONTRACT TOTALS	4	6.9	6	9

DELINEATORS

STATION TO STATION			STAGE	LOCATION	204.0180 REMOVING DELINEATORS & MARKERS EACH	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS WHITE EACH	633.0500 DELINEATOR REFLECTORS YELLOW EACH
PROJECT 1058-22-60								
CATEGORY 0010								
1058+50	-	2108+00	5	STH 29 EB	262	370	262	108
				PROJECT 1058-22-60 TOTAL	262	370	370	
PROJECT 1058-22-61								
CATEGORY 0010								
1058+50	-	1844+00	5	STH 29 WB	196	196	196	0
				PROJECT 1058-22-61 TOTAL	196	196	196	
				CONTRACT TOTAL	458	566	566	

COMMENT: DELINEATOR SPACING = 400 FEET

REMOVING RAISED PAVEMENT MARKERS AND FILLING VOIDS

STATION TO STATION	STAGE	LOCATION	SPV.0060.04 REMOVING RAISED PAVEMENT MARKERS AND FILLING VOIDS EACH
PROJECT 1058-22-60			
CATEGORY 0010			
1058+50 - 2108+00	3B	STH 29 EB	1,050
PROJECT 1058-22-60 TOTAL			1,050
PROJECT 1058-22-61			
CATEGORY 0010			
1058+50 - 1844+00	3B	STH 29 WB	786
PROJECT 1058-22-61 TOTAL			786
CONTRACT TOTAL			1,836

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GUARDRAIL

STATION	TO	STAION	DIR	STAGE	LOCATION	204.0165 REMOVING GUARDRAIL LF	614.0220 STEEL THRIE BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
PROJECT 1058-22-60												
CATEGORY 0010												
1066+53	-	1070+95	INSIDE	3B	STH 29 EB	435	--	--	337.5	39.4	1	--
1067+15	-	1070+95	OUTSIDE	3A	STH 29 EB	385	--	--	287.5	39.4	1	--
1191+29	-	1194+03	OUTSIDE	3A	STH 29 EB	230	--	--	175.0	--	2	2
1213+07	-	1216+75	OUTSIDE	3A	STH 29 EB	360	--	--	312.5	--	1	1
1393+98	-	1398+68	INSIDE	3B	STH 29 EB	420	--	--	325	39.4	1	--
1394+35	-	1398+68	OUTSIDE	3A	STH 29 EB	408	--	--	312.5	39.4	1	
1438+37	-	1441+34	OUTSIDE	3A	STH 29 EB	275	--	--	225.0	--	1	1
1983+02	-	1984+72	INSIDE	3B	STH 29 EB	340	2	125	--	--	--	--
2102+83	-	2104+51	INSIDE	3B	STH 29 EB	340	2	125	--	--	--	--
					PROJECT 1058-22-60 TOTALS	3,193	4	250	1,975.0	157.6	8	4
PROJECT 1058-22-61												
CATEGORY 0010												
1399+17	-	1402+56	OUTSIDE	3A	STH 29 WB	382	--	--	287.5	39.4	1	--
1399+17	-	1402+99	INSIDE	3B	STH 29 WB	408	--	--	312.5	39.4	1	
					CATEGORY 1058-22-61 TOTALS	790	0	0	600.0	78.8	2	0
					CONTRACT TOTALS	3,983	4	250	2,575.0	236.4	10	4

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1062+58.1 - 1062+91.2	3B	INSIDE	---	43.9	10	16	49.2	69
1063+11.2 - 1063+19.7	3B	INSIDE	10.8	---	---	16	21.8	45
1075+40.4 - 1075+50.8	3B	INSIDE	13.9	---	---	16	23.7	46
1087+14.9 - 1087+20.9	3B	INSIDE	8.0	---	---	16	19.3	30
1117+70.7 - 1117+76.9	3B	INSIDE	8.3	---	---	16	19.5	30
1121+85.2 - 1122+05.0	3B	INSIDE	---	26.4	6	16	26.5	44
1122+82.3 - 1122+88.3	3B	INSIDE	8.0	---	---	16	19.3	30
1128+73.7 - 1128+82.7	3B	INSIDE	12.0	---	---	16	22.3	45
1129+69.8 - 1129+78.8	3B	INSIDE	12.0	---	---	16	22.3	45
1142+57.3 - 1142+65.3	3B	INSIDE	10.6	---	---	16	21.3	44
1145+70.3 - 1145+76.3	3B	INSIDE	8.0	---	---	16	19.3	30
1156+37.2 - 1156+43.2	3B	INSIDE	8.0	---	---	16	19.3	30
1157+39.0 - 1157+46.8	3B	INSIDE	10.5	---	---	16	21.1	44
1062+74.1 - 1063+34.3	3A	OUTSIDE	---	93.2	19	16	75.8	200
1072+12.4 - 1072+18.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1075+30.6 - 1075+42.5	3A	OUTSIDE	18.5	---	---	16	27.5	54
1086+99.6 - 1087+36.6	3A	OUTSIDE	---	57.6	11	16	52.6	135
1092+51.6 - 1092+57.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1092+88.5 - 1092+94.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1094+88.9 - 1094+94.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1097+82.0 - 1097+88.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1098+91.6 - 1098+97.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1099+28.2 - 1099+67.0	3A	OUTSIDE	---	60.2	12	16	54.4	137
1100+56.2 - 1100+62.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1101+86.4 - 1102+25.4	3A	OUTSIDE	---	60.7	12	16	54.6	137
1107+10.5 - 1107+44.5	3A	OUTSIDE	---	52.9	10	16	49.6	118
1108+52.4 - 1108+59.3	3A	OUTSIDE	10.8	---	---	16	22.5	35
1113+18.5 - 1113+38.5	3A	OUTSIDE	---	31.1	6	16	35.6	76
1117+73.1 - 1117+79.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1121+99.0 - 1122+05.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1122+81.9 - 1122+87.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1128+59.7 - 1129+01.8	3A	OUTSIDE	---	65.5	13	16	57.7	154
1129+68.2 - 1130+10.3	3A	OUTSIDE	---	65.5	13	16	57.7	154
1132+55.9 - 1132+64.8	3A	OUTSIDE	14.0	---	---	16	24.5	51
1136+82.3 - 1137+90.6	3A	OUTSIDE	---	167.8	35	16	123.9	346
1144+80.3 - 1145+31.3	3A	OUTSIDE	---	79.4	16	16	66.6	177
1145+70.5 - 1145+76.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1156+19.9 - 1156+52.6	3A	OUTSIDE	---	50.8	10	16	48.3	117
1157+10.9 - 1157+65.6	3A	OUTSIDE	---	85	17	16	70.3	181
1168+92.6 - 1168+98.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1173+77.7 - 1173+91.1	3A	OUTSIDE	20.8	---	---	16	29.0	55
1174+33.1 - 1174+39.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1177+28.7 - 1177+34.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1183+50.6 - 1183+59.2	3A	OUTSIDE	13.3	---	---	16	24.2	51
1188+08.6 - 1188+14.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1188+27.4 - 1188+33.4	3A	OUTSIDE	9.3	---	---	16	30.3	34
1189+64.3 - 1189+70.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
		PAGE SUBTOTALS	345.6	940.0	189.9	752.0	1554.5	3287.4

3

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60 - 1058+56.9	3B	INSIDE	12.2	---	---	16	22.5	45
CATEGORY 0010 - 1202+57.7	3B	INSIDE	8.0	---	---	16	19.3	30
1208+55.2 - 1208+61.2	3B	INSIDE	8.0	---	---	16	19.3	30
1210+17.4 - 1210+41.7	3B	INSIDE	---	32.3	7	16	31.0	54
1215+81.6 - 1215+87.7	3B	INSIDE	8.0	---	---	16	19.4	30
1216+53.1 - 1216+64.6	3B	INSIDE	15.1	---	---	16	24.8	48
1226+64.1 - 1226+73.8	3B	INSIDE	12.9	---	---	16	23.0	46
1227+60.6 - 1227+66.6	3B	INSIDE	8.0	---	---	16	19.3	30
1227+78.5 - 1227+90.3	3B	INSIDE	15.8	---	---	16	30.2	48
1228+14.5 - 1228+20.5	3B	INSIDE	8.0	---	---	16	19.3	30
1230+56.9 - 1230+62.9	3B	INSIDE	8.0	---	---	16	19.3	30
1232+22.9 - 1232+28.9	3B	INSIDE	8.0	---	---	16	19.3	30
1232+40.7 - 1232+46.7	3B	INSIDE	8.0	---	---	16	24.1	30
1232+84.1 - 1232+90.1	3B	INSIDE	8.0	---	---	16	19.3	30
1234+11.3 - 1234+17.5	3B	INSIDE	8.0	---	---	16	19.5	30
1234+37.4 - 1234+80.1	3B	INSIDE	---	56.6	13	16	62.6	91
1235+37.4 - 1235+43.4	3B	INSIDE	8.0	---	---	16	19.3	30
1235+54.6 - 1235+60.6	3B	INSIDE	8.0	---	---	16	22.5	30
1236+46.0 - 1236+52.1	3B	INSIDE	8.0	---	---	16	19.4	30
1237+78.7 - 1237+84.9	3B	INSIDE	8.0	---	---	16	19.5	30
1238+32.5 - 1238+38.5	3B	INSIDE	8.0	---	---	16	19.3	30
1238+59.5 - 1238+65.6	3B	INSIDE	8.0	---	---	16	19.4	30
1193+02.8 - 1193+08.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1197+01.9 - 1197+88.4	3A	OUTSIDE	---	134.5	28	16	102.1	283
1202+51.7 - 1202+57.8	3A	OUTSIDE	9.3	---	---	16	21.7	34
1210+30.1 - 1210+77.3	3A	OUTSIDE	---	73.3	15	16	62.8	159
1216+60.5 - 1217+03.2	3A	OUTSIDE	---	66.8	13	16	58.3	155
1222+19.4 - 1222+57.3	3A	OUTSIDE	---	58.8	12	16	53.5	136
1226+64.1 - 1226+73.8	3A	OUTSIDE	15.1	---	---	16	25.3	52
1228+50.0 - 1228+74.9	3A	OUTSIDE	---	38.8	7	16	40.5	95
1229+05.1 - 1229+11.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1229+86.8 - 1229+92.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1229+88.8 - 1229+98.8	3A	OUTSIDE	13.3	---	---	16	25.6	52
1230+50.4 - 1230+70.4	3A	OUTSIDE	---	31.1	6	16	35.6	76
1231+46.2 - 1231+52.3	3A	OUTSIDE	9.4	---	---	16	21.7	34
1232+58.8 - 1233+35.9	3A	OUTSIDE	---	120.1	25	16	92.7	259
1232+58.8 - 1233+35.9	3A	OUTSIDE	---	120.1	25	16	92.7	259
1234+12.8 - 1234+79.8	3A	OUTSIDE	---	104.1	21	16	82.6	221
1235+37.4 - 1235+43.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1235+54.6 - 1235+60.6	3A	OUTSIDE	9.3	---	---	16	25.3	34
1236+45.9 - 1236+52.0	3A	OUTSIDE	9.3	---	---	16	21.7	34
1236+61.6 - 1236+67.8	3A	OUTSIDE	9.3	---	---	16	21.8	34
1236+87.9 - 1236+95.3	3A	OUTSIDE	11.3	---	---	16	23.0	49
1237+42.1 - 1237+48.4	3A	OUTSIDE	9.3	---	---	16	21.9	34
1237+60.5 - 1237+66.7	3A	OUTSIDE	9.3	---	---	16	28.3	34
1238+32.5 - 1238+38.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1238+59.6 - 1238+65.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
PAGE SUBTOTALS			344.7	836.5	171.4	752.0	1497.8	3050.4

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1239+85.1 - 1239+91.2	3B	INSIDE	8.0	---	---	16	19.4	30
1240+26.2 - 1240+36.0	3B	INSIDE	13.0	---	---	16	23.1	46
1240+78.2 - 1240+84.2	3B	INSIDE	8.0	---	---	16	19.3	30
1241+20.6 - 1241+44.7	3B	INSIDE	---	32.1	7	16	30.8	54
1242+40.0 - 1242+46.0	3B	INSIDE	8.0	---	---	16	19.3	30
1243+56.1 - 1243+62.1	3B	INSIDE	8.0	---	---	16	19.3	30
1244+54.1 - 1244+60.1	3B	INSIDE	8.0	---	---	16	19.3	30
1244+74.2 - 1244+97.6	3B	INSIDE	---	31.1	7	16	35.5	53
1245+82.9 - 1245+88.9	3B	INSIDE	8.0	---	---	16	19.3	30
1246+08.7 - 1246+14.7	3B	INSIDE	8.0	---	---	16	45.5	30
1247+18.4 - 1247+24.4	3B	INSIDE	8.0	---	---	16	19.3	30
1247+91.5 - 1248+04.5	3B	INSIDE	17.2	---	---	16	26.3	49
1248+81.4 - 1248+87.4	3B	INSIDE	8.0	---	---	16	19.3	30
1250+52.8 - 1250+91.2	3B	INSIDE	---	51.1	12	16	45.1	80
1251+41.4 - 1251+47.6	3B	INSIDE	8.0	---	---	16	19.5	30
1252+16.2 - 1252+22.4	3B	INSIDE	8.0	---	---	16	19.5	30
1252+78.0 - 1252+86.2	3B	INSIDE	10.7	---	---	16	21.5	44
1253+51.8 - 1253+58.0	3B	INSIDE	8.0	---	---	16	19.5	30
1257+00.7 - 1257+11.8	3B	INSIDE	14.5	---	---	16	24.4	47
1257+47.7 - 1257+53.9	3B	INSIDE	8.0	---	---	16	19.5	30
1258+20.5 - 1258+26.7	3B	INSIDE	8.0	---	---	16	19.5	30
1260+52.8 - 1260+59.0	3B	INSIDE	8.0	---	---	16	19.5	30
1263+88.2 - 1263+94.2	3B	INSIDE	8.0	---	---	16	19.3	30
1239+86.5 - 1239+99.8	3A	OUTSIDE	20.6	---	---	16	28.9	55
1240+21.9 - 1240+36.0	3A	OUTSIDE	21.9	---	---	16	29.7	70
1240+78.2 - 1241+08.8	3A	OUTSIDE	---	47.5	9	16	46.2	115
1241+31.7 - 1241+47.7	3A	OUTSIDE	---	25	4	16	31.6	72
1241+93.0 - 1241+99.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1242+38.9 - 1242+53.6	3A	OUTSIDE	22.8	---	---	16	30.3	71
1244+28.2 - 1244+58.7	3A	OUTSIDE	---	47.4	9	16	46.1	115
1244+67.0 - 1244+87.0	3A	OUTSIDE	---	31.1	6	16	35.6	76
1245+82.9 - 1245+88.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1247+18.4 - 1247+24.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1247+91.4 - 1248+04.5	3A	OUTSIDE	20.2	---	---	16	28.7	55
1250+52.6 - 1250+75.6	3A	OUTSIDE	35.4	---	---	16	38.6	93
1250+84.9 - 1250+91.1	3A	OUTSIDE	9.3	---	---	16	21.8	34
1251+41.2 - 1251+47.4	3A	OUTSIDE	9.3	---	---	16	21.8	34
1252+16.0 - 1252+22.2	3A	OUTSIDE	9.3	---	---	16	21.8	34
1253+70.0 - 1253+76.2	3A	OUTSIDE	9.3	---	---	16	21.8	34
1255+11.6 - 1255+20.6	3A	OUTSIDE	14.0	---	---	16	24.6	51
1257+00.6 - 1257+17.6	3A	OUTSIDE	---	26.2	5	16	32.6	73
1257+29.6 - 1257+78.8	3A	OUTSIDE	---	76.1	15	16	71.0	175
1258+20.3 - 1258+26.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1259+14.5 - 1259+20.8	3A	OUTSIDE	9.3	---	---	16	21.9	34
1260+07.1 - 1260+13.3	3A	OUTSIDE	9.3	---	---	16	21.8	34
1260+42.9 - 1260+76.4	3A	OUTSIDE	---	51.7	10	16	49.1	118
1262+41.6 - 1262+64.6	3A	OUTSIDE	---	35.8	7	16	38.6	93
		PAGE SUBTOTALS	411.3	455.1	90.6	752.0	1291.6	2427.8

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1264+51.7 - 1264+57.9	3B	INSIDE	8.0	---	---	16	19.5	30
1266+87.7 - 1266+93.9	3B	INSIDE	8.0	---	---	16	19.5	30
1267+06.2 - 1267+12.4	3B	INSIDE	8.0	---	---	16	25.7	30
1268+68.8 - 1268+75.0	3B	INSIDE	8.0	---	---	16	19.5	30
1269+25.7 - 1269+37.7	3B	INSIDE	16.0	---	---	16	25.3	48
1270+15.0 - 1270+28.3	3B	INSIDE	17.5	---	---	16	26.6	49
1270+68.1 - 1270+74.2	3B	INSIDE	8.0	---	---	16	19.4	30
1271+31.8 - 1271+44.8	3B	INSIDE	17.3	---	---	16	26.3	49
1271+85.3 - 1271+91.5	3B	INSIDE	8.0	---	---	16	19.5	30
1272+59.1 - 1272+65.3	3B	INSIDE	8.0	---	---	16	19.5	30
1272+77.0 - 1272+83.2	3B	INSIDE	8.0	---	---	16	24.1	30
1272+92.5 - 1272+98.7	3B	INSIDE	8.0	---	---	16	19.5	30
1274+40.5 - 1274+46.5	3B	INSIDE	8.0	---	---	16	19.3	30
1275+46.9 - 1275+53.1	3B	INSIDE	8.0	---	---	16	19.5	30
1275+65.1 - 1275+71.3	3B	INSIDE	8.0	---	---	16	24.9	30
1276+65.3 - 1276+79.1	3B	INSIDE	18.2	---	---	16	27.1	50
1276+92.4 - 1276+98.6	3B	INSIDE	8.0	---	---	16	28.3	30
1277+65.4 - 1277+71.6	3B	INSIDE	8.0	---	---	16	19.5	30
1278+21.3 - 1278+27.3	3B	INSIDE	8.0	---	---	16	19.3	30
1278+58.8 - 1278+75.1	3B	INSIDE	---	21.5	4	16	23.0	40
1279+13.1 - 1279+19.3	3B	INSIDE	8.0	---	---	16	19.5	30
1263+88.2 - 1263+94.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1264+05.3 - 1264+11.5	3A	OUTSIDE	9.3	---	---	16	25.2	34
1264+51.5 - 1264+66.1	3A	OUTSIDE	22.3	---	---	16	30.2	71
1266+06.7 - 1266+12.9	3A	OUTSIDE	9.3	---	---	16	21.8	34
1266+87.5 - 1266+93.7	3A	OUTSIDE	9.3	---	---	16	21.8	34
1267+06.0 - 1267+12.2	3A	OUTSIDE	9.3	---	---	16	28.9	34
1269+68.9 - 1269+75.1	3A	OUTSIDE	9.3	---	---	16	21.8	34
1269+85.8 - 1269+92.0	3A	OUTSIDE	9.3	---	---	16	23.9	34
1270+14.8 - 1270+21.0	3A	OUTSIDE	9.3	---	---	16	21.8	34
1270+67.8 - 1270+74.0	3A	OUTSIDE	9.3	---	---	16	21.8	34
1271+31.8 - 1271+37.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1271+85.1 - 1271+91.3	3A	OUTSIDE	9.3	---	---	16	21.8	34
1272+58.9 - 1272+65.1	3A	OUTSIDE	9.3	---	---	16	21.8	34
1272+76.8 - 1272+83.0	3A	OUTSIDE	9.3	---	---	16	27.0	34
1272+92.3 - 1272+98.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1274+40.5 - 1274+46.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1274+65.6 - 1274+71.6	3A	OUTSIDE	9.3	---	---	16	49.9	34
1275+46.7 - 1275+52.9	3A	OUTSIDE	9.3	---	---	16	21.8	34
1275+64.9 - 1275+71.1	3A	OUTSIDE	9.3	---	---	16	28.0	34
1275+91.3 - 1276+17.7	3A	OUTSIDE	---	40.8	8	16	42.0	96
1276+65.0 - 1276+71.3	3A	OUTSIDE	9.3	---	---	16	21.9	34
1276+82.5 - 1277+07.3	3A	OUTSIDE	---	38.2	7	16	44.1	95
1277+55.8 - 1277+80.6	3A	OUTSIDE	---	38.3	7	16	40.4	95
1278+21.3 - 1278+27.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1278+58.6 - 1278+64.8	3A	OUTSIDE	9.3	---	---	16	21.8	34
1279+14.8 - 1279+74.1	3A	OUTSIDE	---	91.9	19	16	74.9	199
		PAGE SUBTOTALS	414.6	230.7	45.2	752.0	1205.2	1992.3

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1279+68.7 - 1279+74.9	3B	INSIDE	8.0	---	---	16	19.5	30
1280+05.1 - 1280+12.5	3B	INSIDE	9.7	---	---	16	20.7	43
1280+24.5 - 1280+69.6	3B	INSIDE	---	59.9	14	16	54.4	93
1281+24.5 - 1281+30.7	3B	INSIDE	8.0	---	---	16	19.5	30
1281+44.7 - 1281+60.4	3B	INSIDE	---	20.8	4	16	27.7	40
1282+06.2 - 1282+12.4	3B	INSIDE	8.0	---	---	16	19.5	30
1282+88.6 - 1282+94.7	3B	INSIDE	8.0	---	---	16	19.4	30
1284+50.0 - 1284+74.5	3B	INSIDE	---	32.4	7	16	31.2	55
1284+86.6 - 1284+92.8	3B	INSIDE	8.0	---	---	16	25.1	30
1285+22.9 - 1285+47.6	3B	INSIDE	---	32.6	7	16	31.4	55
1288+04.7 - 1288+10.9	3B	INSIDE	8.0	---	---	16	19.5	30
1288+23.3 - 1288+29.5	3B	INSIDE	8.0	---	---	16	25.9	30
1288+60.0 - 1288+66.1	3B	INSIDE	8.0	---	---	16	19.4	30
1289+04.7 - 1289+10.8	3B	INSIDE	8.0	---	---	16	19.4	30
1289+59.5 - 1289+65.6	3B	INSIDE	8.0	---	---	16	19.4	30
1290+23.6 - 1290+29.8	3B	INSIDE	8.0	---	---	16	19.5	30
1290+42.0 - 1290+48.2	3B	INSIDE	8.0	---	---	16	25.4	30
1292+02.5 - 1292+08.7	3B	INSIDE	8.0	---	---	16	19.5	30
1294+21.3 - 1294+27.4	3B	INSIDE	8.0	---	---	16	19.4	30
1296+76.1 - 1296+82.1	3B	INSIDE	8.0	---	---	16	19.3	30
1297+12.1 - 1297+18.1	3B	INSIDE	8.0	---	---	16	19.3	30
1297+37.1 - 1297+43.1	3B	INSIDE	8.0	---	---	16	43.3	30
1297+91.3 - 1297+97.3	3B	INSIDE	8.0	---	---	16	19.3	30
1298+09.7 - 1298+15.7	3B	INSIDE	8.0	---	---	16	25.7	30
1280+34.5 - 1280+40.8	3A	OUTSIDE	9.3	---	---	16	21.9	34
1281+24.3 - 1281+30.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1281+44.4 - 1281+58.1	3A	OUTSIDE	20.8	---	---	16	41.4	56
1281+88.5 - 1282+30.7	3A	OUTSIDE	---	65.3	13	16	57.8	154
1282+78.3 - 1283+02.8	3A	OUTSIDE	---	37.8	7	16	40.1	95
1283+15.1 - 1283+21.3	3A	OUTSIDE	9.3	---	---	16	28.9	34
1283+51.2 - 1283+57.4	3A	OUTSIDE	9.3	---	---	16	21.8	34
1284+25.3 - 1284+31.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1284+59.6 - 1284+65.8	3A	OUTSIDE	9.3	---	---	16	21.8	34
1285+04.8 - 1285+11.1	3A	OUTSIDE	9.3	---	---	16	21.9	34
1286+32.2 - 1286+74.6	3A	OUTSIDE	---	65.6	13	16	58.0	154
1288+06.9 - 1288+74.8	3A	OUTSIDE	---	105.2	22	16	83.5	222
1290+23.4 - 1290+29.6	3A	OUTSIDE	9.3	---	---	16	21.8	34
1290+41.8 - 1290+48.0	3A	OUTSIDE	9.3	---	---	16	28.6	34
1290+86.0 - 1291+28.2	3A	OUTSIDE	---	65.4	13	16	57.8	154
1292+02.3 - 1292+08.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1293+93.0 - 1294+54.1	3A	OUTSIDE	---	94.6	19	16	76.7	201
1295+74.5 - 1295+80.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1297+37.1 - 1297+43.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1297+91.3 - 1297+97.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1298+09.7 - 1298+15.7	3A	OUTSIDE	9.3	---	---	16	29.0	34
1298+27.9 - 1298+34.1	3A	OUTSIDE	9.3	---	---	16	28.6	34
1298+55.1 - 1298+79.5	3A	OUTSIDE	---	37.6	7	16	40.0	94
PAGE SUBTOTALS			322.0	617.2	126.5	752.0	1392.3	2500.5

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1298+63.9 - 1298+70.1	3B	INSIDE	8.0	---	---	16	19.5	30
1301+37.0 - 1301+43.2	3B	INSIDE	8.0	---	---	16	19.5	30
1302+18.1 - 1302+24.3	3B	INSIDE	8.0	---	---	16	19.5	30
1302+90.6 - 1302+96.8	3B	INSIDE	8.0	---	---	16	19.5	30
1304+41.7 - 1304+47.8	3B	INSIDE	8.0	---	---	16	19.4	30
1307+49.5 - 1307+55.6	3B	INSIDE	8.0	---	---	16	19.4	30
1308+21.1 - 1308+27.2	3B	INSIDE	8.0	---	---	16	19.4	30
1308+57.2 - 1308+63.3	3B	INSIDE	8.0	---	---	16	19.4	30
1309+66.2 - 1309+72.3	3B	INSIDE	8.0	---	---	16	19.4	30
1309+92.5 - 1310+03.9	3B	INSIDE	15.0	---	---	16	24.7	47
1310+74.0 - 1310+80.2	3B	INSIDE	8.0	---	---	16	19.5	30
1311+83.2 - 1311+89.4	3B	INSIDE	8.0	---	---	16	19.5	30
1312+18.2 - 1312+24.2	3B	INSIDE	8.0	---	---	16	19.3	30
1314+00.6 - 1314+06.8	3B	INSIDE	8.0	---	---	16	19.5	30
1314+55.8 - 1314+61.8	3B	INSIDE	8.0	---	---	16	19.3	30
1314+73.0 - 1314+79.0	3B	INSIDE	8.0	---	---	16	22.5	30
1315+81.6 - 1315+87.7	3B	INSIDE	8.0	---	---	16	19.4	30
1318+52.5 - 1318+58.7	3B	INSIDE	8.0	---	---	16	19.5	30
1319+80.8 - 1319+86.9	3B	INSIDE	8.0	---	---	16	19.4	30
1320+72.6 - 1320+86.1	3B	INSIDE	17.8	---	---	16	26.8	50
1321+62.1 - 1321+68.2	3B	INSIDE	8.0	---	---	16	19.4	30
1298+91.3 - 1298+97.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1299+84.1 - 1300+05.1	3A	OUTSIDE	---	32.7	6	16	36.6	91
1300+54.1 - 1300+60.3	3A	OUTSIDE	9.3	---	---	16	21.8	34
1301+26.9 - 1301+87.2	3A	OUTSIDE	---	93.5	19	16	75.9	200
1304+32.9 - 1304+57.3	3A	OUTSIDE	---	37.6	7	16	40.0	94
1307+03.7 - 1307+09.9	3A	OUTSIDE	9.3	---	---	16	21.8	34
1307+49.3 - 1307+55.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1308+20.8 - 1308+27.1	3A	OUTSIDE	9.3	---	---	16	21.9	34
1308+47.8 - 1308+61.2	3A	OUTSIDE	20.5	---	---	16	29.0	55
1308+84.4 - 1309+71.2	3A	OUTSIDE	---	134.8	28	16	102.4	283
1309+92.3 - 1310+04.5	3A	OUTSIDE	18.7	---	---	16	27.8	54
1310+28.7 - 1310+34.9	3A	OUTSIDE	9.3	---	---	16	21.8	34
1310+73.8 - 1311+07.4	3A	OUTSIDE	---	52	10	16	49.2	118
1311+19.4 - 1311+25.4	3A	OUTSIDE	9.3	---	---	16	27.8	34
1311+73.5 - 1311+98.3	3A	OUTSIDE	---	38.2	7	16	40.4	95
1312+18.2 - 1312+24.2	3A	OUTSIDE	9.3	---	---	16	52.4	34
1313+01.3 - 1313+43.4	3A	OUTSIDE	---	65.1	13	16	57.7	154
1314+00.4 - 1314+06.6	3A	OUTSIDE	9.3	---	---	16	21.8	34
1314+55.8 - 1314+61.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1314+73.0 - 1314+79.0	3A	OUTSIDE	9.3	---	---	16	25.3	34
1315+81.4 - 1315+87.6	3A	OUTSIDE	9.3	---	---	16	21.8	34
1318+25.9 - 1318+86.3	3A	OUTSIDE	---	93.4	19	16	76.0	200
1319+16.5 - 1319+22.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1319+53.2 - 1320+13.1	3A	OUTSIDE	---	93.1	19	16	75.5	200
1320+74.2 - 1321+04.3	3A	OUTSIDE	---	46.6	9	16	45.7	114
1321+62.2 - 1321+68.4	3A	OUTSIDE	9.3	---	---	16	21.8	34
PAGE SUBTOTALS			354.2	687.0	137.2	752.0	1424.7	2806.3

3

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1325+42.6 - 1325+48.6	3B	INSIDE	8.0	---	---	16	19.3	30
1325+61.5 - 1325+67.5	3B	INSIDE	8.0	---	---	16	27.1	30
1325+78.7 - 1325+84.7	3B	INSIDE	8.0	---	---	16	22.5	30
1328+19.6 - 1328+25.6	3B	INSIDE	8.0	---	---	16	19.3	30
1329+62.5 - 1329+68.5	3B	INSIDE	8.0	---	---	16	19.3	30
1330+73.9 - 1330+84.9	3B	INSIDE	14.7	---	---	16	24.3	47
1332+25.8 - 1332+31.9	3B	INSIDE	8.0	---	---	16	19.4	30
1334+77.9 - 1334+84.1	3B	INSIDE	8.0	---	---	16	19.5	30
1337+12.1 - 1337+18.3	3B	INSIDE	8.0	---	---	16	19.5	30
1345+56.1 - 1345+62.3	3B	INSIDE	8.0	---	---	16	19.5	30
1348+19.3 - 1348+25.5	3B	INSIDE	8.0	---	---	16	19.5	30
1348+83.6 - 1348+89.7	3B	INSIDE	8.0	---	---	16	19.4	30
1350+63.7 - 1350+69.9	3B	INSIDE	8.0	---	---	16	19.5	30
1351+20.0 - 1351+26.2	3B	INSIDE	8.0	---	---	16	19.5	30
1351+76.5 - 1351+82.5	3B	INSIDE	8.0	---	---	16	19.3	30
1352+20.9 - 1352+31.9	3B	INSIDE	14.7	---	---	16	24.3	47
1353+69.2 - 1353+75.2	3B	INSIDE	8.0	---	---	16	19.3	30
1322+05.5 - 1322+13.6	3A	OUTSIDE	12.3	---	---	16	23.7	50
1323+32.0 - 1323+38.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1325+14.8 - 1325+20.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1325+42.6 - 1325+48.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1325+61.5 - 1325+67.5	3A	OUTSIDE	9.3	---	---	16	30.6	34
1325+78.7 - 1325+84.7	3A	OUTSIDE	9.3	---	---	16	25.3	34
1327+17.9 - 1327+24.1	3A	OUTSIDE	9.3	---	---	16	21.8	34
1327+71.4 - 1327+77.6	3A	OUTSIDE	9.3	---	---	16	21.8	34
1328+09.6 - 1328+29.6	3A	OUTSIDE	---	31.1	6	16	35.6	76
1328+44.3 - 1328+50.3	3A	OUTSIDE	9.3	---	---	16	36.2	34
1329+62.5 - 1329+68.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1330+73.9 - 1330+84.9	3A	OUTSIDE	17.1	---	---	16	26.6	53
1332+17.0 - 1332+41.7	3A	OUTSIDE	---	38.1	7	16	40.3	95
1333+07.2 - 1333+49.4	3A	OUTSIDE	---	65.3	13	16	57.8	154
1334+78.1 - 1334+84.3	3A	OUTSIDE	9.3	---	---	16	21.8	34
1337+12.3 - 1337+18.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1340+27.1 - 1340+88.7	3A	OUTSIDE	---	95.6	19	16	77.2	202
1341+35.7 - 1341+75.6	3A	OUTSIDE	---	61.8	12	16	55.5	138
1345+08.2 - 1345+14.3	3A	OUTSIDE	9.3	---	---	16	21.7	34
1345+56.3 - 1345+62.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1345+84.1 - 1345+90.3	3A	OUTSIDE	9.3	---	---	16	21.8	34
1346+77.1 - 1346+83.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1347+43.6 - 1347+49.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1347+71.5 - 1347+77.7	3A	OUTSIDE	9.3	---	---	16	21.8	34
1348+19.5 - 1348+25.7	3A	OUTSIDE	9.3	---	---	16	21.8	34
1348+83.7 - 1348+89.9	3A	OUTSIDE	9.3	---	---	16	21.8	34
1349+51.6 - 1349+57.8	3A	OUTSIDE	9.3	---	---	16	21.8	34
1349+69.2 - 1349+75.4	3A	OUTSIDE	9.3	---	---	16	26.1	34
1350+63.9 - 1350+70.1	3A	OUTSIDE	9.3	---	---	16	21.8	34
1353+69.2 - 1353+75.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
		PAGE SUBTOTALS	392.7	291.9	57.6	752.0	1197.4	2097.4

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1353+89.2 - 1353+95.2	3B	INSIDE	8.0	---	---	16	30.0	30
1354+42.9 - 1354+49.1	3B	INSIDE	8.0	---	---	16	19.5	30
1354+62.0 - 1354+68.1	3B	INSIDE	8.0	---	---	16	27.2	30
1354+81.1 - 1354+87.3	3B	INSIDE	8.0	---	---	16	27.5	30
1355+04.5 - 1355+15.4	3B	INSIDE	14.4	---	---	16	43.4	47
1355+38.6 - 1355+44.7	3B	INSIDE	8.0	---	---	16	19.4	30
1357+11.7 - 1357+17.9	3B	INSIDE	8.0	---	---	16	19.5	30
1357+77.7 - 1357+83.8	3B	INSIDE	8.0	---	---	16	19.4	30
1365+25.8 - 1365+32.0	3B	INSIDE	8.0	---	---	16	19.5	30
1372+85.6 - 1372+91.6	3B	INSIDE	8.0	---	---	16	19.3	30
1374+47.8 - 1374+53.9	3B	INSIDE	8.0	---	---	16	19.4	30
1374+66.4 - 1374+72.5	3B	INSIDE	8.0	---	---	16	26.1	30
1374+85.3 - 1374+91.4	3B	INSIDE	8.0	---	---	16	26.9	30
1375+90.1 - 1376+04.6	3B	INSIDE	19.2	---	---	16	27.8	63
1379+09.9 - 1379+16.0	3B	INSIDE	8.0	---	---	16	19.4	30
1387+37.5 - 1387+43.5	3B	INSIDE	8.0	---	---	16	19.3	30
1388+40.1 - 1388+46.1	3B	INSIDE	8.0	---	---	16	19.3	30
1388+58.7 - 1388+64.7	3B	INSIDE	8.0	---	---	16	26.3	30
1388+77.3 - 1388+83.4	3B	INSIDE	8.0	---	---	16	26.4	30
1388+95.6 - 1389+01.6	3B	INSIDE	8.0	---	---	16	25.2	30
1353+89.2 - 1353+95.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1354+34.4 - 1354+68.3	3A	OUTSIDE	---	52.5	10	16	49.5	118
1354+81.3 - 1354+87.5	3A	OUTSIDE	9.3	---	---	16	31.1	34
1355+01.2 - 1355+07.4	3A	OUTSIDE	9.3	---	---	16	33.3	34
1355+38.7 - 1355+44.9	3A	OUTSIDE	9.3	---	---	16	21.8	34
1355+96.4 - 1356+11.9	3A	OUTSIDE	---	23.8	4	16	31.1	72
1357+11.9 - 1357+18.0	3A	OUTSIDE	9.3	---	---	16	21.7	34
1357+77.8 - 1357+84.0	3A	OUTSIDE	9.3	---	---	16	21.8	34
1358+32.6 - 1358+38.8	3A	OUTSIDE	9.3	---	---	16	21.8	34
1358+64.1 - 1358+70.3	3A	OUTSIDE	9.3	---	---	16	21.8	34
1359+28.6 - 1359+34.8	3A	OUTSIDE	9.3	---	---	16	21.8	34
1365+26.0 - 1365+32.2	3A	OUTSIDE	9.3	---	---	16	21.8	34
1369+36.0 - 1369+68.0	3A	OUTSIDE	---	49.8	10	16	47.6	116
1370+11.2 - 1370+43.7	3A	OUTSIDE	---	50.2	10	16	48.1	117
1372+02.5 - 1372+08.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1372+20.3 - 1372+26.4	3A	OUTSIDE	8.0	---	---	16	26.9	34
1372+75.7 - 1372+89.3	3A	OUTSIDE	21.0	---	---	16	29.2	56
1373+49.0 - 1373+55.1	3A	OUTSIDE	9.3	---	---	16	21.7	34
1374+02.8 - 1375+15.2	3A	OUTSIDE	---	174.8	36	16	128.0	364
1375+53.6 - 1376+15.5	3A	OUTSIDE	---	96.2	20	16	77.5	202
1376+36.3 - 1376+42.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1378+18.0 - 1378+24.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1388+40.1 - 1388+46.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1388+58.7 - 1388+64.8	3A	OUTSIDE	9.3	---	---	16	29.7	34
1388+77.3 - 1388+83.4	3A	OUTSIDE	9.3	---	---	16	29.4	34
1388+95.5 - 1389+01.6	3A	OUTSIDE	9.3	---	---	16	28.2	34
1389+44.3 - 1389+88.4	3A	OUTSIDE	---	67.8	14	16	59.7	156
		PAGE SUBTOTALS	374.0	515.1	103.4	752.0	1411.9	2499.2

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1389+53.2 - 1389+59.8	3B	INSIDE	8.0	---	---	16	19.9	31
1390+85.0 - 1390+91.0	3B	INSIDE	8.0	---	---	16	19.3	30
1392+94.0 - 1393+00.0	3B	INSIDE	8.0	---	---	16	19.3	30
1393+12.0 - 1393+18.1	3B	INSIDE	8.0	---	---	16	24.8	30
1393+30.6 - 1393+36.6	3B	INSIDE	8.0	---	---	16	26.0	30
1393+48.2 - 1393+54.3	3B	INSIDE	8.0	---	---	16	23.7	30
1394+78.4 - 1394+84.4	3B	INSIDE	8.0	---	---	16	19.3	30
1396+23.7 - 1396+29.7	3B	INSIDE	8.0	---	---	16	19.3	30
1403+78.6 - 1403+84.6	3B	INSIDE	8.0	---	---	16	19.3	30
1406+14.6 - 1406+20.6	3B	INSIDE	8.0	---	---	16	19.3	30
1414+43.5 - 1414+49.5	3B	INSIDE	8.0	---	---	16	19.3	30
1414+60.1 - 1414+66.1	3B	INSIDE	8.0	---	---	16	20.9	30
1416+79.8 - 1416+85.8	3B	INSIDE	8.0	---	---	16	19.3	30
1417+31.5 - 1417+55.1	3B	INSIDE	---	31.3	7	16	30.3	54
1417+69.0 - 1417+75.0	3B	INSIDE	8.0	---	---	16	29.7	30
1418+40.9 - 1418+46.9	3B	INSIDE	8.0	---	---	16	19.3	30
1419+69.1 - 1419+75.1	3B	INSIDE	8.0	---	---	16	19.3	30
1420+14.9 - 1420+27.5	3B	INSIDE	16.9	---	---	16	25.9	49
1390+85.0 - 1390+91.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1392+10.0 - 1392+16.2	3A	OUTSIDE	9.3	---	---	16	21.8	34
1392+28.4 - 1392+34.5	3A	OUTSIDE	9.3	---	---	16	28.5	34
1392+47.2 - 1392+53.3	3A	OUTSIDE	9.3	---	---	16	30.1	34
1392+93.9 - 1393+00.0	3A	OUTSIDE	9.3	---	---	16	21.7	34
1393+12.0 - 1393+18.1	3A	OUTSIDE	9.3	---	---	16	27.9	34
1393+30.5 - 1393+54.6	3A	OUTSIDE	---	37.1	7	16	47.1	94
1393+69.9 - 1393+82.7	3A	OUTSIDE	19.2	---	---	16	44.8	55
1394+03.8 - 1394+09.9	3A	OUTSIDE	9.3	---	---	16	21.7	34
1394+78.4 - 1394+84.5	3A	OUTSIDE	9.3	---	---	16	21.7	34
1396+23.6 - 1396+29.7	3A	OUTSIDE	9.3	---	---	16	21.7	34
1396+98.5 - 1397+04.7	3A	OUTSIDE	9.3	---	---	16	21.8	34
1405+60.2 - 1405+66.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1406+14.6 - 1406+20.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1410+54.9 - 1410+60.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1412+42.1 - 1412+48.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1414+43.5 - 1414+49.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1414+60.1 - 1414+66.1	3A	OUTSIDE	9.3	---	---	16	23.4	34
1416+79.8 - 1416+85.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1417+31.5 - 1417+37.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1417+49.1 - 1417+55.1	3A	OUTSIDE	9.3	---	---	16	26.5	34
1417+69.0 - 1417+75.0	3A	OUTSIDE	9.3	---	---	16	33.7	34
1418+40.9 - 1418+46.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1418+79.0 - 1418+85.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1418+96.8 - 1419+02.8	3A	OUTSIDE	9.3	---	---	16	27.2	34
1419+52.7 - 1419+58.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1419+69.1 - 1419+75.1	3A	OUTSIDE	9.3	---	---	16	22.8	34
1420+08.0 - 1420+14.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1420+21.5 - 1420+27.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
		PAGE SUBTOTALS	415.2	68.4	13.8	752.0	1117.0	1651.0

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1482+62.4 - 1482+74.4	3B	INSIDE	16.0	---	---	16	25.3	48
1482+98.9 - 1483+09.8	3B	INSIDE	14.5	---	---	16	24.2	47
1483+28.7 - 1483+34.7	3B	INSIDE	8.0	---	---	16	43.1	30
1485+12.8 - 1485+18.8	3B	INSIDE	8.0	---	---	16	19.3	30
1485+38.0 - 1485+44.0	3B	INSIDE	8.0	---	---	16	43.9	30
1487+93.6 - 1487+99.6	3B	INSIDE	8.0	---	---	16	19.3	30
1490+01.5 - 1490+07.5	3B	INSIDE	8.0	---	---	16	19.3	30
1496+86.8 - 1496+92.8	3B	INSIDE	8.1	---	---	16	19.3	30
1497+54.7 - 1497+60.7	3B	INSIDE	8.1	---	---	16	19.3	30
1499+56.9 - 1499+63.2	3B	INSIDE	8.1	---	---	16	19.6	30
1500+95.8 - 1501+01.8	3B	INSIDE	8.1	---	---	16	19.3	30
1506+41.7 - 1506+47.7	3B	INSIDE	8.0	---	---	16	19.3	30
1512+28.5 - 1512+34.5	3B	INSIDE	8.0	---	---	16	19.3	30
1517+63.3 - 1517+69.3	3B	INSIDE	8.0	---	---	16	19.3	30
1542+19.8 - 1542+25.8	3B	INSIDE	8.0	---	---	16	19.3	30
1482+08.1 - 1482+14.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1482+45.1 - 1482+75.6	3A	OUTSIDE	---	47.4	9	16	46.1	115
1484+25.2 - 1484+31.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1484+79.5 - 1484+92.6	3A	OUTSIDE	20.5	---	---	16	28.7	55
1485+08.4 - 1485+14.4	3A	OUTSIDE	9.3	---	---	16	39.6	34
1485+20.4 - 1485+26.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1486+66.1 - 1486+72.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1487+02.3 - 1487+08.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1487+38.8 - 1487+44.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1487+75.4 - 1487+81.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1488+50.1 - 1488+88.1	3A	OUTSIDE	---	59.1	12	16	53.6	136
1490+01.5 - 1490+07.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1491+03.2 - 1491+42.2	3A	OUTSIDE	---	60.7	12	16	54.6	137
1494+81.9 - 1494+87.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1495+94.0 - 1496+00.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1496+77.8 - 1496+92.8	3A	OUTSIDE	23.3	---	---	16	30.6	71
1497+54.7 - 1497+60.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1499+48.0 - 1499+60.6	3A	OUTSIDE	19.1	---	---	16	28.2	55
1500+95.8 - 1501+01.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1502+34.7 - 1502+73.7	3A	OUTSIDE	---	60.7	12	16	54.6	137
1506+44.7 - 1506+50.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1506+62.0 - 1507+23.2	3A	OUTSIDE	---	95.3	19	16	80.8	201
1512+57.8 - 1512+63.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1523+24.7 - 1523+85.8	3A	OUTSIDE	---	94.8	19	16	76.7	201
1534+29.3 - 1534+35.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1534+29.3 - 1534+35.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1539+39.3 - 1539+45.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1540+67.1 - 1540+73.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1542+19.8 - 1542+25.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1542+47.8 - 1542+62.1	3A	OUTSIDE	22.2	---	---	16	29.9	70
1542+82.7 - 1543+64.1	3A	OUTSIDE	---	126.5	26	16	97.0	263
1543+76.1 - 1543+82.1	3A	OUTSIDE	9.3	---	---	16	27.8	34
		PAGE SUBTOTALS	415.3	544.5	109.7	752.0	1406.8	2640.4

3

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1544+30.4 - 1544+53.7	3B	INSIDE	---	31.1	7	16	30.0	53
1551+29.1 - 1551+35.1	3B	INSIDE	8.0	---	---	16	19.3	30
1565+45.9 - 1565+59.7	3B	INSIDE	18.4	---	---	16	27.1	50
1569+79.3 - 1569+85.3	3B	INSIDE	8.0	---	---	16	19.3	30
1587+78.0 - 1587+84.0	3B	INSIDE	8.0	---	---	16	19.3	30
1599+11.1 - 1599+17.1	3B	INSIDE	8.0	---	---	16	19.3	30
1608+19.7 - 1608+25.9	3B	INSIDE	8.0	---	---	16	19.5	30
1618+93.2 - 1618+99.2	3B	INSIDE	8.0	---	---	16	19.3	30
1619+15.3 - 1619+36.9	3B	INSIDE	---	29	6	16	36.4	52
1622+41.1 - 1622+49.1	3B	INSIDE	10.7	---	---	16	21.3	44
1633+23.0 - 1633+29.0	3B	INSIDE	8.0	---	---	16	19.3	30
1544+11.9 - 1544+17.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1544+30.4 - 1544+90.9	3A	OUTSIDE	---	94.2	19	16	83.8	201
1545+57.7 - 1545+63.8	3A	OUTSIDE	9.3	---	---	16	21.7	34
1545+75.9 - 1545+81.9	3A	OUTSIDE	9.3	---	---	16	28.1	34
1546+30.3 - 1546+36.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1548+12.9 - 1548+18.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1548+86.5 - 1548+92.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1551+27.8 - 1551+33.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1551+78.8 - 1552+41.4	3A	OUTSIDE	---	97.4	20	16	78.2	203
1555+08.9 - 1555+14.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1558+52.7 - 1558+59.2	3A	OUTSIDE	9.3	---	---	16	22.1	35
1558+72.4 - 1558+78.9	3A	OUTSIDE	9.3	---	---	16	32.0	35
1563+80.3 - 1563+86.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1569+79.3 - 1569+85.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
1573+12.1 - 1573+51.1	3A	OUTSIDE	---	60.7	12	16	54.6	137
1578+92.3 - 1579+31.3	3A	OUTSIDE	---	60.7	12	16	54.6	137
1584+38.8 - 1584+80.2	3A	OUTSIDE	---	64.4	13	16	57.0	139
1587+78.0 - 1587+84.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1604+25.3 - 1604+32.6	3A	OUTSIDE	11.1	---	---	16	22.9	49
1607+14.2 - 1607+21.5	3A	OUTSIDE	11.0	---	---	16	22.9	49
1610+24.7 - 1610+33.5	3A	OUTSIDE	13.5	---	---	16	24.4	51
1612+41.7 - 1612+57.7	3A	OUTSIDE	---	24.9	4	16	31.6	72
1613+15.6 - 1613+57.5	3A	OUTSIDE	---	64.6	13	16	57.5	140
1618+93.2 - 1618+99.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1619+15.3 - 1619+35.1	3A	OUTSIDE	---	30.7	6	16	54.3	76
1622+55.7 - 1622+61.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1623+02.3 - 1623+56.6	3A	OUTSIDE	---	84.4	17	16	69.9	180
1631+69.0 - 1631+94.0	3A	OUTSIDE	---	38.9	7	16	40.6	95
1633+23.0 - 1633+29.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1635+82.2 - 1635+91.1	3A	OUTSIDE	13.8	---	---	16	24.5	51
1636+66.8 - 1636+72.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1636+92.7 - 1636+99.9	3A	OUTSIDE	11.1	---	---	16	53.6	49
1637+12.1 - 1637+20.2	3A	OUTSIDE	12.5	---	---	16	30.5	50
1638+02.4 - 1638+44.6	3A	OUTSIDE	---	65.6	13	16	57.8	154
1638+91.8 - 1639+15.6	3A	OUTSIDE	---	36.9	7	16	39.4	94
1639+81.7 - 1640+23.6	3A	OUTSIDE	---	65.1	13	16	57.5	140
		PAGE SUBTOTALS	316.2	848.6	169.0	752.0	1549.5	3055.1

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1652+33.2 - 1652+45.2	3B	INSIDE	16.0	---	---	16	25.3	48
1652+51.3 - 1652+57.3	3B	INSIDE	8.0	---	---	16	19.3	30
1653+21.5 - 1653+27.5	3B	INSIDE	7.9	---	---	16	19.3	30
1661+70.8 - 1661+76.8	3B	INSIDE	8.0	---	---	16	19.3	30
1677+82.9 - 1677+89.0	3B	INSIDE	8.0	---	---	16	19.4	30
1642+49.4 - 1642+76.5	3A	OUTSIDE	42.1	---	---	16	42.7	97
1643+06.4 - 1643+48.2	3A	OUTSIDE	---	65	13	16	57.4	140
1643+86.9 - 1643+92.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1644+66.0 - 1644+89.1	3A	OUTSIDE	---	35.9	7	16	38.7	93
1645+10.2 - 1645+16.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1647+47.9 - 1647+77.5	3A	OUTSIDE	---	46.1	9	16	45.2	114
1648+02.6 - 1648+31.9	3A	OUTSIDE	---	45.6	9	16	44.9	113
1650+10.0 - 1650+30.3	3A	OUTSIDE	---	31.5	6	16	35.9	76
1651+50.9 - 1651+93.1	3A	OUTSIDE	---	65.6	13	16	57.8	154
1652+33.2 - 1652+39.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1652+51.3 - 1652+57.3	3A	OUTSIDE	9.3	---	---	16	28.1	34
1653+21.5 - 1653+27.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1654+84.5 - 1655+19.0	3A	OUTSIDE	---	53.7	11	16	50.1	119
1655+64.4 - 1655+71.8	3A	OUTSIDE	11.6	---	---	16	23.0	49
1655+93.1 - 1655+99.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1656+55.6 - 1657+17.4	3A	OUTSIDE	---	96.2	20	16	77.4	202
1659+18.8 - 1659+24.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1660+09.3 - 1660+23.4	3A	OUTSIDE	22.0	---	---	16	29.7	70
1661+70.8 - 1661+76.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1661+89.9 - 1661+95.9	3A	OUTSIDE	9.3	---	---	16	31.2	34
1669+20.6 - 1669+63.1	3A	OUTSIDE	---	66.1	13	16	58.1	155
1673+20.4 - 1673+28.8	3A	OUTSIDE	12.9	---	---	16	24.0	50
1677+82.8 - 1677+88.9	3A	OUTSIDE	9.3	---	---	16	21.7	34
1678+63.2 - 1679+05.5	3A	OUTSIDE	---	65.6	13	16	57.9	154
1680+07.8 - 1680+50.1	3A	OUTSIDE	---	65.6	13	16	57.9	154
1681+88.5 - 1682+30.8	3A	OUTSIDE	---	65.6	13	16	57.9	154
1682+42.6 - 1682+84.8	3A	OUTSIDE	---	65.6	13	16	63.4	154
1683+14.3 - 1683+20.5	3A	OUTSIDE	9.3	---	---	16	21.8	34
1683+32.9 - 1683+42.3	3A	OUTSIDE	14.5	---	---	16	32.4	51
1685+14.0 - 1685+57.7	3A	OUTSIDE	---	67.8	14	16	59.3	156
1687+88.7 - 1688+15.8	3A	OUTSIDE	---	42	8	16	42.7	97
1688+81.5 - 1689+09.7	3A	OUTSIDE	---	43.6	8	16	43.8	112
1691+19.5 - 1691+25.7	3A	OUTSIDE	9.3	---	---	16	21.8	34
1693+55.8 - 1693+61.9	3A	OUTSIDE	9.3	---	---	16	21.7	34
1714+96.8 - 1715+02.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1718+37.7 - 1718+47.2	3A	OUTSIDE	14.6	---	---	16	25.1	52
1719+53.2 - 1719+66.6	3A	OUTSIDE	20.8	---	---	16	29.0	55
1720+04.6 - 1720+30.1	3A	OUTSIDE	---	39.6	7	16	41.1	96
1722+97.4 - 1723+58.7	3A	OUTSIDE	---	95.4	19	16	76.9	201
1726+02.6 - 1726+30.6	3A	OUTSIDE	---	43.4	8	16	43.6	112
1727+68.5 - 1728+74.7	3A	OUTSIDE	---	164.5	34	16	121.8	344
1729+02.8 - 1729+09.2	3A	OUTSIDE	9.3	---	---	16	22.0	34
		PAGE SUBTOTALS	325.9	1264.4	250.9	752.0	1779.8	4004.6

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1780+99.0 - 1781+05.0	3B	INSIDE	8.0	---	---	16	19.3	30
1783+86.5 - 1783+92.5	3B	INSIDE	8.0	---	---	16	19.3	30
1807+65.6 - 1807+71.6	3B	INSIDE	8.0	---	---	16	19.3	30
1729+26.7 - 1729+93.1	3A	OUTSIDE	---	103.9	21	16	82.0	220
1730+78.6 - 1731+81.4	3A	OUTSIDE	---	159.6	33	16	118.4	327
1732+96.6 - 1733+39.1	3A	OUTSIDE	---	66.1	13	16	58.1	155
1733+69.1 - 1734+11.5	3A	OUTSIDE	---	66.1	13	16	58.0	154
1734+30.9 - 1734+73.4	3A	OUTSIDE	---	66.1	13	16	87.3	155
1735+60.0 - 1735+82.8	3A	OUTSIDE	---	35.3	7	16	38.4	93
1735+98.3 - 1736+10.5	3A	OUTSIDE	19.1	---	---	16	44.9	54
1738+17.5 - 1738+59.9	3A	OUTSIDE	---	66	13	16	58.0	154
1739+99.8 - 1740+06.8	3A	OUTSIDE	10.9	---	---	16	22.6	49
1741+55.7 - 1741+67.5	3A	OUTSIDE	18.3	---	---	16	27.4	54
1743+39.9 - 1743+84.1	3A	OUTSIDE	---	68.8	14	16	59.8	156
1743+95.0 - 1744+01.0	3A	OUTSIDE	9.3	---	---	16	24.4	34
1746+45.0 - 1746+63.2	3A	OUTSIDE	28.0	---	---	16	33.8	74
1748+46.2 - 1748+60.9	3A	OUTSIDE	22.9	---	---	16	30.3	71
1750+57.1 - 1750+63.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1751+32.1 - 1751+38.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1752+12.8 - 1752+54.4	3A	OUTSIDE	---	64.6	13	16	57.2	140
1755+62.2 - 1756+07.3	3A	OUTSIDE	---	70.1	14	16	60.7	157
1759+70.8 - 1759+76.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1765+41.0 - 1765+47.1	3A	OUTSIDE	9.3	---	---	16	21.7	34
1773+29.7 - 1773+72.5	3A	OUTSIDE	---	66.4	13	16	58.4	155
1777+03.8 - 1777+09.9	3A	OUTSIDE	9.3	---	---	16	21.7	34
1777+94.2 - 1778+00.3	3A	OUTSIDE	9.3	---	---	16	21.7	34
1778+57.5 - 1778+99.1	3A	OUTSIDE	---	64.6	13	16	57.2	140
1779+29.0 - 1779+71.0	3A	OUTSIDE	---	65	13	16	57.6	154
1780+99.0 - 1781+05.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1781+34.9 - 1781+40.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1783+86.5 - 1783+92.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1791+08.9 - 1791+37.2	3A	OUTSIDE	---	43.6	8	16	43.9	112
1791+88.7 - 1791+94.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1796+06.9 - 1796+71.2	3A	OUTSIDE	---	99.9	20	16	79.9	218
1797+73.9 - 1798+15.9	3A	OUTSIDE	---	65.4	13	16	57.6	154
1799+17.7 - 1799+23.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1806+67.0 - 1806+81.2	3A	OUTSIDE	22.0	---	---	16	29.8	70
1807+66.6 - 1807+72.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1816+14.6 - 1816+38.1	3A	OUTSIDE	---	36.5	7	16	39.1	94
1816+50.6 - 1816+92.3	3A	OUTSIDE	---	64.9	13	16	65.0	140
1821+18.8 - 1821+24.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1823+07.3 - 1823+35.1	3A	OUTSIDE	---	43.1	8	16	43.4	98
1828+15.1 - 1828+57.1	3A	OUTSIDE	---	65.4	13	16	57.6	154
1828+87.5 - 1829+29.5	3A	OUTSIDE	---	65.4	13	16	57.6	154
1831+32.5 - 1831+38.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1831+82.8 - 1832+24.4	3A	OUTSIDE	---	64.6	13	16	57.2	140
1833+79.7 - 1833+85.8	3A	OUTSIDE	9.3	---	---	16	21.7	34
		PAGE SUBTOTALS	294.0	1511.4	301.9	752.0	1946.4	4429.0

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1838+72.1 - 1838+78.2	3B	INSIDE	8.0	---	---	16	19.4	30
1858+46.6 - 1858+52.8	3B	INSIDE	8.0	---	---	16	19.5	30
1875+97.8 - 1876+03.8	3B	INSIDE	8.0	---	---	16	19.3	30
1876+55.7 - 1876+61.7	3B	INSIDE	8.0	---	---	16	19.3	30
1882+17.7 - 1882+23.7	3B	INSIDE	8.0	---	---	16	19.3	30
1892+79.9 - 1892+85.9	3B	INSIDE	8.0	---	---	16	19.3	30
1894+14.6 - 1894+20.6	3B	INSIDE	8.0	---	---	16	19.3	30
1895+27.0 - 1895+33.1	3B	INSIDE	8.0	---	---	16	19.4	30
1903+77.2 - 1903+83.2	3B	INSIDE	8.0	---	---	16	19.3	30
1835+76.1 - 1835+82.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1844+71.0 - 1844+77.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1851+43.4 - 1851+49.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1851+62.0 - 1851+68.1	3A	OUTSIDE	9.3	---	---	16	29.7	34
1855+18.7 - 1855+24.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1855+36.4 - 1855+42.5	3A	OUTSIDE	9.3	---	---	16	26.9	34
1857+42.8 - 1857+49.0	3A	OUTSIDE	9.3	---	---	16	21.8	34
1858+46.8 - 1858+53.0	3A	OUTSIDE	9.3	---	---	16	21.8	34
1874+80.4 - 1874+86.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1880+43.7 - 1880+49.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1887+20.2 - 1887+26.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1888+66.0 - 1888+72.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1891+32.9 - 1891+38.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1891+59.5 - 1891+65.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1892+79.8 - 1892+85.9	3A	OUTSIDE	9.3	---	---	16	21.7	34
1894+14.2 - 1894+20.3	3A	OUTSIDE	9.3	---	---	16	21.7	34
1895+27.0 - 1895+33.1	3A	OUTSIDE	9.3	---	---	16	21.7	34
1861+32.3 - 1861+40.1	3B	INSIDE	10.1	---	---	16	21.1	44
1880+80.7 - 1880+88.1	3A	OUTSIDE	11.5	---	---	16	23.0	49
1883+34.8 - 1883+42.8	3A	OUTSIDE	12.4	---	---	16	23.6	50
1879+69.5 - 1879+77.8	3A	OUTSIDE	13.0	---	---	16	23.9	50
1839+37.0 - 1839+46.1	3A	OUTSIDE	14.1	---	---	16	24.7	51
1850+93.2 - 1851+06.3	3B	INSIDE	17.3	---	---	16	26.4	49
1884+79.0 - 1884+90.3	3A	OUTSIDE	17.6	---	---	16	26.9	53
1884+75.5 - 1884+90.1	3B	INSIDE	19.4	---	---	16	27.9	63
1882+08.0 - 1882+21.6	3A	OUTSIDE	21.1	---	---	16	29.2	56
1895+54.9 - 1895+69.0	3A	OUTSIDE	21.8	---	---	16	29.7	70
1866+34.5 - 1866+50.2	3A	OUTSIDE	---	24.6	4	16	31.3	72
1855+64.0 - 1855+81.6	3A	OUTSIDE	---	27	5	16	33.2	74
1876+58.0 - 1876+75.3	3A	OUTSIDE	---	27	5	16	32.9	73
1838+69.4 - 1838+91.9	3A	OUTSIDE	---	35	7	16	38.1	93
1883+73.6 - 1883+96.4	3A	OUTSIDE	---	35.5	7	16	38.4	93
1884+30.9 - 1884+53.6	3A	OUTSIDE	---	35.5	7	16	38.3	93
1901+89.8 - 1902+31.7	3A	OUTSIDE	---	65	13	16	57.5	140
1843+87.8 - 1844+30.1	3A	OUTSIDE	---	65.8	13	16	57.9	154
1881+53.0 - 1881+95.3	3A	OUTSIDE	---	65.8	13	16	57.9	154
1891+96.1 - 1892+39.3	3A	OUTSIDE	---	66.4	13	16	58.8	155
1859+22.4 - 1859+78.1	3A	OUTSIDE	---	86.3	17	16	71.3	182
		PAGE SUBTOTALS	388.4	533.9	103.4	752.0	1326.5	2666.7

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1905+38.0 - 1905+44.1	3B	INSIDE	8.0	---	---	16	19.4	30
1908+76.7 - 1908+82.7	3B	INSIDE	8.0	---	---	16	19.3	30
1909+92.2 - 1909+98.2	3B	INSIDE	8.0	---	---	16	19.3	30
1912+67.4 - 1912+73.5	3B	INSIDE	8.0	---	---	16	19.4	30
1913+75.6 - 1913+81.6	3B	INSIDE	8.0	---	---	16	19.3	30
1914+29.7 - 1914+35.8	3B	INSIDE	8.0	---	---	16	19.4	30
1914+67.1 - 1914+73.1	3B	INSIDE	8.0	---	---	16	19.3	30
1915+37.6 - 1915+43.6	3B	INSIDE	8.0	---	---	16	19.3	30
1915+92.6 - 1915+98.6	3B	INSIDE	8.0	---	---	16	19.3	30
1916+10.6 - 1916+16.6	3B	INSIDE	8.0	---	---	16	24.7	30
1923+84.2 - 1923+90.2	3B	INSIDE	8.0	---	---	16	19.3	30
1924+38.2 - 1924+44.2	3B	INSIDE	8.0	---	---	16	19.3	30
1925+81.7 - 1925+87.8	3B	INSIDE	8.0	---	---	16	19.4	30
1927+51.8 - 1927+57.9	3B	INSIDE	8.0	---	---	16	19.4	30
1903+77.2 - 1903+83.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1904+66.9 - 1904+72.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
1905+37.9 - 1905+44.0	3A	OUTSIDE	9.3	---	---	16	21.7	34
1908+76.7 - 1908+82.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1909+92.2 - 1909+98.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1912+40.5 - 1912+46.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1912+67.4 - 1912+73.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1913+75.6 - 1913+81.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1914+21.0 - 1914+89.3	3A	OUTSIDE	---	106.2	22	16	83.9	222
1915+20.6 - 1915+26.6	3A	OUTSIDE	9.3	---	---	16	21.6	34
1915+37.6 - 1915+43.6	3A	OUTSIDE	9.3	---	---	16	24.7	34
1915+74.5 - 1915+80.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1915+92.5 - 1915+98.6	3A	OUTSIDE	9.3	---	---	16	27.6	34
1916+10.5 - 1916+16.6	3A	OUTSIDE	9.3	---	---	16	27.6	34
1923+29.7 - 1923+35.8	3A	OUTSIDE	9.3	---	---	16	21.7	34
1923+84.1 - 1923+90.2	3A	OUTSIDE	9.3	---	---	16	21.7	34
1924+38.1 - 1924+44.2	3A	OUTSIDE	9.3	---	---	16	21.7	34
1925+46.5 - 1925+52.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
1925+64.1 - 1925+70.1	3A	OUTSIDE	9.3	---	---	16	26.2	34
1925+81.7 - 1925+87.7	3A	OUTSIDE	9.3	---	---	16	26.5	34
1925+99.9 - 1926+06.0	3A	OUTSIDE	9.3	---	---	16	28.5	34
1927+51.8 - 1927+57.8	3A	OUTSIDE	9.3	---	---	16	21.6	34
1928+59.4 - 1928+65.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1928+87.2 - 1928+93.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1950+09.1 - 1950+17.1	3A	OUTSIDE	12.4	---	---	16	23.6	50
1969+24.2 - 1969+30.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1969+42.2 - 1969+48.2	3A	OUTSIDE	9.3	---	---	16	27.8	34
PAGE SUBTOTALS			356.9	106.2	21.8	656.0	961.4	1543.8

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
1969+60.2 - 1969+66.2	3B	INSIDE	8.0	---	---	16	24.7	30
1970+88.0 - 1970+94.0	3B	INSIDE	8.0	---	---	16	19.3	30
1971+42.0 - 1971+59.0	3B	INSIDE	---	22.7	5	16	23.7	41
1973+22.0 - 1973+28.0	3B	INSIDE	8.0	---	---	16	19.3	30
1973+93.3 - 1973+99.3	3B	INSIDE	8.0	---	---	16	19.3	30
1975+01.9 - 1975+07.9	3B	INSIDE	8.0	---	---	16	19.3	30
1979+63.7 - 1979+83.7	3B	INSIDE	---	26.7	6	16	26.7	44
1969+60.2 - 1969+66.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
1969+78.2 - 1969+84.2	3A	OUTSIDE	9.3	---	---	16	27.8	34
1969+96.2 - 1970+02.2	3A	OUTSIDE	9.3	---	---	16	27.8	34
1970+15.2 - 1970+21.2	3A	OUTSIDE	9.3	---	---	16	30.9	34
1970+33.2 - 1970+39.2	3A	OUTSIDE	9.3	---	---	16	27.8	34
1970+58.0 - 1970+66.0	3A	OUTSIDE	12.4	---	---	16	50.9	50
1970+88.0 - 1970+94.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1971+24.0 - 1971+30.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1971+42.0 - 1971+48.0	3A	OUTSIDE	9.3	---	---	16	27.8	34
1971+53.0 - 1971+64.0	3A	OUTSIDE	17.1	---	---	16	26.6	53
1972+14.7 - 1972+20.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
1972+32.7 - 1972+38.7	3A	OUTSIDE	9.3	---	---	16	27.8	34
1973+22.0 - 1973+28.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1973+39.0 - 1973+45.0	3A	OUTSIDE	9.3	---	---	16	24.7	34
1973+57.3 - 1973+63.3	3A	OUTSIDE	9.3	---	---	16	28.7	34
1973+75.3 - 1973+81.3	3A	OUTSIDE	9.3	---	---	16	27.8	34
1973+93.3 - 1973+99.3	3A	OUTSIDE	9.3	---	---	16	27.8	34
1974+36.4 - 1974+44.4	3A	OUTSIDE	12.4	---	---	16	23.6	50
1975+19.5 - 1975+25.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
1975+37.5 - 1975+43.5	3A	OUTSIDE	9.3	---	---	16	27.8	34
1976+10.1 - 1976+16.1	3A	OUTSIDE	9.3	---	---	16	21.6	34
1976+54.9 - 1976+62.9	3A	OUTSIDE	12.4	---	---	16	23.6	50
1978+87.3 - 1978+95.3	3A	OUTSIDE	12.4	---	---	16	23.6	50
1979+25.3 - 1979+33.3	3A	OUTSIDE	12.4	---	---	16	23.6	50
1979+52.6 - 1979+58.6	3A	OUTSIDE	9.3	---	---	16	50.5	34
1979+70.7 - 1979+76.7	3A	OUTSIDE	9.3	---	---	16	28.1	34
1980+15.7 - 1980+23.7	3A	OUTSIDE	12.4	---	---	16	23.6	50
1982+85.7 - 1982+93.7	3A	OUTSIDE	12.4	---	---	16	23.6	50
1983+96.4 - 1984+02.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
1985+36.5 - 1985+44.5	3A	OUTSIDE	12.4	---	---	16	23.6	50
1986+08.8 - 1986+21.8	3A	OUTSIDE	20.2	---	---	16	28.6	55
1988+86.4 - 1988+98.4	3A	OUTSIDE	18.7	---	---	16	27.6	54
1989+61.1 - 1989+68.1	3A	OUTSIDE	10.9	---	---	16	22.6	49
1990+38.0 - 1990+76.0	3A	OUTSIDE	---	59.1	12	16	53.6	136
1993+02.6 - 1993+12.6	3A	OUTSIDE	15.6	---	---	16	25.6	52
1995+55.4 - 1995+63.4	3A	OUTSIDE	12.4	---	---	16	23.6	50
1998+08.0 - 1998+14.0	3A	OUTSIDE	9.3	---	---	16	21.6	34
1999+58.9 - 1999+96.9	3A	OUTSIDE	---	59.1	12	16	53.6	136
2001+18.5 - 2001+26.5	3A	OUTSIDE	12.4	---	---	16	23.6	50
2010+16.9 - 2010+89.6	3A	OUTSIDE	---	113.7	23	16	88.3	241
		PAGE SUBTOTALS	451.1	281.3	57.0	752.0	1320.5	2258.7

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 * CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60								
CATEGORY 0010								
2013+20.2 - 2013+58.2	3A	OUTSIDE	---	59.1	12	16	53.6	136
2018+38.2 - 2018+76.2	3A	OUTSIDE	---	59.1	12	16	53.6	136
2019+77.4 - 2019+85.4	3A	OUTSIDE	12.4	---	---	16	23.6	50
2022+04.9 - 2022+12.9	3A	OUTSIDE	12.4	---	---	16	23.6	50
2026+58.0 - 2026+66.0	3A	OUTSIDE	12.4	---	---	16	23.6	50
2029+18.1 - 2029+58.1	3A	OUTSIDE	---	62.2	12	16	55.6	138
2029+92.6 - 2030+48.6	3A	OUTSIDE	---	87.1	18	16	71.6	196
2031+43.9 - 2031+49.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
2031+72.8 - 2032+28.8	3A	OUTSIDE	---	87.1	18	16	71.6	196
2036+20.3 - 2036+26.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
2036+38.2 - 2036+44.2	3A	OUTSIDE	9.3	---	---	16	27.5	34
2037+28.2 - 2037+34.3	3A	OUTSIDE	9.3	---	---	16	21.7	34
2040+12.2 - 2040+18.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
2040+74.9 - 2040+80.9	3A	OUTSIDE	9.3	---	---	16	21.6	34
2040+94.2 - 2041+00.3	3A	OUTSIDE	9.3	---	---	16	31.9	34
2041+21.6 - 2041+27.7	3A	OUTSIDE	9.3	---	---	16	21.7	34
2041+62.0 - 2042+00.2	3A	OUTSIDE	---	59.1	12	16	53.8	136
2043+03.4 - 2043+11.5	3A	OUTSIDE	12.4	---	---	16	23.7	50
2043+33.3 - 2043+39.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
2045+07.8 - 2045+65.2	3A	OUTSIDE	---	88.7	18	16	73.0	197
2045+99.2 - 2046+37.4	3A	OUTSIDE	---	59.1	12	16	53.8	136
2047+09.0 - 2047+83.5	3A	OUTSIDE	---	113.2	23	16	90.1	243
2048+36.0 - 2048+74.2	3A	OUTSIDE	---	59.1	12	16	53.8	136
2049+25.2 - 2049+31.3	3A	OUTSIDE	9.3	---	---	16	21.7	34
2049+43.2 - 2049+49.2	3A	OUTSIDE	9.3	---	---	16	27.5	34
2050+15.5 - 2050+21.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
2052+07.3 - 2052+13.3	3A	OUTSIDE	9.3	---	---	16	21.6	34
2052+48.2 - 2052+54.2	3A	OUTSIDE	9.3	---	---	16	21.6	34
2052+66.9 - 2052+73.0	3A	OUTSIDE	9.3	---	---	16	30.1	34
2054+36.4 - 2054+42.4	3A	OUTSIDE	9.3	---	---	16	21.6	34
2054+54.9 - 2054+60.9	3A	OUTSIDE	9.3	---	---	16	29.3	34
2054+72.9 - 2054+78.9	3A	OUTSIDE	9.3	---	---	16	27.8	34
2054+91.7 - 2054+97.8	3A	OUTSIDE	9.3	---	---	16	30.4	34
2055+09.8 - 2055+15.9	3A	OUTSIDE	9.3	---	---	16	27.9	34
2055+28.5 - 2055+34.7	3A	OUTSIDE	9.3	---	---	16	29.8	34
2057+03.3 - 2057+09.4	3A	OUTSIDE	9.3	---	---	16	21.7	34
2058+07.5 - 2058+13.6	3A	OUTSIDE	9.3	---	---	16	21.7	34
2058+28.1 - 2058+34.1	3A	OUTSIDE	9.3	---	---	16	35.6	34
2058+48.2 - 2058+54.2	3A	OUTSIDE	9.3	---	---	16	34.3	34
2058+78.6 - 2059+35.8	3A	OUTSIDE	---	88.7	18	16	72.8	197
2063+47.7 - 2063+53.7	3A	OUTSIDE	9.3	---	---	16	21.6	34
2065+26.5 - 2065+32.5	3A	OUTSIDE	9.3	---	---	16	21.6	34
2102+47.4 - 2103+44.4	3A	OUTSIDE	---	150.9	31	16	112.6	307
2106+65.1 - 2107+23.1	3A	OUTSIDE	---	90.2	18	16	73.6	198
SHOULDER FEATHERING			---	---	---	---	4440.0	---
PAGE SUBTOTALS			301	1,064	215	704	6,101	3,472
PROJECT 1058-22-60 SUBTOTALS			6,605	11,211	2,246	13,392	29,770	48,715
UNDISTRIBUTED			330	561	112	670	1,488	2,436
PROJECT 1058-22-60 TOTALS			6,935	11,771	2,358	14,062	31,258	51,150

CONCRETE PAVEMENT REPAIR

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1059+88.0 - 1059+94.1	3B	INSIDE	8.0	---	---	16	19.3	30
1070+12.7 - 1070+32.7	3B	INSIDE	---	26.7	6	16	33.4	68
1071+84.5 - 1072+18.7	3B	INSIDE	---	45.6	10	16	47.5	106
1079+75.5 - 1079+81.5	1B	INSIDE	8.0	---	---	16	19.3	30
1080+46.9 - 1080+61.7	1B	INSIDE	19.7	---	---	16	28.1	63
1081+42.9 - 1081+51.6	1B	INSIDE	11.6	---	---	16	22.0	45
1083+37.1 - 1083+43.2	1B	INSIDE	8.0	---	---	16	19.3	30
1086+90.4 - 1086+98.7	1B	INSIDE	11.2	---	---	16	21.7	44
1096+24.0 - 1096+30.0	1B	INSIDE	8.0	---	---	16	19.3	30
1096+42.3 - 1096+48.3	1B	INSIDE	7.9	---	---	16	25.4	30
1096+62.4 - 1097+00.7	1B	INSIDE	---	51	12	16	62.5	122
1059+86.1 - 1060+05.5	1B	OUTSIDE	---	29.8	5	16	34.7	75
1061+03.0 - 1061+19.4	1B	OUTSIDE	---	25.1	4	16	31.7	72
1062+29.8 - 1062+53.3	1B	OUTSIDE	---	36.5	7	16	39.0	93
1062+85.3 - 1063+06.1	1B	OUTSIDE	---	32.3	6	16	36.3	77
1070+01.5 - 1070+32.6	1B	OUTSIDE	---	48.9	9	16	47.0	115
1071+84.5 - 1072+18.7	1B	OUTSIDE	---	53.2	10	16	49.8	118
1079+84.6 - 1079+90.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1081+93.4 - 1081+99.4	1B	OUTSIDE	9.3	---	---	16	21.5	34
1082+64.0 - 1082+85.7	1B	OUTSIDE	---	33.8	6	16	37.3	92
1083+33.7 - 1083+42.2	1B	OUTSIDE	13.2	---	---	16	24.0	50
1086+90.4 - 1086+98.7	1B	OUTSIDE	13.0	---	---	16	23.9	50
1096+24.0 - 1096+30.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1096+42.3 - 1096+48.3	1B	OUTSIDE	9.3	---	---	16	28.7	34
1096+62.4 - 1096+94.5	1B	OUTSIDE	---	50	10	16	60.5	116
		PAGE SUBTOTALS	145.8	432.9	86.2	400.0	795.5	1594.1

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1097+15.0 - 1097+21.0	1B	INSIDE	8.0	---	---	16	19.3	30
1097+32.6 - 1097+38.6	1B	INSIDE	8.0	---	---	16	23.6	30
1097+51.0 - 1097+57.0	1B	INSIDE	8.0	---	---	16	25.7	30
1097+69.3 - 1097+75.3	1B	INSIDE	8.0	---	---	16	25.5	30
1098+71.5 - 1098+82.4	1B	INSIDE	14.5	---	---	16	24.2	47
1098+96.0 - 1099+02.0	1B	INSIDE	8.0	---	---	16	28.9	30
1099+16.3 - 1099+27.7	1B	INSIDE	15.2	---	---	16	36.2	47
1103+77.2 - 1103+90.9	1B	INSIDE	18.3	---	---	16	27.1	50
1104+12.7 - 1104+18.7	1B	INSIDE	8.0	---	---	16	19.3	30
1104+31.4 - 1104+37.4	1B	INSIDE	8.0	---	---	16	26.5	30
1104+49.7 - 1104+55.7	1B	INSIDE	8.0	---	---	16	25.5	30
1104+86.4 - 1104+92.4	1B	INSIDE	8.0	---	---	16	19.3	30
1105+50.8 - 1105+56.8	1B	INSIDE	8.0	---	---	16	19.3	30
1106+62.7 - 1106+73.8	1B	INSIDE	14.8	---	---	16	24.4	47
1106+82.8 - 1106+94.0	1B	INSIDE	14.8	---	---	16	24.4	47
1108+23.5 - 1108+29.5	1B	INSIDE	8.0	---	---	16	19.3	30
1109+80.2 - 1109+86.2	1B	INSIDE	8.0	---	---	16	19.3	30
1109+98.2 - 1110+04.2	1B	INSIDE	8.0	---	---	16	24.7	30
1110+16.6 - 1110+22.6	1B	INSIDE	8.0	---	---	16	25.7	30
1111+70.7 - 1111+76.7	1B	INSIDE	8.0	---	---	16	19.3	30
1111+98.4 - 1112+04.4	1B	INSIDE	8.0	---	---	16	19.3	30
1112+35.0 - 1112+41.0	1B	INSIDE	8.0	---	---	16	19.3	30
1112+89.1 - 1112+95.1	1B	INSIDE	8.0	---	---	16	19.3	30
1113+07.4 - 1113+13.4	1B	INSIDE	8.0	---	---	16	25.5	30
1113+27.6 - 1113+47.9	1B	INSIDE	---	27.1	6	16	44.9	68
1114+88.7 - 1114+94.7	1B	INSIDE	8.0	---	---	16	19.3	30
1115+07.1 - 1115+13.1	1B	INSIDE	8.0	---	---	16	25.7	30
1115+25.4 - 1115+31.4	1B	INSIDE	8.0	---	---	16	25.5	30
1115+37.7 - 1115+49.3	1B	INSIDE	15.4	---	---	16	24.9	48
1115+61.4 - 1115+67.4	1B	INSIDE	8.0	---	---	16	24.9	30
1115+72.8 - 1115+83.9	1B	INSIDE	14.8	---	---	16	24.4	47
1097+05.0 - 1097+11.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1097+23.3 - 1097+29.3	1B	OUTSIDE	9.2	---	---	16	28.6	34
1097+51.0 - 1097+57.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1097+69.2 - 1097+75.3	1B	OUTSIDE	9.2	---	---	16	28.3	34
1099+06.5 - 1099+14.6	1B	OUTSIDE	12.5	---	---	16	23.6	50
1103+40.7 - 1103+78.7	1B	OUTSIDE	---	59.1	12	16	53.5	136
1103+85.5 - 1103+91.5	1B	OUTSIDE	9.3	---	---	16	21.5	34
1105+23.0 - 1105+29.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1105+78.2 - 1105+84.2	1B	OUTSIDE	9.3	---	---	16	21.5	34
1106+14.5 - 1106+20.5	1B	OUTSIDE	9.3	---	---	16	21.5	34
1106+51.0 - 1106+57.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1106+88.0 - 1106+94.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1108+23.5 - 1108+29.5	1B	OUTSIDE	9.3	---	---	16	21.5	34
1111+45.9 - 1112+02.5	1B	OUTSIDE	---	88	18	16	72.1	197
1113+36.7 - 1113+47.8	1B	OUTSIDE	17.3	---	---	16	26.7	53
1115+33.7 - 1115+40.9	1B	OUTSIDE	11.2	---	---	16	22.8	49
		PAGE SUBTOTALS	434.9	174.2	35.3	752.0	1200.4	1949.7

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1115+98.5 - 1116+04.5	1B	INSIDE	8.0	---	---	16	19.3	30
1116+55.0 - 1116+66.2	1B	INSIDE	15.0	---	---	16	24.6	47
1116+80.7 - 1116+93.3	1B	INSIDE	16.8	---	---	16	37.9	49
1118+08.3 - 1118+14.3	1B	INSIDE	8.0	---	---	16	19.3	30
1118+43.2 - 1118+49.2	1B	INSIDE	8.0	---	---	16	19.3	30
1122+81.5 - 1122+87.5	1B	INSIDE	8.0	---	---	16	19.3	30
1122+97.3 - 1123+03.3	1B	INSIDE	8.0	---	---	16	19.3	30
1123+18.7 - 1123+24.7	1B	INSIDE	8.0	---	---	16	33.7	30
1124+55.2 - 1124+61.2	1B	INSIDE	8.0	---	---	16	19.3	30
1124+91.2 - 1124+97.2	1B	INSIDE	8.0	---	---	16	19.3	30
1125+27.7 - 1125+33.7	1B	INSIDE	8.0	---	---	16	19.3	30
1126+10.6 - 1126+22.4	1B	INSIDE	15.8	---	---	16	25.2	48
1127+89.4 - 1127+95.4	1B	INSIDE	8.0	---	---	16	19.3	30
1129+32.3 - 1129+41.3	1B	INSIDE	12.0	---	---	16	22.3	45
1129+72.7 - 1129+78.7	1B	INSIDE	8.0	---	---	16	19.3	30
1130+44.8 - 1130+50.8	1B	INSIDE	8.0	---	---	16	19.3	30
1130+62.6 - 1130+68.6	1B	INSIDE	8.0	---	---	16	24.1	30
1131+16.6 - 1131+22.6	1B	INSIDE	8.0	---	---	16	19.3	30
1131+34.7 - 1131+40.7	1B	INSIDE	8.0	---	---	16	24.9	30
1131+53.1 - 1131+59.1	1B	INSIDE	8.0	---	---	16	25.7	30
1131+70.6 - 1131+76.6	1B	INSIDE	8.0	---	---	16	23.3	30
1133+14.1 - 1133+20.1	1B	INSIDE	8.0	---	---	16	19.3	30
1133+31.9 - 1133+37.9	1B	INSIDE	8.0	---	---	16	24.1	30
1133+67.6 - 1133+73.6	1B	INSIDE	8.0	---	---	16	19.3	30
1133+86.0 - 1133+92.0	1B	INSIDE	8.0	---	---	16	25.7	30
1134+03.8 - 1134+09.8	1B	INSIDE	8.0	---	---	16	24.1	30
1135+14.6 - 1135+20.6	1B	INSIDE	8.0	---	---	16	19.3	30
1135+33.8 - 1135+39.8	1B	INSIDE	8.0	---	---	16	27.9	30
1135+46.9 - 1135+52.9	1B	INSIDE	8.0	---	---	16	19.3	30
1136+12.4 - 1136+25.8	1B	INSIDE	17.9	---	---	16	26.8	49
1115+74.4 - 1115+80.7	1B	OUTSIDE	9.8	---	---	16	21.9	34
1115+98.5 - 1116+04.5	1B	OUTSIDE	9.3	---	---	16	45.8	34
1116+53.0 - 1116+59.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1116+80.7 - 1116+86.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1117+99.6 - 1118+20.6	1B	OUTSIDE	---	32.6	6	16	36.5	77
1118+34.5 - 1118+48.2	1B	OUTSIDE	21.3	---	---	16	41.4	56
1122+81.6 - 1122+87.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1122+98.1 - 1123+04.1	1B	OUTSIDE	9.3	---	---	16	23.1	34
1123+17.2 - 1123+23.2	1B	OUTSIDE	9.3	---	---	16	31.2	34
1124+73.4 - 1124+79.4	1B	OUTSIDE	9.3	---	---	16	21.5	34
1125+63.9 - 1125+69.9	1B	OUTSIDE	9.3	---	---	16	21.5	34
1126+10.8 - 1126+23.6	1B	OUTSIDE	19.8	---	---	16	28.3	55
1126+54.4 - 1126+60.4	1B	OUTSIDE	9.3	---	---	16	21.5	34
1127+87.9 - 1127+96.9	1B	OUTSIDE	14.0	---	---	16	24.6	51
1132+78.3 - 1132+86.8	1B	OUTSIDE	13.2	---	---	16	24.0	50
1135+33.8 - 1135+39.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1136+02.6 - 1136+08.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
		PAGE SUBTOTALS	457.9	32.6	6.0	752.0	1128.8	1685.1

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1136+39.1 - 1136+45.1	1B	INSIDE	8.0	---	---	16	19.3	30
1136+93.6 - 1136+99.6	1B	INSIDE	8.0	---	---	16	19.3	30
1137+38.4 - 1137+59.6	1B	INSIDE	---	28.2	6	16	34.5	81
1137+84.5 - 1137+90.5	1B	INSIDE	8.0	---	---	16	19.3	30
1138+20.7 - 1138+26.7	1B	INSIDE	8.0	---	---	16	19.3	30
1138+36.3 - 1138+49.0	1B	INSIDE	17.0	---	---	16	26.1	49
1139+48.1 - 1139+54.1	1B	INSIDE	8.0	---	---	16	19.3	30
1139+85.5 - 1139+91.5	1B	INSIDE	8.0	---	---	16	19.3	30
1140+03.8 - 1140+09.8	1B	INSIDE	8.0	---	---	16	25.5	30
1140+21.9 - 1140+27.9	1B	INSIDE	8.0	---	---	16	24.9	30
1140+95.3 - 1141+07.8	1B	INSIDE	16.6	---	---	16	25.8	48
1141+60.1 - 1141+78.4	1B	INSIDE	---	24.4	5	16	31.6	66
1142+32.7 - 1142+38.7	1B	INSIDE	8.0	---	---	16	19.3	30
1142+59.8 - 1142+65.8	1B	INSIDE	8.0	---	---	16	19.3	30
1143+06.8 - 1143+21.4	1B	INSIDE	19.6	---	---	16	28.0	63
1143+77.5 - 1143+83.5	1B	INSIDE	8.0	---	---	16	19.3	30
1144+25.2 - 1144+31.2	1B	INSIDE	8.0	---	---	16	19.3	30
1144+43.1 - 1144+49.1	1B	INSIDE	8.0	---	---	16	24.4	30
1144+73.2 - 1144+84.8	1B	INSIDE	15.5	---	---	16	25.0	48
1145+16.2 - 1145+31.2	1B	INSIDE	20.1	---	---	16	28.4	63
1146+49.3 - 1146+55.3	1B	INSIDE	8.0	---	---	16	19.3	30
1146+67.5 - 1147+20.7	1B	INSIDE	---	70.9	17	16	72.4	161
1147+30.6 - 1147+36.6	1B	INSIDE	8.0	---	---	16	19.3	30
1136+39.1 - 1136+45.1	1B	OUTSIDE	9.3	---	---	16	21.5	34
1137+40.3 - 1137+46.8	1B	OUTSIDE	10.1	---	---	16	22.0	34
1137+59.7 - 1137+80.0	1B	OUTSIDE	---	31.7	6	16	45.0	76
1138+46.3 - 1138+63.8	1B	OUTSIDE	---	27.2	5	16	33.0	73
1138+94.1 - 1139+00.6	1B	OUTSIDE	10.1	---	---	16	22.0	34
1139+48.1 - 1139+54.1	1B	OUTSIDE	9.3	---	---	16	21.5	34
1140+21.9 - 1140+27.9	1B	OUTSIDE	9.3	---	---	16	21.5	34
1140+40.3 - 1140+46.3	1B	OUTSIDE	9.3	---	---	16	29.0	34
1140+58.9 - 1140+64.9	1B	OUTSIDE	9.3	---	---	16	29.6	34
1141+14.2 - 1141+20.2	1B	OUTSIDE	9.3	---	---	16	21.5	34
1141+50.4 - 1141+63.3	1B	OUTSIDE	20.1	---	---	16	28.5	55
1141+76.1 - 1141+82.1	1B	OUTSIDE	9.3	---	---	16	30.2	34
1142+24.6 - 1142+38.7	1B	OUTSIDE	21.9	---	---	16	29.6	70
1142+59.8 - 1142+65.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1142+78.9 - 1142+89.1	1B	OUTSIDE	15.8	---	---	16	35.4	52
1143+06.8 - 1143+21.4	1B	OUTSIDE	22.8	---	---	16	54.2	71
1143+34.0 - 1143+40.0	1B	OUTSIDE	9.3	---	---	16	29.6	34
1143+70.8 - 1143+76.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1144+73.2 - 1144+84.9	1B	OUTSIDE	18.1	---	---	16	27.2	54
1146+49.3 - 1146+55.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1146+78.3 - 1147+01.9	1B	OUTSIDE	---	36.7	7	16	39.1	94
1147+13.9 - 1147+19.9	1B	OUTSIDE	9.4	---	---	16	27.8	34
1147+30.6 - 1147+36.6	1B	OUTSIDE	9.3	---	---	16	23.7	34
1147+58.4 - 1148+19.5	1B	OUTSIDE	---	95	19	16	76.6	201
		PAGE SUBTOTALS	448.7	314.1	64.7	752.0	1312.0	2286.0

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1148+58.9 - 1148+64.9	1B	INSIDE	8.0	---	---	16	19.3	30
1150+53.6 - 1150+59.6	1B	INSIDE	8.0	---	---	16	19.3	30
1150+99.9 - 1151+05.9	1B	INSIDE	8.0	---	---	16	19.3	30
1151+27.2 - 1151+69.3	1B	INSIDE	---	56.1	13	16	55.4	138
1151+82.1 - 1152+06.4	1B	INSIDE	---	32.4	7	16	45.1	84
1152+83.9 - 1153+29.1	1B	INSIDE	---	60.2	14	16	58.5	141
1153+43.3 - 1153+49.3	1B	INSIDE	8.0	---	---	16	30.5	30
1153+98.9 - 1154+04.9	1B	INSIDE	8.0	---	---	16	19.3	30
1154+53.2 - 1154+59.2	1B	INSIDE	8.0	---	---	16	19.3	30
1155+65.6 - 1155+84.7	1B	INSIDE	---	25.4	5	16	32.4	67
1156+10.4 - 1156+20.8	1B	INSIDE	13.9	---	---	16	23.8	46
1157+12.0 - 1157+18.0	1B	INSIDE	8.0	---	---	16	19.3	30
1157+31.3 - 1157+63.0	1B	INSIDE	---	42.4	10	16	53.9	104
1157+75.3 - 1157+81.3	1B	INSIDE	8.0	---	---	16	25.5	30
1157+94.5 - 1158+00.5	1B	INSIDE	8.0	---	---	16	27.9	30
1158+30.9 - 1158+36.9	1B	INSIDE	8.0	---	---	16	19.3	30
1158+49.3 - 1158+55.3	1B	INSIDE	8.0	---	---	16	25.7	30
1160+13.3 - 1160+37.6	1B	INSIDE	---	32.4	7	16	37.6	84
1160+50.3 - 1160+56.3	1B	INSIDE	8.0	---	---	16	26.5	30
1161+04.5 - 1161+10.5	1B	INSIDE	8.0	---	---	16	19.3	30
1161+22.8 - 1161+28.8	1B	INSIDE	8.0	---	---	16	25.5	30
1161+40.9 - 1161+46.9	1B	INSIDE	8.0	---	---	16	24.9	30
1161+77.1 - 1161+83.1	1B	INSIDE	8.0	---	---	16	19.3	30
1161+95.8 - 1162+27.0	1B	INSIDE	---	41.7	9	16	51.8	103
1148+49.9 - 1148+74.3	1B	OUTSIDE	---	38	7	16	40.0	94
1148+86.8 - 1148+92.8	1B	OUTSIDE	9.3	---	---	16	29.3	34
1149+21.6 - 1149+48.4	1B	OUTSIDE	---	41.6	8	16	42.3	97
1150+09.0 - 1150+22.1	1B	OUTSIDE	20.5	---	---	16	28.7	55
1150+85.7 - 1151+02.8	1B	OUTSIDE	---	26.6	5	16	32.7	73
1151+38.6 - 1151+69.2	1B	OUTSIDE	---	47.7	9	16	46.2	115
1151+81.7 - 1151+92.5	1B	OUTSIDE	16.7	---	---	16	34.1	53
1152+18.5 - 1152+24.5	1B	OUTSIDE	9.3	---	---	16	21.5	34
1152+74.1 - 1153+09.9	1B	OUTSIDE	---	55.8	11	16	51.4	134
1153+23.5 - 1153+29.5	1B	OUTSIDE	9.3	---	---	16	32.7	34
1153+71.5 - 1154+14.1	1B	OUTSIDE	---	66.3	13	16	58.2	155
1154+53.3 - 1154+59.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1155+94.6 - 1156+00.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1156+10.4 - 1156+53.0	1B	OUTSIDE	---	66.3	13	16	57.6	155
1157+31.3 - 1157+63.1	1B	OUTSIDE	---	49.3	10	16	47.2	116
1157+94.5 - 1158+36.9	1B	OUTSIDE	---	66	13	16	58.0	154
1158+86.3 - 1159+10.3	1B	OUTSIDE	---	37.4	7	16	39.6	94
1160+13.8 - 1160+27.3	1B	OUTSIDE	21.0	---	---	16	29.1	56
1161+04.5 - 1161+28.8	1B	OUTSIDE	---	37.8	7	16	39.9	94
1162+04.4 - 1162+10.4	1B	OUTSIDE	9.3	---	---	16	21.5	34
1162+22.4 - 1162+28.4	1B	OUTSIDE	9.3	---	---	16	27.8	34
1163+22.8 - 1163+28.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1163+40.7 - 1163+46.7	1B	OUTSIDE	9.3	---	---	16	27.4	34
		PAGE SUBTOTALS	283.8	823.4	168.8	752.0	1548.8	2998.1

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1164+98.3 - 1165+18.3	1B	INSIDE	---	26.6	6	16	33.3	68
1165+41.8 - 1165+47.8	1B	INSIDE	8.0	---	---	16	19.3	30
1165+60.8 - 1165+66.8	1B	INSIDE	8.0	---	---	16	27.3	30
1165+78.7 - 1165+84.7	1B	INSIDE	8.0	---	---	16	24.4	30
1165+96.9 - 1166+10.7	1B	INSIDE	18.4	---	---	16	33.0	50
1166+33.1 - 1166+45.5	1B	INSIDE	16.5	---	---	16	25.7	48
1167+06.3 - 1167+12.3	1B	INSIDE	8.0	---	---	16	19.3	30
1167+24.3 - 1167+30.3	1B	INSIDE	8.0	---	---	16	24.7	30
1167+43.0 - 1167+49.0	1B	INSIDE	8.0	---	---	16	26.5	30
1167+61.0 - 1167+67.0	1B	INSIDE	8.0	---	---	16	24.7	30
1167+97.2 - 1168+21.6	1B	INSIDE	---	32.5	7	16	37.7	84
1168+51.4 - 1168+57.4	1B	INSIDE	8.0	---	---	16	19.3	30
1168+69.8 - 1168+81.8	1B	INSIDE	15.9	---	---	16	31.7	48
1169+05.9 - 1169+11.9	1B	INSIDE	8.0	---	---	16	19.3	30
1169+35.9 - 1169+48.5	1B	INSIDE	16.8	---	---	16	25.9	49
1169+60.8 - 1169+66.8	1B	INSIDE	8.0	---	---	16	25.5	30
1170+52.0 - 1170+58.0	1B	INSIDE	8.0	---	---	16	19.3	30
1170+70.6 - 1170+94.8	1B	INSIDE	---	32.3	7	16	44.5	84
1171+06.9 - 1171+12.9	1B	INSIDE	8.0	---	---	16	24.9	30
1171+43.5 - 1171+49.5	1B	INSIDE	8.0	---	---	16	19.3	30
1171+98.5 - 1172+04.5	1B	INSIDE	8.0	---	---	16	19.3	30
1172+16.5 - 1172+22.5	1B	INSIDE	8.0	---	---	16	24.7	30
1172+35.9 - 1172+59.9	1B	INSIDE	---	31.9	7	16	46.3	84
1173+26.3 - 1173+50.6	1B	INSIDE	---	32.5	7	16	37.7	84
1173+99.7 - 1174+12.0	1B	INSIDE	16.4	---	---	16	25.6	48
1176+18.5 - 1176+24.6	1B	INSIDE	8.0	---	---	16	19.3	30
1177+84.3 - 1177+90.3	1B	INSIDE	8.0	---	---	16	19.3	30
1178+67.3 - 1178+81.3	1B	INSIDE	18.6	---	---	16	27.3	50
1179+39.1 - 1179+45.1	1B	INSIDE	8.0	---	---	16	19.3	30
1163+76.6 - 1163+82.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1164+30.5 - 1164+36.5	1B	OUTSIDE	9.3	---	---	16	21.5	34
1165+12.2 - 1165+18.2	1B	OUTSIDE	9.3	---	---	16	21.5	34
1165+31.1 - 1165+37.1	1B	OUTSIDE	9.3	---	---	16	30.6	34
1165+60.8 - 1165+66.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1166+07.5 - 1166+20.9	1B	OUTSIDE	20.7	---	---	16	28.9	55
1166+51.9 - 1166+60.9	1B	OUTSIDE	14.0	---	---	16	24.6	51
1167+61.0 - 1167+67.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1168+51.4 - 1168+57.4	1B	OUTSIDE	9.3	---	---	16	21.5	34
1168+69.9 - 1168+94.7	1B	OUTSIDE	---	38.6	7	16	48.1	95
1169+05.9 - 1169+11.9	1B	OUTSIDE	9.3	---	---	16	25.3	34
1169+35.9 - 1169+48.2	1B	OUTSIDE	19.1	---	---	16	27.8	54
1170+79.7 - 1170+85.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1171+98.5 - 1172+04.5	1B	OUTSIDE	9.3	---	---	16	21.5	34
1172+35.9 - 1172+59.9	1B	OUTSIDE	---	37.3	7	16	39.5	94
1173+99.6 - 1174+24.4	1B	OUTSIDE	---	38.5	7	16	40.3	95
1174+54.5 - 1174+60.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1178+66.1 - 1178+72.1	1B	OUTSIDE	9.3	---	---	16	21.5	34
		PAGE SUBTOTALS	412.0	270.2	55.5	752.0	1245.1	2089.7

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1181+28.0 - 1181+34.1	1B	INSIDE	8.0	---	---	16	19.3	30
1181+74.3 - 1181+80.3	1B	INSIDE	8.0	---	---	16	19.3	30
1182+56.8 - 1182+70.9	1B	INSIDE	18.7	---	---	16	27.4	62
1182+83.3 - 1182+89.3	1B	INSIDE	8.0	---	---	16	25.7	30
1183+24.9 - 1183+30.9	1B	INSIDE	8.0	---	---	16	19.3	30
1183+72.0 - 1183+84.8	1B	INSIDE	17.0	---	---	16	26.1	49
1184+65.2 - 1184+78.0	1B	INSIDE	17.1	---	---	16	26.2	49
1185+02.7 - 1185+15.6	1B	INSIDE	17.1	---	---	16	26.2	49
1185+87.7 - 1185+93.7	1B	INSIDE	8.0	---	---	16	19.3	30
1186+69.5 - 1186+82.4	1B	INSIDE	17.2	---	---	16	26.2	49
1189+63.4 - 1189+76.5	1B	INSIDE	17.4	---	---	16	26.4	49
1190+62.8 - 1190+68.8	1B	INSIDE	8.0	---	---	16	19.3	30
1191+16.2 - 1191+22.3	1B	INSIDE	8.0	---	---	16	19.3	30
1192+44.3 - 1192+50.4	1B	INSIDE	8.0	---	---	16	19.3	30
1193+53.8 - 1193+59.8	1B	INSIDE	8.0	---	---	16	19.3	30
1193+96.6 - 1194+09.7	1B	INSIDE	17.4	---	---	16	26.4	49
1194+33.2 - 1194+44.9	1B	INSIDE	15.4	---	---	16	24.9	48
1195+32.7 - 1195+38.8	1B	INSIDE	8.0	---	---	16	19.3	30
1195+60.9 - 1195+67.0	1B	INSIDE	8.0	---	---	16	19.3	30
1196+16.1 - 1196+22.1	1B	INSIDE	8.0	---	---	16	19.3	30
1197+24.1 - 1197+48.7	1B	INSIDE	---	32.7	7	16	37.9	85
1197+60.3 - 1197+66.3	1B	INSIDE	8.0	---	---	16	23.6	30
1179+39.1 - 1179+45.1	1B	OUTSIDE	9.3	---	---	16	21.5	34
1181+74.3 - 1181+80.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1182+64.8 - 1182+70.9	1B	OUTSIDE	9.3	---	---	16	21.5	34
1182+83.2 - 1182+89.3	1B	OUTSIDE	9.3	---	---	16	28.7	34
1183+25.9 - 1183+31.9	1B	OUTSIDE	9.3	---	---	16	21.5	34
1183+72.0 - 1183+84.7	1B	OUTSIDE	19.8	---	---	16	28.3	55
1184+65.2 - 1184+78.0	1B	OUTSIDE	19.9	---	---	16	28.3	55
1184+92.6 - 1184+98.7	1B	OUTSIDE	9.3	---	---	16	35.8	34
1185+04.7 - 1185+16.6	1B	OUTSIDE	18.6	---	---	16	27.5	54
1185+87.7 - 1185+93.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1186+51.6 - 1186+57.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1186+69.5 - 1186+82.2	1B	OUTSIDE	19.7	---	---	16	34.1	55
1188+36.6 - 1188+75.6	1B	OUTSIDE	---	60.6	12	16	54.5	137
1189+56.1 - 1189+77.1	1B	OUTSIDE	---	32.6	6	16	36.5	77
1189+99.6 - 1190+05.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1190+62.7 - 1190+68.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1191+16.2 - 1191+22.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1192+44.3 - 1192+50.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1193+26.4 - 1194+10.2	1B	OUTSIDE	---	130.2	27	16	99.3	266
1194+33.2 - 1194+45.8	1B	OUTSIDE	19.5	---	---	16	28.1	55
1194+69.4 - 1194+75.4	1B	OUTSIDE	9.3	---	---	16	21.5	34
1195+32.7 - 1195+38.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1196+52.2 - 1196+58.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1197+24.0 - 1197+37.2	1B	OUTSIDE	20.4	---	---	16	28.7	55
1197+60.2 - 1197+66.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
PAGE SUBTOTALS			508.0	256.1	52.0	752.0	1240.8	2228.6

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1197+96.3 - 1198+02.3	1B	INSIDE	8.0	---	---	16	19.3	30
1198+27.9 - 1198+38.6	1B	INSIDE	14.2	---	---	16	24.0	47
1200+83.9 - 1200+89.9	1B	INSIDE	8.0	---	---	16	19.3	30
1201+16.2 - 1201+32.8	1B	INSIDE	---	22	5	16	29.8	65
1202+82.0 - 1202+88.0	1B	INSIDE	8.0	---	---	16	19.3	30
1203+18.5 - 1203+24.5	1B	INSIDE	8.0	---	---	16	19.3	30
1203+36.6 - 1203+42.6	1B	INSIDE	8.0	---	---	16	24.9	30
1203+73.0 - 1203+79.0	1B	INSIDE	8.0	---	---	16	19.3	30
1204+63.5 - 1204+69.6	1B	INSIDE	8.0	---	---	16	19.3	30
1205+11.7 - 1205+39.3	1B	INSIDE	---	36.7	8	16	40.9	88
1205+51.8 - 1205+57.9	1B	INSIDE	8.0	---	---	16	26.0	30
1205+70.0 - 1205+76.0	1B	INSIDE	8.0	---	---	16	24.9	30
1205+88.0 - 1206+12.7	1B	INSIDE	---	32.9	7	16	43.3	85
1206+25.0 - 1206+40.4	1B	INSIDE	20.5	---	---	16	34.8	63
1206+61.3 - 1206+67.3	1B	INSIDE	8.0	---	---	16	19.3	30
1206+97.6 - 1207+03.6	1B	INSIDE	8.0	---	---	16	19.3	30
1207+15.5 - 1207+21.5	1B	INSIDE	8.0	---	---	16	24.4	30
1207+33.0 - 1207+39.0	1B	INSIDE	8.0	---	---	16	23.3	30
1207+51.7 - 1207+57.8	1B	INSIDE	8.0	---	---	16	26.5	30
1207+69.7 - 1207+75.8	1B	INSIDE	8.0	---	---	16	24.4	30
1208+05.5 - 1208+48.2	1B	INSIDE	---	56.7	13	16	55.9	139
1209+25.8 - 1209+31.8	1B	INSIDE	8.0	---	---	16	19.3	30
1209+43.3 - 1209+49.3	1B	INSIDE	8.0	---	---	16	23.3	30
1210+04.8 - 1210+17.1	1B	INSIDE	16.4	---	---	16	25.6	48
1210+32.5 - 1210+38.5	1B	INSIDE	8.0	---	---	16	33.7	30
1210+86.9 - 1211+08.5	1B	INSIDE	---	28.7	6	16	34.9	82
1211+66.9 - 1211+96.1	1B	INSIDE	---	38.9	9	16	42.5	101
1197+96.3 - 1198+02.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1198+23.4 - 1198+38.5	1B	OUTSIDE	---	23.3	4	16	30.5	71
1198+68.2 - 1198+92.8	1B	OUTSIDE	---	38.2	7	16	40.1	95
1199+04.2 - 1199+10.2	1B	OUTSIDE	9.3	---	---	16	25.9	34
1199+39.7 - 1199+45.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1199+75.7 - 1199+81.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1200+29.8 - 1200+35.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1200+96.1 - 1201+32.8	1B	OUTSIDE	---	56.9	11	16	52.1	135
1202+10.3 - 1202+16.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1203+73.0 - 1203+79.0	1B	OUTSIDE	9.3	---	---	16	21.5	34
1205+11.6 - 1205+23.4	1B	OUTSIDE	18.3	---	---	16	27.3	54
1205+51.8 - 1205+57.9	1B	OUTSIDE	9.3	---	---	16	21.5	34
1205+98.7 - 1206+12.6	1B	OUTSIDE	21.5	---	---	16	29.4	56
1206+34.3 - 1206+40.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1208+14.6 - 1208+20.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1208+32.1 - 1208+38.2	1B	OUTSIDE	9.3	---	---	16	25.9	34
1209+50.1 - 1209+61.6	1B	OUTSIDE	17.8	---	---	16	27.0	53
1209+80.1 - 1209+96.2	1B	OUTSIDE	---	24.9	4	16	58.0	72
1210+86.9 - 1210+92.9	1B	OUTSIDE	9.3	---	---	16	21.5	34
1211+12.7 - 1211+26.8	1B	OUTSIDE	21.8	---	---	16	60.1	70
		PAGE SUBTOTALS	386.1	359.2	74.7	752.0	1329.0	2269.2

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1212+46.1 - 1212+52.2	1B	INSIDE	8.0	---	---	16	19.3	30
1213+06.3 - 1213+16.8	1B	INSIDE	14.0	---	---	16	23.8	47
1213+29.3 - 1213+53.6	1B	INSIDE	---	32.3	7	16	44.2	84
1213+99.3 - 1214+08.5	1B	INSIDE	12.2	---	---	16	22.5	45
1214+58.3 - 1214+99.6	1B	INSIDE	---	55	13	16	54.6	125
1215+76.3 - 1215+99.1	1B	INSIDE	---	30.4	7	16	36.1	83
1216+07.1 - 1216+16.3	1B	INSIDE	12.3	---	---	16	22.6	45
1216+30.6 - 1216+36.6	1B	INSIDE	8.0	---	---	16	30.8	30
1216+58.9 - 1216+78.4	1B	INSIDE	---	25.9	5	16	32.8	67
1217+39.9 - 1217+46.0	1B	INSIDE	8.0	---	---	16	19.3	30
1218+32.2 - 1218+46.4	1B	INSIDE	18.6	---	---	16	27.3	50
1218+63.6 - 1218+69.9	1B	INSIDE	8.0	---	---	16	38.5	30
1218+84.4 - 1218+90.7	1B	INSIDE	8.0	---	---	16	31.3	30
1219+12.2 - 1219+18.5	1B	INSIDE	8.0	---	---	16	19.3	30
1219+30.3 - 1219+36.6	1B	INSIDE	8.0	---	---	16	24.1	30
1219+49.0 - 1219+69.0	1B	INSIDE	---	26.2	6	16	39.4	68
1220+34.7 - 1220+45.8	1B	INSIDE	14.0	---	---	16	23.8	47
1220+85.9 - 1220+91.9	1B	INSIDE	8.0	---	---	16	19.3	30
1221+65.9 - 1222+26.1	1B	INSIDE	---	80.3	19	16	73.6	180
1222+56.6 - 1222+62.6	1B	INSIDE	8.0	---	---	16	19.3	30
1222+80.0 - 1222+86.0	1B	INSIDE	8.0	---	---	16	39.1	30
1223+11.0 - 1223+17.0	1B	INSIDE	8.0	---	---	16	19.3	30
1223+29.1 - 1223+43.7	1B	INSIDE	19.3	---	---	16	33.4	62
1211+66.9 - 1212+16.1	1B	OUTSIDE	---	76.4	15	16	64.7	175
1212+65.7 - 1212+71.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1212+87.2 - 1212+93.2	1B	OUTSIDE	9.3	---	---	16	38.6	34
1213+76.6 - 1214+16.1	1B	OUTSIDE	---	61.3	12	16	55.0	137
1214+58.3 - 1214+64.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1214+93.4 - 1214+99.5	1B	OUTSIDE	9.3	---	---	16	21.5	34
1215+76.2 - 1215+82.3	1B	OUTSIDE	9.3	---	---	16	21.5	34
1215+92.6 - 1215+98.7	1B	OUTSIDE	9.3	---	---	16	22.5	34
1216+10.2 - 1216+16.3	1B	OUTSIDE	9.3	---	---	16	26.2	34
1216+30.6 - 1216+36.6	1B	OUTSIDE	9.4	---	---	16	35.0	34
1216+51.0 - 1216+64.5	1B	OUTSIDE	20.9	---	---	16	42.7	55
1216+84.2 - 1216+90.3	1B	OUTSIDE	9.3	---	---	16	51.7	34
1218+63.3 - 1218+69.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1218+84.1 - 1218+90.4	1B	OUTSIDE	9.3	---	---	16	35.5	34
1219+11.8 - 1219+18.2	1B	OUTSIDE	9.3	---	---	16	21.5	34
1219+29.9 - 1219+36.3	1B	OUTSIDE	9.3	---	---	16	26.8	34
1219+48.6 - 1219+54.9	1B	OUTSIDE	9.3	---	---	16	28.7	34
1219+76.4 - 1219+82.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1220+21.0 - 1220+27.5	1B	OUTSIDE	9.3	---	---	16	21.5	34
1220+51.4 - 1221+00.3	1B	OUTSIDE	---	75.6	15	16	64.2	161
1222+02.0 - 1222+13.5	1B	OUTSIDE	17.8	---	---	16	27.0	53
1222+28.2 - 1222+44.9	1B	OUTSIDE	---	25.9	5	16	46.8	73
1222+67.6 - 1222+73.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1223+10.9 - 1223+43.6	1B	OUTSIDE	---	51	10	16	48.3	117
PAGE SUBTOTALS			375.3	540.3	113.7	752.0	1521.4	2582.5

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1223+65.5 - 1223+71.6	1B	INSIDE	8.0	---	---	16	19.3	30
1224+01.9 - 1224+08.0	1B	INSIDE	8.0	---	---	16	19.3	30
1224+20.2 - 1224+26.4	1B	INSIDE	8.0	---	---	16	25.2	30
1224+38.6 - 1224+44.7	1B	INSIDE	8.0	---	---	16	25.2	30
1224+57.1 - 1224+63.3	1B	INSIDE	8.0	---	---	16	25.7	30
1224+93.7 - 1224+99.9	1B	INSIDE	8.0	---	---	16	19.3	30
1225+06.1 - 1225+12.2	1B	INSIDE	8.0	---	---	16	19.3	30
1225+36.7 - 1225+43.0	1B	INSIDE	8.0	---	---	16	19.3	30
1225+69.9 - 1225+76.2	1B	INSIDE	8.0	---	---	16	19.3	30
1226+08.0 - 1226+14.3	1B	INSIDE	8.0	---	---	16	19.3	30
1227+53.9 - 1227+59.9	1B	INSIDE	8.0	---	---	16	19.3	30
1227+72.7 - 1227+78.7	1B	INSIDE	8.0	---	---	16	26.8	30
1227+90.8 - 1227+96.8	1B	INSIDE	8.0	---	---	16	24.9	30
1236+73.7 - 1236+79.9	1B	INSIDE	7.9	---	---	16	19.3	30
1241+60.9 - 1241+67.2	1B	INSIDE	8.0	---	---	16	19.3	30
1242+24.2 - 1242+66.3	1B	INSIDE	---	56.1	13	16	55.4	138
1246+78.2 - 1246+84.2	1B	INSIDE	8.0	---	---	16	19.3	30
1248+19.1 - 1248+30.7	1B	INSIDE	15.5	---	---	16	25.0	48
1254+53.3 - 1254+59.5	1B	INSIDE	8.0	---	---	16	19.3	30
1268+77.3 - 1268+83.5	1B	INSIDE	8.0	---	---	16	19.3	30
1287+99.8 - 1288+13.7	1B	INSIDE	18.4	---	---	16	27.1	50
1289+40.9 - 1289+52.6	1B	INSIDE	15.5	---	---	16	25.0	48
1299+10.3 - 1299+20.7	1B	INSIDE	13.6	---	---	16	23.5	46
1312+10.8 - 1312+17.0	1B	INSIDE	8.0	---	---	16	19.3	30
1223+83.6 - 1223+89.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1224+93.5 - 1224+99.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1225+36.4 - 1225+42.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1225+69.6 - 1225+75.9	1B	OUTSIDE	9.3	---	---	16	21.5	34
1226+08.0 - 1226+14.3	1B	OUTSIDE	9.4	---	---	16	21.6	34
1227+90.8 - 1227+96.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1231+80.7 - 1231+87.0	1B	OUTSIDE	9.4	---	---	16	21.6	34
1234+91.7 - 1234+97.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1241+59.8 - 1241+66.2	1B	OUTSIDE	9.3	---	---	16	21.5	34
1242+24.2 - 1242+48.1	1B	OUTSIDE	---	37.1	7	16	39.4	94
1248+18.1 - 1248+24.1	1B	OUTSIDE	9.3	---	---	16	21.5	34
1248+35.0 - 1248+48.7	1B	OUTSIDE	21.3	---	---	16	32.0	56
1254+53.4 - 1254+59.6	1B	OUTSIDE	9.3	---	---	16	21.5	34
1255+90.6 - 1255+96.8	1B	OUTSIDE	9.3	---	---	16	21.5	34
1268+77.5 - 1268+83.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1287+87.8 - 1288+29.9	1B	OUTSIDE	---	65.3	13	16	57.5	140
1289+40.9 - 1289+52.6	1B	OUTSIDE	18.1	---	---	16	27.2	54
1295+42.7 - 1295+48.7	1B	OUTSIDE	9.3	---	---	16	21.5	34
1299+10.5 - 1299+25.0	1B	OUTSIDE	22.1	---	---	16	29.8	70
1303+80.8 - 1304+21.9	1B	OUTSIDE	---	63.5	13	16	56.4	139
1311+35.6 - 1311+41.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1312+11.0 - 1312+17.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1315+25.8 - 1315+31.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
PAGE SUBTOTALS			434.7	222.0	45.6	752.0	1163.0	2029.2

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1323+94.6 - 1324+00.7	3B	INSIDE	8.0	---	---	16	19.3	30
1325+58.1 - 1325+64.3	3B	INSIDE	8.0	---	---	16	19.3	30
1327+54.2 - 1327+60.4	3B	INSIDE	8.0	---	---	16	19.3	30
1328+43.5 - 1328+49.7	3B	INSIDE	8.0	---	---	16	19.3	30
1332+01.4 - 1332+07.5	3B	INSIDE	8.0	---	---	16	19.3	30
1334+28.0 - 1334+34.1	3B	INSIDE	8.0	---	---	16	19.3	30
1338+90.4 - 1338+96.5	3B	INSIDE	8.0	---	---	16	19.3	30
1340+25.4 - 1340+31.5	3B	INSIDE	8.0	---	---	16	19.3	30
1349+07.4 - 1349+13.5	3B	INSIDE	8.0	---	---	16	19.3	30
1349+37.7 - 1349+43.9	3B	INSIDE	8.0	---	---	16	19.3	30
1360+56.4 - 1360+62.6	3B	INSIDE	8.0	---	---	16	19.3	30
1365+00.7 - 1365+06.8	3B	INSIDE	8.0	---	---	16	19.3	30
1373+33.2 - 1373+39.3	3B	INSIDE	8.0	---	---	16	19.3	30
1399+61.0 - 1399+67.1	3B	INSIDE	8.0	---	---	16	19.3	30
1411+39.1 - 1411+45.1	3B	INSIDE	8.0	---	---	16	19.3	30
1411+58.0 - 1411+64.0	3B	INSIDE	8.0	---	---	16	27.1	30
1412+46.0 - 1412+52.0	3B	INSIDE	8.0	---	---	16	19.3	30
1423+18.4 - 1423+24.4	3B	INSIDE	8.0	---	---	16	19.3	30
1423+37.9 - 1423+43.9	3B	INSIDE	8.0	---	---	16	28.7	30
1426+97.0 - 1427+03.0	3B	INSIDE	8.0	---	---	16	19.3	30
1427+83.4 - 1427+89.4	3B	INSIDE	8.0	---	---	16	19.3	30
1429+79.7 - 1429+85.7	3B	INSIDE	8.0	---	---	16	19.3	30
1430+35.8 - 1430+41.8	3B	INSIDE	8.0	---	---	16	19.3	30
1322+24.6 - 1322+35.0	3A	OUTSIDE	15.7	---	---	16	25.6	52
1323+94.3 - 1324+00.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1325+74.5 - 1325+92.5	3A	OUTSIDE	---	28	5	16	33.6	74
1327+07.8 - 1327+13.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1327+54.0 - 1327+60.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1328+43.3 - 1328+49.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1336+66.1 - 1336+72.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1340+25.1 - 1340+31.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1343+37.4 - 1343+43.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1345+61.7 - 1345+67.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1349+07.2 - 1349+43.7	3A	OUTSIDE	---	56.3	11	16	51.7	134
1355+55.8 - 1355+61.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1360+46.9 - 1360+71.0	3A	OUTSIDE	---	37.1	7	16	39.4	94
1364+83.7 - 1365+26.0	3A	OUTSIDE	---	65.2	13	16	57.5	140
1373+33.2 - 1373+39.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1399+61.2 - 1399+67.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1411+39.1 - 1411+64.0	3A	OUTSIDE	---	38.8	7	16	40.5	95
1412+46.0 - 1412+52.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1413+45.1 - 1413+87.3	3A	OUTSIDE	---	65.6	13	16	57.7	154
1417+62.1 - 1417+99.4	3A	OUTSIDE	---	58	11	16	52.8	135
1423+18.4 - 1423+24.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1423+37.9 - 1423+43.9	3A	OUTSIDE	9.3	---	---	16	32.4	34
1426+97.0 - 1427+03.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1427+83.4 - 1427+89.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
PAGE SUBTOTALS			348.5	349.0	67.8	752.0	1176.1	2112.1

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1430+75.5 - 1430+81.6	3B	INSIDE	8.0	---	---	16	19.3	30
1430+92.7 - 1430+98.9	3B	INSIDE	8.0	---	---	16	22.3	30
1431+66.6 - 1431+72.7	3B	INSIDE	8.0	---	---	16	19.3	30
1432+26.9 - 1432+33.3	3B	INSIDE	8.0	---	---	16	19.3	30
1434+10.4 - 1434+16.5	3B	INSIDE	8.0	---	---	16	19.3	30
1434+28.6 - 1434+34.6	3B	INSIDE	8.1	---	---	16	25.0	30
1434+45.4 - 1434+51.5	3B	INSIDE	8.1	---	---	16	21.5	30
1434+65.9 - 1434+72.2	3B	INSIDE	8.1	---	---	16	31.1	30
1436+02.4 - 1436+08.5	3B	INSIDE	8.0	---	---	16	19.3	30
1436+53.6 - 1436+59.7	3B	INSIDE	8.0	---	---	16	19.3	30
1436+72.6 - 1436+78.7	3B	INSIDE	8.0	---	---	16	27.1	30
1437+37.9 - 1437+44.0	3B	INSIDE	8.0	---	---	16	19.3	30
1437+55.7 - 1437+61.9	3B	INSIDE	8.0	---	---	16	23.9	30
1437+75.8 - 1437+81.9	3B	INSIDE	8.0	---	---	16	29.7	30
1437+98.6 - 1438+04.7	3B	INSIDE	8.0	---	---	16	37.2	30
1438+19.2 - 1438+25.3	3B	INSIDE	8.0	---	---	16	31.3	30
1438+79.1 - 1438+85.2	3B	INSIDE	8.0	---	---	16	19.3	30
1439+34.5 - 1439+40.6	3B	INSIDE	8.0	---	---	16	19.3	30
1439+57.9 - 1439+64.0	3B	INSIDE	8.0	---	---	16	38.8	30
1439+80.0 - 1439+86.2	3B	INSIDE	8.0	---	---	16	35.3	30
1430+35.8 - 1430+41.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1430+75.5 - 1430+81.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1431+12.6 - 1431+18.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1431+28.6 - 1431+35.0	3A	OUTSIDE	9.3	---	---	16	20.6	34
1431+66.6 - 1431+72.7	3A	OUTSIDE	9.4	---	---	16	21.6	34
1431+86.2 - 1431+92.4	3A	OUTSIDE	9.4	---	---	16	32.5	34
1432+07.0 - 1432+13.1	3A	OUTSIDE	9.4	---	---	16	35.9	34
1432+61.0 - 1432+67.1	3A	OUTSIDE	9.4	---	---	16	21.6	34
1432+79.6 - 1432+85.9	3A	OUTSIDE	9.4	---	---	16	29.4	34
1432+98.1 - 1433+04.5	3A	OUTSIDE	9.4	---	---	16	28.4	34
1433+16.6 - 1433+22.7	3A	OUTSIDE	9.4	---	---	16	28.1	34
1434+10.3 - 1434+16.5	3A	OUTSIDE	9.4	---	---	16	21.6	34
1434+45.5 - 1434+51.7	3A	OUTSIDE	9.4	---	---	16	21.6	34
1434+66.2 - 1434+72.5	3A	OUTSIDE	9.4	---	---	16	35.6	34
1435+07.1 - 1435+13.2	3A	OUTSIDE	9.4	---	---	16	21.6	34
1436+02.4 - 1436+08.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1436+53.7 - 1436+59.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1436+72.6 - 1436+78.7	3A	OUTSIDE	9.3	---	---	16	30.2	34
1437+37.9 - 1437+44.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1437+55.8 - 1437+62.0	3A	OUTSIDE	9.3	---	---	16	26.8	34
1437+75.8 - 1437+82.0	3A	OUTSIDE	9.3	---	---	16	33.4	34
1437+98.6 - 1438+04.7	3A	OUTSIDE	9.3	---	---	16	42.1	34
1438+19.2 - 1438+25.3	3A	OUTSIDE	9.3	---	---	16	35.5	34
1438+39.9 - 1438+46.0	3A	OUTSIDE	9.3	---	---	16	35.8	34
1438+79.1 - 1438+85.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1439+34.4 - 1439+40.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1439+57.9 - 1439+64.0	3A	OUTSIDE	9.3	---	---	16	44.2	34
		PAGE SUBTOTALS	412.5	0.0	0.0	752.0	1236.2	1518.4

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1440+41.7 - 1440+47.8	3B	INSIDE	8.0	---	---	16	19.3	30
1440+60.7 - 1440+66.8	3B	INSIDE	8.0	---	---	16	27.1	30
1440+98.5 - 1441+04.8	3B	INSIDE	8.0	---	---	16	19.3	30
1441+71.8 - 1441+77.8	3B	INSIDE	8.0	---	---	16	19.3	30
1442+28.2 - 1442+34.3	3B	INSIDE	8.0	---	---	16	19.3	30
1443+50.4 - 1443+56.5	3B	INSIDE	8.0	---	---	16	19.3	30
1446+82.6 - 1446+88.6	3B	INSIDE	8.0	---	---	16	19.3	30
1447+91.1 - 1447+97.1	3B	INSIDE	8.0	---	---	16	19.3	30
1449+21.6 - 1449+27.6	3B	INSIDE	8.0	---	---	16	19.3	30
1454+42.8 - 1454+48.8	3B	INSIDE	8.0	---	---	16	19.3	30
1458+55.6 - 1458+61.6	3B	INSIDE	8.0	---	---	16	19.3	30
1461+99.2 - 1462+05.2	3B	INSIDE	8.0	---	---	16	19.3	30
1462+44.5 - 1462+69.9	3B	INSIDE	---	33.8	7	16	38.7	85
1463+58.3 - 1463+77.3	3B	INSIDE	---	25.3	5	16	32.3	67
1468+11.3 - 1468+17.3	3B	INSIDE	8.0	---	---	16	19.3	30
1468+89.3 - 1469+00.5	3B	INSIDE	15.0	---	---	16	24.6	47
1471+87.7 - 1471+95.6	3B	INSIDE	10.5	---	---	16	21.2	44
1472+44.4 - 1472+50.4	3B	INSIDE	8.0	---	---	16	19.3	30
1472+83.5 - 1472+96.2	3B	INSIDE	16.9	---	---	16	26.0	49
1479+66.2 - 1479+72.2	3B	INSIDE	8.0	---	---	16	19.3	30
1483+93.2 - 1483+99.2	3B	INSIDE	8.0	---	---	16	19.3	30
1439+80.1 - 1439+86.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1440+41.7 - 1440+47.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1440+60.7 - 1440+66.8	3A	OUTSIDE	9.3	---	---	16	30.6	34
1440+98.8 - 1441+05.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1441+71.8 - 1441+77.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1442+28.2 - 1442+34.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1443+50.5 - 1443+56.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1443+72.1 - 1443+78.2	3A	OUTSIDE	9.3	---	---	16	38.6	34
1444+04.2 - 1444+38.1	3A	OUTSIDE	---	52.6	10	16	49.4	118
1444+93.7 - 1444+99.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1446+07.7 - 1446+13.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1446+24.2 - 1446+30.2	3A	OUTSIDE	9.3	---	---	16	23.1	34
1446+85.3 - 1446+91.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1447+05.0 - 1447+11.0	3A	OUTSIDE	9.3	---	---	16	33.0	34
1447+91.1 - 1447+97.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1448+86.2 - 1449+75.8	3A	OUTSIDE	---	139.4	29	16	105.2	286
1458+55.6 - 1458+61.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1461+99.2 - 1462+67.4	3A	OUTSIDE	---	106	22	16	83.7	222
1463+58.3 - 1463+77.7	3A	OUTSIDE	---	30.3	5	16	35.0	75
1468+11.2 - 1468+17.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1468+76.7 - 1469+00.5	3A	OUTSIDE	---	37	7	16	39.3	94
1471+89.5 - 1471+95.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1472+17.0 - 1472+96.2	3A	OUTSIDE	---	123.3	25	16	94.8	261
1478+31.1 - 1478+89.9	3A	OUTSIDE	---	91.4	19	16	74.3	199
1479+66.2 - 1479+72.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1483+93.2 - 1483+99.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
PAGE SUBTOTALS			347.1	639.1	130.1	752.0	1390.0	2672.6

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1485+08.6 - 1485+14.6	3B	INSIDE	8.0	---	---	16	19.3	30
1485+70.4 - 1485+76.4	3B	INSIDE	8.0	---	---	16	19.3	30
1486+24.3 - 1486+30.3	3B	INSIDE	8.0	---	---	16	19.3	30
1488+75.7 - 1488+81.8	3B	INSIDE	8.0	---	---	16	19.3	30
1489+55.7 - 1489+61.8	3B	INSIDE	8.0	---	---	16	19.3	30
1489+98.8 - 1490+05.0	3B	INSIDE	8.0	---	---	16	19.3	30
1494+16.1 - 1494+22.1	3B	INSIDE	8.1	---	---	16	19.4	30
1494+53.9 - 1494+59.9	3B	INSIDE	8.1	---	---	16	19.4	30
1512+30.3 - 1512+36.4	3B	INSIDE	8.0	---	---	16	19.3	30
1513+84.5 - 1513+90.6	3B	INSIDE	8.0	---	---	16	19.3	30
1543+31.4 - 1543+37.4	3B	INSIDE	8.0	---	---	16	19.3	30
1556+41.8 - 1556+47.8	3B	INSIDE	8.0	---	---	16	19.3	30
1563+97.3 - 1564+03.4	3B	INSIDE	8.0	---	---	16	19.3	30
1564+15.8 - 1564+21.8	3B	INSIDE	8.0	---	---	16	25.7	30
1484+71.6 - 1485+14.6	3A	OUTSIDE	---	66.9	13	16	58.6	155
1485+73.0 - 1485+79.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1486+24.3 - 1486+30.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1488+75.8 - 1488+81.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1489+46.3 - 1489+60.9	3A	OUTSIDE	22.5	---	---	16	30.0	70
1489+99.0 - 1490+05.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1491+70.6 - 1491+76.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1492+43.0 - 1492+49.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1492+98.7 - 1493+05.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1494+16.1 - 1494+22.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1494+53.9 - 1494+59.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1501+90.5 - 1501+96.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1509+88.1 - 1509+94.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1512+20.4 - 1512+36.5	3A	OUTSIDE	---	24.9	4	16	31.6	72
1512+55.1 - 1512+61.2	3A	OUTSIDE	9.3	---	---	16	48.3	34
1513+63.1 - 1514+06.8	3A	OUTSIDE	---	67.9	14	16	59.2	156
1527+22.1 - 1527+28.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1530+88.8 - 1530+94.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1531+58.2 - 1531+96.2	3A	OUTSIDE	---	59.1	12	16	53.5	136
1533+61.1 - 1533+67.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1535+94.2 - 1536+00.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1539+40.0 - 1539+46.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1543+31.4 - 1543+37.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1545+64.8 - 1545+70.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1546+39.6 - 1546+45.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1547+20.7 - 1547+26.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1548+60.8 - 1548+66.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1554+84.0 - 1554+90.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1556+41.8 - 1556+47.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1557+07.0 - 1557+31.0	3A	OUTSIDE	---	37.3	7	16	39.5	94
1557+79.4 - 1558+17.3	3A	OUTSIDE	---	59.1	12	16	53.5	136
1560+60.8 - 1560+84.7	3A	OUTSIDE	---	37.1	7	16	39.4	94
1561+99.1 - 1562+05.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
PAGE SUBTOTALS			367.2	352.3	68.5	752.0	1207.7	2182.6

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1564+33.9 - 1564+39.9	3B	INSIDE	8.0	---	---	16	19.3	30
1564+52.3 - 1564+58.3	3B	INSIDE	8.0	---	---	16	25.7	30
1564+70.7 - 1564+76.7	3B	INSIDE	8.0	---	---	16	25.7	30
1564+88.8 - 1564+94.8	3B	INSIDE	8.0	---	---	16	24.9	30
1565+07.2 - 1565+13.2	3B	INSIDE	8.0	---	---	16	25.7	30
1565+34.1 - 1565+40.1	3B	INSIDE	8.0	---	---	16	19.3	30
1565+98.3 - 1566+04.3	3B	INSIDE	8.0	---	---	16	19.3	30
1566+55.0 - 1566+61.0	3B	INSIDE	8.0	---	---	16	19.3	30
1602+08.2 - 1602+14.2	3B	INSIDE	8.0	---	---	16	19.3	30
1608+66.4 - 1608+72.6	3B	INSIDE	8.0	---	---	16	19.3	30
1609+48.9 - 1609+55.1	3B	INSIDE	8.0	---	---	16	19.3	30
1610+28.9 - 1610+35.1	3B	INSIDE	8.0	---	---	16	19.3	30
1618+37.4 - 1618+44.3	3B	INSIDE	8.9	---	---	16	20.0	31
1619+58.3 - 1619+64.5	3B	INSIDE	8.0	---	---	16	19.3	30
1631+40.8 - 1631+46.9	3B	INSIDE	8.0	---	---	16	19.3	30
1641+93.7 - 1641+99.7	3B	INSIDE	8.0	---	---	16	19.3	30
1564+34.4 - 1564+40.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1565+34.1 - 1565+40.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1565+61.8 - 1565+67.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1566+52.8 - 1566+61.3	3A	OUTSIDE	12.8	---	---	16	23.8	50
1566+99.4 - 1567+05.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1568+57.1 - 1568+68.1	3A	OUTSIDE	17.1	---	---	16	26.5	53
1571+93.8 - 1572+00.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1573+77.0 - 1573+83.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1574+64.2 - 1574+94.2	3A	OUTSIDE	---	46.3	9	16	45.3	114
1575+99.2 - 1576+05.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1579+10.5 - 1579+49.5	3A	OUTSIDE	---	60.7	12	16	54.6	137
1580+18.9 - 1580+61.8	3A	OUTSIDE	---	66.8	13	16	58.5	155
1590+60.6 - 1590+66.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1591+07.7 - 1591+13.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1593+04.1 - 1593+16.7	3A	OUTSIDE	19.6	---	---	16	28.2	55
1596+91.3 - 1596+99.0	3A	OUTSIDE	11.9	---	---	16	23.2	50
1608+66.2 - 1608+72.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1611+07.4 - 1611+13.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1615+94.0 - 1616+00.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1619+58.2 - 1619+64.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1620+60.2 - 1620+66.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1620+97.0 - 1621+05.5	3A	OUTSIDE	13.0	---	---	16	23.9	50
1624+21.5 - 1624+27.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1624+38.7 - 1624+47.8	3A	OUTSIDE	13.9	---	---	16	27.6	51
1624+58.1 - 1624+64.3	3A	OUTSIDE	9.3	---	---	16	22.5	34
1624+77.8 - 1624+83.8	3A	OUTSIDE	9.3	---	---	16	32.4	34
1624+94.8 - 1625+01.8	3A	OUTSIDE	10.9	---	---	16	25.7	49
1631+40.7 - 1631+46.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1641+93.7 - 1641+99.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1642+37.7 - 1642+43.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1642+57.2 - 1642+63.2	3A	OUTSIDE	9.3	---	---	16	32.4	34
		PAGE SUBTOTALS	423.4	173.8	34.2	752.0	1147.0	1957.7

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1643+86.1 - 1643+92.1	3B	INSIDE	8.0	---	---	16	19.3	30
1644+95.2 - 1645+01.2	3B	INSIDE	8.0	---	---	16	19.3	30
1646+93.0 - 1646+99.0	3B	INSIDE	8.0	---	---	16	19.3	30
1649+49.7 - 1649+55.7	3B	INSIDE	8.0	---	---	16	19.3	30
1650+00.7 - 1650+06.7	3B	INSIDE	8.0	---	---	16	19.3	30
1657+01.5 - 1657+07.5	3B	INSIDE	8.0	---	---	16	19.3	30
1658+04.3 - 1658+10.3	3B	INSIDE	8.0	---	---	16	19.3	30
1726+24.7 - 1726+30.7	3B	INSIDE	8.0	---	---	16	19.3	30
1783+93.2 - 1783+99.2	3B	INSIDE	8.0	---	---	16	19.3	30
1643+67.0 - 1643+73.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1643+85.0 - 1643+91.0	3A	OUTSIDE	9.3	---	---	16	27.8	34
1644+77.4 - 1644+83.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1644+95.2 - 1645+01.2	3A	OUTSIDE	9.3	---	---	16	27.1	34
1646+75.2 - 1646+81.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1646+93.0 - 1646+99.0	3A	OUTSIDE	9.3	---	---	16	27.1	34
1648+20.9 - 1648+26.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
1649+02.2 - 1649+08.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1649+49.7 - 1649+55.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1650+03.1 - 1650+09.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1655+34.7 - 1655+40.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1656+44.6 - 1656+50.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1657+02.4 - 1657+08.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1658+04.3 - 1658+10.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1668+00.7 - 1668+06.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1671+23.5 - 1671+29.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1677+59.4 - 1677+65.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1677+77.8 - 1677+83.9	3A	OUTSIDE	9.3	---	---	16	28.7	34
1685+49.9 - 1685+56.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1686+04.4 - 1686+10.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1694+59.0 - 1694+83.5	3A	OUTSIDE	---	37.9	7	16	39.9	94
1726+24.7 - 1726+30.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1727+12.8 - 1727+18.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1730+10.2 - 1730+16.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1774+84.8 - 1774+92.1	3A	OUTSIDE	11.2	---	---	16	22.8	49
1775+03.3 - 1775+10.5	3A	OUTSIDE	11.2	---	---	16	26.5	49
1775+59.3 - 1775+66.3	3A	OUTSIDE	10.9	---	---	16	22.6	49
1775+77.3 - 1775+84.3	3A	OUTSIDE	10.9	---	---	16	25.7	49
1776+29.7 - 1776+37.7	3A	OUTSIDE	12.1	---	---	16	23.3	50
1777+10.9 - 1777+17.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1778+21.4 - 1778+27.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1778+67.7 - 1778+73.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1779+78.8 - 1779+92.9	3A	OUTSIDE	21.8	---	---	16	29.6	70
1780+11.4 - 1780+42.9	3A	OUTSIDE	---	48.7	9	16	73.3	115
1783+28.2 - 1783+34.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1783+93.1 - 1783+99.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1784+43.4 - 1784+49.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1784+80.4 - 1784+86.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
		PAGE SUBTOTALS	429.1	86.6	16.6	752.0	1108.2	1815.2

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1785+16.2 - 1785+22.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1787+70.1 - 1787+76.1	3B	INSIDE	8.0	---	---	16	19.3	30
1789+29.7 - 1789+42.8	3B	INSIDE	17.4	---	---	16	26.4	49
1795+29.2 - 1795+44.2	3B	INSIDE	20.0	---	---	16	28.3	63
1797+48.4 - 1797+58.7	3B	INSIDE	13.7	---	---	16	23.6	46
1799+72.4 - 1799+85.4	3B	INSIDE	17.3	---	---	16	26.3	49
1802+13.5 - 1802+19.5	3B	INSIDE	8.0	---	---	16	19.3	30
1804+85.5 - 1804+91.5	3B	INSIDE	8.0	---	---	16	19.3	30
1807+86.1 - 1807+92.1	3B	INSIDE	8.0	---	---	16	19.3	30
1808+06.8 - 1808+12.8	3B	INSIDE	8.0	---	---	16	31.9	30
1809+20.9 - 1809+49.9	3B	INSIDE	---	38.6	9	16	42.3	101
1810+69.3 - 1810+91.4	3B	INSIDE	---	29.5	6	16	35.5	82
1814+33.7 - 1814+39.7	3B	INSIDE	8.0	---	---	16	19.3	30
1815+09.4 - 1815+20.1	3B	INSIDE	14.3	---	---	16	24.1	47
1816+04.0 - 1816+16.0	3B	INSIDE	16.0	---	---	16	25.3	48
1817+01.9 - 1817+07.9	3B	INSIDE	8.0	---	---	16	19.3	30
1817+54.3 - 1817+60.4	3B	INSIDE	8.0	---	---	16	19.3	30
1819+56.8 - 1819+87.6	3B	INSIDE	---	41	9	16	44.1	103
1820+56.2 - 1820+62.3	3B	INSIDE	8.0	---	---	16	19.3	30
1821+64.3 - 1821+70.3	3B	INSIDE	8.0	---	---	16	19.3	30
1785+91.6 - 1785+97.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1787+70.1 - 1787+76.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1788+60.8 - 1788+93.4	3A	OUTSIDE	---	50.7	10	16	48.1	117
1789+46.1 - 1789+52.1	3A	OUTSIDE	9.3	---	---	16	21.5	34
1789+50.0 - 1789+56.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1790+22.2 - 1790+28.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1790+97.3 - 1791+03.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1791+53.3 - 1791+59.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1793+23.1 - 1793+30.1	3A	OUTSIDE	10.9	---	---	16	22.6	49
1793+58.3 - 1794+16.9	3A	OUTSIDE	---	91.3	19	16	74.2	199
1795+17.0 - 1795+77.9	3A	OUTSIDE	---	94.9	19	16	76.6	201
1796+02.0 - 1796+15.1	3A	OUTSIDE	20.3	---	---	16	28.6	55
1796+78.6 - 1796+84.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1798+15.4 - 1798+21.4	3A	OUTSIDE	9.3	---	---	16	21.5	34
1799+30.2 - 1799+36.2	3A	OUTSIDE	9.3	---	---	16	21.5	34
1802+16.6 - 1802+25.7	3A	OUTSIDE	14.1	---	---	16	24.6	51
1807+04.0 - 1807+10.1	3A	OUTSIDE	9.4	---	---	16	21.6	34
1807+90.9 - 1808+11.3	3A	OUTSIDE	---	29.4	5	16	34.5	75
1809+11.4 - 1809+17.5	3A	OUTSIDE	9.3	---	---	16	21.5	34
1809+36.5 - 1809+42.6	3A	OUTSIDE	9.3	---	---	16	49.5	34
1810+23.8 - 1810+29.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1811+91.5 - 1811+97.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
1813+81.5 - 1813+94.7	3A	OUTSIDE	20.5	---	---	16	28.7	55
1820+60.2 - 1820+70.3	3A	OUTSIDE	15.8	---	---	16	25.7	52
1821+66.7 - 1821+79.1	3A	OUTSIDE	19.3	---	---	16	28.0	54
1822+52.6 - 1822+58.6	3A	OUTSIDE	9.3	---	---	16	21.5	34
PAGE SUBTOTALS			437.8	375.4	77.3	736.0	1267.5	2373.6

CONCRETE PAVEMENT REPAIR CONT.

STATION - STATION	STAGE	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.0610 DRILLED TIE BARS EACH	416.0620 * DRILLED DOWEL BARS EACH	420.1000 CONTINUOUS DIAMOND GRINDING SY	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-61								
CATEGORY 0010								
1823+41.2 - 1823+47.2	3B	INSIDE	8.0	---	---	16	19.3	30
1823+93.1 - 1823+99.1	3B	INSIDE	8.0	---	---	16	19.3	30
1831+08.7 - 1831+14.8	3B	INSIDE	8.0	---	---	16	19.3	30
1832+05.7 - 1832+11.7	3B	INSIDE	8.0	---	---	16	19.3	30
1833+68.2 - 1834+00.7	3B	INSIDE	---	43.2	10	16	45.7	104
1834+47.8 - 1834+53.8	3B	INSIDE	8.0	---	---	16	19.3	30
1835+92.0 - 1835+98.0	3B	INSIDE	8.0	---	---	16	19.3	30
1838+19.7 - 1838+25.7	3B	INSIDE	8.0	---	---	16	19.3	30
1838+91.5 - 1838+97.5	3B	INSIDE	8.0	---	---	16	19.3	30
1840+53.0 - 1840+59.0	3B	INSIDE	8.0	---	---	16	19.3	30
1999+41.2 - 1999+61.2	3B	INSIDE	---	26.7	6	16	33.4	68
2001+18.5 - 2001+26.5	3B	INSIDE	10.7	---	---	16	21.4	44
2052+29.3 - 2052+35.4	3B	INSIDE	8.0	---	---	16	19.3	30
2054+61.4 - 2054+67.5	3B	INSIDE	8.0	---	---	16	19.3	30
2058+58.3 - 2058+64.4	3B	INSIDE	8.0	---	---	16	19.3	30
1822+69.9 - 1822+76.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
1827+50.9 - 1827+58.9	3A	OUTSIDE	12.4	---	---	16	23.5	50
1828+35.4 - 1828+43.5	3A	OUTSIDE	12.7	---	---	16	23.7	50
1828+71.1 - 1828+78.1	3A	OUTSIDE	11.0	---	---	16	22.6	48
1833+77.3 - 1833+83.3	3A	OUTSIDE	9.3	---	---	16	21.5	34
1834+94.7 - 1835+14.7	3A	OUTSIDE	---	31.1	6	16	35.5	76
1835+37.8 - 1835+43.8	3A	OUTSIDE	9.3	---	---	16	21.5	34
1835+91.8 - 1836+08.8	3A	OUTSIDE	---	26.4	5	16	32.5	73
1836+26.6 - 1836+32.7	3A	OUTSIDE	9.3	---	---	16	45.8	34
1838+07.7 - 1838+32.8	3A	OUTSIDE	---	38.9	7	16	40.6	96
1838+45.5 - 1838+51.5	3A	OUTSIDE	9.3	---	---	16	29.9	34
1838+90.7 - 1838+96.7	3A	OUTSIDE	9.3	---	---	16	21.5	34
1839+08.7 - 1839+14.7	3A	OUTSIDE	9.3	---	---	16	27.8	34
1843+62.9 - 1843+71.5	3A	OUTSIDE	13.5	---	---	16	24.2	51
1904+81.3 - 1904+91.4	3A	OUTSIDE	8.0	---	---	16	20.7	34
1904+88.7 - 1904+99.9	3A	OUTSIDE	9.3	---	---	16	21.5	34
2087+86.0 - 2087+92.0	3A	OUTSIDE	9.3	---	---	16	21.5	34
2100+32.7 - 2100+40.7	3A	OUTSIDE	12.4	---	---	16	23.5	50
SHOULDER FEATHERING			---	---	---	---	1910	---
PAGE SUBTOTALS			800	571	116	1,408	4,242	4,190
PROJECT 1058-22-61 SUBTOTALS			7,453	5,972	1,213	13,824	25,260	40,534
UNDISTRIBUTED			373	299	60	710	1,175	2,038
PROJECT 1058-22-61 TOTALS			7,826	6,271	1,273	14,534	26,435	42,572
CONTRACT TOTALS			14,761	18,042	3,631	28,596	57,693	93,722

* ADDITIONAL QUANTITIES SHOWN IN CONCRETE PAVEMENT TABLE

3

UNDERDRAIN

STATION	LOCATION	STAGE	612.0206 PIPE UNDERDRAIN UNPERFFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINF. CONC. 6- EACH	204.9060.03 REMOVING APRON ENDWALLS FOR UNDERDRAIN REINF. CONC. 6-INCH EACH
PROJECT 1058-22-61					
CATEGORY 0010					
1096+00	STH 29 WB	1B	40	2	---
1284+25	STH 29 WB	1B	---	---	2
1285+25	STH 29 WB	1B	40	2	---
PROJECT 1058-22-61 TOTAL			80	4	2
CONTRACT TOTAL			80	4	2

LANDSCAPING ITEMS

STATION TO STATION			DIR	STAGE	LOCATION	625.0100 TOPSOIL SY	628.2002 EROSION MAT CLASS I TYPE A SY	628.2006 EROSION MAT URBAN CLASS I SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIX NO. 30 LB	630.0500 SEED WATER MGAL
PROJECT 1058-22-60											
CATEGORY 0010											
1066+53	-	1070+95	INSIDE	3B	STH 29 EB	220	0	220	0.14	4	1.21
1067+15	-	1070+95	OUTSIDE	3A	STH 29 EB	210	0	210	0.13	4	1.17
1189+75	-	1194+03	OUTSIDE	3A	STH 29 EB	190	0	190	0.12	3	1.06
1211+75	-	1216+75	OUTSIDE	3A	STH 29 EB	180	0	180	0.11	3	0.98
1393+25	-	1398+68	INSIDE	3B	STH 29 EB	170	0	170	0.11	3	0.94
1394+35	-	1398+68	OUTSIDE	3A	STH 29 EB	140	0	140	0.09	3	0.81
1438+37	-	1442+00	OUTSIDE	3A	STH 29 EB	120	0	120	0.08	2	0.68
1458+75	-	1459+00	INSIDE	3B	STH 29 EB	10	0	10	0.01	0	0.05
1530+75	-	1531+00	OUTSIDE	3A	STH 29 EB	40	0	40	0.02	1	0.22
1783+75	-	1784+15	OUTSIDE	3A	STH 29 EB	30	0	30	0.02	0	0.15
UNDISTRIBUTED						390	390	0	0.24	10	2.18
PROJECT 1058-22-60 TOTALS						1,700	390	1,310	1.07	33	9.45
PROJECT 1058-22-61											
CATEGORY 0010											
1087+60	-	1096+00	R/L	1B	STH 29 WB	1,530	1,530	0	0.96	27	8.57
1282+50	-	1285+25	R/L	1B	STH 29 WB	190	190	0	0.12	3	1.06
1376+15	-	1376+50	OUTSIDE	3A	STH 29 WB	20	20	0	0.01	0	0.12
1399+17	-	1402+56	OUTSIDE	3A	STH 29 WB	110	0	110	0.07	2	0.63
1399+17	-	1405+50	INSIDE	3B	STH 29 WB	210	0	210	0.13	4	1.18
1783+75	-	1784+15	OUTSIDE	3A	STH 29 WB	40	40	0	0.02	1	0.21
WEST CROSSOVER				1B	STH 29 WB	1,640	1,640	0	1.04	30	9.23
EAST CROSSOVER				1B	STH 29 WB	2,520	2,520	0	1.59	45	14.17
WEST CROSSOVER REMOVAL				1C	STH 29 WB	3,980	3,980	0	2.51	72	22.35
EAST CROSSOVER REMOVAL				1C	STH 29 WB	4,380	4,380	0	2.76	79	24.60
UNDISTRIBUTED						420	420	0	0.33	10	2.95
PROJECT 1058-22-61 TOTALS						15,040	14,720	320	9.54	273	85.07
CONTRACT TOTALS						16,740	15,110	1,630	10.61	306	94.52

3

EROSION CONTROL ITEMS

STATION		TC STATION	DIR	STAGE	LOCATION	628.1104 EROSION BALES EA	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINT LF	628.1905 MOB. EROSION CONTROL EA	628.1910 MOB. EROSION CONTROL EMERGENCY EA	628.7005 INLET PROTECT. TYPE A EACH	628.7504 TEMP. DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
PROJECT 1058-22-60														
CATEGORY 0010														
1066+53	-	1070+95	INSIDE	3B	STH 29 EB	3	70	70	---	---	---	10	---	---
1067+15	-	1070+95	OUTSIDE	3A	STH 29 EB	---	595	595	---	---	---	---	---	---
1191+29	-	1194+03	OUTSIDE	3A	STH 29 EB	3	270	270	---	---	---	10	3	---
1213+07	-	1216+75	OUTSIDE	3A	STH 29 EB	---	500	500	---	---	---	---	---	---
1393+98	-	1398+68	INSIDE	3B	STH 29 EB	---	40	40	---	---	---	---	---	---
1394+17	-	1398+68	OUTSIDE	3A	STH 29 EB	---	35	35	---	---	---	10	3	---
1438+37	-	1441+05	OUTSIDE	3A	STH 29 EB	---	380	380	---	---	---	---	---	---
1458+75	-	1459+00	INSIDE	3B	STH 29 EB	---	---	---	---	---	---	---	3	---
1530+75	-	1531+00	OUTSIDE	3A	STH 29 EB	---	30	30	---	---	---	---	3	---
1551+50	-	1575+50	OUTSIDE	3A	STH 29 EB	---	2,450	2,450	---	---	---	---	---	---
1783+75	-	1784+15	OUTSIDE	3A	STH 29 EB	---	40	40	---	---	---	---	3	---
1983+02	-	1984+72	INSIDE	3B	STH 29 EB	---	60	60	---	---	---	10	---	---
2102+83	-	2104+51	INSIDE	3B	STH 29 EB	---	50	50	---	---	1	10	---	---
UNDISTRIBUTED						2	1,130	1,130	2	2	1	10	---	25
PROJECT 1058-22-60 TOTALS						8	5,650	5,650	2	2	2	60	15	25
PROJECT 1058-22-61														
CATEGORY 0010														
1087+60	-	1096+00	R/L	1B	STH 29 WB	---	920	920	---	---	1	---	---	---
1282+50	-	1285+25	R/L	1B	STH 29 WB	---	320	320	---	---	---	---	3	---
1376+15	-	1376+50	OUTSIDE	3A	STH 29 WB	---	90	90	---	---	---	20	---	---
1399+17	-	1402+56	OUTSIDE	3A	STH 29 WB	---	35	35	---	---	---	20	3	---
1399+17	-	1402+99	INSIDE	3B	STH 29 WB	---	50	50	---	---	---	---	---	---
1551+50	-	1575+50	OUTSIDE	3A	STH 29 WB	---	2,450	2,450	---	---	---	---	---	---
1783+75	-	1784+15	OUTSIDE	3A	STH 29 WB	---	50	50	---	---	---	10	---	---
WEST CROSSOVER				1B	STH 29 WB	---	1,200	1,200	---	---	---	---	6	---
EAST CROSSOVER				1B	STH 29 WB	---	1,150	1,150	---	---	---	10	---	---
WEST CROSSOVER REMOVAL				1C	STH 29 WB	---	975	975	---	---	---	10	3	---
EAST CROSSOVER REMOVAL				1C	STH 29 WB	---	700	700	---	---	---	40	---	---
UNDISTRIBUTED						0	341	341	2	2	1	10	---	25
PROJECT 1058-22-61 TOTALS						0	8,281	8,281	2	2	2	120	15	25
CONTRACT TOTALS						8	13,931	13,931	4	4	4	180	30	50

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MISCELLANEOUS STAGING ITEMS

STAGE	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH WHITE LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW LF	646.9012 MARKING REMOVAL LINE WATER BLASTING 6-INCH LF
PROJECT 1058-22-60						
CATEGORY 0010						
2A	STA 1916+80 'EB' - STA 1968+20 'EB'	--	--	--	1,320	330
2B	STA 1916+80 'EB' - STA 1968+20 'EB'	5,140	6,165	1,680	--	6,380
2C	STA 1916+80 'EB' - STA 1968+20 'EB'	--	--	6,215	6,825	1,240
3A	STH 29 EB	--	--	5,280	--	1,320
3B	STH 29 EB	--	--	--	5,280	1,320
4A	STH 29 EB	--	--	5,280	--	1,320
4B	STH 29 EB	--	--	--	5,280	1,320
	PROJECT1058-22-60 TOTALS	11,305		37,160		13,230
PROJECT 1058-22-61						
CATEGORY 0010						
1A	STA 1075+61 'WB' - STA 1301+51 'WB'	--	--	--	2,620	660
1B	STA 1075+61 'WB' - STA 1301+51 'WB'	22,600	43,740	660	660	68,870
1C	STA 1075+61 'WB' - STA 1301+51 'WB'	--	--	--	2,620	--
3A	STH 29 WB	--	--	3,960	--	990
3B	STH 29 WB	--	--	--	3,960	990
4A	STH 29 WB	--	--	3,960	--	990
4B	STH 29 WB	--	--	--	3,960	990
	PROJECT 1058-22-61 TOTALS	66,340		22,400		73,490
	CONTRACT TOTAL	77,645		59,560		86,720

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MARKING LINE

STATION - STATION			STAGE	LOCATION	646.2040 GROOVED WET REF EPOXY 6-INCH (WHITE) LF	646.2040 GROOVED WET REF EPOXY 6-INCH (YELLOW) LF	646.2025 GROOVED BLACK EPOXY 6-INCH LF	646.2050 GROOVED PERM. TAPE 6-INCH (WHITE) LF	646.4050 GROOVED PERMANENT TAPE 10-INCH (WHITE) LF	646.5520 MARKING OUTFALL EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH EACH	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.7120 MARKING DIAGONAL EXPOXY 12-INCH (WHITE) LF	646.7120 MARKING DIAGONAL EXPOXY 12-INCH (YELLOW) LF	646.7320 MARKING CHEVRON EPOXY 12-INCH LF
PROJECT 1058-22-60																
CATEGORY 0010																
1058+50	-	2108+00	5	STH 29 EB	102,887	101,095	25,949	25,949	6,137	420	30	14	9,248	13	226	434
PROJECT 1058-22-60 TOTALS					203,982		25,949	25,949	6,137	420	30	14	9,248	239		434
PROJECT 1058-22-61																
CATEGORY 0010																
1058+50	-	1844+00	5	STH 29 WB	77,502	77,013	19,637	19,637	5,870	314	30	16	2,509	11	206	519
PROJECT 1058-22-61 TOTALS					154,515		19,637	19,637	5,870	314	30	16	2,509	217		519
CONTRACT TOTALS					358,497		45,586	45,586	12,007	734	60	30	11,757	456		953

NOTES: GROOVED PAVEMENT MARKING WILL REMOVE EXISTING EPOXY MARKING, IF CURRENT STANDARD MARKING DOES NOT MATCH EXISTING, REMOVAL IS INCIDENTAL TO GROOVED MARKING ITEMS.

TRAFFIC CONTROL

STAGE	LOCATION	APPROX. SERVICE PERIOD DAYS	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	643.0300 DRUMS NO.	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III NO.	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A NO.	643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C NO.	643.0715 WARNING LIGHTS TYPE C DAYS	643.0900 SIGNS NO.	643.0900 SIGNS DAYS	643.1070 CONES 42-INCH NO.	643.1070 CONES 42-INCH DAYS	NOTES
PROJECT 1058-22-60																	
CATEGORY 0010																	
2A	STA 1916+80 'EB' - STA 1968+20 'EB'	5	--	--	182	910	8	40	16	80	14	70	20	100	--	--	
2B	STA 1916+80 'EB' - STA 1968+20 'EB'	10	5,280	5,280	85	850	4	40	8	80	21	210	42	420	--	--	
2C	STA 1916+80 'EB' - STA 1968+20 'EB'	12	--	5,270	130	1,560	4	48	8	96	21	252	43	516	--	--	
3A	STH 29 EB	12	--	--	157	1,884	22	264	44	528	14	168	65	780	270	3,240	
3B	STH 29 EB	16	--	--	157	2,512	22	352	44	704	14	224	38	608	270	4,320	
3C	STH 29 EB	26	--	--	157	4,082	22	572	44	1,144	14	364	65	1,690	270	7,020	
4A	STH 29 EB	11	--	--	157	1,727	22	242	44	484	14	154	65	715	270	2,970	
4B	STH 29 EB	10	--	--	157	1,570	22	220	44	440	14	140	38	380	270	2,700	
5	STH 29 EB	9	--	--	--	--	--	--	--	--	--	--	2	18	53	477	
	UNDISTRIBUTED		0	0		1,510		178		356		158		523		2,073	
	PROJECT 1058-22-60 TOTALS		5,280	10,550		16,605		1,956		3,912		1,740		5,750		22,800	
PROJECT 1058-22-61																	
CATEGORY 0010																	
1A	STA 1075+61 'WB' - STA 1305+66 'WB'	13	--	--	210	2,730	35	455	70	910	52	676	56	728	--	--	
1B	STA 1075+61 'WB' - STA 1305+66 'WB'	18	--	--	195	3,510	71	1,278	142	2,556	38	684	102	1,836	--	--	
1C	STA 1075+61 'WB' - STA 1305+66 'WB'	7	--	--	210	1,470	35	245	70	490	52	364	56	392	--	--	
3A	STH 29 WB	12	--	--	157	1,884	22	264	44	528	14	168	62	744	270	3,240	
3B	STH 29 WB	16	--	--	157	2,512	22	352	44	704	14	224	38	608	270	4,320	
3C	STH 29 WB	26	--	--	157	4,082	22	572	44	1,144	14	364	62	1,612	270	7,020	
4A	STH 29 WB	11	--	--	189	2,079	23	253	46	506	14	154	64	704	270	2,970	
4B	STH 29 WB	10	--	--	189	1,890	23	230	46	460	14	140	40	400	270	2,700	
5	STH 29 WB	9	--	--	--	--	--	--	--	--	--	--	2	18	53	477	
	UNDISTRIBUTED		0	0		2,016		365		730		277		704		2,073	
	PROJECT 1058-22-61 TOTALS		0	0		22,173		4,014		8,028		3,051		7,746		22,800	
	CONTRACT TOTAL		5,280	10,550		38,778		5,970		11,940		4,791		13,496		45,600	

STAGE	643.1000 TRAFFIC CONTROL FIXED MESSAGE SF
PROJECT 1058-22-60	
CATEGORY 0010	
PRE-WARN	32
2B	33.25
3C	33.25
PROJECT 1058-22-60 TOTAL	98.50
PROJECT 1058-22-61	
CATEGORY 0010	
PRE-WARN	32
3A	33.25
3C	33.25
PROJECT 1058-22-61 TOTAL	98.50
CONTRACT TOTAL	197.00

STAGE	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II			
	EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	REMARKS
PROJECT 1058-22-60				
CATEGORY 0010				
3A	6	1	6	65 MPH SIGNS
3B	6	1	6	65 MPH SIGNS
3C	6	1	6	65 MPH SIGNS
4A	6	1	6	65 MPH SIGNS
4B	6	1	6	65 MPH SIGNS
PROJECT 1058-22-60 TOTAL	30			
PROJECT 1058-22-61				
CATEGORY 0010				
1B	16	1	16	AS SHOWN IN PLANS
3A	6	1	6	65 MPH SIGNS
3B	6	1	6	65 MPH SIGNS
3C	6	1	6	65 MPH SIGNS
4A	6	1	6	65 MPH SIGNS
4B	6	1	6	65 MPH SIGNS
PROJECT 1058-22-61 TOTAL	46			
CONTRACT TOTAL	76			

STAGE	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES
	EACH	EACH
PROJECT 1058-22-61		
CATEGORY 0010		
1B	420	420
PROJECT 1058-22-61 TOTALS	420	420
CONTRACT TOTAL	420	420

STAGE	633.1100 DELINEATORS TEMPORARY
	EACH
PROJECT 1058-22-61	
CATEGORY 0010	
1B	53
PROJECT 1058-22-61 TOTAL	53
CONTRACT TOTAL	53

3

STAGE	LOCATIONS	APPROX. SERVICE PERIOD DAYS	643.0370.S DIGITAL SPEED REDUCTION SYSTEM (DSRS) NO.	DAYS	** DIGITAL SPEED LIMIT TRAILER NO.	643.1220.S CONNECTED WORK ZONE START AND END LOCATION MARKERS NO.	DAYS	643.0810.S CONNECTED ARROW BOARD NO.	DAYS
PROJECT 1058-22-60									
CATEGORY 0010									
2A	STA 1916+80 'EB' - STA 1968+20 'EB'	5	1	5	3	1	5	1	5
2B	STA 1916+80 'EB' - STA 1968+20 'EB'	10	1	10	3	1	10	1	10
2C	STA 1916+80 'EB' - STA 1968+20 'EB'	12	1	12	3	1	12	1	12
3A	STH 29 EB	12	1	12	7	1	12	1	12
3B	STH 29 EB	16	1	16	7	1	16	1	16
3C	STH 29 EB	26	1	26	7	1	26	1	26
4A	STH 29 EB	11	1	11	7	1	11	1	11
4B	STH 29 EB	10	1	10	7	1	10	1	10
PROJECT 1058-22-60 TOTAL				102	44		102		102
PROJECT 1058-22-61									
CATEGORY 0010									
1A	STA 1075+61 'WB' - STA 1305+66 'WB'	13	4	52	8	4	52	4	52
1B	STA 1075+61 'WB' - STA 1305+66 'WB'	18	2	36	10	2	36	2	36
1C	STA 1075+61 'WB' - STA 1305+66 'WB'	7	4	28	8	4	28	4	28
3A	STH 29 WB	12	1	12	7	1	12	1	12
3B	STH 29 WB	16	1	16	7	1	16	1	16
3C	STH 29 WB	26	1	26	7	1	26	1	26
4A	STH 29 WB	11	1	11	7	1	11	1	11
4B	STH 29 WB	10	1	10	7	1	10	1	10
PROJECT 1058-22-61 TOTAL				191	61		191		191
CONTRACT TOTAL				293			293		293

NOTE:

**NON-BID ITEM, ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY. ITEMS INCIDENTAL TO DIGITAL SPEED REDUCTION SYSTEM.

3

CONCRETE CURB AND GUTTER

STATION TO STATION	DIR	STAGE	LOCATION	601.0590 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
PROJECT 1058-22-60					
CATEGORY 0010					
1070+30 - 1070+83	LT	3B	STH 29 EB	53	53
1070+40 - 1070+93	RT	3A	STH 29 EB	53	53
PROJECT 1058-22-60 TOTALS				106	106
PROJECT 1058-22-61 TOTAL					
CATEGORY 0010					
1399+32 - 1399+85	RT	3B	STH 29 WB	53	53
PROJECT 1058-22-61 TOTALS				53	53
CONTRACT TOTALS				159	159

GEOGRID

STATION TO STATION	STAGE	LOCATION	209.2500 BACKFILL GRANULAR GRADE 2 CY	645.0111 GEOGRID TYPE DF SCHEDULE 1 SY	645.0220 GEOGRID TYPE SR SY	SPV.0180.02 EMBANKMENT SPECIAL COMPACTION SY
PROJECT 1058-22-61						
CATEGORY 0010						
1087+60 - 1096+00	1B	STH 29 WB	---	---	3,267	6,530
1282+50 - 1285+25	1B	STH 29 WB	407	2	1,069	1,070
PROJECT 1058-22-61 TOTAL			407	2	4,336	7,600
CONTRACT TOTAL			407	2	4,336	7,600

CONSTRUCTION STAKING

STATION TO STATION	STAGE	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.7000 CONCRETE PAVEMENT LF	650.8000 RESURFACING REFERENCE LF	650.9911.01 SUPPLEMENTAL CONTROL 1058-22-60 EACH	650.9911.02 SUPPLEMENTAL CONTROL 1058-22-61 EACH	650.9920 SLOPE STAKES LF	SPV.0090.01 CONCRETE PAVEMENT REFERENCE LF
PROJECT 1058-22-60										
CATEGORY 0010										
1058+50 - 1070+98		STH 29 EB								
1070+30 - 1070+98	3B	STH 29 EB	68	68	68	1,248	---	---	68	---
1070+40 - 1071+05	3B	STH 29 EB	65	65	65	---	---	---	65	---
1071+85 - 1916+82		STH 29 EB	---	---	---	84,497	---	---	---	---
1916+82 - 1923+36	2B	STH 29 EB	---	---	---	---	---	---	---	654
1923+36 - 1929+60		STH 29 EB	---	---	---	624	---	---	---	---
1929+60 - 1949+02	2B	STH 29 EB	---	---	---	---	---	---	---	1,942
1949+02 - 1953+08		STH 29 EB	---	---	---	406	---	---	---	---
1953+08 - 1968+22	2B	STH 29 EB	---	---	---	---	---	---	---	1,514
1968+22 - 2108+00		STH 29 EB	---	---	---	13,978	---	---	---	---
UNDISTRIBUTED			---	---	---	---	1	---	---	---
PROJECT 1058-22-60 TOTAL			133	133	133	100,753	1	0	133	4,110
PROJECT 1058-22-61										
CATEGORY 0010										
1058+50 - 1087+60		STH 29 WB	---	---	---	2,910	---	---	---	---
1087+60 - 1096+00	1B	STH 29 WB	840	840	840	---	---	---	840	---
1096+00 - 1282+50		STH 29 WB	---	---	---	18,650	---	---	---	---
1282+50 - 1285+25	1B	STH 29 WB	275	275	275	---	---	---	275	---
1285+25 - 1399+13		STH 29 WB	---	---	---	11,388	---	---	---	---
1399+13 - 1399+85	1B	STH 29 WB	72	72	72	---	---	---	72	---
1399+85 - 1844+00		STH 29 WB	---	---	---	44,415	---	---	---	---
UNDISTRIBUTED			---	---	---	---	---	1	---	---
PROJECT 1058-22-61 TOTAL			1187	1187	1187	74,453	0	1	1,187	0
CONTRACT TOTALS			1,320	1,320	1,320	175,206	1	1	1,320	4,110

RUMBLE STRIPS SHOULDER, DIVIDED ROADWAY

STATION TO STATION	DIR	STAGE	LOCATION	465.0510 ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF	602.3210 CONCRETE RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF
PROJECT 1058-22-60					
CATEGORY 0010					
1058+50 - 2108+00	LT	3A	STH 29 EB	98,902	---
1058+50 - 2108+00	RT	3B	STH 29 EB	---	104,950
			PROJECT 1058-22-60 TOTAL	98,902	104,950
PROJECT 1058-22-61					
CATEGORY 0010					
1058+50 - 1844+00	LT	3B	STH 29 WB	---	78,550
1058+50 - 1844+00	RT	3A	STH 29 WB	75,566	---
			PROJECT 1058-22-61 TOTAL	75,566	78,550
			CONTRACT TOTAL	174,468	183,500

LOCATE & CLEAN EXISTING UNDERDRAIN OUTFALLS

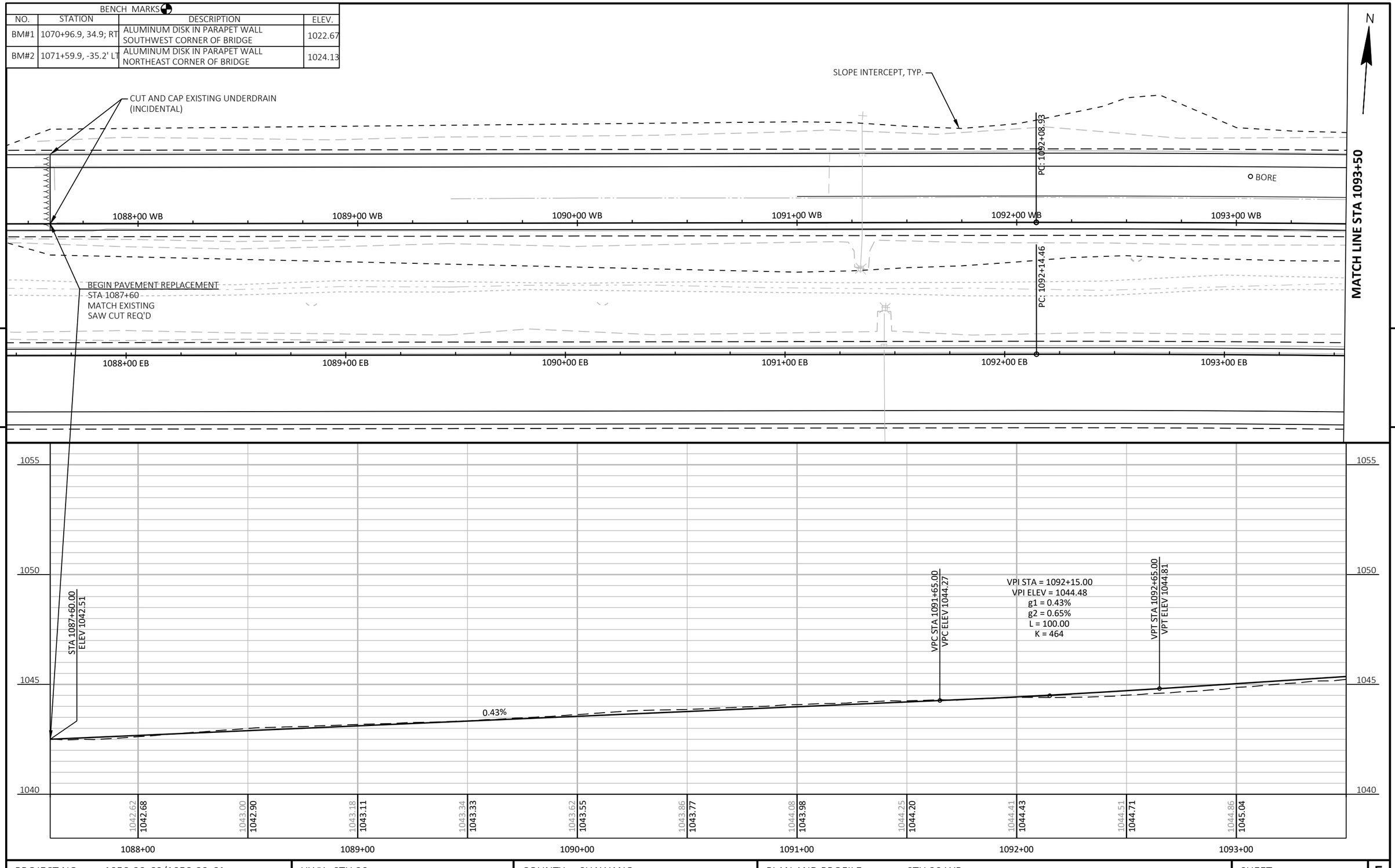
STATION TO STATION	LOCATION	STAGE	SPV.0060.03 LOCATE AND CLEAN EXISTING UNDERDRAIN OUTFALLS EACH
PROJECT 1058-22-60			
CATEGORY 0010			
1058+50 - 2108+00	STH 29 EB	3C	420
PROJECT 1058-22-60 TOTAL			420
PROJECT 1058-22-61			
CATEGORY 0010			
1058+50 - 1844+00	STH 29 WB	3C	314
PROJECT 1058-22-61 TOTAL			314
CONTRACT TOTAL			734

SAWING

STATION TO STATION	STAGE	DIR	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 * SAWING CONCRETE LF
PROJECT 1058-22-60					
CATEGORY 0010					
1066+05 - 1070+94	3C	LT	STH 29 EB	489	35
1066+70 - 1070+40	3B	RT	STH 29 EB	370	35
1190+35 - 1194+38	3C	LT	STH 29 EB	403	---
1212+64 - 1217+20	3C	LT	STH 29 EB	456	---
1393+89 - 1394+78	3C	LT	STH 29 EB	89	30
1398+10 - 1398+30	3B	RT	STH 29 EB	---	30
1438+47 - 1441+82	3C	LT	STH 29 EB	365	---
SHOULDER WIDENING	2B		STH 29 EB	---	5,140
			PROJECT 1058-22-60 TOTAL	2,172	5,270
PROJECT 1058-22-61					
CATEGORY 0010					
1091+00	1B	LT	STH 29 WB	6	---
1091+00		RT	STH 29 WB	3	---
1096+00		LT	STH 29 WB	6	---
1096+00		RT	STH 29 WB	3	---
1282+50		LT	STH 29 WB	6	---
1282+50		RT	STH 29 WB	3	---
1285+25		LT	STH 29 WB	6	---
1285+25		RT	STH 29 WB	3	---
1399+13 - 1399+49		RT	STH 29 WB	---	30
1402+58 - 1403+25	3C	RT	STH 29 WB	67	---
WEST CROSSOVER	1A	R/L	STH 29 WB	46	---
EAST CROSSOVER	1A	R/L	STH 29 WB	16	---
WEST XO REMOVAL	1C	R/L	STH 29 WB	1,040	---
EAST XO REMOVAL	1C	R/L	STH 29 WB	1,210	---
			PROJECT 1058-22-61 TOTAL	2,415	30
			CONTRACT TOTAL	4,587	5,300

* ADDITIONAL QUANTIITES SHOWN IN THE CONCRETE REPAIR ITEM TABLE

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1	1070+96.9, 34.9; RT	ALUMINUM DISK IN PARAPET WALL SOUTHWEST CORNER OF BRIDGE	1022.67
BM#2	1071+59.9, -35.2' LT	ALUMINUM DISK IN PARAPET WALL NORTHEAST CORNER OF BRIDGE	1024.13



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: STH 29 WB	SHEET 138 E

N

MATCH LINE STA 1093+50

CULVERT PIPE TO REMAIN

CUT AND DAYLIGHT EXISTING UNDERDRAIN

SLOPE INTERCEPT, TYP.

BORE

1094+00 WB

1095+00 WB

1096+00 WB

1097+00 WB

END PAVEMENT REPLACEMENT
STA 1096+00
MATCH EXISTING
SAW CUT REQ'D

1094+00 EB

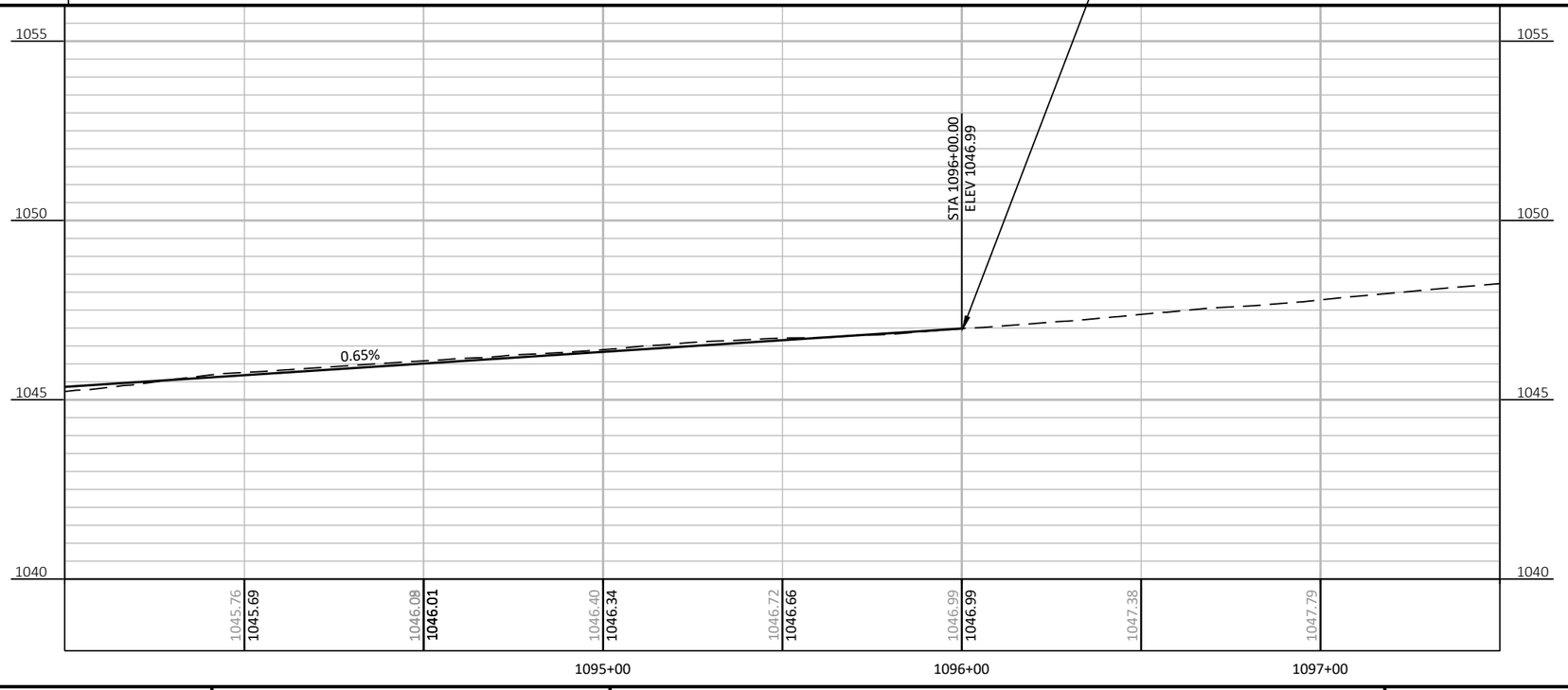
1095+00 EB

1096+00 EB

1097+00 EB

5

5

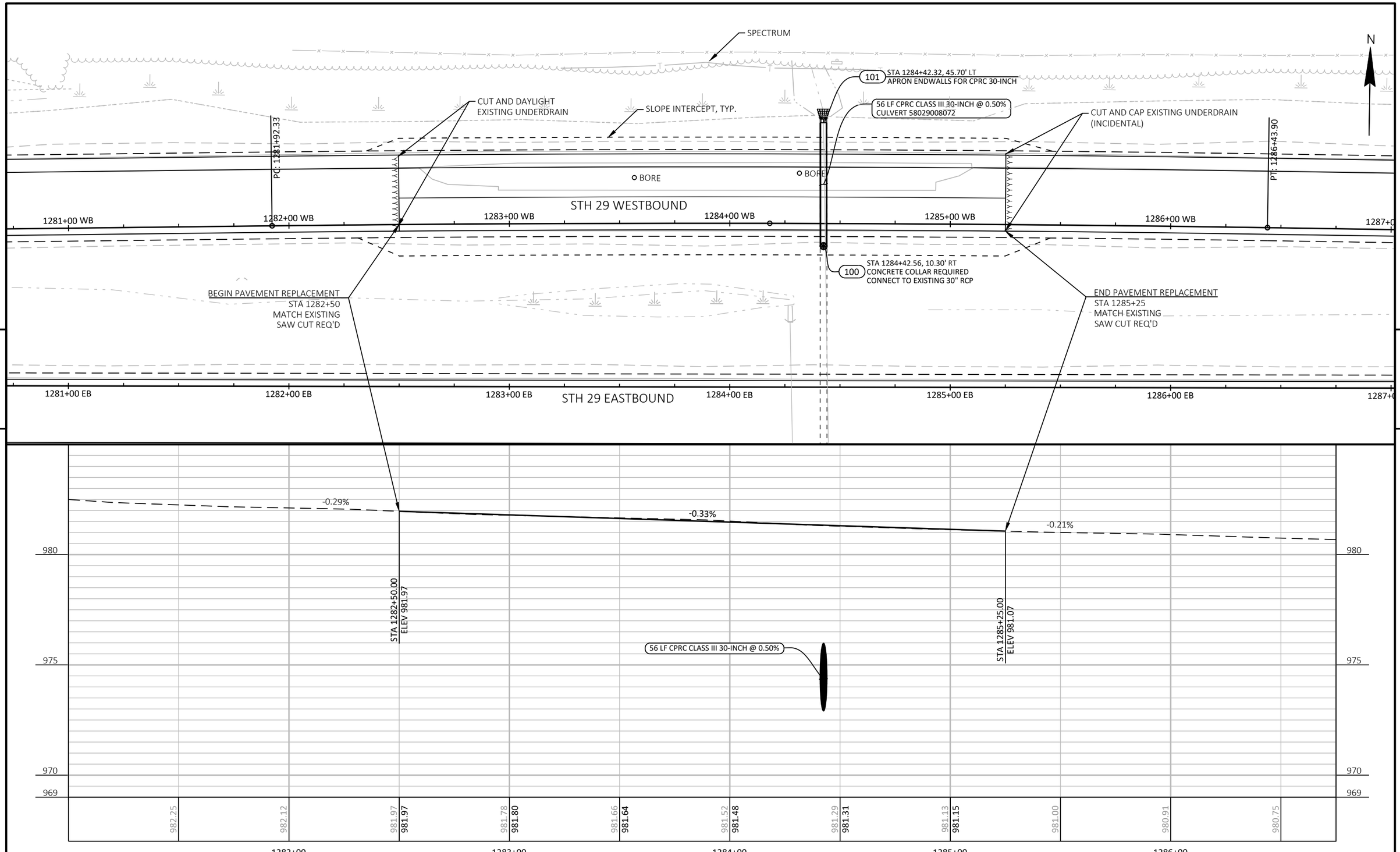


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: STH 29 WB	SHEET 139	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050101-PP.DWG
LAYOUT NAME - 10582260-050102-pp

PLOT DATE : 8/22/2024 1:03 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: STH 29 WB	SHEET 140	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050101-PP.DWG
LAYOUT NAME - 10582260-050111-pp
PLOT DATE : 7/30/2024 8:32 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

CURVE 1
PI STA = 1077XO-W+35.87
Y = 280169.999
X = 754929.697
DELTA = 4°16'17" RT
D = 1°13'27"
T = 174.53'
L = 348.90'
R = 4680.00'
PC STA = 1075XO-W+61.34
PT STA = 1079XO-W+10.24

N

STAGE 1A:
REMOVING AEW
CULVERT PIPE PLUG TEMPORARY

STAGE 1C:
AEW FOR CULVERT PIPE SLOPED
CROSS DRAIN RC 15-INCH 6 TO 1

PC: 1075+61.34 XO-W
PT: 1079+10.24 XO-W
PC: 1080+32.67 XO-W

1076XO-W
1077XO-W
CURVE 1
1078XO-W
1079XO-W
1080XO-W
1081XO-W

1076WB
1077WB
1078WB
1080WB
1081WB

S89°07'03"E
S84°50'46"E

STH 29 WB

STA 1078XO-W+96.77
-2.49' LT

STA 1075XO-W+61.34
16.00' RT

SI

STA 1080XO-W+15.31
26.76' RT
IE 1032.70'

STA 1081XO-W+09.62
-9.14' LT
IE 1034.65'

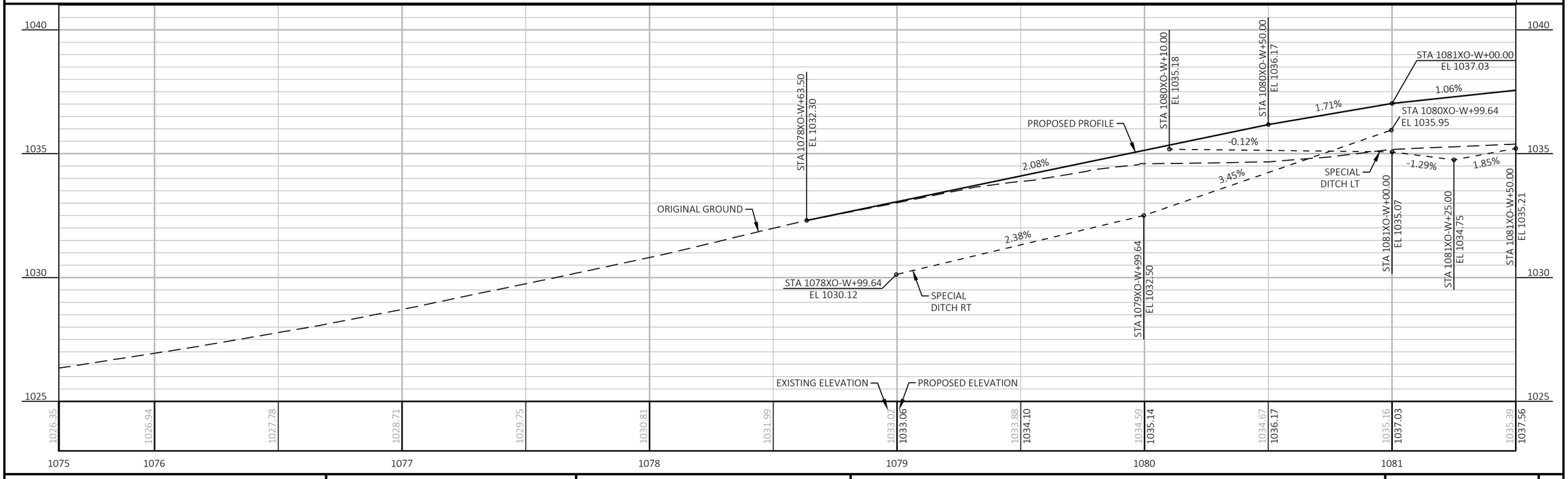
MATCH LINE 1081+50

1076EB
1077EB
1078EB
1079EB
1080EB
1081EB

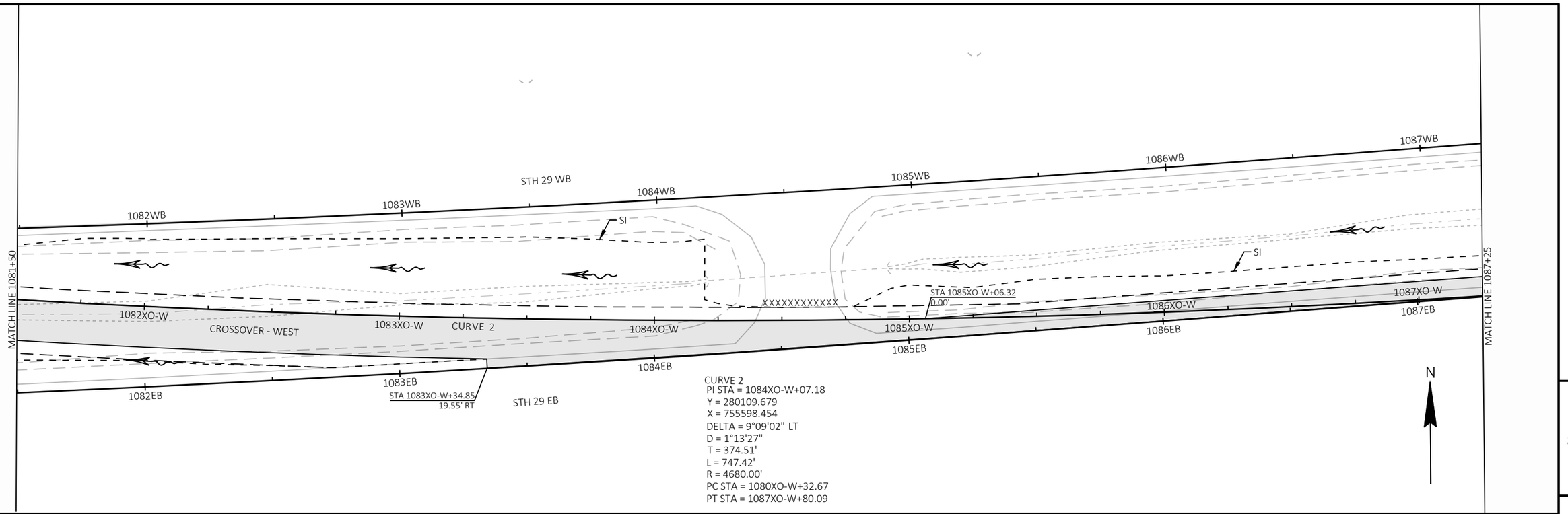
STH 29 EB

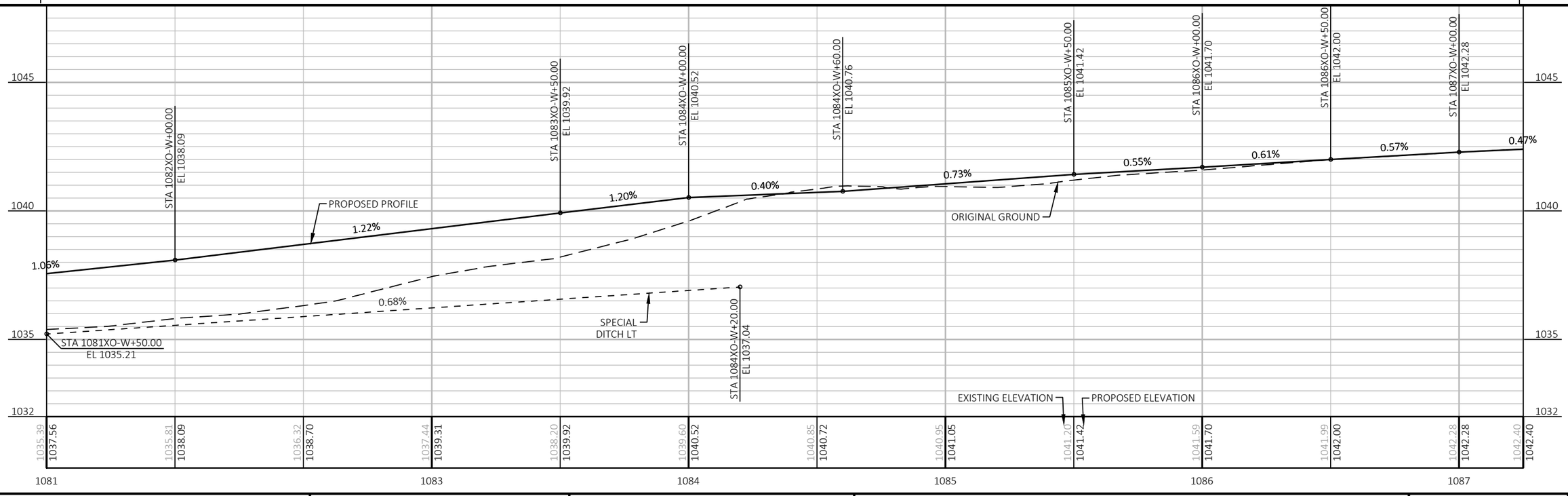
100' CULVERT PIPE
TEMPORARY 15-INCH

5



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - WEST - STAGE 1A	SHEET 141	E



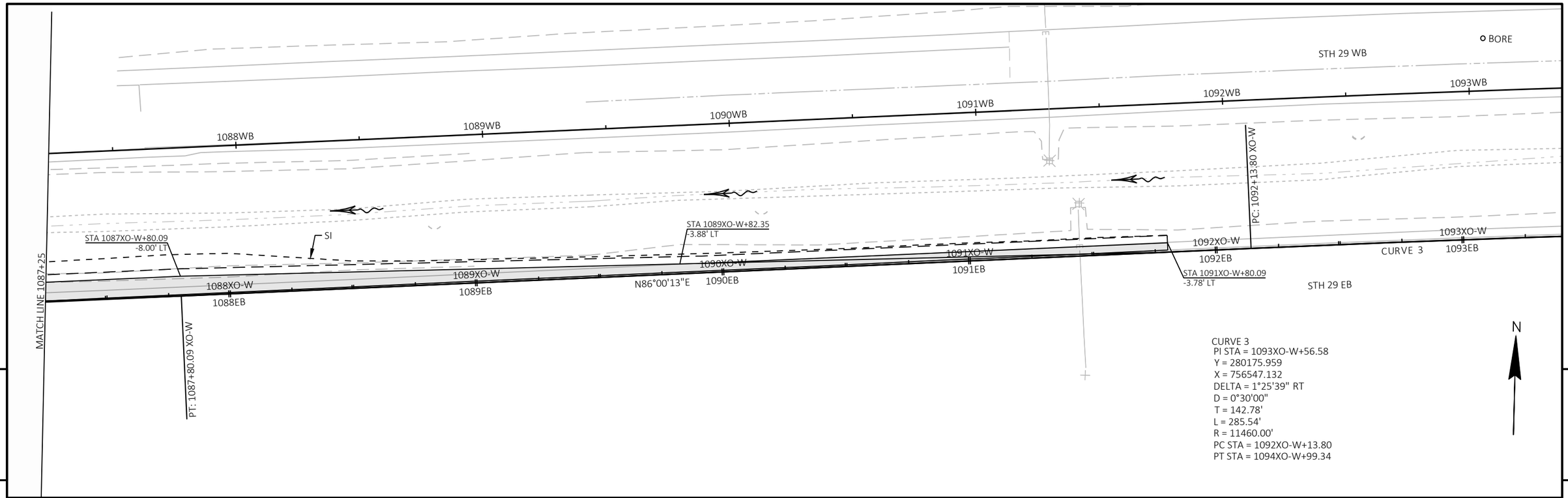


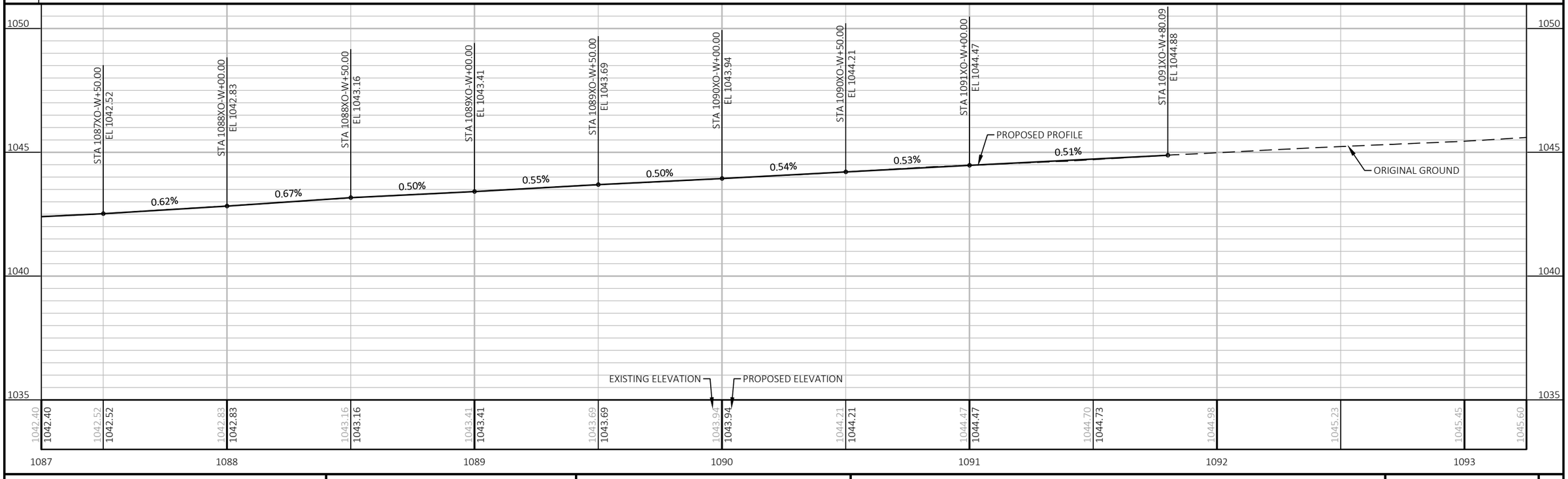
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - WEST - STAGE 1A	SHEET 142	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\050112-PP.DWG
LAYOUT NAME - 02

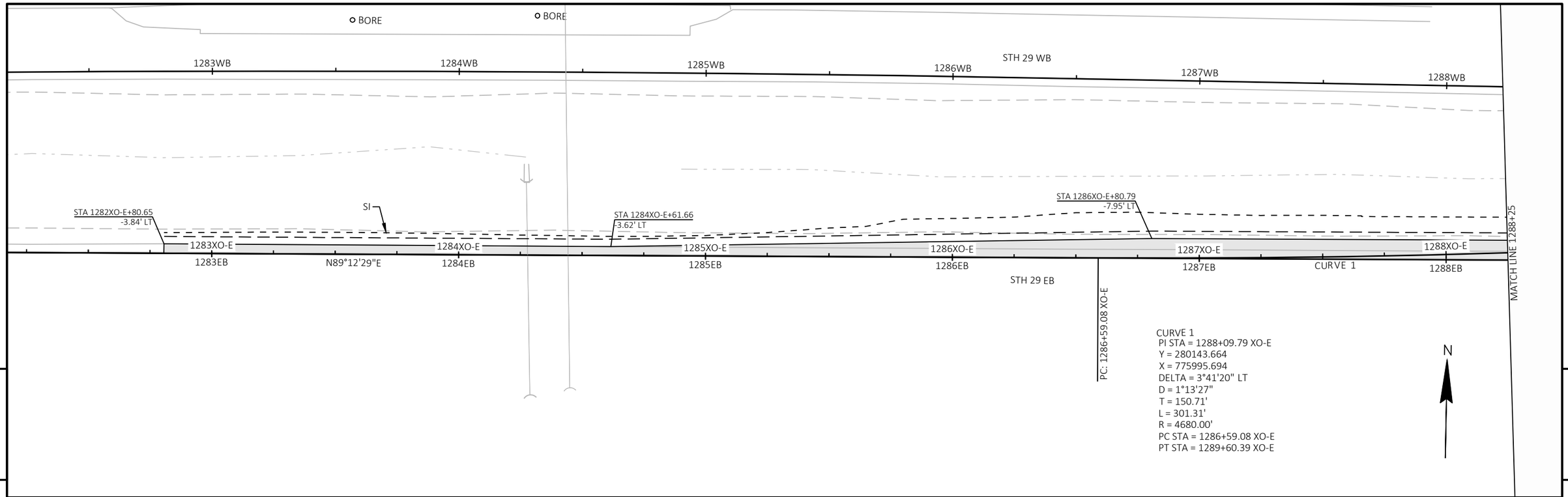
PLOT DATE : 8/13/2024 10:09 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

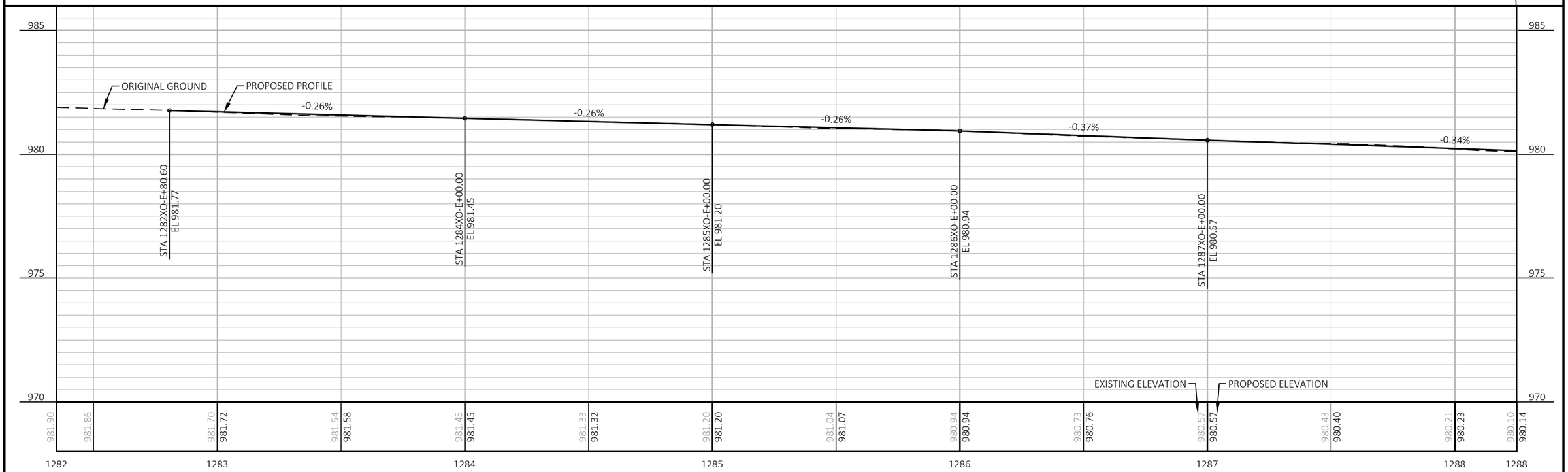
WISDOT/CADDS SHEET 44



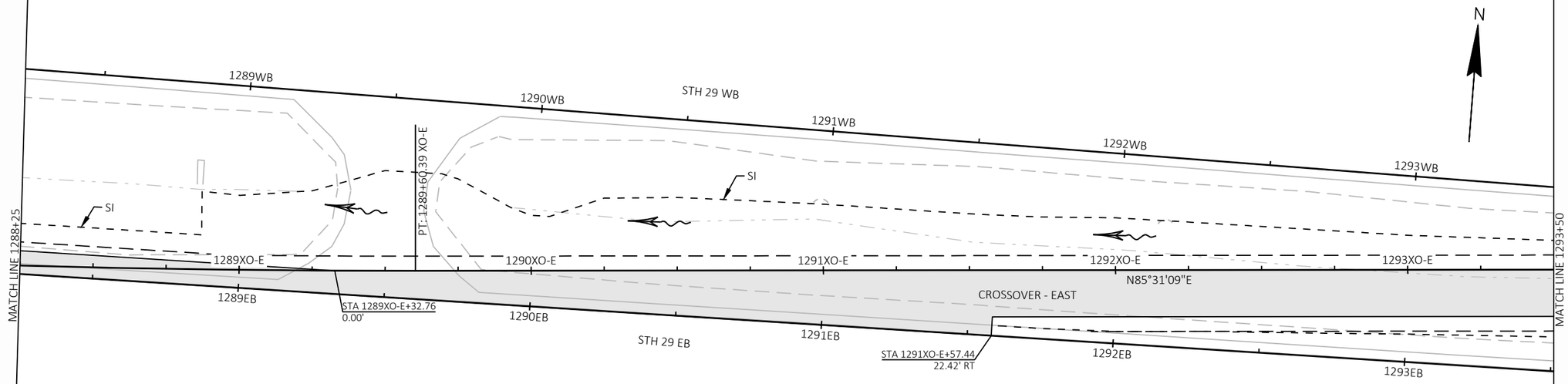


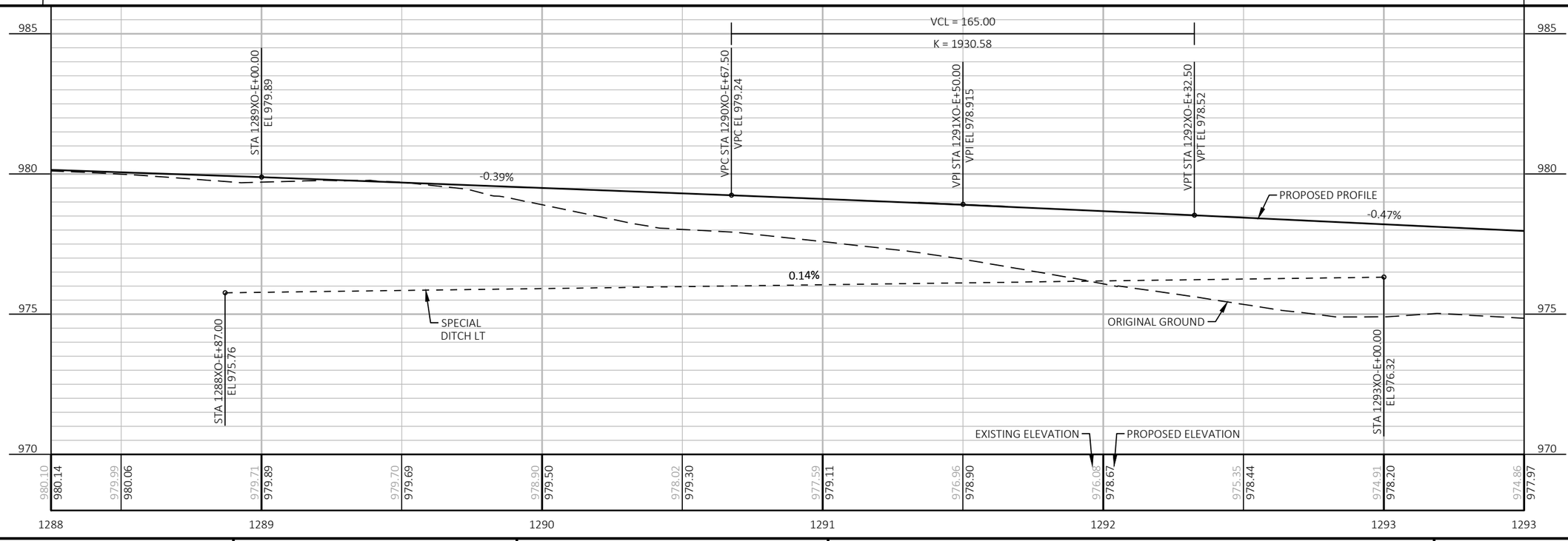
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - WEST - STAGE 1A	SHEET 143	E





PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - EAST - STAGE 1A	SHEET 144	E



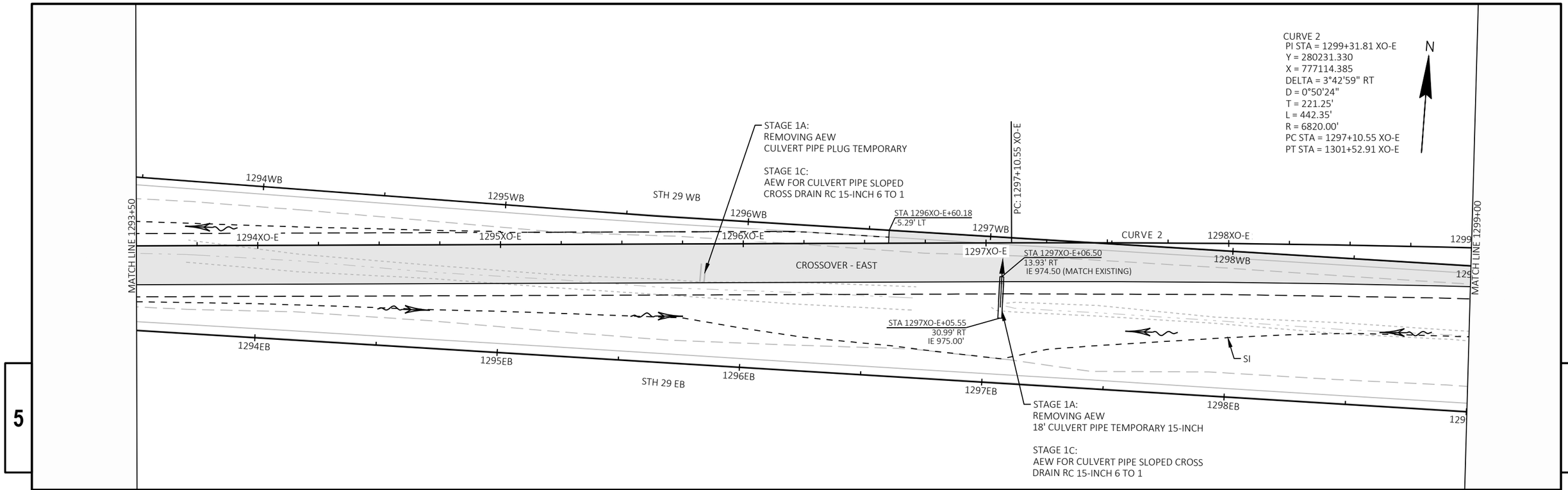


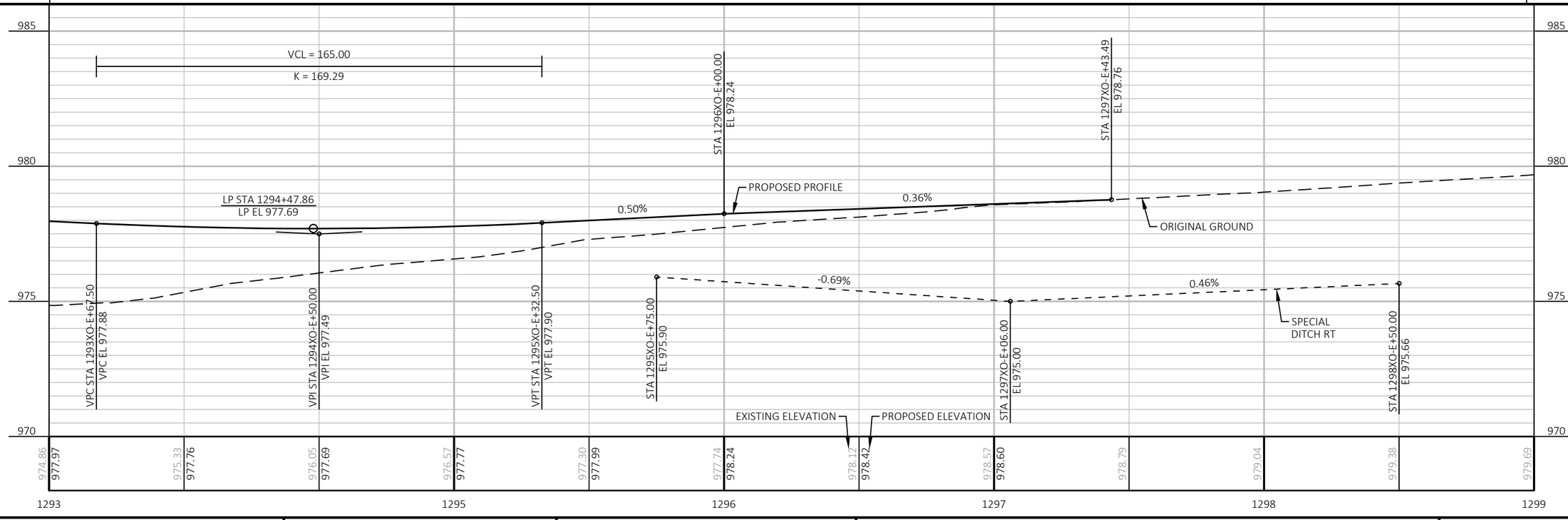
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - EAST - STAGE 1A	SHEET 145	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\050112-PP.DWG
LAYOUT NAME - 05

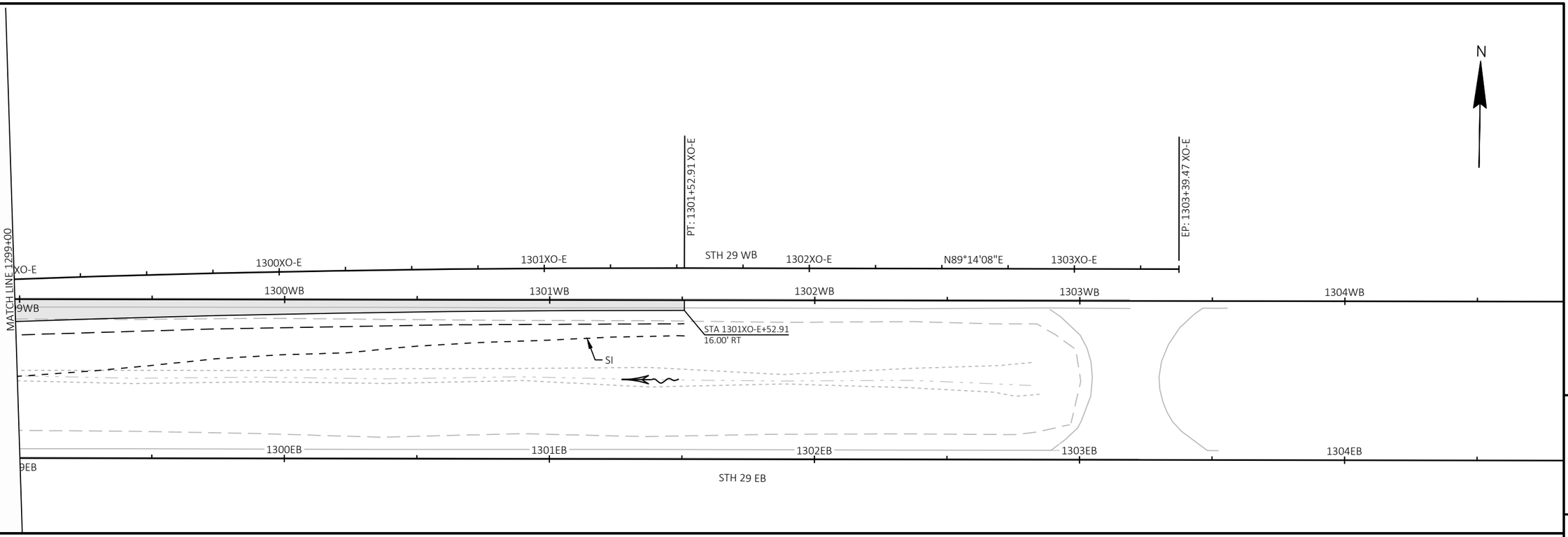
PLOT DATE : 8/13/2024 10:09 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - EAST - STAGE 1A	SHEET 146	E



THIS FRAME INTENTIONALLY LEFT BLANK

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - EAST - STAGE 1A	SHEET 147	E

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

BEGIN PROJECT 1058-22-61
STA 1058+50.00 'WB'
Y=280,177.048
X=753,043.715

BP: 1058+00.00'WB'

BUTT JOINT REQUIRED

BP: 1058+00.00'EB'

BEGIN PROJECT 1058-22-60
STA 1058+50.00 'EB'
Y=280,117.055
X=753,042.791

CTH J

BUTT JOINT REQUIRED

PI: 1064+85.36'WB'

STH 29 WB

S89°07'03"E
685.36'

1060+00'WB'
1060+00'EB'

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

SLOPE INTERCEPT
1065+00'WB'
1065+00'EB'

S89°07'03"E
1742.51'

STH 29 EB

SLOPE INTERCEPT

FO

FRONTIER (COMMUNICATION)
APPROX. LOCATION

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

BUTT JOINT REQUIRED

CTH J

N

PI STA = 1081+45.34 'WB'
Y = 280151.694
X = 755338.932
DELTA = 4°52'44" LT
D = 0°30'09"
T = 485.67'
L = 970.76'
R = 11400.00'
PC STA = 1076+59.66 'WB'
PT STA = 1086+30.42 'WB'
SE=RC

MATCH LINE STA 1067+00'EB'

EQUATION
STA AHEAD = 1070+11.30 'WB'
STA BACK = 1070+11.39 'WB'

PI: 1070+11.30'WB'

EXCEPTION TO NET ℄ LENGTH
B-58-128
STA 1070+68.0 - STA 1071+69.6

GRAVEL
PE

BM#2

STH 29 WB

PC: 1076+59.66'WB'

N89°47'36"E
526.03'

S89°07'03"E
648.36'

1070+00'WB'
1070+00'EB'

SLOPE INTERCEPT

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

1075+00'WB'
1075+00'EB'

1080+00'WB'
1080+00'EB'

S89°07'03"E
1742.51'

BM#1

STH 29 EB

GRAVEL
FE

FO

SLOPE INTERCEPT

FRONTIER (COMMUNICATION)

MGS GUARDRAIL REQUIRED.
FLUME RELOCATION REQUIRED.
SEE GUARDRAIL DETAIL

CONCRETE PAVEMENT 8-INCH

MIDDLE BRANCH EMBARRAS RIVER

EXCEPTION TO NET ℄ LENGTH
B-58-093
STA 1070+98.3 - STA 1071+85.8

CENTRAL WISCONSIN ELECTRIC COOP (ELECTRIC)
APPROX. LOCATION

PC: 1075+42.51'EB'

PI STA = 1080+30.74 'EB'
Y = 280083.467
X = 755223.274
DELTA = 4°52'44" LT
D = 0°30'00"
T = 488.23'
L = 975.87'
R = 11460.00'
PC STA = 1075+42.51 'EB'
PT STA = 1085+18.38 'EB'
SE=RC

MATCH LINE STA 1082+00'EB'

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM#1	1070+96.9, 34.9; RT	ALUMINUM DISK IN PARAPET WALL SOUTHWEST CORNER OF BRIDGE	1022.67
BM#2	1071+59.9, -35.2' LT	ALUMINUM DISK IN PARAPET WALL NORTHEAST CORNER OF BRIDGE	1024.13

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 148	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050201-pn

PLOT DATE : 8/22/2024 7:10 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 1082+00'EB'

GRAVEL FE

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

PT: 1086+30.42'WB'

STH 29 WB

CONC

ASPH

N86°00'13"E
578.50'

1085+00'WB'
1085+00'EB'

EMBANKMENT SPECIAL COMPACTION

WISDOT TRAFFIC COUNT
(ELECTRIC)

PC: 1092+08.93'WB'

CONC

1090+00'WB'
1090+00'EB'

1095+00'WB'
1095+00'EB'

PI STA = 1096+01.92 'WB'
DELTA = 3°54'27" RT
D = 0°29'50"
T = 392.99'
L = 785.68'
R = 11520.00'
PC STA = 1092+08.93 'WB'
PT STA = 1099+96.04 'WB'
SE=RC

N

N86°00'13"E
696.08'

STH 29 EB

GRAVEL
FE

PT: 1085+18.38'EB'

WISDOT TRAFFIC COUNT
(ELECTRIC)

PC: 1092+14.46'EB'

PI STA = 1096+05.40 'EB'
DELTA = 3°54'27" RT
D = 0°30'00"
T = 390.94'
L = 781.58'
R = 11460.00'
PC STA = 1092+14.46 'EB'
PT STA = 1099+96.04 'EB'
SE=RC

MATCH LINE STA 1097+00'EB'

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

N

GRAVEL
FE

GRAVEL
FE

PT: 1099+96.04'WB'

EQUATION

STA AHEAD = 1099+96.04 'WB'
STA BACK = 1099+94.60 'WB'

STH 29 WB

N89°54'40"E
7271.58'

1100+00'WB'
1100+00'EB'

1105+00'WB'
1105+00'EB'

1110+00'WB'
1110+00'EB'

N89°54'40"E
7271.50'

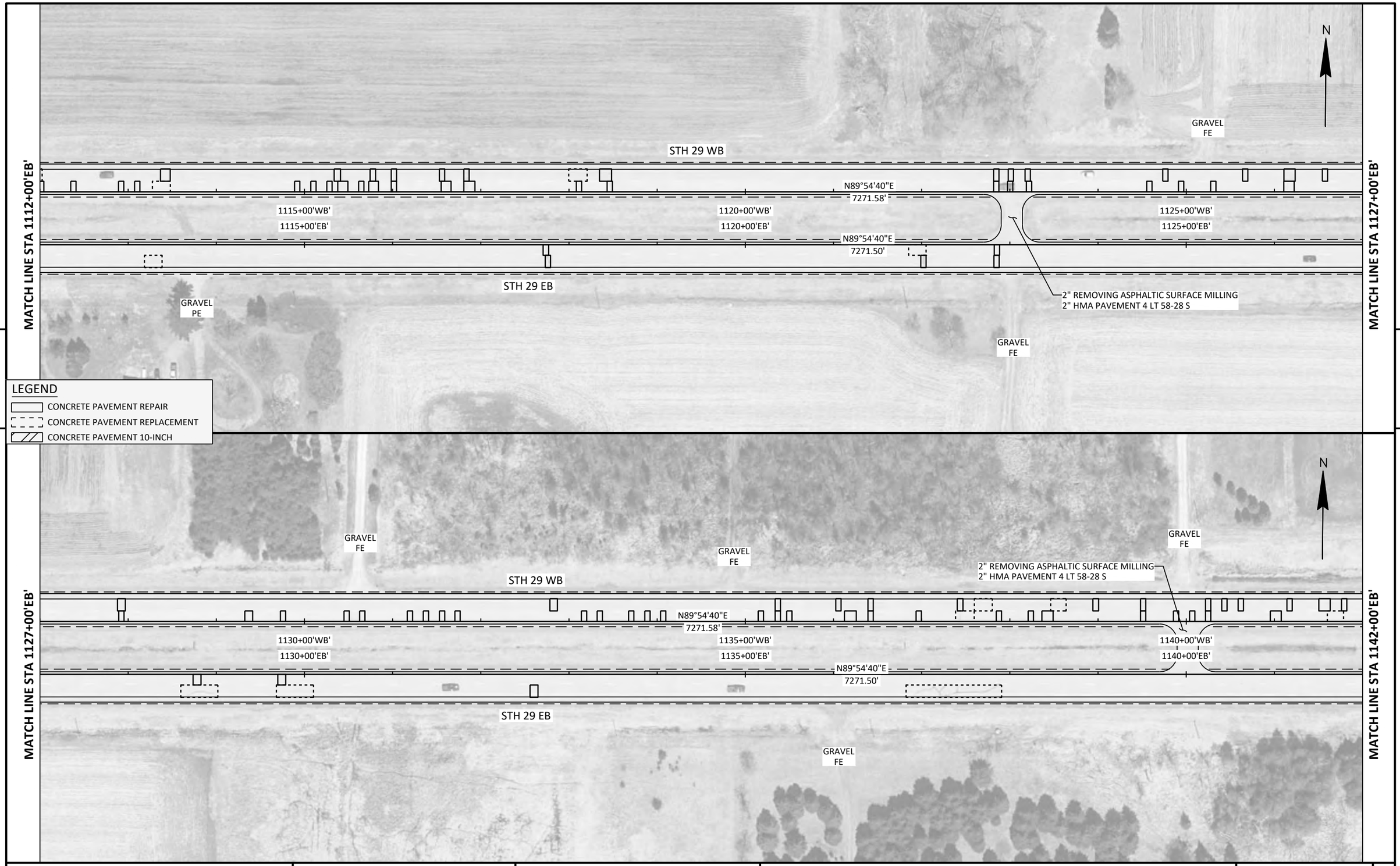
STH 29 EB

GRAVEL
FE

PT: 1099+96.04'EB'

MATCH LINE STA 1112+00'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 149	E



5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

5

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 150	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050203-pn

PLOT DATE : 5/28/2024 12:31 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE STA 1142+00'EB'

MATCH LINE STA 1157+00'EB'

STH 29 WB

1145+00'WB'
1145+00'EB'

1150+00'WB'
1150+00'EB'

N89°54'40"E
7271.58'

1155+00'WB'
1155+00'EB'

N89°54'40"E
7271.50'

STH 29 EB

N

5

5

LEGEND

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 1157+00'EB'

MATCH LINE STA 1172+00'EB'

WISDOT ATR COUNTERS

GRAVEL
PE

STH 29 WB

N89°54'40"E
7271.58'

1160+00'WB'
1160+00'EB'

1165+00'WB'
1165+00'EB'

1170+00'WB'
1170+00'EB'

N89°54'40"E
7271.50'

STH 29 EB

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

GRAVEL
PE

BUTT JOINT REQUIRED

W SENECA
TOWNLINE RD

GRAVEL
PE

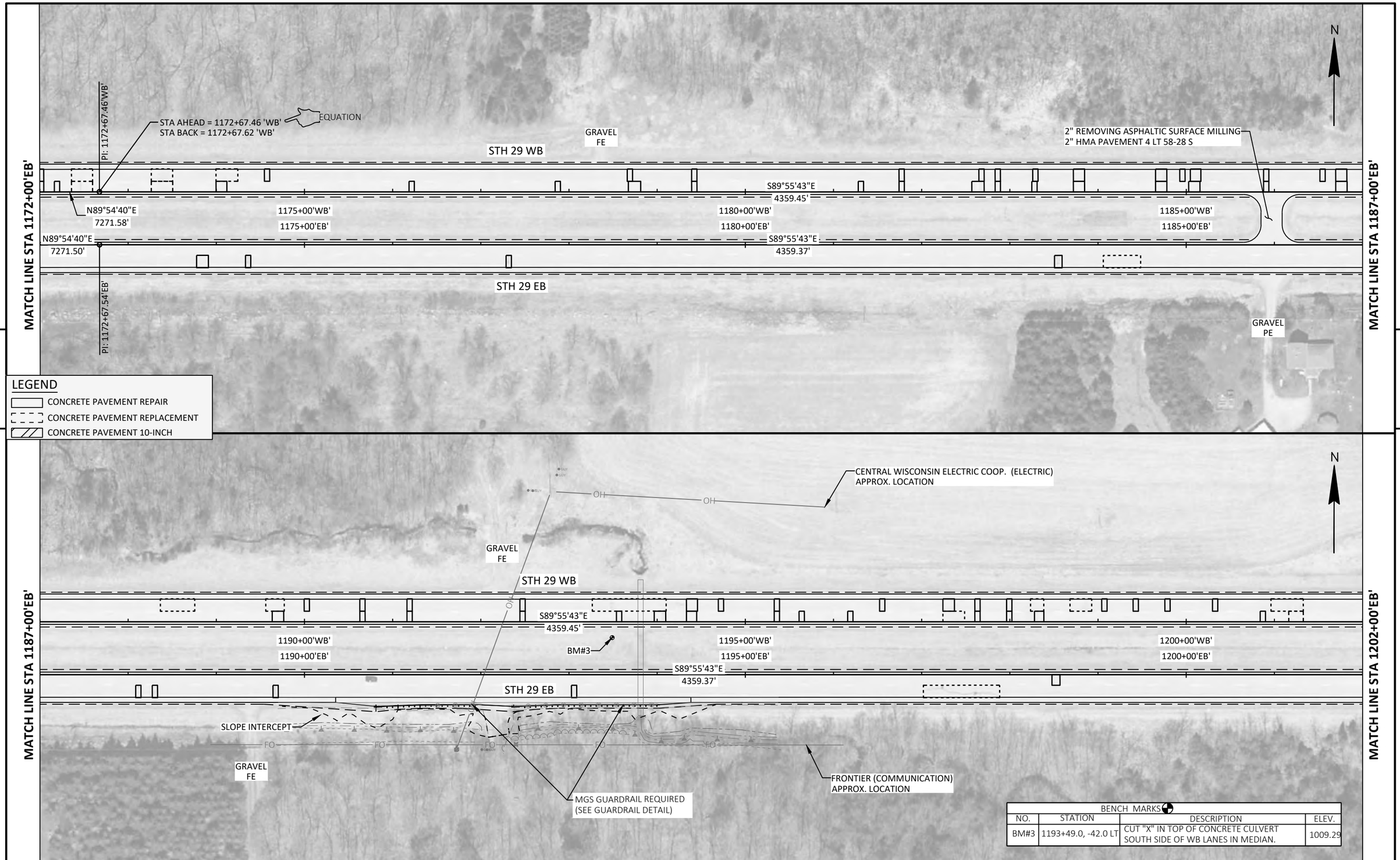
N

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 151	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050204-pn

PLOT DATE : 5/28/2024 12:32 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

5

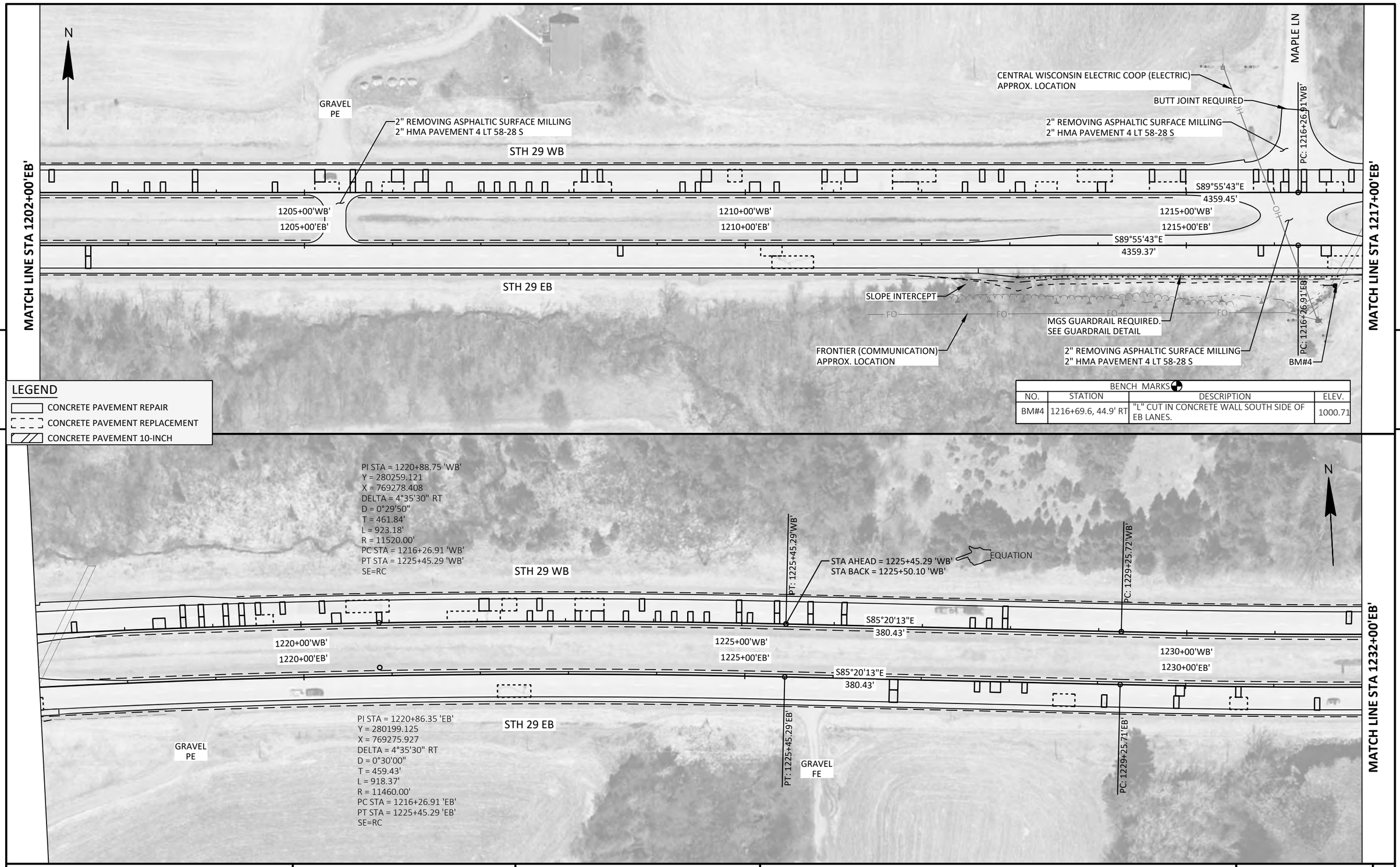
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#3	1193+49.0, -42.0 LT	CUT "X" IN TOP OF CONCRETE CULVERT SOUTH SIDE OF WB LANES IN MEDIAN.	1009.29

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 152	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050205-pn

PLOT DATE : 8/22/2024 1:47 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 153	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050206-pn
PLOT DATE : 8/22/2024 7:10 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

PI STA = 1233+82.74 'WB'
Y = 280153.495
X = 770573.399
DELTA = 4°35'29" LT
D = 0°30'09"
T = 457.03'
L = 913.56'
R = 11400.00'
PC STA = 1229+25.72 'WB'
PT STA = 1238+44.09 'WB'
SE=RC

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

GRAVEL
FE

PT: 1238+44.09'WB'

STA AHEAD = 1238+44.09 'WB'
STA BACK = 1238+39.28 'WB'
EQUATION

STH 29 WB

S89°55'43"E
1187.10'

1235+00'WB'
1235+00'EB'

1240+00'WB'
1240+00'EB'

1245+00'WB'
1245+00'EB'

S89°55'43"E
1187.55'

MATCH LINE STA 1232+00'EB'

MATCH LINE STA 1247+00'EB'

N

PI STA = 1233+85.15 'EB'
Y = 280093.498
X = 770570.918
DELTA = 4°35'29" LT
D = 0°30'00"
T = 459.43'
L = 918.37'
R = 11460.00'
PC STA = 1229+25.71 'EB'
PT STA = 1238+44.09 'EB'
SE=RC

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

BUTT JOINT REQUIRED

OLD 29 RD

PT: 1238+44.09'EB'

STH 29 EB

5

5

LEGEND
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 1247+00'EB'

MATCH LINE STA 1262+00'EB'

N

PI: 1250+32.09'WB'

STA AHEAD = 1250+32.09 'WB'
STA BACK = 1250+31.19 'WB'
EQUATION

GRAVEL
FE

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

STH 29 WB

S89°55'43"E
1187.10'

N89°12'29"E
2199.43'

1250+00'WB'
1250+00'EB'

1255+00'WB'
1255+00'EB'

1260+00'WB'
1260+00'EB'

S89°55'43"E
1187.55'

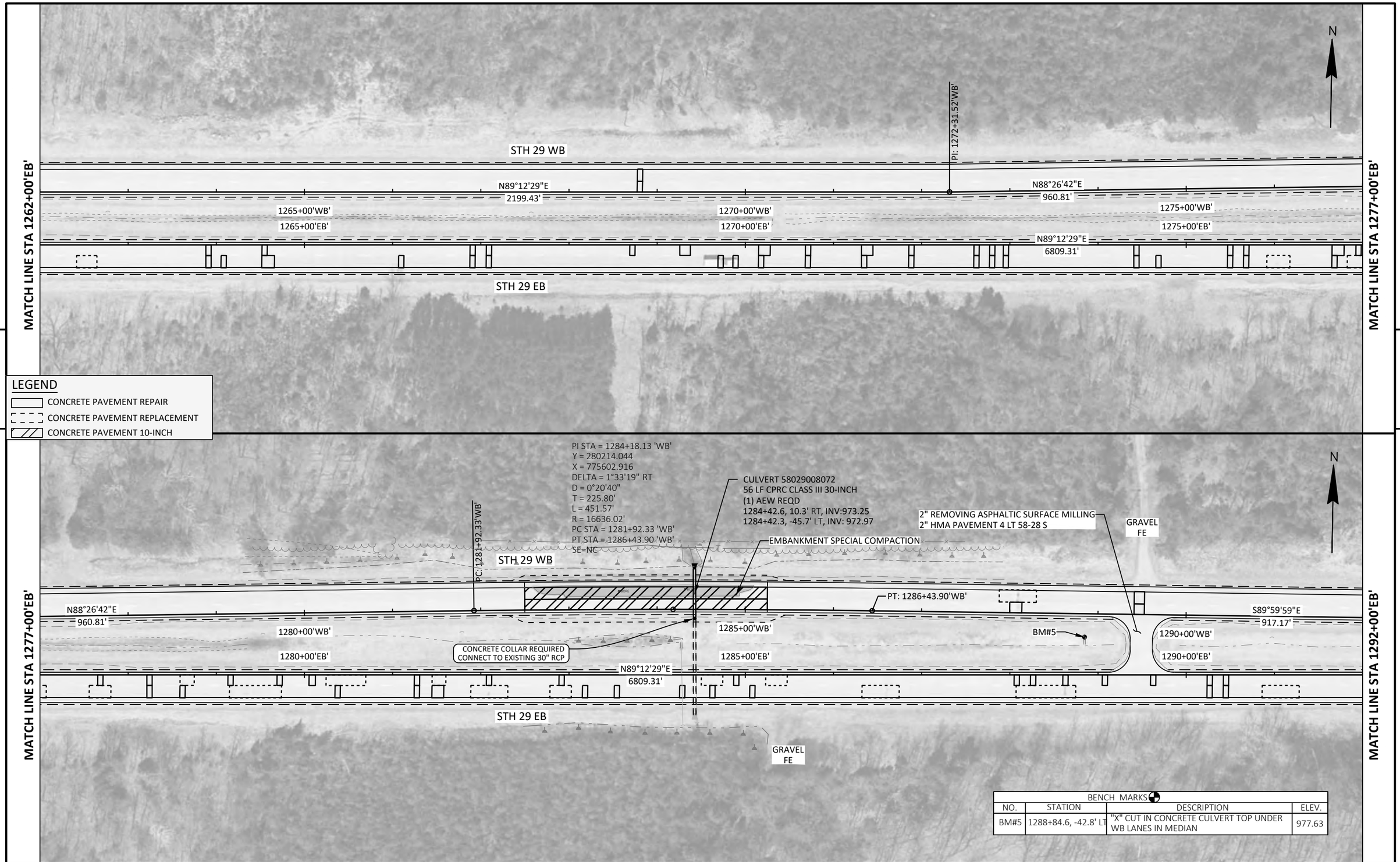
N89°12'29"E
6809.31'

PI: 1250+31.64'EB'

STH 29 EB

GRAVEL
FE

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 154	E



5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

5

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM#5	1288+84.6, -42.8' LT	"X" CUT IN CONCRETE CULVERT TOP UNDER WB LANES IN MEDIAN	977.63

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 155	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050208-pn

PLOT DATE : 7/30/2024 8:37 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 156	E

MATCH LINE STA 1322+00'EB'

MATCH LINE STA 1337+00'EB'

GRAVEL
FE

APSH
PE

STH 29 WB

S89°10'14"E
2738.90'

1325+00'WB'
1325+00'EB'

1330+00'WB'
1330+00'EB'

1335+00'WB'
1335+00'EB'

S89°10'14"E
2738.90'

STH 29 EB

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

BUTT JOINT REQUIRED

OLD 29
RD

N

5

5

LEGEND

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 1337+00'EB'

MATCH LINE STA 1352+00'EB'

CTH D

PI: 1349+04.16'WB'

BUTT JOINT REQUIRED

EQUATION

STA AHEAD = 1349+04.16 'WB'
STA BACK = 1349+04.13 'WB'

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

N

STH 29 WB

S89°10'14"E
2738.90'

1340+00'WB'
1340+00'EB'

1345+00'WB'
1345+00'EB'

1350+00'WB'
1350+00'EB'

S89°10'14"E
2738.90'

STH 29 EB

GRAVEL
PE

PI: 1349+04.14'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 157	E

MATCH LINE STA 1352+00'EB'

MATCH LINE STA 1367+00'EB'

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

N

GRAVEL
PE

STH 29 WB

S89°11'43"E
2205.28'

1355+00'WB'
1355+00'EB'

1360+00'WB'
1360+00'EB'

1365+00'WB'
1365+00'EB'

S89°11'43"E
2205.46'

STH 29 EB

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

MATCH LINE STA 1367+00'EB'

MATCH LINE STA 1382+00'EB'

N

GRAVEL
FE

EQUATION

GRAVEL
PE

STA AHEAD = 1371+09.75 'WB'
STA BACK = 1371+09.44 'WB'

PI: 1371+09.75'WB'

OH

ALLIANT (ELECTRIC)
APPROX. LOCATION

REPLACE CONCRETE
SURFACE DRAIN
STA 1376+40 LT

FRONTIER (COMMUNICATION)

STH 29 WB

S89°11'43"E
2205.28'

S89°29'18"E
1475.90'

1370+00'WB'
1370+00'EB'

1375+00'WB'
1375+00'EB'

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

1380+00'WB'
1380+00'EB'

S89°11'43"E
2205.46'

S89°29'18"E
1476.06'

STH 29 EB

APSH
PE

PI: 1371+09.60'EB'

BUTT JOINT REQUIRED

CTH G

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 158	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050211-pn

PLOT DATE : 10/21/2024 1:49 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

LEGEND
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 1382+00'EB'

GRAVEL FE

STH 29 WB

PC: 1385+85.65'WB'

S89°29'18"E 1475.90'

1385+00'WB'

1385+00'EB'

S89°29'18"E 1476.06'

PC: 1385+85.66'EB'

STH 29 EB

BUCKOSKI LN

1390+00'WB'

1390+00'EB'

BUTT JOINT REQUIRED

CTH G

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

1395+00'WB'

1395+00'EB'

SLOPE INTERCEPT

SLOPE INTERCEPT

MGS GUARDRAIL REQUIRED.
SEE GUARDRAIL DETAIL

PI STA = 1393+63.63 'WB'
Y = 280154.697
X = 786549.179
DELTA = 36°36'20" RT
D = 2°26'10"
T = 777.98'
L = 1502.67'
R = 2352.00'
PC STA = 1385+85.65 'WB'
PT STA = 1400+49.99 'WB'
SE=5.8%

PI STA = 1393+43.79 'EB'
Y = 280094.876
X = 786528.797
DELTA = 36°36'20" RT
D = 2°29'59"
T = 758.13'
L = 1464.33'
R = 2292.00'
PC STA = 1385+85.66 'EB'
PT STA = 1400+49.99 'EB'
SE=5.8%

MGS
SEE

MATCH LINE STA 1397+00'EB'

5

N

EXCEPTION TO NET ℄ LENGTH
B-58-092
STA 1398+40.6 - STA 1399+09.9

MGS GUARDRAIL REQUIRED.
SEE GUARDRAIL DETAIL

CONCRETE PAVEMENT 8-INCH

PT: 1400+49.99'WB'

STA AHEAD = 1400+49.99 'WB'
STA BACK = 1400+88.32 'WB'

EQUATION

ALLIANT (ELECTRIC)
APPROX. LOCATION

GRAVEL FE

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

STH 29 WB

S52°52'57"E 2961.85'

1400+00'WB'

1400+00'EB'

SLOPE INTERCEPT

BM#6

1405+00'WB'

1405+00'EB'

1410+00'WB'

1410+00'EB'

PT: 1400+49.99'EB'

S52°52'57"E 2961.85'

STH 29 EB

CONCRETE PAVEMENT 8-INCH

CONCRETE COLLAR FOR PIPE
SEE GUARDRAIL DETAIL

EXCEPTION TO NET ℄ LENGTH
B-58-091
STA 1398+31.7 - STA 1399+09.9

FRONTIER (COMMUNICATION)
APPROX. LOCATION

GRAVEL PE

NORTH BRANCH EMBARRASS RIVER

MGS GUARDRAIL REQUIRED.
SEE GUARDRAIL DETAIL

MGS GUARDRAIL REQUIRED.
FLUME RELOCATION REQUIRED.
SEE GUARDRAIL DETAIL

MATCH LINE STA 1397+00'EB'

MATCH LINE STA 1412+00'EB'

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM#6	1399+58.7, -23.4' LT	"X" CUT IN CULVERT TOP IN MEDIAN	937.73

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 159	E

MATCH LINE STA 1412+00'EB'

MATCH LINE STA 1427+00'EB'

STH 29 WB

S52°52'57"E
2961.85'

1415+00'WB'
1415+00'EB'

1420+00'WB'
1420+00'EB'

1425+00'WB'
1425+00'EB'

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

S52°52'57"E
2961.85'

STH 29 EB

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 1427+00'EB'

S52°52'57"E
2961.85'

PC; 1430+11.84'WB'

1430+00'WB'
1430+00'EB'

S52°52'57"E
2961.85'

PC; 1430+11.84'EB'

STH 29 WB

STH 29 EB

GRAVEL
PE

PI STA = 1436+63.89 'WB'
Y = 277504.421
X = 790051.262
DELTA = 35°43'48" LT
D = 2°49'56"
T = 652.05'
L = 1261.55'
R = 2023.00'
PC STA = 1430+11.84 'WB'
PT STA = 1443+10.81 'WB'
SE=5.93%

PI STA = 1436+83.22 'EB'
Y = 277444.907
X = 790030.476
DELTA = 35°43'48" LT
D = 2°45'02"
T = 671.38'
L = 1298.97'
R = 2083.00'
PC STA = 1430+11.84 'EB'
PT STA = 1443+10.81 'EB'
SE=5.93%

ROCK RD

CTH D

1435+00'WB'
1435+00'EB'

1440+00'WB'
1440+00'EB'

BUTT JOINT REQUIRED

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

ALLIANT (ELECTRIC)
APPROX. LOCATION

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

BM#7

SLOPE INTERCEPT

BUTT JOINT REQUIRED

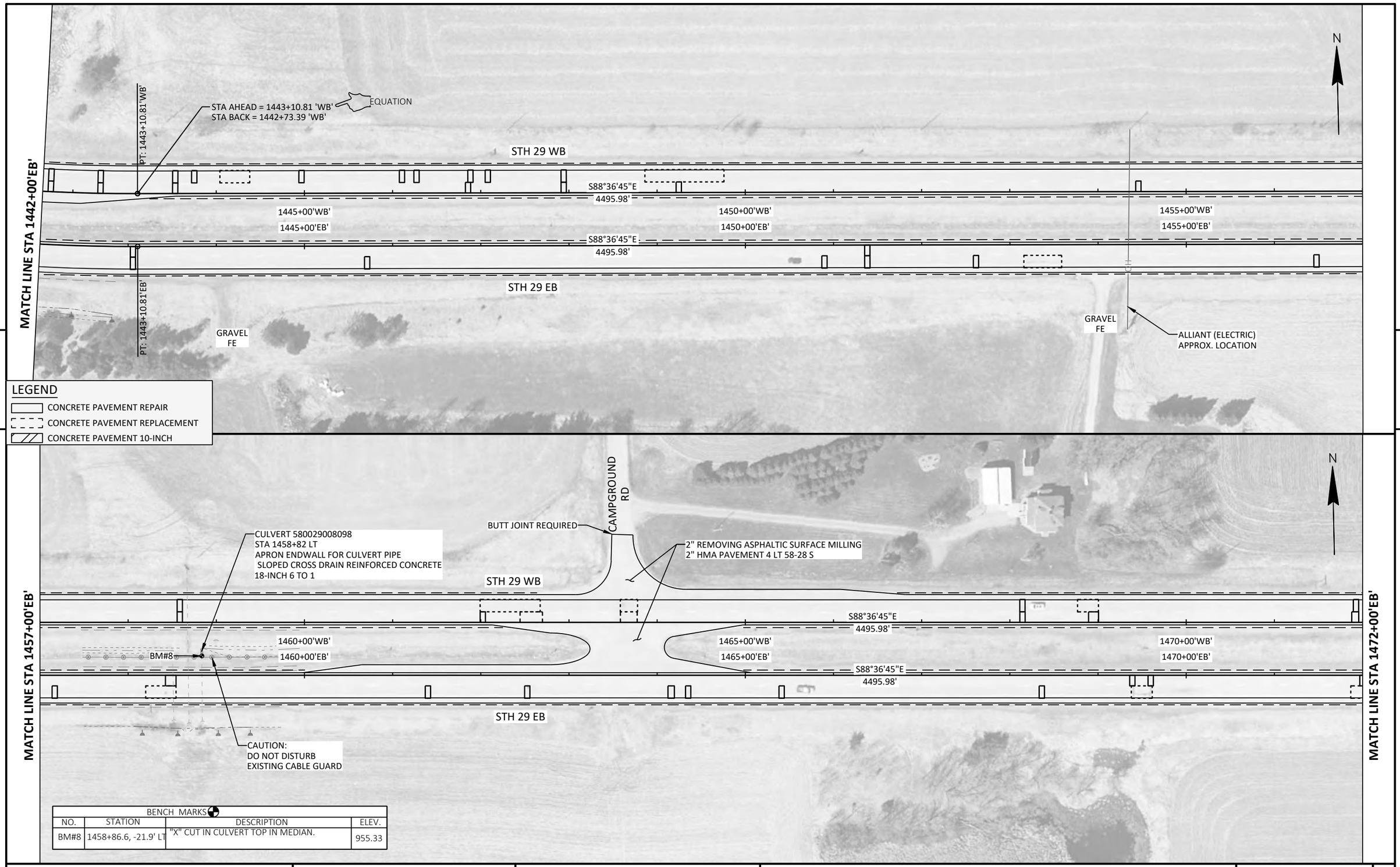
MGS GUARDRAIL REQUIRED.
SEE GUARDRAIL DETAIL

MATCH LINE STA 1442+00

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM#7	11439+90.1,69.9' RT	"X" CUT IN LARGE BOULDER SOUTH SIDE OF EB LANES.	961.11

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 160	E



BENCH MARKS

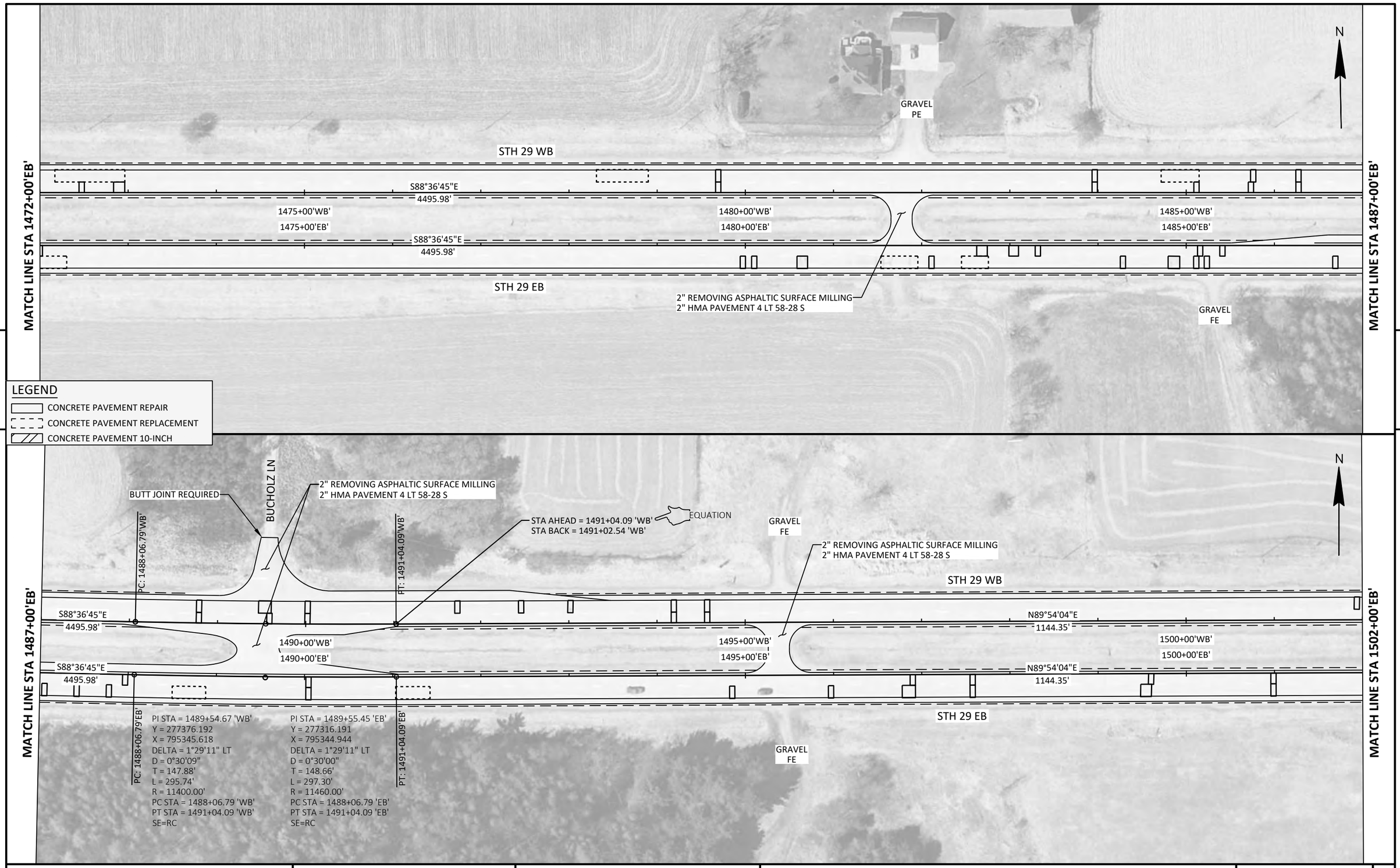
NO.	STATION	DESCRIPTION	ELEV.
BM#8	1458+86.6, -21.9' LT	"X" CUT IN CULVERT TOP IN MEDIAN.	955.33

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 161	E

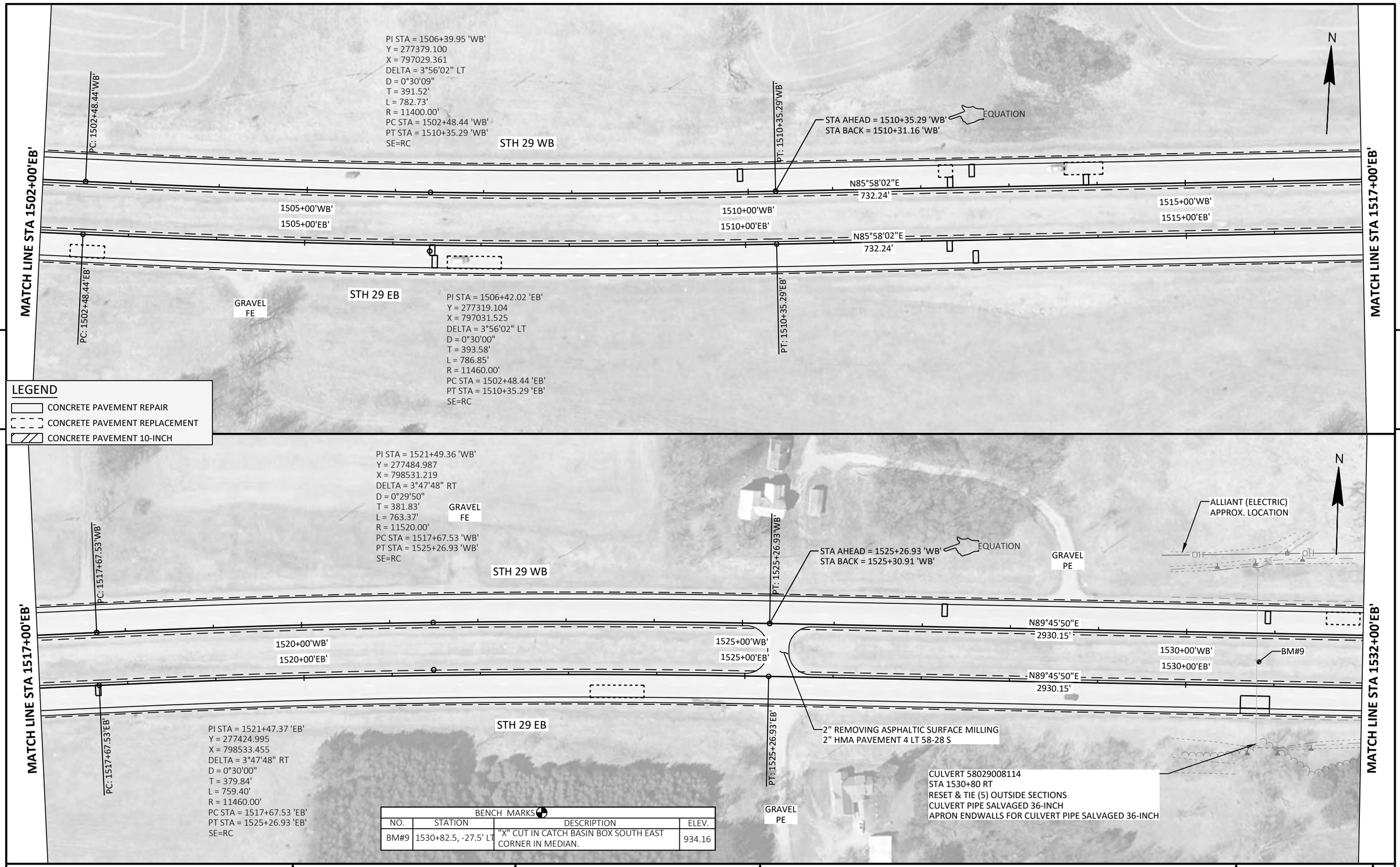
FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050214-pn

PLOT DATE : 8/13/2024 8:33 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 162	E



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#9	1530+82.5, -27.5' LT	"X" CUT IN CATCH BASIN BOX SOUTH EAST CORNER IN MEDIAN.	934.16

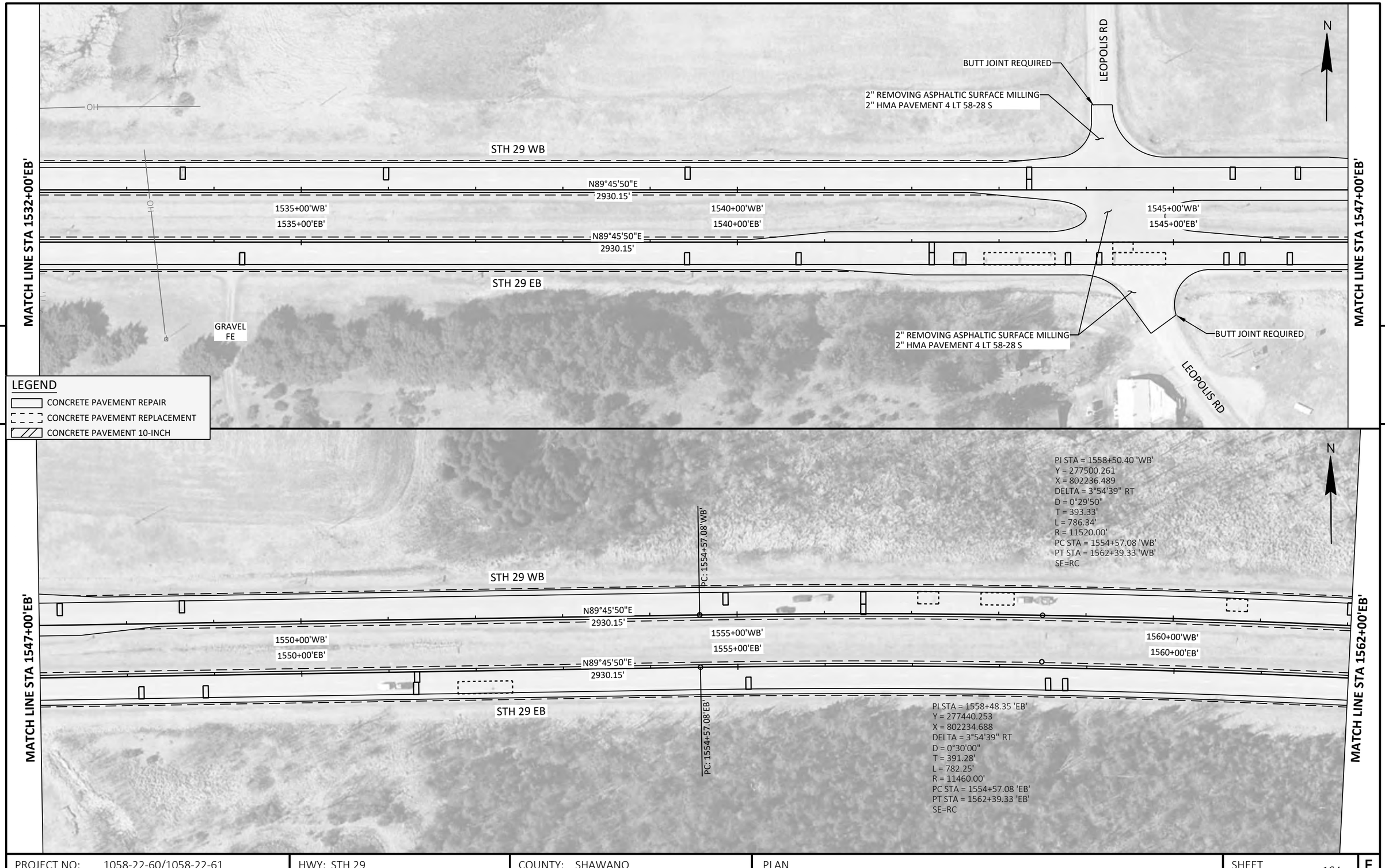
5

5

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 163	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050216-pn

PLOT DATE : 5/28/2024 12:34 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

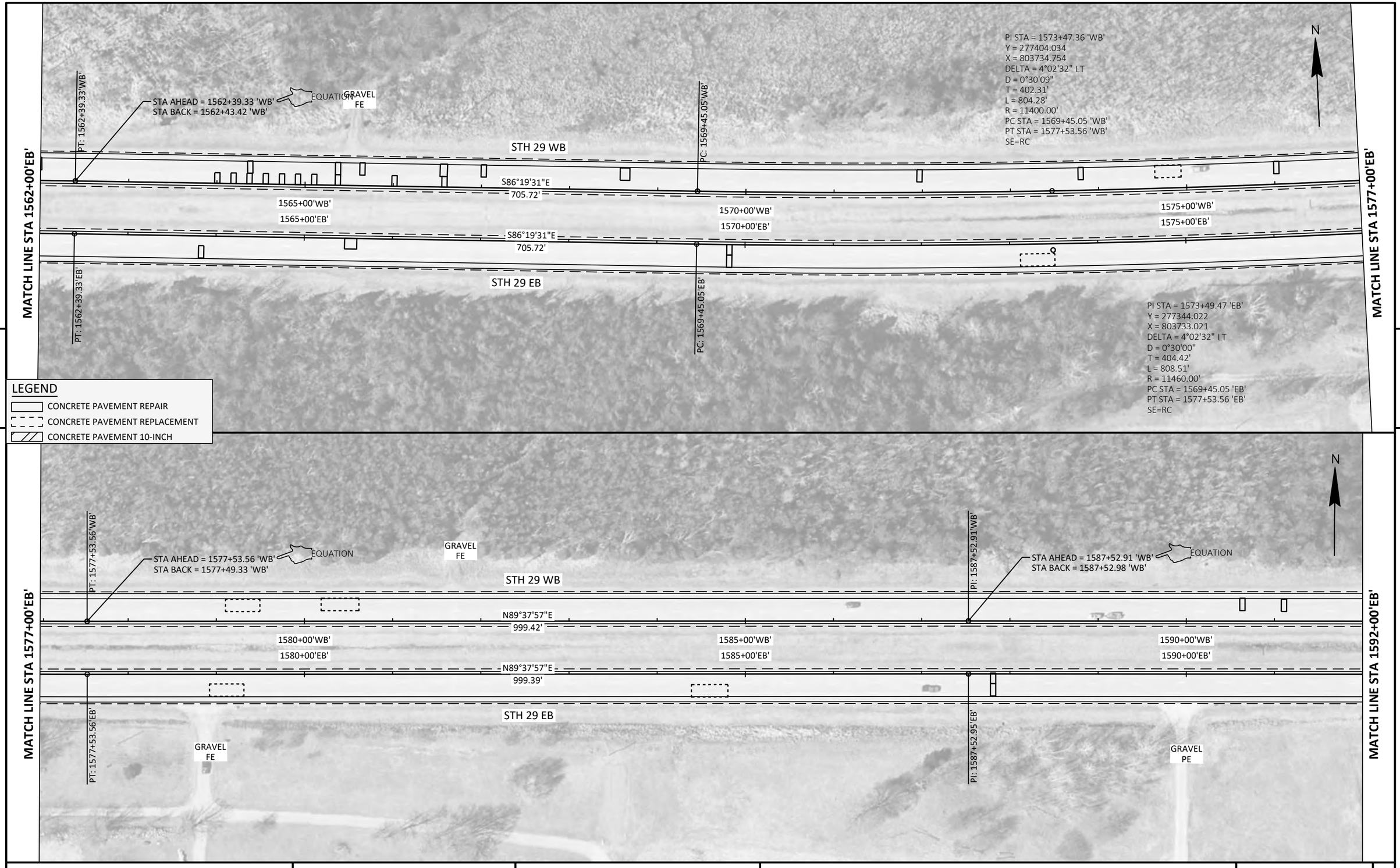


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 164	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050217-pn

PLOT DATE : 5/28/2024 12:34 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

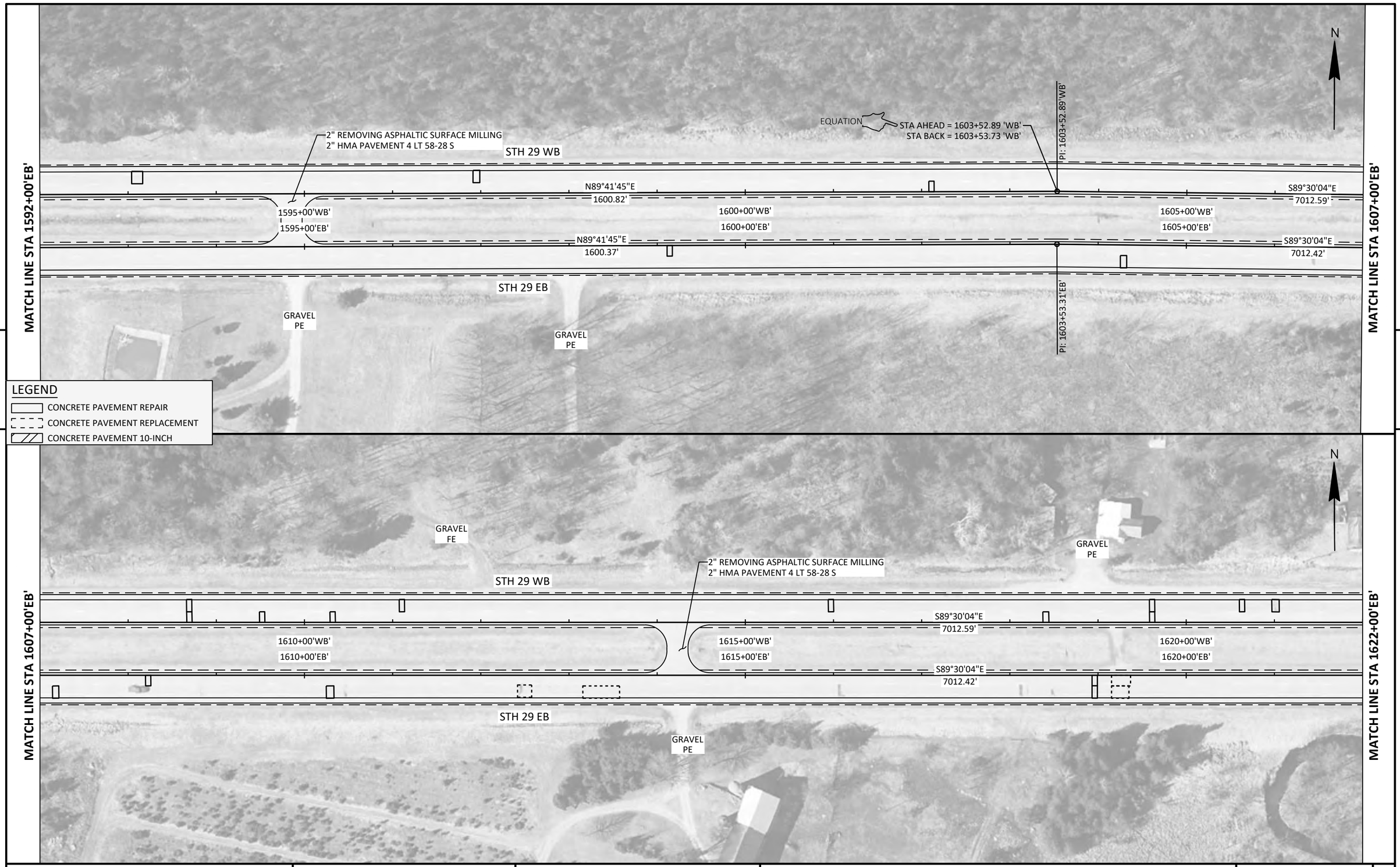
WISDOT/CADDS SHEET 44



LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 165	E



5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

5

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 166	E

MILL CREEK

GRAVEL FE

GRAVEL PE

GRAVEL PE

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

STH 29 WB

S89°30'04"E
7012.59'

1625+00'WB'
1625+00'EB'

1630+00'WB'
1630+00'EB'

1635+00'WB'
1635+00'EB'

S89°30'04"E
7012.42'

STH 29 EB

GRAVEL FE

N

MATCH LINE STA 1622+00

MATCH LINE STA 1637+00'EB'

5

5

LEGEND

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT 10-INCH

GRAVEL PE

GRAVEL PE

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

STH 29 WB

S89°30'04"E
7012.59'

1640+00'WB'
1640+00'EB'

1645+00'WB'
1645+00'EB'

1650+00'WB'
1650+00'EB'

S89°30'04"E
7012.42'

STH 29 EB

GRAVEL FE

GRAVEL PE

N

MATCH LINE STA 1637+00'EB'

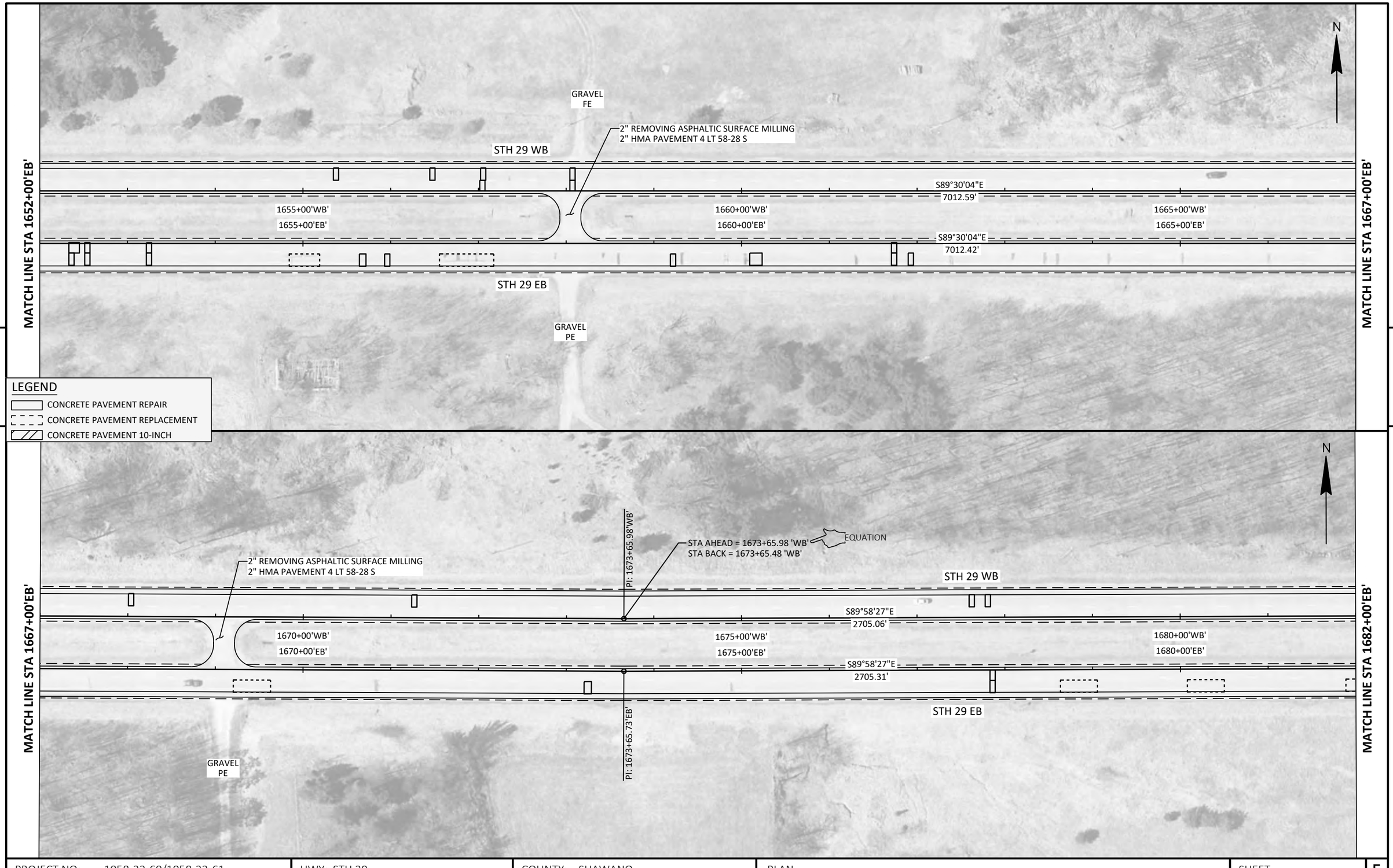
MATCH LINE STA 1652+00'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 167	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050220-pn

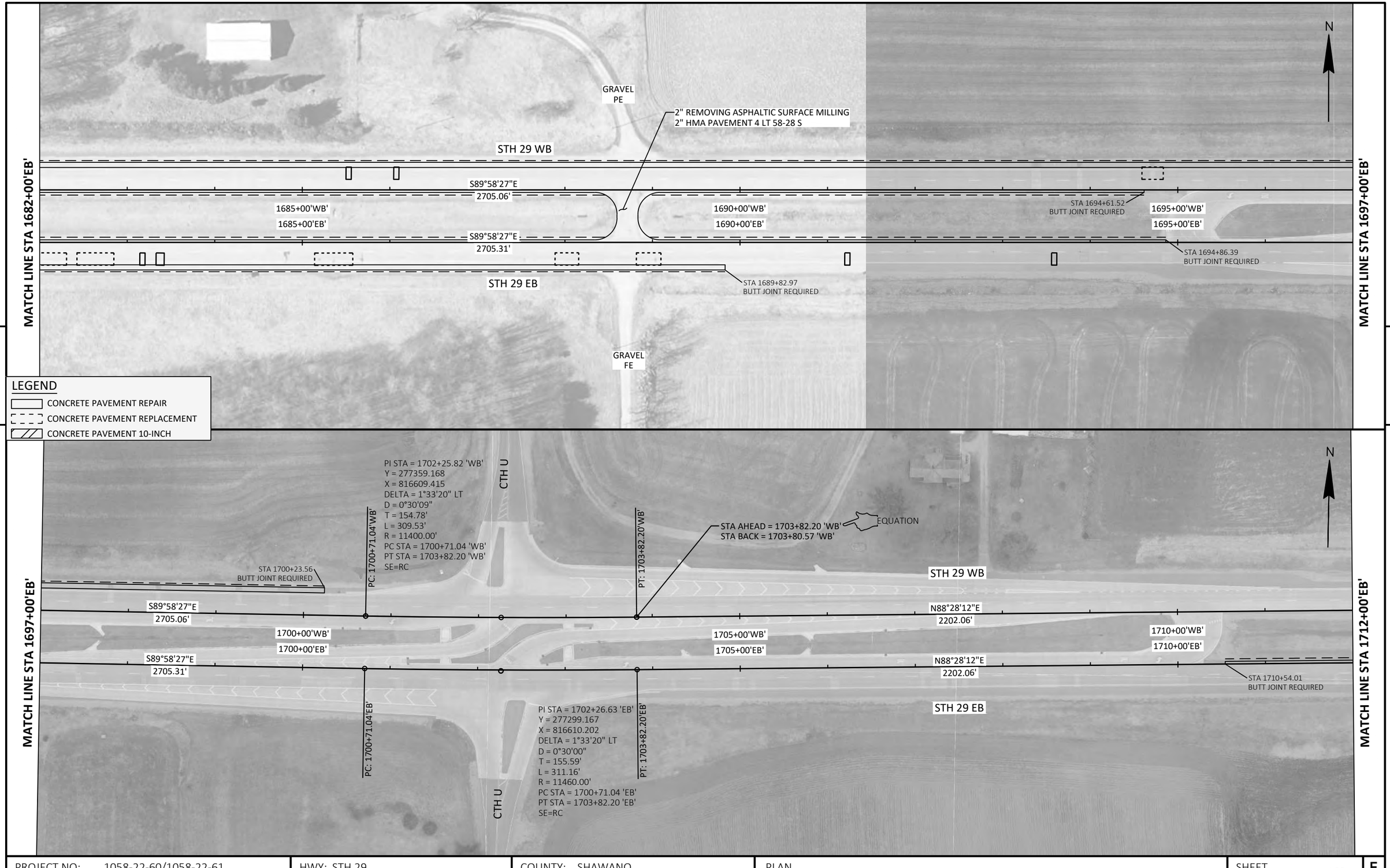
PLOT DATE : 5/28/2024 12:34 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 168	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050221-pn
PLOT DATE : 5/28/2024 12:35 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 169	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050222-pn

PLOT DATE : 10/21/2024 1:31 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE STA 1712+00'EB'

MATCH LINE STA 1727+00'EB'

STH 29 WB

N88°28'12"E
2202.06'

1715+00'WB'
1715+00'EB'

1720+00'WB'
1720+00'EB'

1725+00'WB'
1725+00'EB'

STA 1722+98.16
BUTT JOINT REQUIRED

STA 1722+98.16
BUTT JOINT REQUIRED

PC: 1725+84.26'WB'

N88°28'12"E
2202.06'

STA 1713+89.16
BUTT JOINT REQUIRED

STH 29 EB

PC: 1725+84.26'EB'

GRAVEL
FE

N

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

PI STA = 1728+84.96 'WB'
Y = 277430.123
X = 819265.998
DELTA = 2°59'25" RT
D = 0°29'50"
T = 300.69'
L = 601.25'
R = 11520.00'
PC STA = 1725+84.26 'WB'
PT STA = 1731+82.39 'WB'
SE=RC

PT: 1731+82.39'WB'

STA AHEAD = 1731+82.39 'WB'
STA BACK = 1731+85.51 'WB'
EQUATION

N

STH 29 WB

S88°32'22"E
2728.99'

1730+00'WB'
1730+00'EB'

1735+00'WB'
1735+00'EB'

1740+00'WB'
1740+00'EB'

S88°32'22"E
2728.99'

STH 29 EB

PI STA = 1728+83.39 'EB'
Y = 277370.102
X = 819266.034
DELTA = 2°59'25" RT
D = 0°30'00"
T = 299.13'
L = 598.12'
R = 11460.00'
PC STA = 1725+84.26 'EB'
PT STA = 1731+82.39 'EB'
SE=RC

PT: 1731+82.39'EB'

GRAVEL
PE

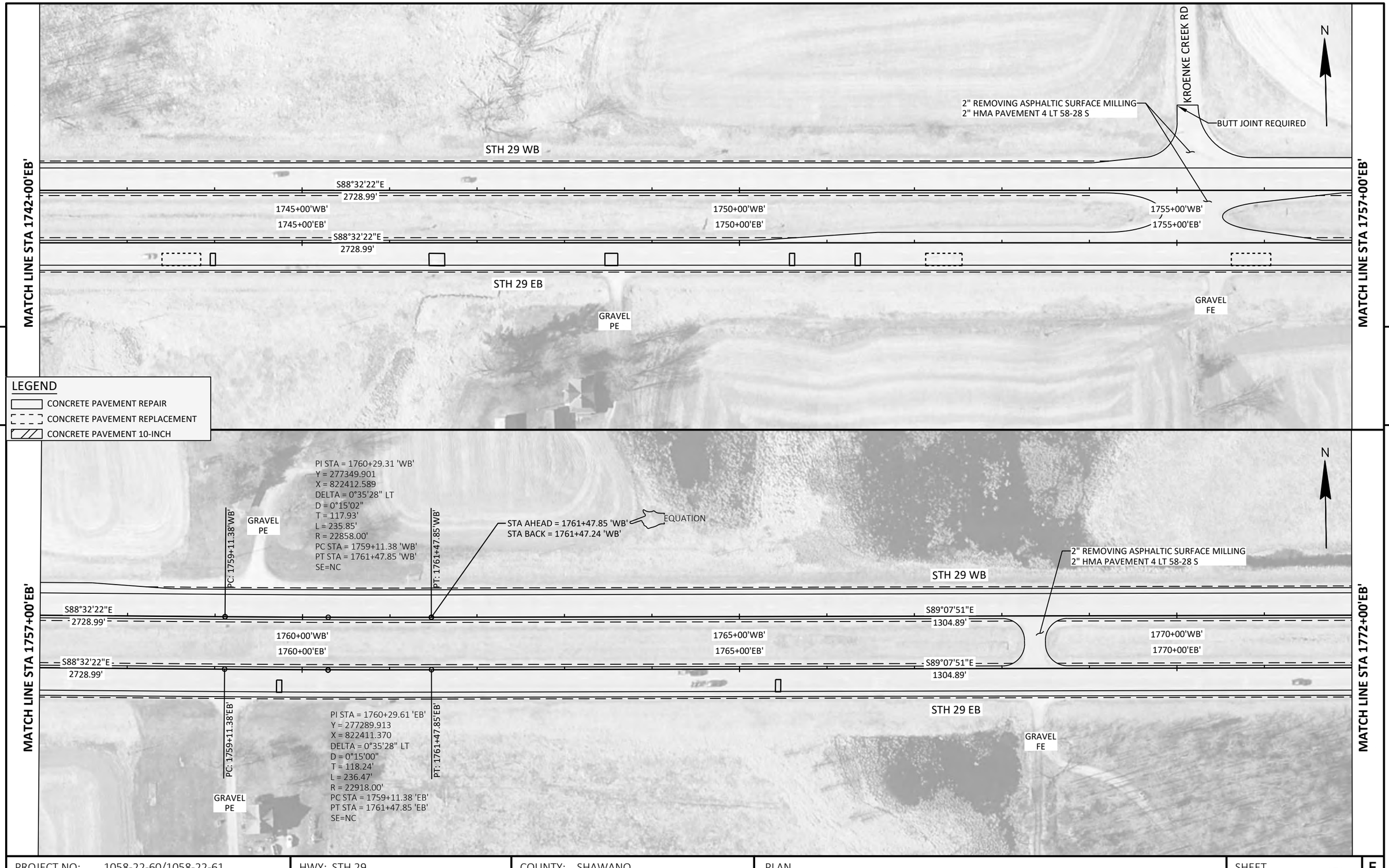
MATCH LINE STA 1727+00'EB'

MATCH LINE STA 1742+00'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 170	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050223-pn

PLOT DATE : 10/21/2024 1:32 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

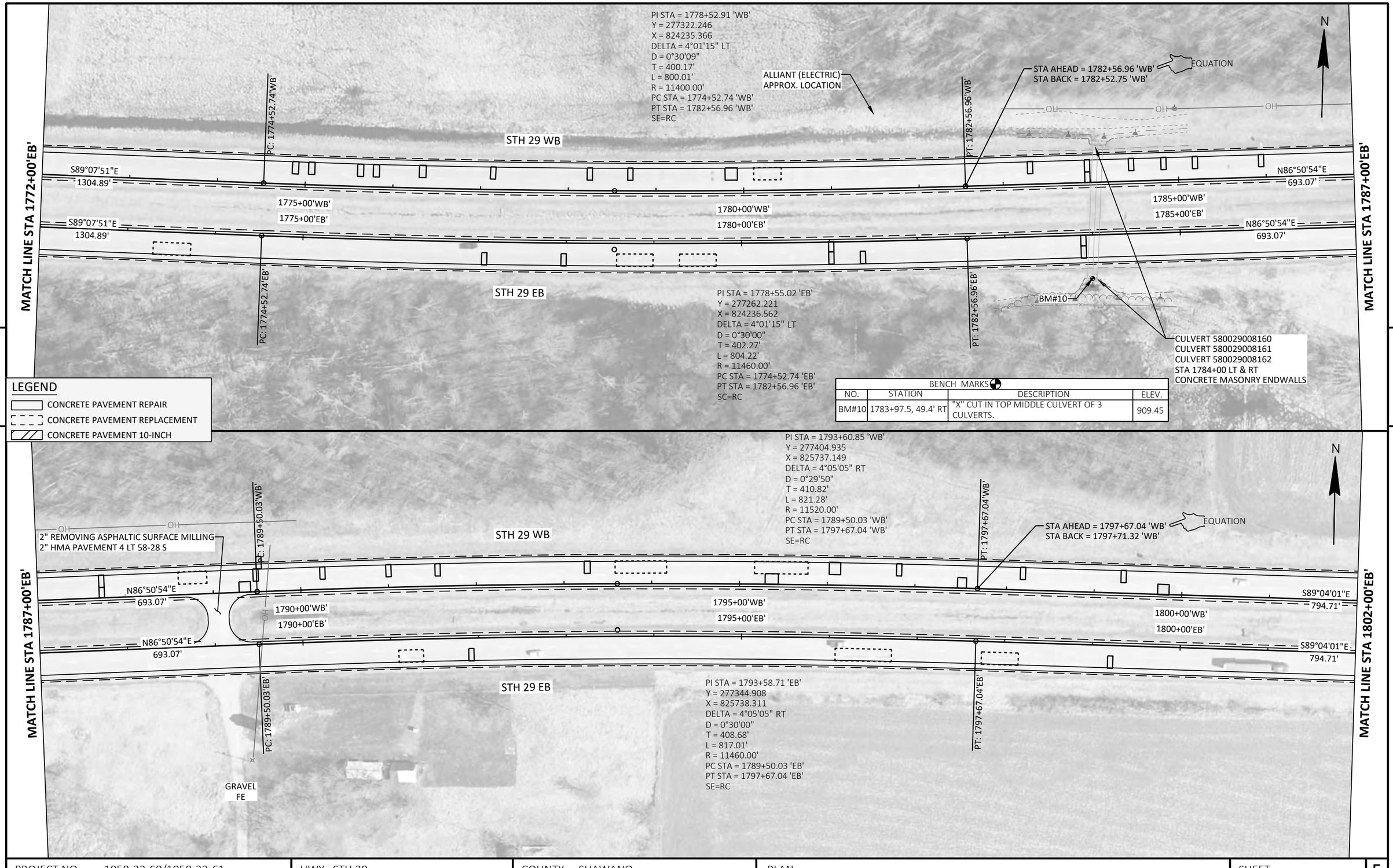


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 171 E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050224-pn

PLOT DATE : 5/28/2024 12:35 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM#10	1783+97.5, 49.4' RT	"X" CUT IN TOP MIDDLE CULVERT OF 3 CULVERTS.	909.45

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 172	E

PI STA = 1806+77.59 'WB'
Y = 277383.416
X = 827058.335
DELTA = 1°09'52" LT
D = 0°30'09"
T = 115.84'
L = 231.67'
R = 11400.00'
PC STA = 1805+61.75 'WB'
PT STA = 1807+94.63 'WB'
SE=RC

RANGE LINE RD

BUTT JOINT REQUIRED

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

PC: 1805+61.75'WB'

PT: 1807+94.63'WB'

STA AHEAD = 1807+94.63 'WB'
STA BACK = 1807+93.41 'WB'

EQUATION

N

MATCH LINE STA 1802+00'EB'

STH 29 WB

N89°46'08"E
4110.56'

1805+00'WB'
1805+00'EB'

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

1810+00'WB'
1810+00'EB'

1815+00'WB'
1815+00'EB'

N89°46'08"E
4110.56'

STH 29 EB

PI STA = 1806+78.19 'EB'
Y = 277323.414
X = 827057.967
DELTA = 1°09'52" LT
D = 0°30'00"
T = 116.45'
L = 232.89'
R = 11460.00'
PC STA = 1805+61.75 'EB'
PT STA = 1807+94.63 'EB'
SC=RC

PC: 1805+61.75'EB'

PT: 1807+94.63'EB'

RANGE LINE RD

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

BUTT JOINT REQUIRED

MATCH LINE STA 1817+00'EB'

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

5

N

MATCH LINE STA 1817+00'EB'

STH 29 WB

N89°46'08"E
4110.56'

1820+00'WB'
1820+00'EB'

1825+00'WB'
1825+00'EB'

1830+00'WB'
1830+00'EB'

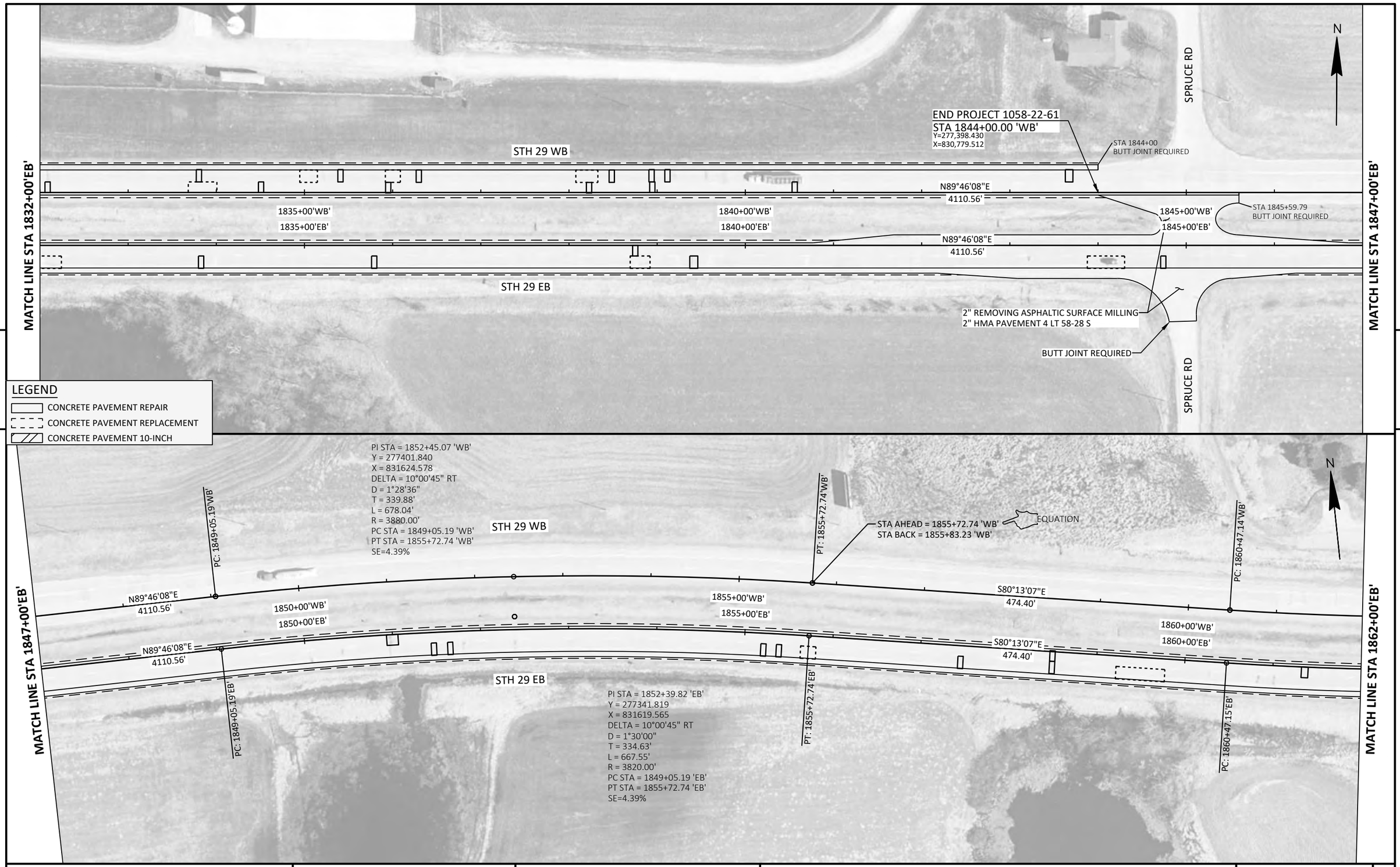
N89°46'08"E
4110.56'

STH 29 EB

GRAVEL
FE

MATCH LINE STA 1832+00'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 173	E



5

5

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 174	E

PI STA = 1863+57.37 'WB'
Y = 277210.798
X = 832732.744
DELTA = 9°26'00" LT
D = 1°31'26"
T = 310.22'
L = 619.05'
R = 3760.00'
PC STA = 1860+47.14 'WB'
PT STA = 1866+76.07 'WB'
SE=4.39%

OAK AVE

HICKORY RD

N

PT: 1866+76.07'WB'

STA AHEAD = 1866+76.07 'WB'
STA BACK = 1866+66.19 'WB'

EQUATION

STH 29 WB

MATCH LINE STA 1862+00'EB'

S89°39'07"E
2186.86'

1865+00'WB'
1865+00'EB'

1870+00'WB'
1870+00'EB'

BUTT JOINT REQUIRED
2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

1875+00'WB'
1875+00'EB'

S89°39'07"E
2186.86'

STH 29 EB

MATCH LINE STA 1877+00'EB'

PI STA = 1863+62.32 'EB'
Y = 277150.829
X = 832727.429
DELTA = 9°26'00" LT
D = 1°30'00"
T = 315.18'
L = 628.93'
R = 3820.00'
PC STA = 1860+47.15 'EB'
PT STA = 1866+76.07 'EB'
SE=4.39%

PT: 1866+76.07'EB'

GRAVEL PE

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

OAK AVE

N

PC: 1888+62.93'WB'

STH 29 WB

MATCH LINE STA 1877+00'EB'

S89°39'07"E
2186.86'

1880+00'WB'
1880+00'EB'

1885+00'WB'
1885+00'EB'

1890+00'WB'
1890+00'EB'

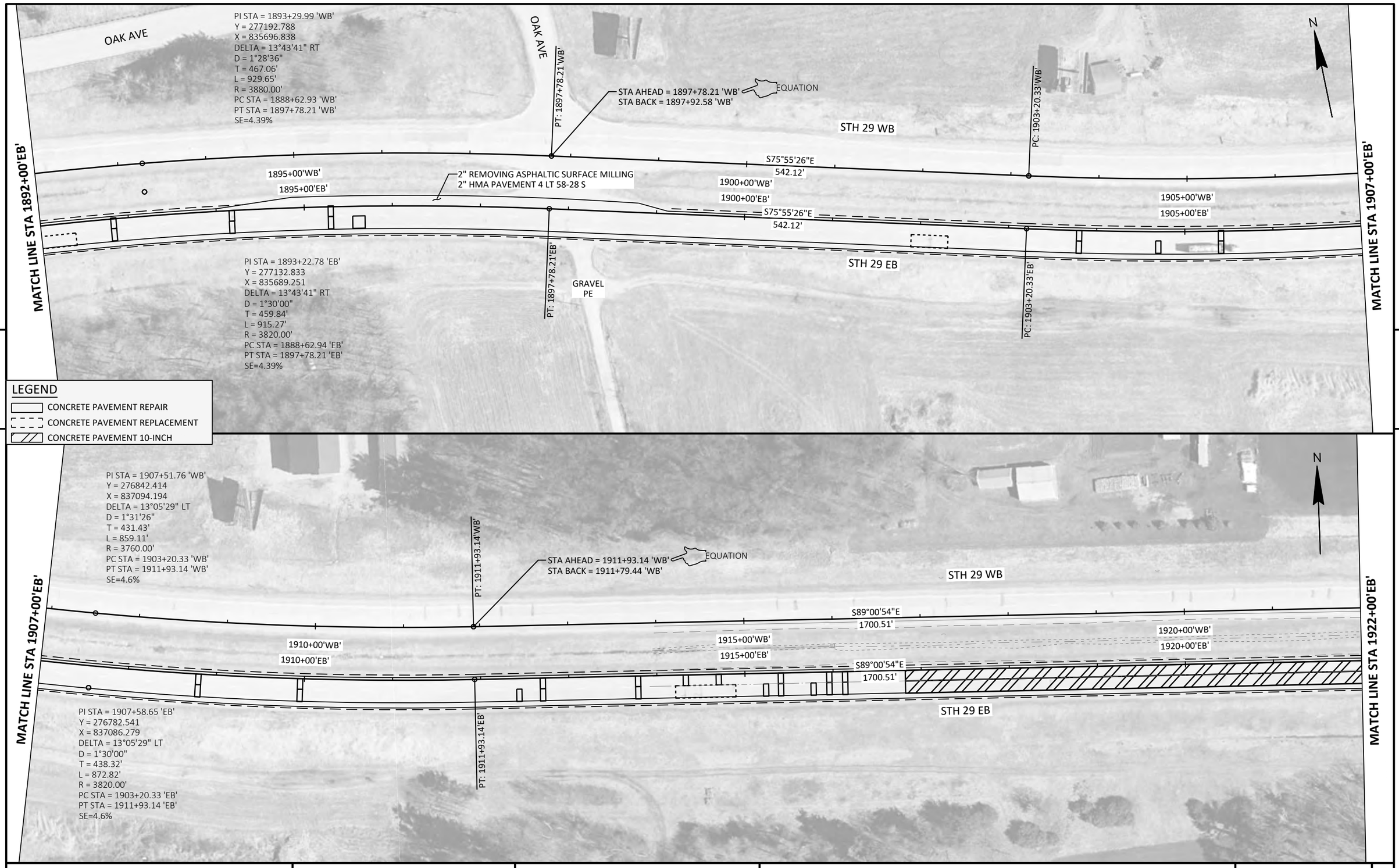
S89°39'07"E
2186.86'

STH 29 EB

MATCH LINE STA 1892+00'EB'

PC: 1888+62.94'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 175	E



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 176	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050229-pn
PLOT DATE : 5/28/2024 12:36 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 1922+00'EB'

STH 29 WB

PC: 1928+93.65'WB'

S89°00'54"E
1700.51'

1925+00'WB'
1925+00'EB'

1930+00'WB'
1930+00'EB'

1935+00'WB'
1935+00'EB'

S89°00'54"E
1700.51'

STH 29 EB

PC: 1928+93.65'EB'

MATCH LINE STA 1937+00'EB'

N

PI STA = 1939+35.98 'WB'
Y = 276787.851
X = 840267.992
DELTA = 30°04'26" RT
D = 1°28'36"
T = 1042.33'
L = 2036.57'
R = 3880.00'
PC STA = 1928+93.65 'WB'
PT STA = 1948+98.73 'WB'
SE=4.6%

MATCH LINE STA 1937+00'EB'

STH 29 WB

EQUATION

STA AHEAD = 1948+98.73 'WB'
STA BACK = 1949+30.22 'WB'

PT: 1948+98.73'WB'

1940+00'WB'
1940+00'EB'

1945+00'WB'
1945+00'EB'

S58°56'28"E
5871.21'

1950+00'WB'
1950+00'EB'

S58°56'28"E
5871.21'

STH 29 EB

PT: 1948+98.73'EB'

PI STA = 1939+19.86 'EB'
Y = 276728.136
X = 840250.845
DELTA = 30°04'26" RT
D = 1°30'00"
T = 1026.21'
L = 2005.08'
R = 3820.00'
PC STA = 1928+93.65 'EB'
PT STA = 1948+98.73 'EB'
SE=4.6%

N

MATCH LINE STA 1952+00'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 177	E

MATCH LINE STA 1952+00'EB'

MATCH LINE STA 1967+00'EB'

STH 29 WB

S58°56'28"E
5871.21'

1955+00'WB'
1955+00'EB'

1960+00'WB'
1960+00'EB'

1965+00'WB'
1965+00'EB'

S58°56'28"E
5871.21'

STH 29 EB

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 1967+00'EB'

MATCH LINE STA 1982+00'EB'

STH 29 WB

1970+00'WB'
1970+00'EB'

1975+00'WB'
1975+00'EB'

S58°56'28"E
5871.21'

1980+00'WB'
1980+00'EB'

S58°56'28"E
5871.21'

STH 29 EB

5

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 178	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050231-pn

PLOT DATE : 5/28/2024 12:36 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 1982+00'EB'

MATCH LINE STA 1997+00'EB'

ALLIANT (ELECTRIC)
APPROX. LOCATION

MGS GUARDRAIL REQUIRED.
SEE GUARDRAIL DETAIL

STH 29 WB

1985+00'WB'
1985+00'EB'

BM#11

1990+00'WB'
1990+00'EB'

S58°56'28"E
5871.21'

WORK COMPLETED
BY OTHERS PRIOR TO
CONSTRUCTION

STA 1993+18.16
BUTT JOINT REQUIRED

1995+00'WB'
1995+00'EB'

S58°56'28"E
5871.21'

STA 1993+18.17
BUTT JOINT REQUIRED

STH 29 EB

STA 1993+18.18
BUTT JOINT REQUIRED

MAPLE AVE

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#11	1988+27.4, -27.6' LT	"X" CUT IN CATCH BASIN BOX ON SE CORNER IN MEDIAN.	855.08

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 1997+00'EB'

MATCH LINE STA 2012+00'EB'

CTH MMM

STH 29 WB

PI STA = 2010+26.02 'WB'
Y = 273088.912
X = 846409.752
DELTA = 9°06'40" LT
D = 1°46'58"
T = 256.08'
L = 511.08'
R = 3214.00'
PC STA = 2007+69.94 'WB'
PT STA = 2012+90.56 'WB'
SE=5.1%

PC: 2007+69.94'WB'

S58°56'28"E
5871.21'

2000+00'WB'
2000+00'EB'

S58°56'28"E
5871.21'

2005+00'WB'
2005+00'EB'

2010+00'WB'
2010+00'EB'

STH 29 EB

STA 2004+63.18
BUTT JOINT REQUIRED

WORK COMPLETED
BY OTHERS PRIOR TO
CONSTRUCTION

PC: 2007+69.94'EB'

PI STA = 2010+30.80 'EB'
Y = 273035.047
X = 846382.892
DELTA = 9°06'40" LT
D = 1°45'00"
T = 260.86'
L = 520.62'
R = 3274.00'
PC STA = 2007+69.94 'EB'
PT STA = 2012+90.56 'EB'
SE=5.1%

CLARK DR

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 179	E

MATCH LINE STA 2012+00'EB'

PT: 2012+90.56'WB'

STA AHEAD = 2012+90.56 'WB'
STA BACK = 2012+81.02 'WB'

EQUATION

WORK COMPLETED BY OTHERS PRIOR TO CONSTRUCTION

STA 2013+18.15
BUTT JOINT REQUIRED

STH 29 WB

2015+00'WB'
2015+00'EB'

2020+00'WB'
2020+00'EB'

S68°03'08"E
2233.10'

2025+00'WB'
2025+00'EB'

S68°03'08"E
2233.10'

STH 29 EB

PT: 2012+90.56'EB'

MATCH LINE STA 2027+00'EB'

N

5

5

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

MATCH LINE STA 2027+00'EB'

PC: 2035+23.66'WB'

STH 29 WB

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT 4 LT 58-28 S

S68°03'08"E
2233.10'

2030+00'WB'
2030+00'EB'

2035+00'WB'
2035+00'EB'

2040+00'WB'
2040+00'EB'

S68°03'08"E
2233.10'

STH 29 EB

PC: 2035+23.66'EB'

MATCH LINE STA 2042+00'EB'

N

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 180	E

SYCAMORE RD

PI STA = 2047+60.01 'WB'
Y = 271696.444
X = 849865.273
DELTA = 29°48'57" RT
D = 1°14'02"
T = 1236.36'
L = 2416.66'
R = 4644.00'
PC STA = 2035+23.66 'WB'
PT STA = 2059+09.09 'WB'
SE=4.0%

STH 29 WB

2045+00'WB'
2045+00'EB'
2050+00'WB'
2050+00'EB'
2055+00'WB'
2055+00'EB'

MATCH LINE STA 2042+00'EB'

MATCH LINE STA 2057+00'EB'

PI STA = 2047+44.04 'EB'
Y = 271646.763
X = 849828.031
DELTA = 29°48'57" RT
D = 1°15'00"
T = 1220.38'
L = 2385.43'
R = 4584.00'
PC STA = 2035+23.66 'EB'
PT STA = 2059+09.09 'EB'
SE=4.0%

STH 29 EB

GRAVEL
FE

5

5

LEGEND
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

PT: 2059+09.09'WB'

STA AHEAD = 2059+09.09 'WB'
STA BACK = 2059+40.31 'WB'
EQUATION

STH 29 WB

S38°14'11"E
9344.93'

2060+00'WB'
2060+00'EB'
2065+00'WB'
2065+00'EB'
2070+00'WB'
2070+00'EB'

S38°14'11"E
9344.93'

STH 29 EB

PT: 2059+09.09'EB'

REDWOOD LN

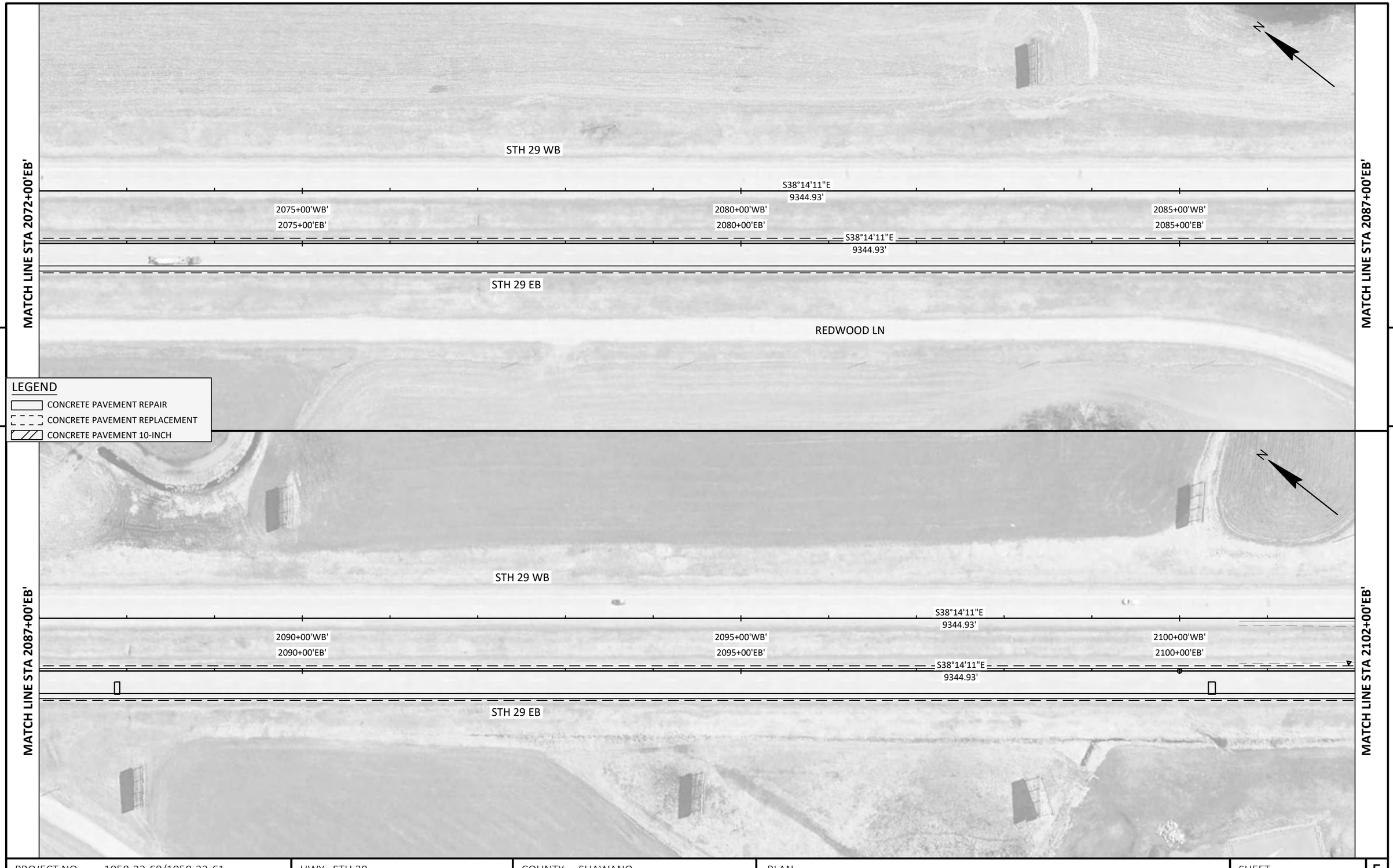
MATCH LINE STA 2057+00'EB'

MATCH LINE STA 2072+00'EB'

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 181	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050234-pn

PLOT DATE : 5/28/2024 12:37 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT



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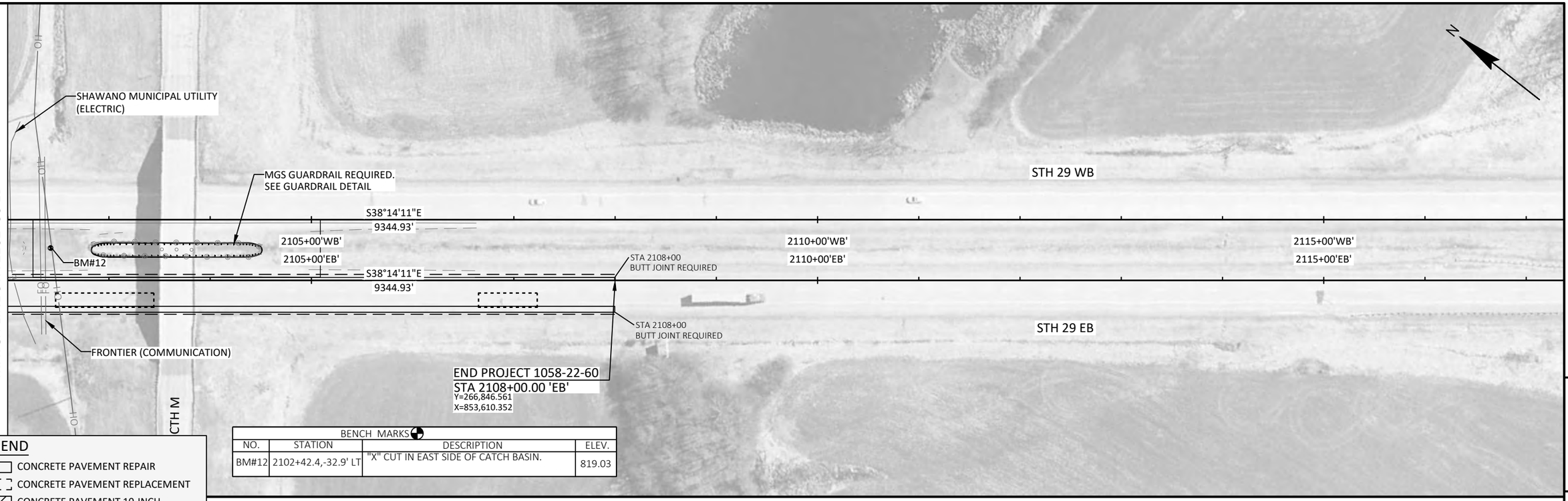
5

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 182	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050235-pn

PLOT DATE : 5/28/2024 12:37 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#12	2102+42.4,-32.9' LT	"X" CUT IN EAST SIDE OF CATCH BASIN.	819.03

LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 10-INCH

THIS FRAME LEFT BLANK INTENTIONALLY

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	PLAN	SHEET 183	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-050201-PN.DWG
LAYOUT NAME - 10582260-050236-pn

PLOT DATE : 10/21/2024 1:36 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

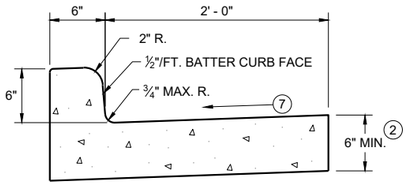
Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-08A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-02	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
13A03-07	CONCRETE PAVEMENT SHOULDERS
13A05-06A	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A05-06B	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A07-02	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03B	SHOULDER RUMBLE STRIPS - CONCRETE
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C08-02	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
13C09-17A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C11-14A	RURAL DOWELED CONCRETE PAVEMENT
13C11-14B	RURAL DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-06A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

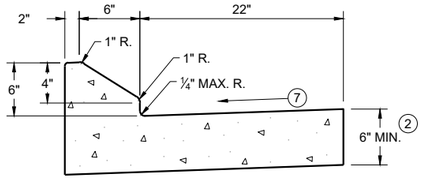
6

Standard Detail Drawing List

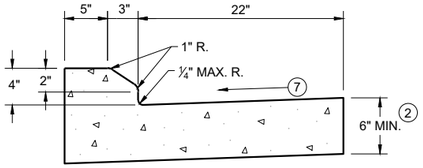
14B47-06D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-08C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-08E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C19-09C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D06-06	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D09-07	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT
15D11-09	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-14G	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D40-05B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS



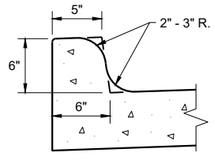
TYPES A (1) & D



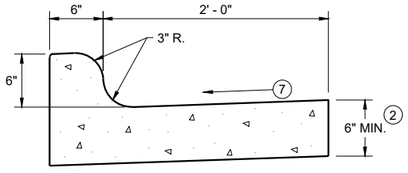
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

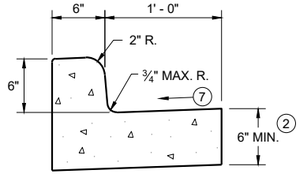


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



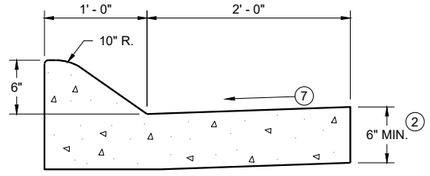
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

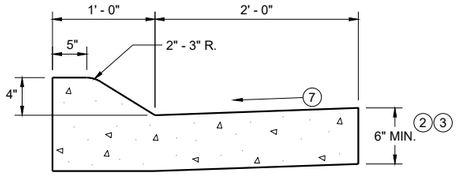


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

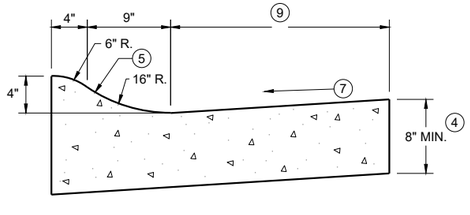


6" SLOPED CURB TYPES A (1) & D



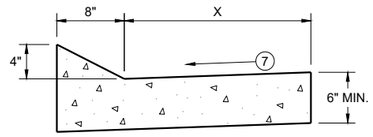
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

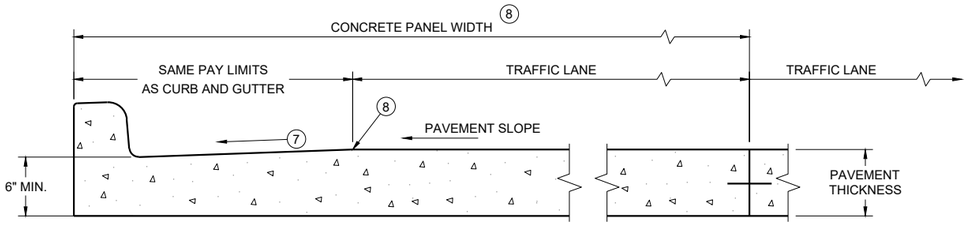


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

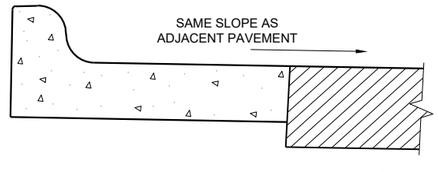
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

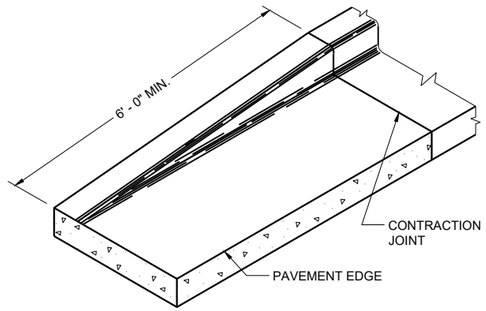
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

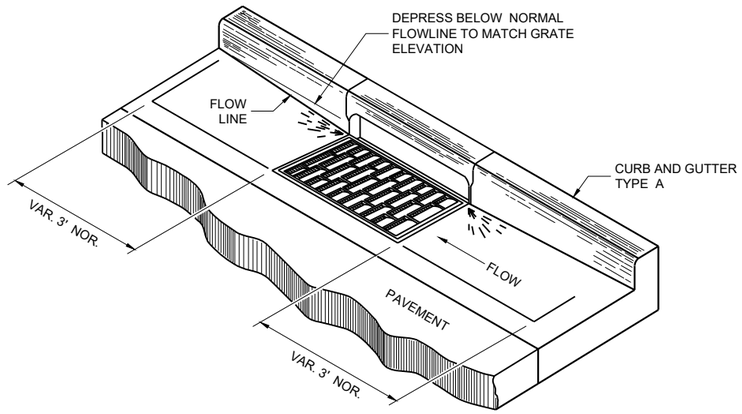
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

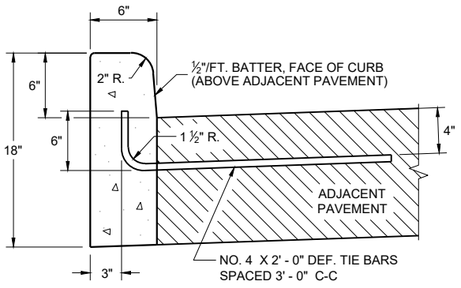
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

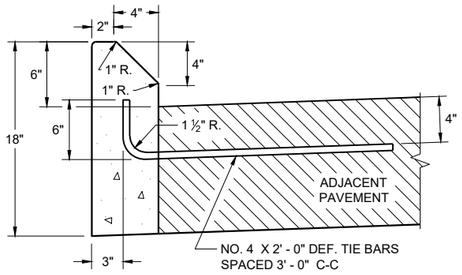
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

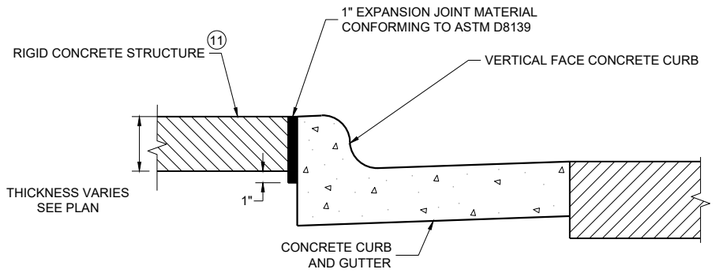


TYPES A (1) & D

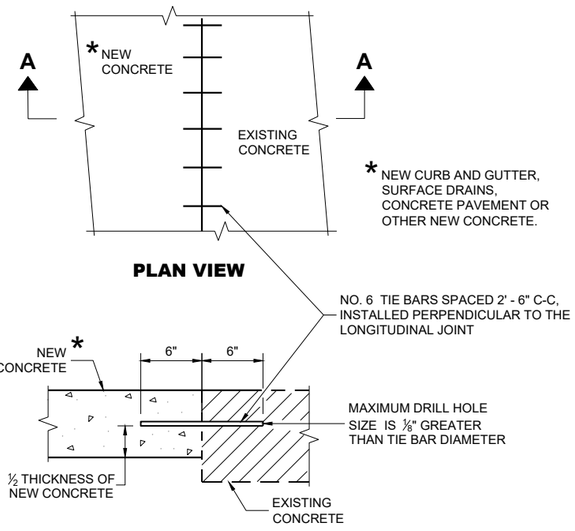


TYPES G (1) & J

CONCRETE CURB



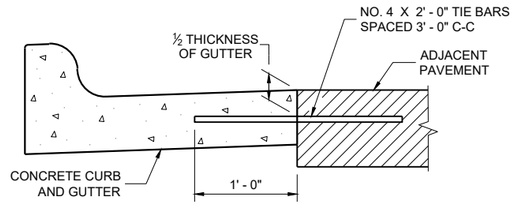
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



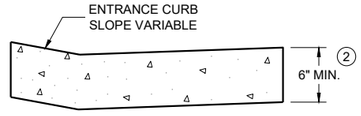
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 08D01-23b

GENERAL NOTES

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

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

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

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

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

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

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

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

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

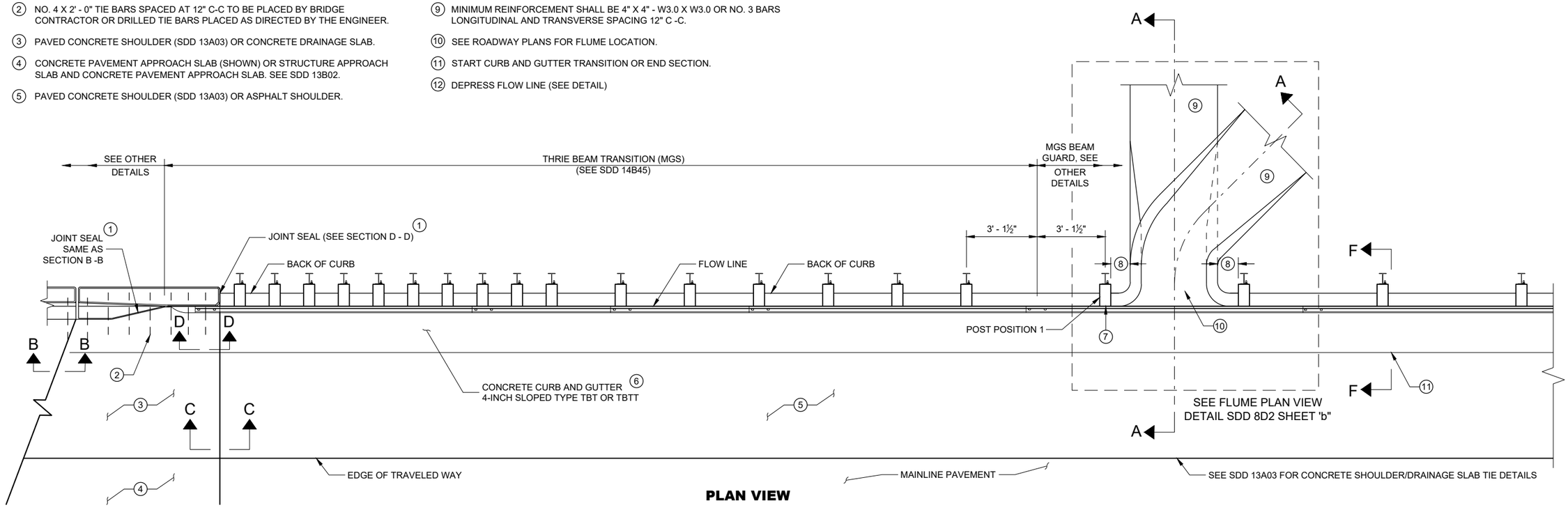
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

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

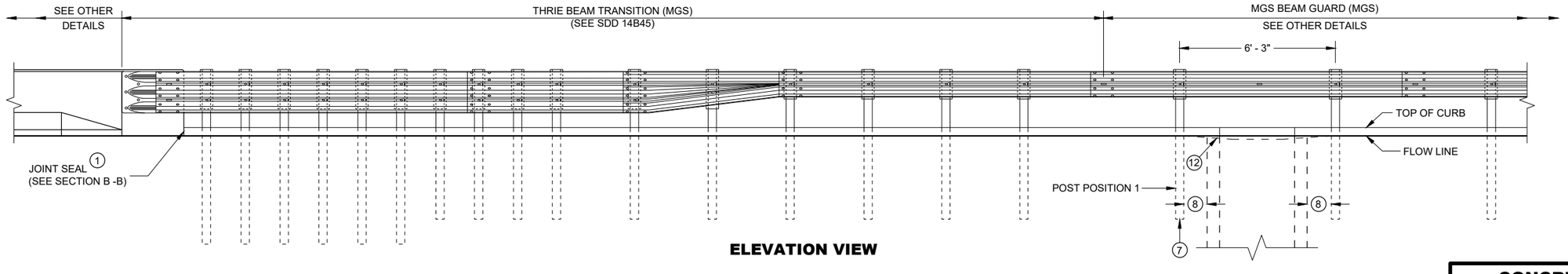
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



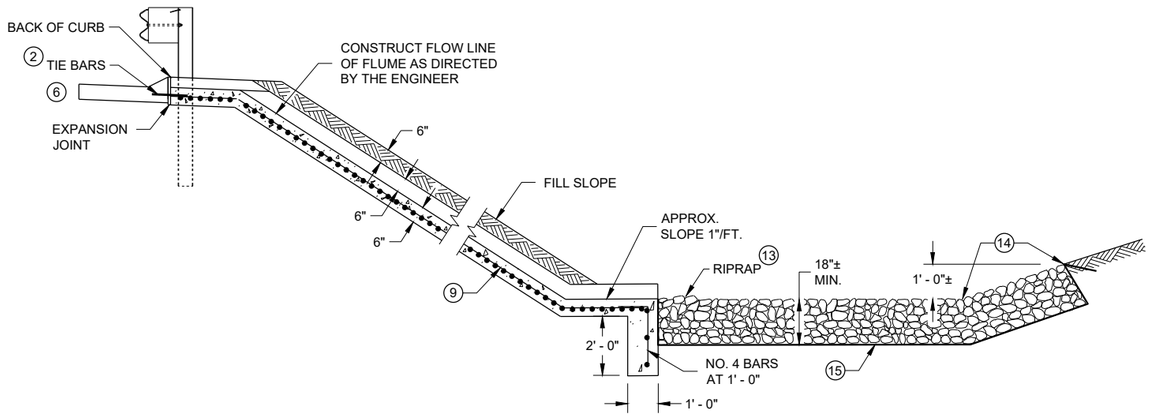
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

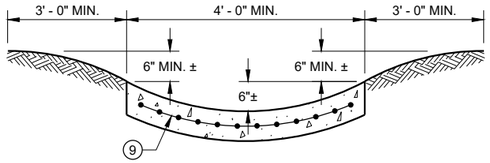
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

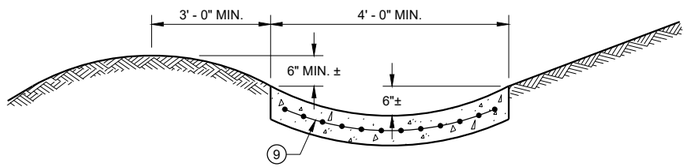
SDD 08D02 - 08a



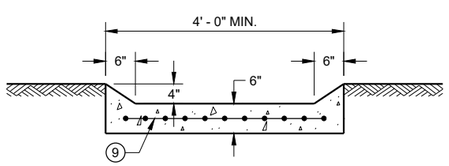
SECTION A - A



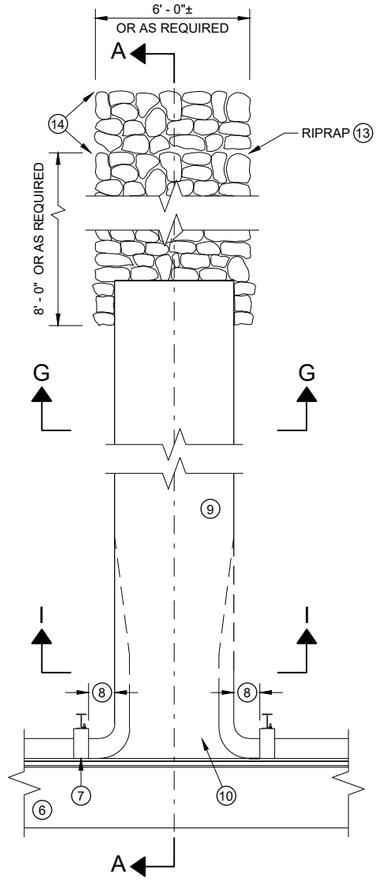
SECTION G - G



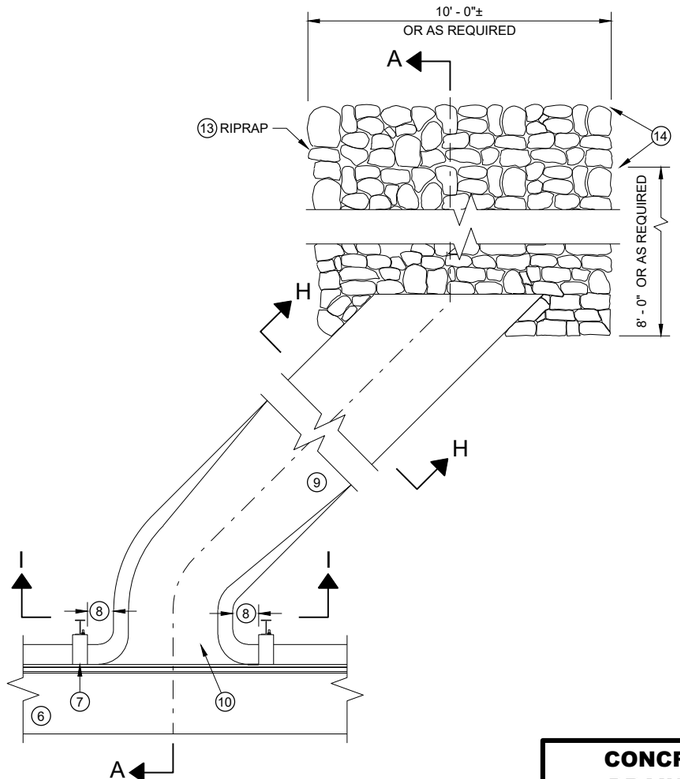
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

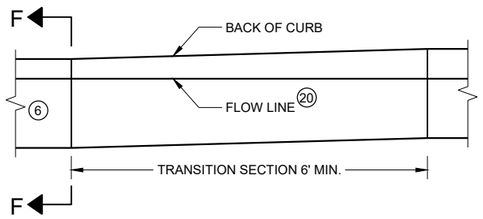
(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

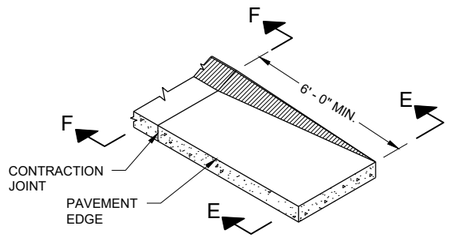
(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.

(15) GEOTEXTILE TYPE HR.

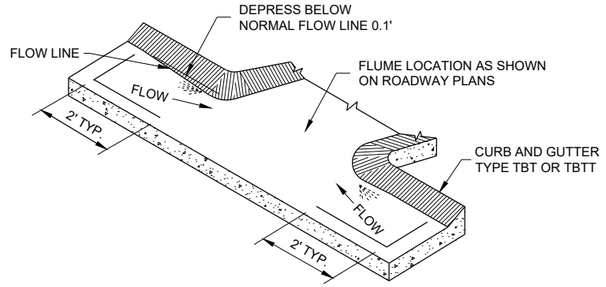
CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

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

(15) GEOTEXTILE TYPE HR.

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

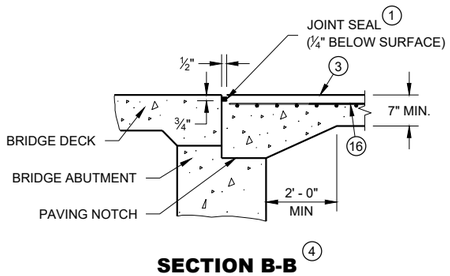
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

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

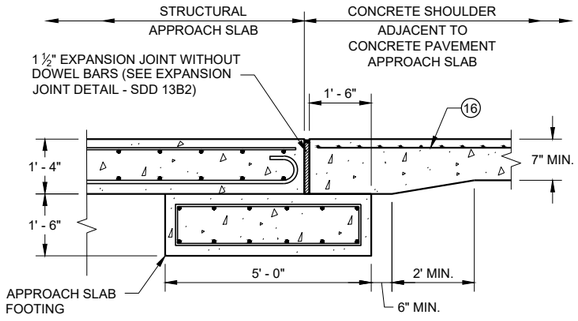
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

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

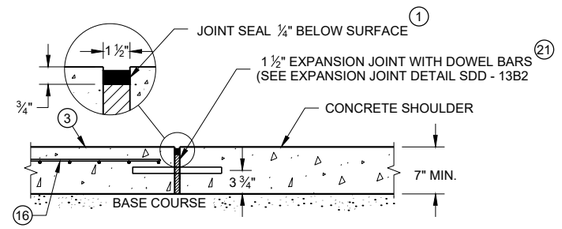
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



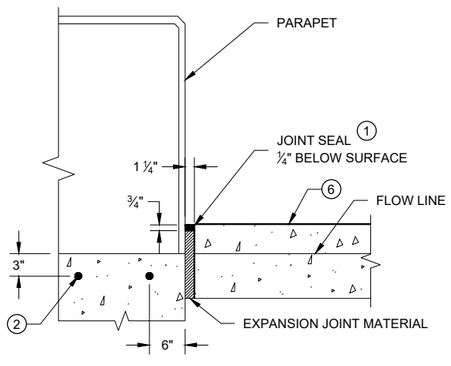
SECTION B-B



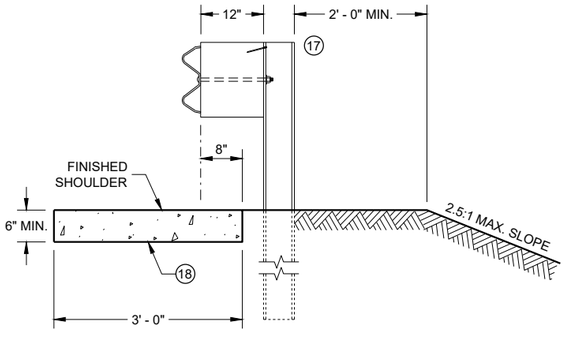
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



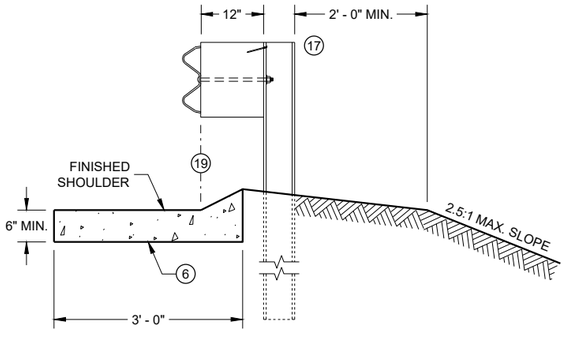
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

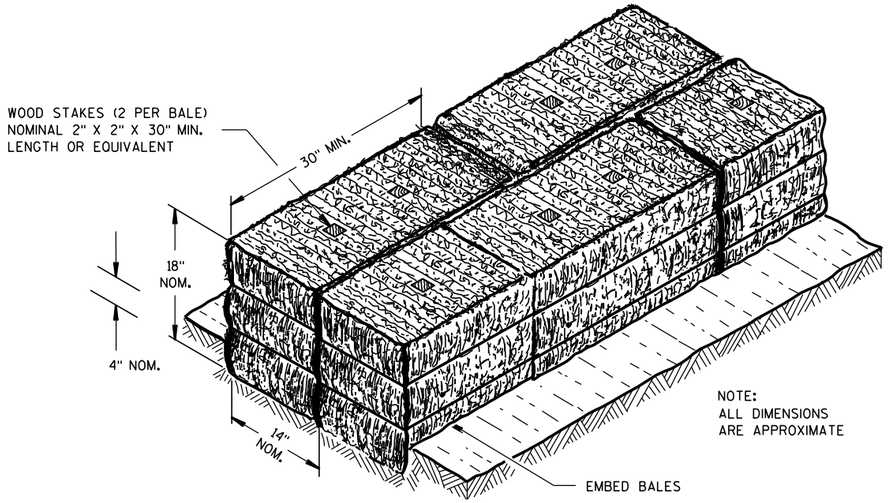
FHWA

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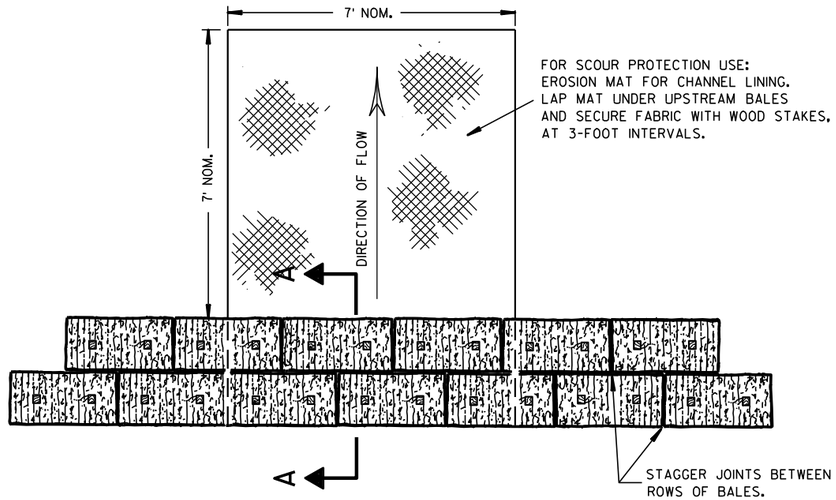
SDD 08D02 - 08c

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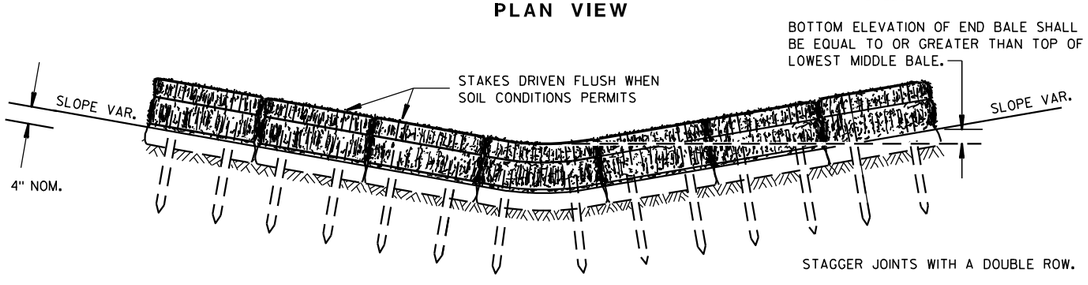
SDD 08D02 - 08c



SECTION A-A



PLAN VIEW



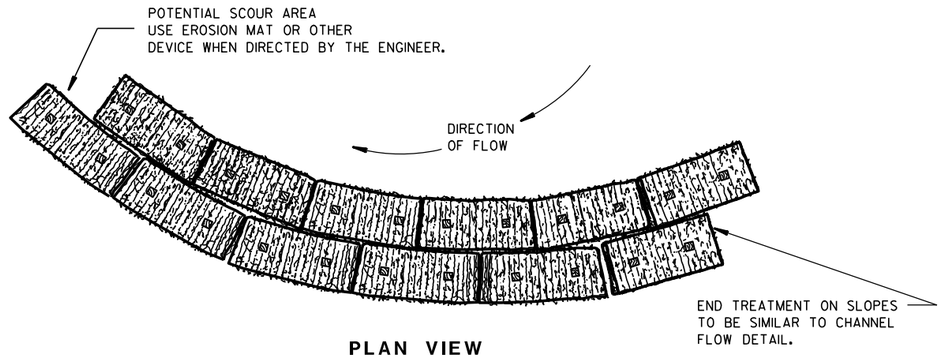
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

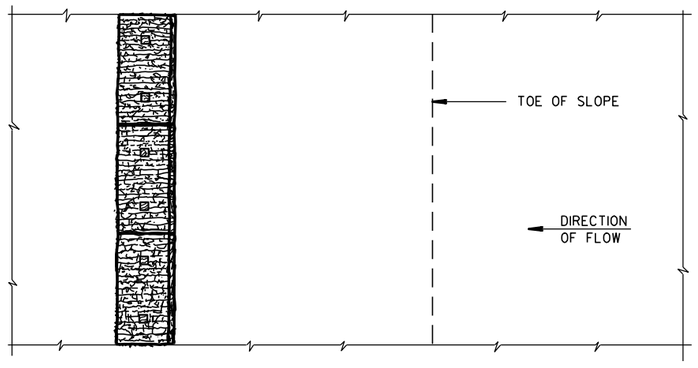
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

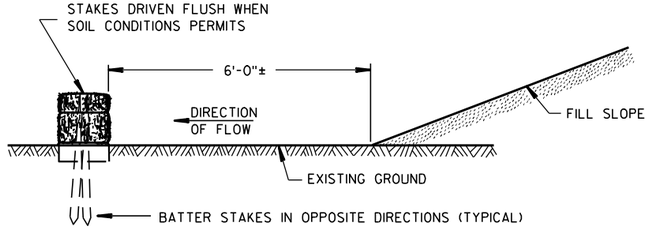


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

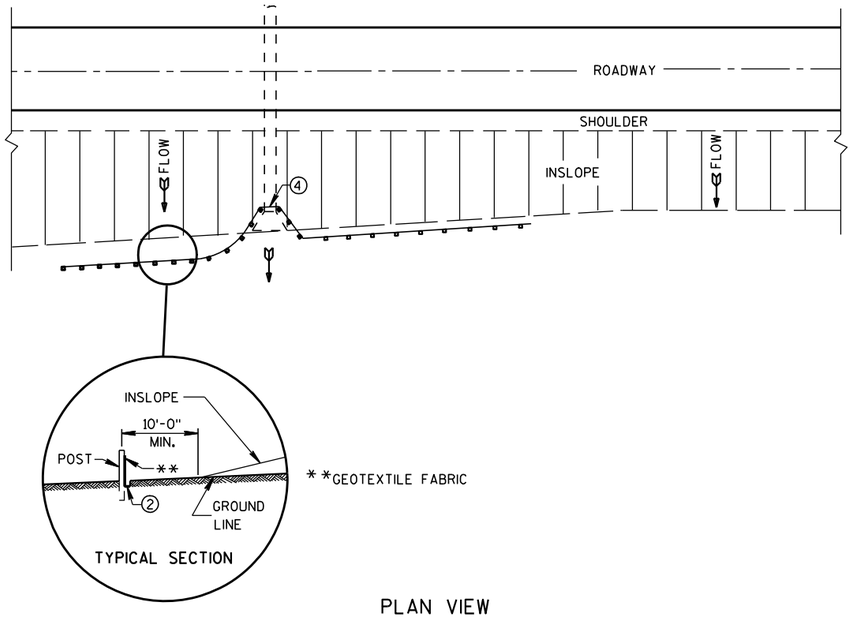
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

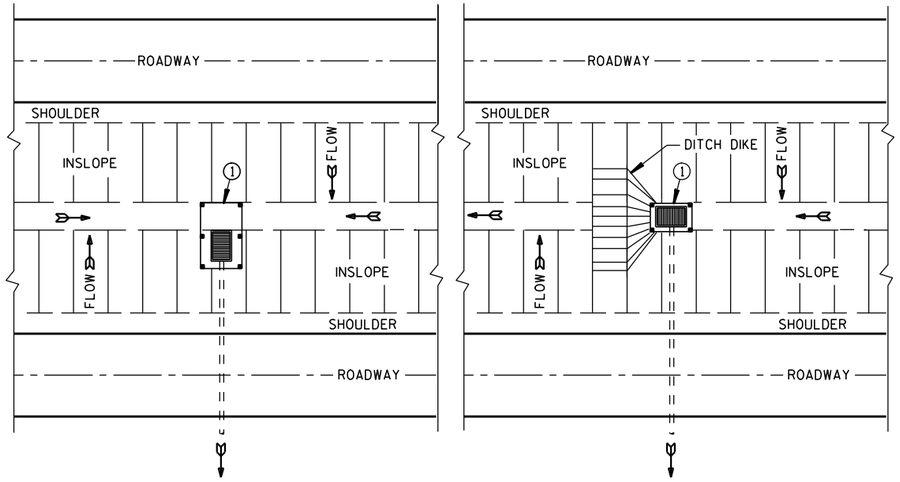
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

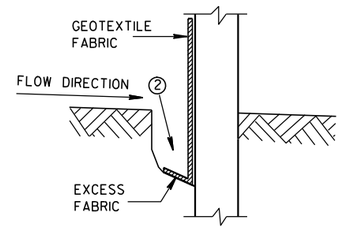
(1) HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

(2) FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

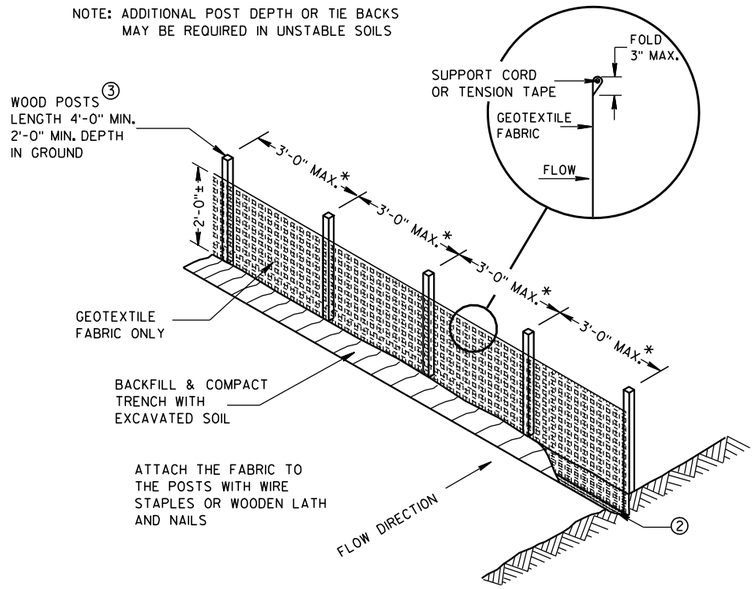
(3) WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

(4) SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

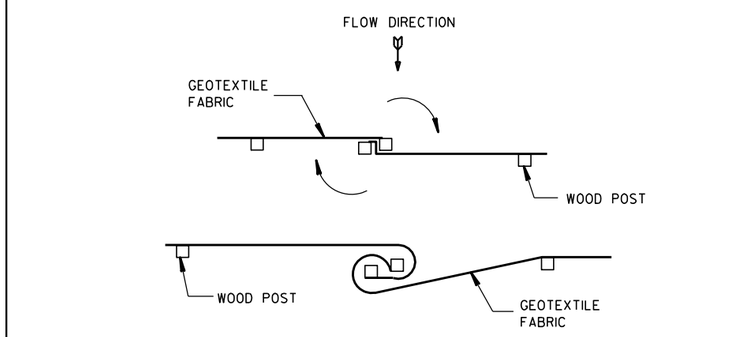
(5) CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



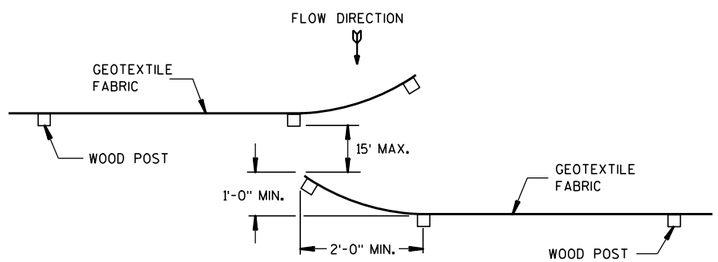
TRENCH DETAIL



SILT FENCE

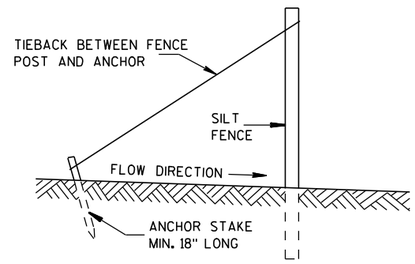


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

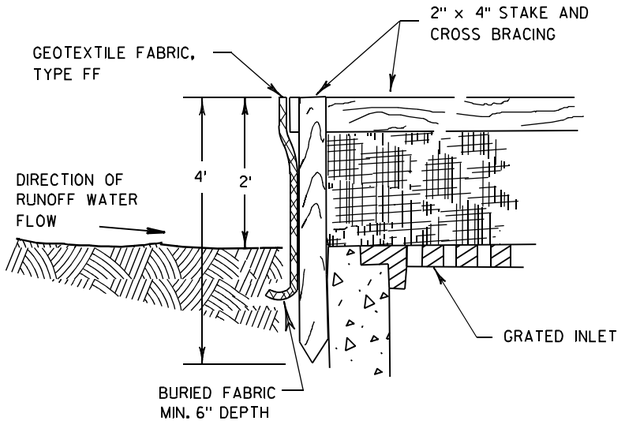
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

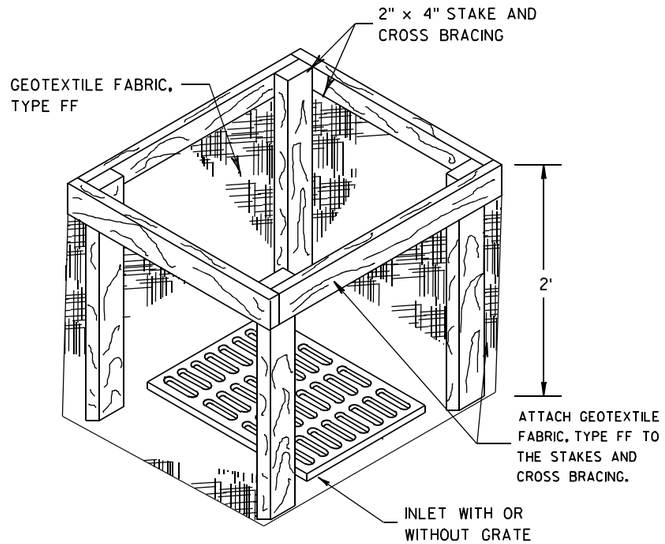
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S.D.D. 8 E 9-6

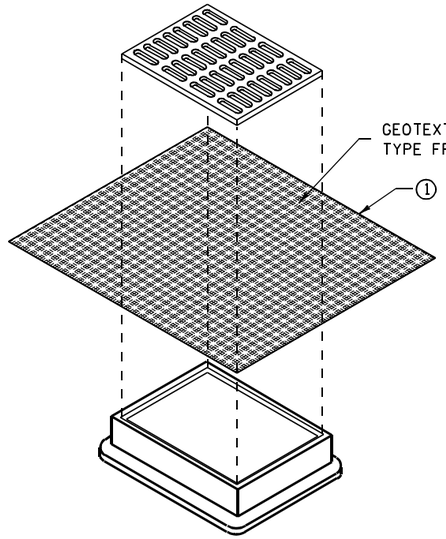
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S.D.D. 8 E 9-6



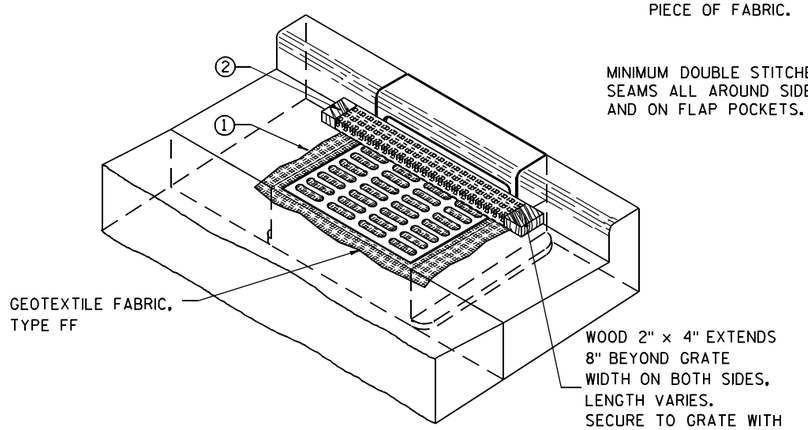


INLET PROTECTION, TYPE A

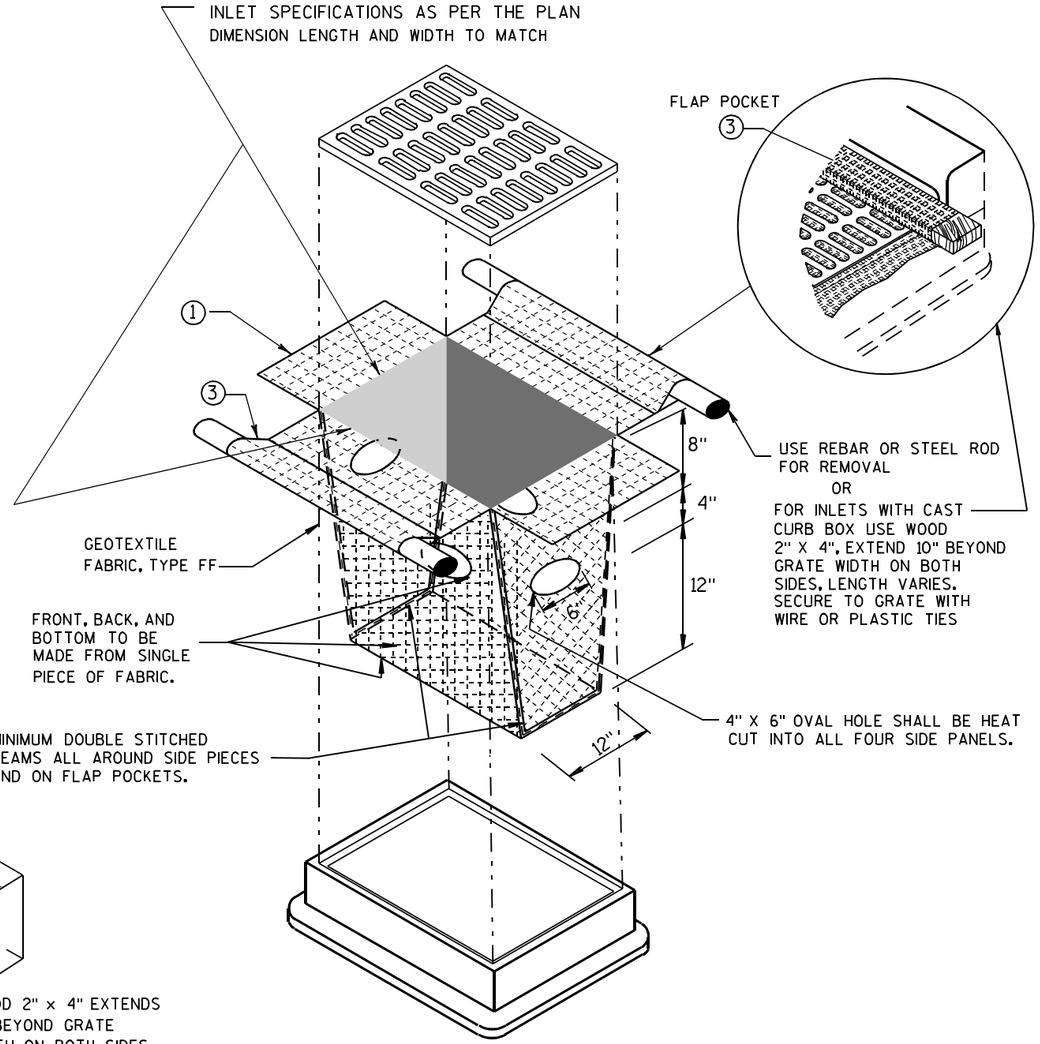


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

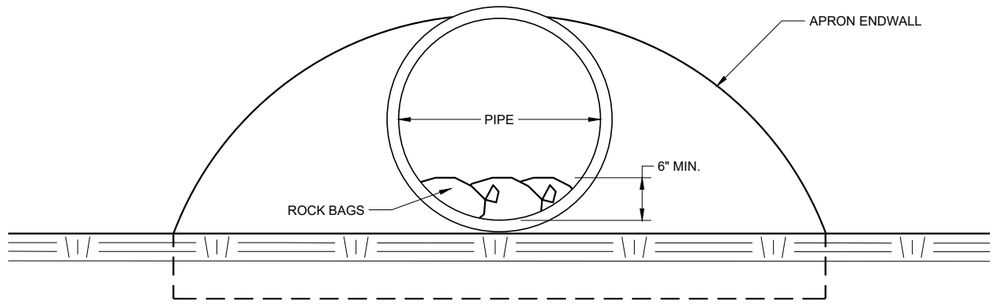
10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

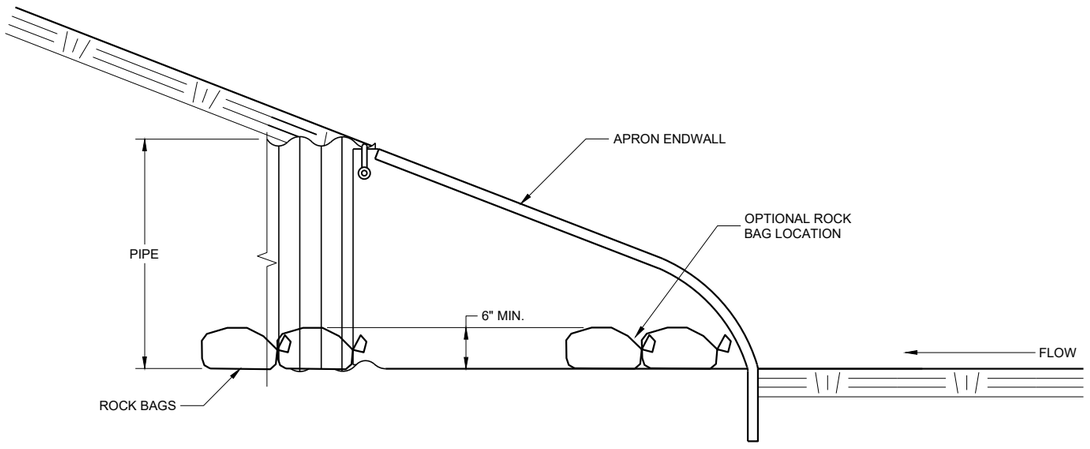
FHWA

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S.D.D. 8 E 10-2



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 ENGI
FHWA	

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SDD 08E15 - 01

METAL APRON ENDWALLS

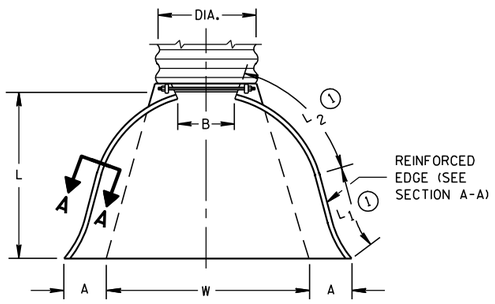
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

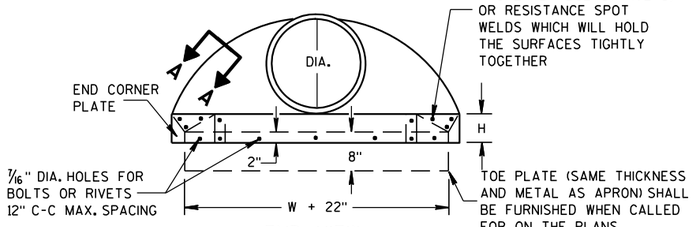
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

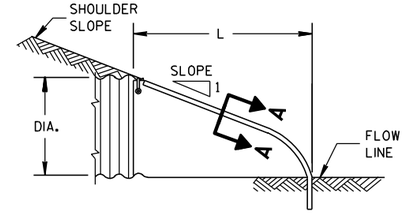
*MINIMUM
**MAXIMUM



PLAN VIEW

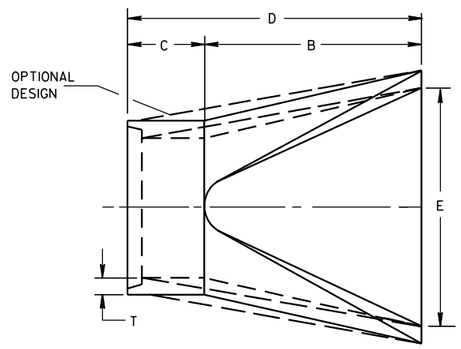


END VIEW

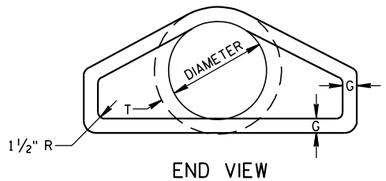


SIDE ELEVATION

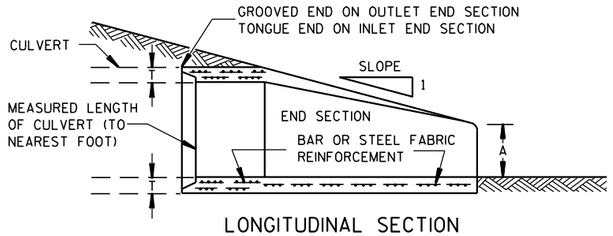
METAL ENDWALLS



PLAN

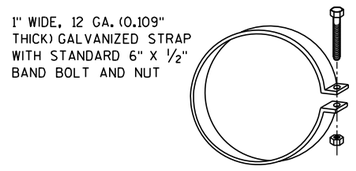


END VIEW



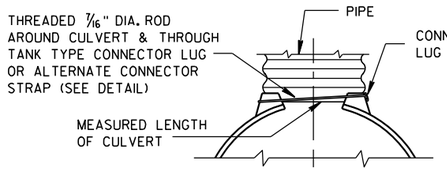
LONGITUDINAL SECTION

CONCRETE ENDWALLS

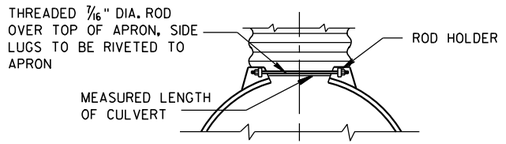


ALTERNATE FOR TYPE 1 CONNECTION

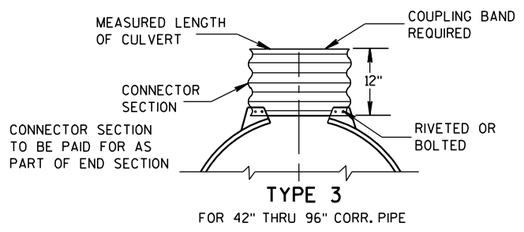
END SECTION CONNECTOR STRAP



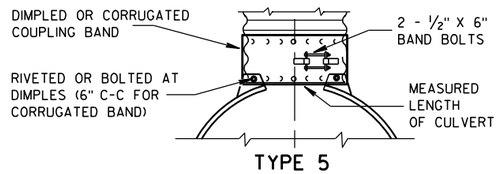
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

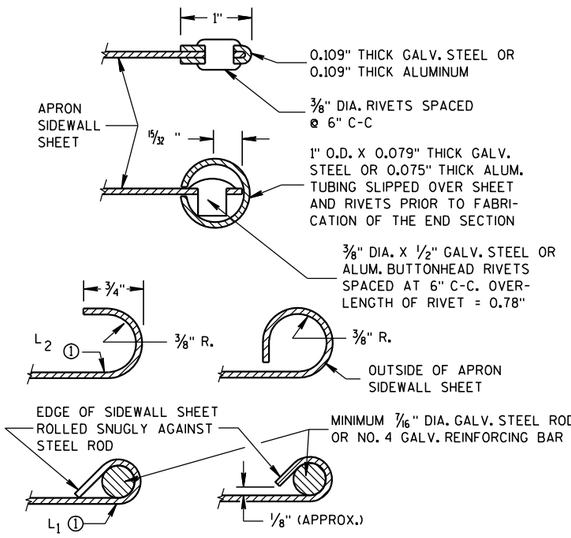
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

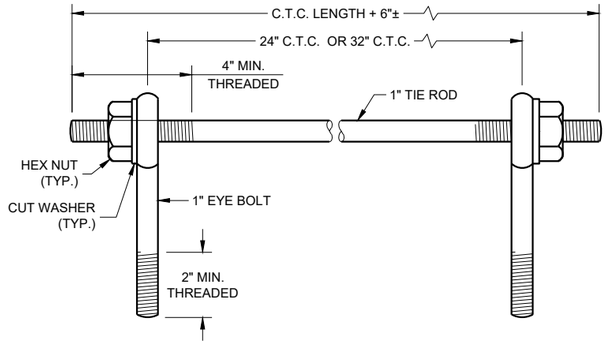
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

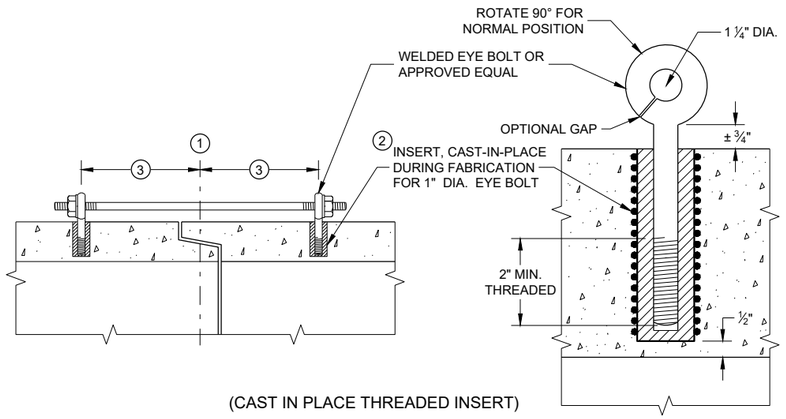
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

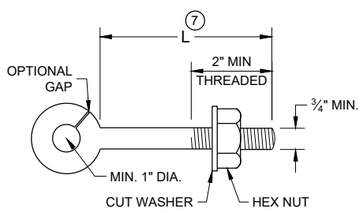
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

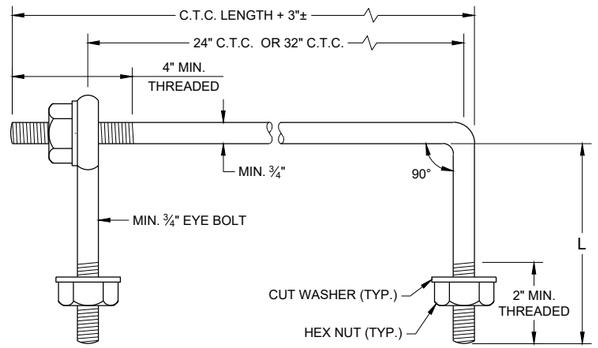
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

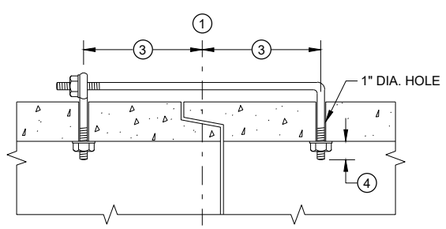


EYE BOLT (7)

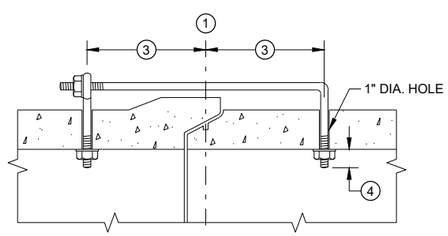
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

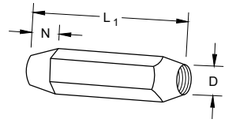
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

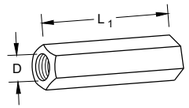
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



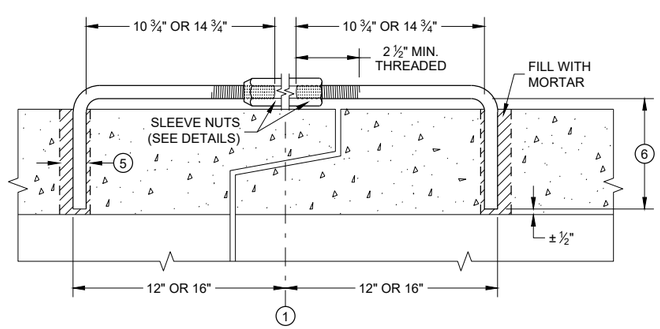
TAPERED



PLAIN

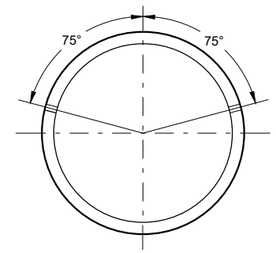
RIGHT AND LEFT THREADS

SLEEVE NUTS



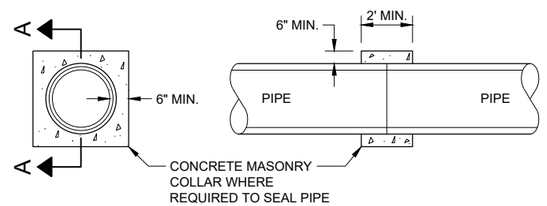
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

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.

FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2' - 0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3' - 0"

(3) LIMITS OF TRENCH BACKFILL

(4) LIMITS OF FOUNDATION BACKFILL

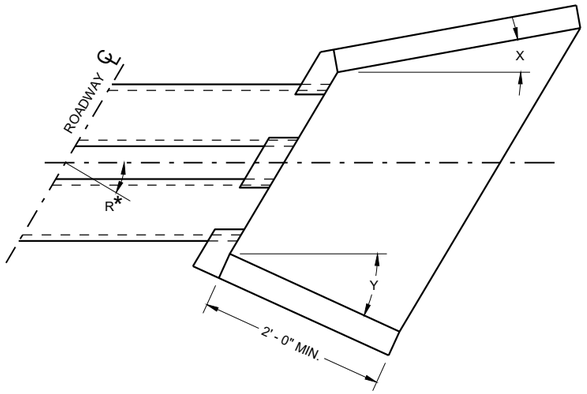
(5) FOUNDATION AND TRENCH BACKFILL ARE MATERIALS INCLUDED IN PAYMENT FOR CULVERT PIPE, PIPE ARCH, CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPSE OR CONCRETE MASONRY ENDWALLS.

(6) DO NOT PLACE FOUNDATION BACK FILL OR ANY OTHER GRANULAR BACKFILL AROUND OR BELOW CUT OFF WALL. POUR CUT OFF WALL AGAINST NATIVE SOIL

(7) MINIMUM HEIGHT SHALL BE THE GREATER OF 1'- 0" OR ¼ HEIGHT OF CULVERT PIPE.

TRENCH BACKFILL

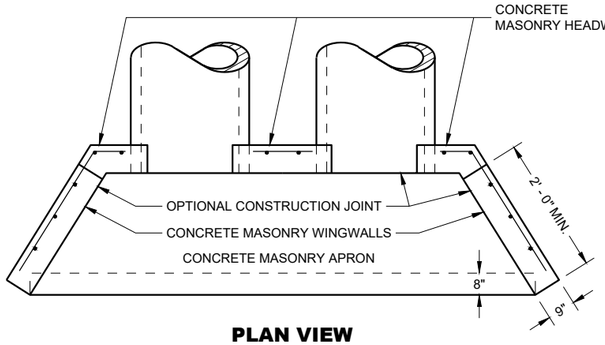
FOUNDATION BACKFILL



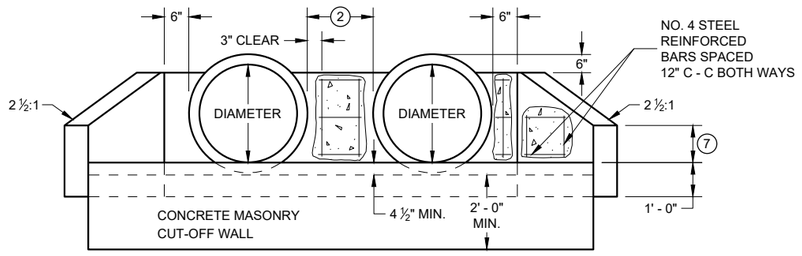
WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	30°	16 - 45°	10°	15°
23 - 37°	20°	30°	46 - 75°	5°	15°
38 - 52°	15°	30°	OVER 75°	0°	15°
53 - 67°	10°	30°			
68 - 82°	5°	30°			
OVER 82°	0°	30°			

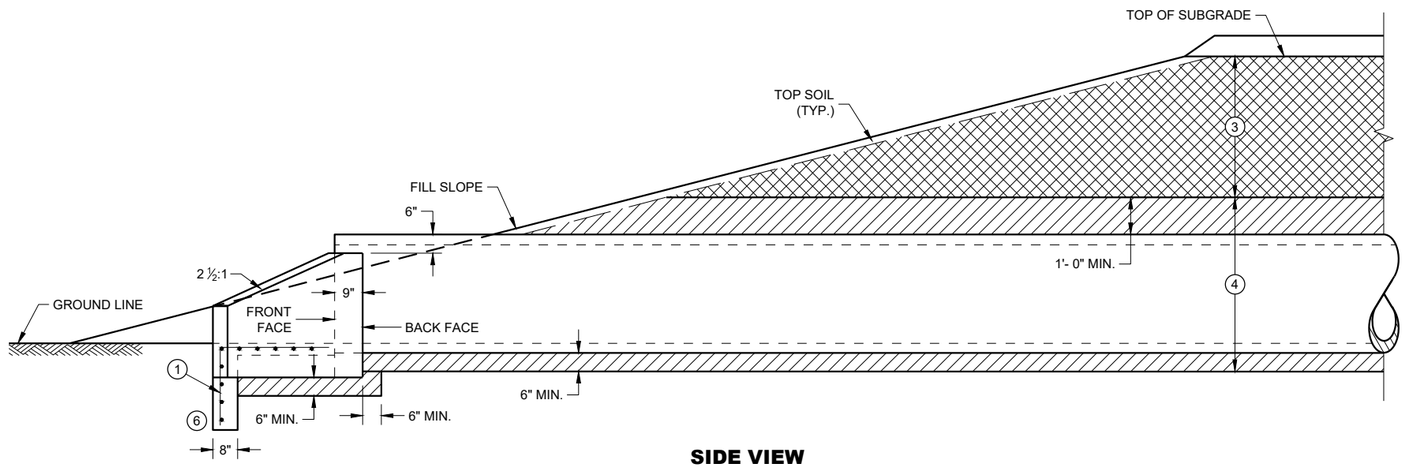
R* = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD



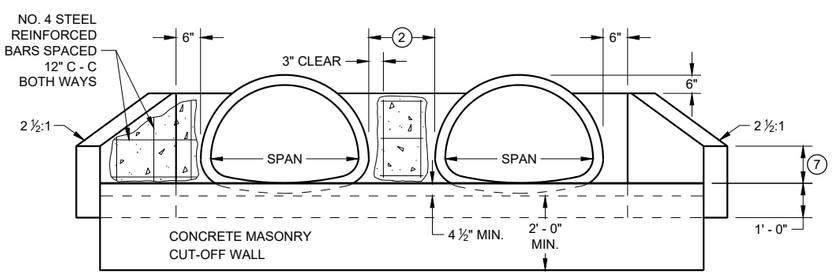
PLAN VIEW



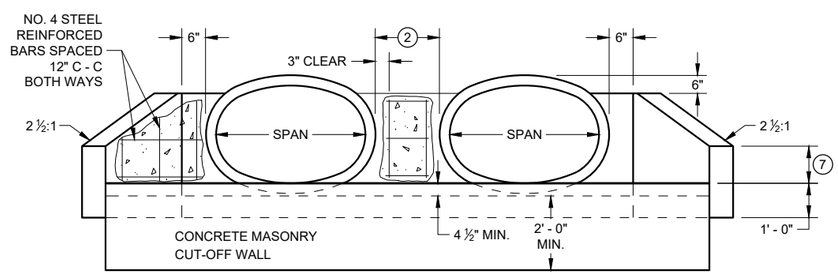
END VIEW
CIRCULAR PIPE



SIDE VIEW
CIRCULAR PIPE, PIPE ARCH OR HORIZONTAL ELLIPSE



END VIEW
PIPE ARCH



END VIEW
HORIZONTAL ELLIPSE

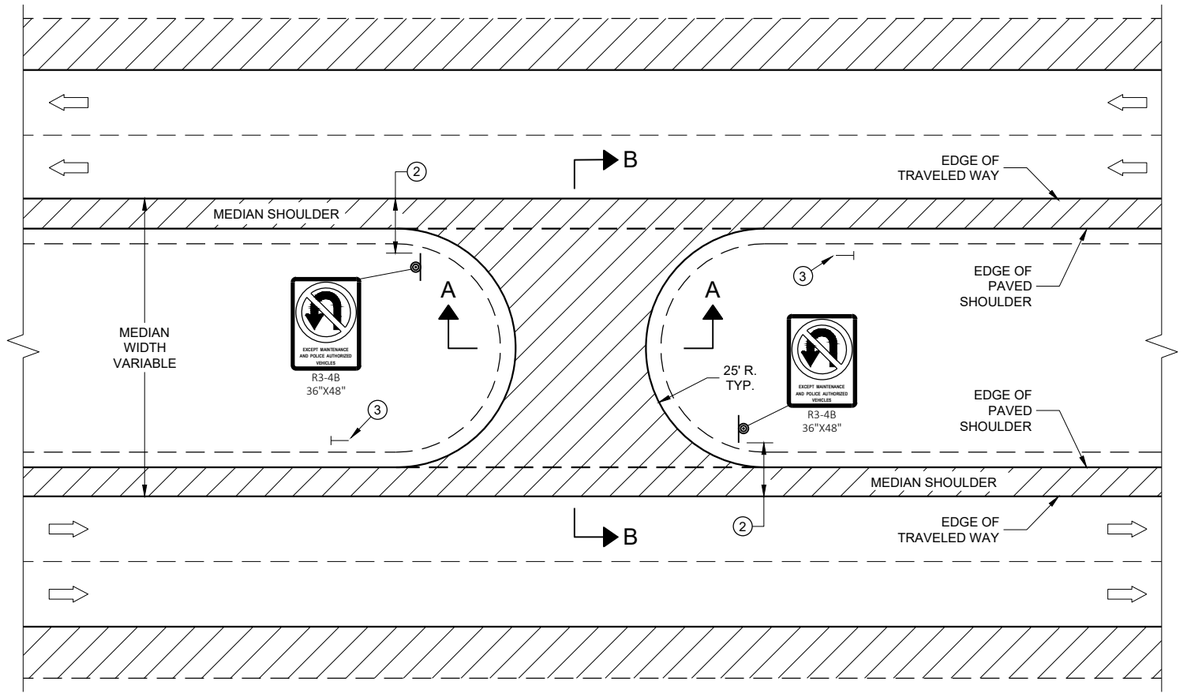
CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

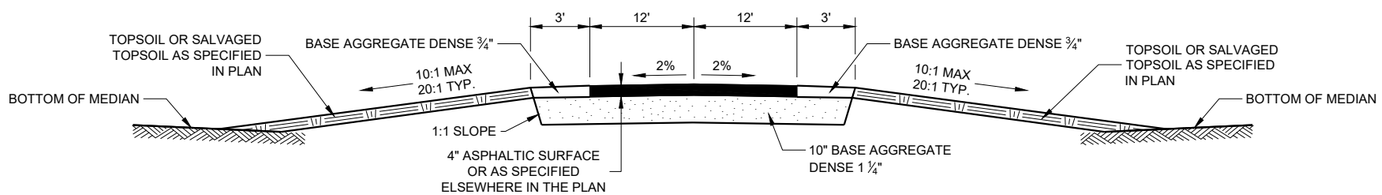
APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

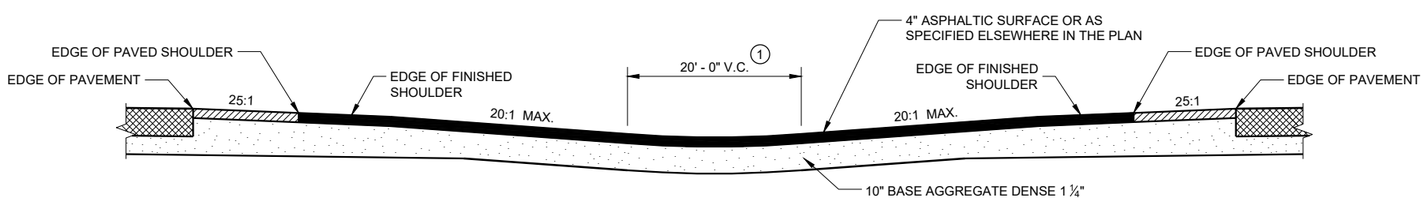
6
SDD 08F10 - 02



PLAN VIEW



SECTION A-A



SECTION B-B

GENERAL NOTES

1. ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
2. SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
3. INSTALL DELINEATOR. SEE STANDARD DETAIL DRAWING 15A4.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

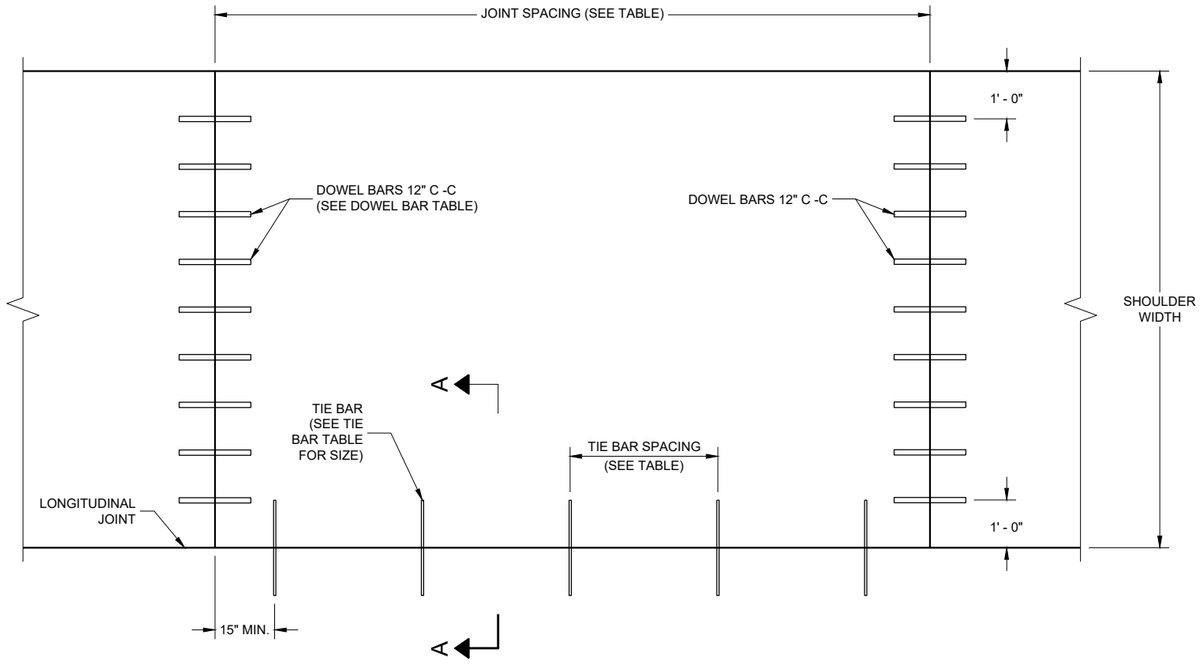
FHWA

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SDD 11A01 - 06

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SDD 11A01 - 06



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

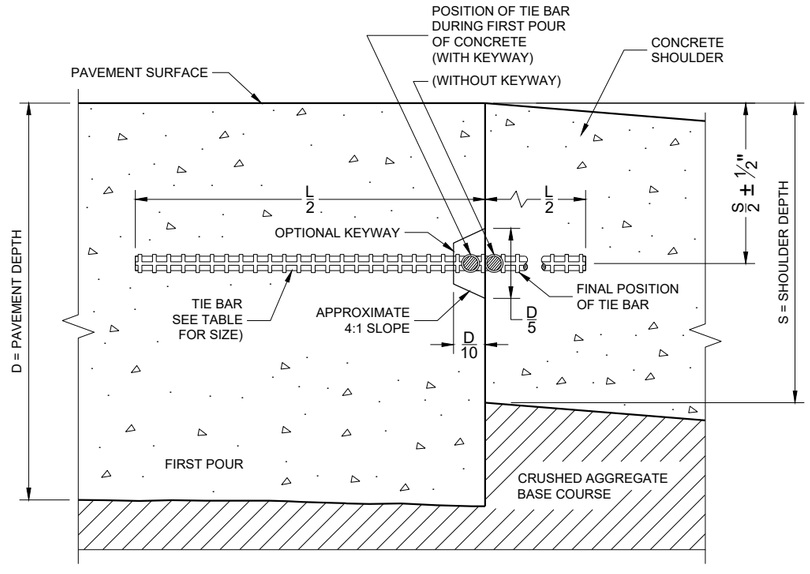
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
<10 ½"	NO. 4	30"	36"
>10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BATS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES.

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp
PAVEMENT SUPERVIS

FHWA

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SDD 13A03 - 07

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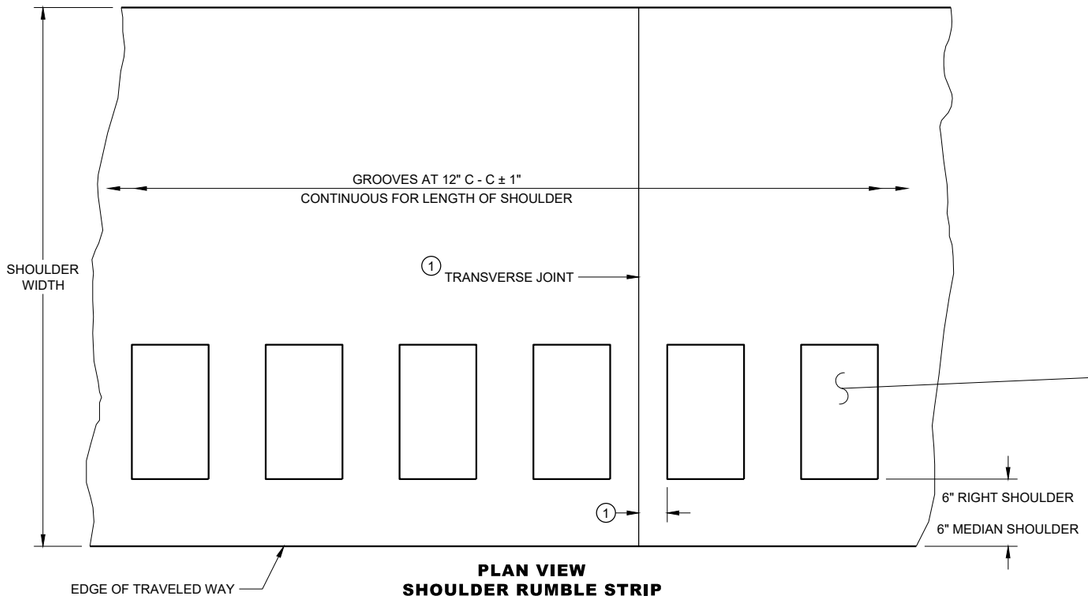
SDD 13A03 - 07

GENERAL NOTES

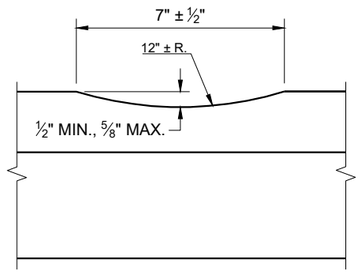
SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

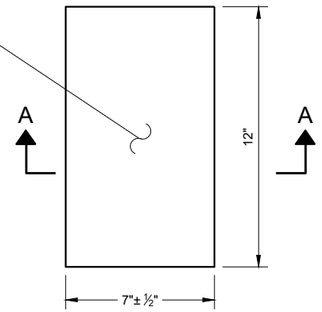
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM TRANSVERSE JOINTS.



PLAN VIEW
SHOULDER RUMBLE STRIP

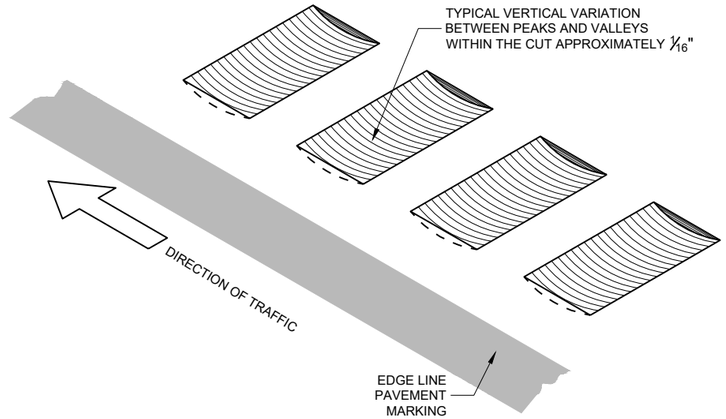


SECTION A - A

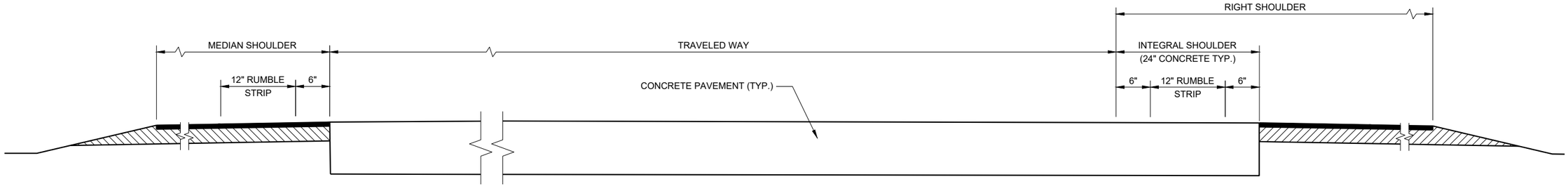


PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR RUMBLE STRIP



ISOMETRIC



SECTION VIEW

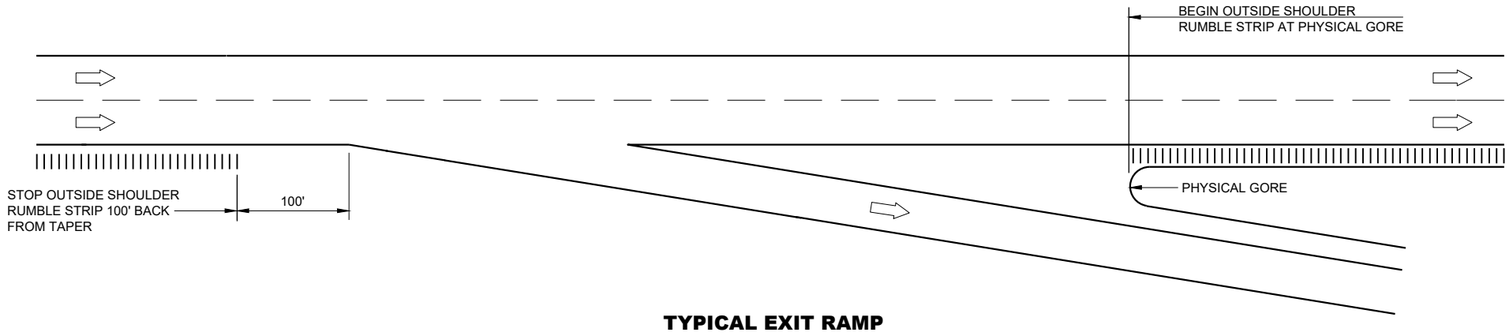
TYPICAL SHOULDER RUMBLE STRIPS
(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A05-06a



TYPICAL EXIT RAMP

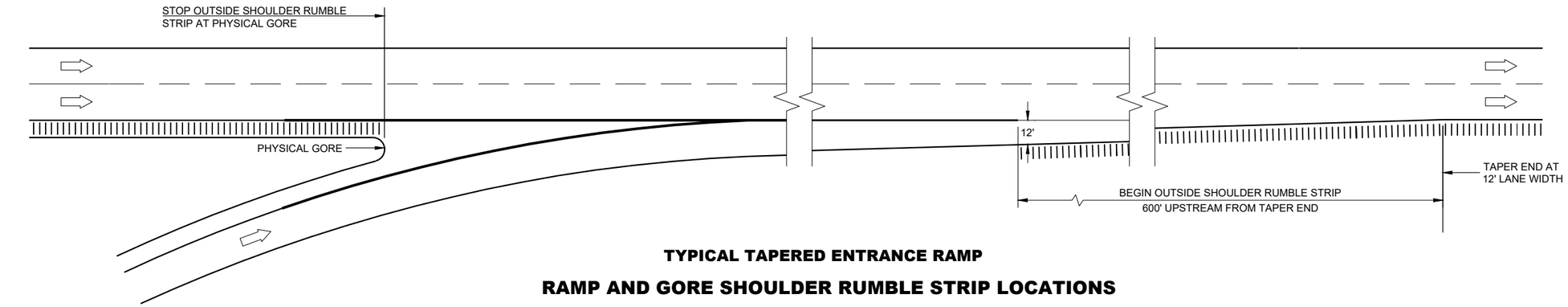
GENERAL NOTES

NO RUMBLE STRIP ON EXIT, DIRECTIONAL OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIALAND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

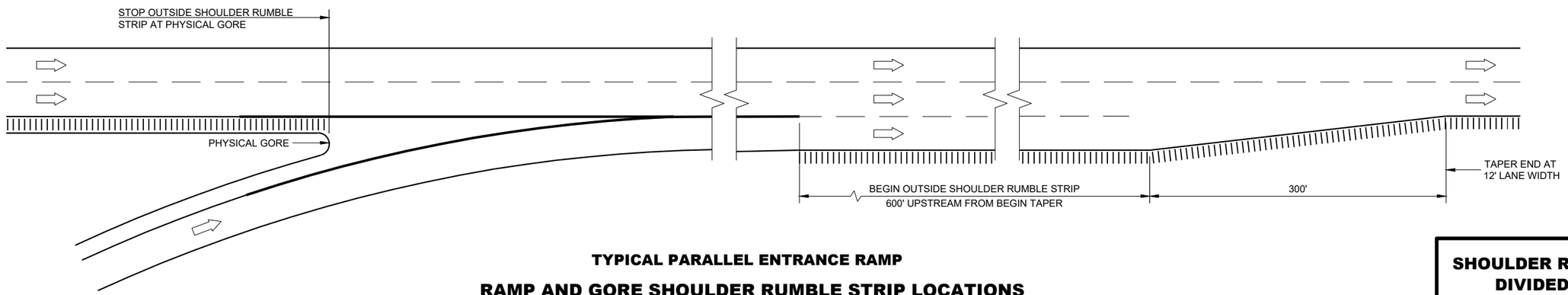
LEGEND

DIRECTION OF TRAFFIC



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY DESIGN STANDARDS UNIT SUPERVISOR

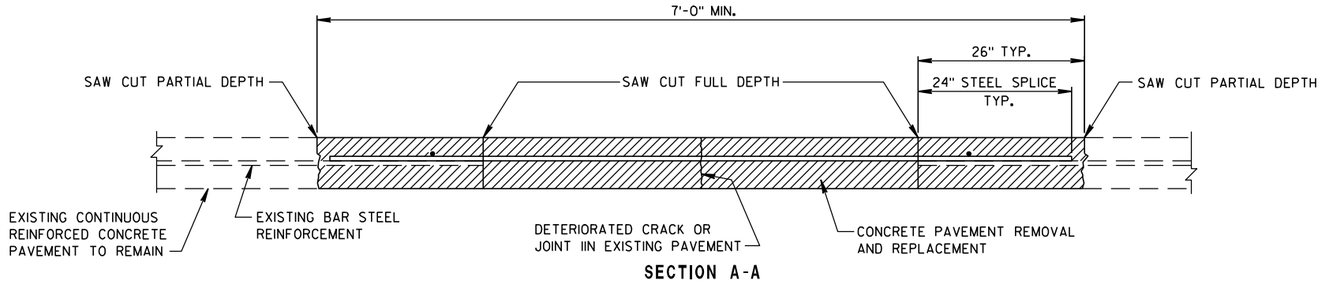
FHWA

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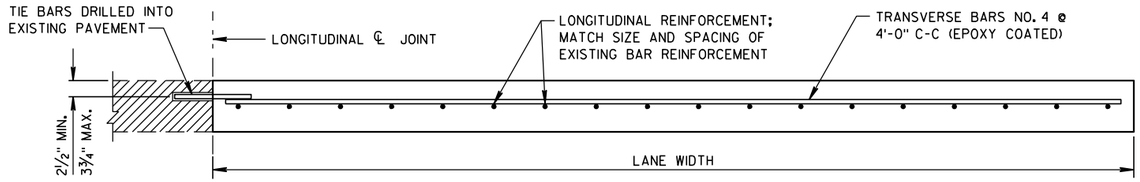
SDD 13A05-06b

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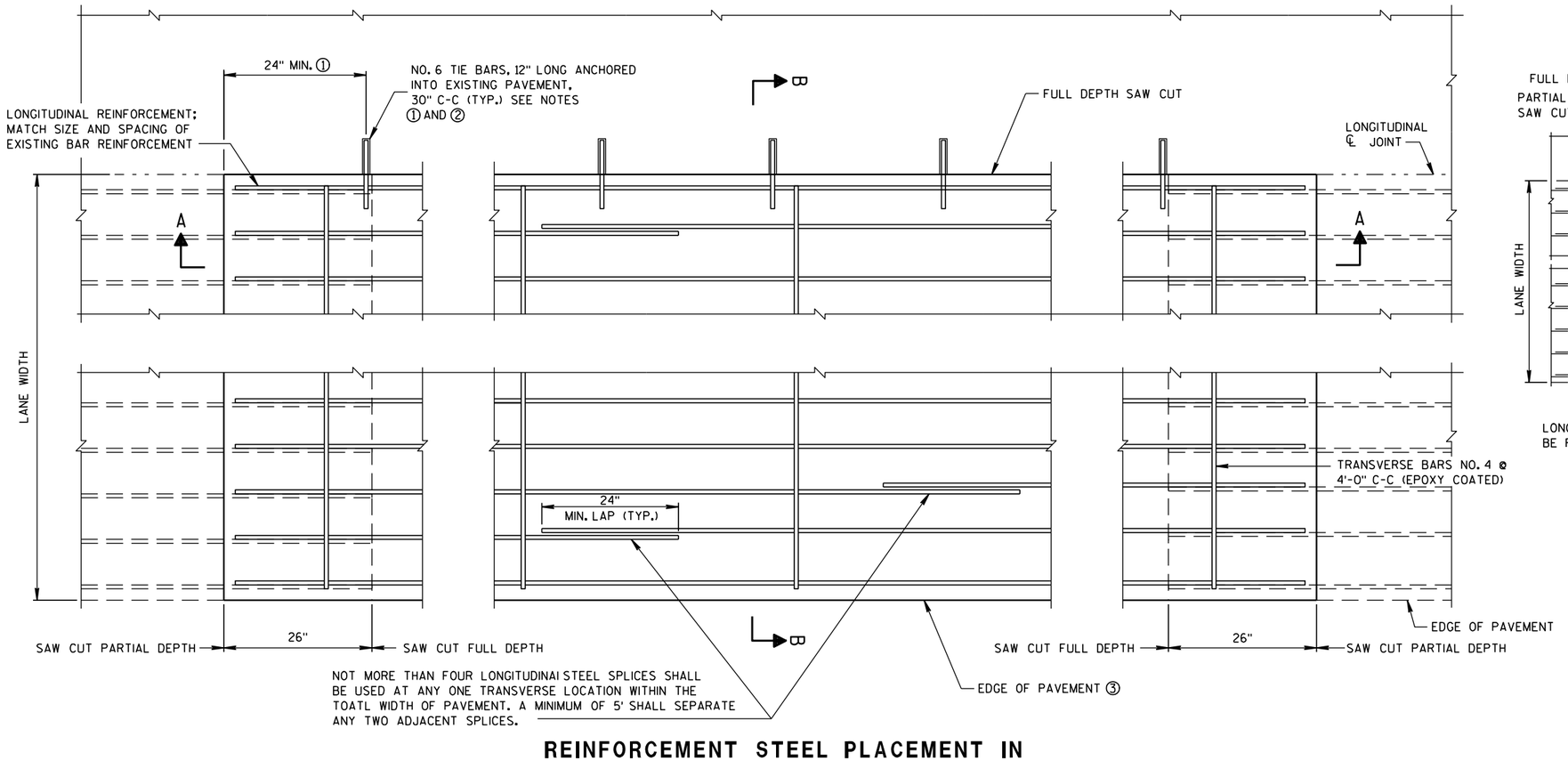
SDD 13A05-06b



SECTION A-A



SECTION B-B



REINFORCEMENT STEEL PLACEMENT IN CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPLACEMENT

GENERAL NOTES

PLACE ALL BAR STEEL REINFORCEMENT AT MID PAVEMENT DEPTH UNLESS OTHERWISE NOTED.

PAY FOR THE TRANSVERSE AND LONGITUDINAL JOINT SAW CUT AS LINEAR FEET OF "SAWING CONCRETE".

WHEN THE PASSING AND TRAVELING LANES ARE TO BE REPLACED, REPLACE THE PASSING LANE FIRST.

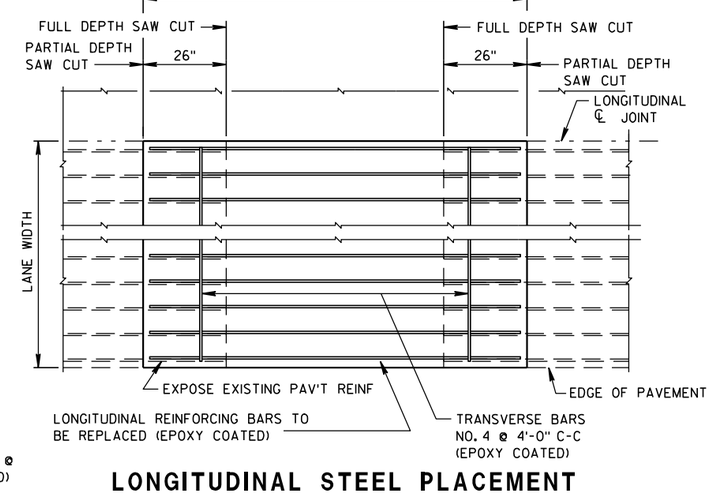
ADD TRANSVERSE STEEL BARS TO REPAIRS GREATER THAN 6'IN LENGTH, USE NO. 4 BARS PLACED TRANSVERSELY AND SPACED 4'C-C. PAYMENT SHALL BE INCIDENTAL TO "CONCRETE PAVEMENT CONTINUOUS REINFORCEMENT".

TIE ALL CONCRETE PAVEMENT REPAIRS WHICH ARE GREATER THAN 15'IN LENGTH, AND ARE ADJACENT TO EXISING CONCRETE PAVEMENT, TO THE EXISTING PAVEMENT USING TIE BARS. DETAILS FOR TIE BAR CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND STANDARD DETAIL DRAWINGS.

① PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

② ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

③ SAW CUT THE LONGITUDINAL EDGE JOINT IF THE ADJACENT SHOULDER IS CONCRETE.



LONGITUDINAL STEEL PLACEMENT IN CRCP REPAIRS

PLAN VIEW

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

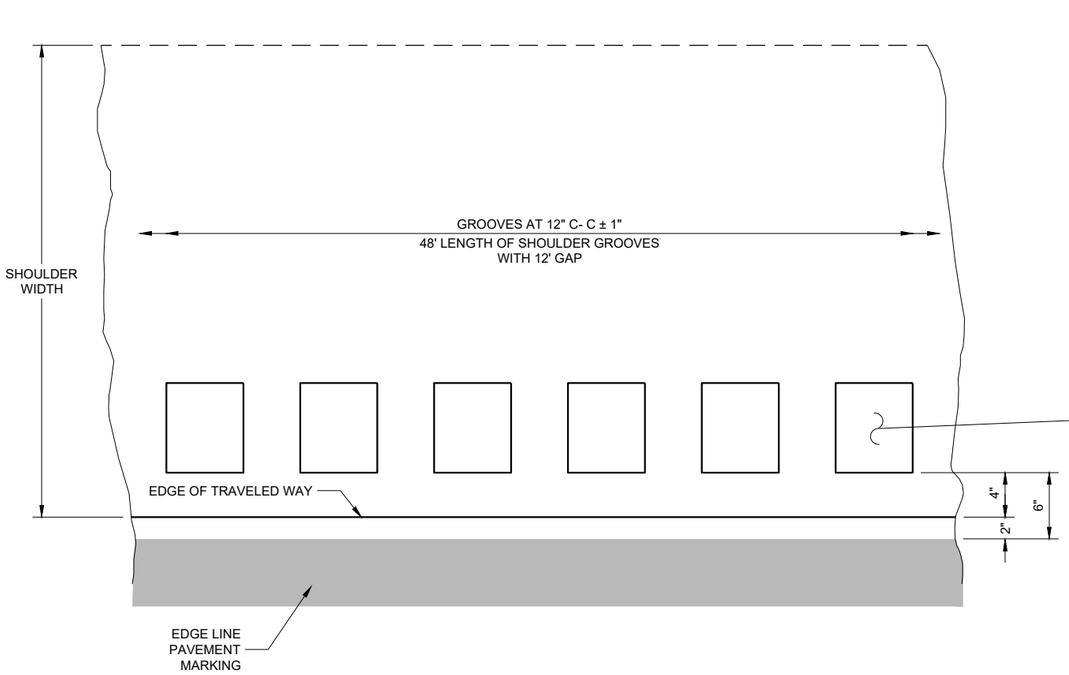
11/1/2011 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE NEER

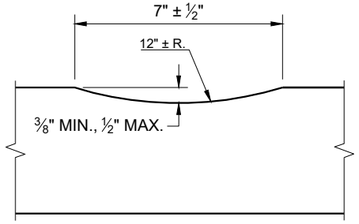
FHWA

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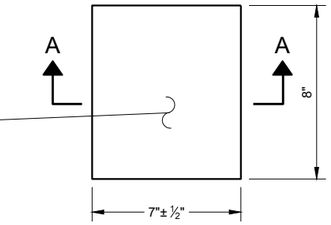
S.D.D. 13 A 7-2



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

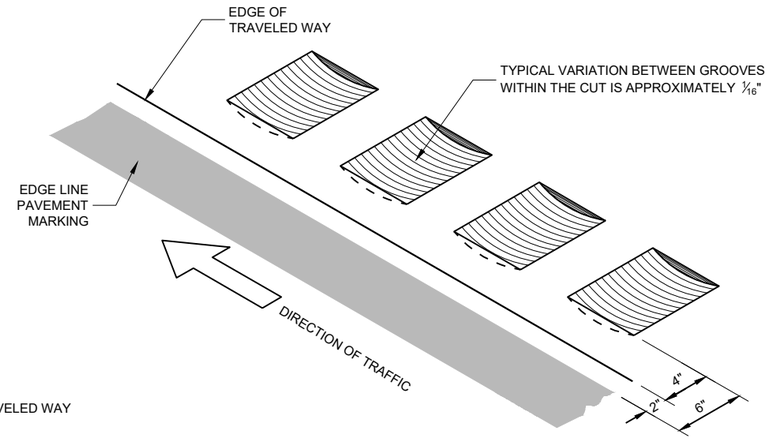


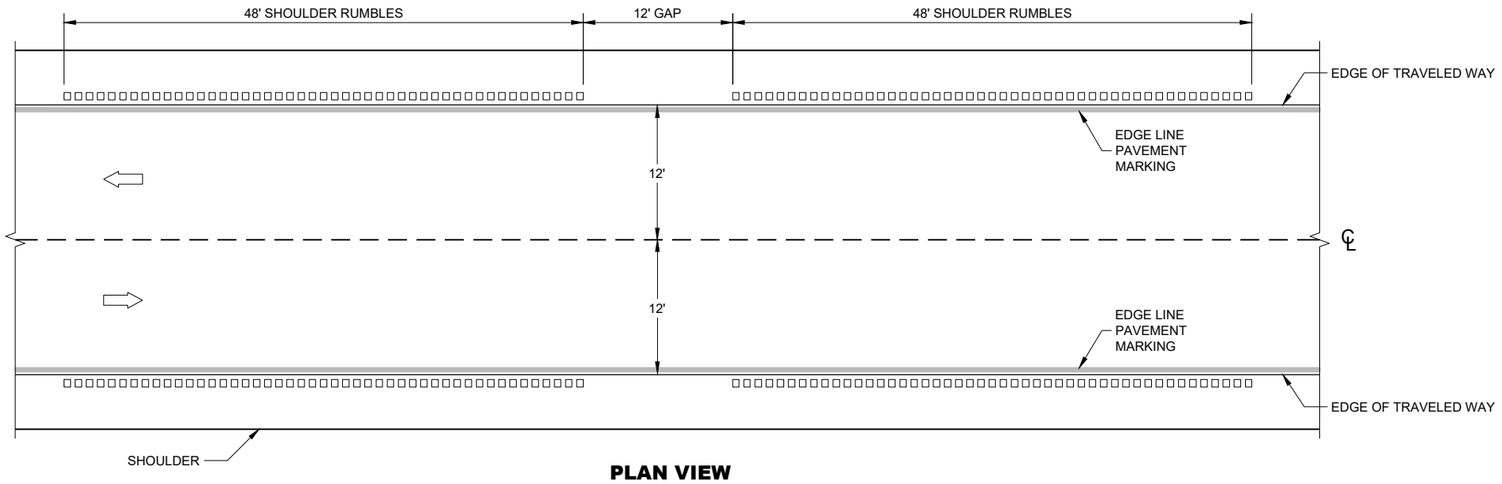
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.





PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT

6

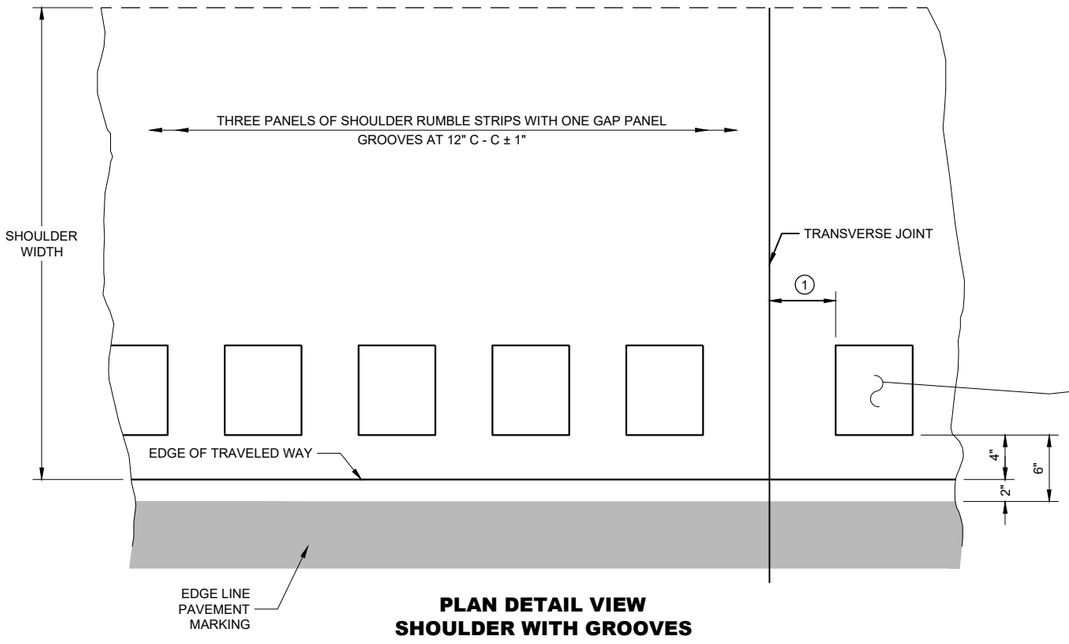
SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

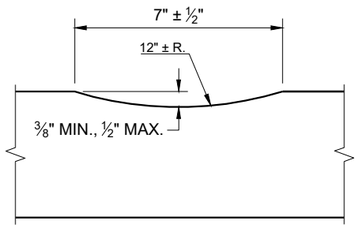
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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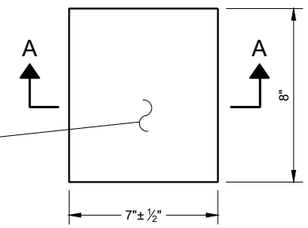
SDD 13A10 - 03a



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A



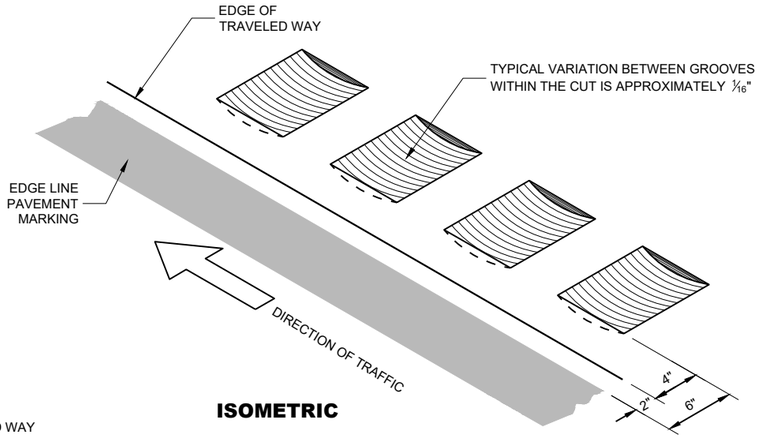
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

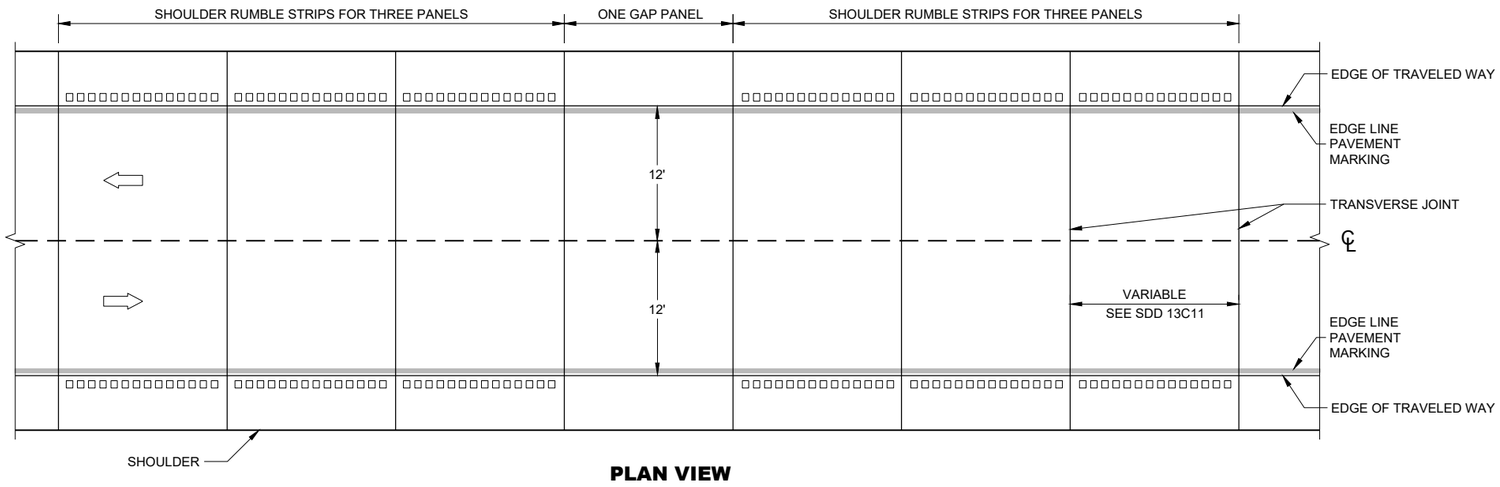
DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.

(1) FOR CONCRETE PAVEMENTS, RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES FROM TRANSVERSE JOINTS.



ISOMETRIC



PLAN VIEW

SHOULDER RUMBLE STRIPS - CONCRETE

6

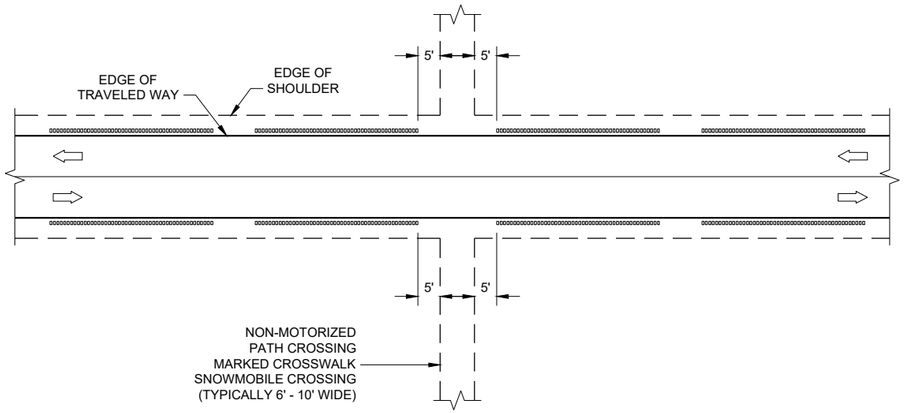
SDD 13A10 - 03b

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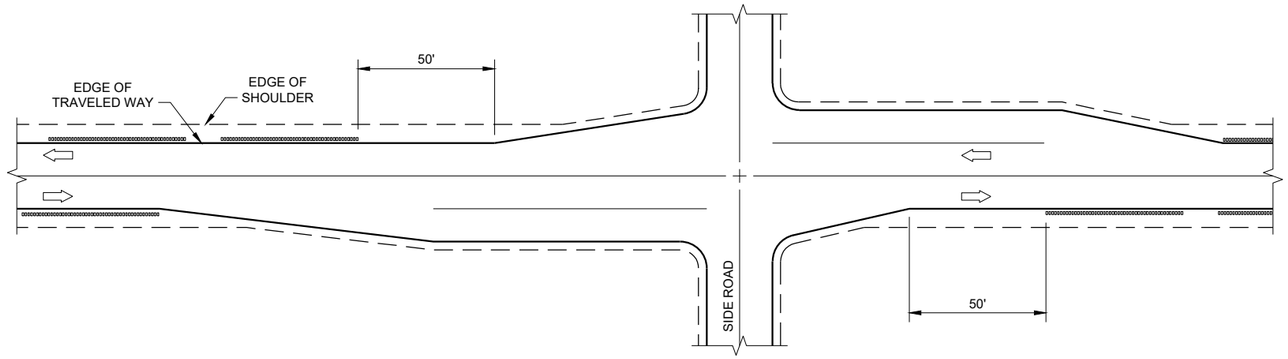
SDD 13A10 - 03b

SHOULDER RUMBLE STRIPS - CONCRETE

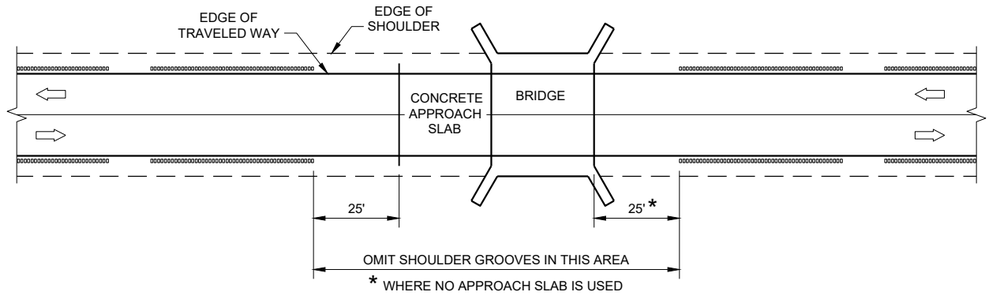
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



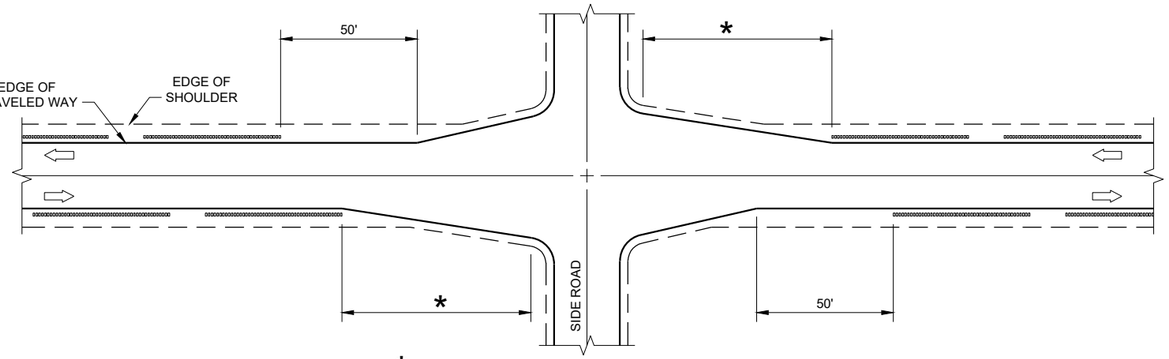
GROOVES AT MISCELLANEOUS CROSSINGS



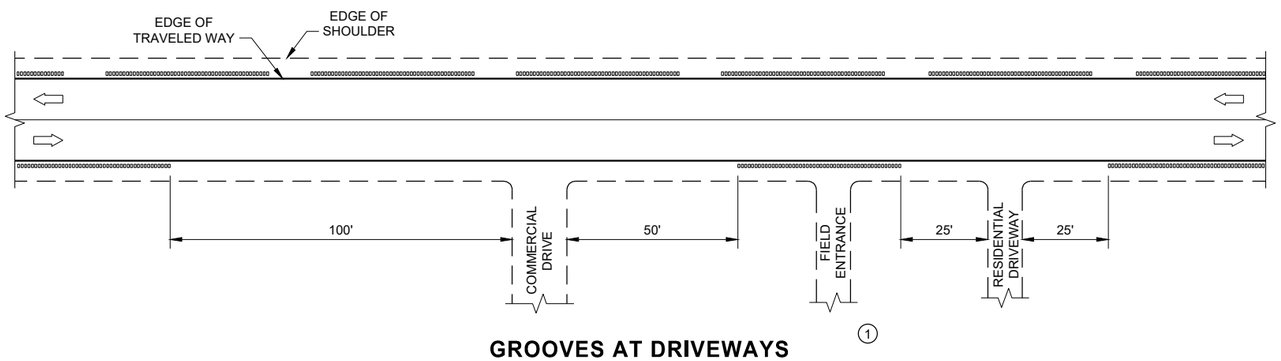
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

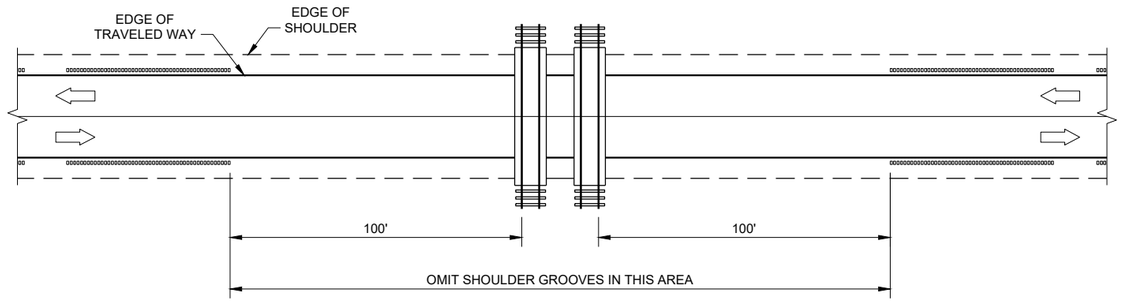
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

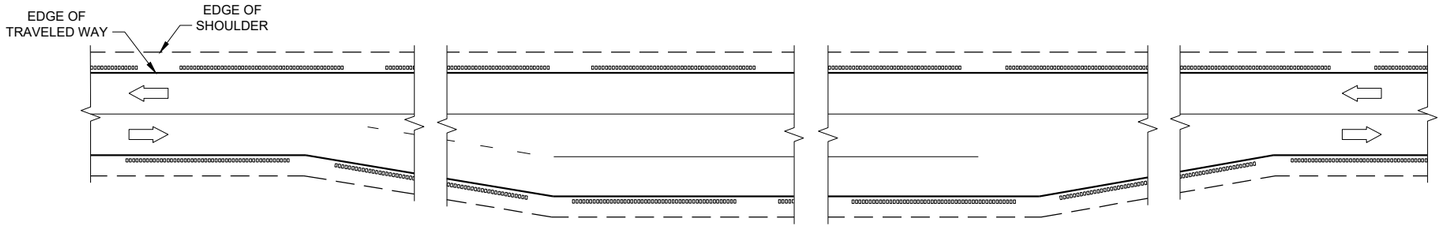
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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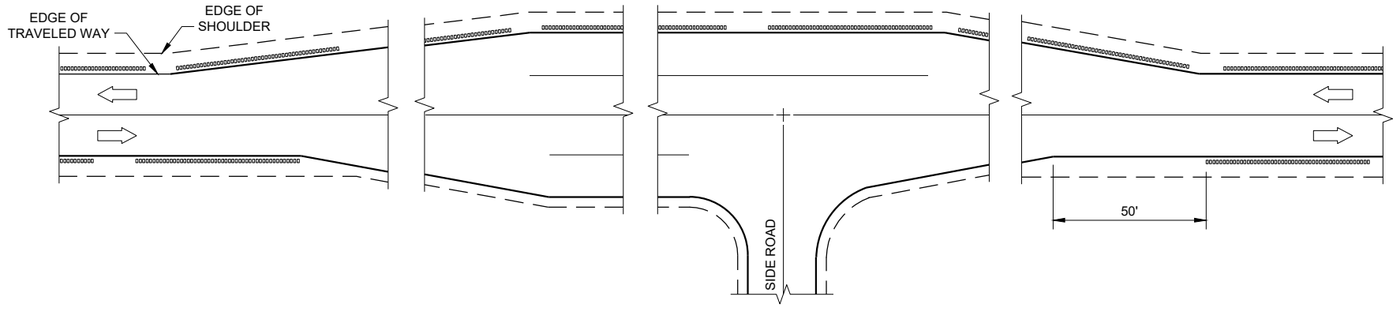
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

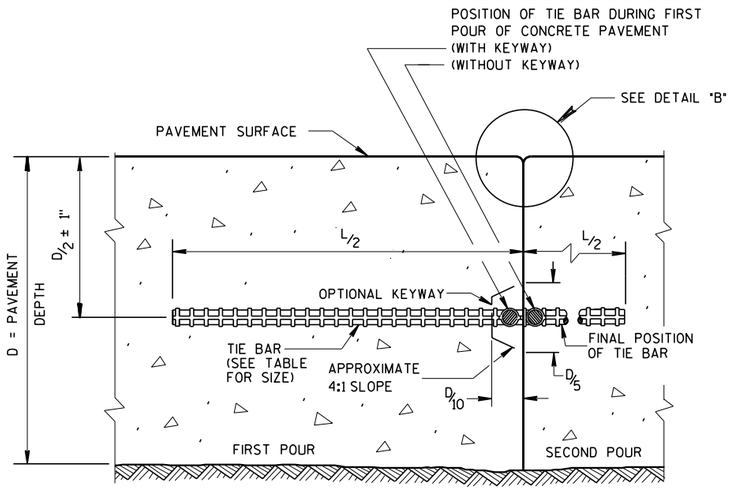
May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

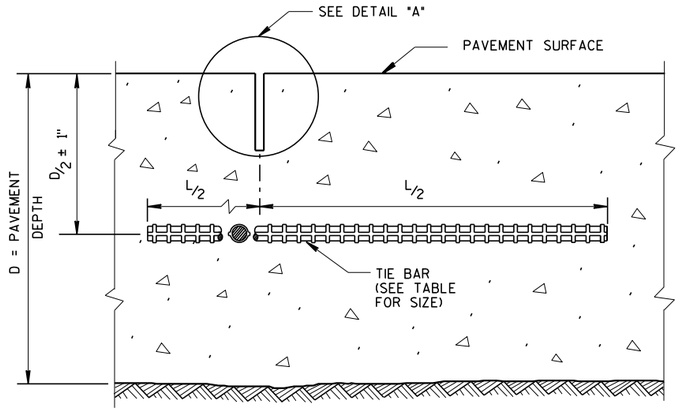
FHWA

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SDD 13A10 - 03h



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPE

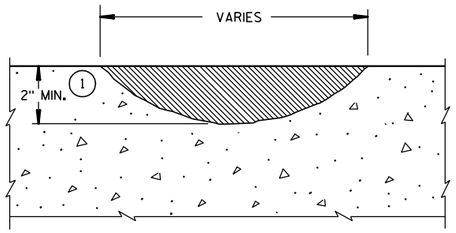
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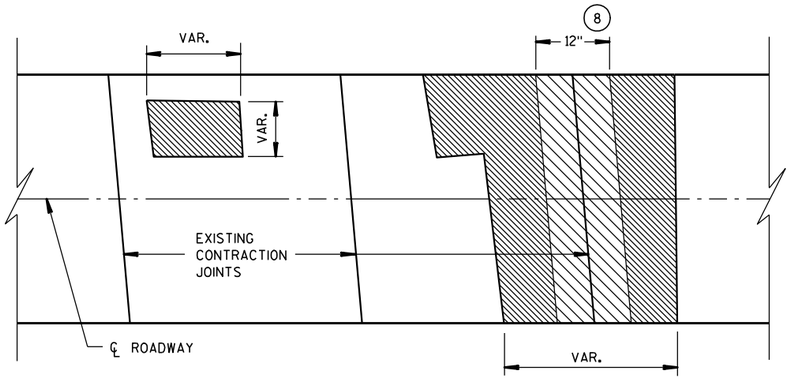
S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19

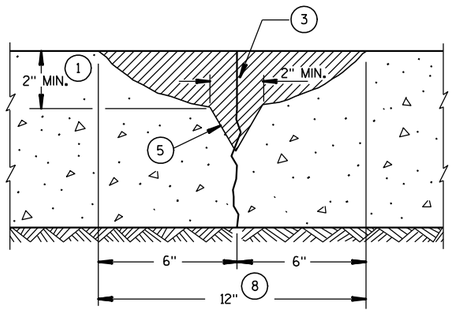


PROFILE VIEW

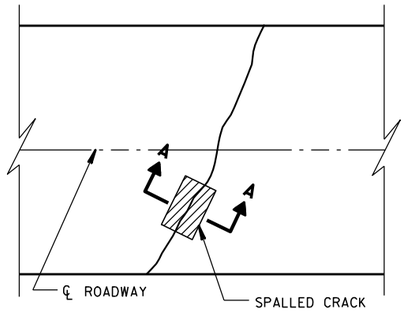


PLAN VIEW

SURFACE REPAIR



SECTION A-A

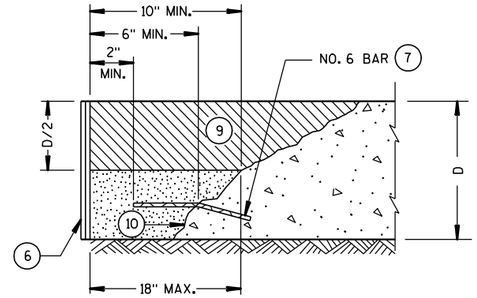


PLAN VIEW

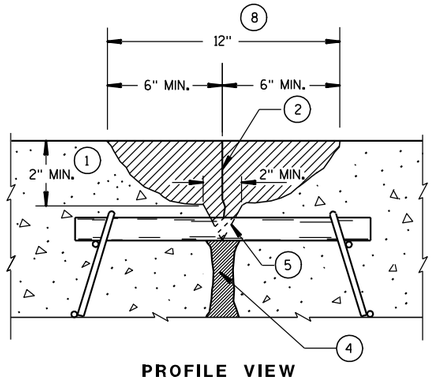
CRACK REPAIR

GENERAL NOTES

1. REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF ½ THE PAVEMENT DEPTH OR TOP OF DOWELS.
2. IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
3. COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
4. CLEAN, DRY SAND WHEN NECESSARY.
5. REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE.
6. ¼" MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED. FULLY FORMED EDGE IF ADJACENT TO SHOULDER.
7. PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT.
8. OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR.
9. PAID AS JOINT OR CRACK REPAIR.
10. FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE.
11. BEYOND 18" WILL BE PAID AS SURFACE REPAIR.

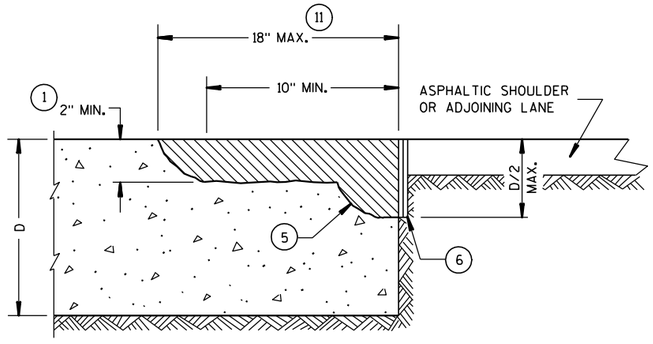


PROFILE VIEW

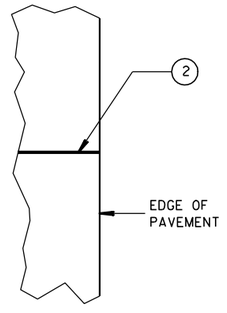


PROFILE VIEW

JOINT REPAIR

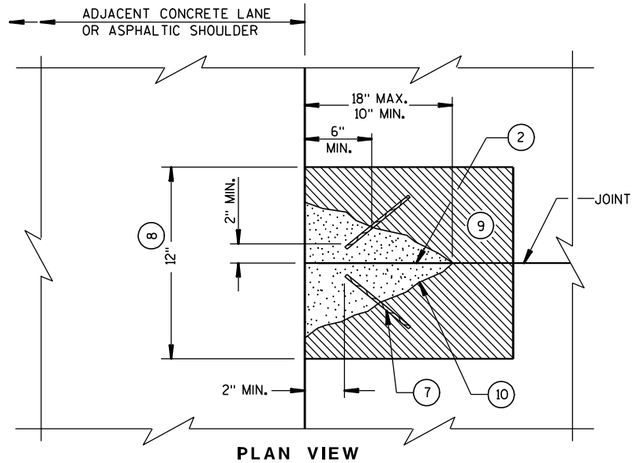


PROFILE VIEW



PLAN VIEW

EDGE REPAIR



PLAN VIEW

FULL DEPTH REPAIR ADJUSTMENT

CONCRETE PAVEMENT PARTIAL DEPTH REPAIR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

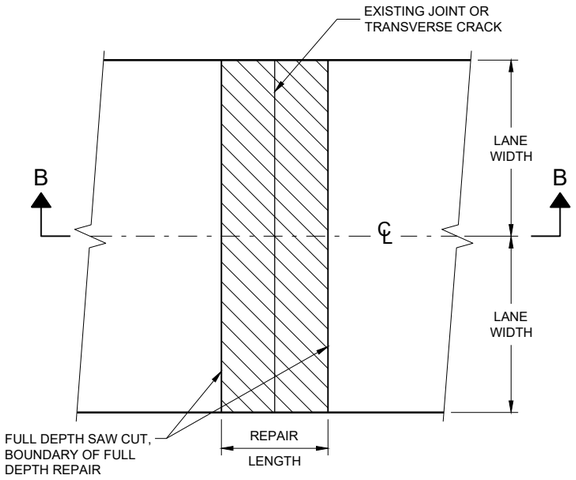
APPROVED
3/21/03 DATE
/S/ Bill Ducker PAVEMENT ENGR
FHWA

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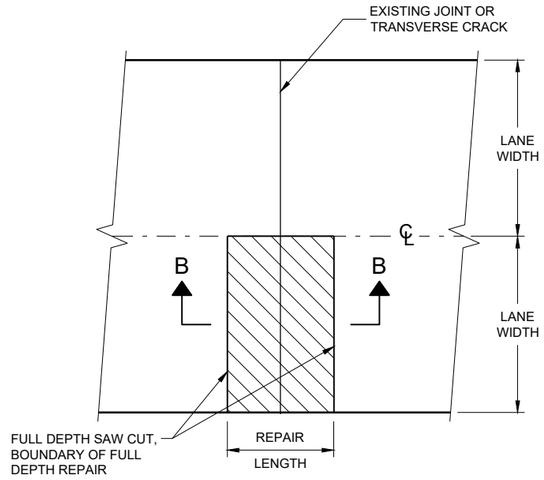
S.D.D. 13 C 8-2

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S.D.D. 13 C 8-2



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

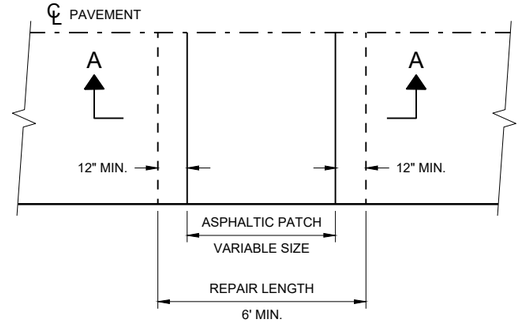
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

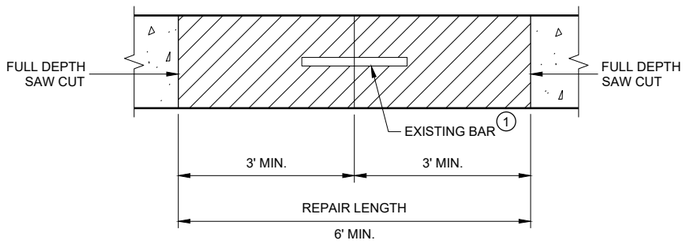
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



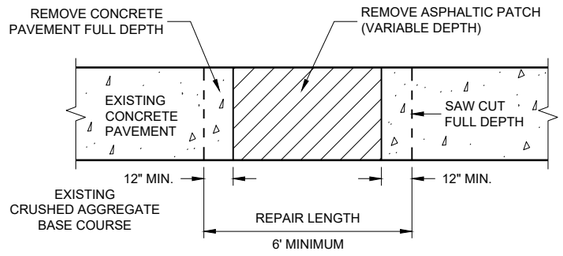
PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B

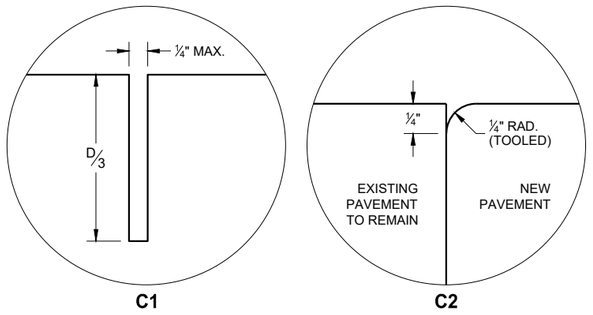
CONCRETE REMOVAL



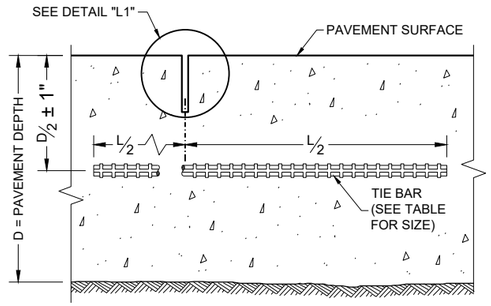
SECTION A - A

HMA PATCH REMOVAL

CONCRETE PAVEMENT
REPAIR AND REPLACEMENT

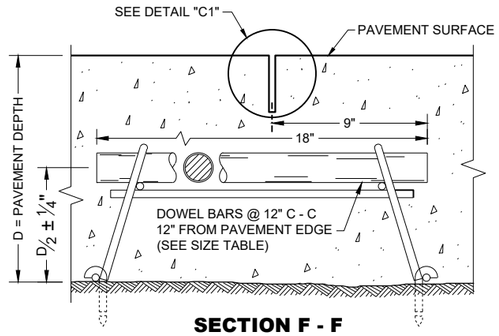


TRANSVERSE JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

DOWELED CONTRACTION JOINT

GENERAL NOTES

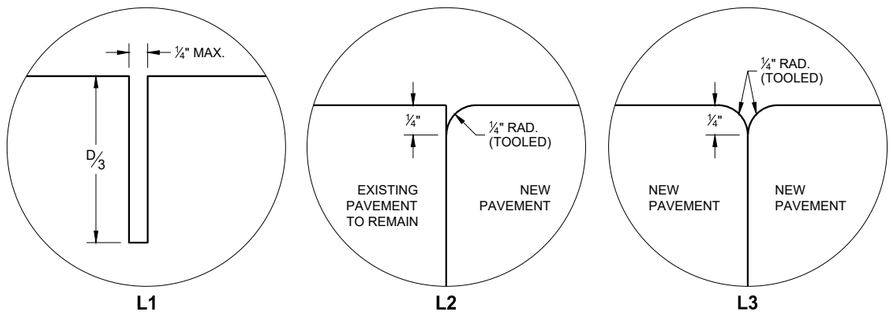
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

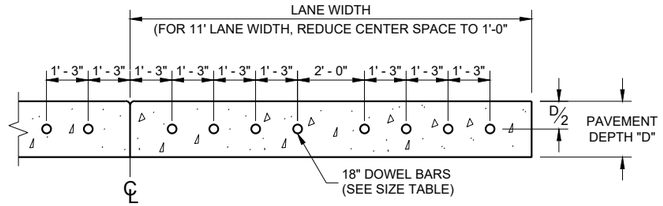
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

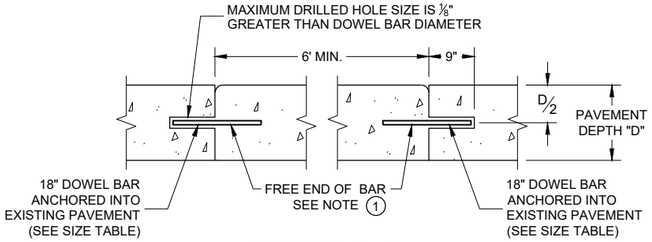


LONGITUDINAL JOINTS



SECTION E - E

DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

TIE BAR TABLE

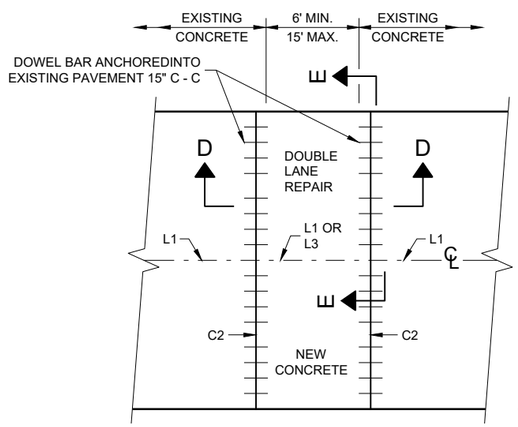
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

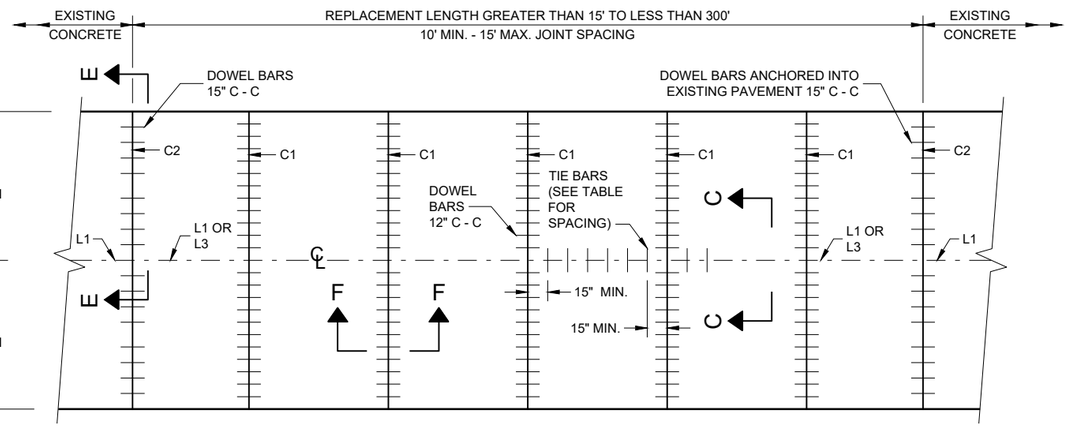
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	NONE	12'
7", 7 ½"	1"	1"	14'
8" & ABOVE	1 ¼"	1 ¼"	15'



PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

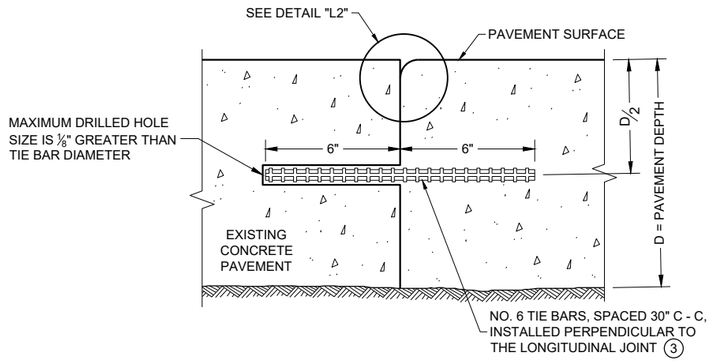
MULTILANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C09 - 17b

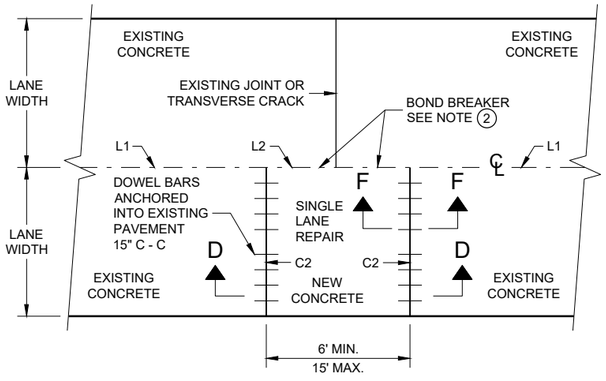


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

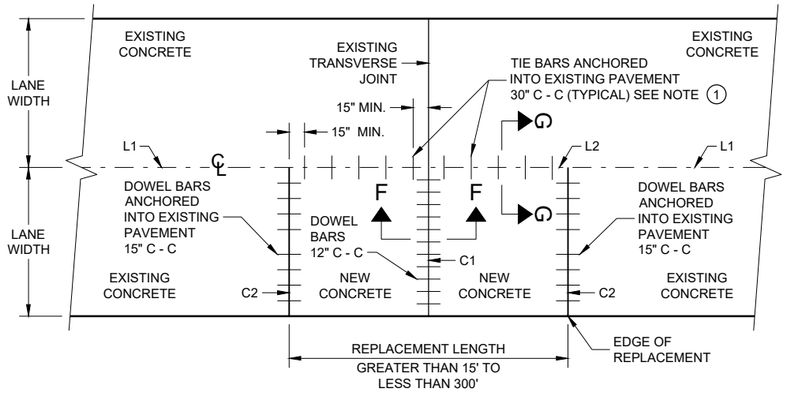
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

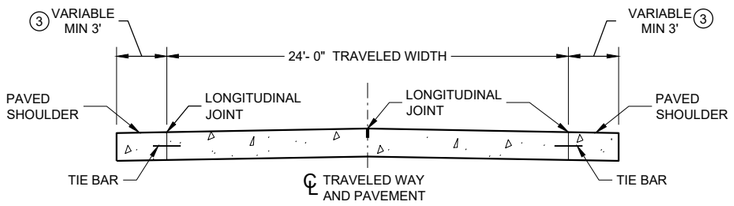
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

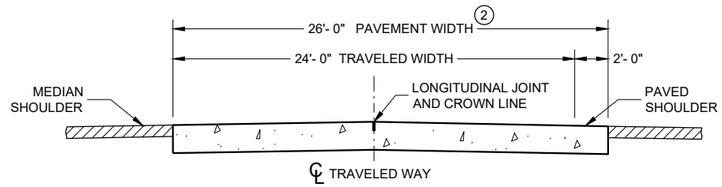
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SDD 13C09 - 17c

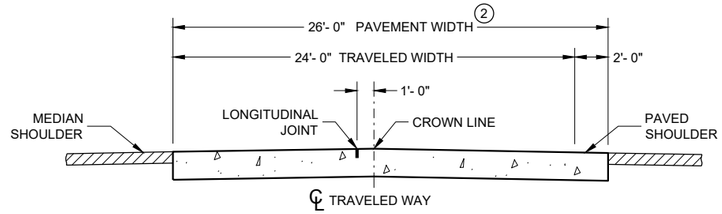


SECTION A - A

TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B - B



ALTERNATIVE SECTION B - B

DIVIDED HIGHWAY (1)

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

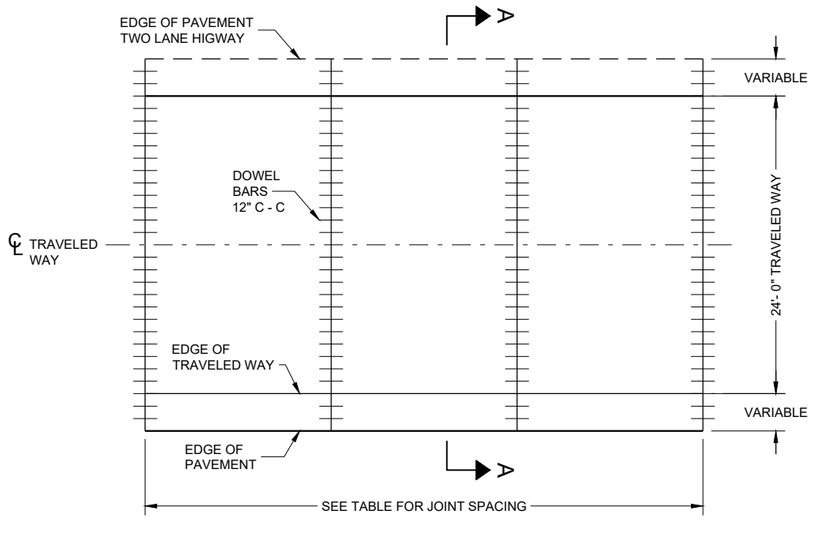
(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

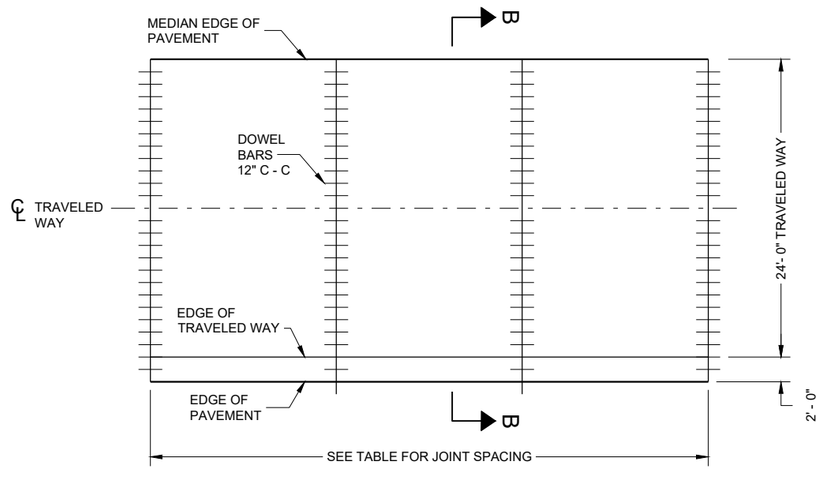
(3) SHOULDER WIDTHS LESS THAN 3 FEET SHALL BE PAVED INTEGRAL TO THE MAINLINE CONCRETE PAVEMENT, SEE SECTION B-B.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

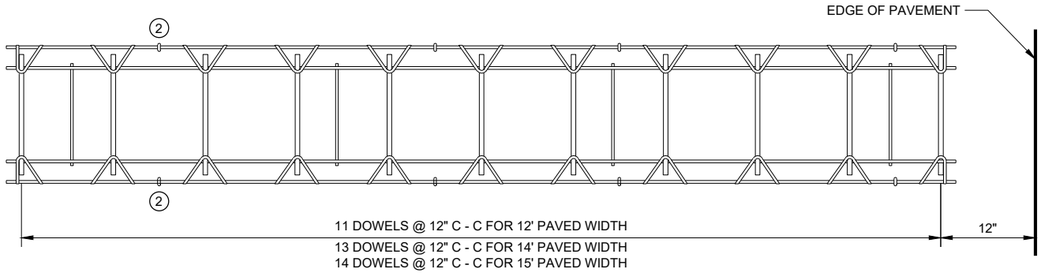
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C11 - 14a

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SDD13C11 - 14a



PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY (1)

GENERAL NOTES

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

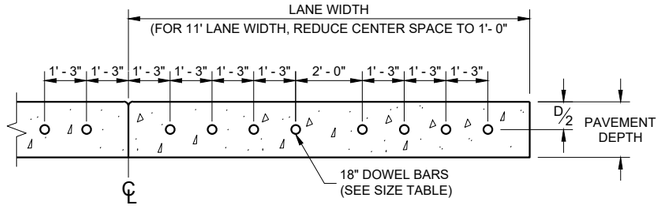
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

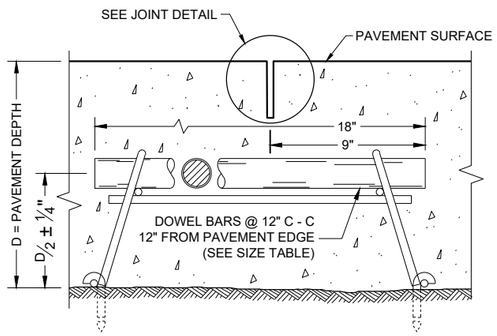
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

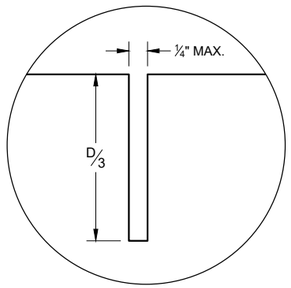
(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



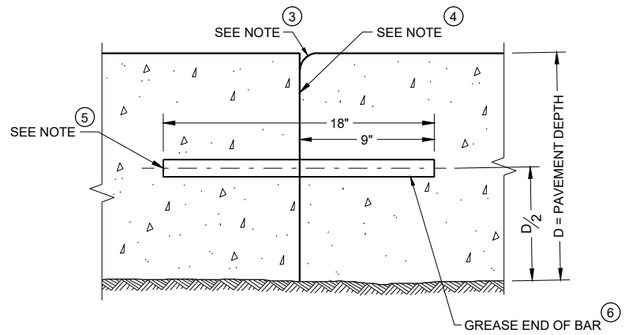
DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

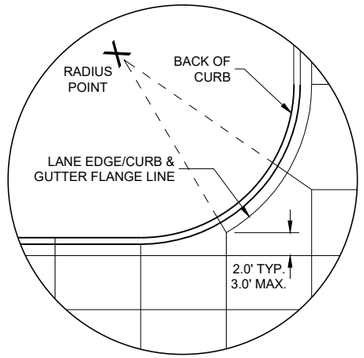
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

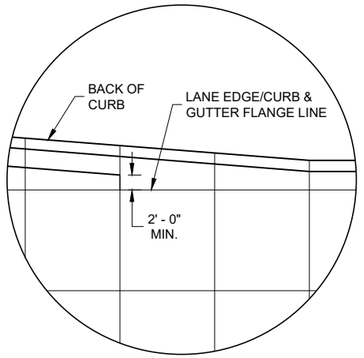
FHWA

6

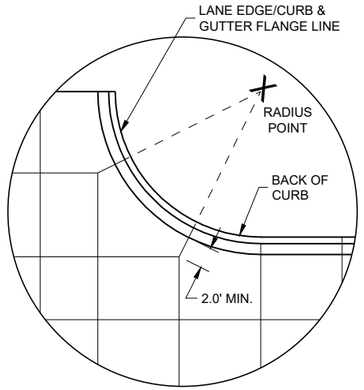
SDD 13C11 - 14b



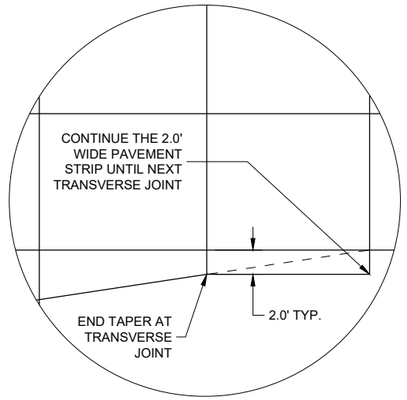
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

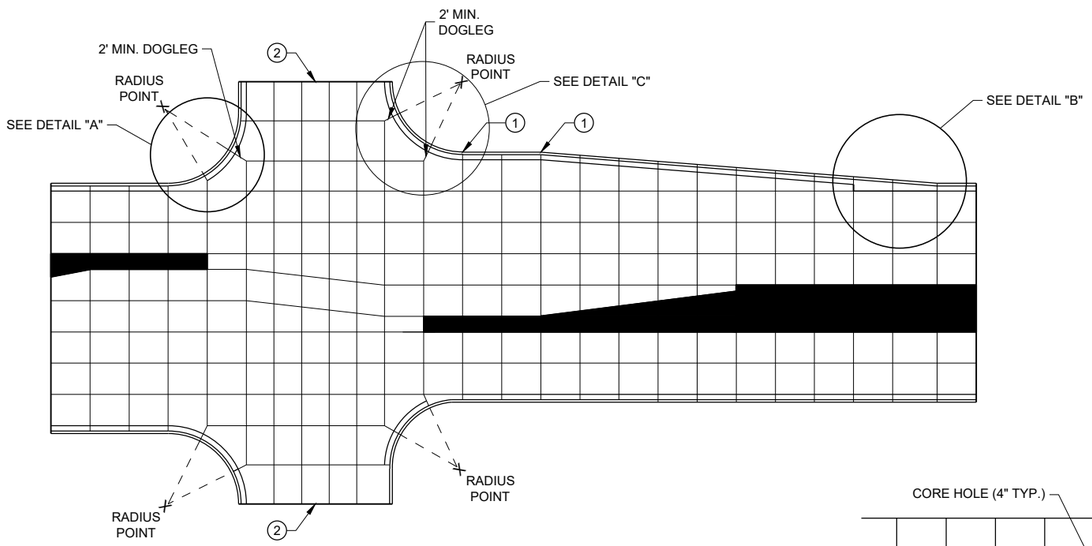
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

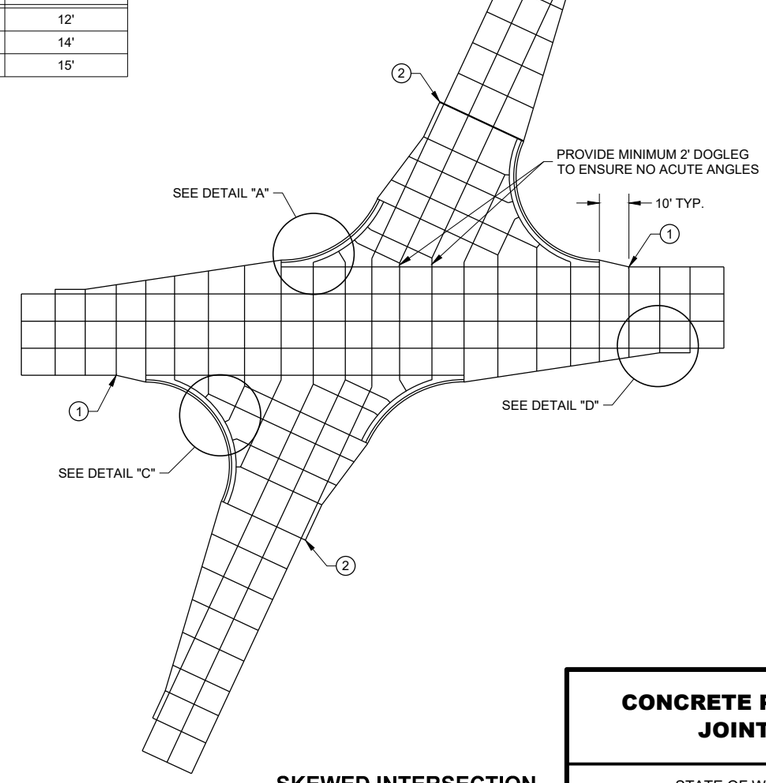
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



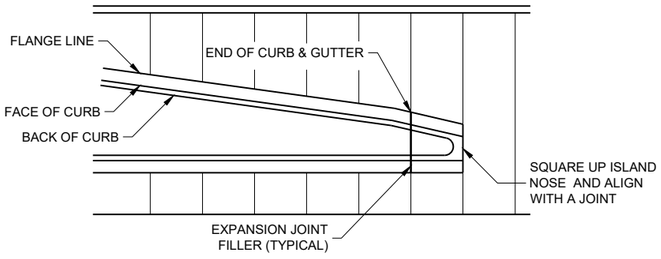
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

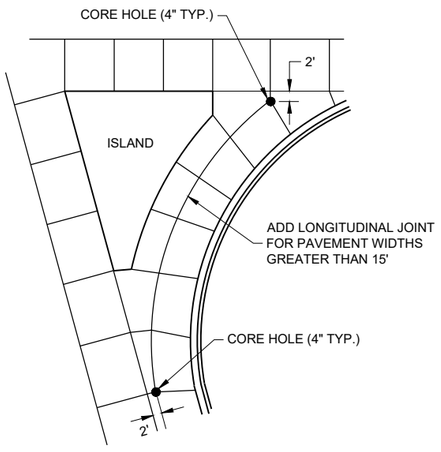
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

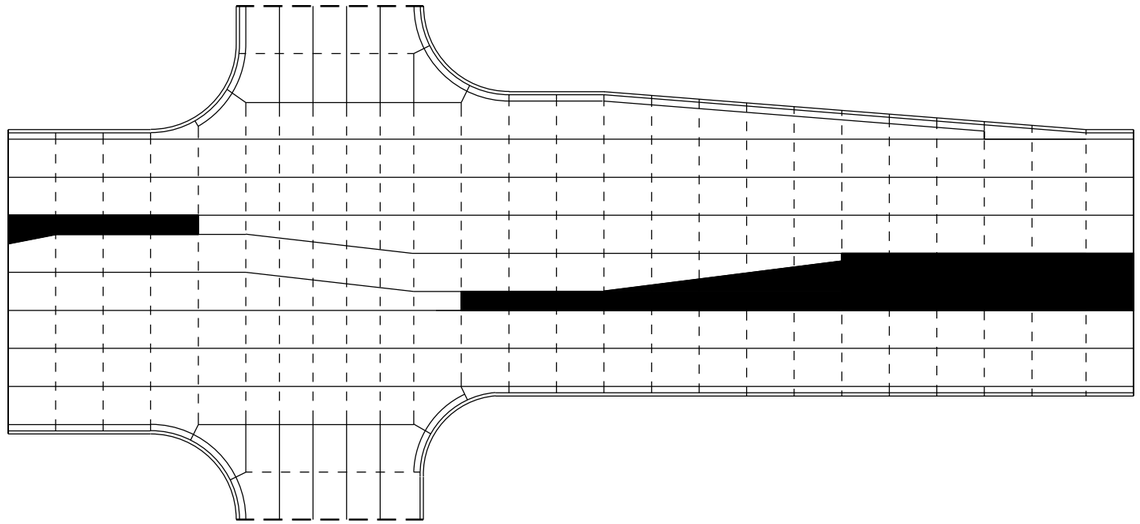
6
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

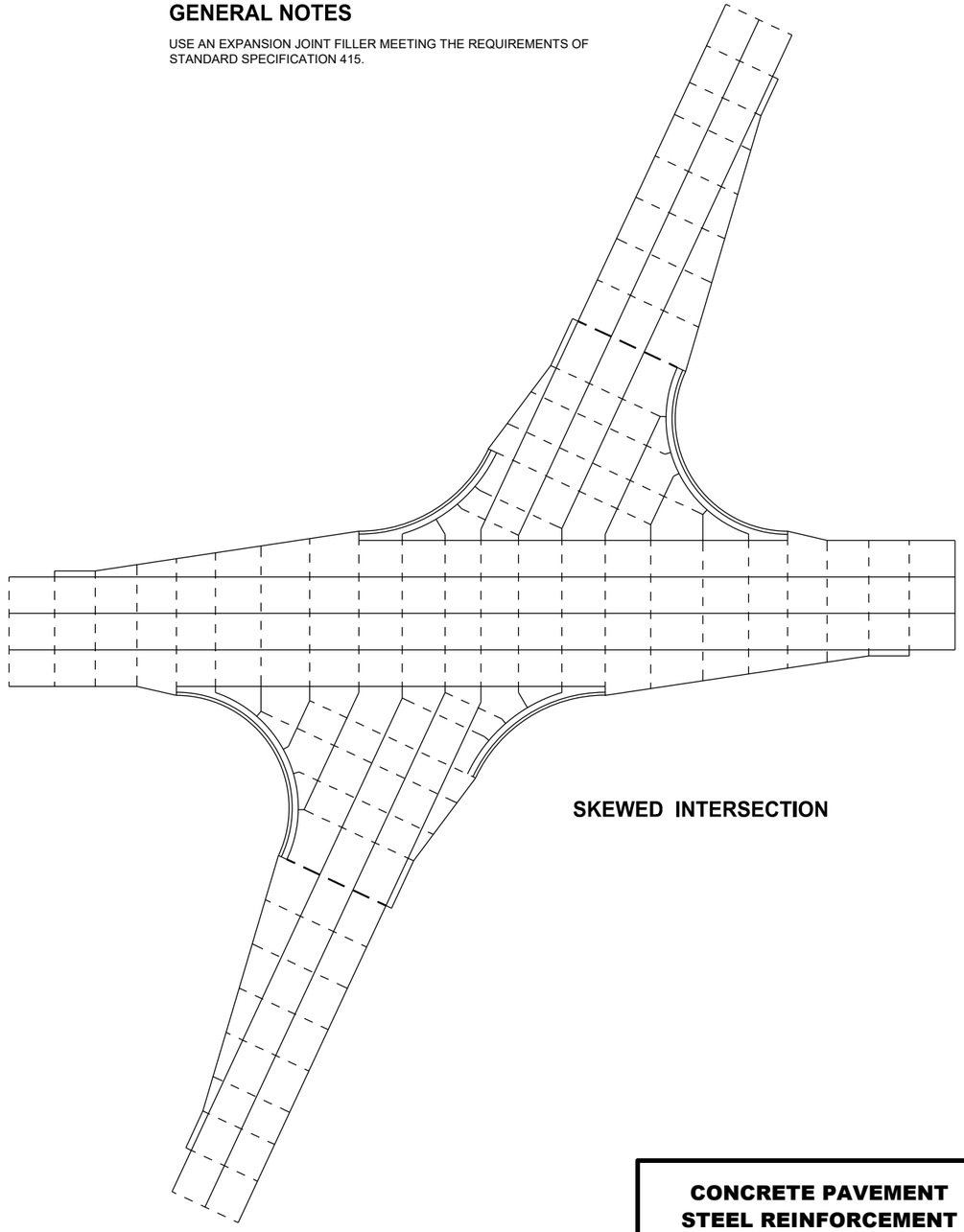
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

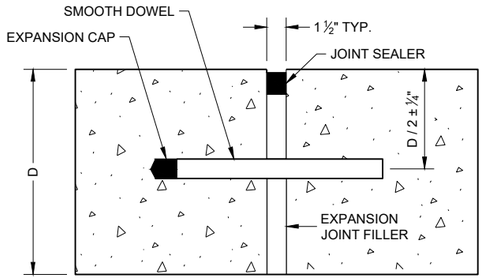
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

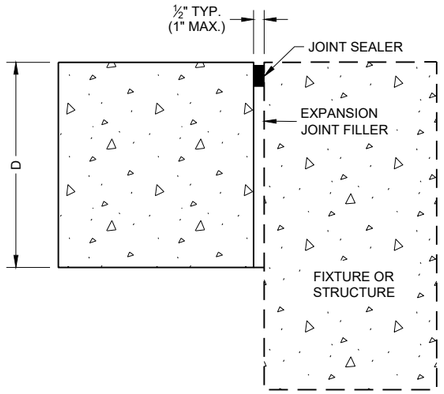
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

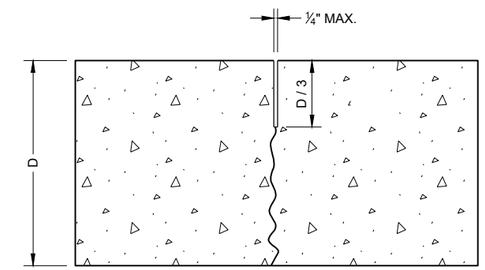
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

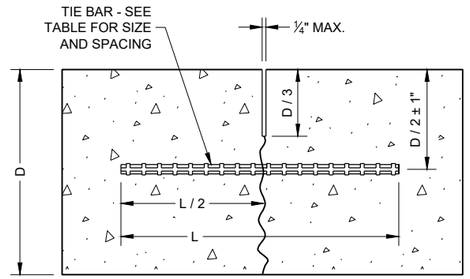
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

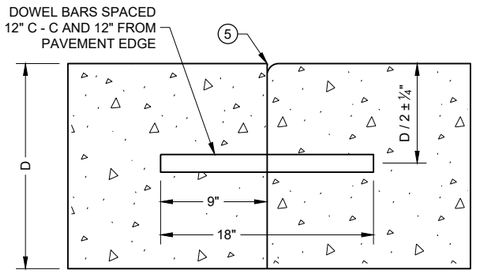
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



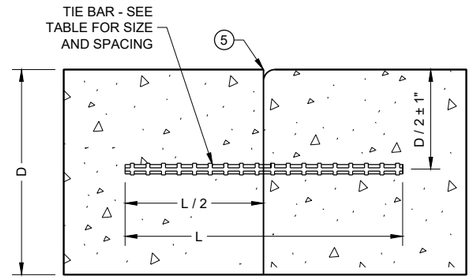
UNDOWELED TRANSVERSE



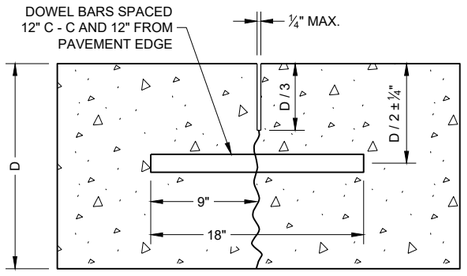
TIED LONGITUDINAL



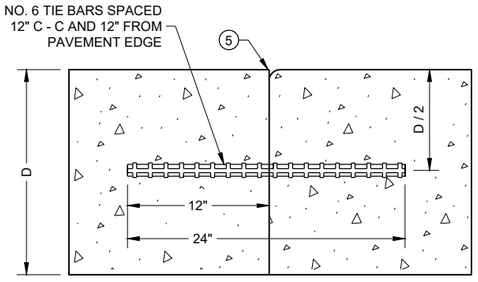
DOWELED TRANSVERSE (3)



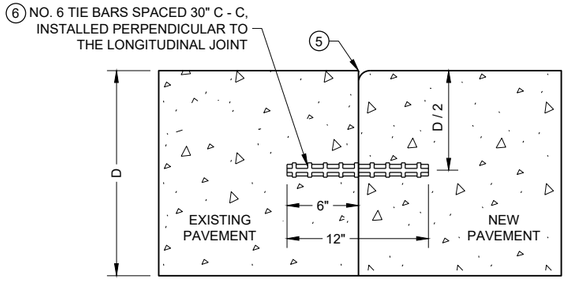
TIED LONGITUDINAL



DOWELED TRANSVERSE



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

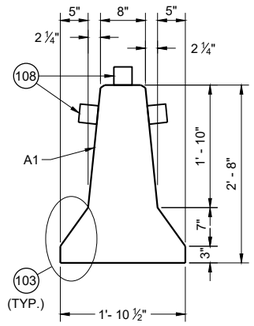
CONTRACTION JOINTS (2)

CONSTRUCTION JOINTS (4)

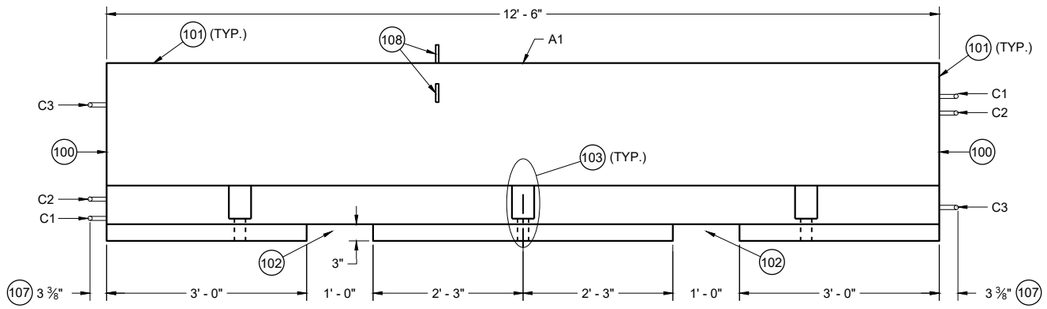
CONCRETE PAVEMENT JOINT TYPES

SDD 13C18 - 08c

6



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

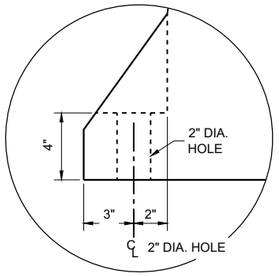
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

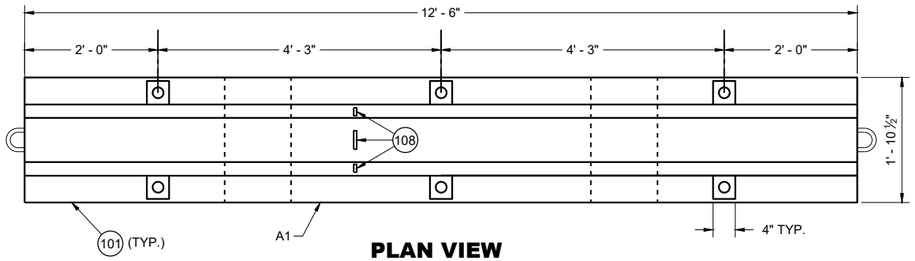
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

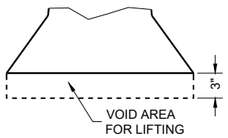


ANCHOR BLOCK DETAIL

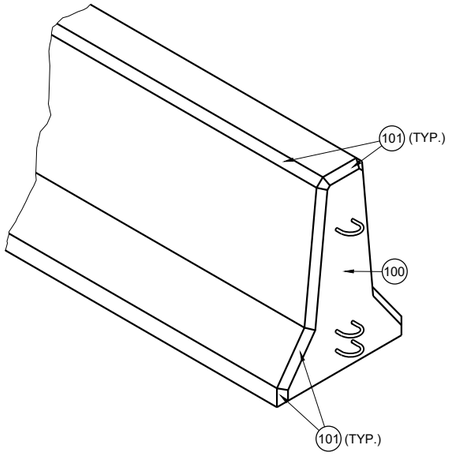


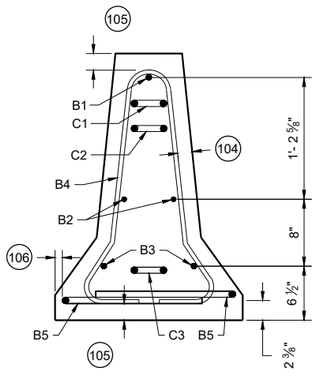
PLAN VIEW

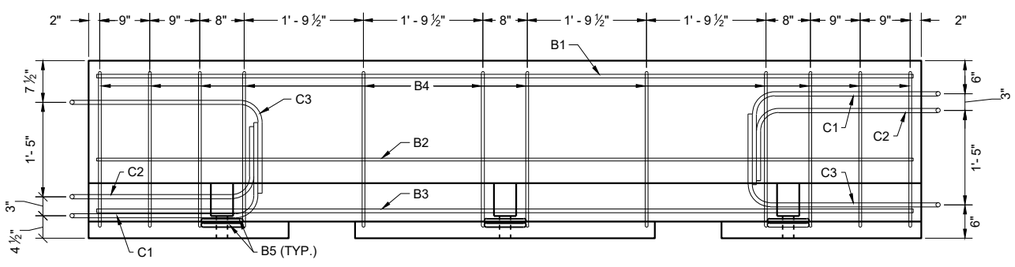
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

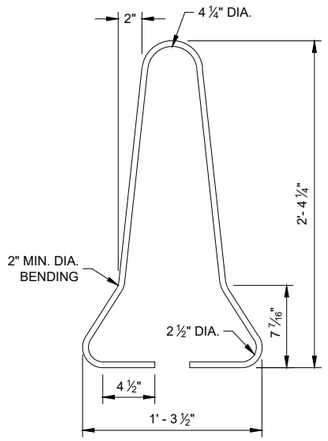
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

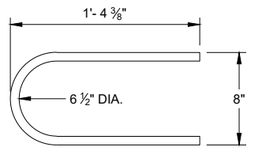
SDD 14B07-16a

6

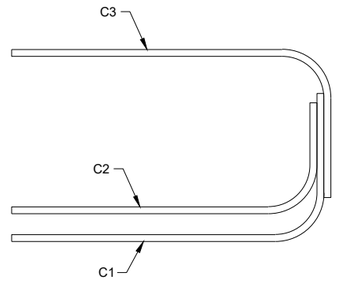
SDD 14B07-16a



B4 BAR DETAIL

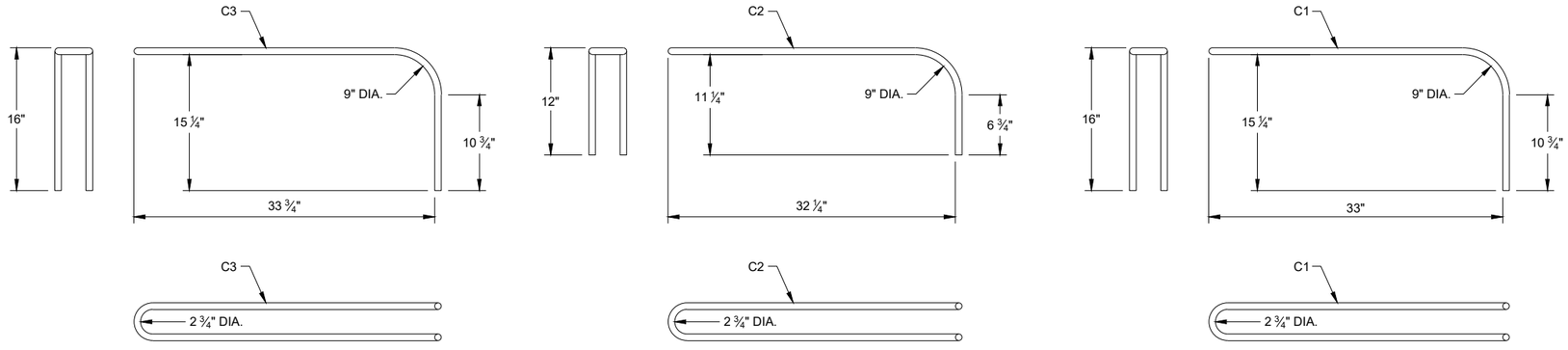


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



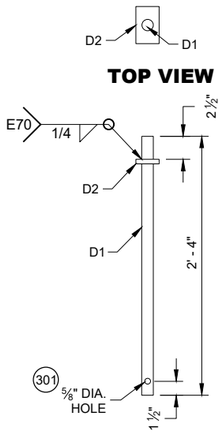
C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

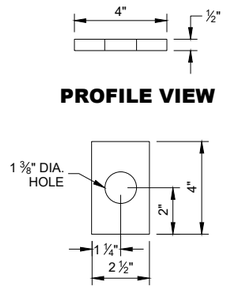
SDD 14B07-16b



TOP VIEW

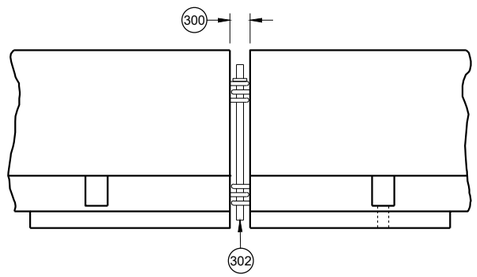
PROFILE VIEW

CONNECTOR PIN ASSEMBLY



PROFILE VIEW

TOP VIEW D2



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

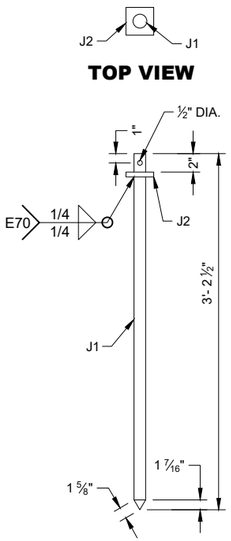
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

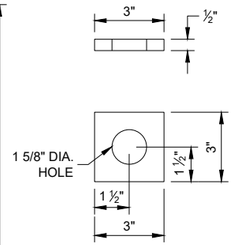
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



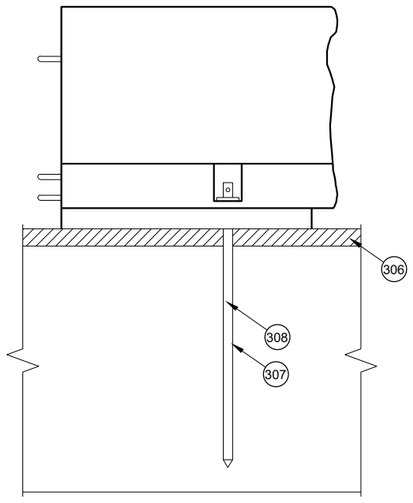
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

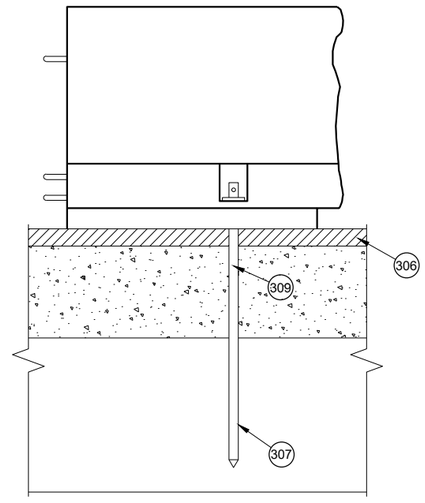


TOP VIEW J2



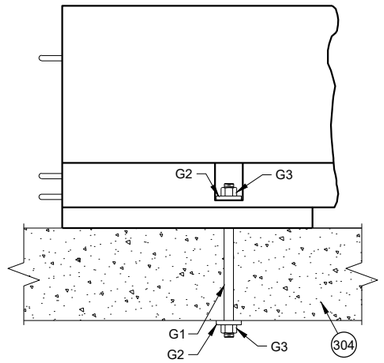
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



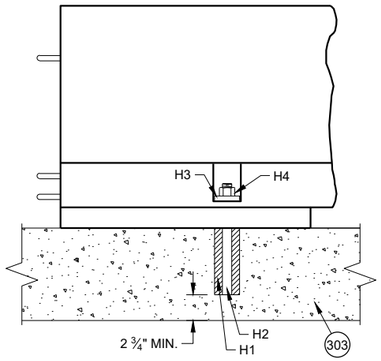
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

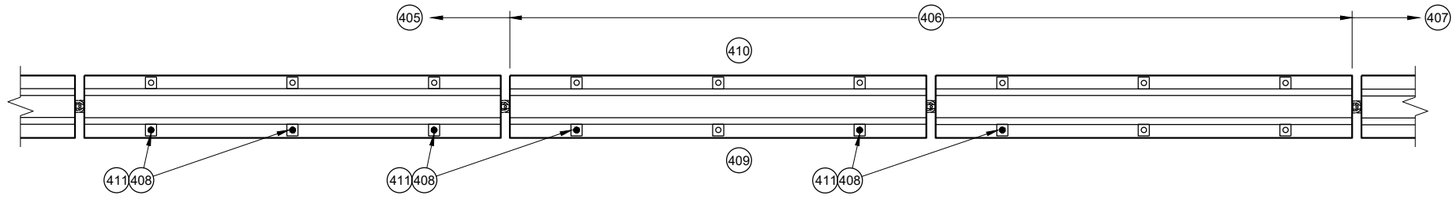
THROUGH BOLT ANCHOR INSTALLATION 305



SIDE VIEW

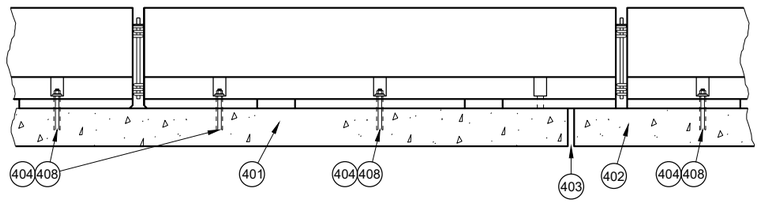
ADHESIVE ANCHOR INSTALLATION 305

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



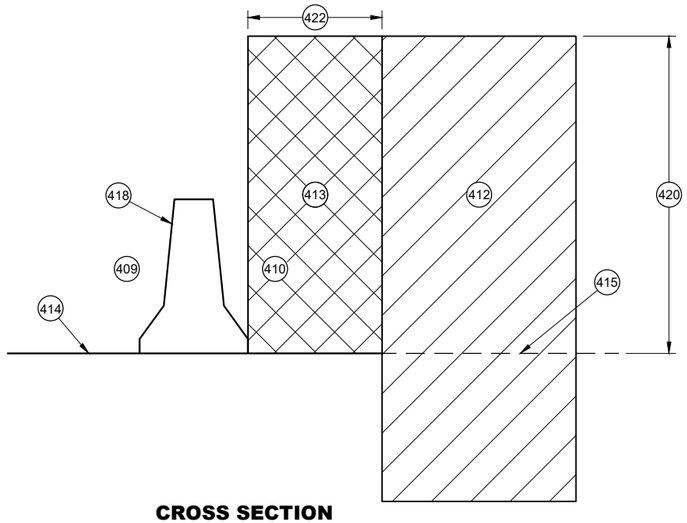
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



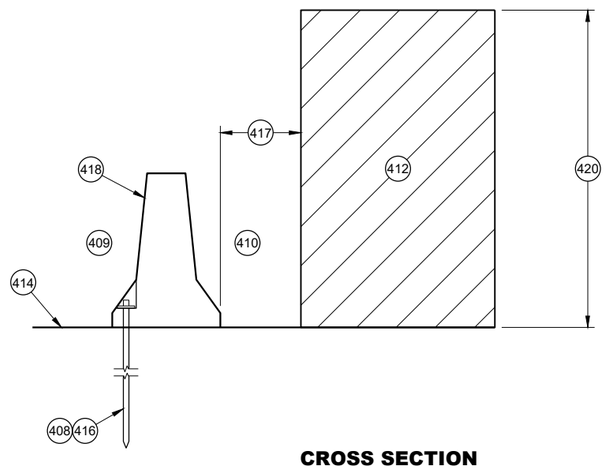
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



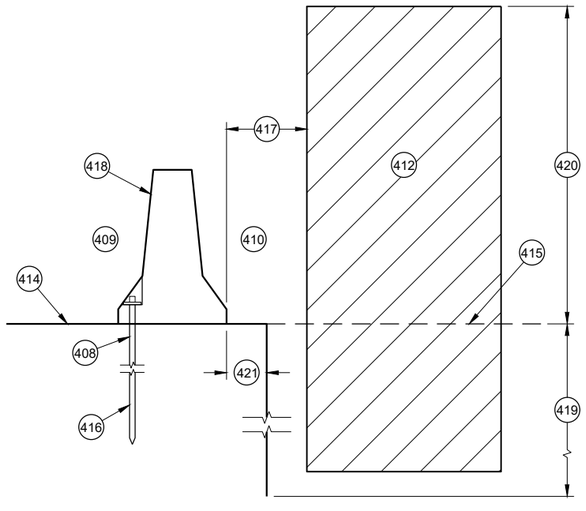
CROSS SECTION

FREE STANDING BARRIER



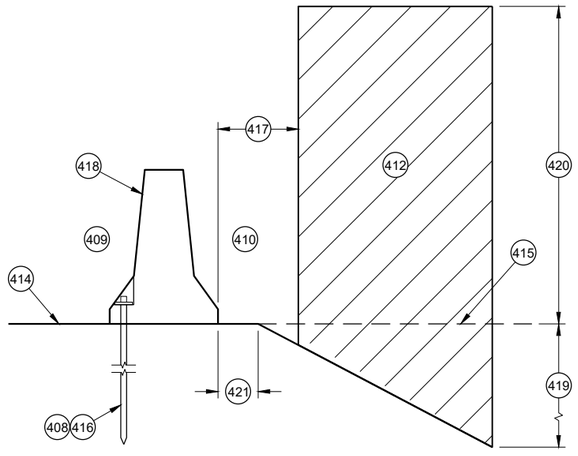
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16d

GENERAL NOTES

(500) EXISTING RIGID BARRIERS (VARIES)

(501) TEMPORARY BARRIER

(502) SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

(503) ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

(504) NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

(505) TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

(506) TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

(507) VERTICAL BARRIER

(508) SAFETY SHAPE BARRIER

(509) SINGLE SLOPE BARRIER

(510) CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

(511) BENT THRIE BEAM TO FIT.

(512) THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

(513) TWO (2) P1, P2 AND P3 ARE REQUIRED

(514) FIVE (5) N1, N2 AND N3 ARE REQUIRED

(515) TWO (2) R1, R2 AND R3 ARE REQUIRED

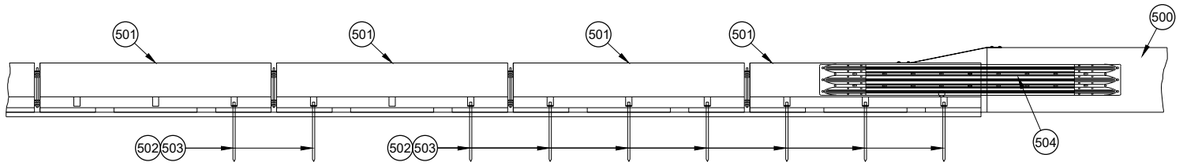
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

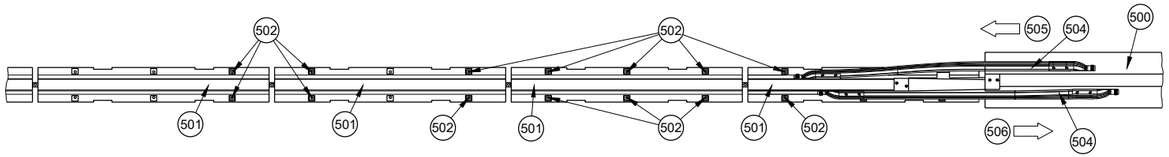
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

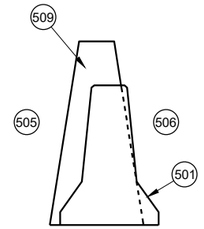
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



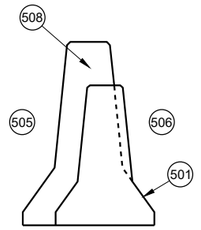
PROFILE VIEW



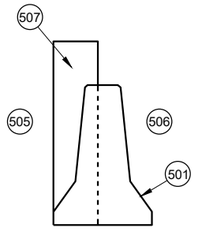
PLAN VIEW



CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE

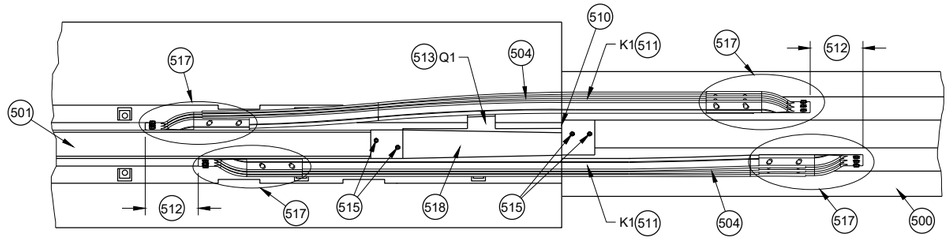


CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE

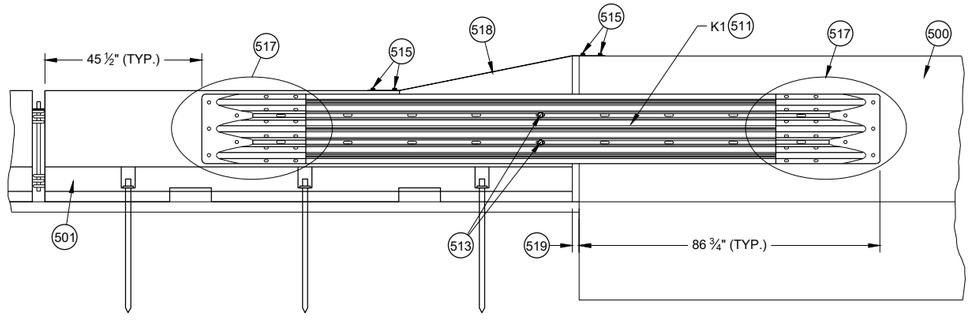


CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL

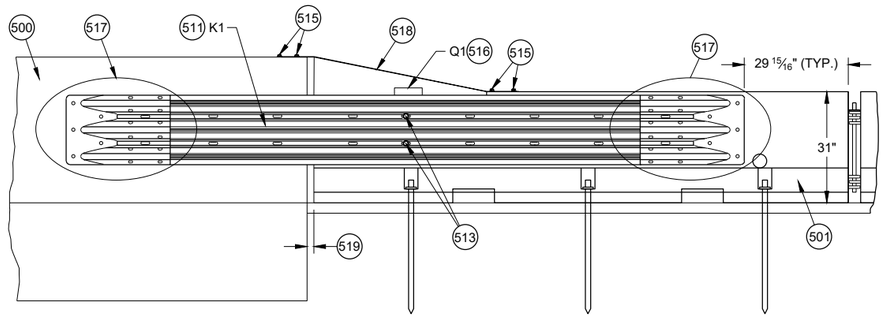
PLAN VIEW
TRANSITION TO RIGID BARRIER



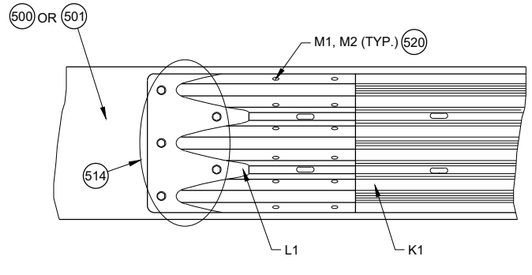
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER

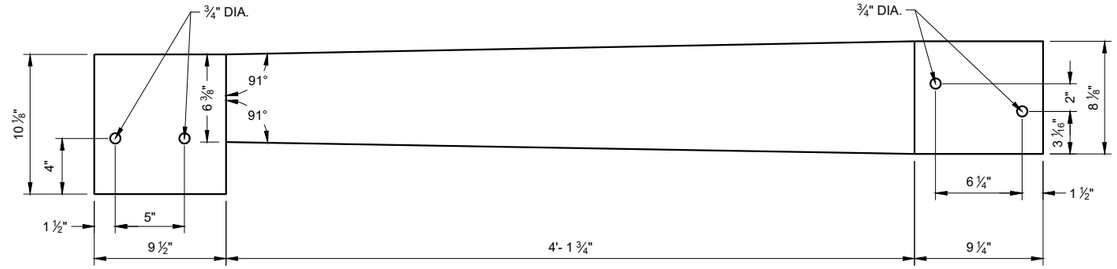


(517) DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

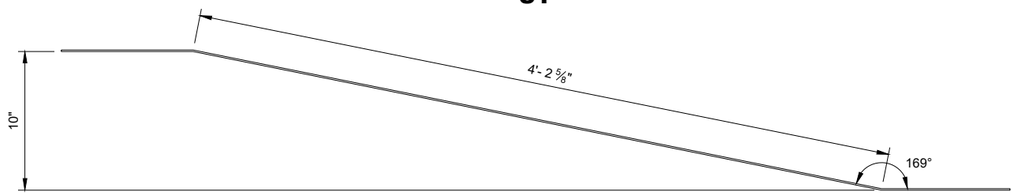
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SDD 14B07-16e



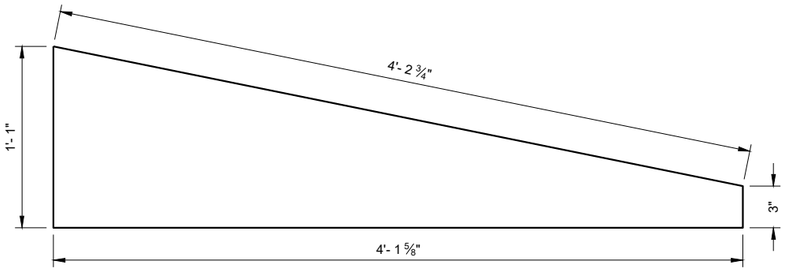
TOP VIEW

S1



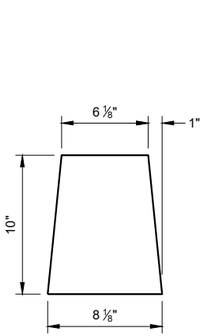
ELEVATION VIEW

S1

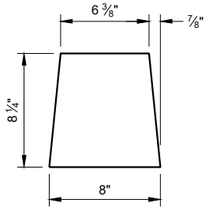


SIDE VIEW

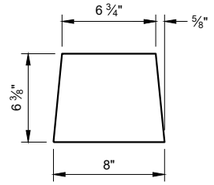
S3



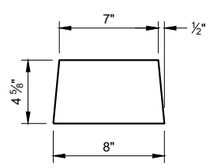
S2



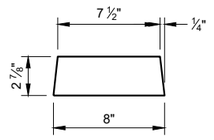
S4



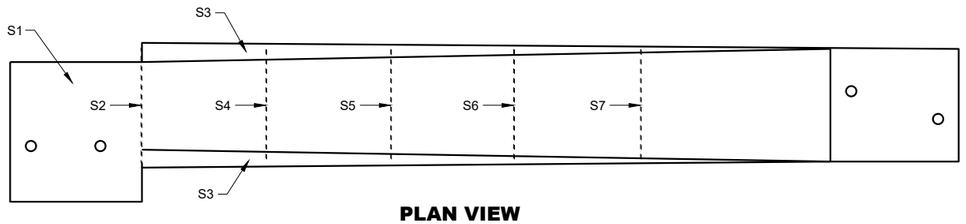
S5



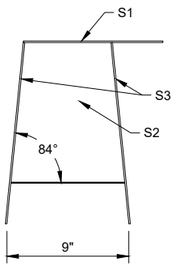
S6



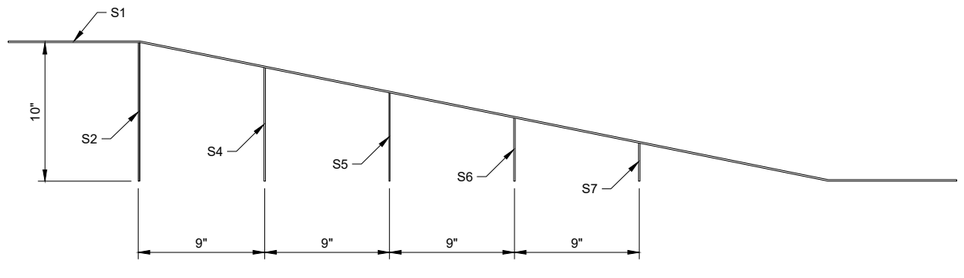
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

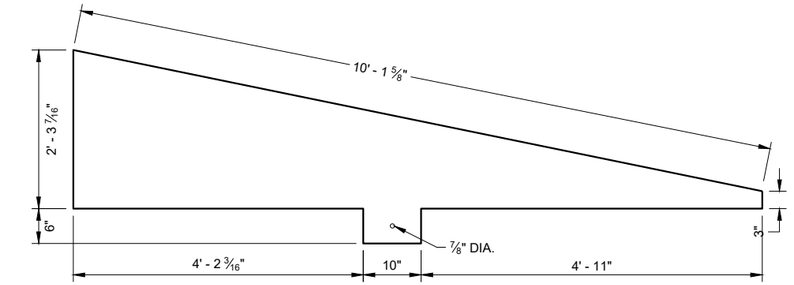
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

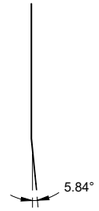
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

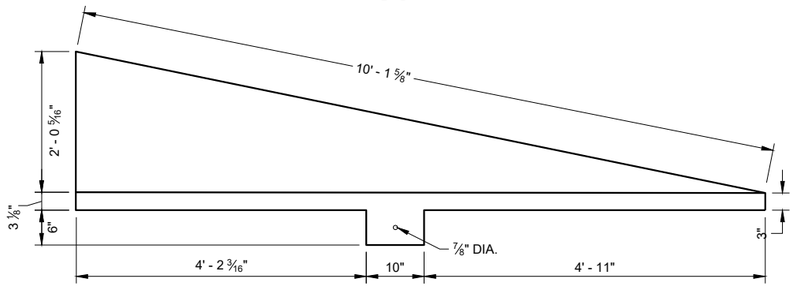
SDD 14B07-16f



SIDE VIEW
T4



END VIEW



SIDE VIEW
T3

END VIEW

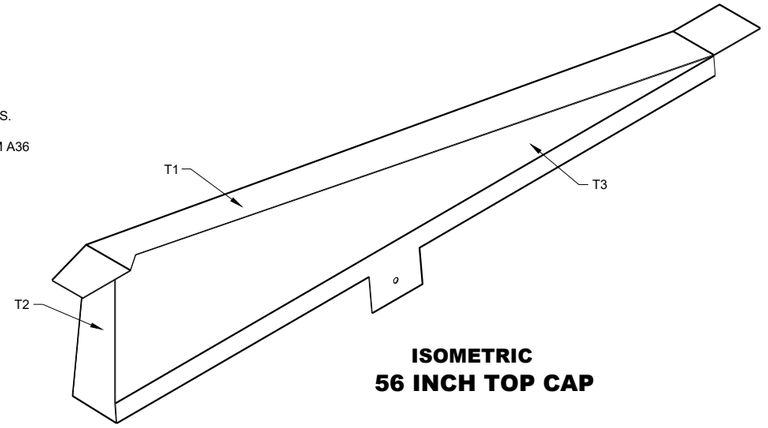
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

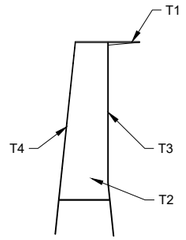
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

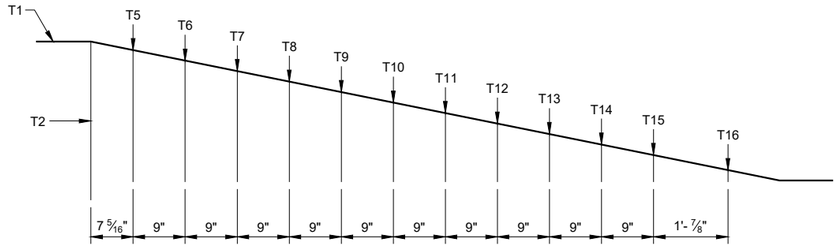
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



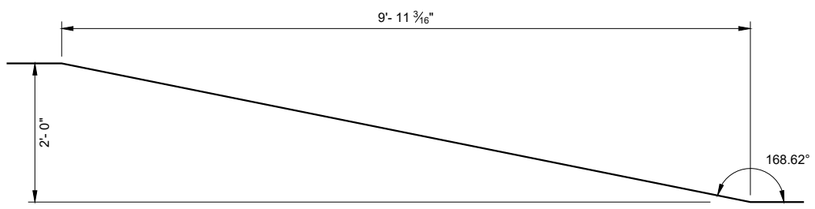
ISOMETRIC
56 INCH TOP CAP



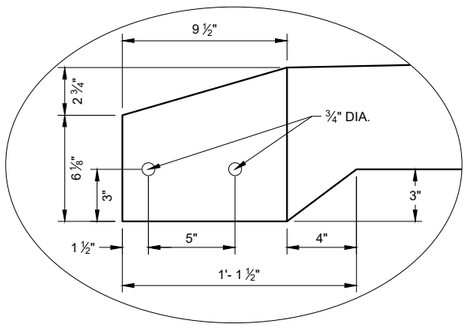
END VIEW
56 INCH TOP CAP



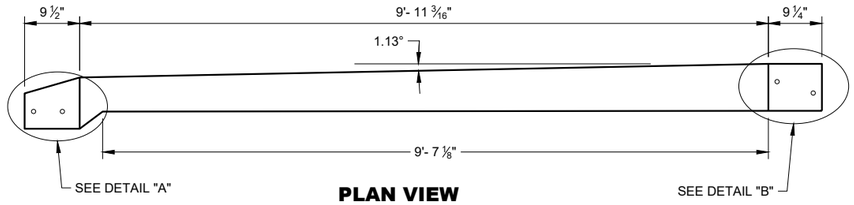
SIDE VIEW (700)
56 INCH TOP CAP



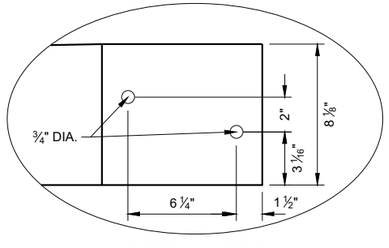
SIDE VIEW
TOP PLATE T1



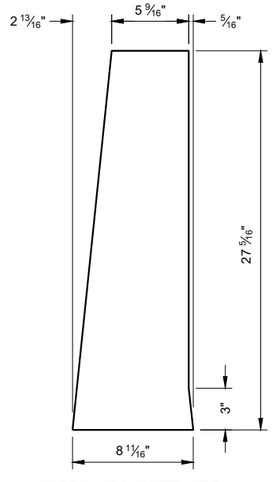
DETAIL "A"



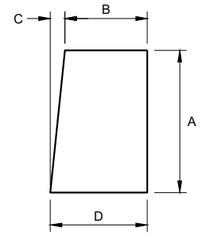
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



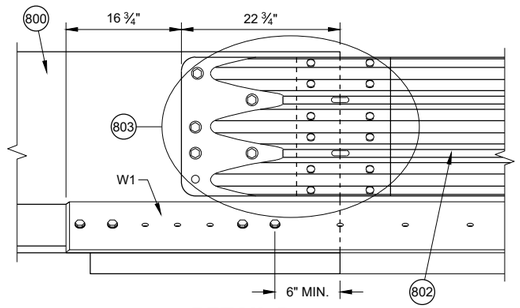
GUSSET PLATES
T5 - T16

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

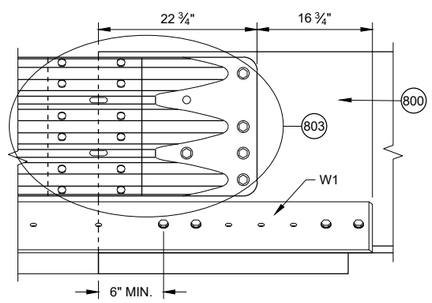
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

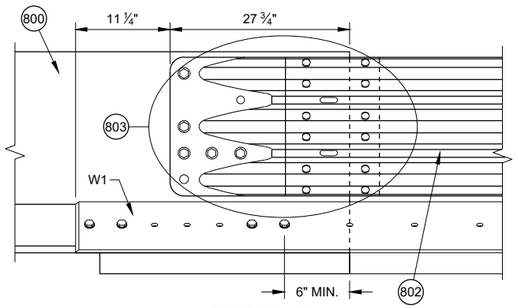
6
SDD 14B07-16g



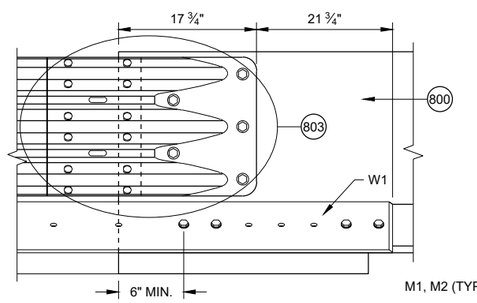
DETAIL D



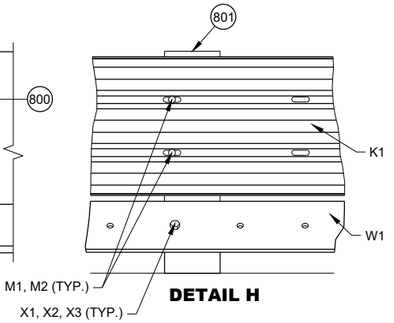
DETAIL E



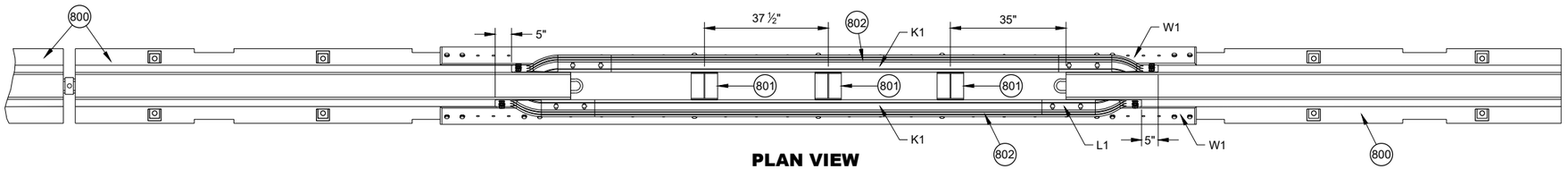
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

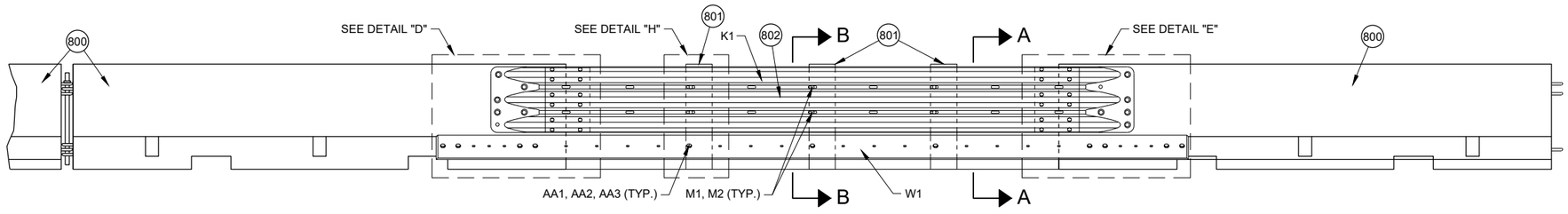
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

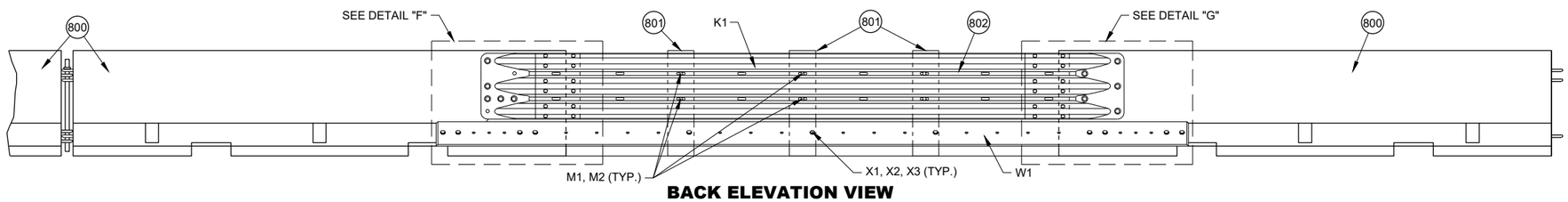
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



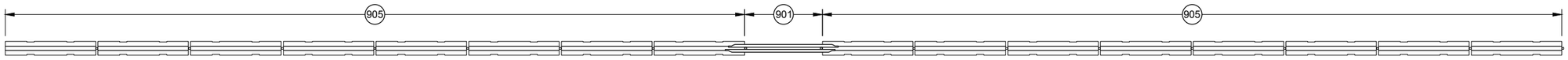
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

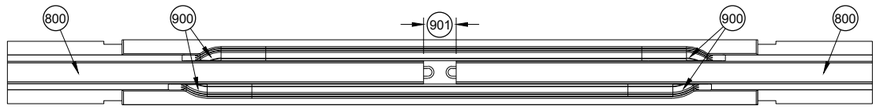
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16h



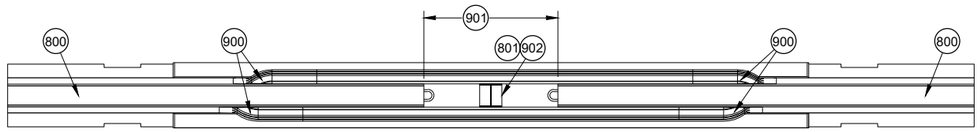
PLAN VIEW
GAP WITHIN SPACING



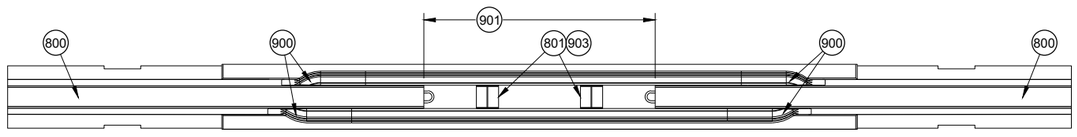
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

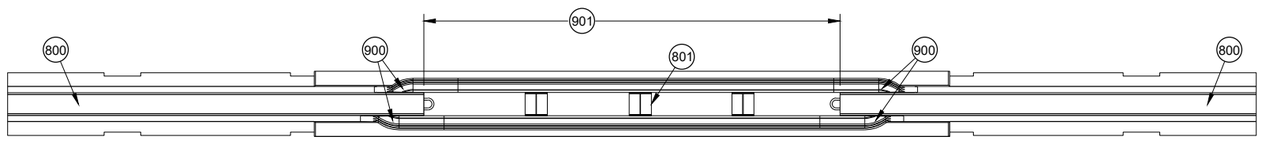
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)

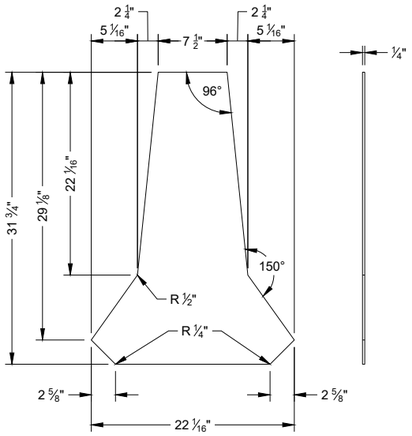


PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

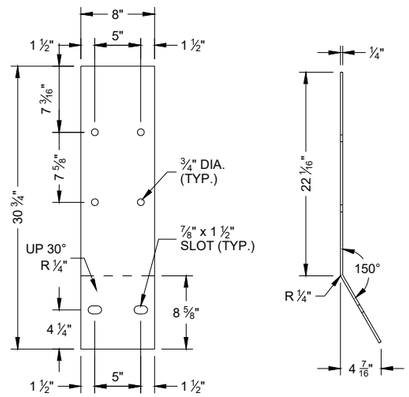
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16i



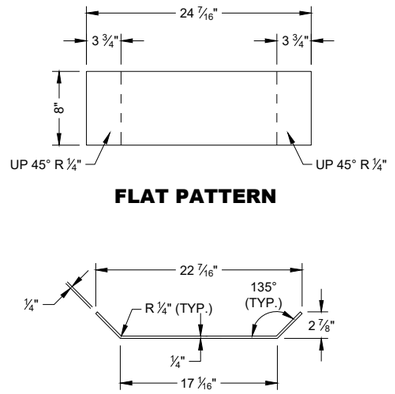
PROFILE VIEW SIDE VIEW

STIFFENER ASSEMBLY CENTER PANEL U1



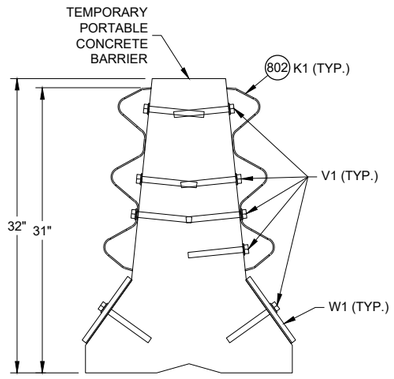
FLAT PATTERN SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

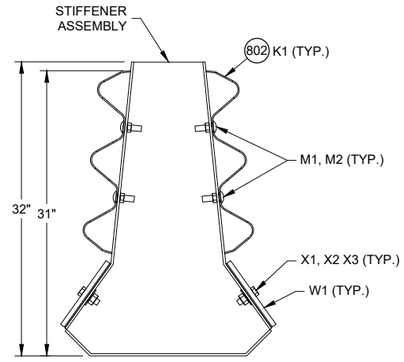


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

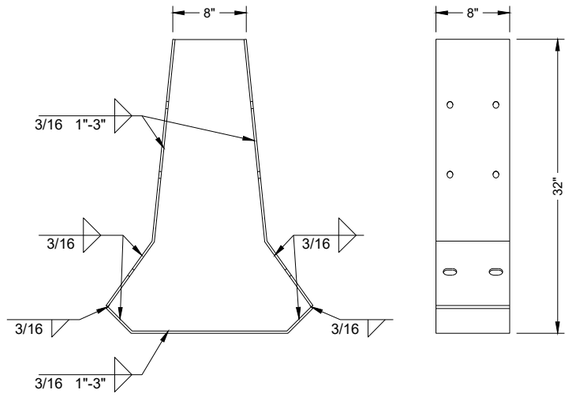


SECTION A - A



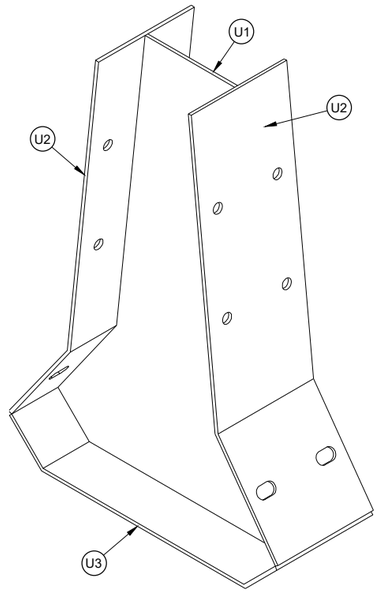
SECTION B - B

PLAN VIEW



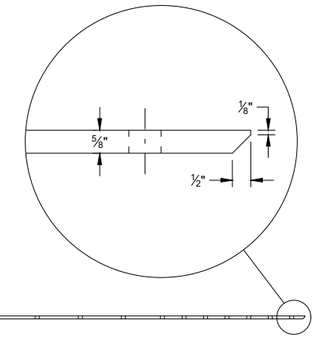
PROFILE VIEW

SIDE VIEW

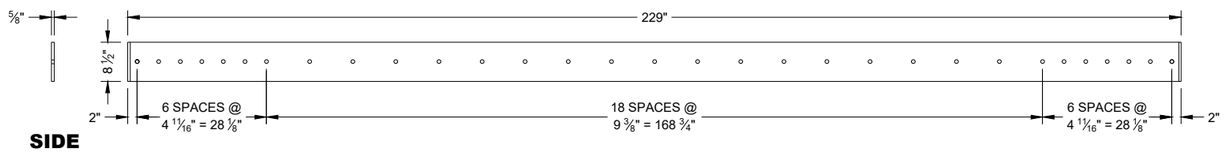


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

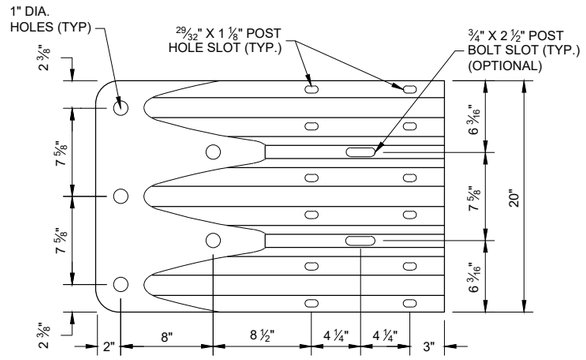
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

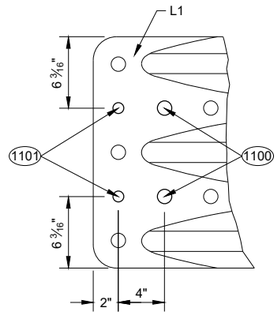
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16j



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

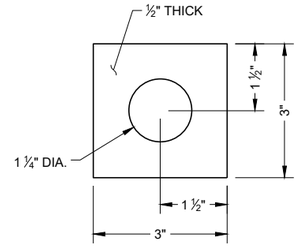


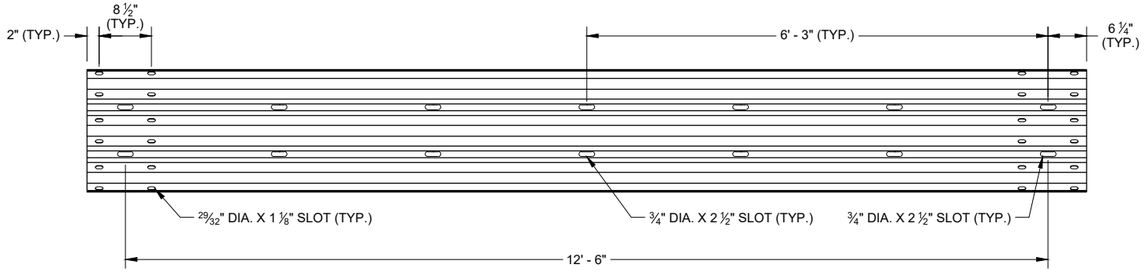
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

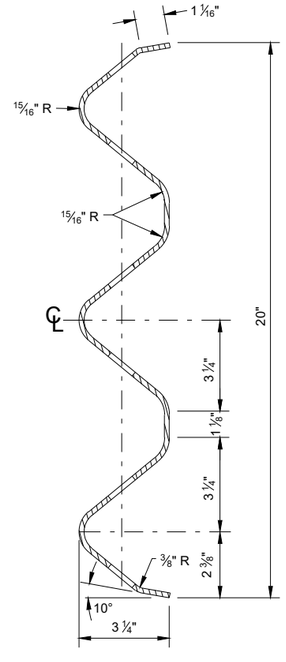
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1

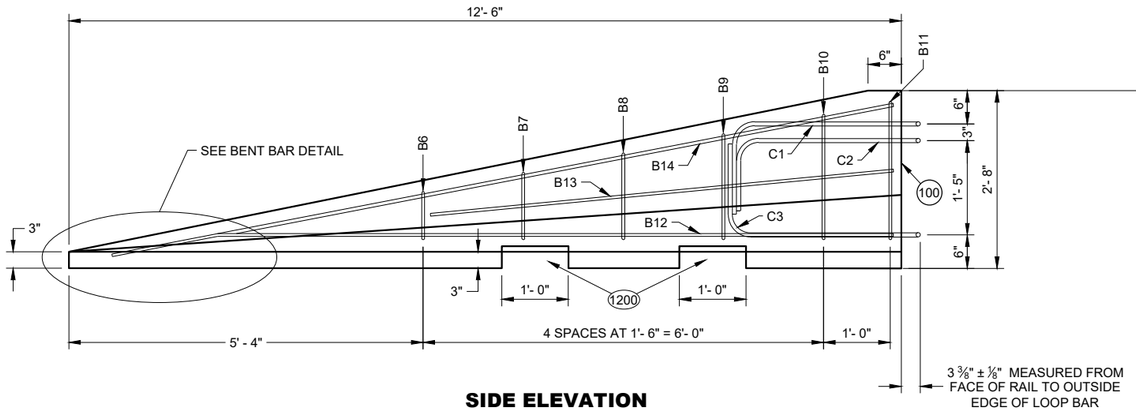


SECTION THROUGH BEAM K1

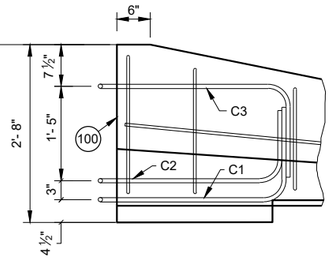
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16k



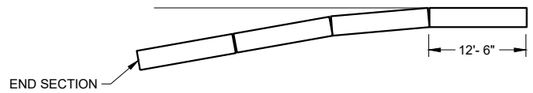
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

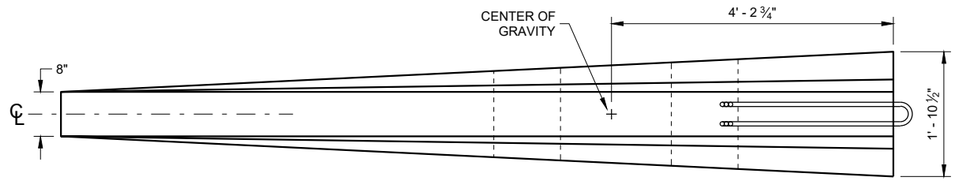
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

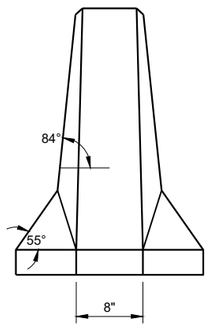


FLARE AT BARRIER END

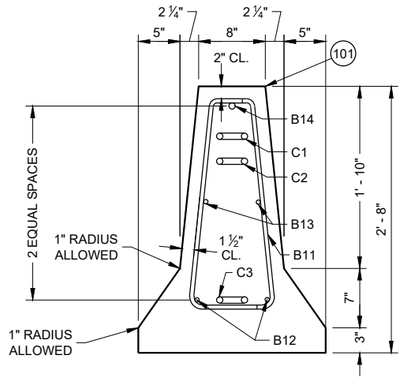
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



PLAN VIEW

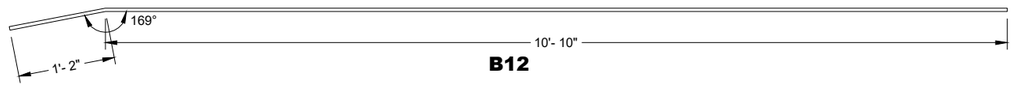


FRONT ELEVATION

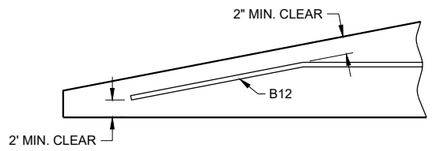


END SECTION

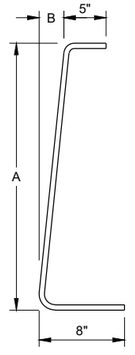
DETAILS OF BARRIER TAPER SECTION



B12



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS
2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 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	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 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	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 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	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 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	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP 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	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE 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	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	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	12 GAUGE
S7	CAP 42-INCH GUSSET 4	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	12 GAUGE

6

SDD 14B07-16m

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP 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	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	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	12 GAUGE
T8	CAP 42-INCH GUSSET 4	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	12 GAUGE
T9	CAP 42-INCH GUSSET 5	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	12 GAUGE
T10	CAP 42-INCH GUSSET 6	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	12 GAUGE
T11	CAP 42-INCH GUSSET 7	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	12 GAUGE
T12	CAP 42-INCH GUSSET 8	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	12 GAUGE
T13	CAP 42-INCH GUSSET 9	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	12 GAUGE
T14	CAP 42-INCH GUSSET 10	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	12 GAUGE
T15	CAP 42-INCH GUSSET 11	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	12 GAUGE
T16	CAP 42-INCH GUSSET 12	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	12 GAUGE
U1	GAP STIFFENER	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	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE 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	TOE 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	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 14B07-16n

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

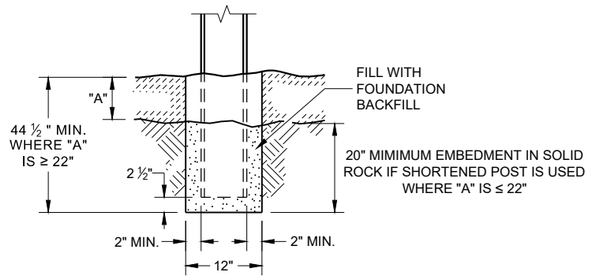
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

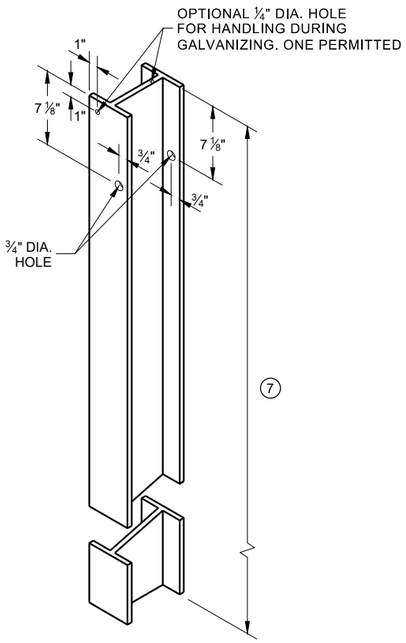
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

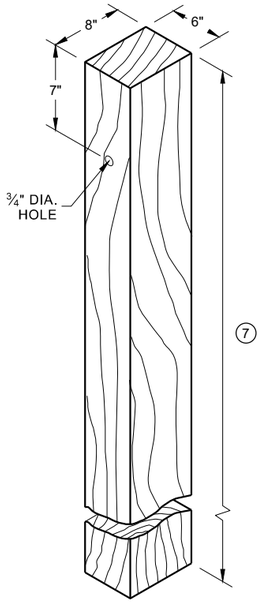
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



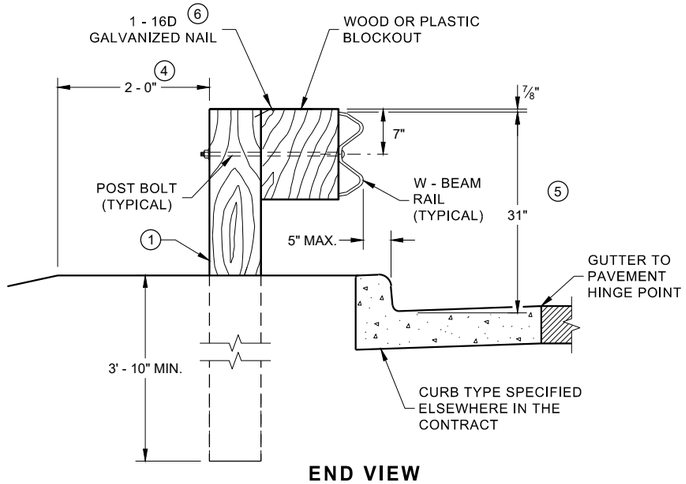
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



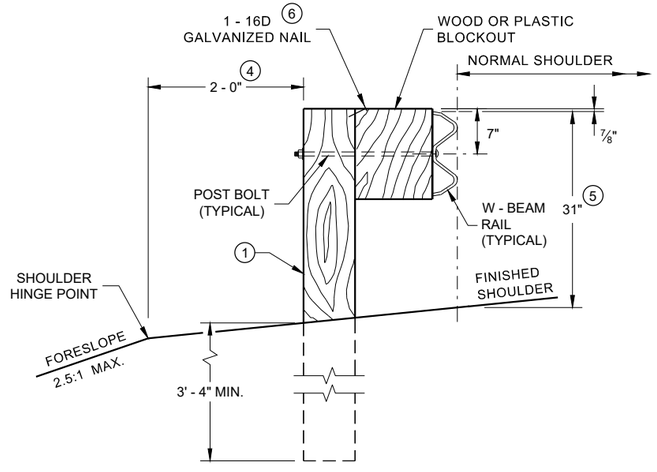
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



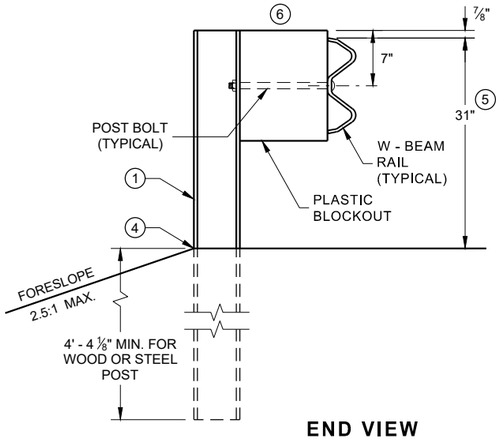
WOOD POST (6" X 8") NOMINAL (1)



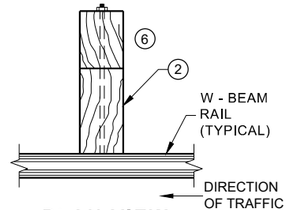
END VIEW
LOCATED ALONG A CURBED ROADWAY



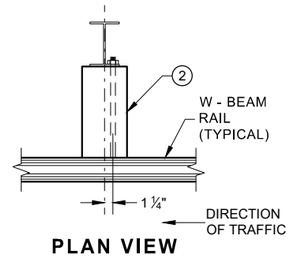
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



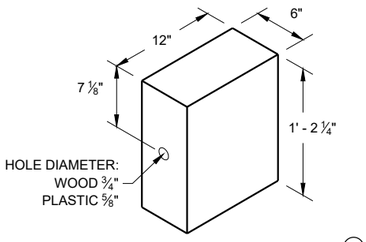
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



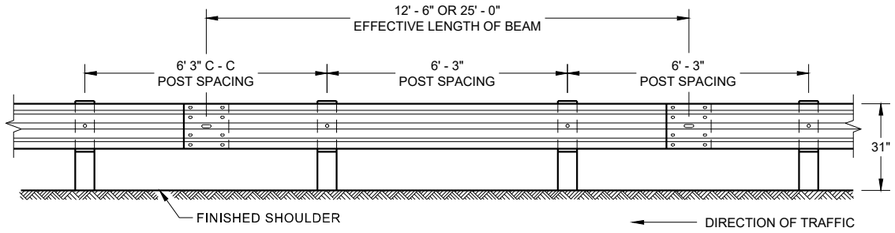
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

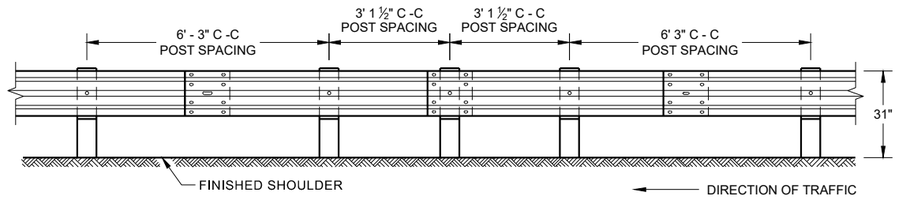
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

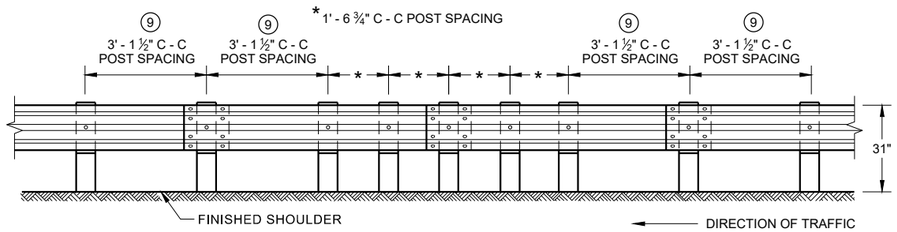
SDD 14B42 - 07a



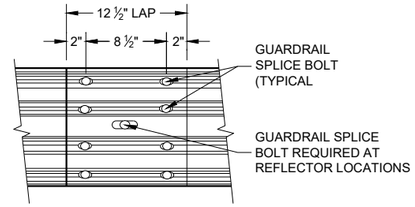
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

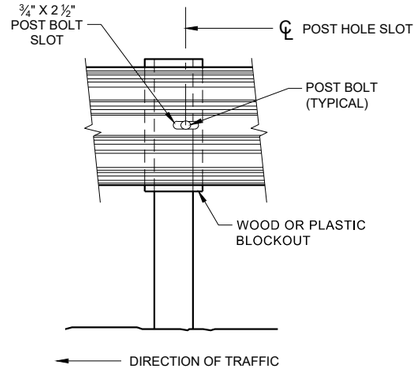
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

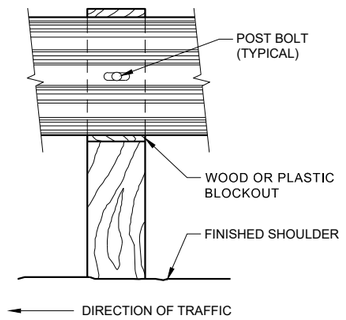
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

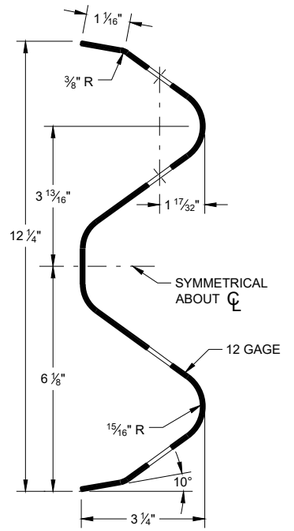
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



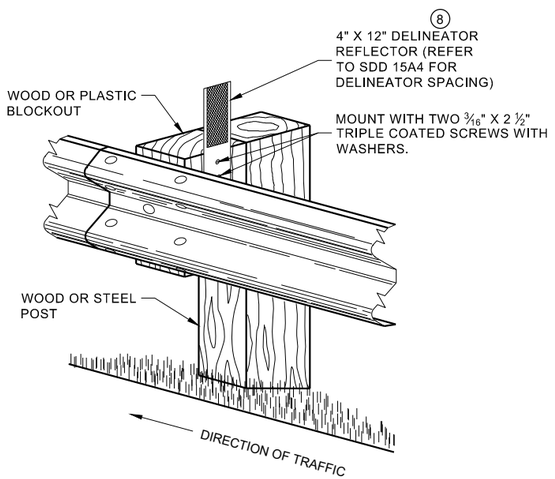
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



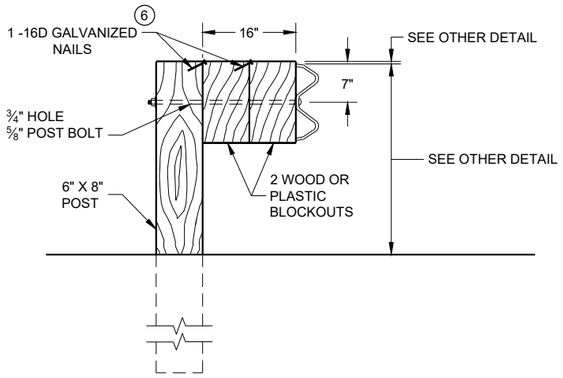
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

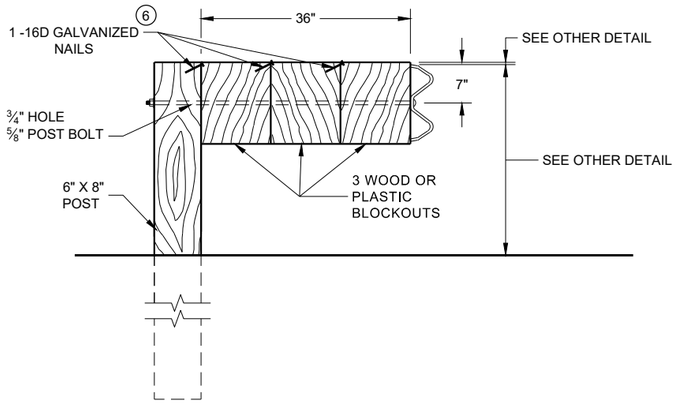
6

SDD 14B42 - 07b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



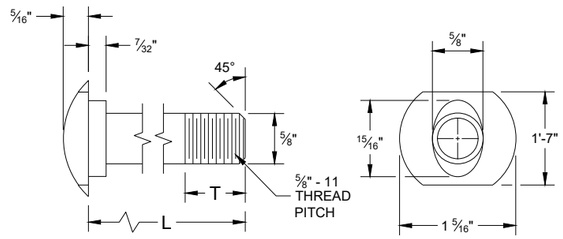
DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

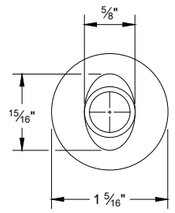
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

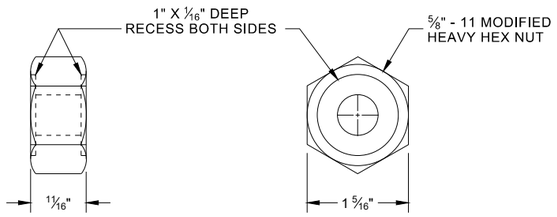


POST BOLT TABLE

L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

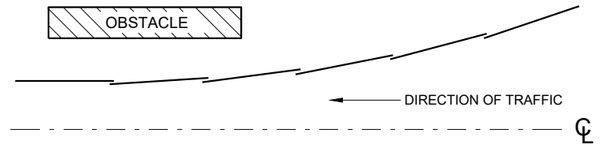


ALTERNATE BOLT HEAD

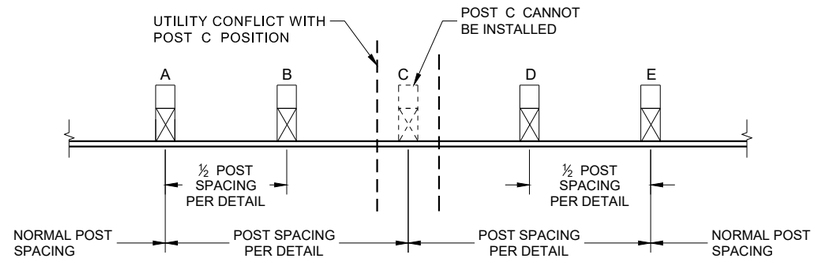


POST BOLT, SPLICE BOLT AND RECESS NUT

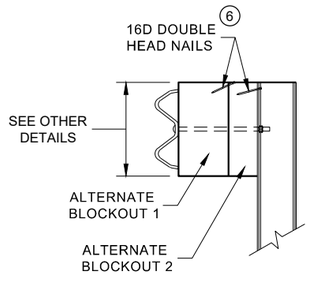
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



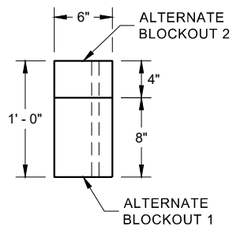
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

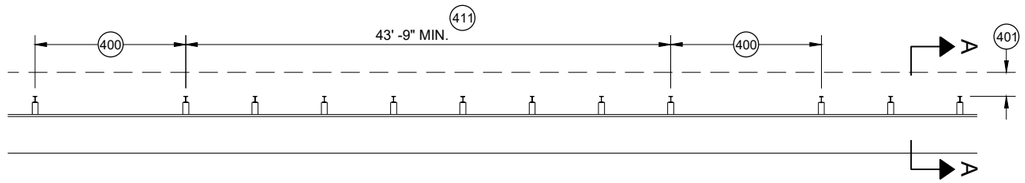
6

SDD 14B42 - 07c

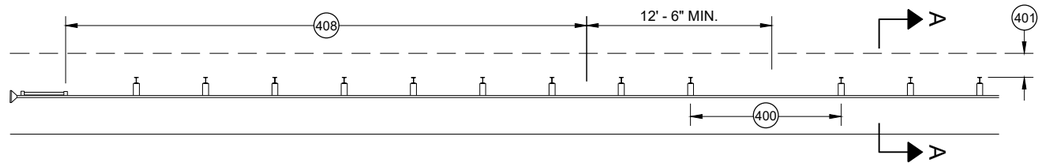
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SDD 14B42 - 07c

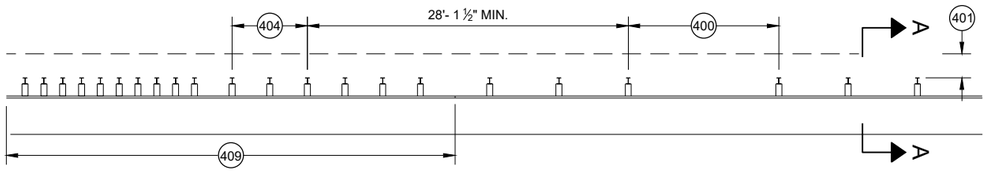
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



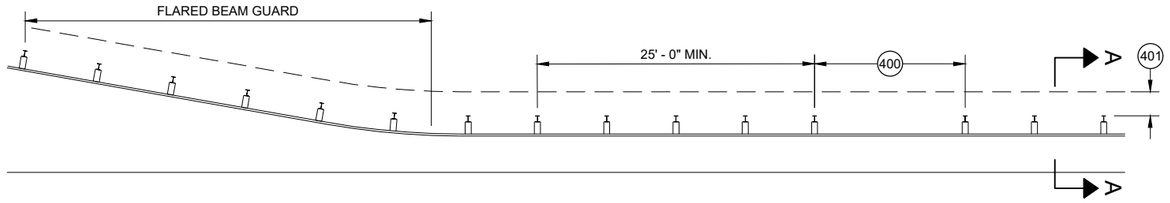
MISSING POST IN MGS GUARDRAIL



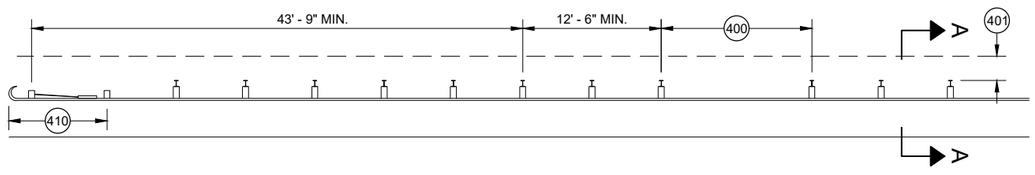
MISSING POST IN MGS GUARDRAIL NEAR EAT



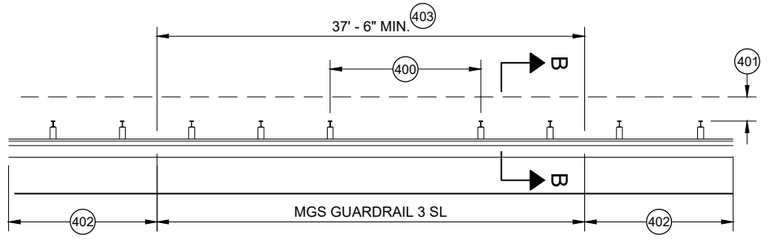
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

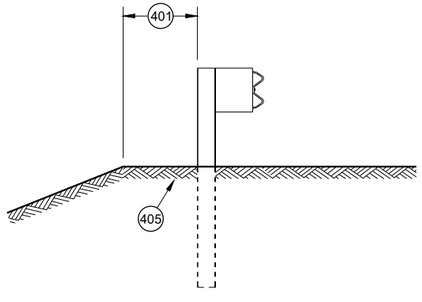


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

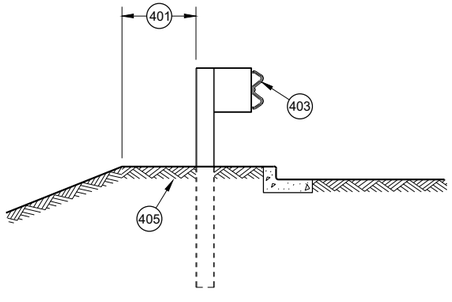


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

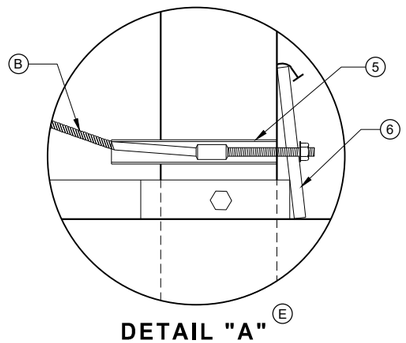
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

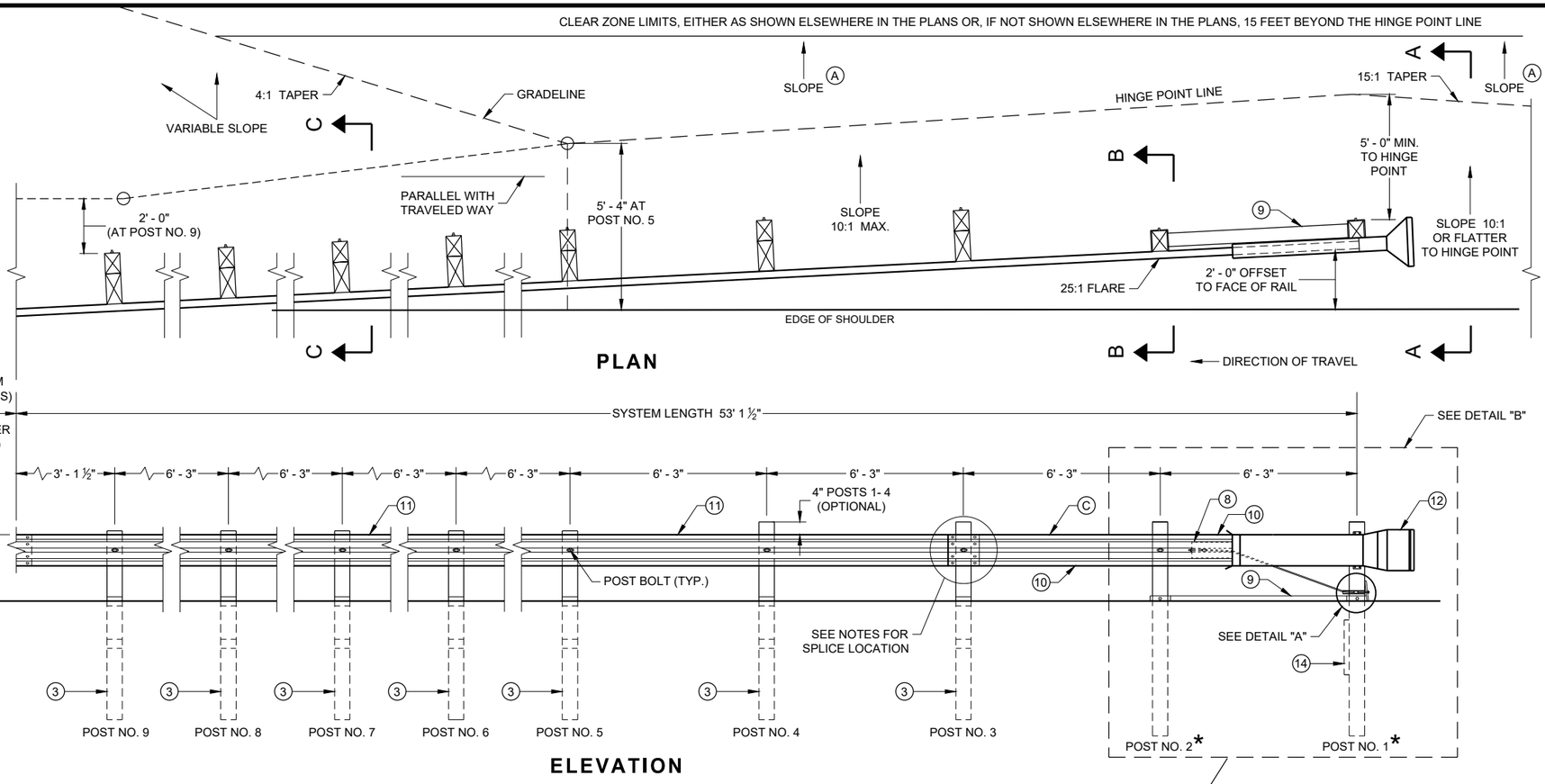
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

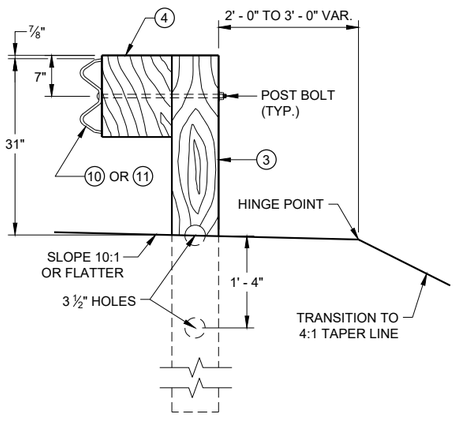
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

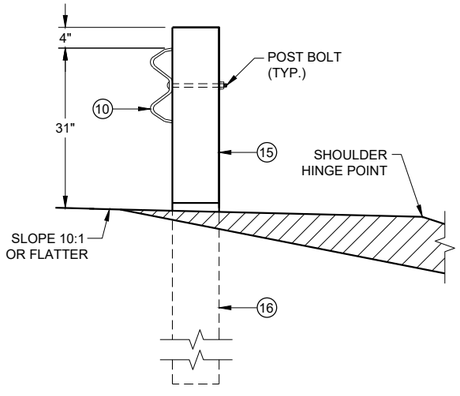


DETAIL "A" (E)

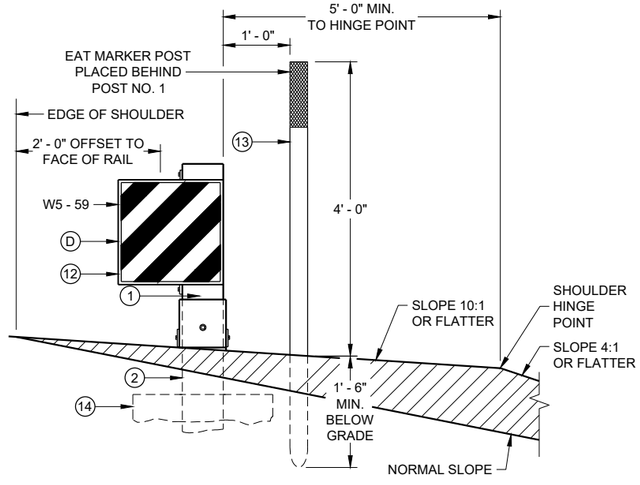




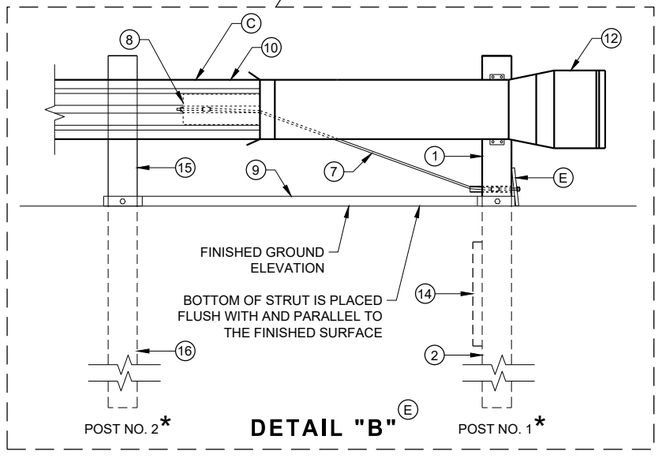
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

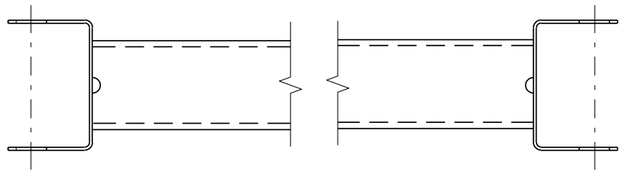
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

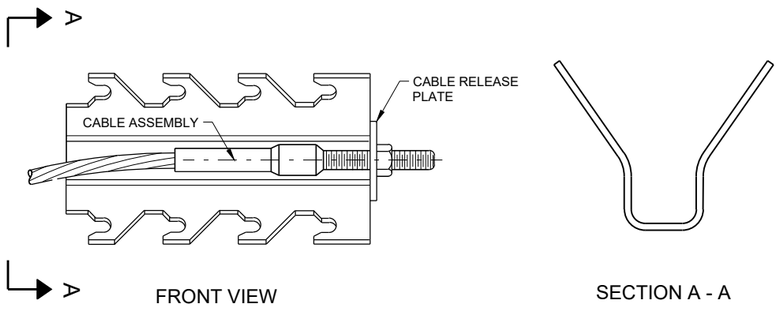
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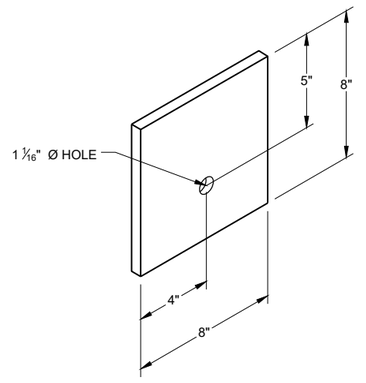
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

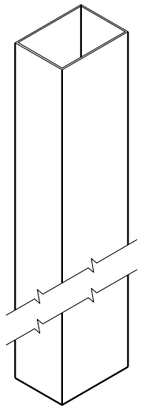
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SDD 14B44 - 04b

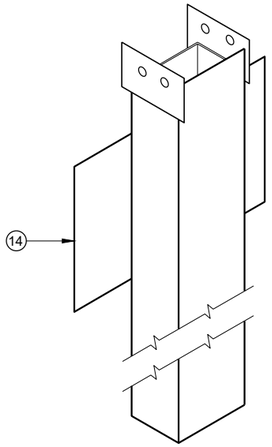
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

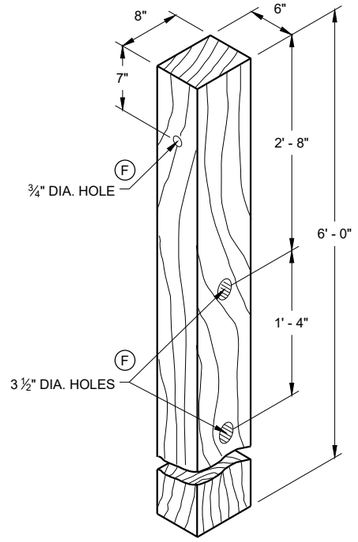
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



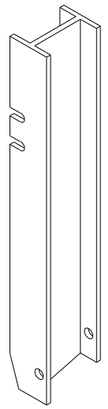
UPPER POST NO. 1 (1) (E)



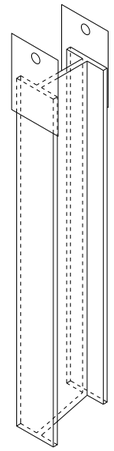
LOWER POST NO. 1 (2) (E)



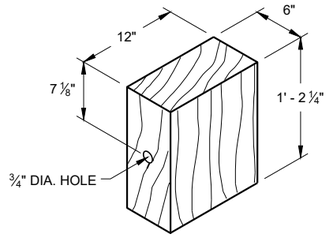
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



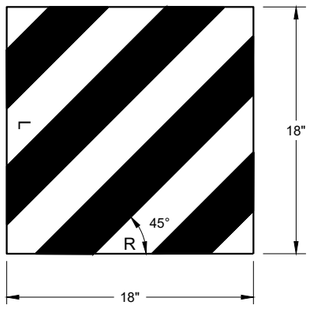
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

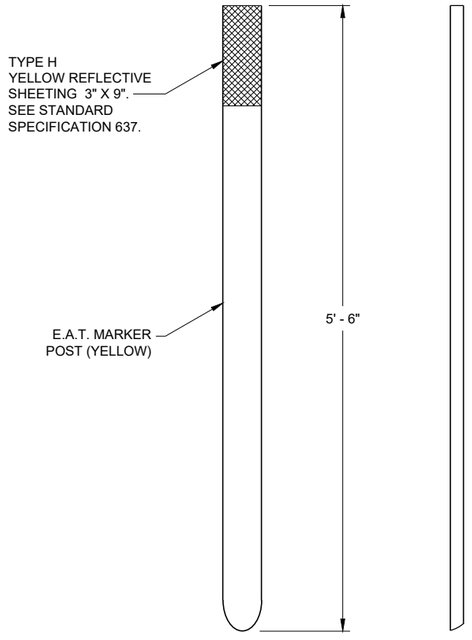


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



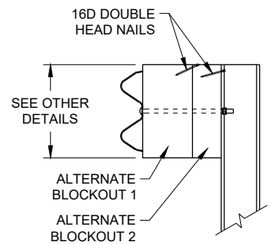
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

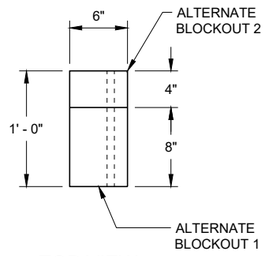


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

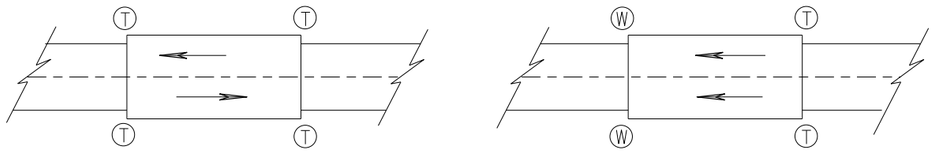
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

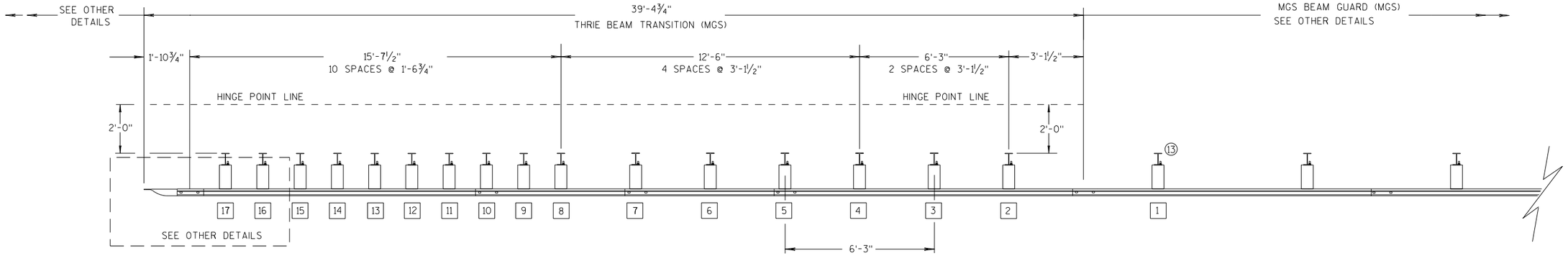
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

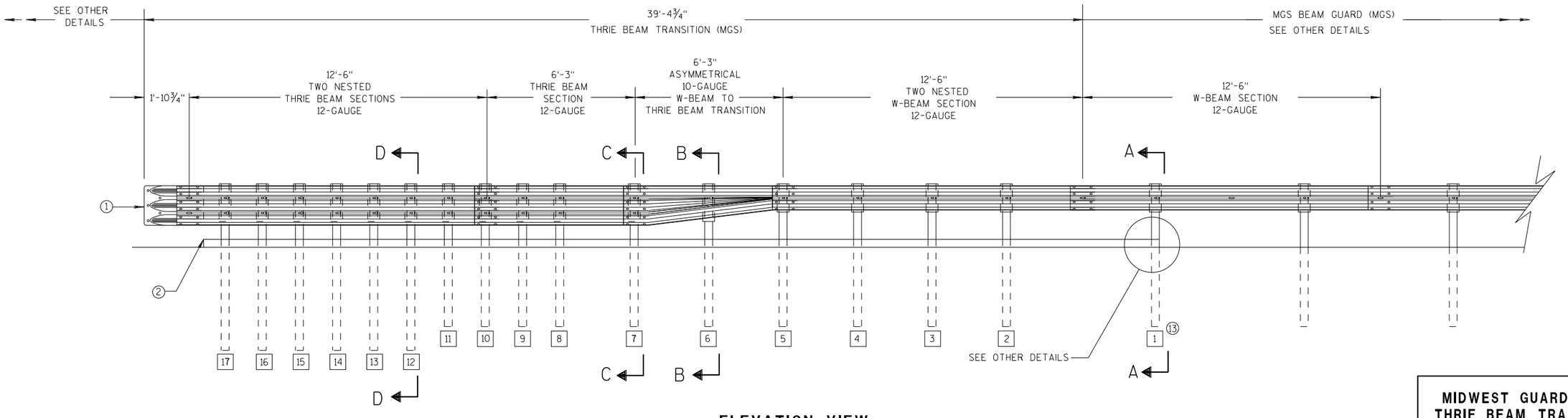
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

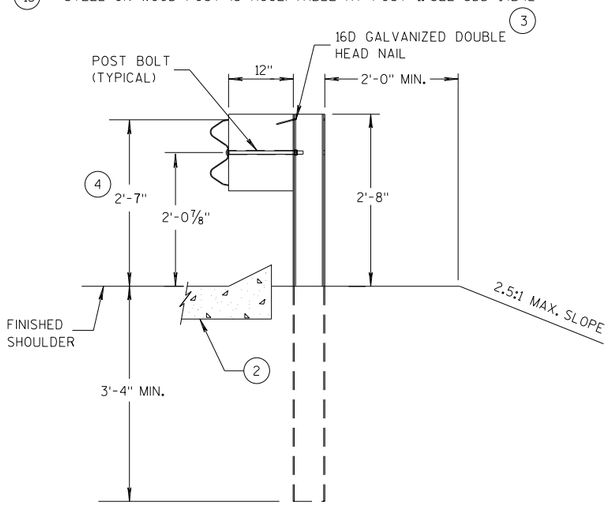
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

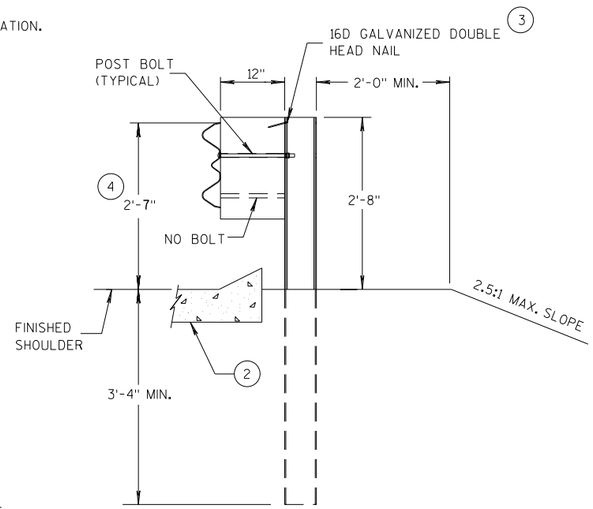
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



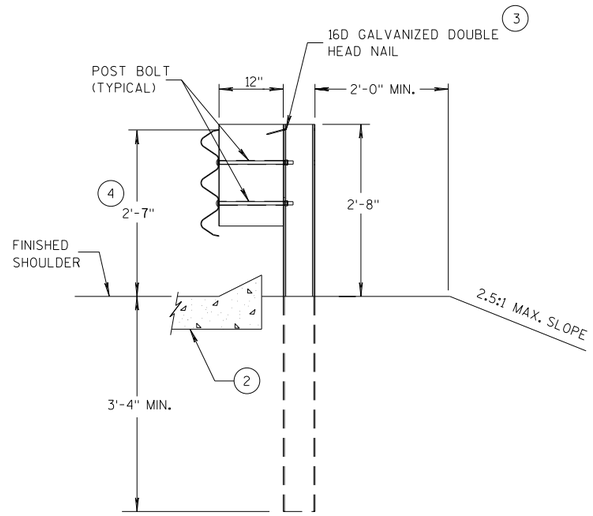
SECTION A-A (13)

POSTS 1-5



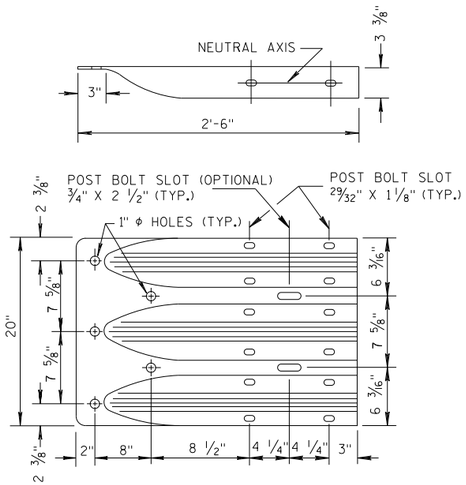
SECTION B-B

POST 6

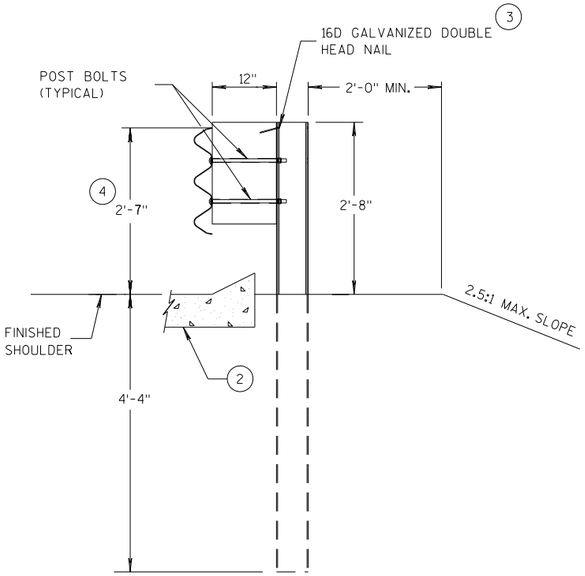


SECTION C-C

POSTS 7-11

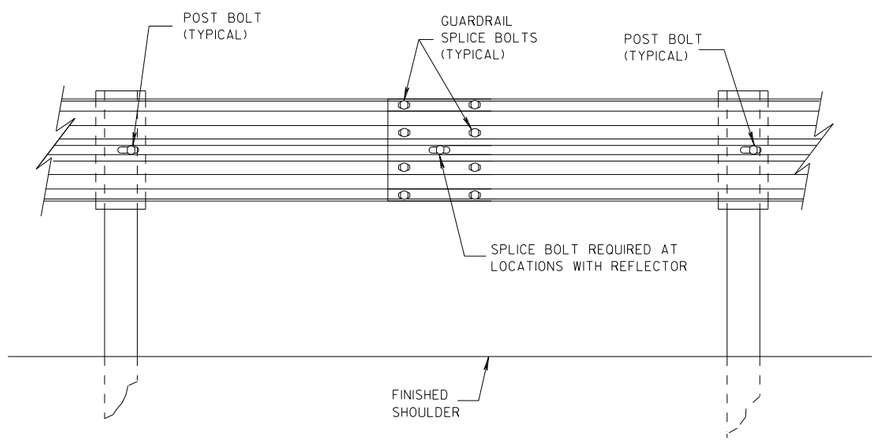


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

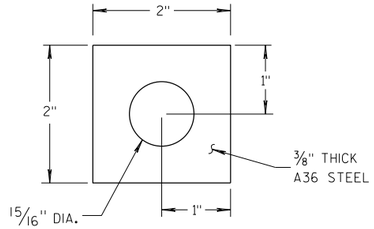
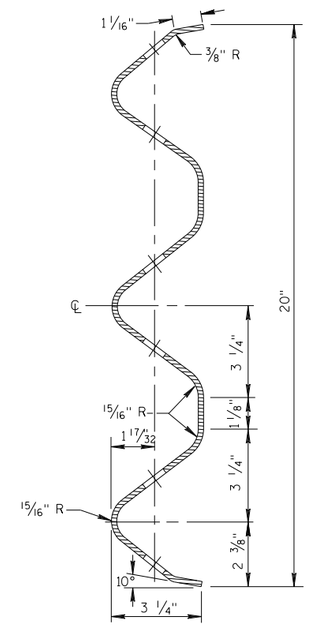


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

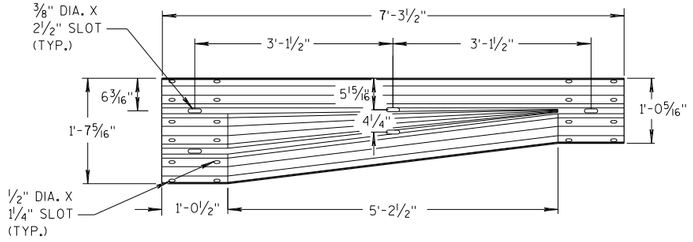
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 239

6

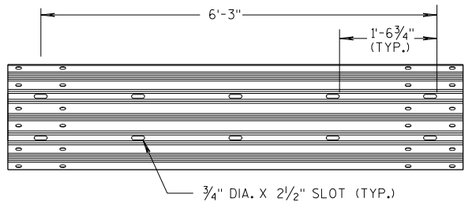
S.D.D. 14 B 45-5b

6

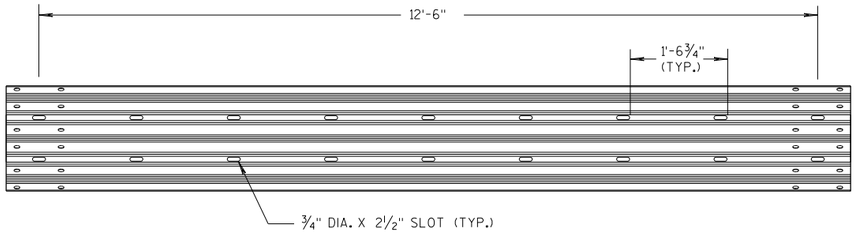
S.D.D. 14 B 45-5b



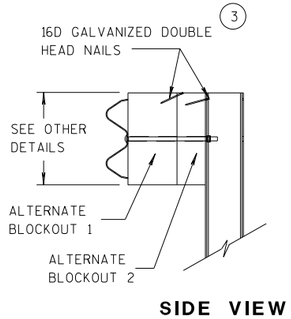
W-BEAM TO THRIE BEAM TRANSITION SECTION



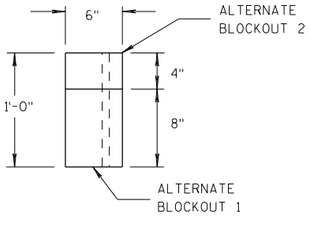
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

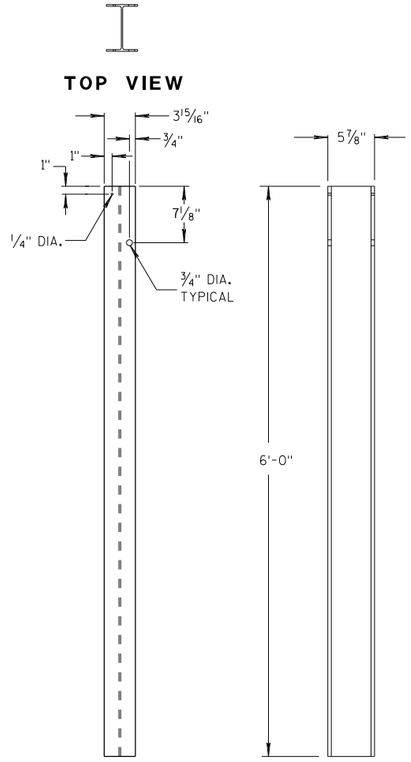


SIDE VIEW



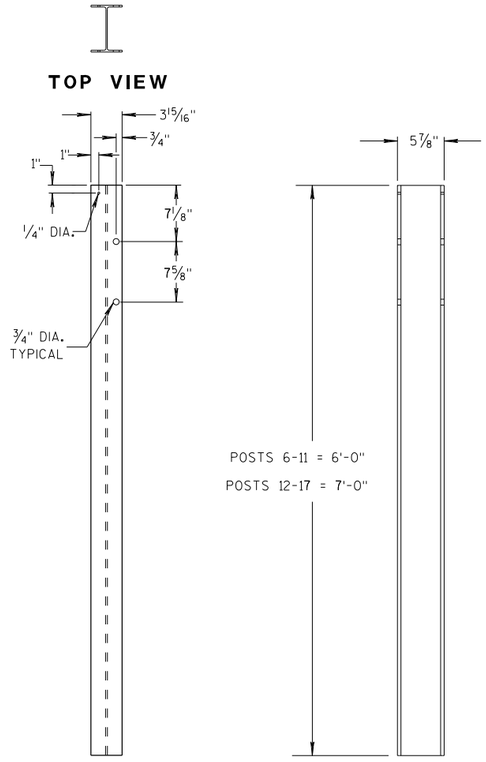
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



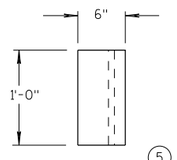
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

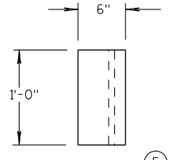


FRONT VIEW SIDE VIEW

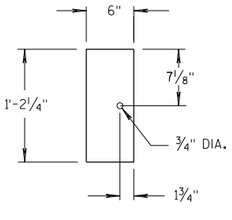
STEEL POSTS 6-17



TOP VIEW (5)

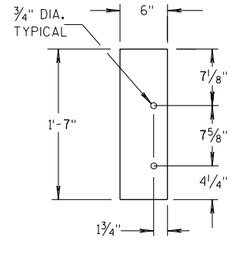


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

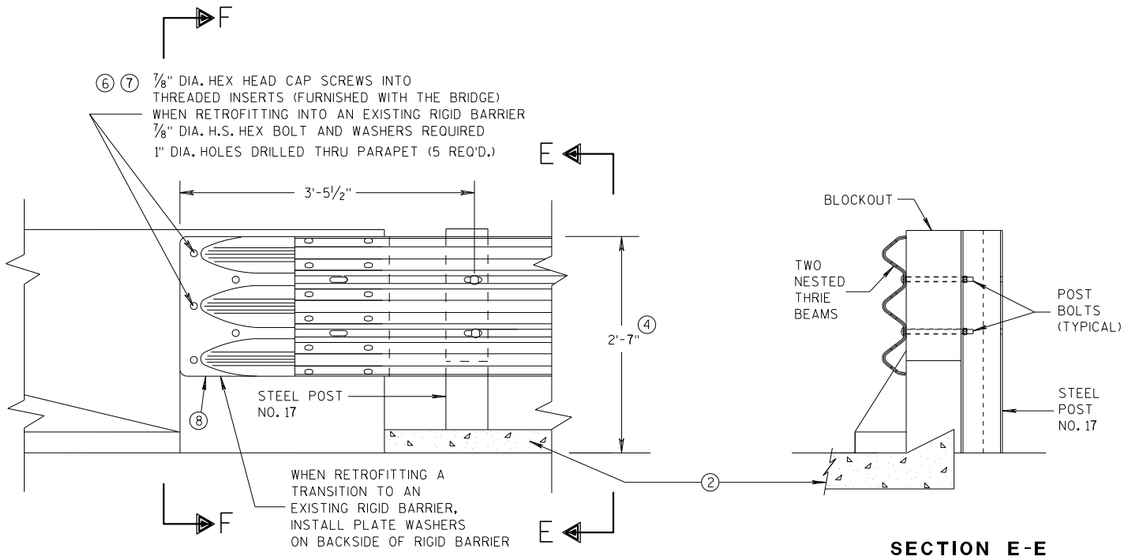
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 240

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

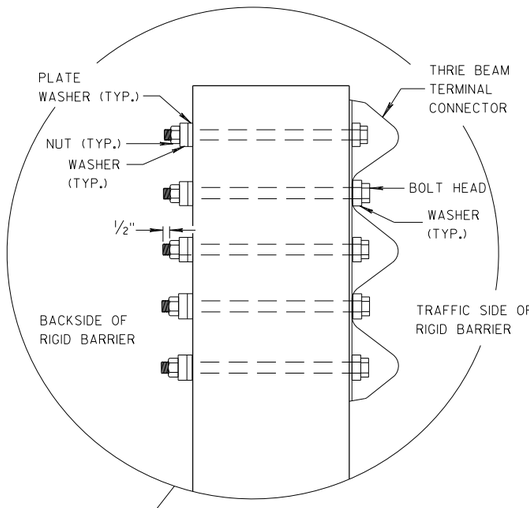
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

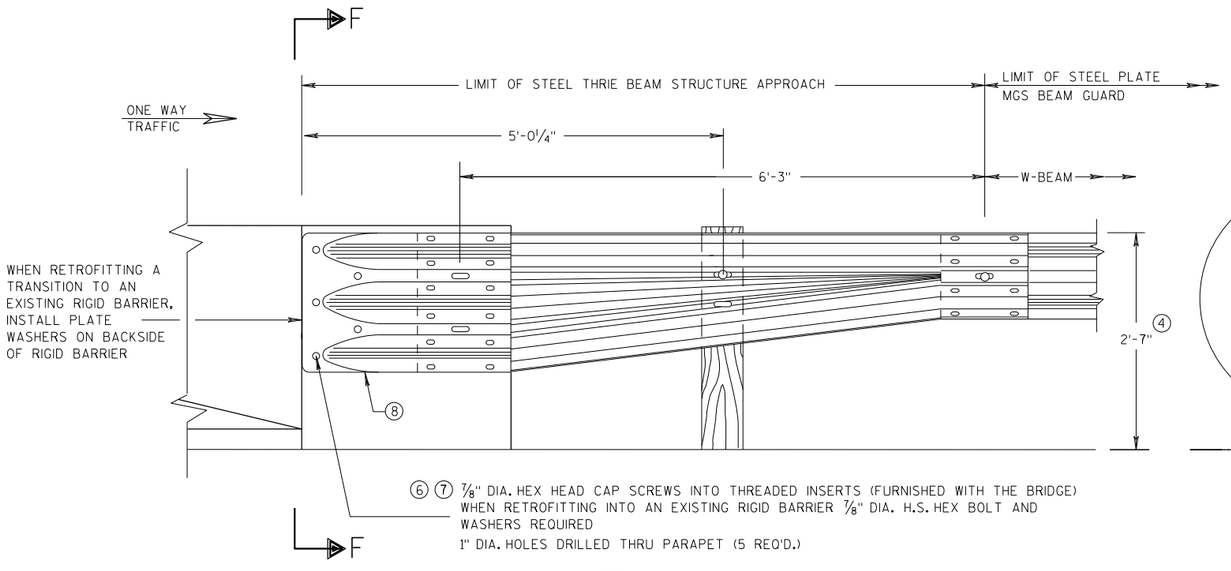
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

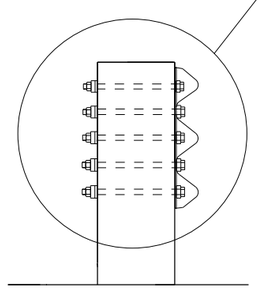
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

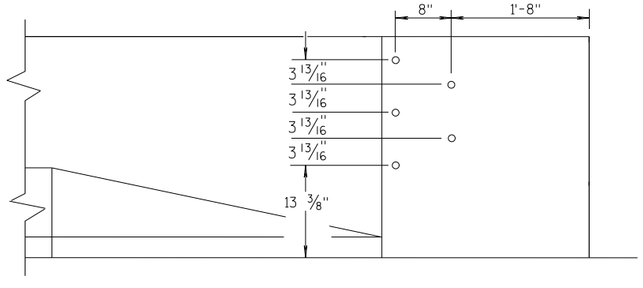




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVI NT
FHWA

6

S.D.D. 14 B 45-5d

6

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

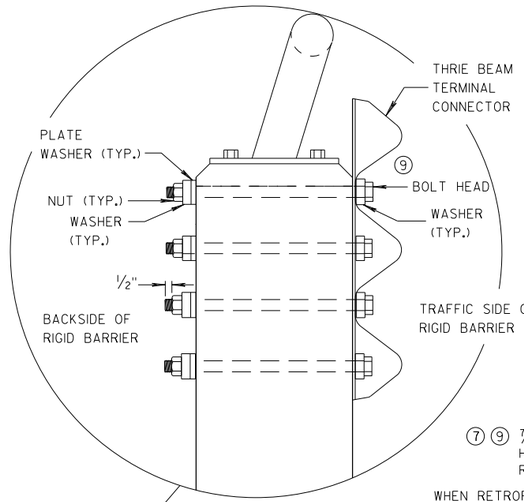
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

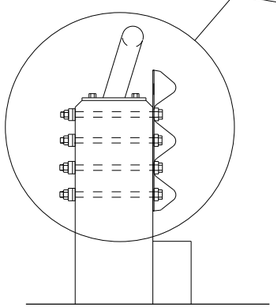
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

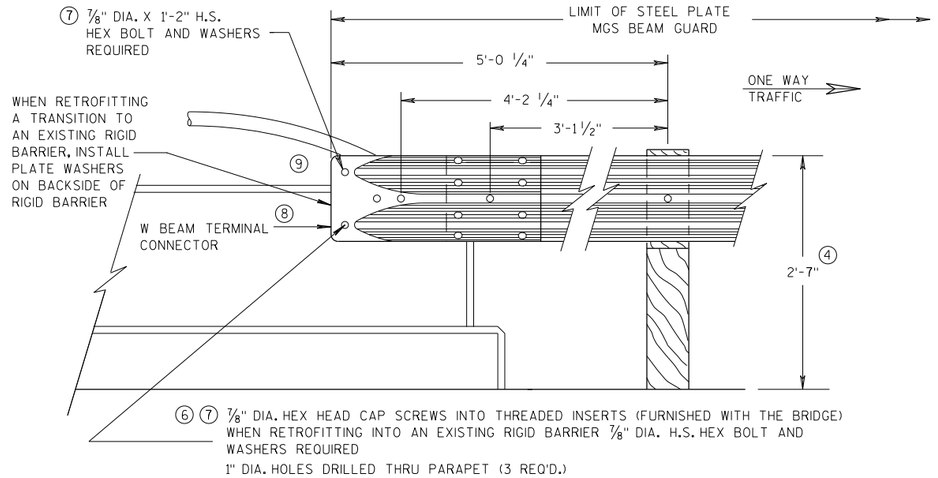
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





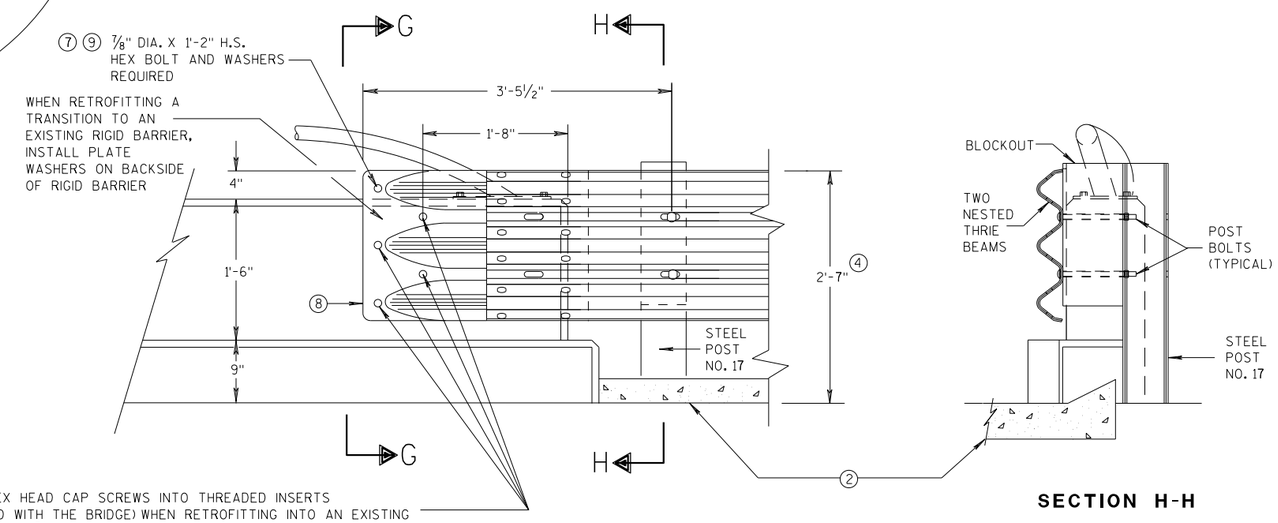
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVI

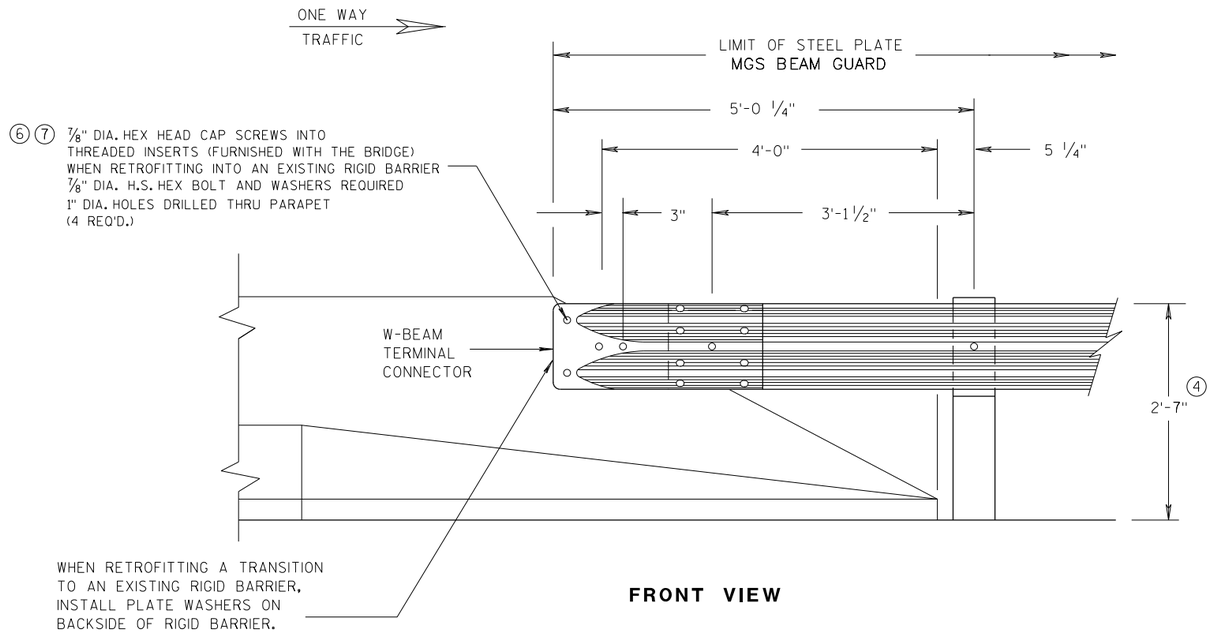
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S.D.D. 14 B 45-5e

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S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

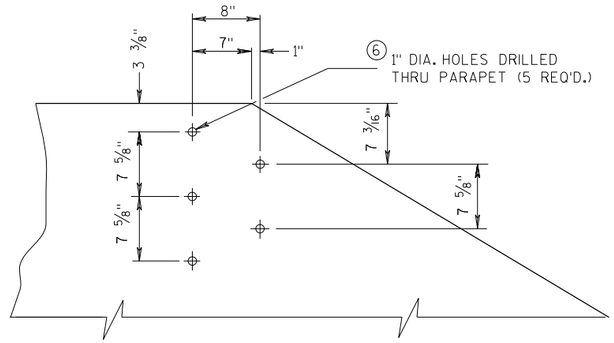
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

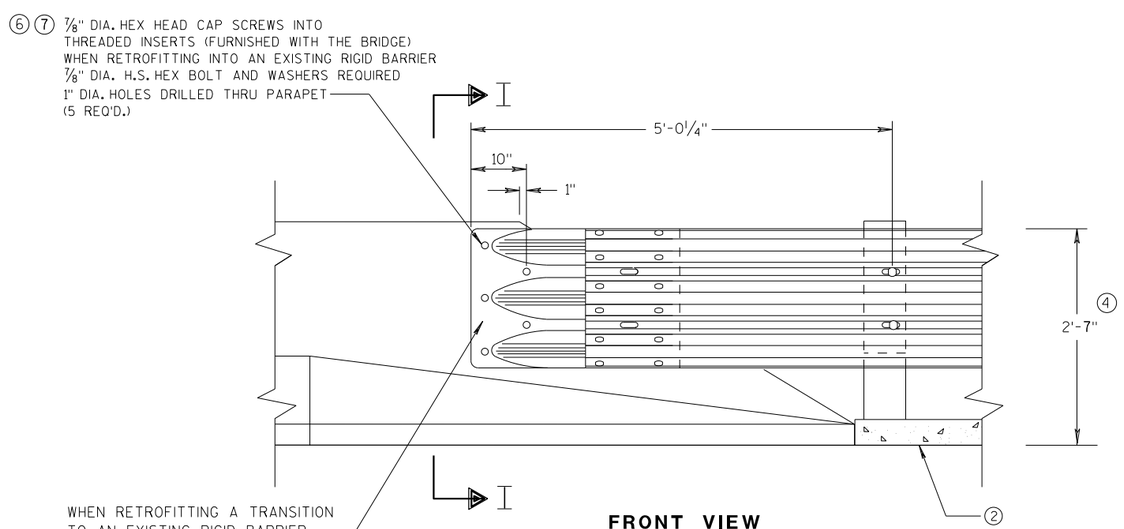
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

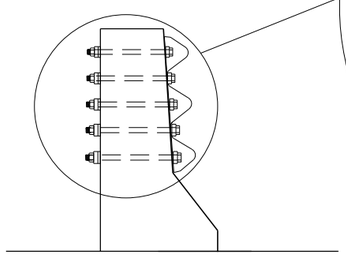
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



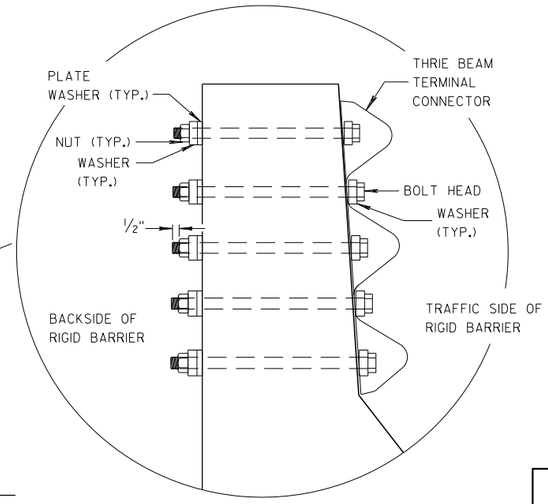
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

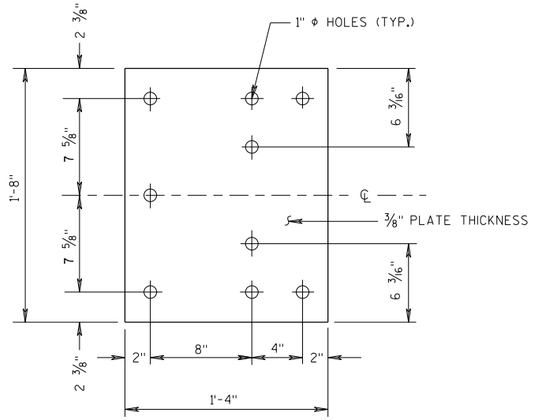
APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS I[illegible]ENT
UNIT SUPERVI
FHWA

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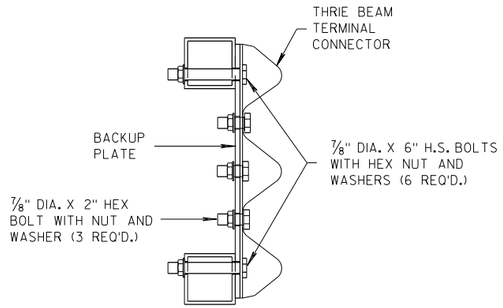
S.D.D. 14 B 45-5f

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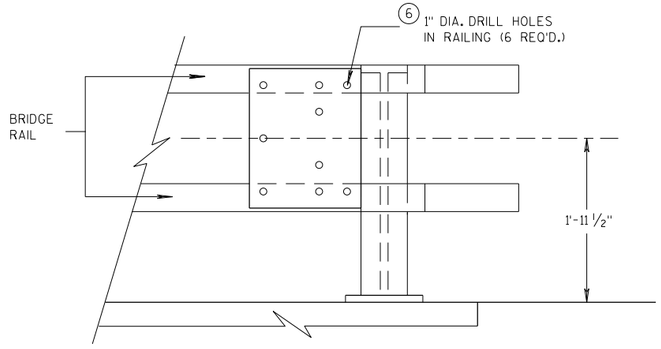
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

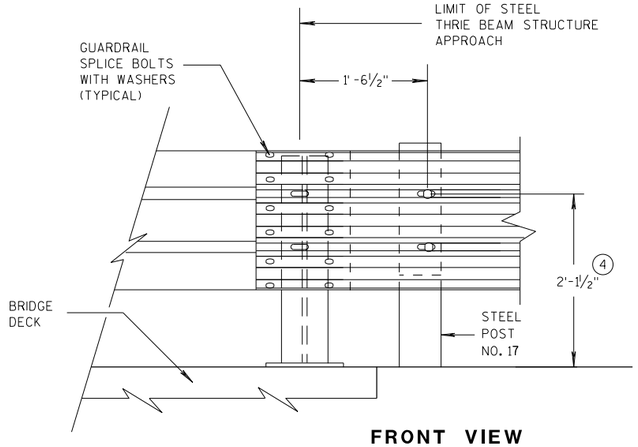


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

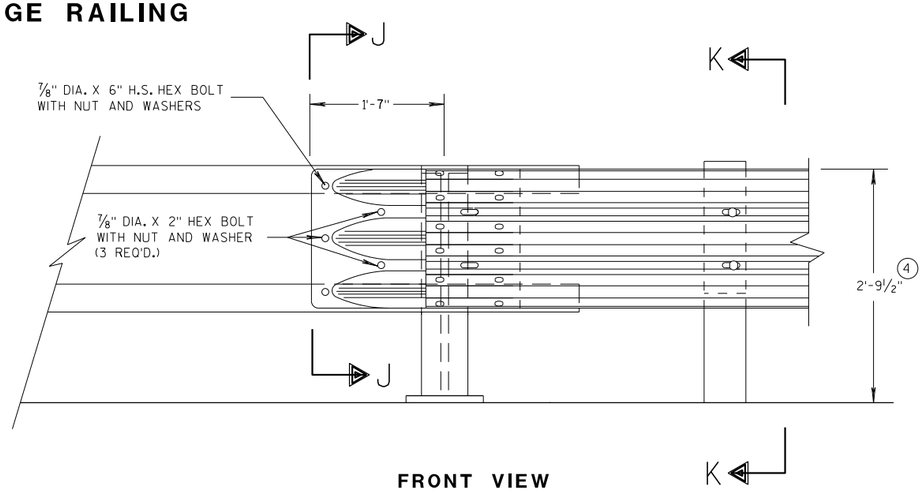
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

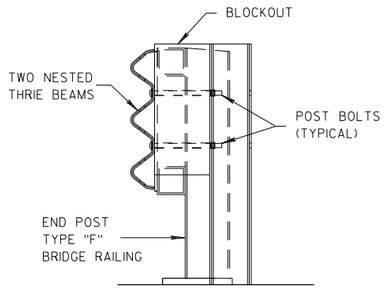


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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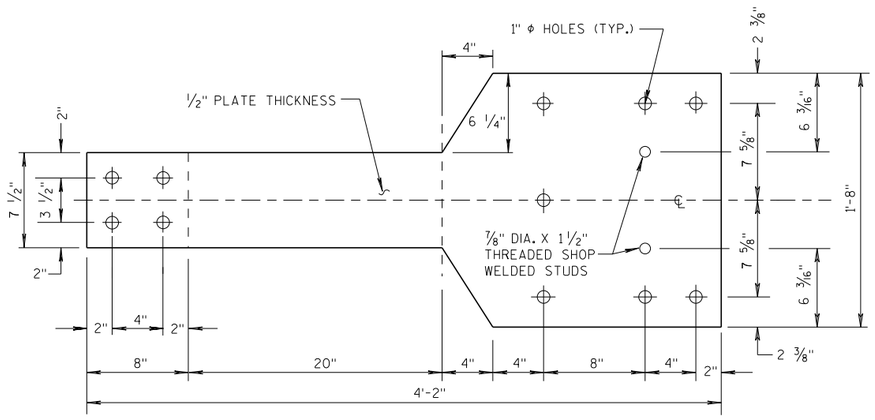
S.D.D. 14 B 45-5g

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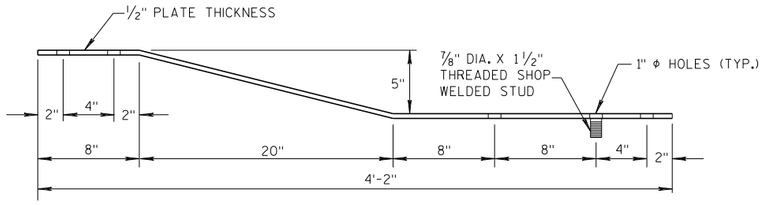
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

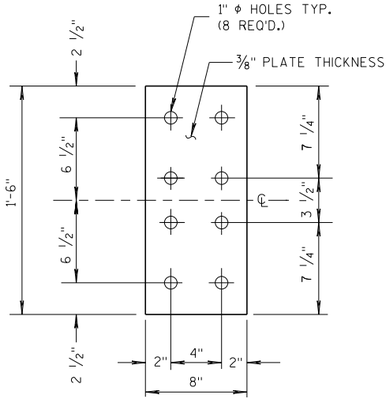


FRONT VIEW



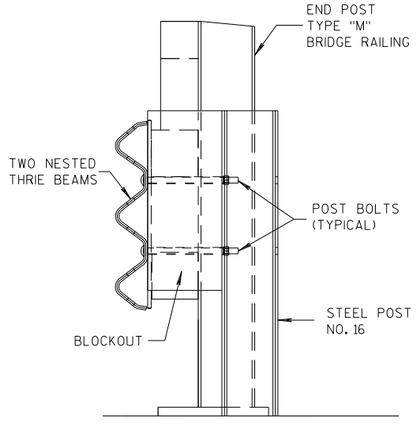
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

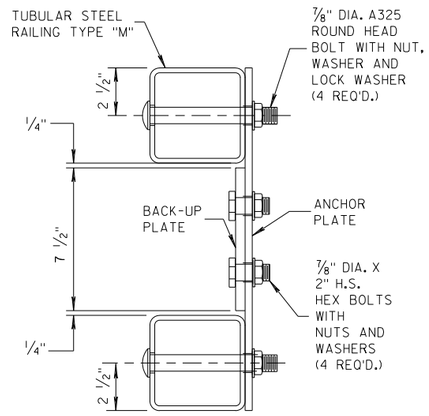


FRONT VIEW

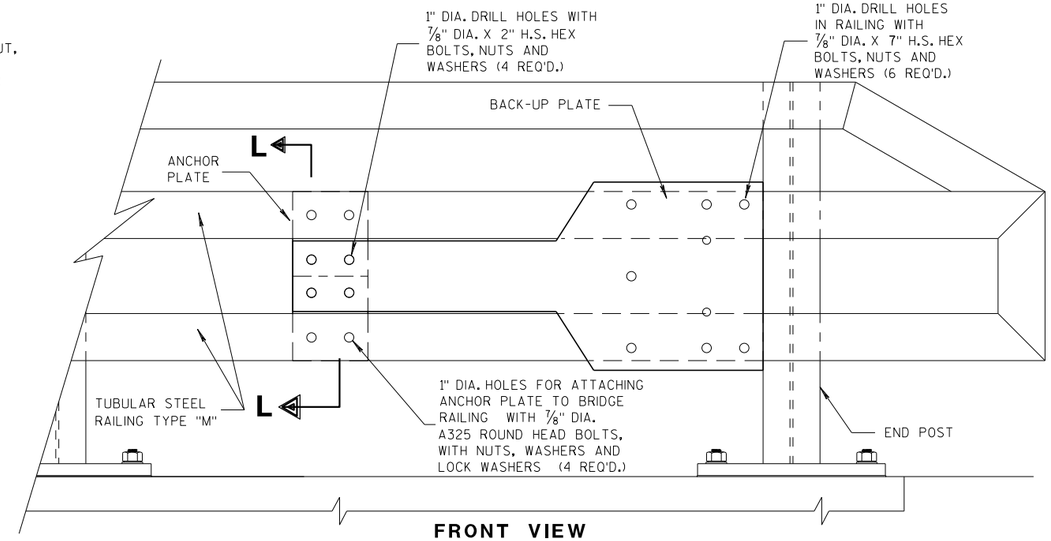
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

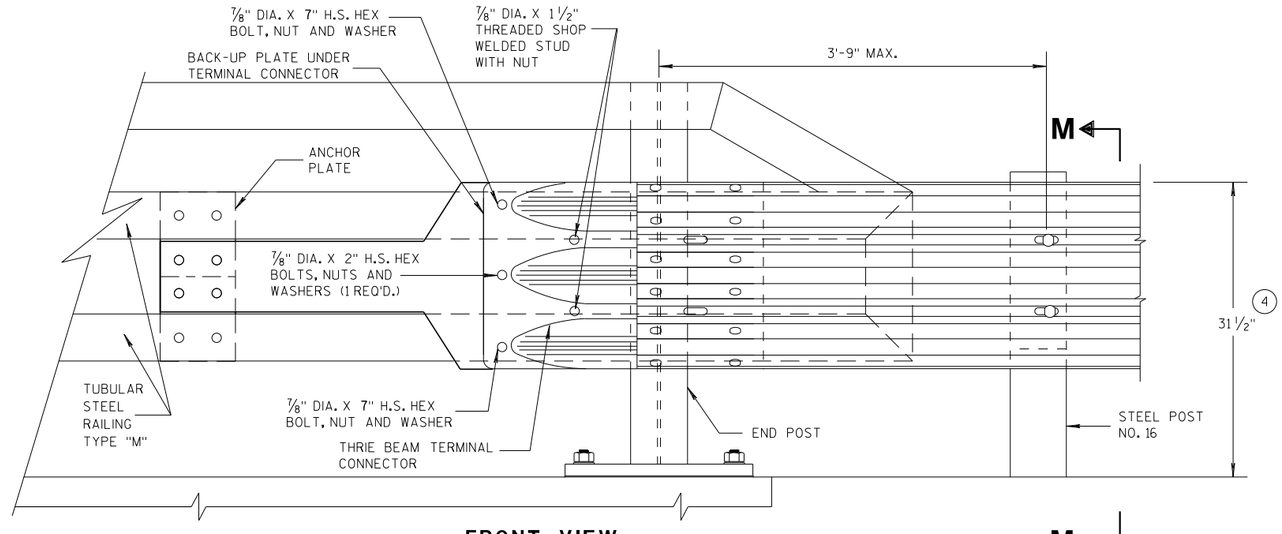


SECTION L-L

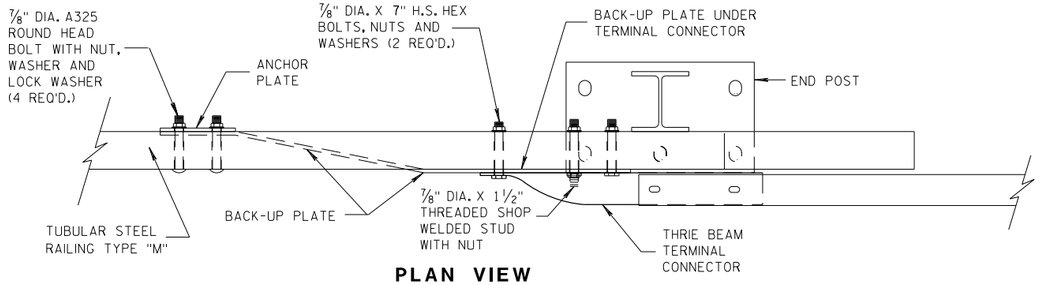


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

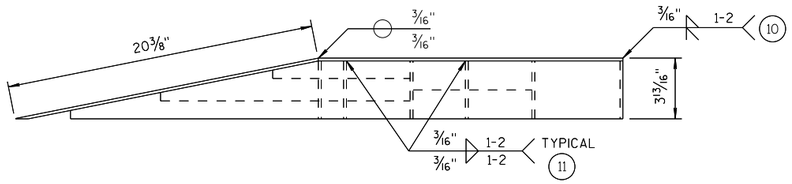
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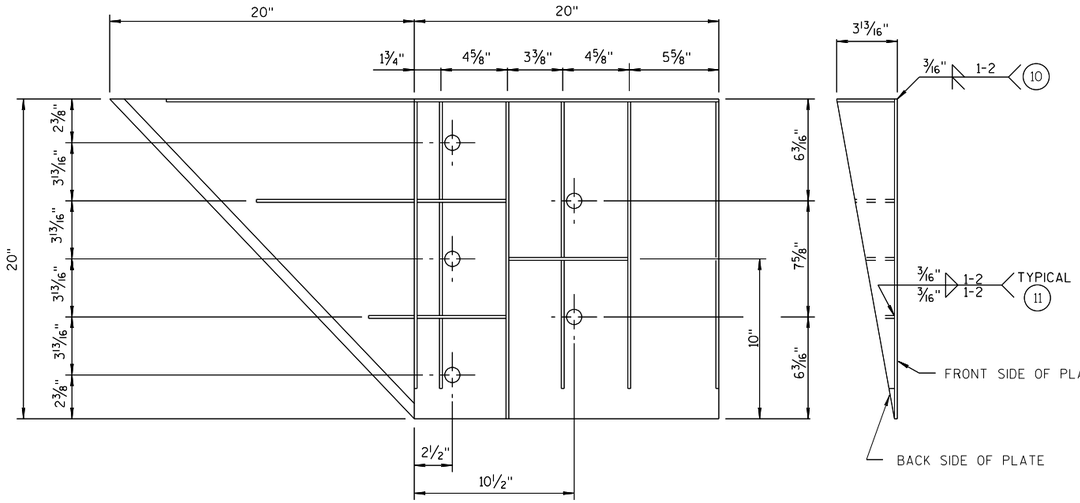
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S.D.D. 14 B 45-5h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

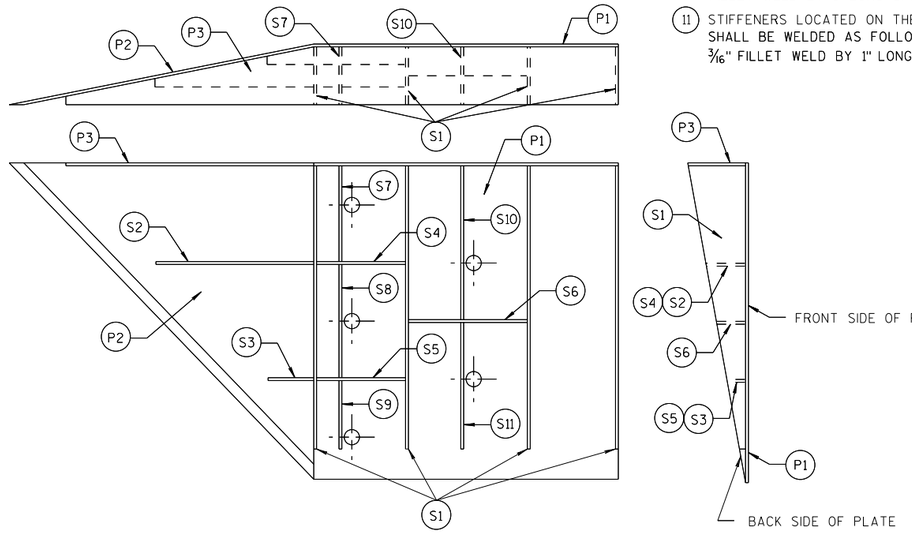


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

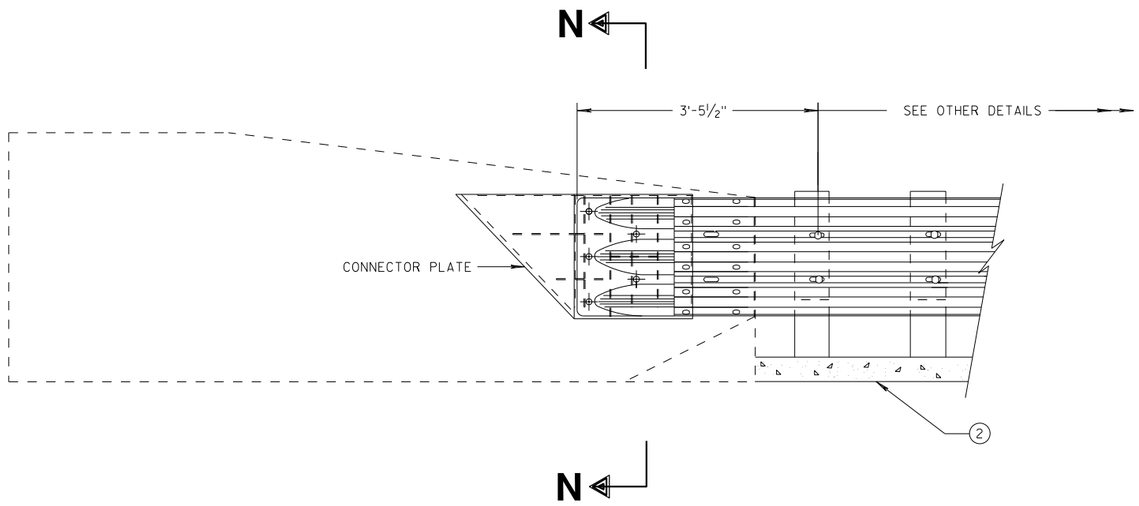
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

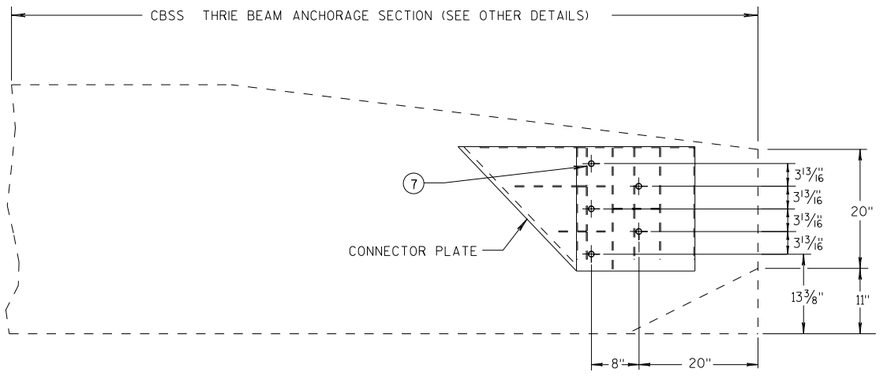
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THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



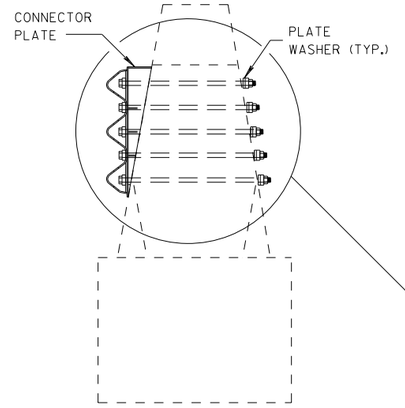
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

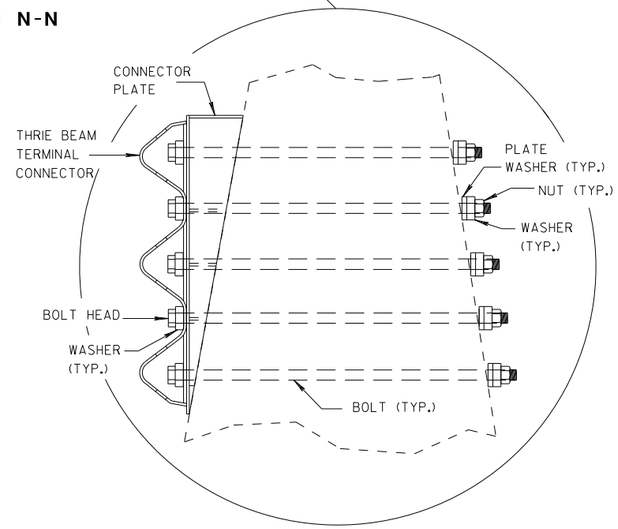
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

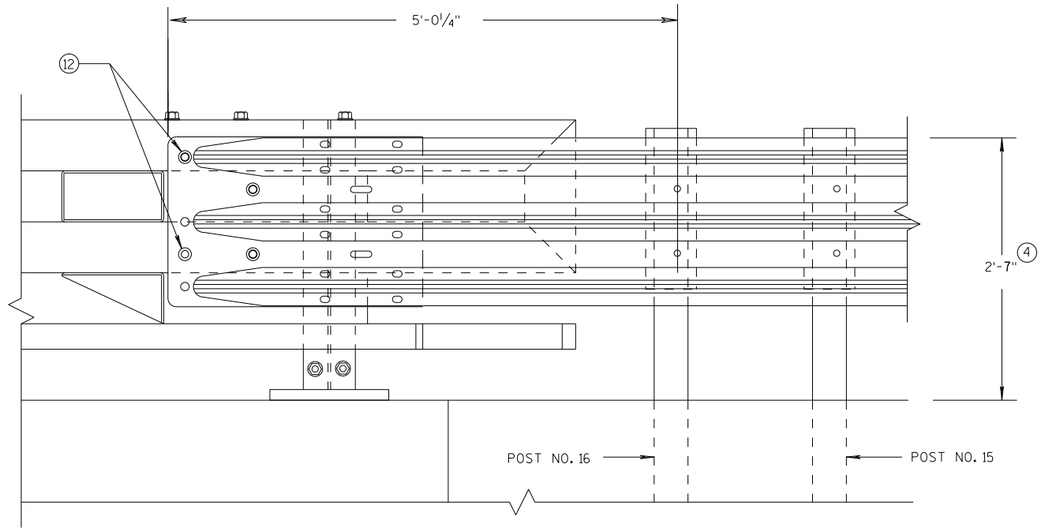
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FHWA

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S.D.D. 14 B 45-5j

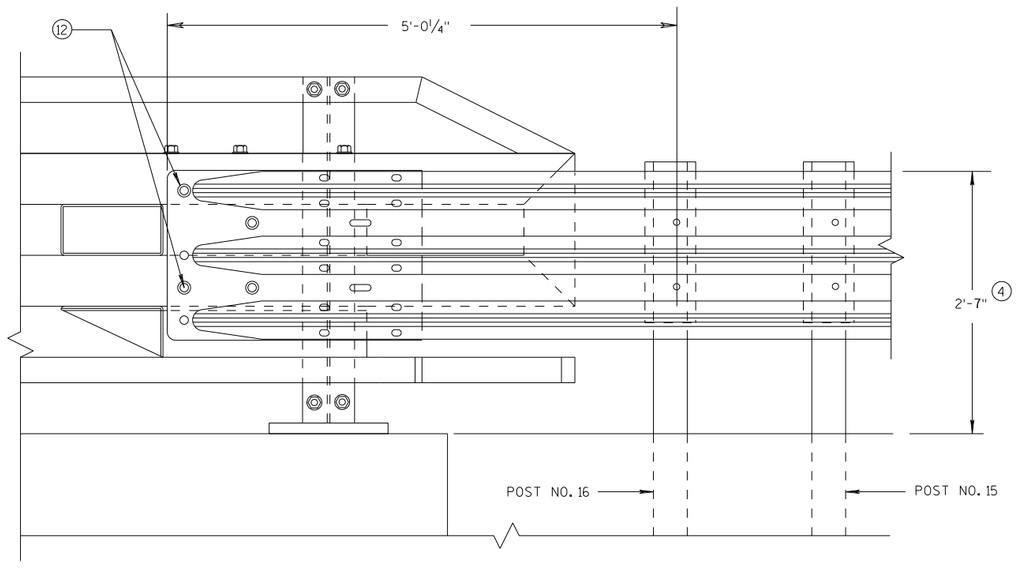
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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UNIT SUPERVIS

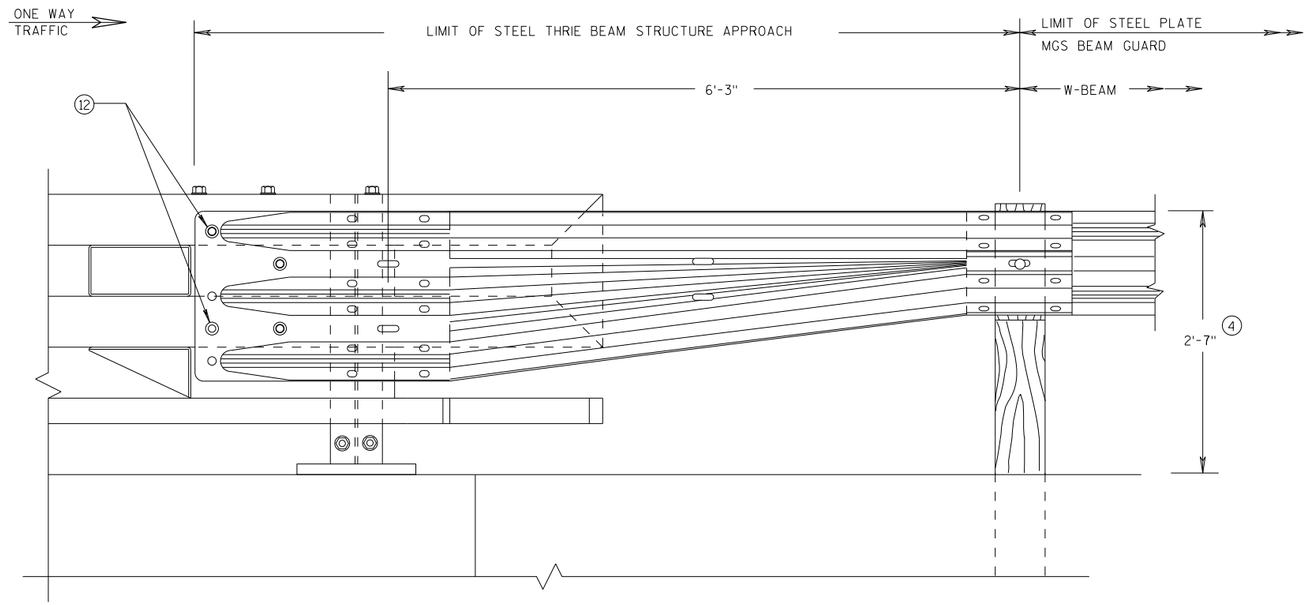
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S.D.D. 14 B 45-5k

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S.D.D. 14 B 45-5k



FRONT VIEW

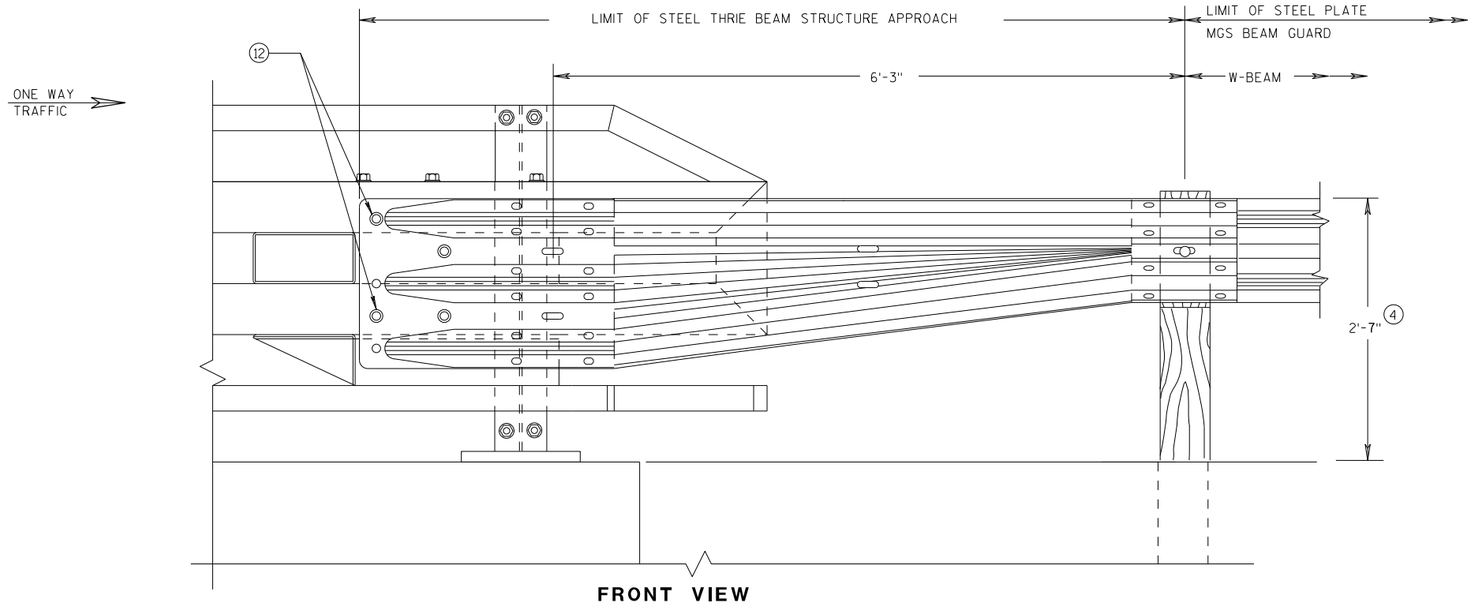
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
FHWA

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UNIT SUPERVIS

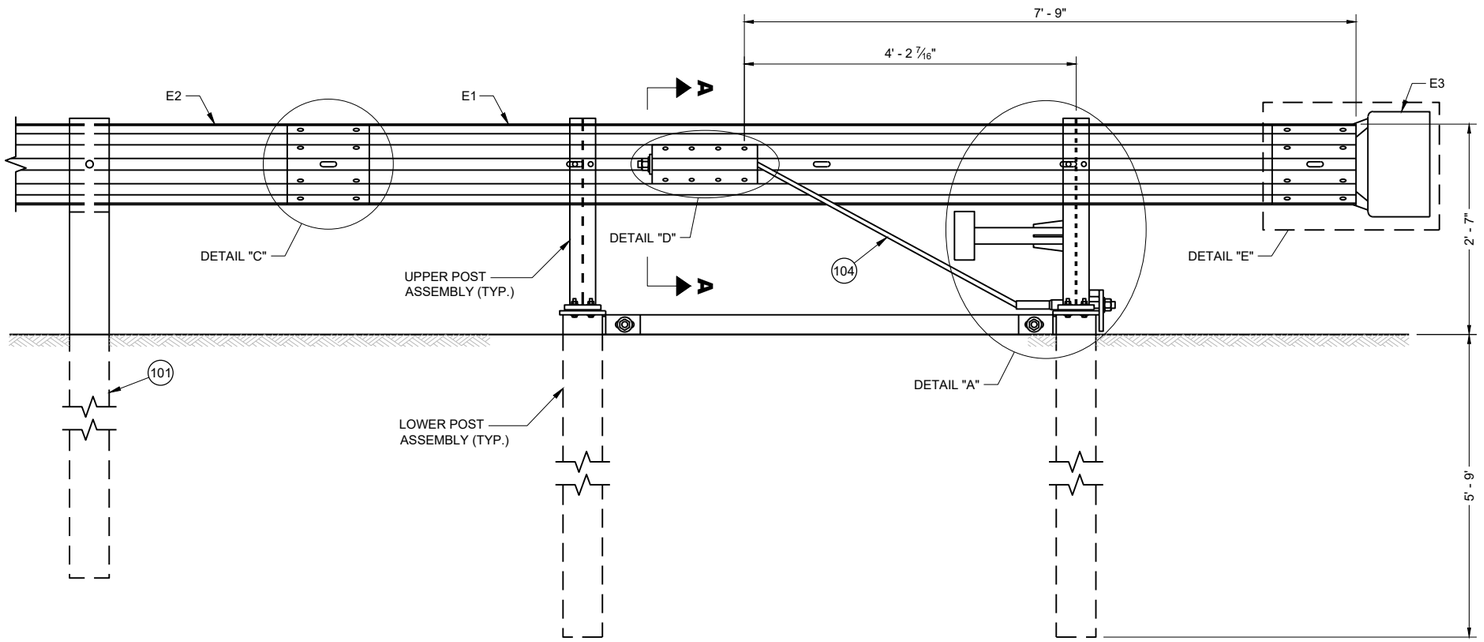
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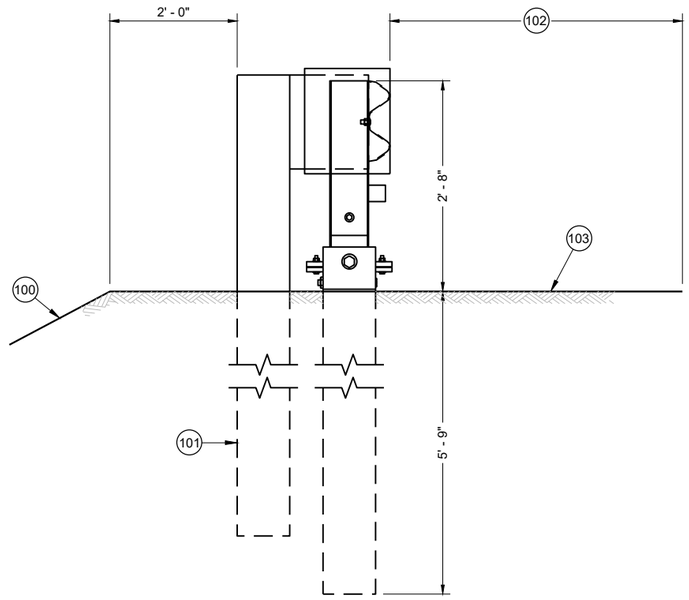
S.D.D. 14 B 45-5L

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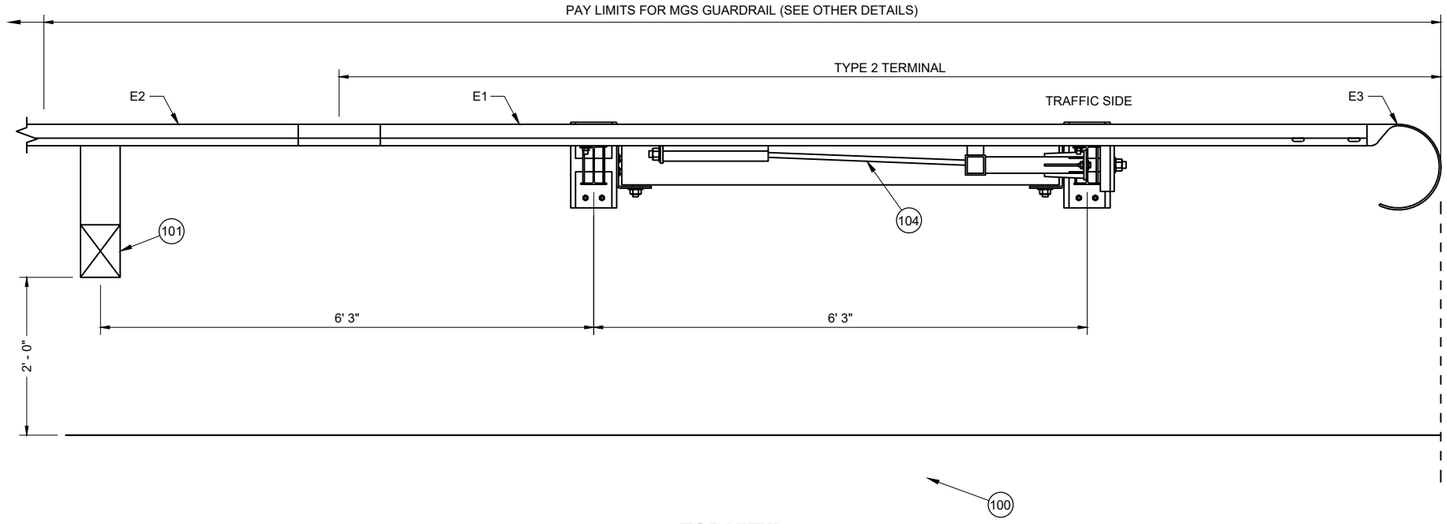
S.D.D. 14 B 45-5L



BACK VIEW
TYPE 2 TERMINAL



SIDE VIEW
TYPE 2 TERMINAL



TOP VIEW
TYPE 2 TERMINAL

GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

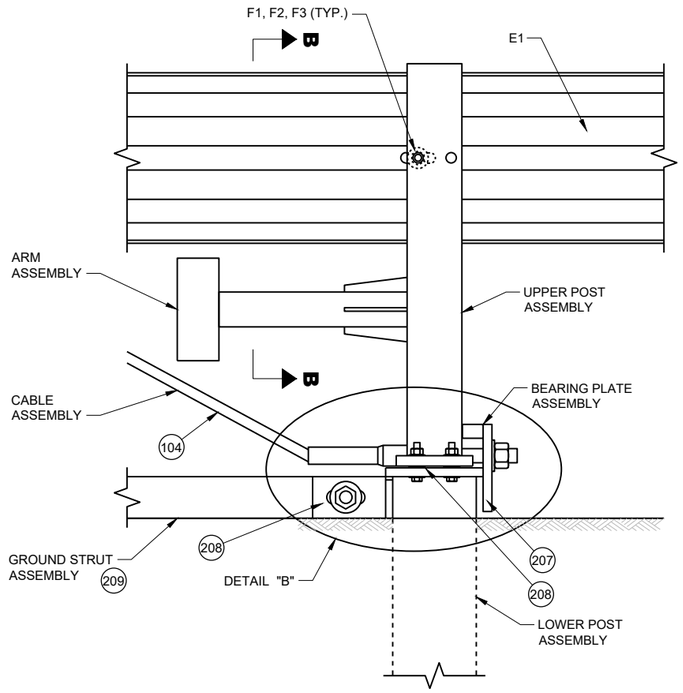
(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

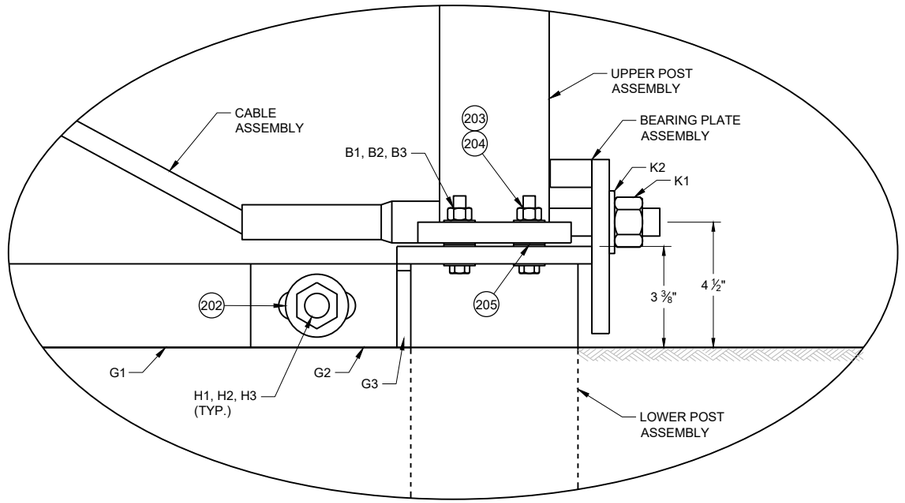
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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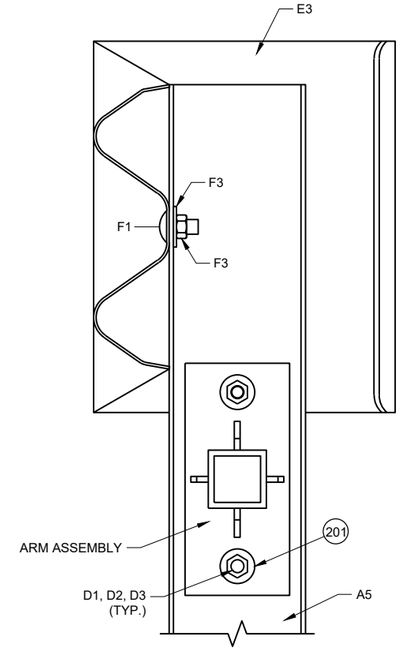
SDD 14B47-06a



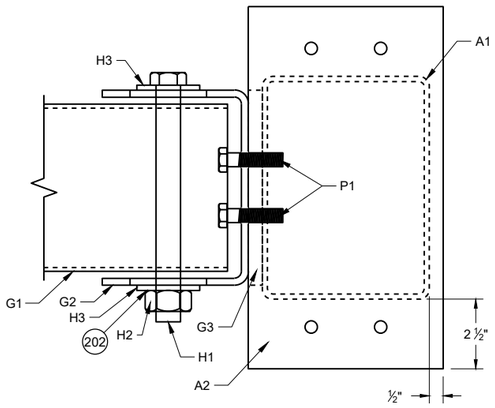
DETAIL "A"



DETAIL "B"

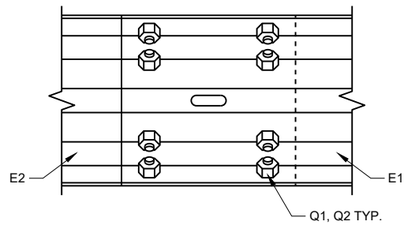


SECTION B - B

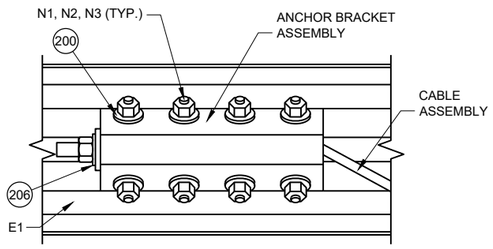


TOP VIEW

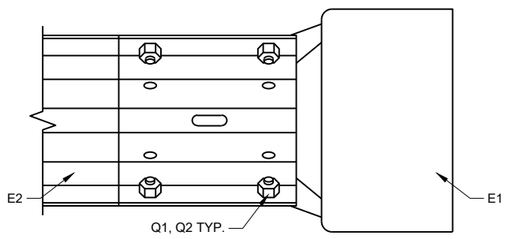
GROUND STRUT CONNECTION DETAIL



DETAIL "C"



DETAIL "D"



DETAIL "E"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

207 NO MATERIAL IS TO BE PLACED AGAINST THE VERTICAL FACES OF BEARING PLATE.

208 PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLTS FOR POST ASSEMBLIES AND GROUND STRUT.

209 PREVENT OR REMOVE MATERIALS THAT IMPEDE REMOVAL OF GROUND STRUT.

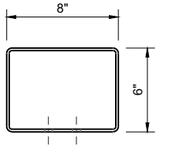
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

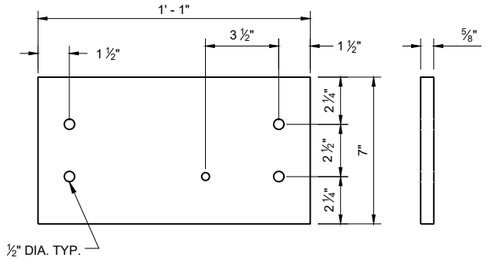
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SDD 14B47-06b

GENERAL NOTES

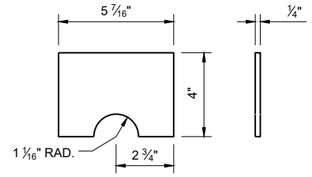
(300) TAP FOR 1/2" AFTER GALVANIZATION



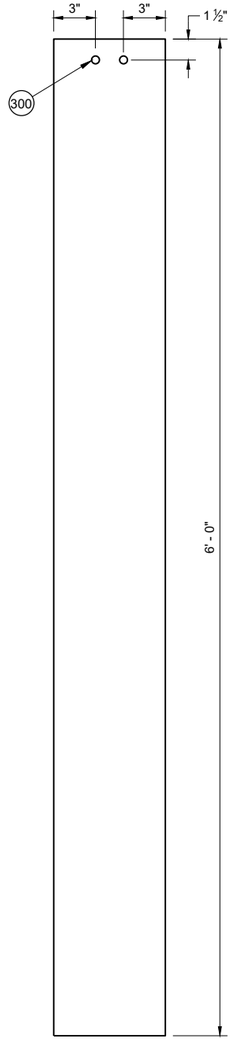
TOP VIEW



LOWER PLATE (A2)

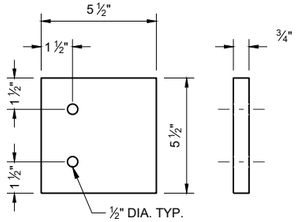


POST GUSSET (A3)

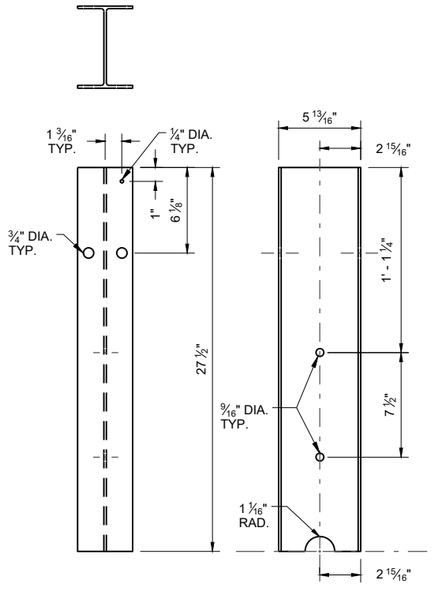


SIDE VIEW

FOUNDATION TUBE (A1)

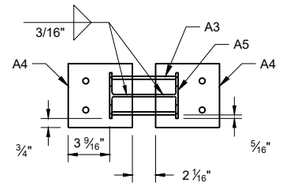


UPPER PLATE (A4)

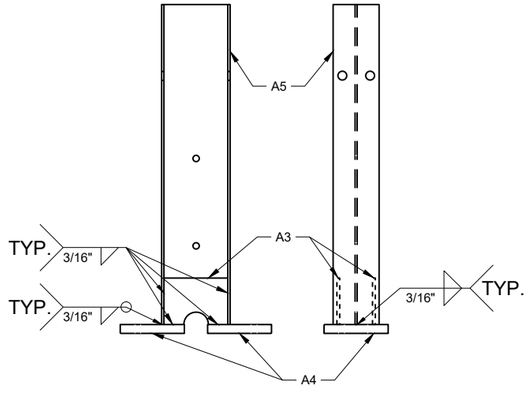


FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

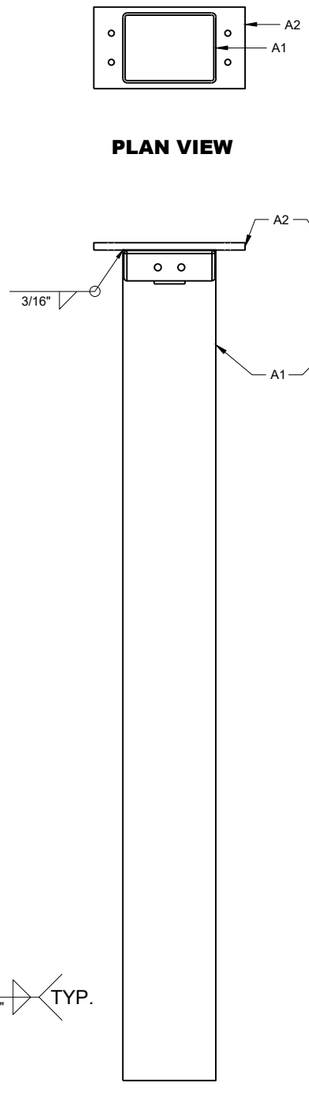


PLAN VIEW



SIDE VIEW FRONT VIEW

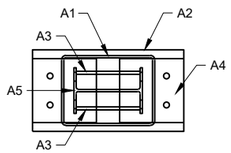
UPPER POST ASSEMBLY

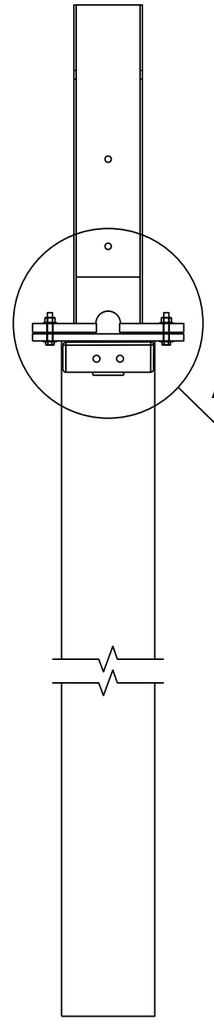


PLAN VIEW

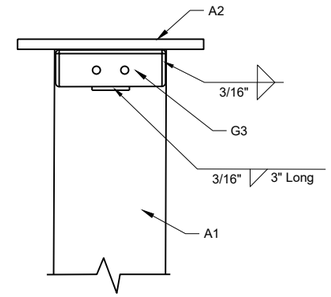
FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY

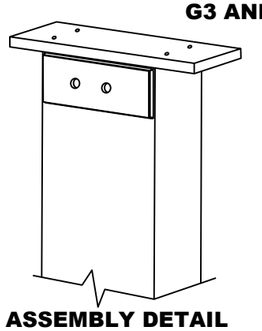




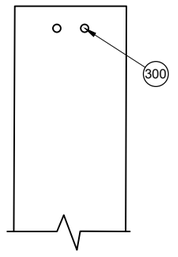
ASSEMBLED POST



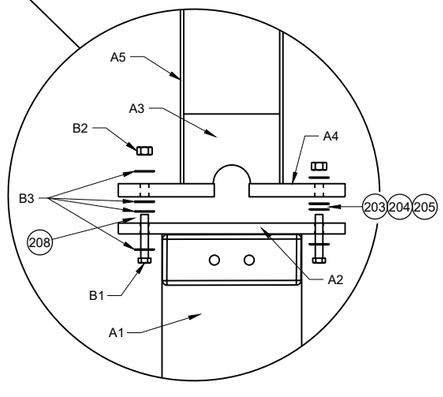
WELDING DETAIL G3 AND A1



ASSEMBLY DETAIL ISOMETRIC



A1

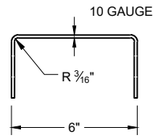


POST CONNECTION DETAIL

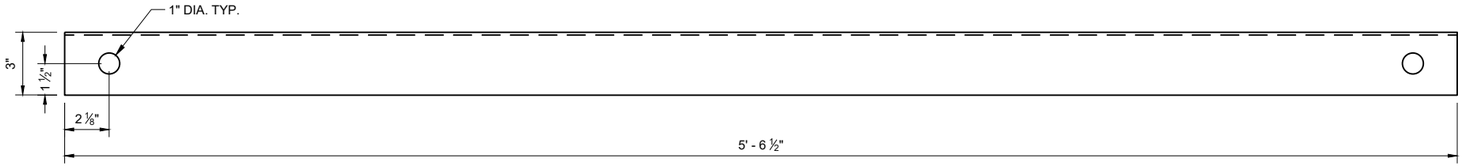
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B47-06c

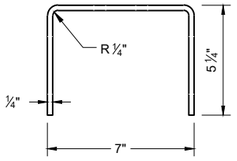


SIDE VIEW

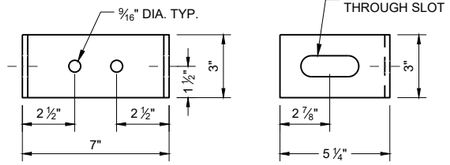


FRONT VIEW

GROUND STRUT CHANNEL (G1)

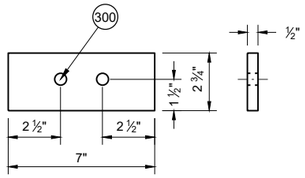


TOP VIEW

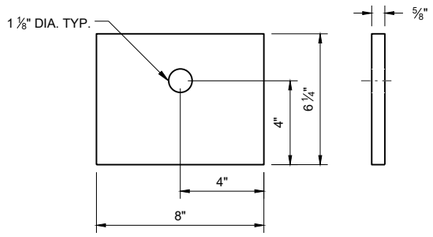


FRONT VIEW SIDE VIEW

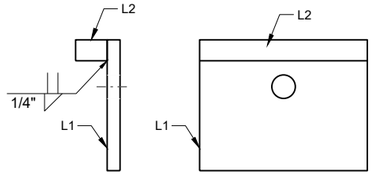
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)

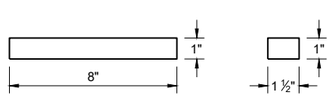


BEARING PLATE (L1)

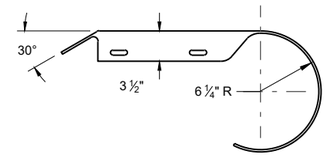


SIDE VIEW FRONT VIEW

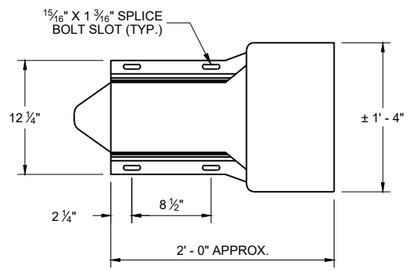
BEARING PLATE ASSEMBLY



BEARING PLATE FLANGE (L2)



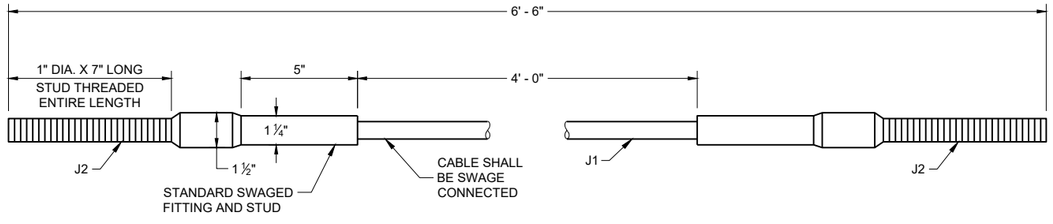
PLAN VIEW



ELEVATION VIEW

ROUNDED BUFFER END (E3)

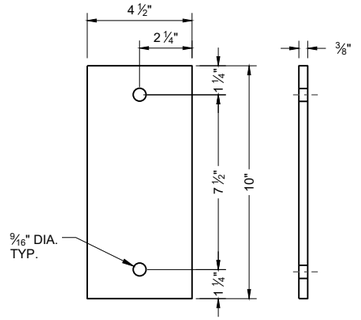
TYPE 2 GUARDRAIL (E1)



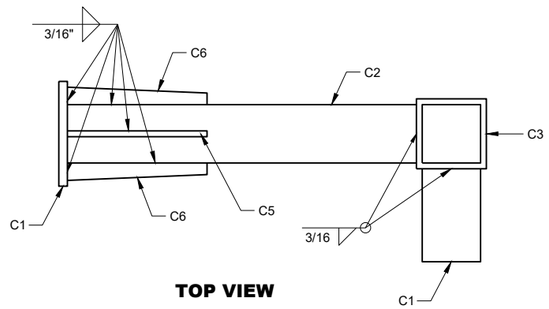
CABLE ASSEMBLY

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

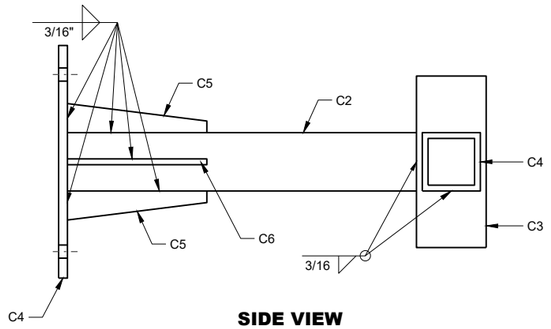
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



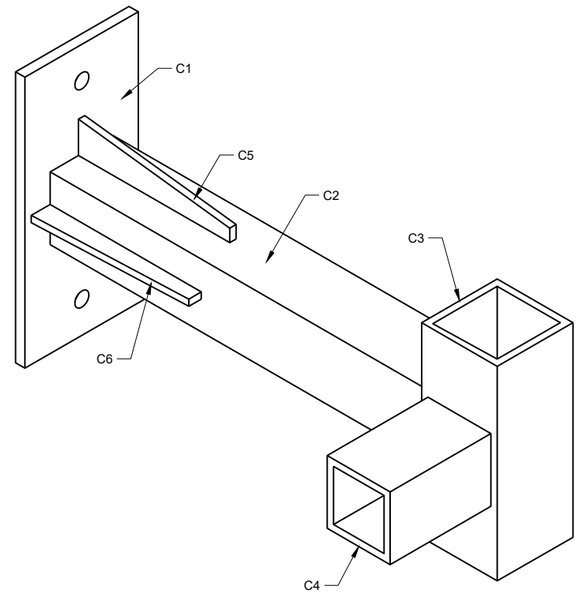
ARM PLATE (C1)



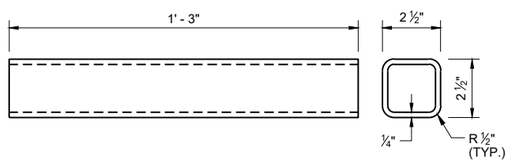
TOP VIEW
ARM ASSEMBLY



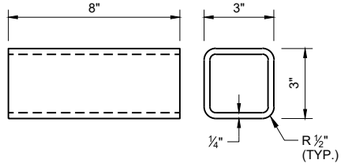
SIDE VIEW
ARM ASSEMBLY



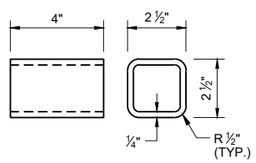
ISOMETRIC VIEW
ARM ASSEMBLY



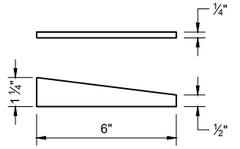
ARM TUBE 1 (C2)



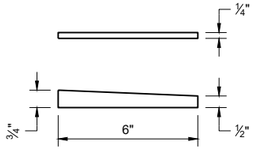
ARM TUBE 2 (C3)



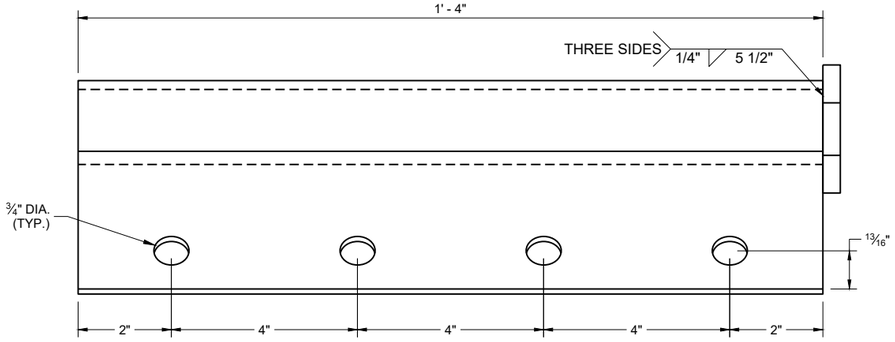
ARM TUBE 3 (C4)

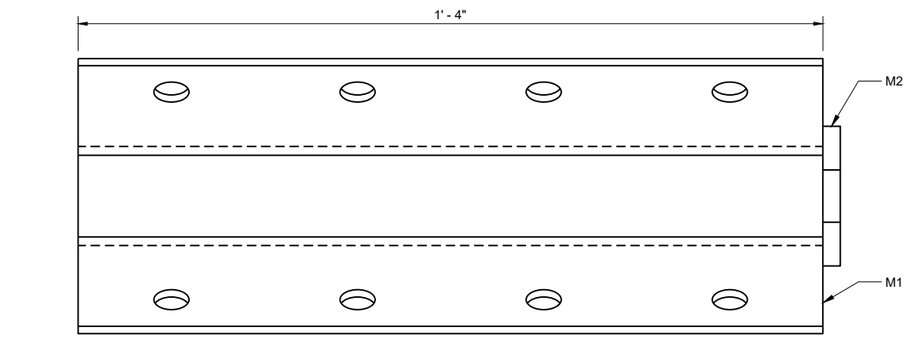


ARM GUSSET PLATE 1 (C5)

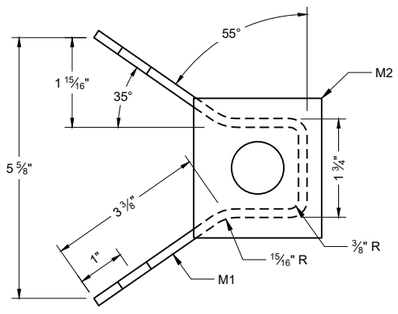


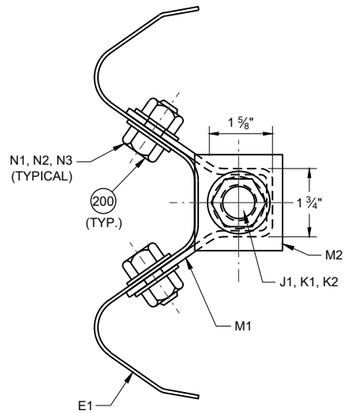
ARM GUSSET PLATE 2 (C6)

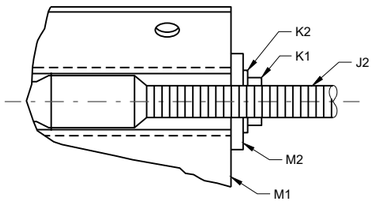




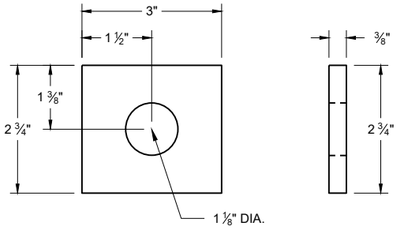
ANCHOR BRACKET (M1, M2)







SECTION A - A



ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	TYPE 2 FOUNDATION TUBE	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
A2	LOWER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
A3	POST GUSSET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
A4	UPPER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/4" THICKNESS
A5	TYPE 2 POST	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI, w6x9 or w6x8.5	
B1	BREAKAWAY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	7/16" DIA.
B2	BREAKAWAY BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/16" DIA.
B3	BREAKAWAY BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
C1	ARM ASSEMBLY PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
C2	ARM ASSEMBLY TUBE 1	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
C3	ARM ASSEMBLY TUBE 2	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 3" x 3" x 1/4"
C4	ARM ASSEMBLY TUBE 3	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 2 1/2" x 2 1/2" X 1/4"
C5	ARM ASSEMBLY GUSSET PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
C6	ARM ASSEMBLY GUSSET PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
D1	ARM ASSEMBLY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	1/2" DIA.
D2	ARM ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	1/2" DIA.
D3	ARM ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
E1	TYPE 2 GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E2	BEAM GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E3	BEAM GUARD ROUNDED BUFFER END	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
F1	POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
F2	POST BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
F3	POST BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
G1	GROUND STRUT CHANNEL	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" x 11 3/4" x 10 GAUGE
G2	GROUND STRUT CONNECTOR	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
G3	GROUND STRUT PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" THICKNESS

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B47-06f

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
H1	GROUND STRUT BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	7/8" DIA.
H2	GROUND STRUT BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/8" DIA.
H3	GROUND STRUT BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
J1	BCT CABLE	AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS	3/4" DIA.
J2	BCT CABLE	UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."	
K1	CABLE ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1" DIA.
K2	CABLE ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1	1" DIA.
L1	BEARING PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
L2	BEARING PLATE FLANGE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1" THICKNESS
M1	BEAM GUARD ANCHOR BRACKET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
M2	BEAM GUARD ANCHOR END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
N1	ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
N2	ANCHOR BRACKET BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
N3	ANCHOR BRACKET BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
P1	FOUNDATION TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
Q1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
Q2	SPLICE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	5/8" DIA.

6

SDD 14B47-06g

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

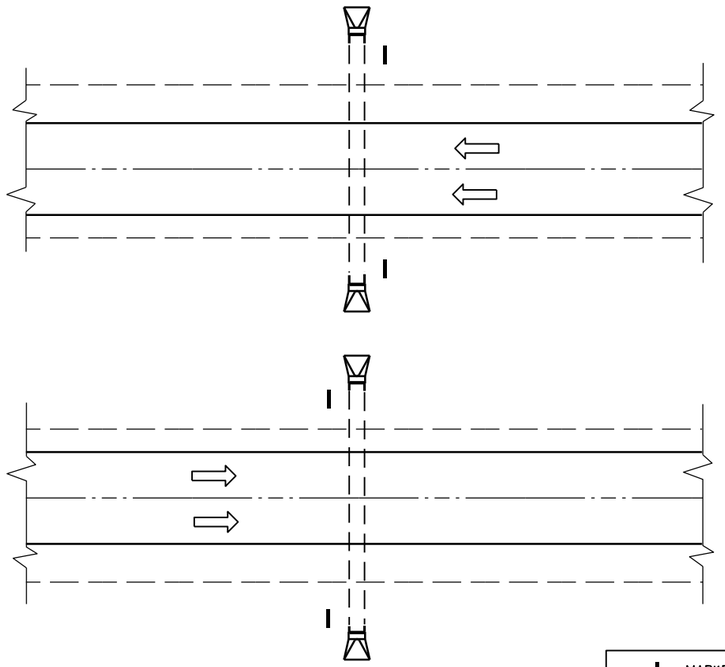
APPROVED
December 2024
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

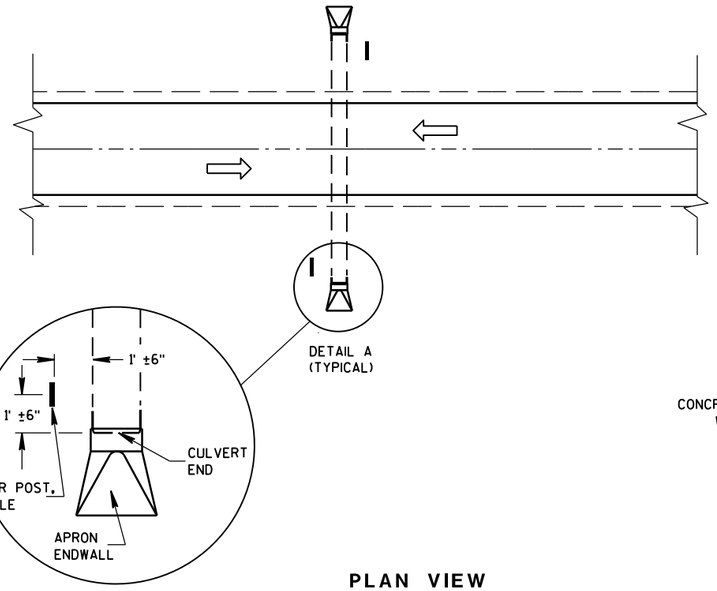
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SDD 14B47-06g



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

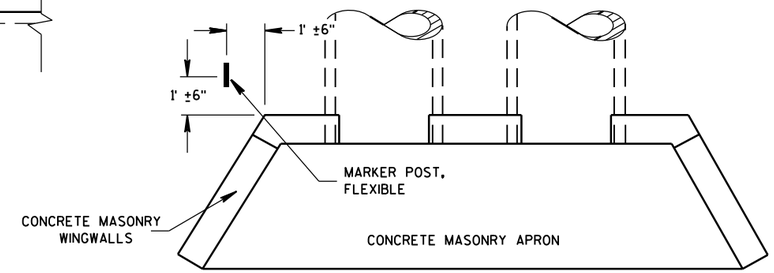
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

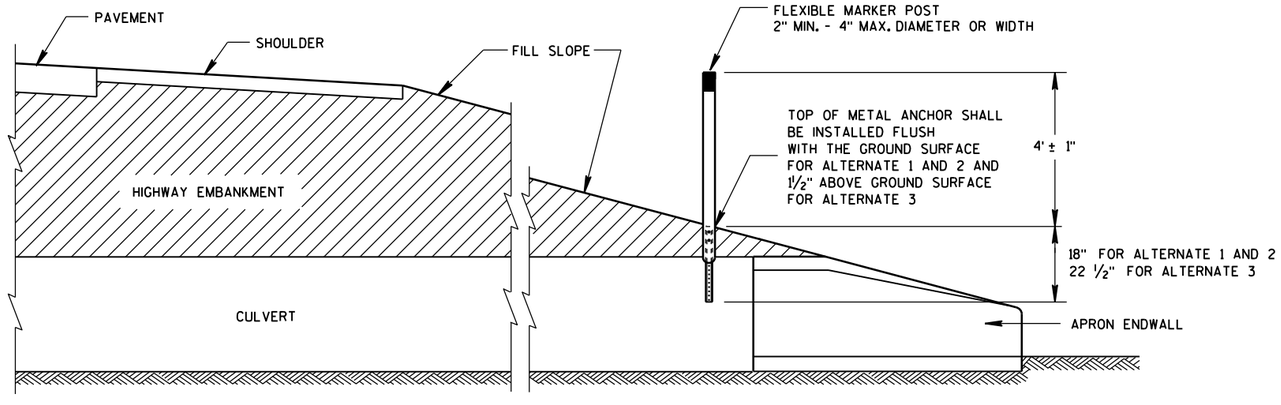
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

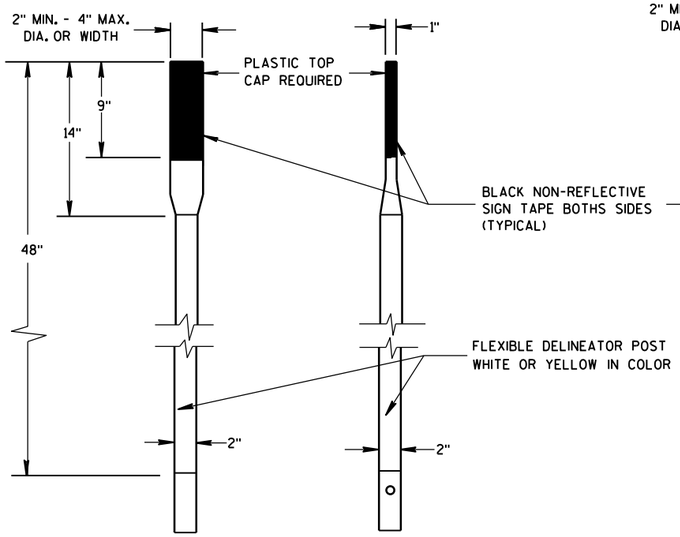
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

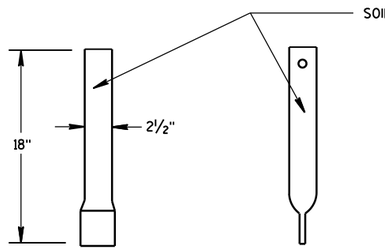
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S.D.D. 15 A 3-2a

6

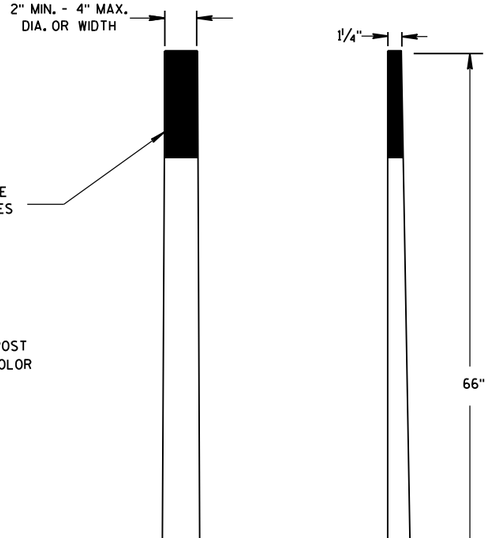
S.D.D. 15 A 3-2a





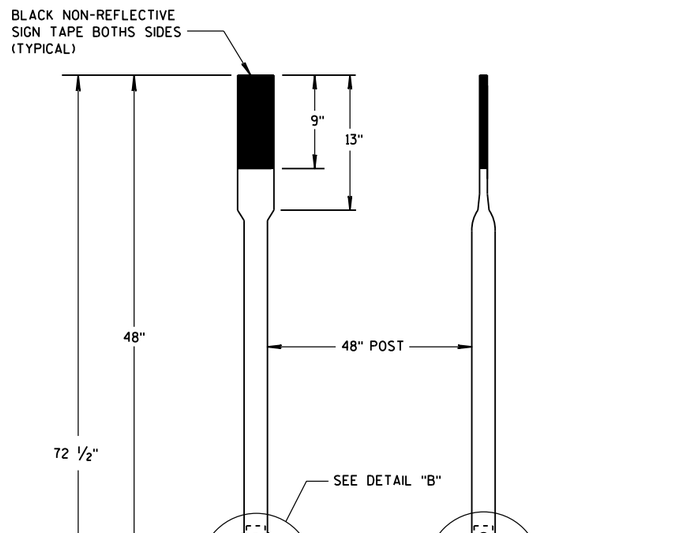
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

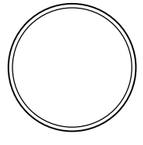
ALTERNATE 2



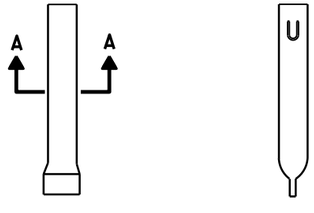
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

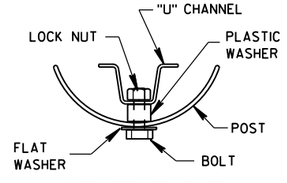


SECTION A-A

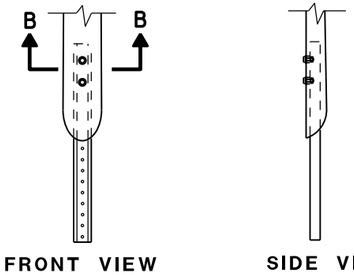


FRONT VIEW SIDE VIEW

ALTERNATE 1

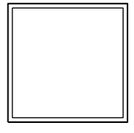


SECTION B-B

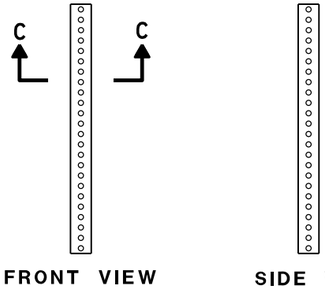


FRONT VIEW SIDE VIEW

ALTERNATE 2



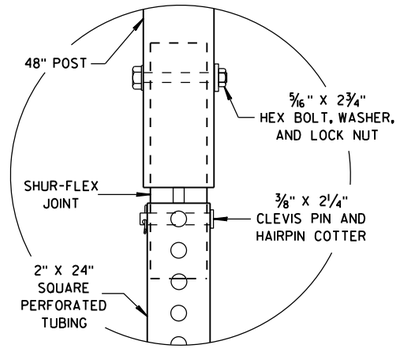
SECTION C-C



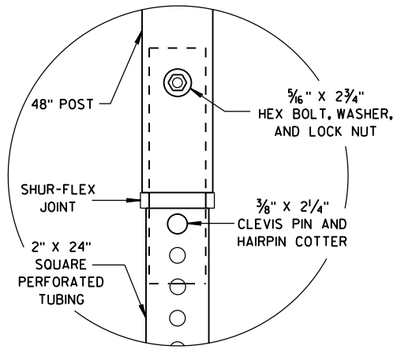
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



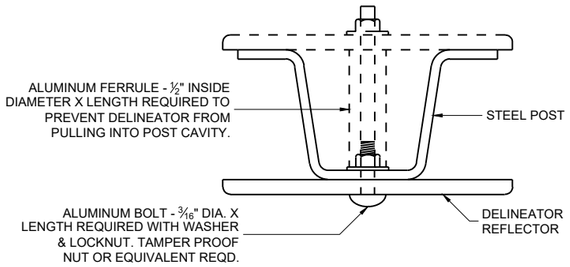
DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

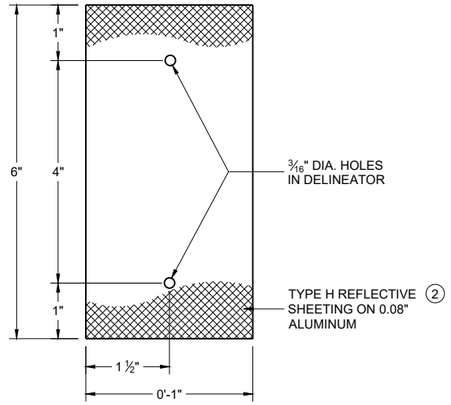
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

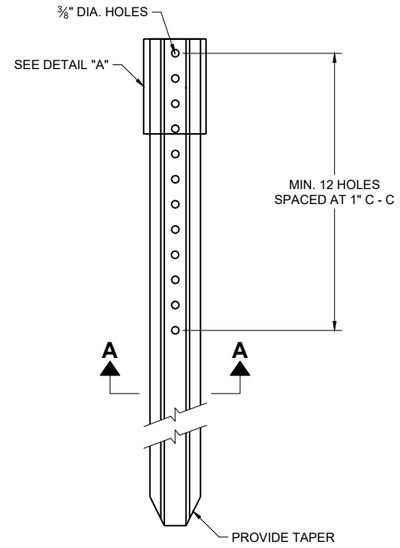
6
S.D.D. 15 A 3-2b



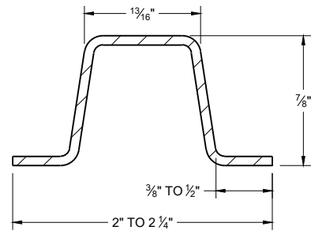
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



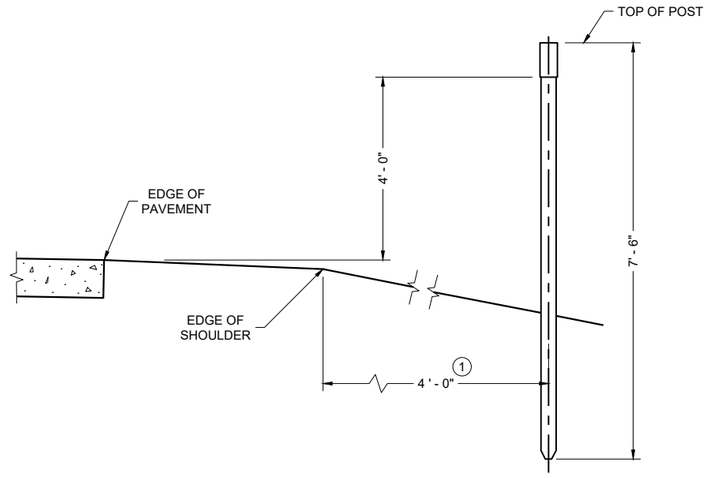
SECTION A - A

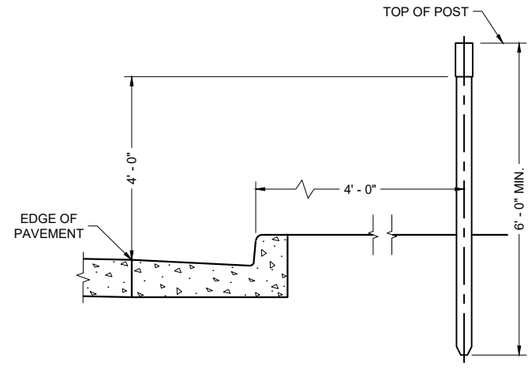
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

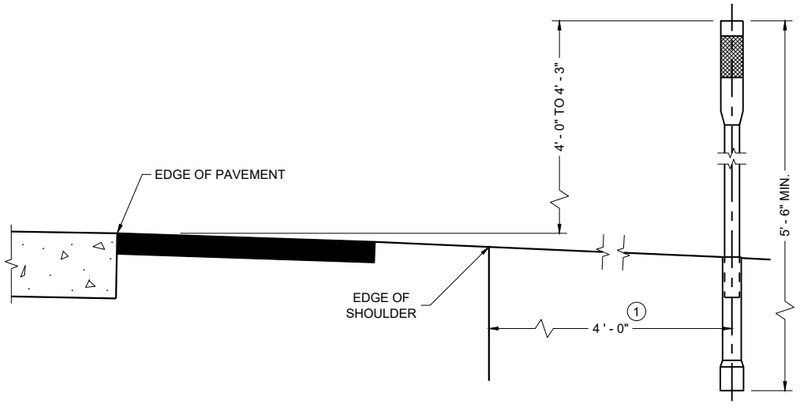
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

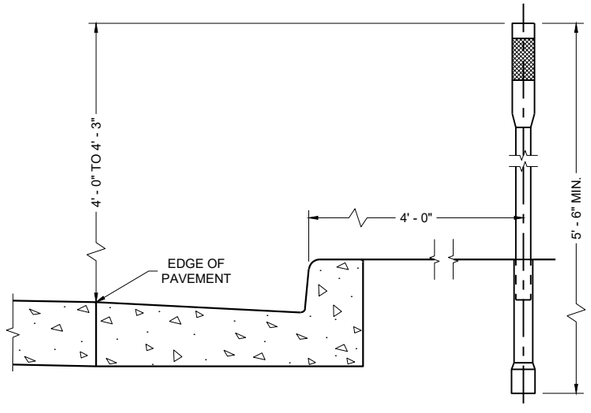
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





TYPICAL INSTALLATIONS OF DELINEATOR POSTS





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

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

(1) DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

(2) FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

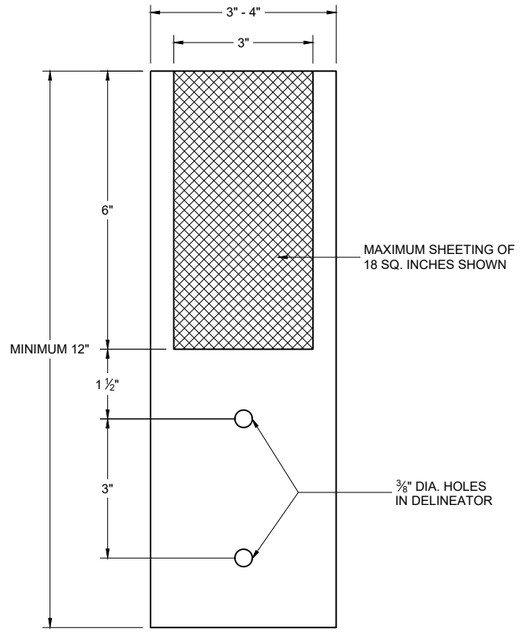
FHWA

6

SDD 15A04-08c

6

SDD 15A04-08c



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR POST
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

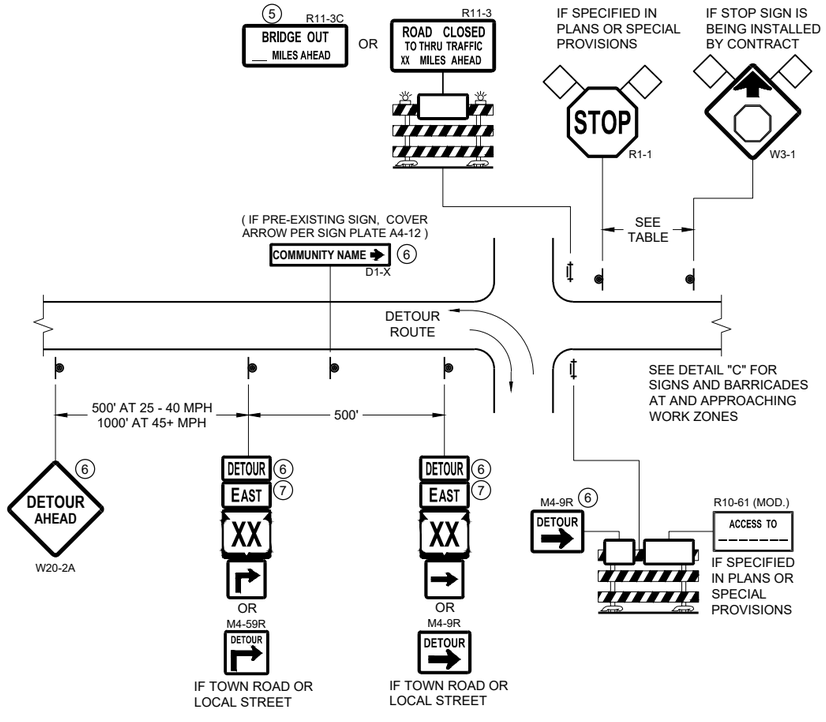
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

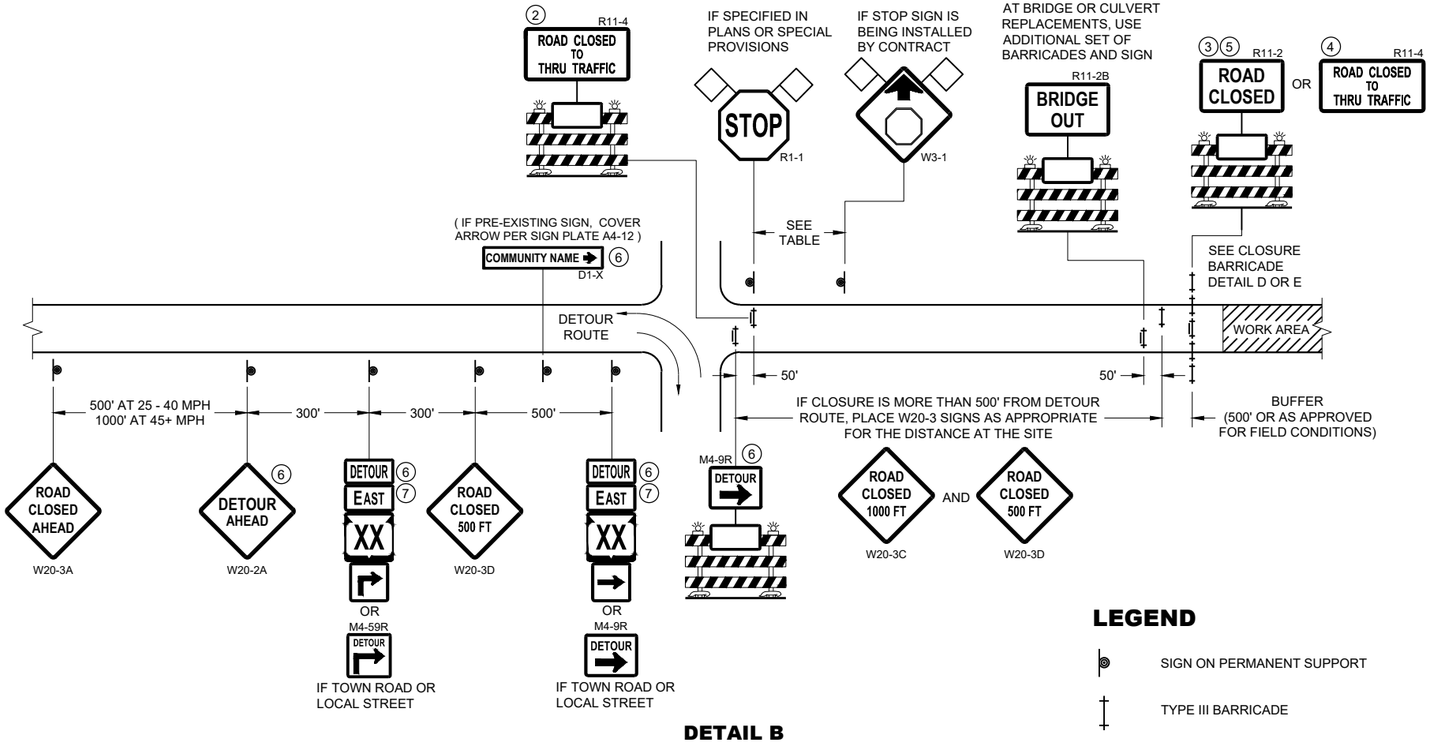
SDD 15A04-08e

SDD 15A04-08e



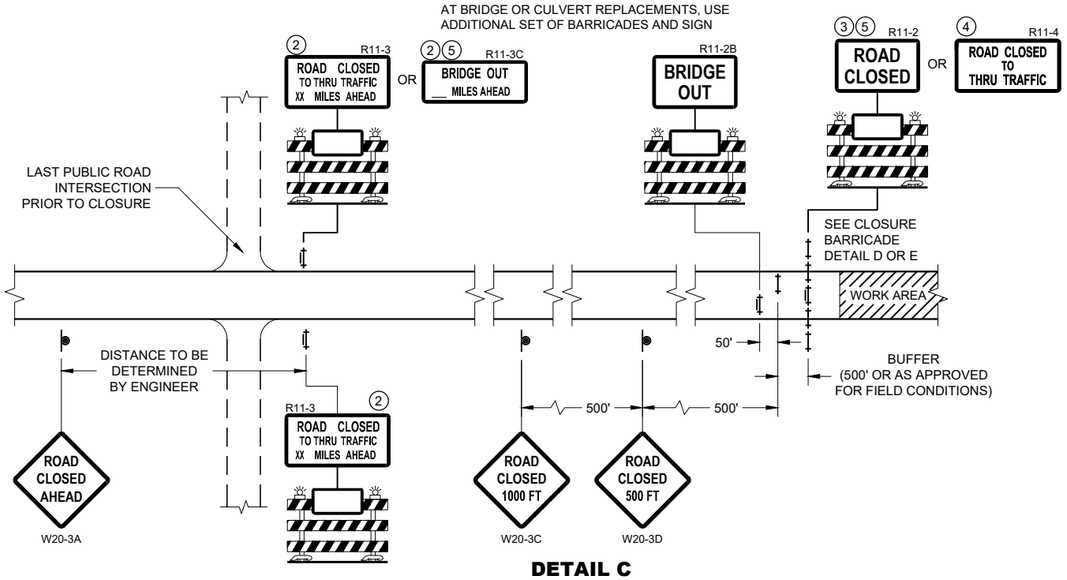
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

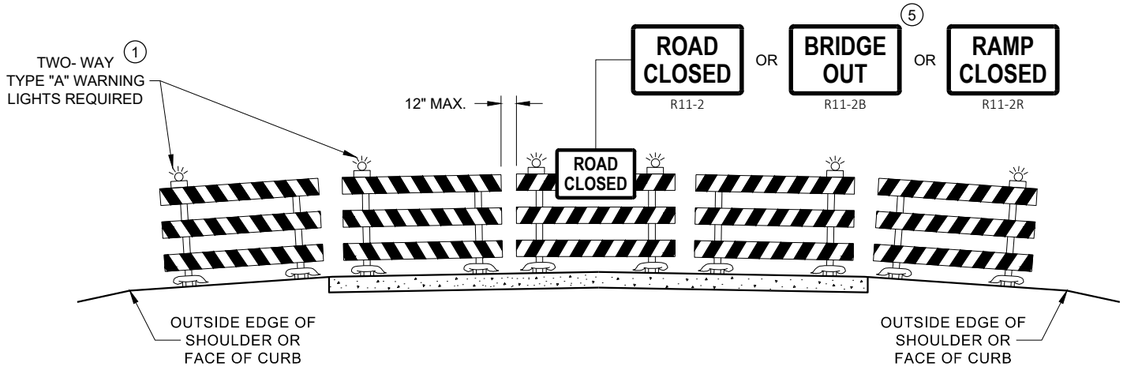
FHWA

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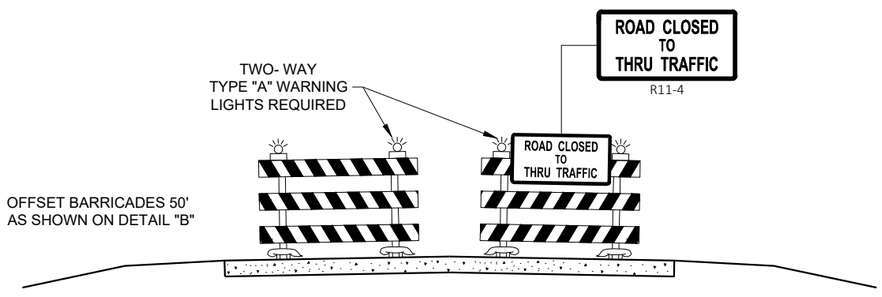
SDD 15C02 - 09a

6

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

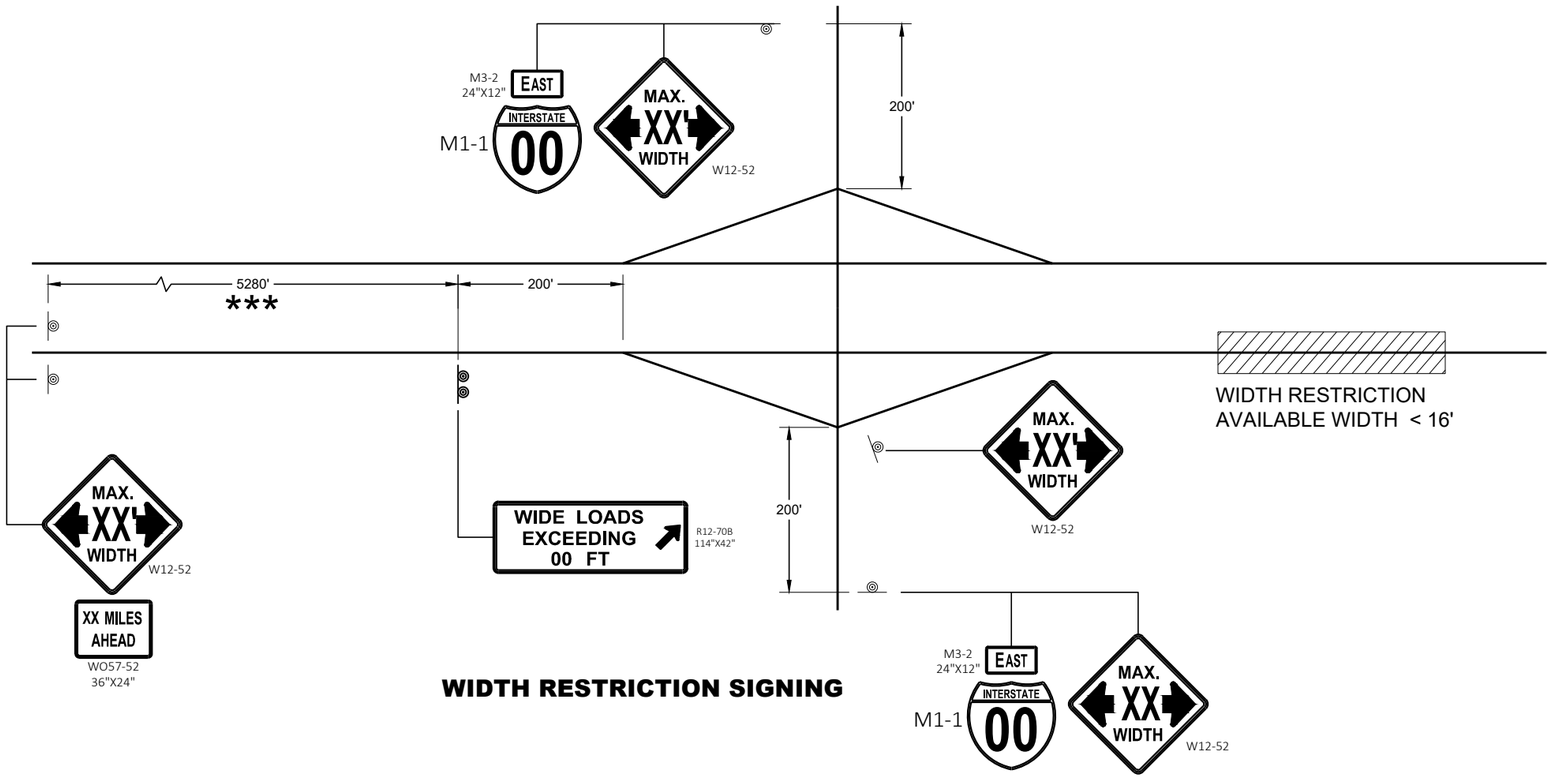
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

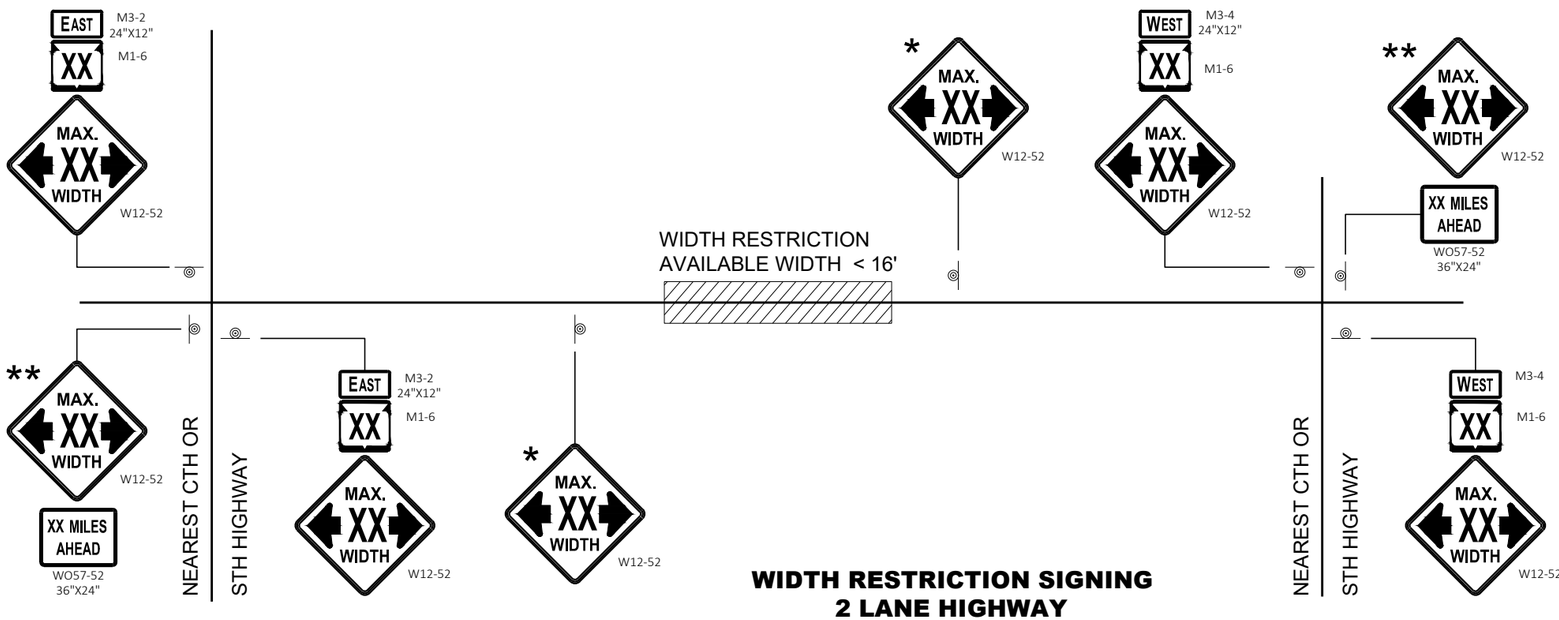
SDD 15C02 - 09b

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SDD 15C02 - 09b



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

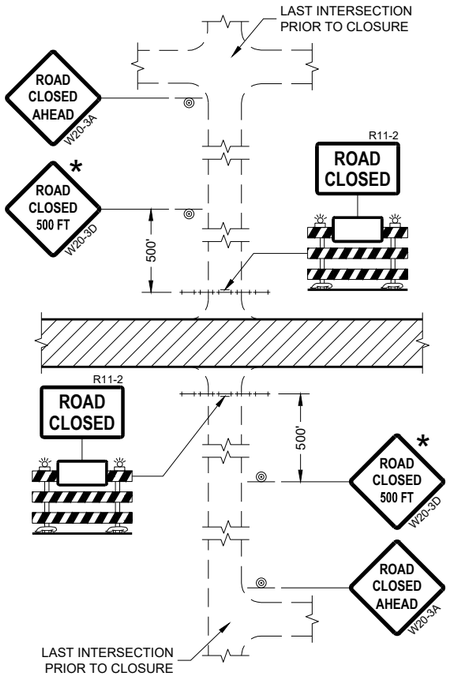
FHWA

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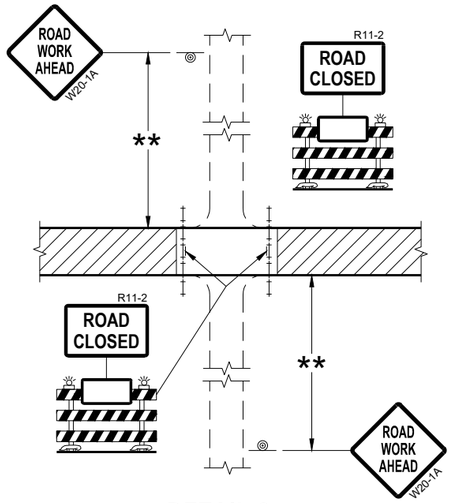
SDD 15C02 - 09f

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SDD 15C02 - 09f



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES 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.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

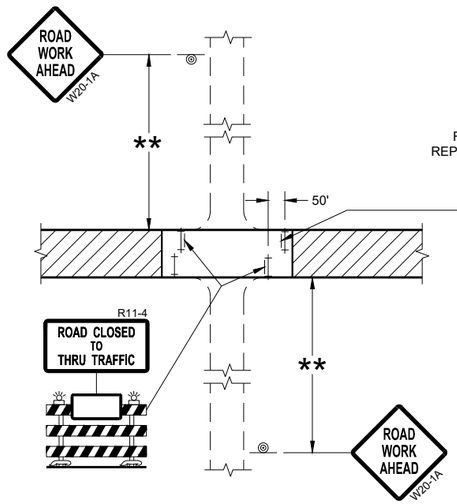
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

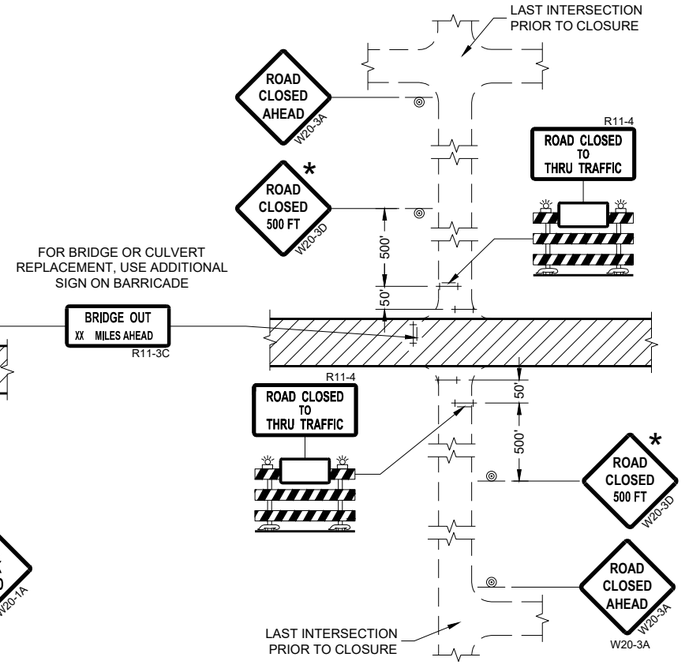
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

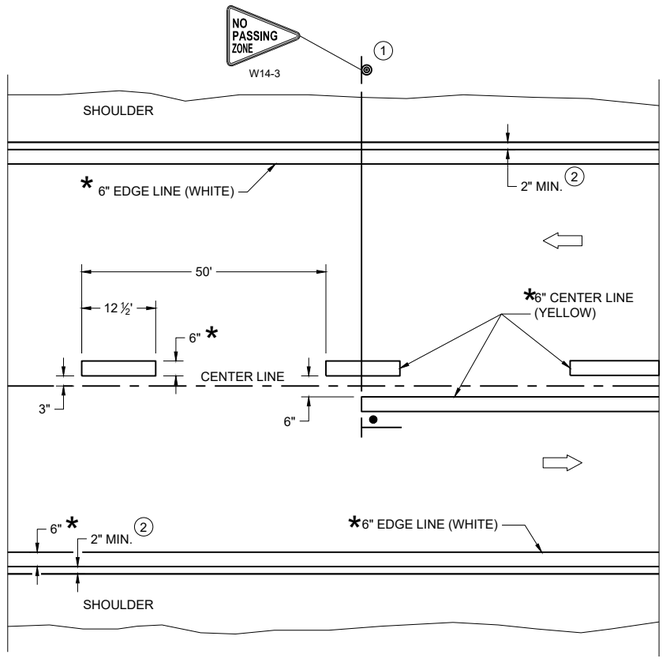
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

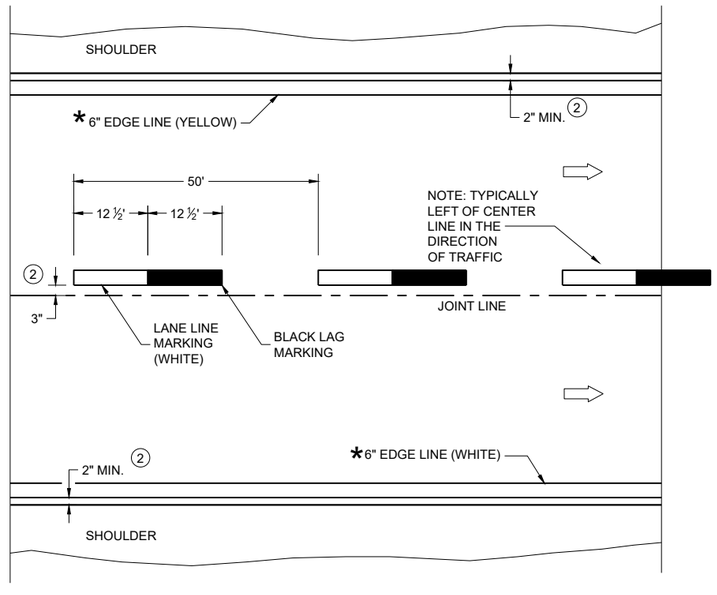
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

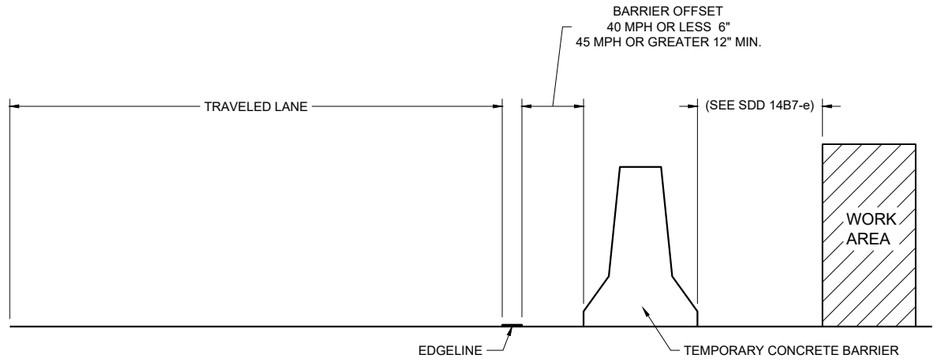
PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA



TEMPORARY BARRIER OFFSET FROM EDGELINE

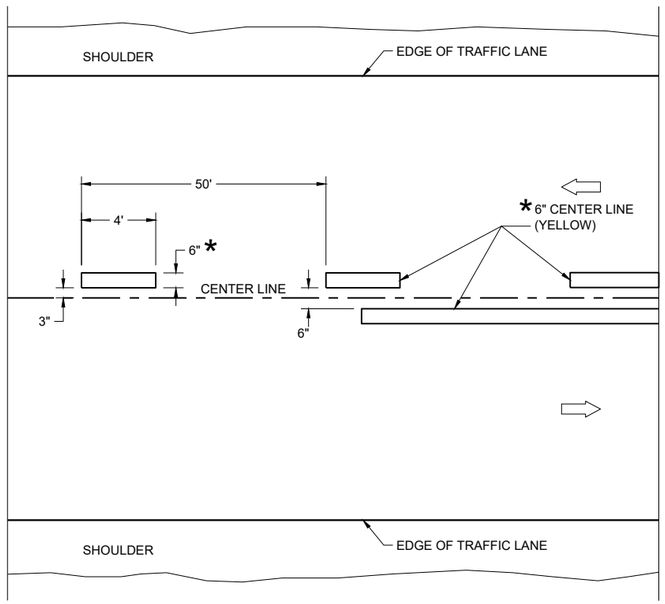
GENERAL NOTES

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

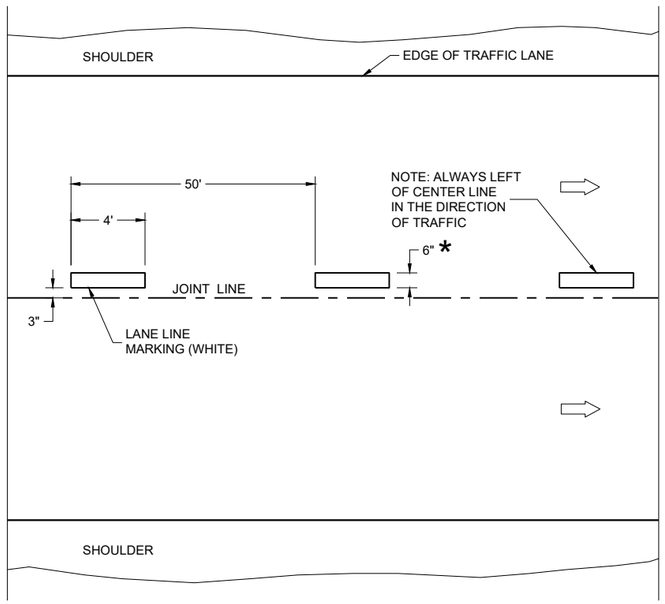
LEGEND

DIRECTION OF TRAFFIC

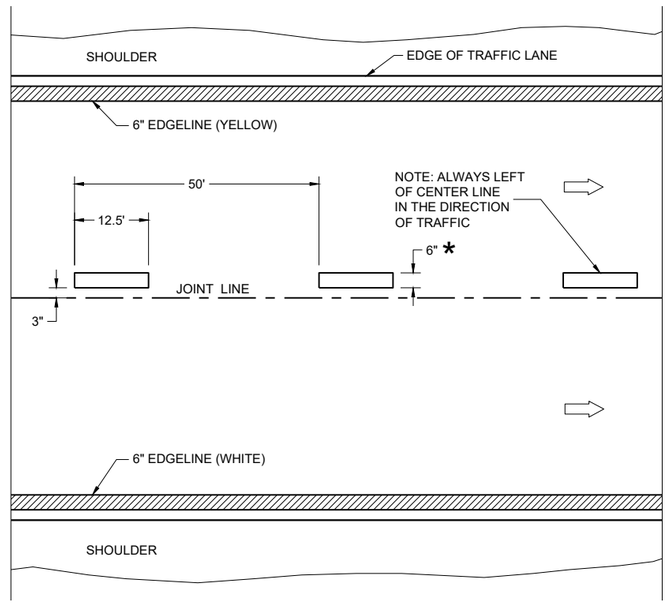
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

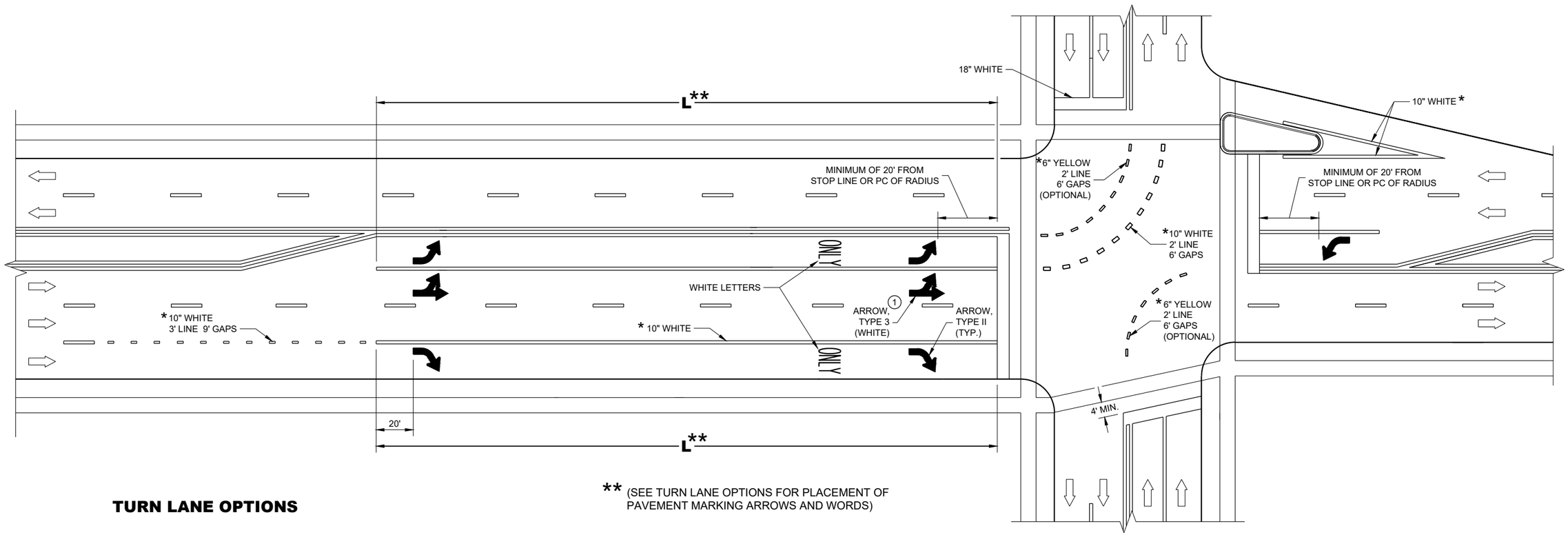
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

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SDD 15C08-23b

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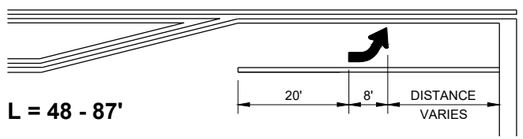
SDD 15C08-23b



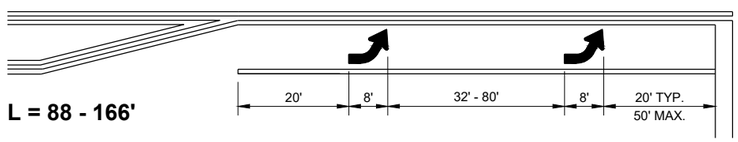
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

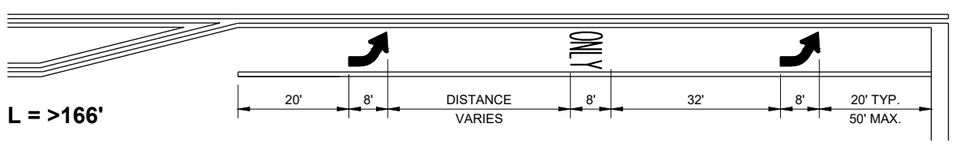
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

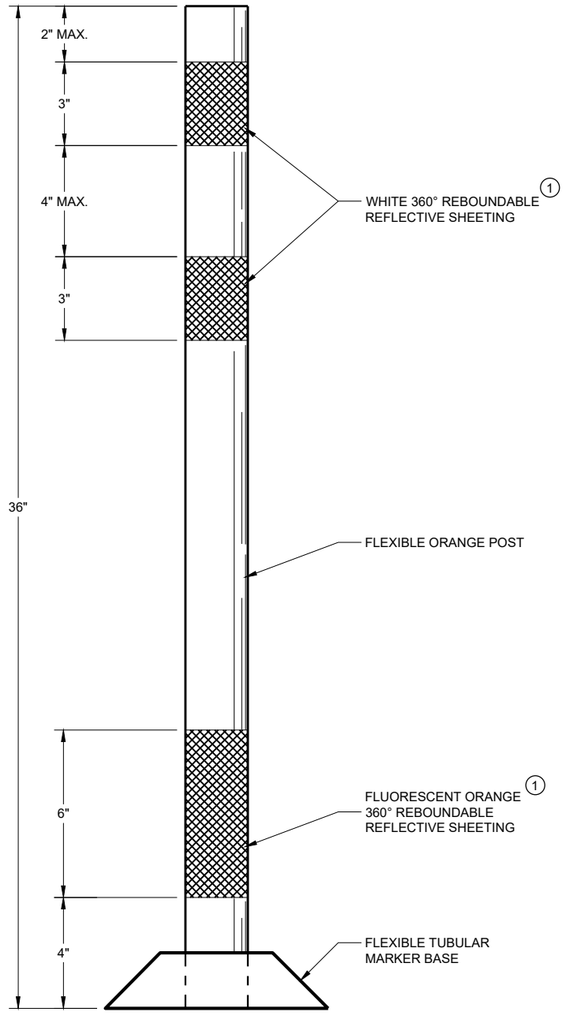
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d

SDD 15C08-23d



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

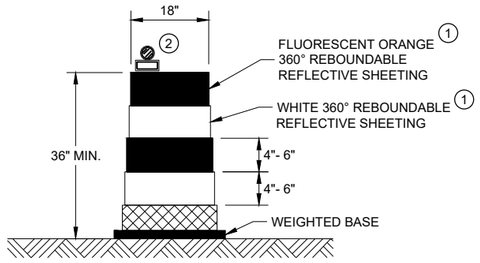
FHWA

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SDD 15C11 - 10a

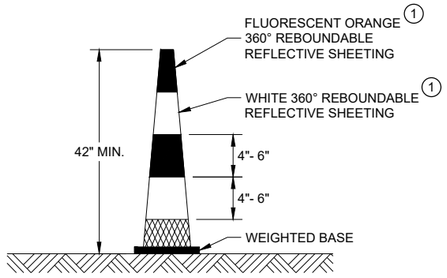
GENERAL NOTES

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



DRUM

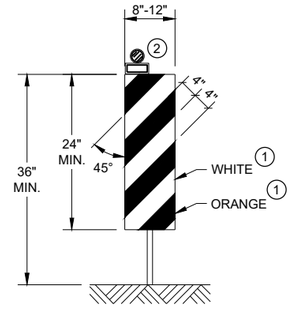
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

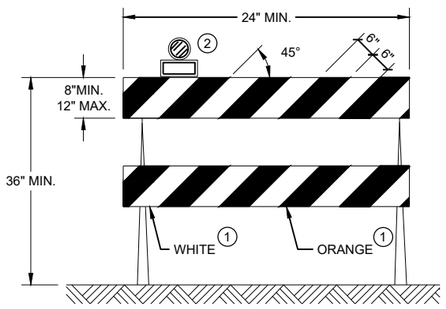
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



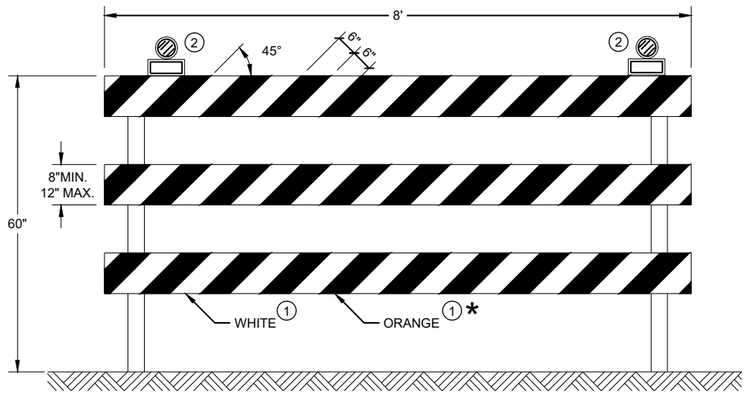
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

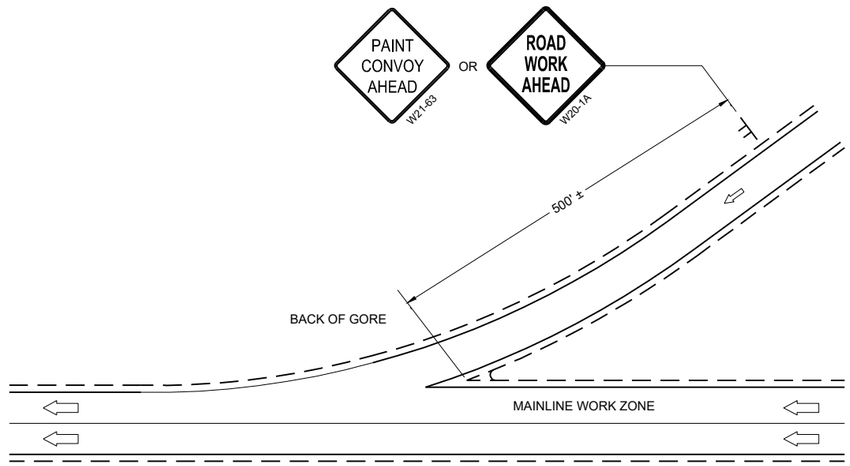
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

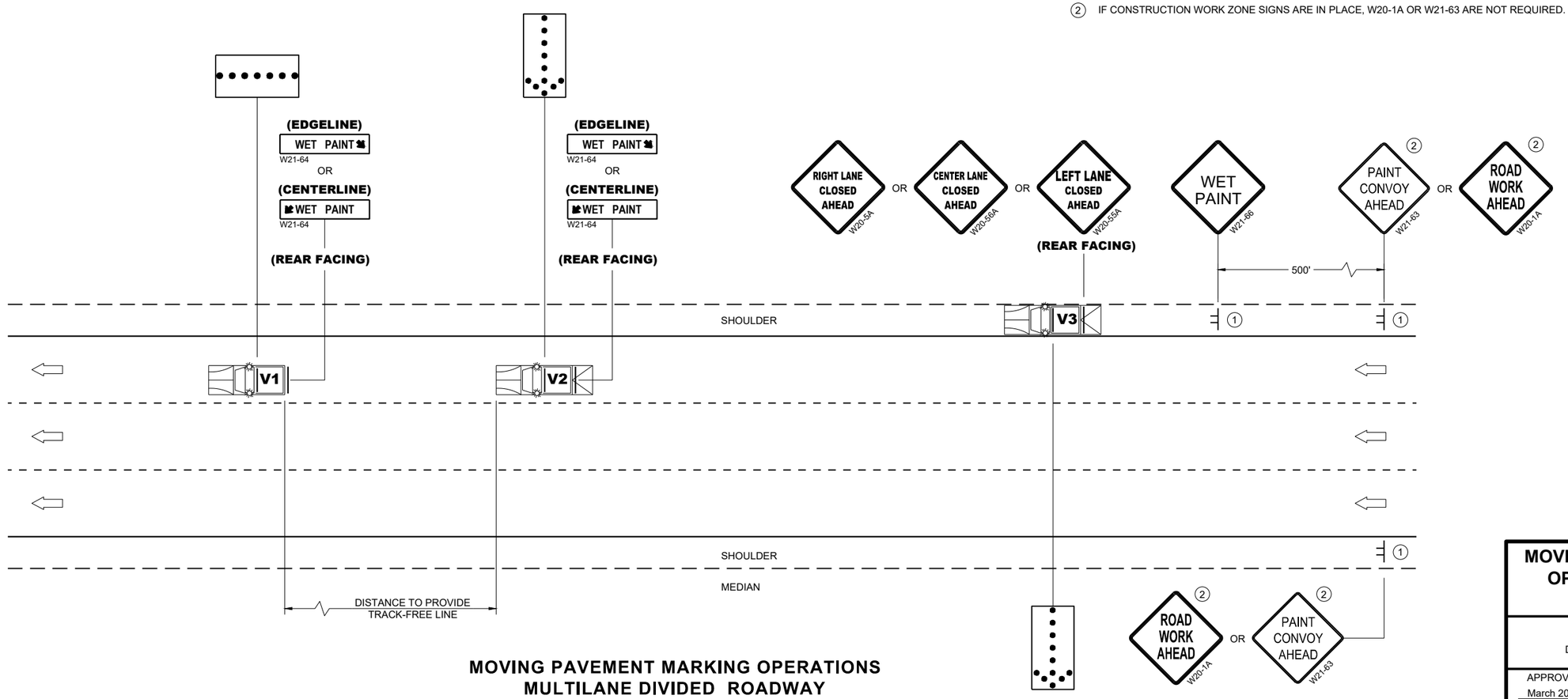
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

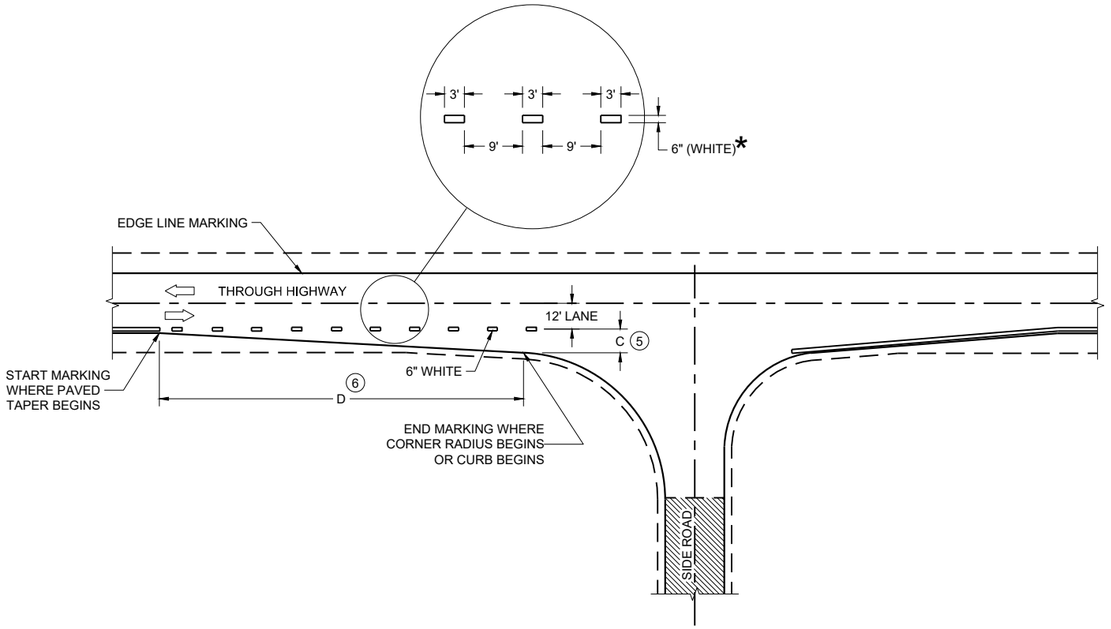
FHWA

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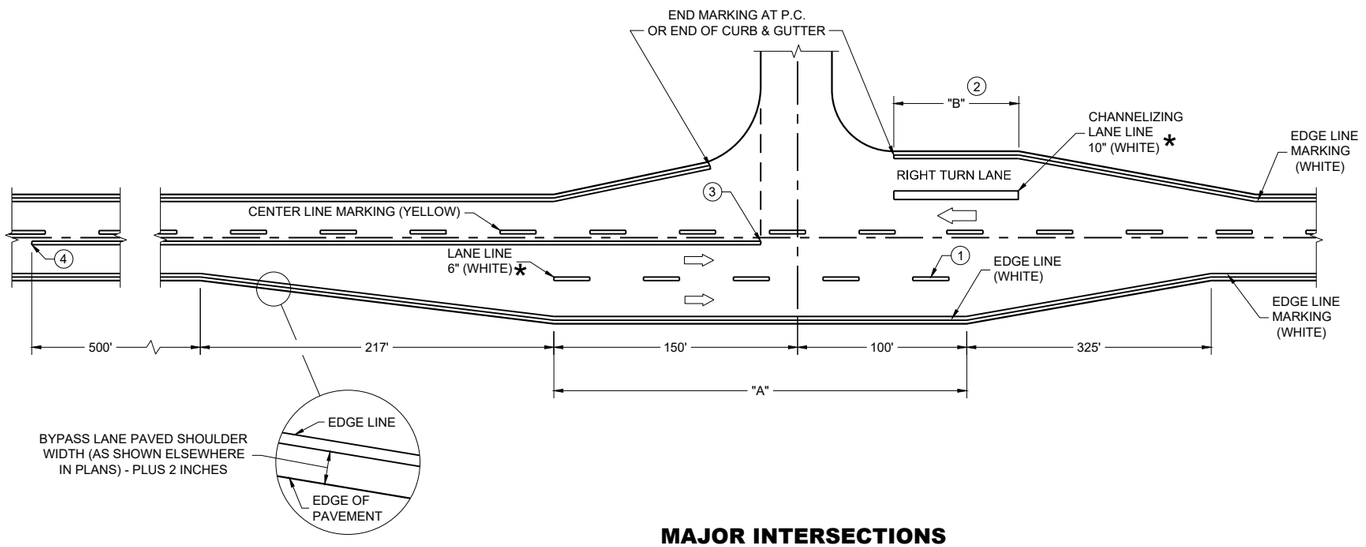
SDD 15C19-9c

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SDD 15C19-9c



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

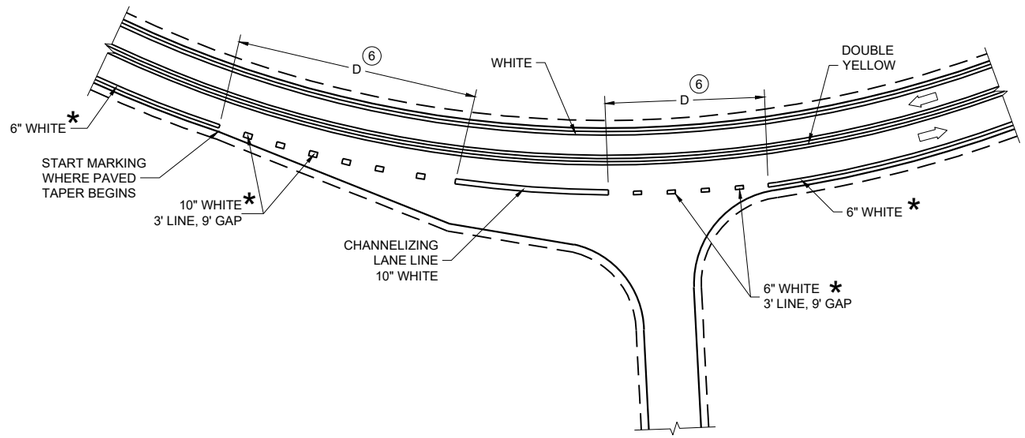
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

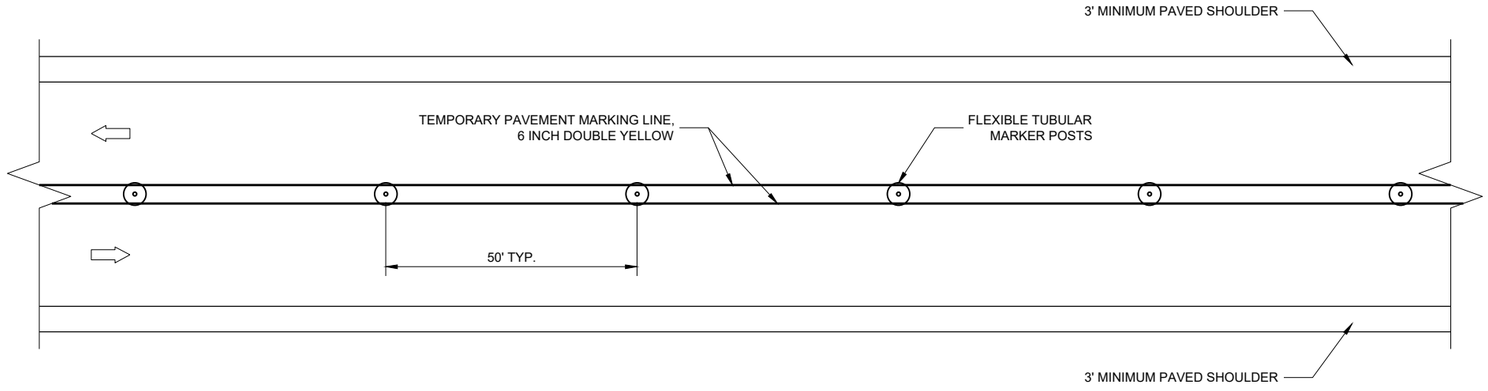
COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.





1. THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

2. CONVENTIONAL: 24" X 30"
   FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

6

SDD 15D06-06

TRAFFIC CONTROL
TWO LANE TWO WAY
OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D06-06

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE RESPECTIVE EDGE LINE MARKING
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS

DO NOT PASS (1) R4-1

INSTALL THE R4-1 SIGN 1000 FEET BEYOND THE WO6-3 SIGN WITH THE WO57-51 AND ALTERNATE THE SEQUENCE OF THESE SIGNS EVERY 1 MILE.

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

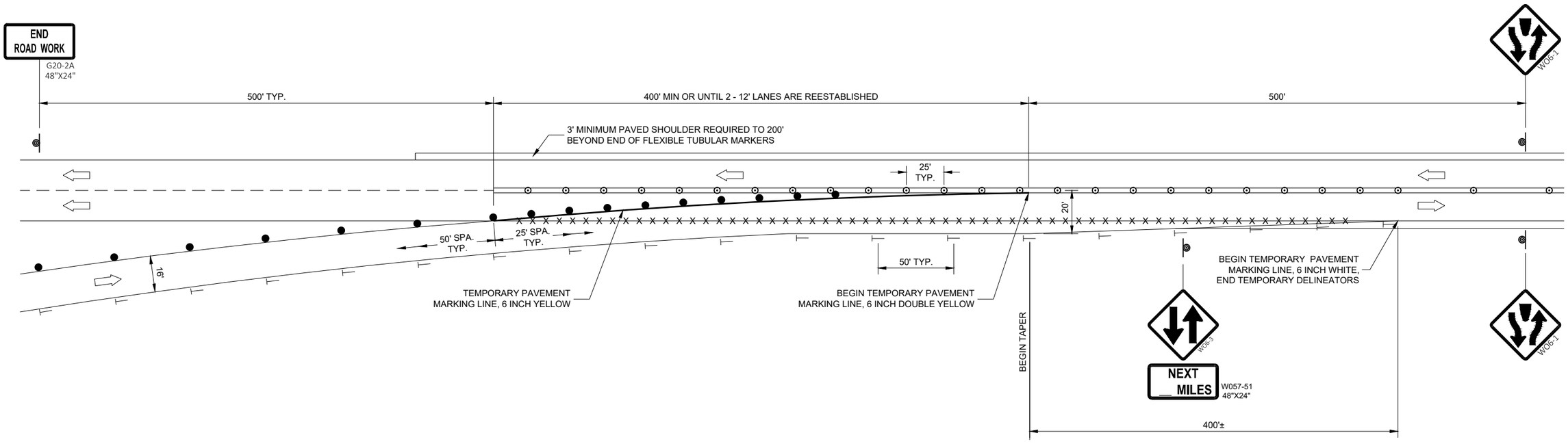
"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

(1) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



6

6

SDD 15D09-07

SDD 15D09-07

TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT

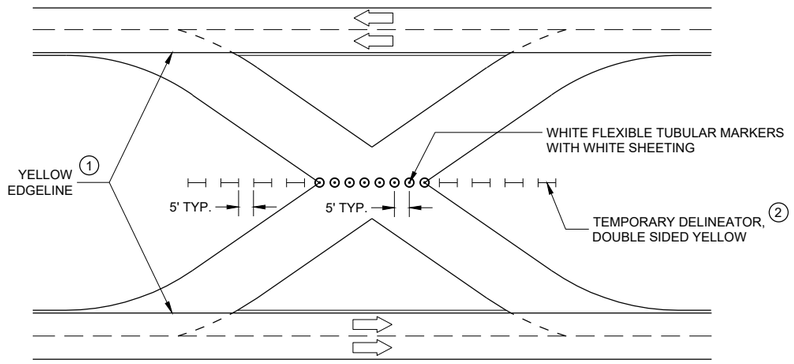
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

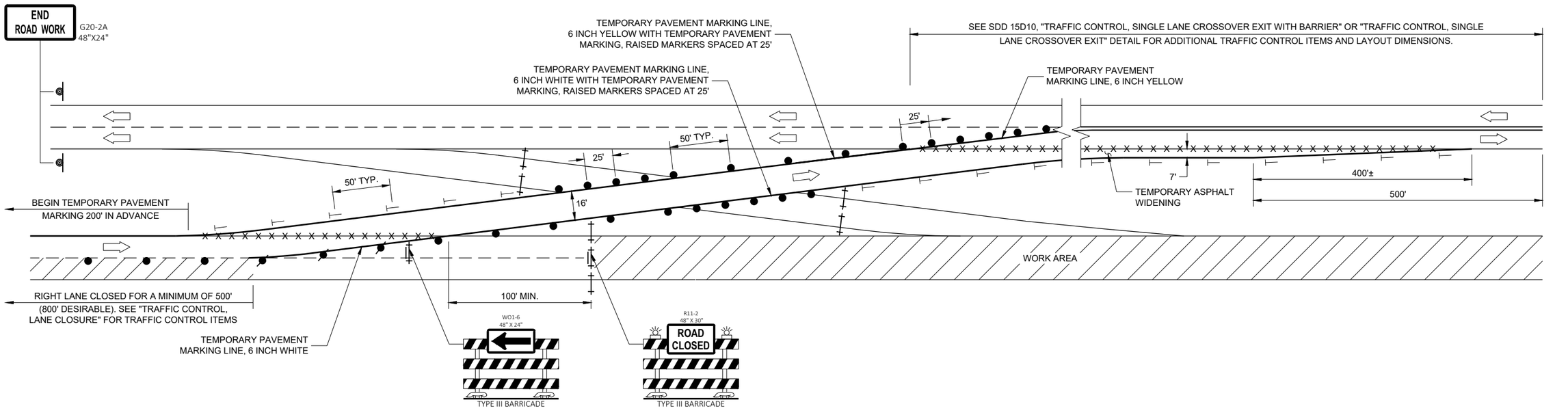
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

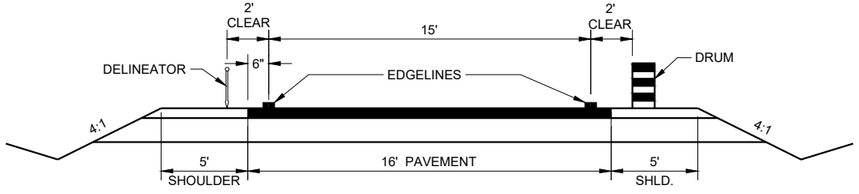
THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

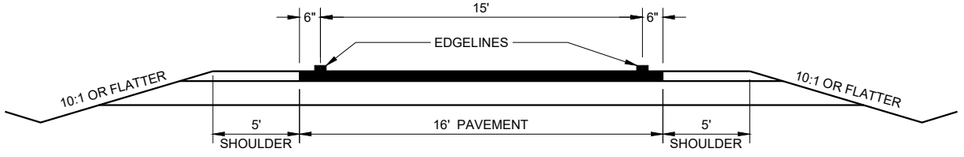
(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.





TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D11-09

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

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.

(1) EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED.

(2) PLACE DSLT IN ADVANCE WARNING AREA AND THROUGHOUT PROJECT LIMITS. IF THE LANE CLOSURE MOVES DOWNSTREAM, LEAVE DSLT IN PLACE.

(3) 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

(4) IF WORK AREA STARTS LESS THAN 1,000 FEET FROM END OF LANE CLOSURE TAPER, OMIT DIGITAL SPEED LIMIT TRAILER AT THAT LOCATION.

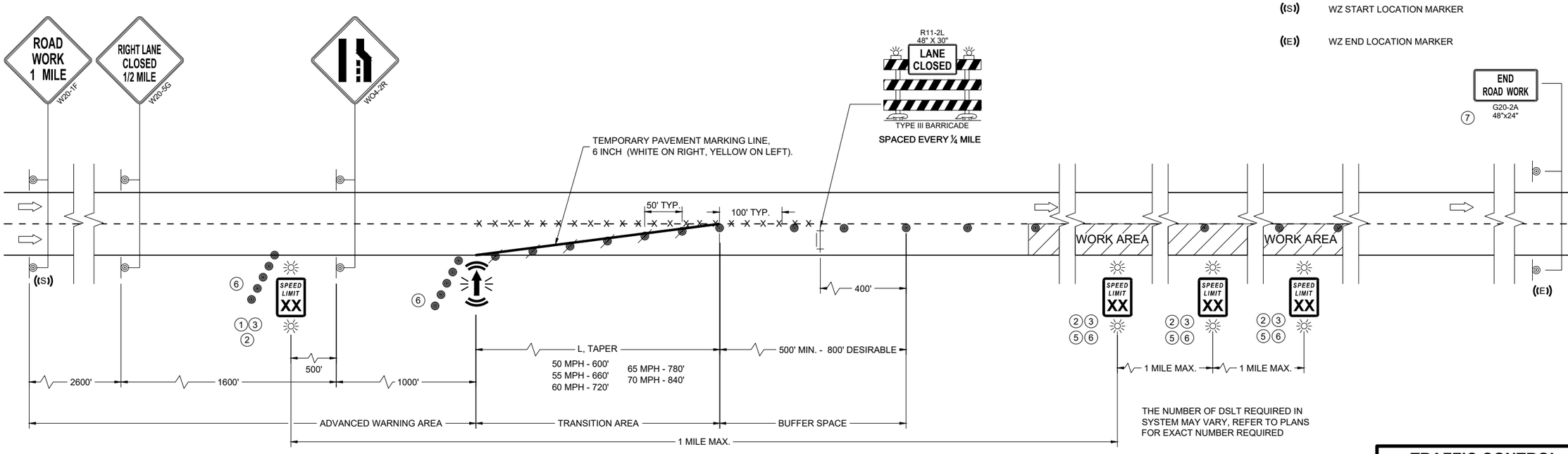
(5) PLACE A DIGITAL SPEED LIMIT TRAILER A MINIMUM OF EVERY ONE MILE. MODIFY PLACEMENT AS DIRECTED BY ENGINEER WHEN DIGITAL SPEED LIMIT TRAILER IS LOCATED IN CLOSE PROXIMITY TO AN ACCELERATION LANE OF AN ENTRANCE RAMP.

(6) 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.

(7) 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 (DSLT)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



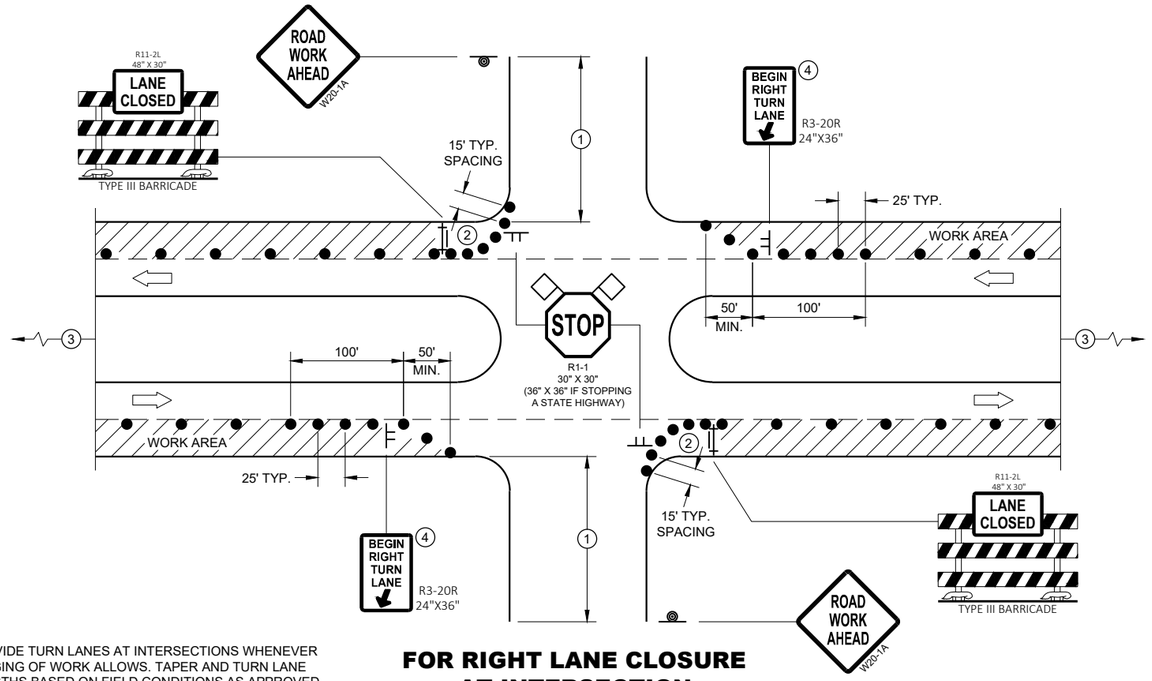
TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6 SDD 15D12-14g



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

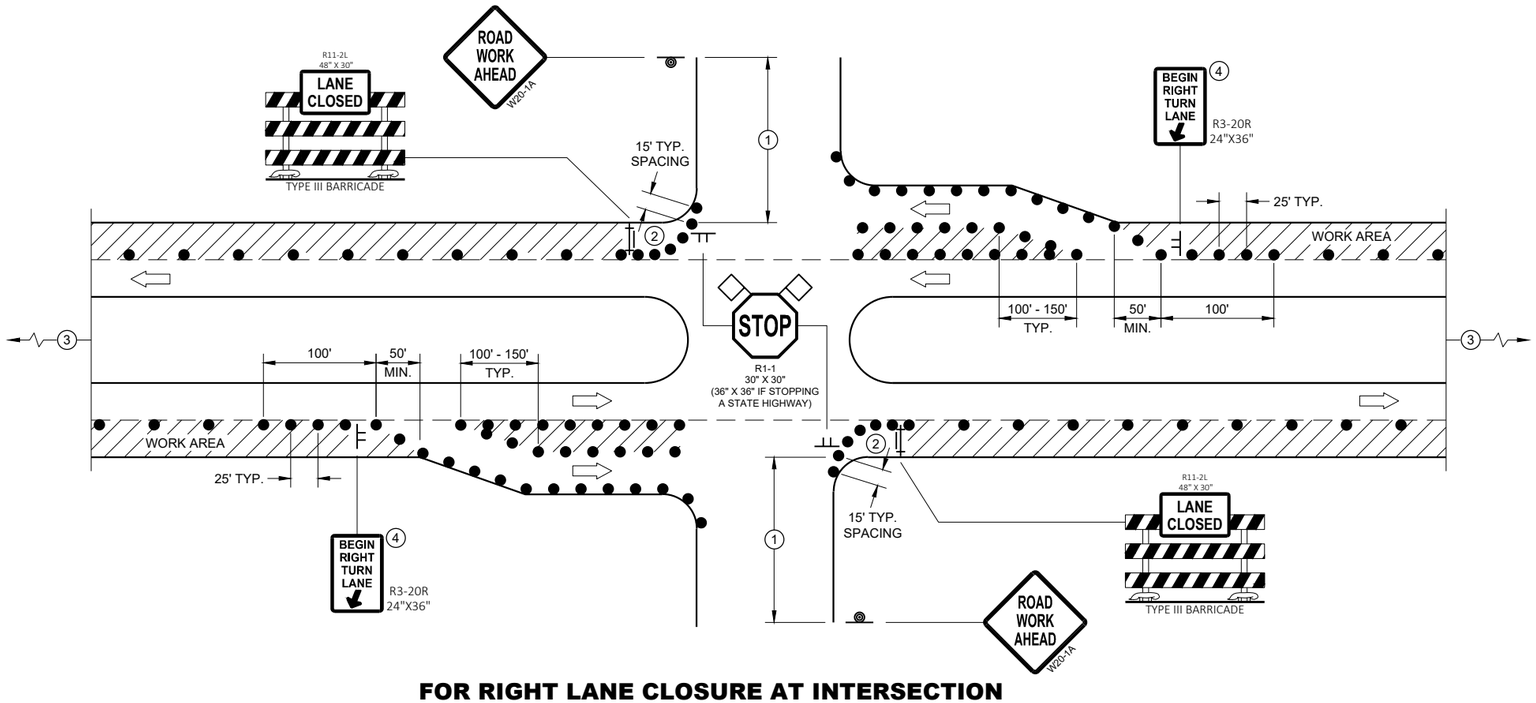
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

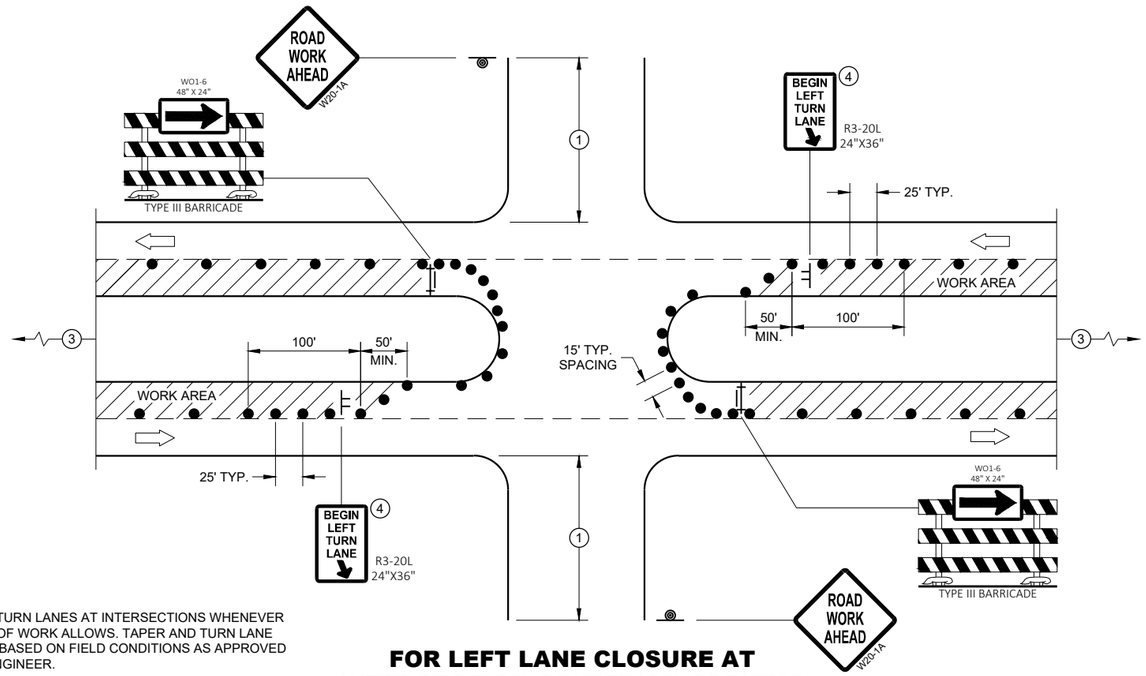
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

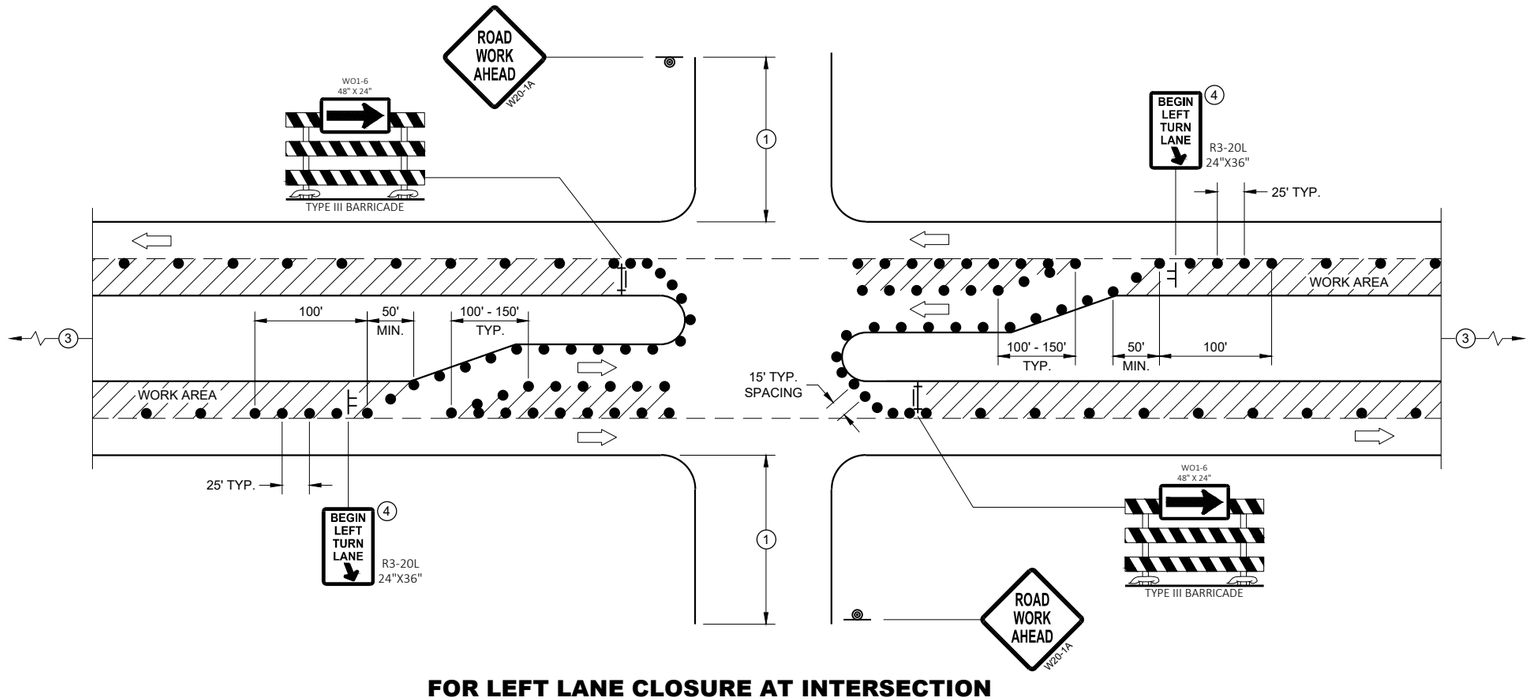
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



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

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

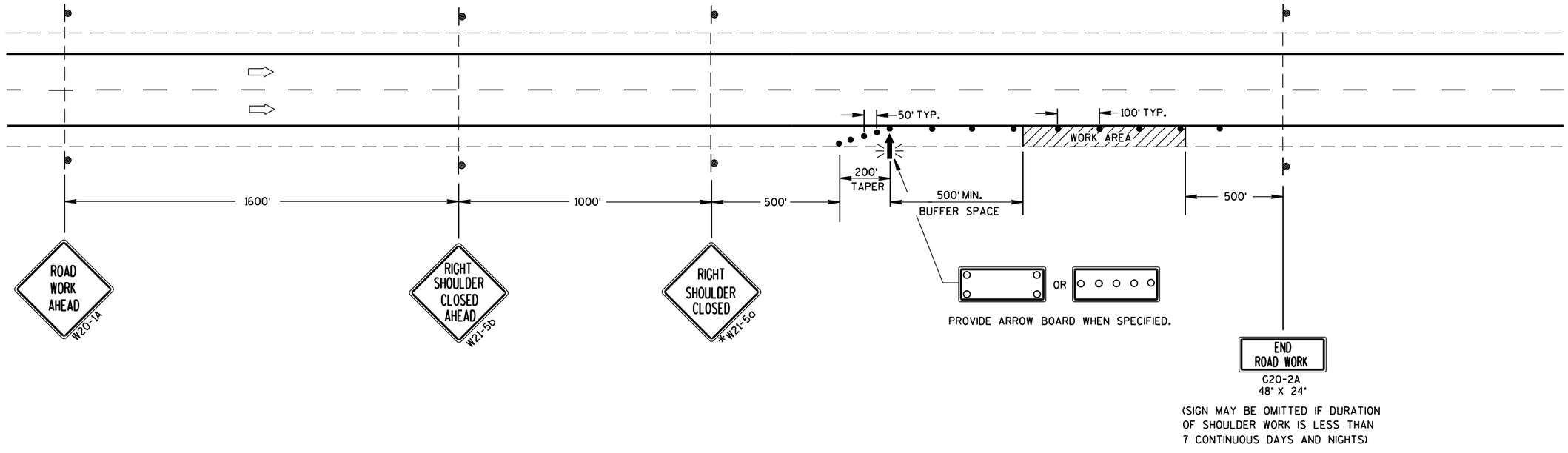
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

6

S.D.D. 15 D 27-3

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)				
	10	11	12	13	14
50	250	275	300	325	350
55	275	303	330	358	385
60	300	330	360	390	420
65	325	358	390	423	455
70	350	385	420	455	490

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

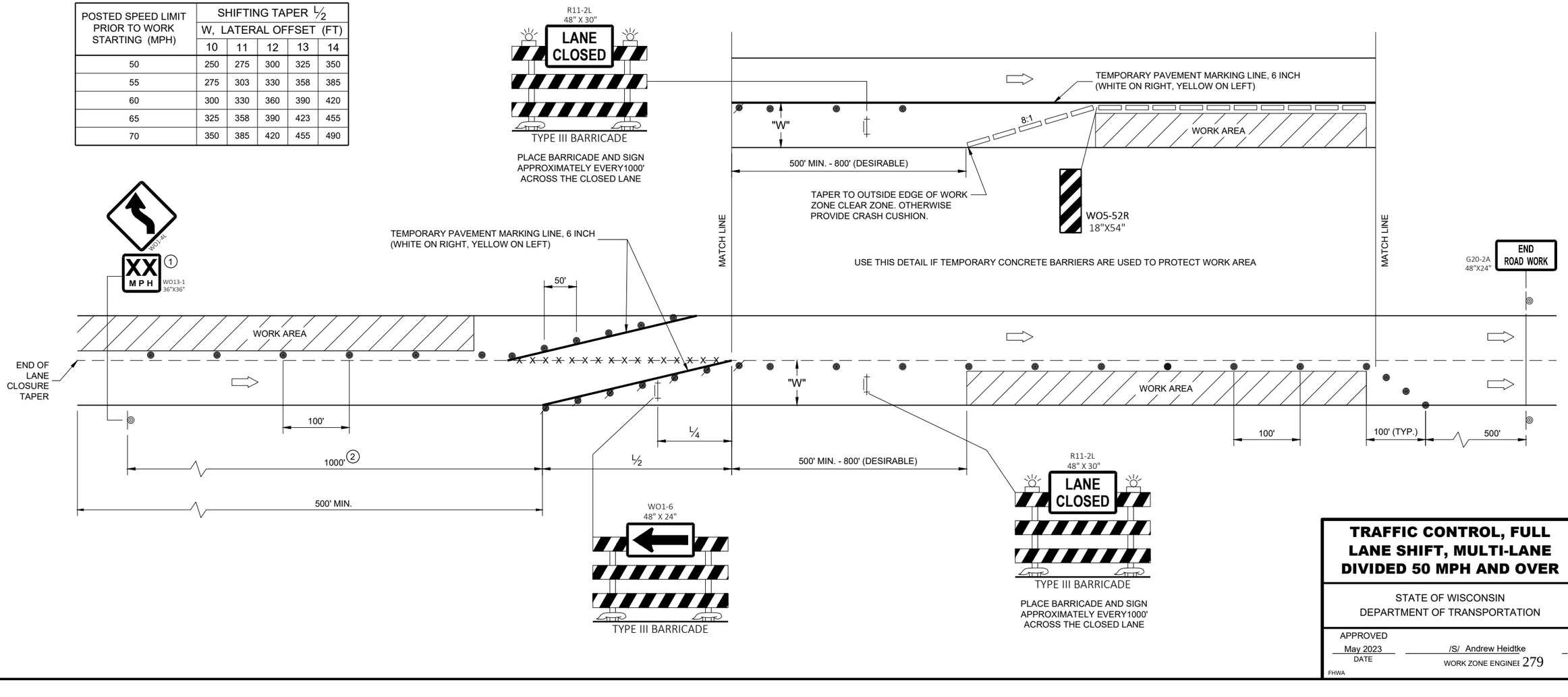
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ½ THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05b

6

SDD 15D40-05b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

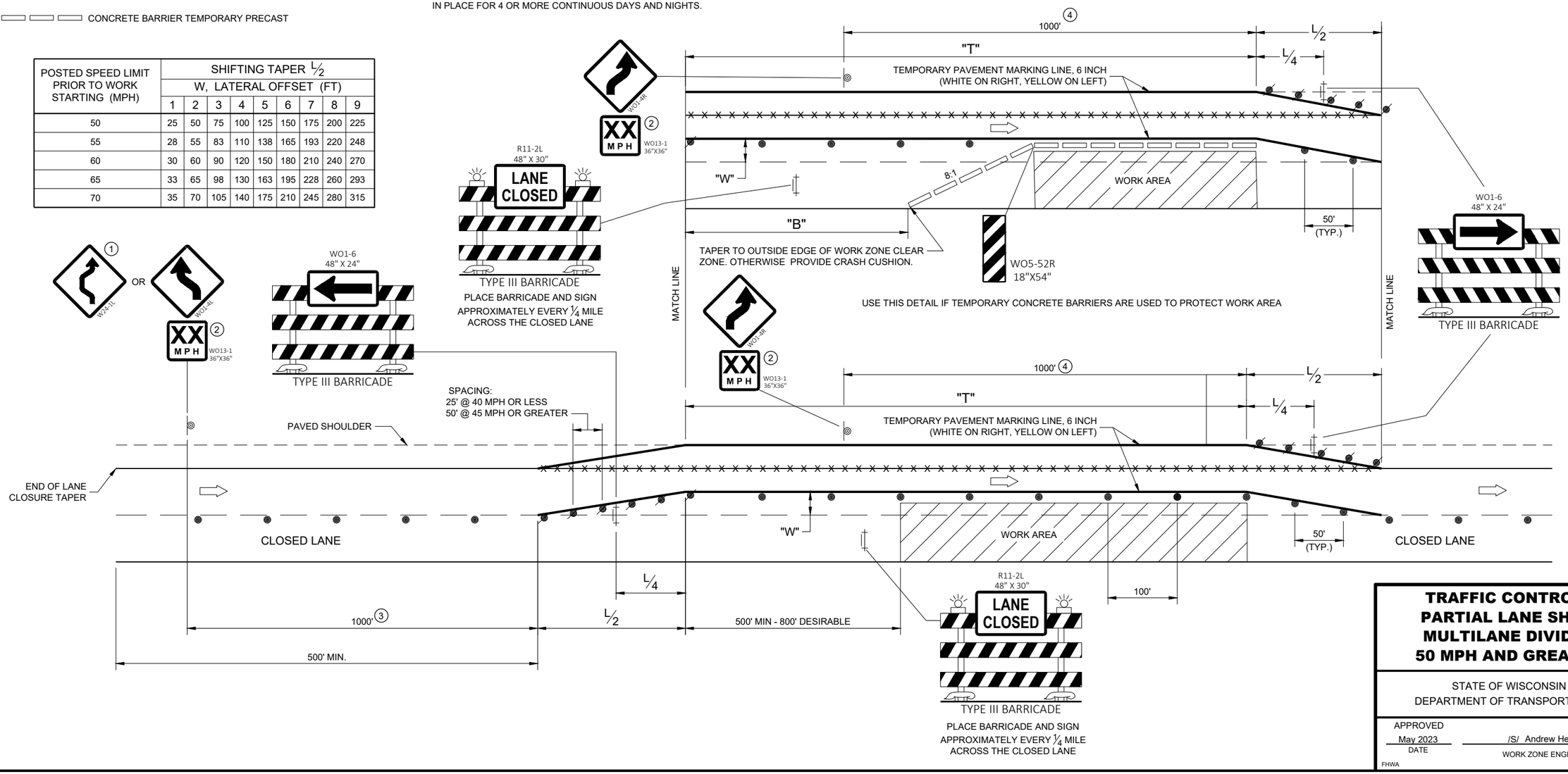
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

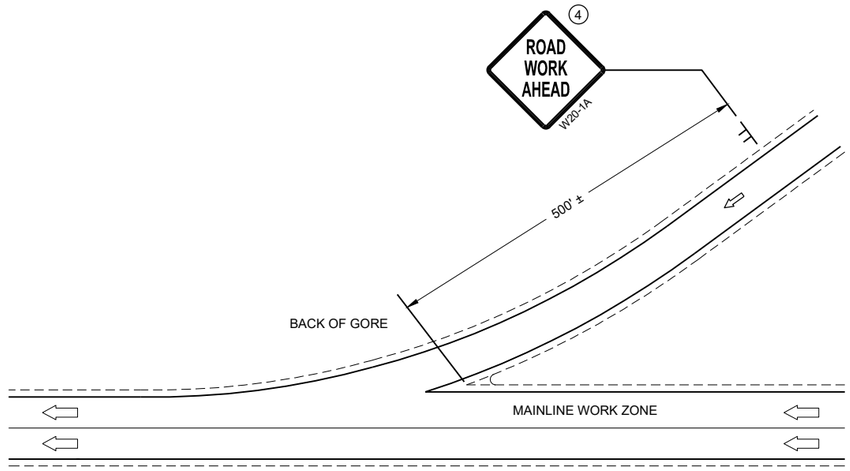
FHWA

6

SDD 15D40-05d
SDD 15D40-05d

LEGEND

- V1 SHADOW VEHICLE 1
- V2 SHADOW VEHICLE 2
- V3 ADVANCE WARNING TRUCK
- ● TRAFFIC CONTROL DRUM
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- WORK AREA



GENERAL NOTES

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

(1) DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.

(3) WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.

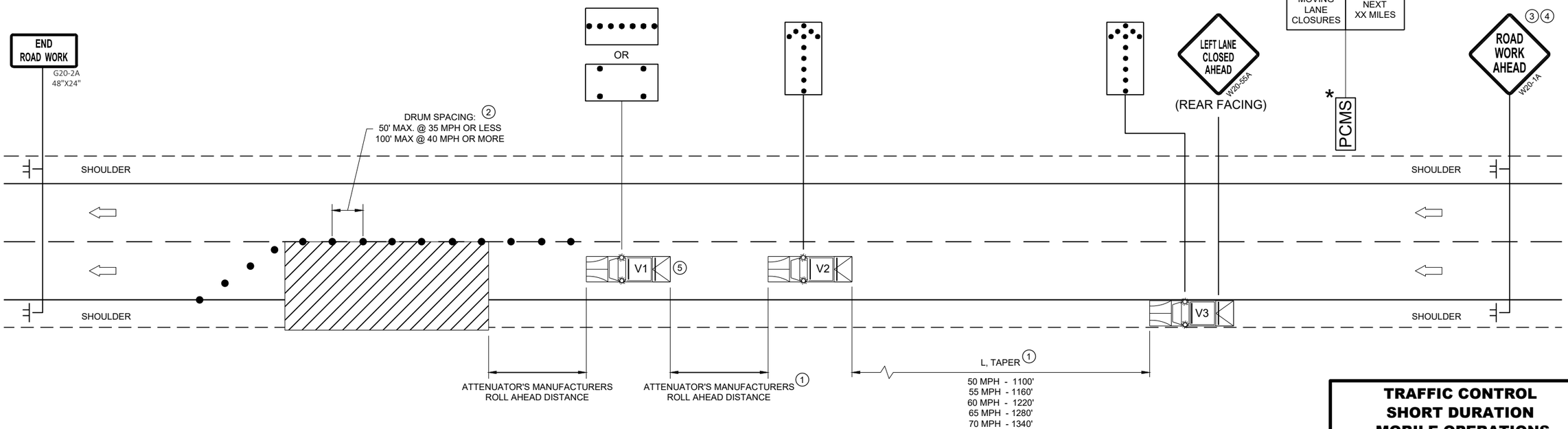
(4) SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(5) SHADOW VEHICLE 1 (V1) IS OPTIONAL

* PCMS OPTIONAL

PCMS MESSAGING

FRAME 1	FRAME 2
MOVING LANE CLOSURES	NEXT XX MILES



TRAFFIC CONTROL SHORT DURATION MOBILE OPERATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

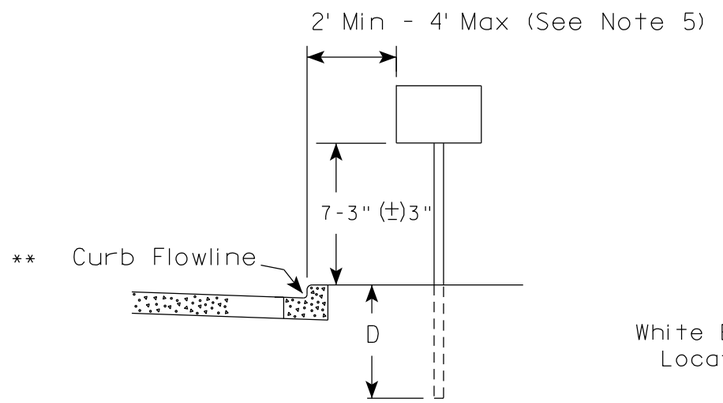
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SDD 15D43 - 02

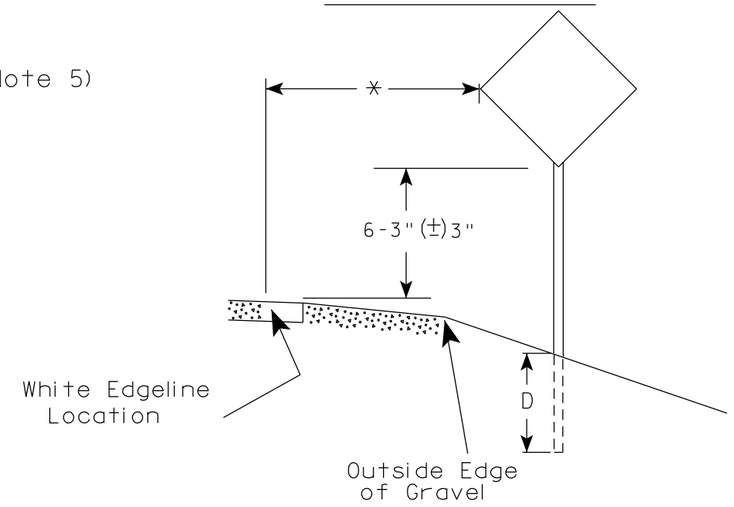
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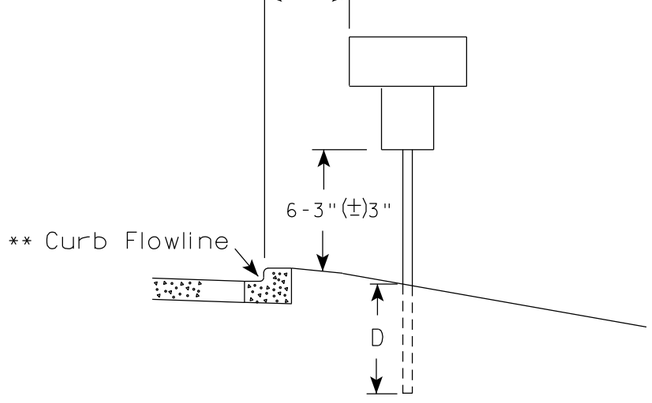
SDD 15D43 - 02

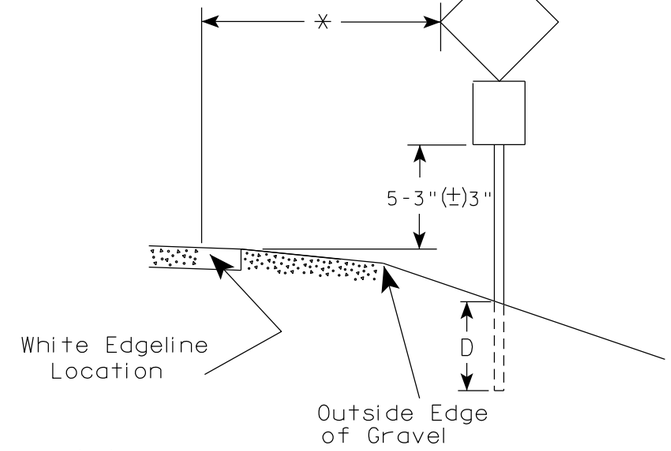
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

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

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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 directd by the Engineer.

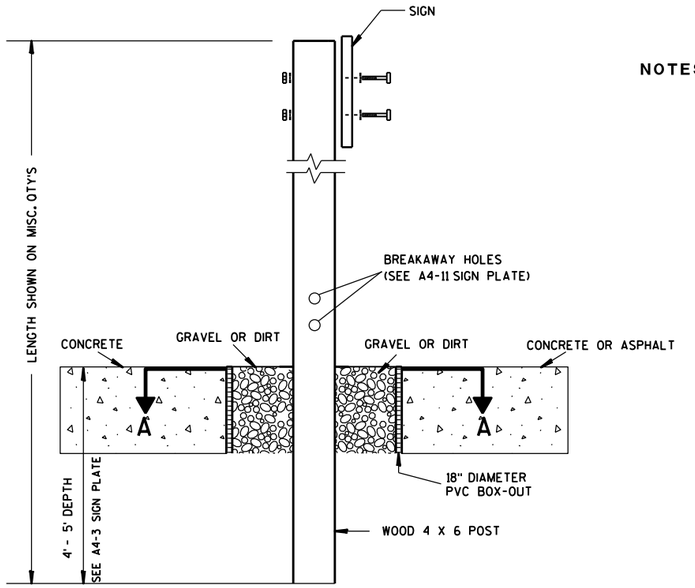
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

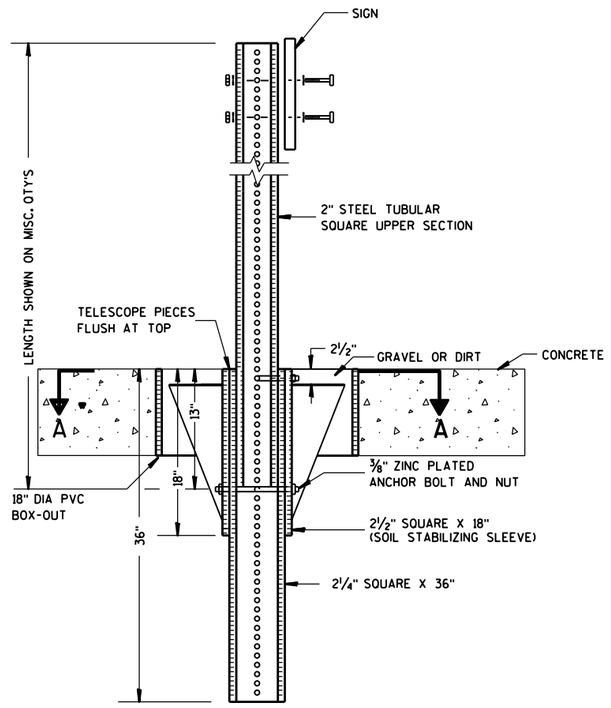
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 282	E



ELEVATION VIEW

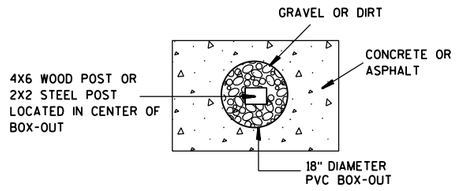
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

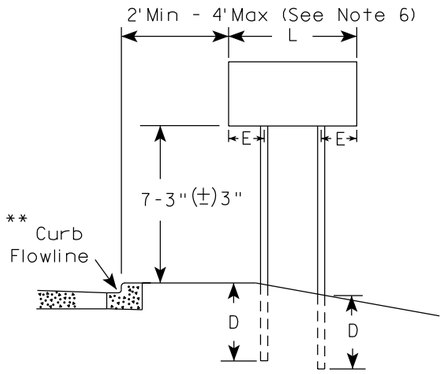
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

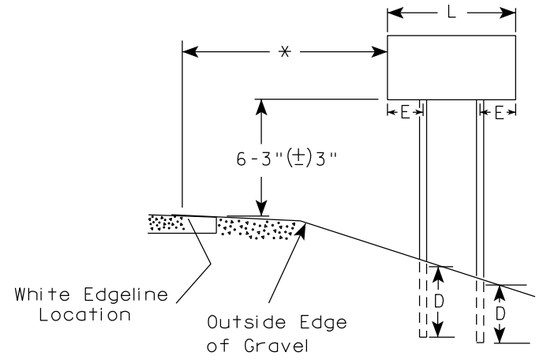
DATE 1/27/14 PLATE NO. A4-3B.1

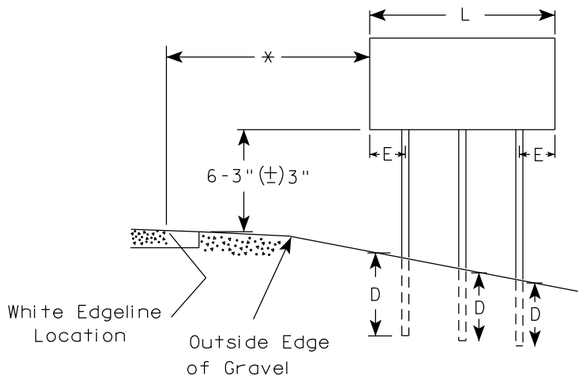
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

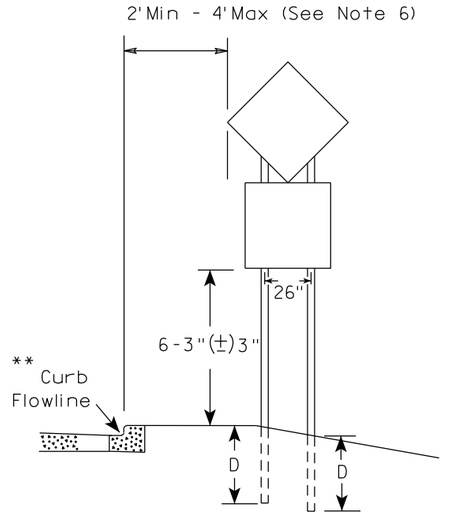
URBAN AREA



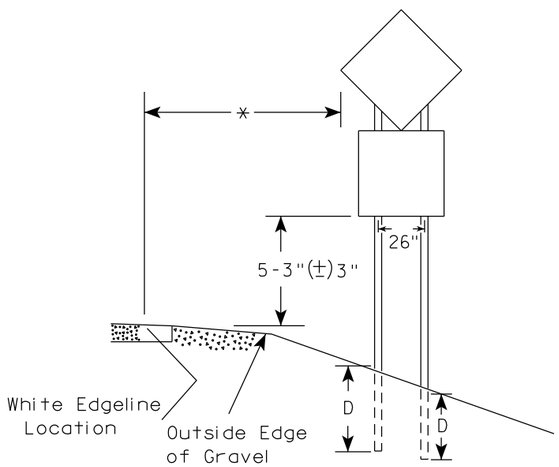
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. 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.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

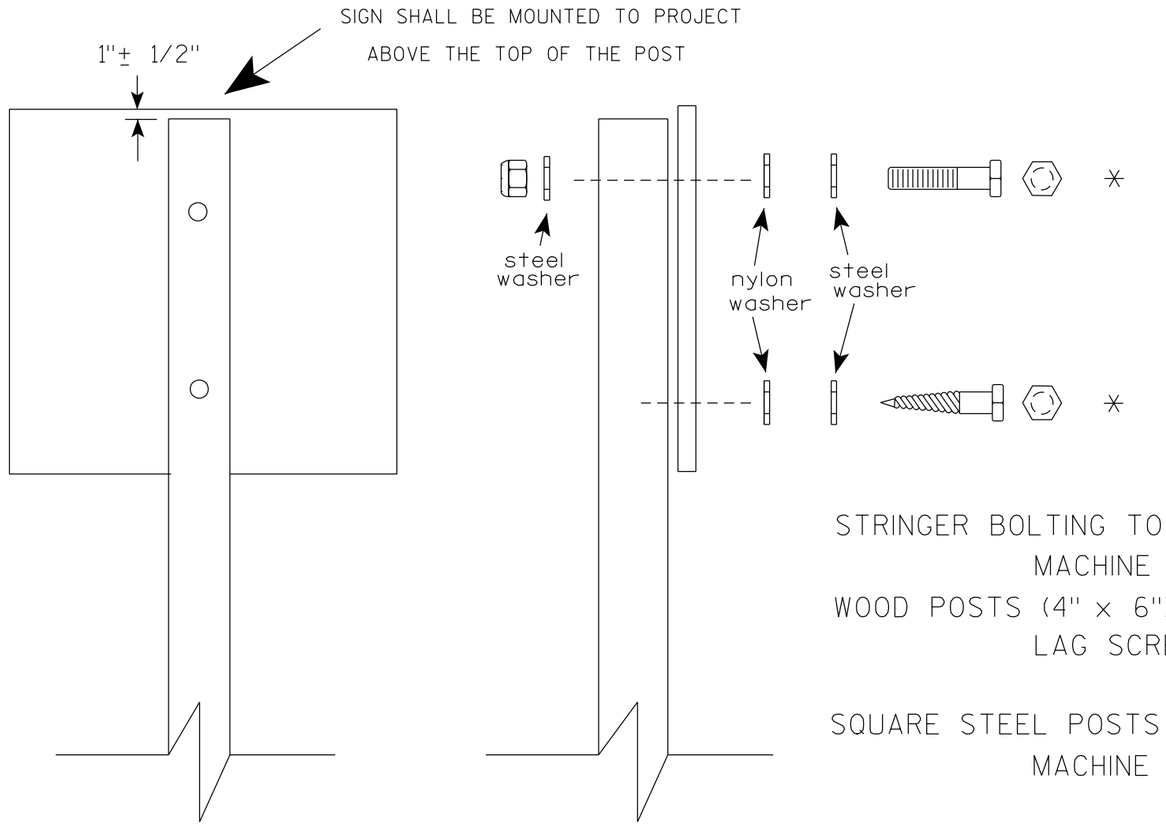
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

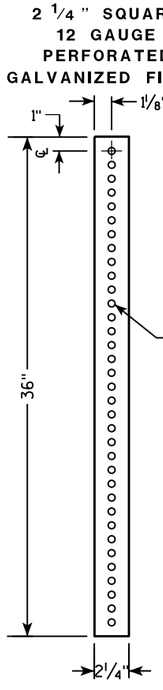
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

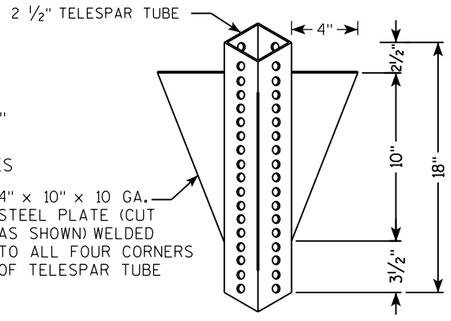
SHEET NO: 285 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

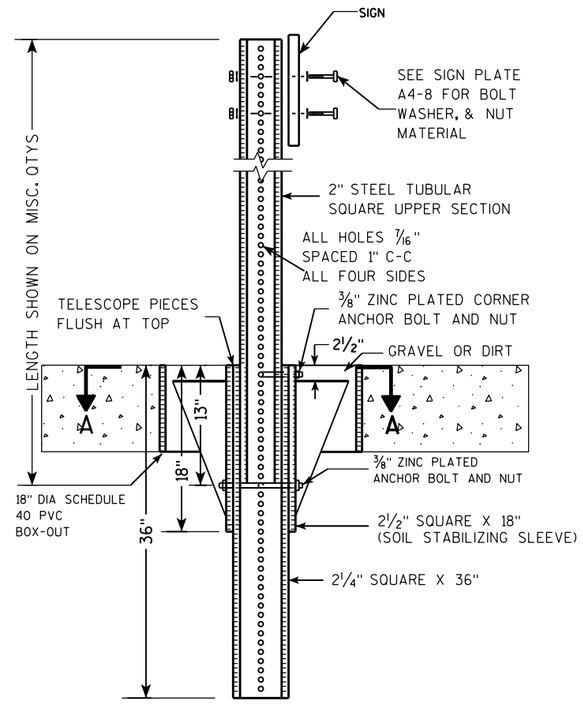
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



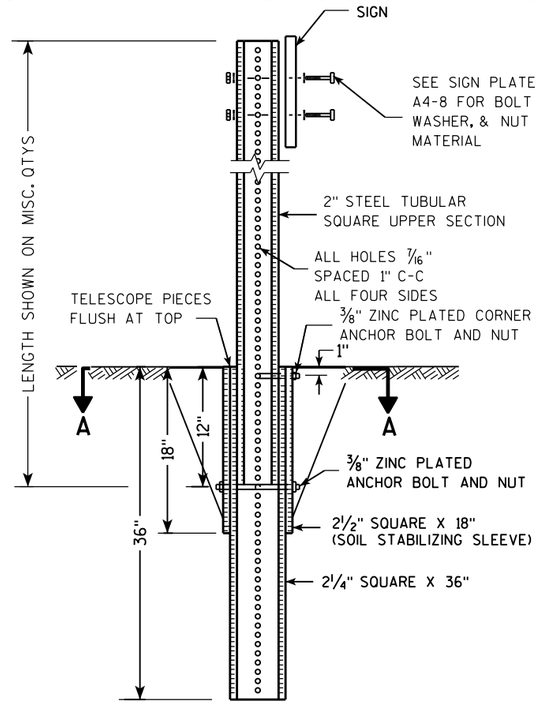
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

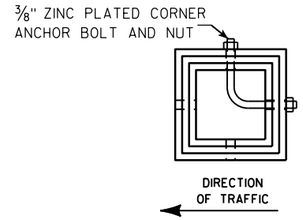


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

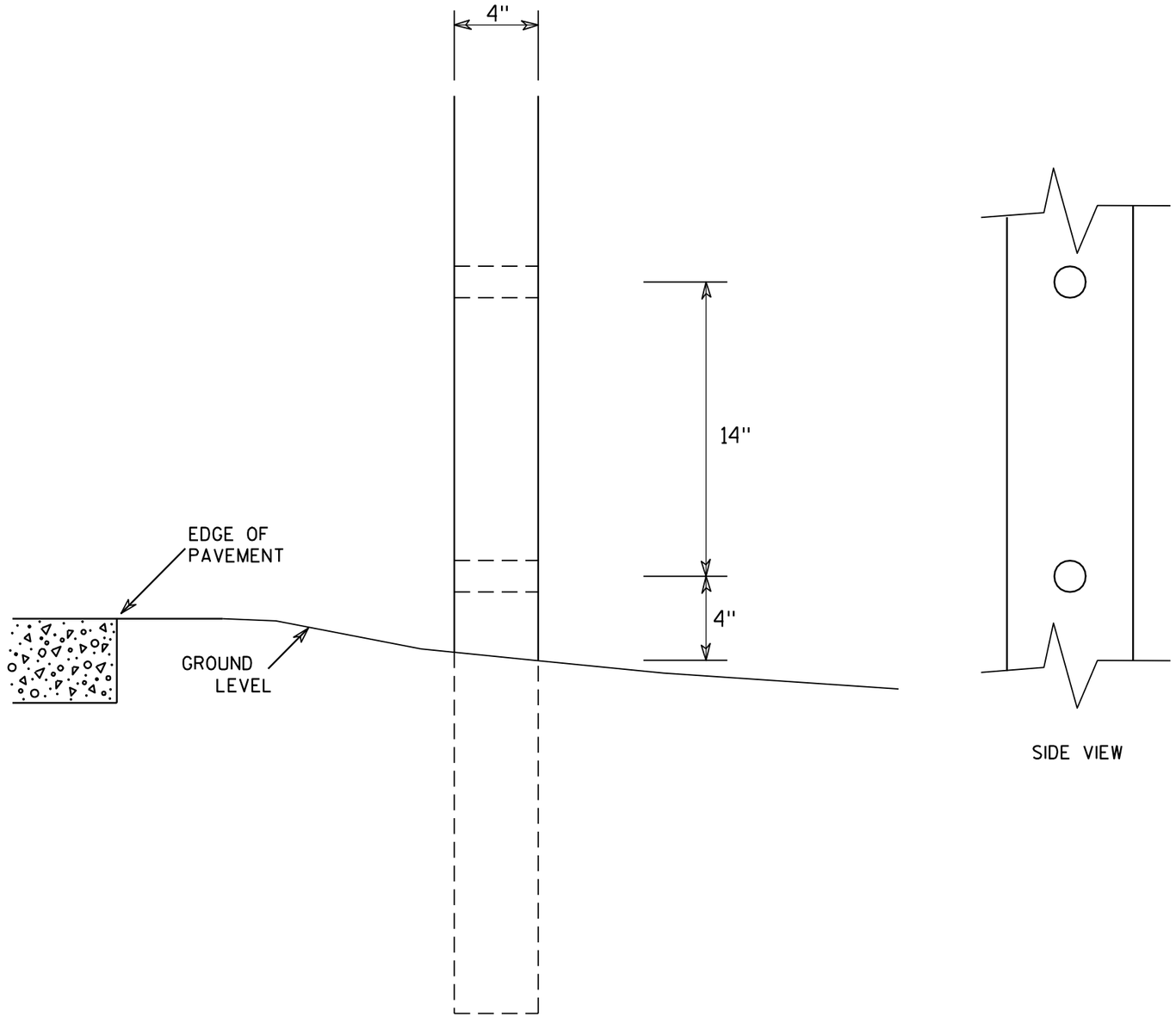
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 286 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

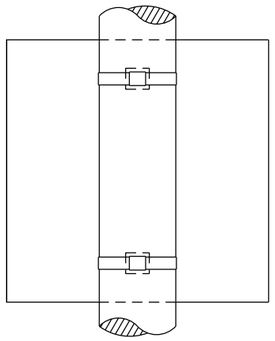
APPROVED Chester J Spang for State Traffic Engineer

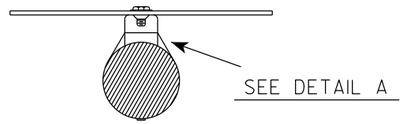
DATE 3/27/97 PLATE NO. A4-11.2

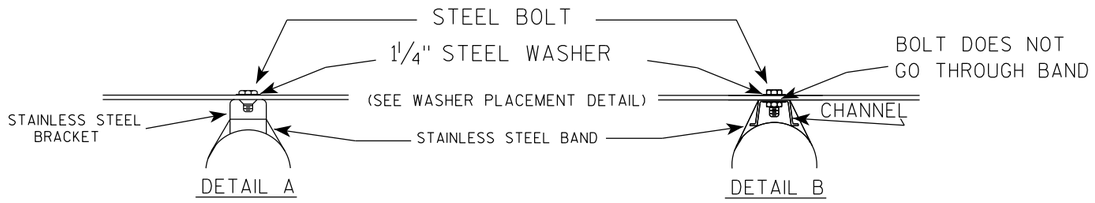
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 287	E

BANDING

SINGLE SIGN



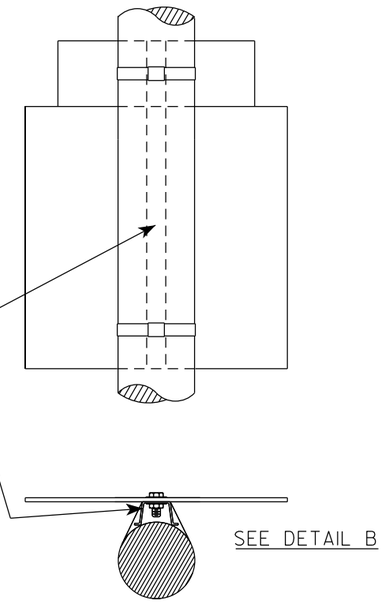




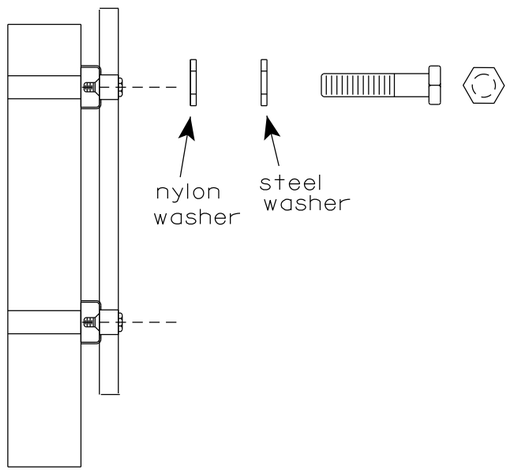
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

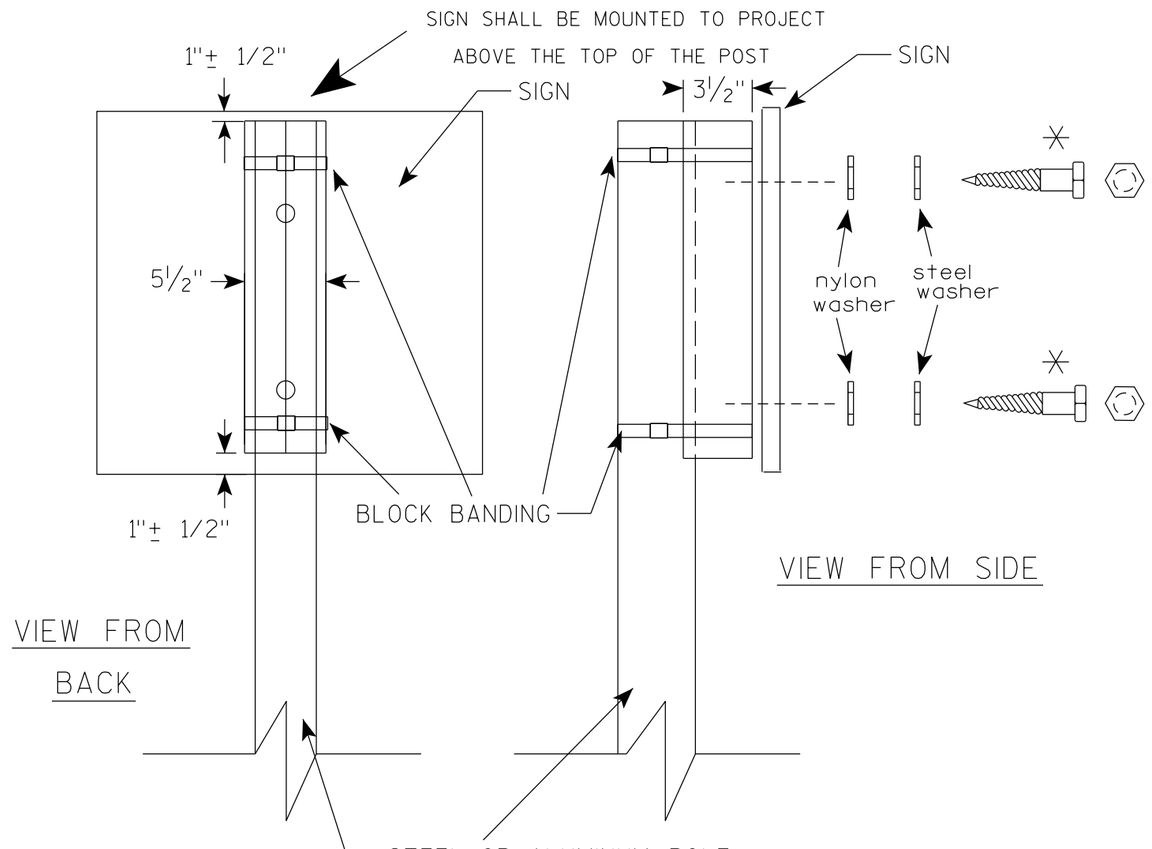
WISCONSIN DEPT OF TRANSPORTATION

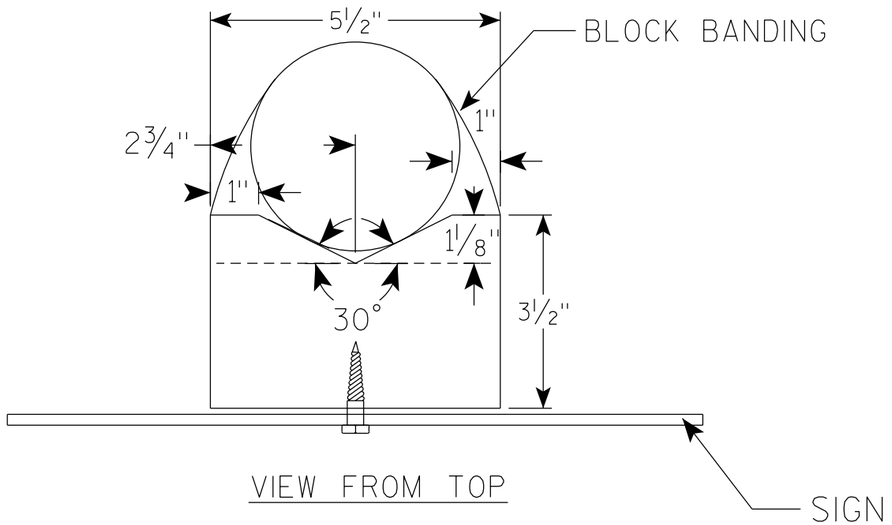
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 288	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

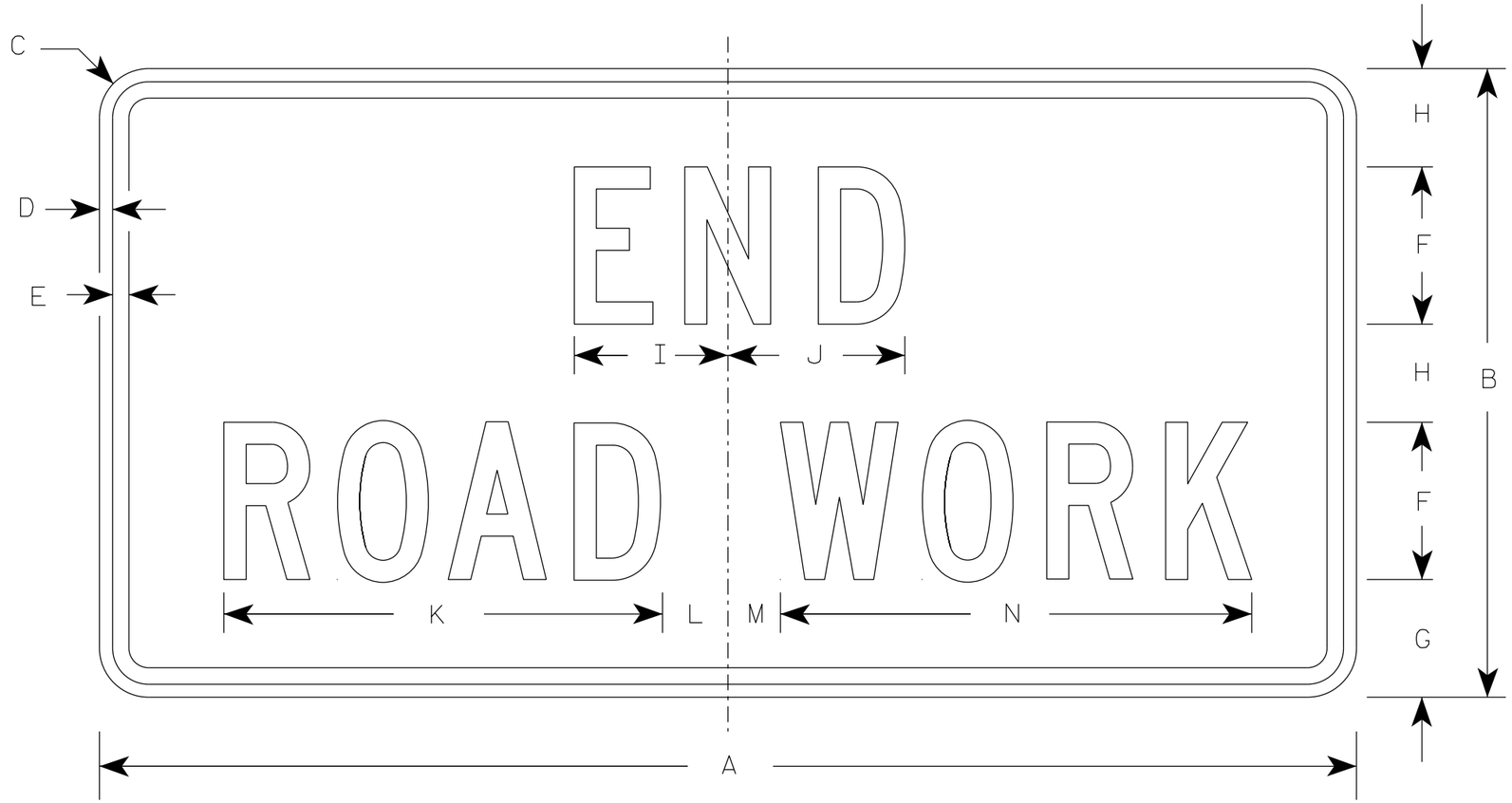
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 289 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

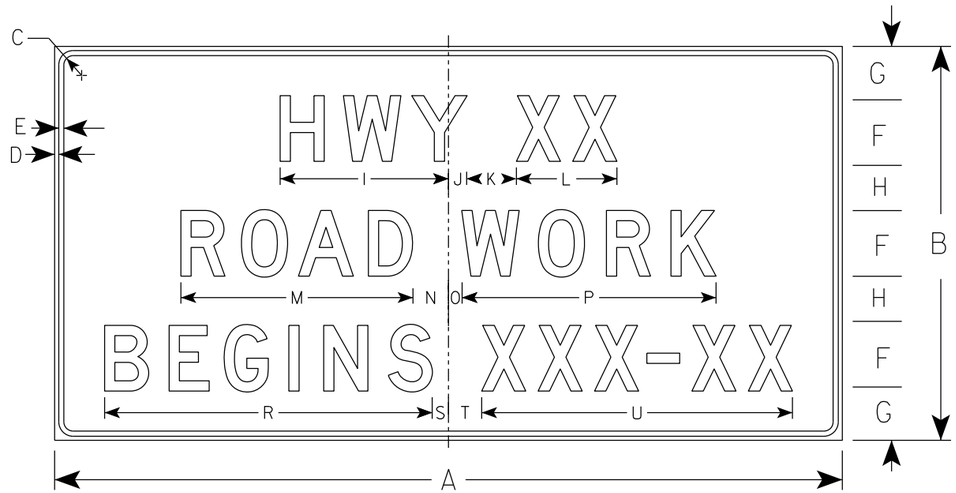
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

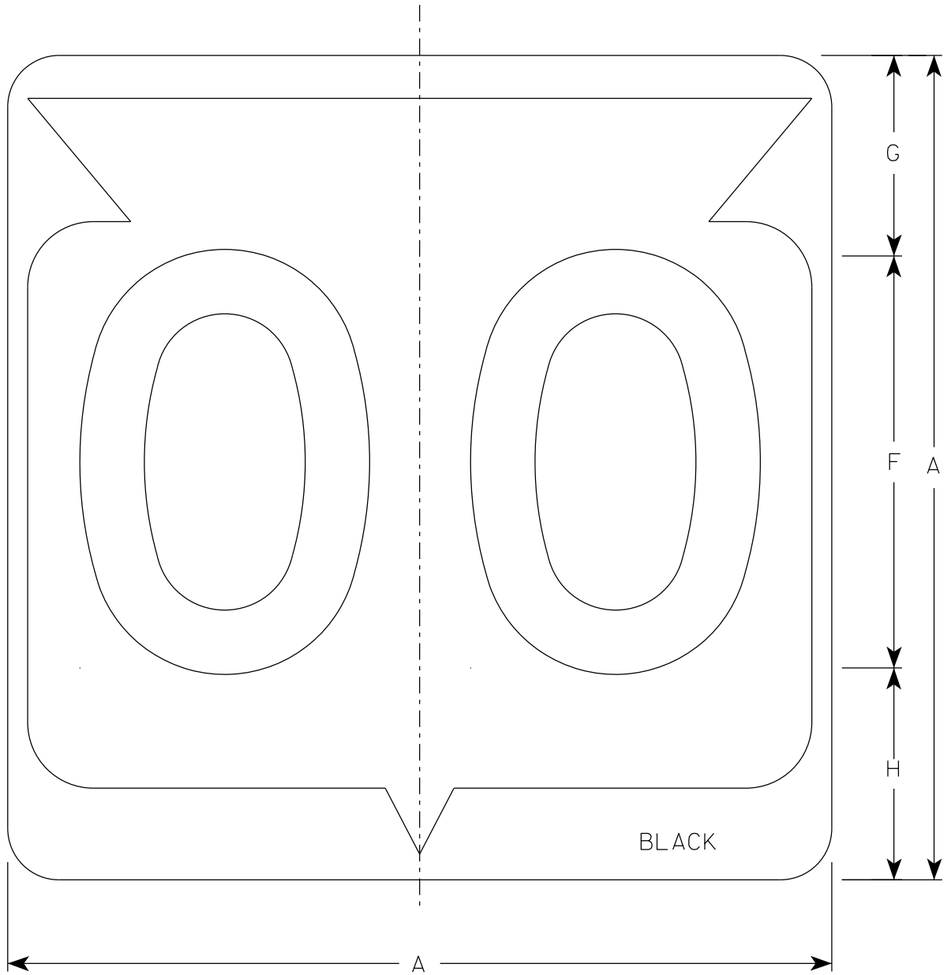
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 | E

7

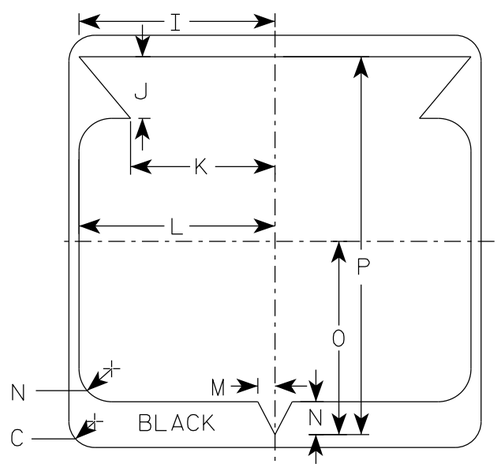
7



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

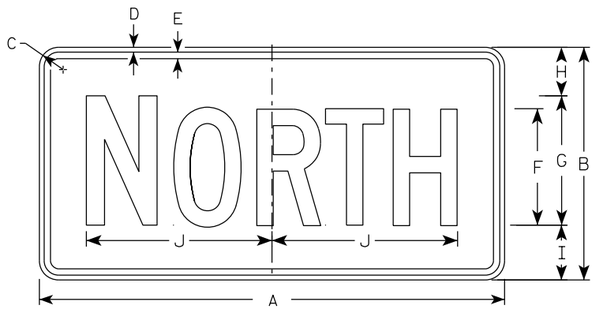
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

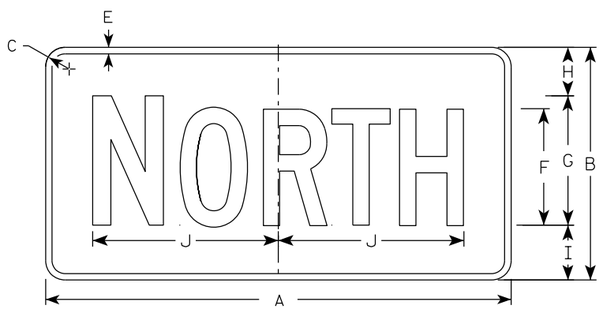
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

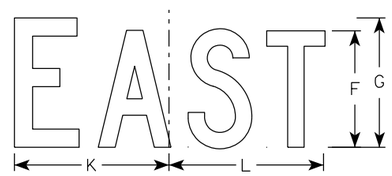
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 292	E



M3-1
MM3-1
MP3-1



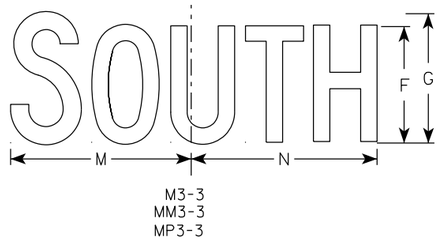
MB3-1
MK3-1
MN3-1



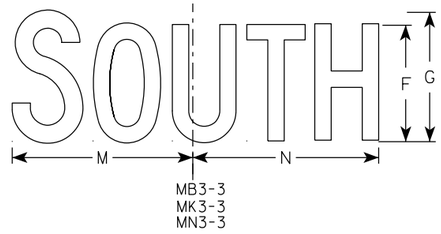
M3-2
MM3-2
MP3-2



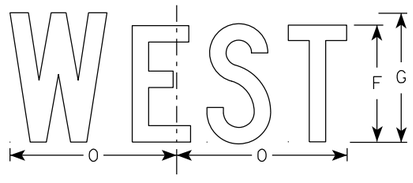
MB3-2
MK3-2
MN3-2



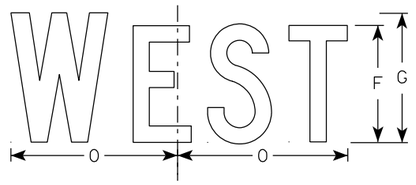
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

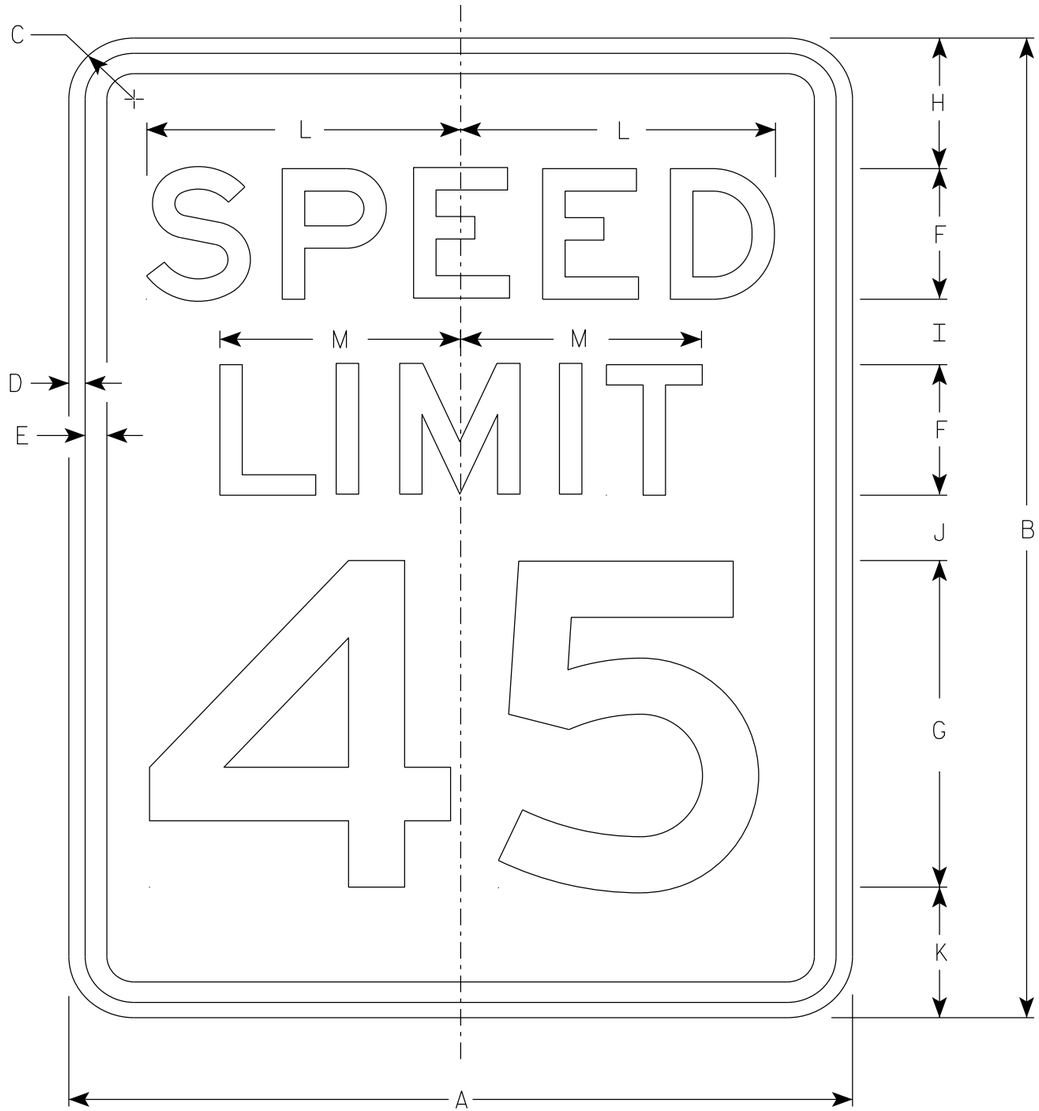
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 293 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

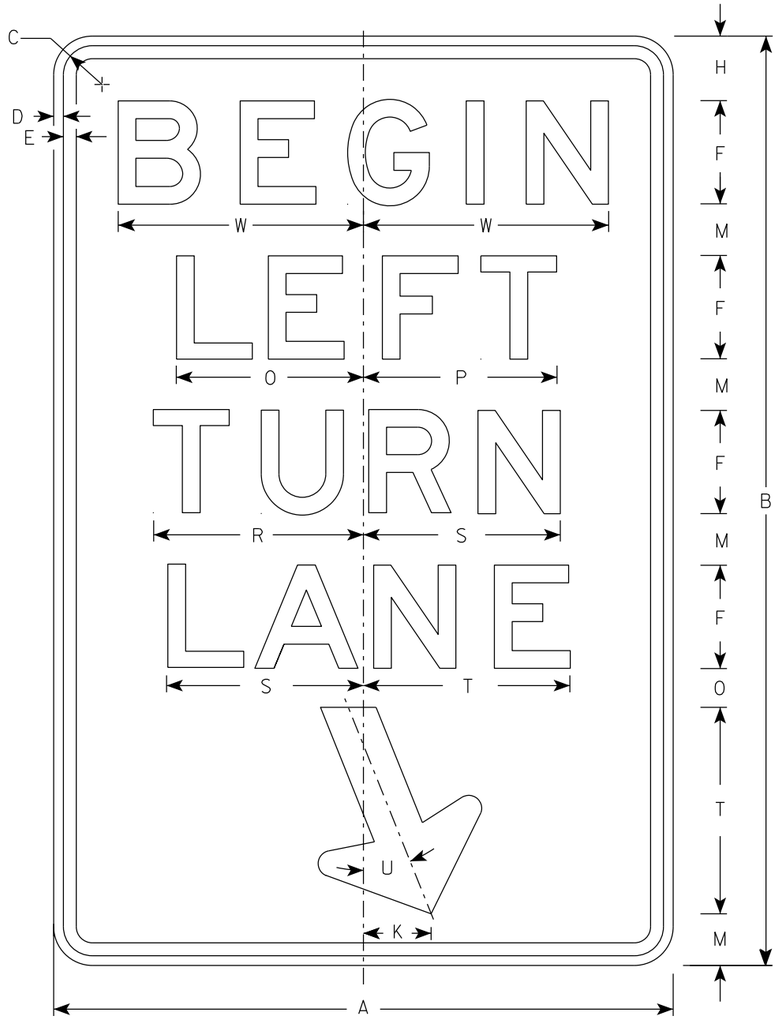
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

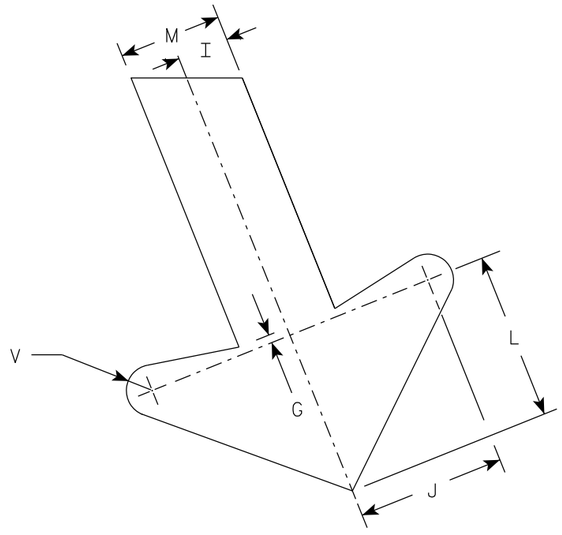
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 294 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

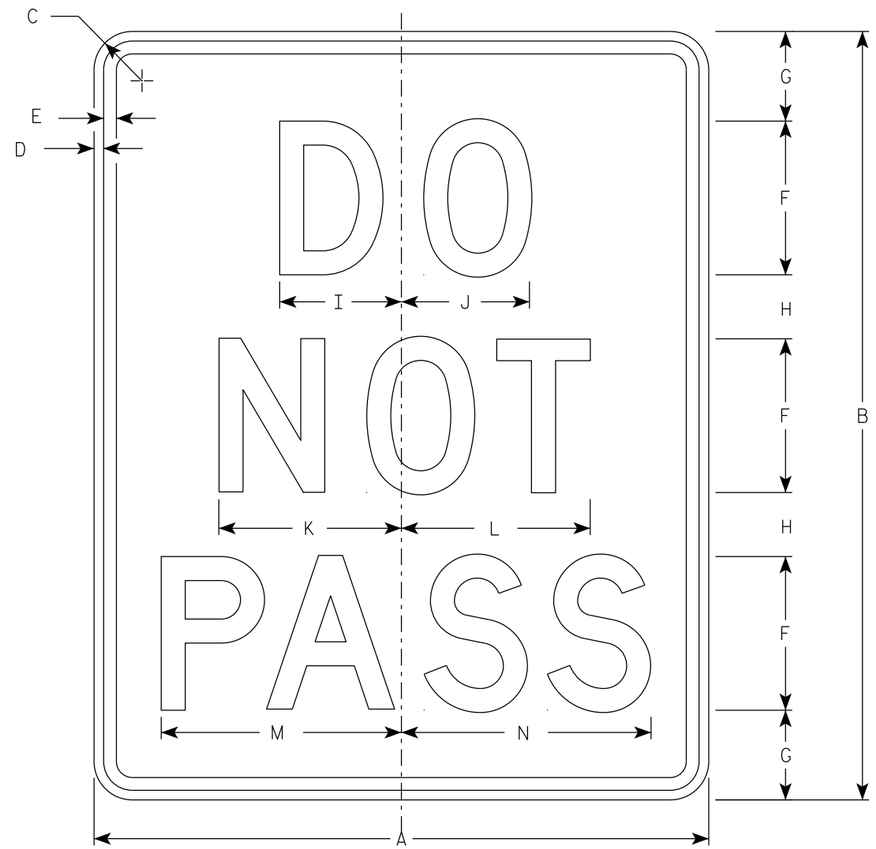
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 295	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R4-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
4	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	3	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

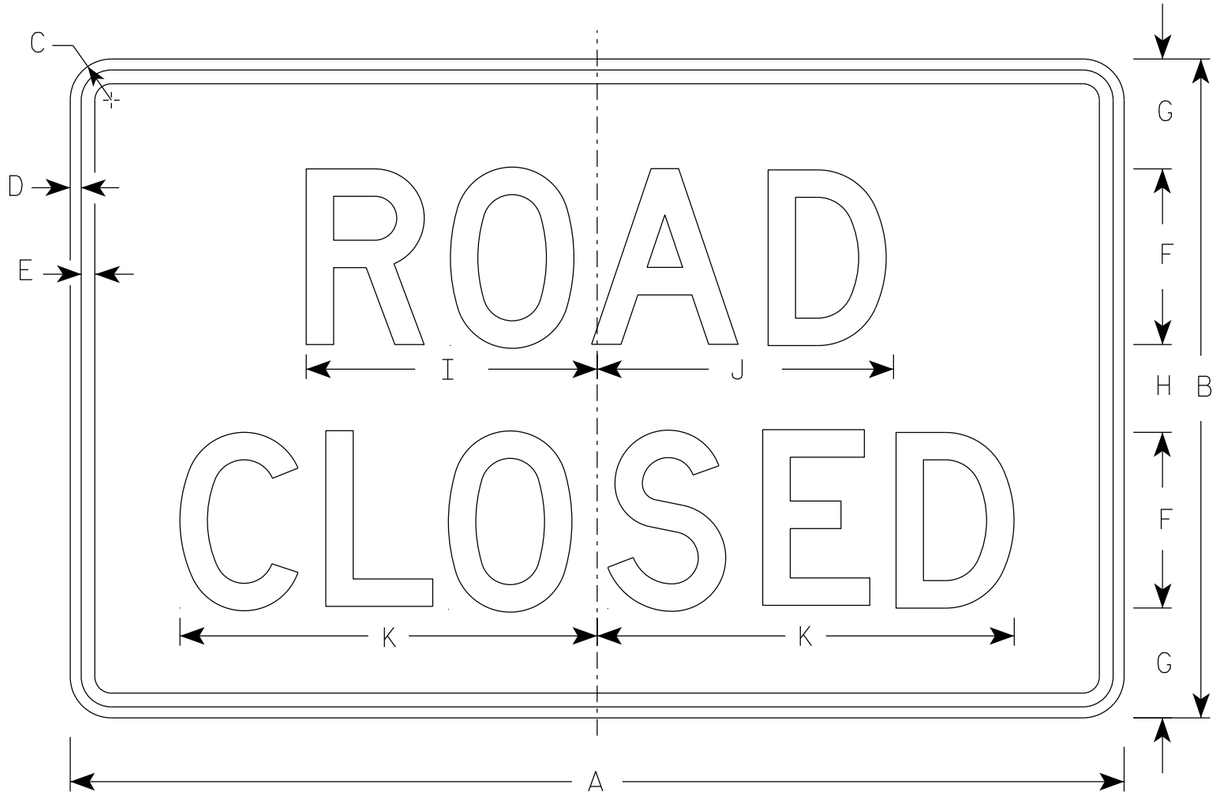
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/23 PLATE NO. R4-1.8

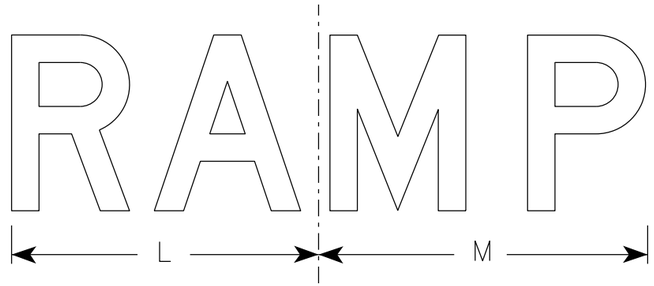
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 296 | E



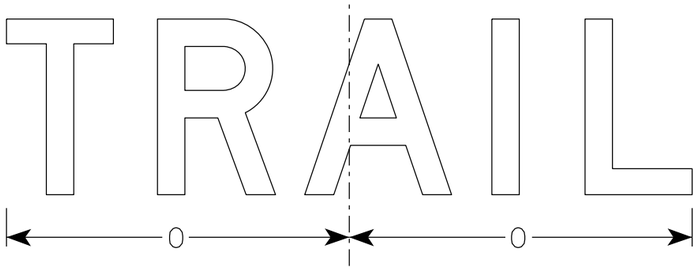
R11-2

NOTES

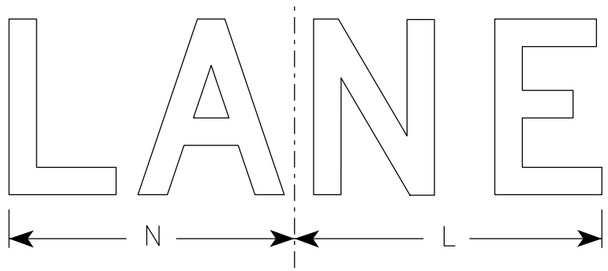
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

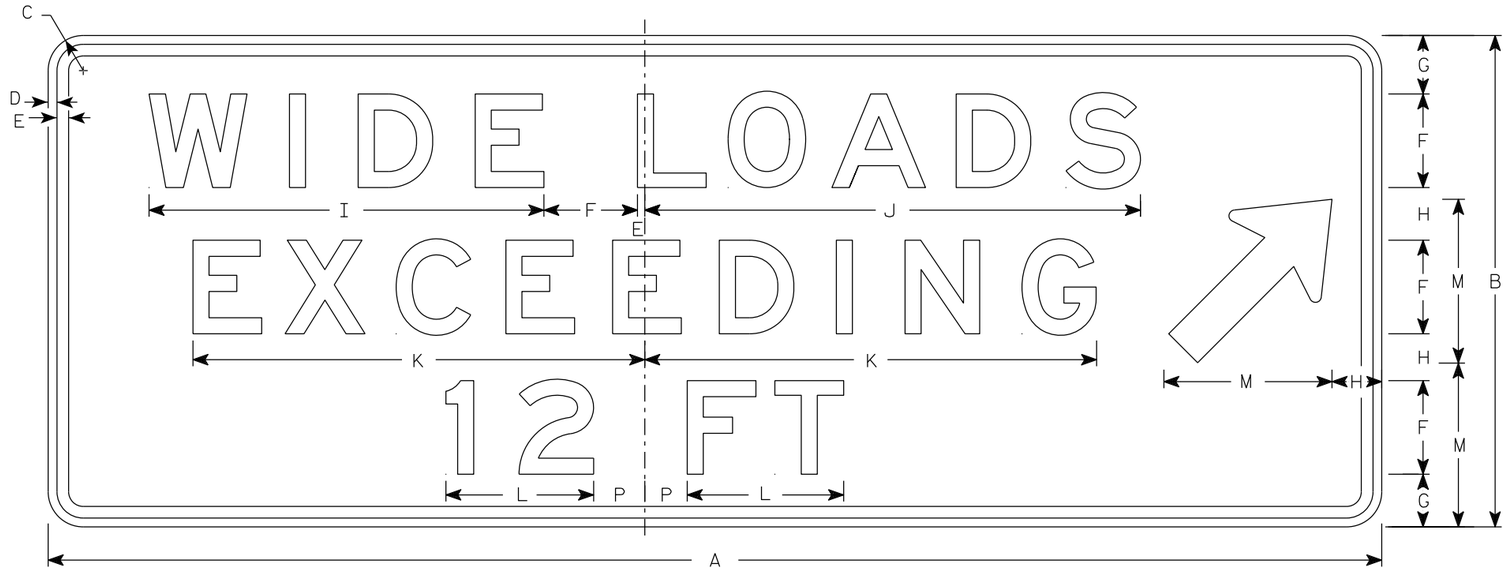
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

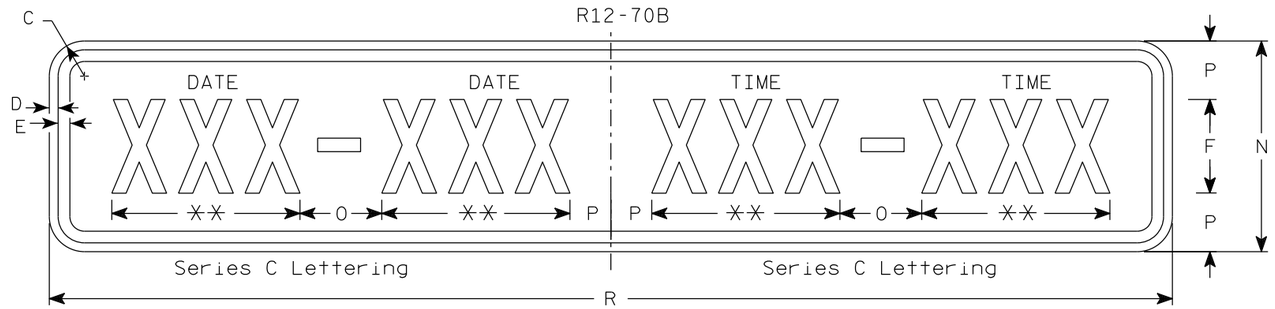
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E except as noted
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

** Substitute appropriate message, optically center message





R12-70C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R12-70 Area sq. ft.	R12-70C Area sq. ft.
1																												
2S	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
2M	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
3	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
4	114	42	3	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0
5	114	42	3	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0

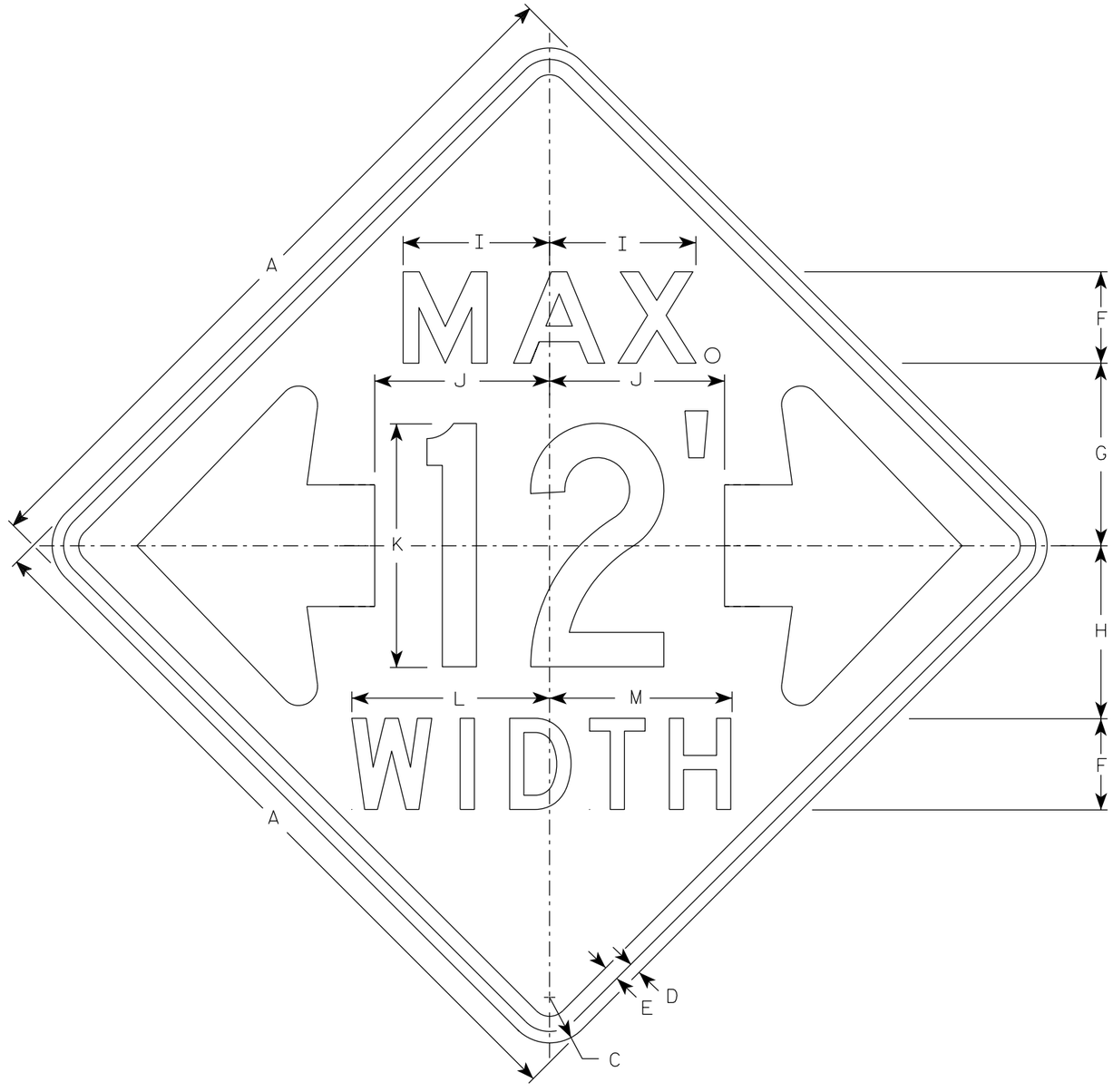
TYPICAL SIGN
R12-70B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/24 PLATE NO. R12-70B.4

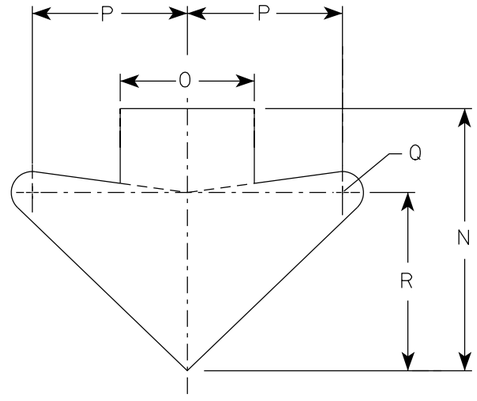
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 298	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

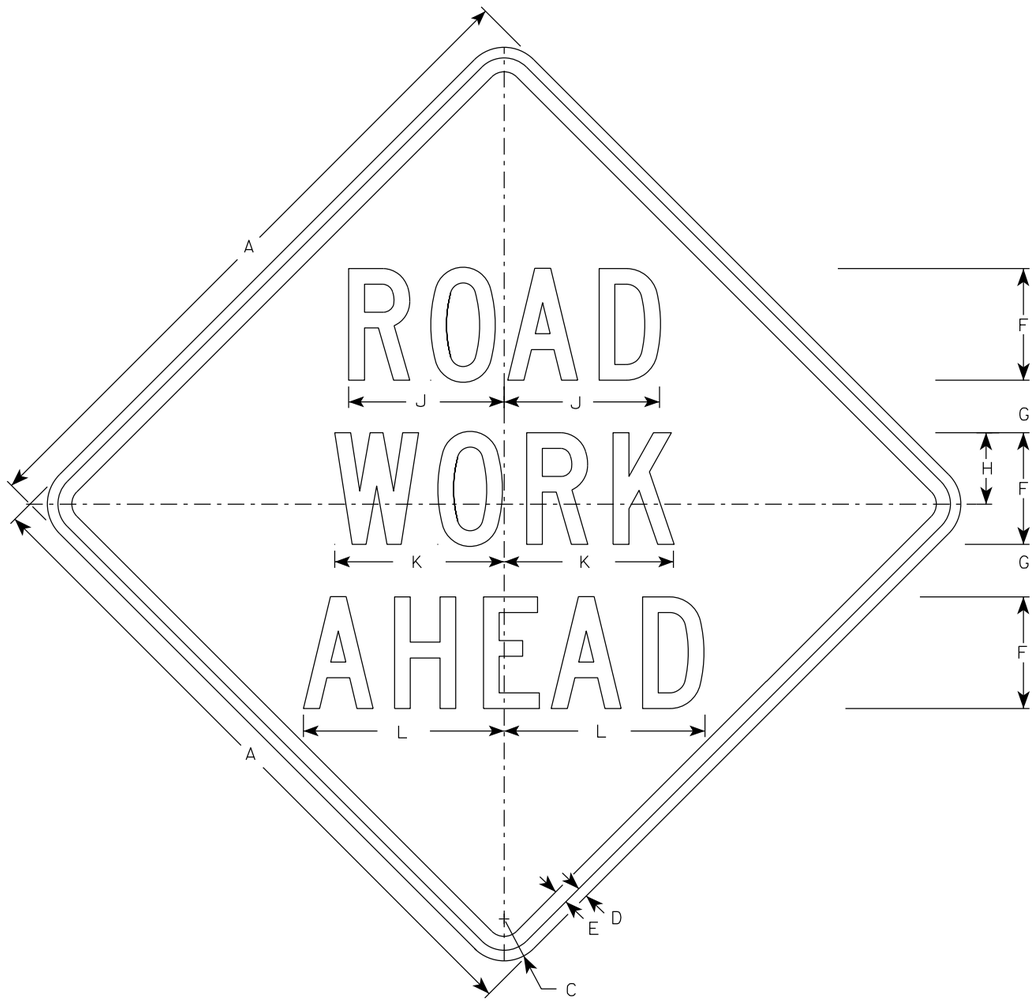
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

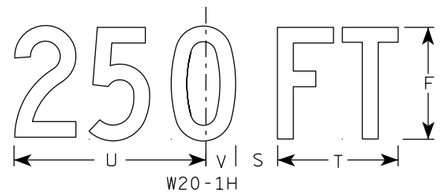
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

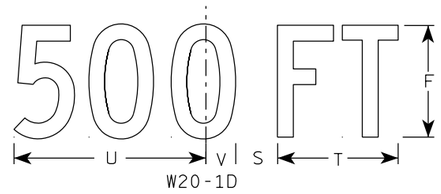
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 299 | E



W20-1A



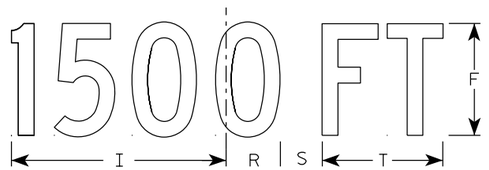
W20-1H



W20-1D



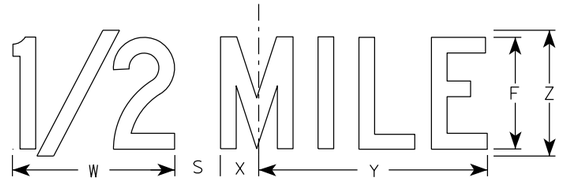
W20-1C



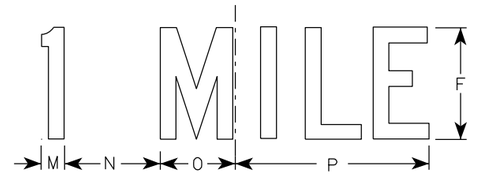
W20-1B

NOTES

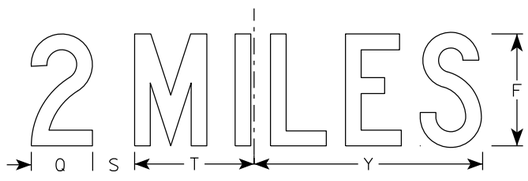
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

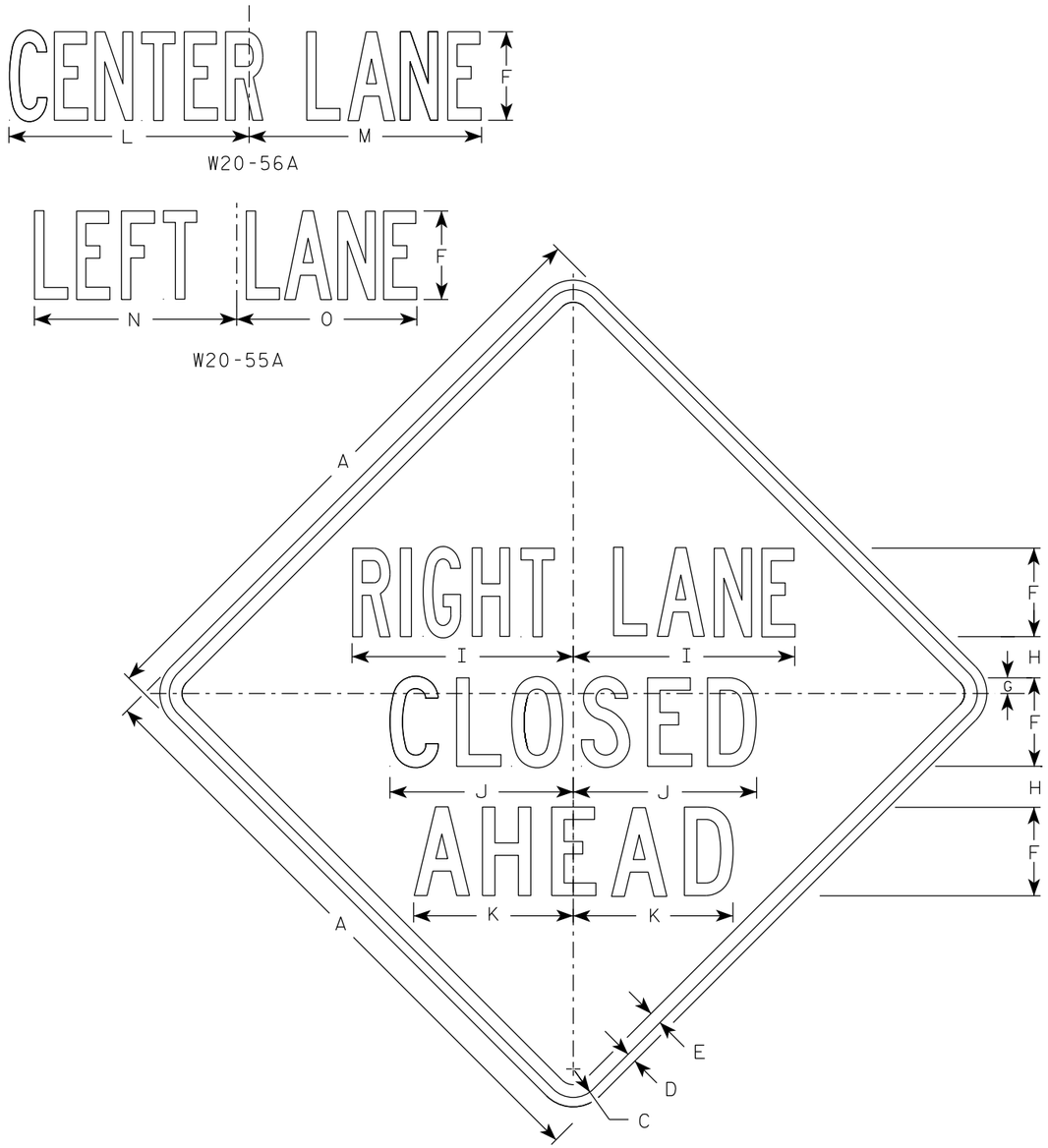
SHEET NO: 300 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

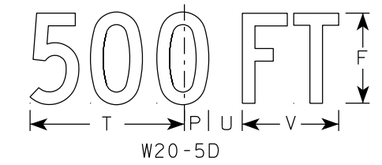
WISDOT/CADDS SHEET 42

7

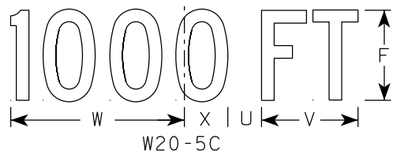
7



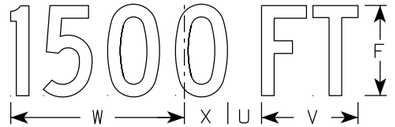
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

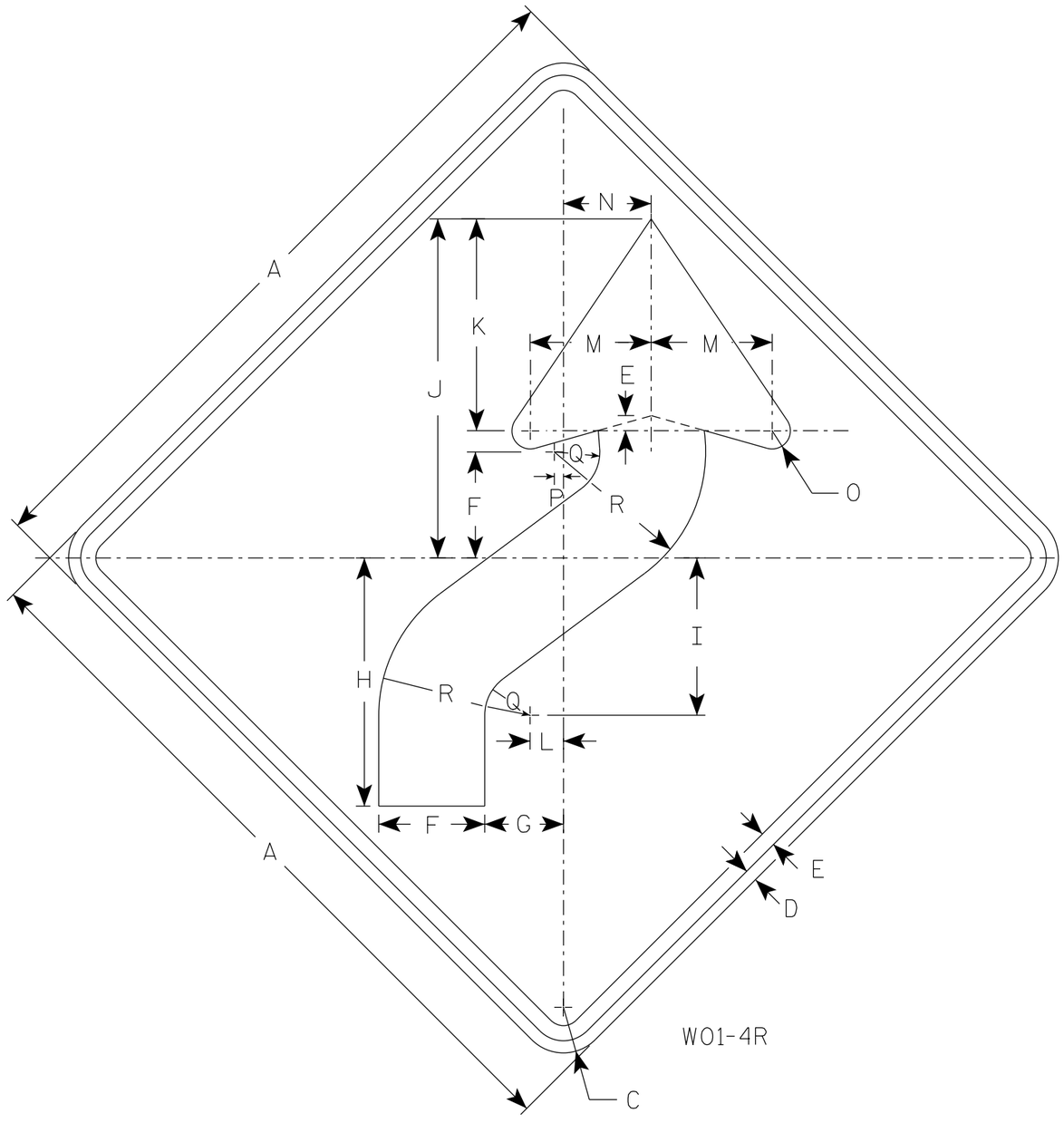
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 301 | E



WO1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

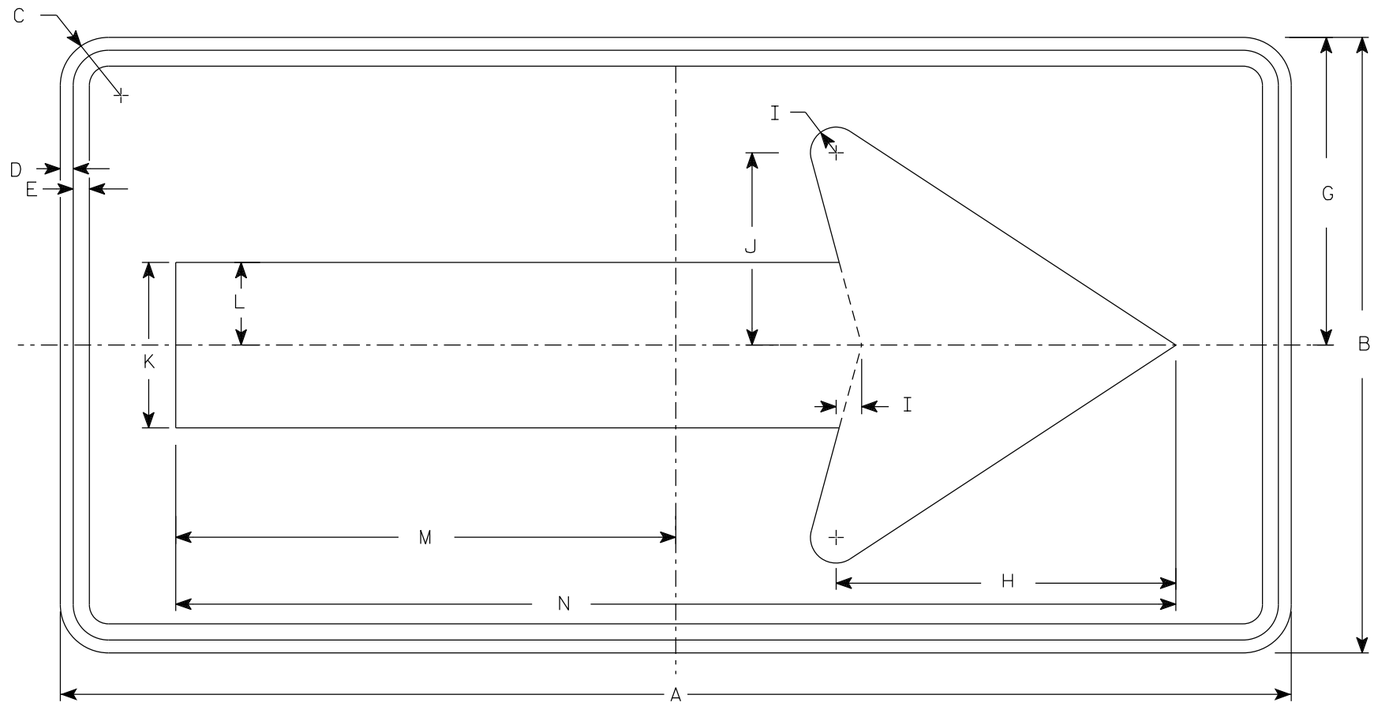
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 302 | E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

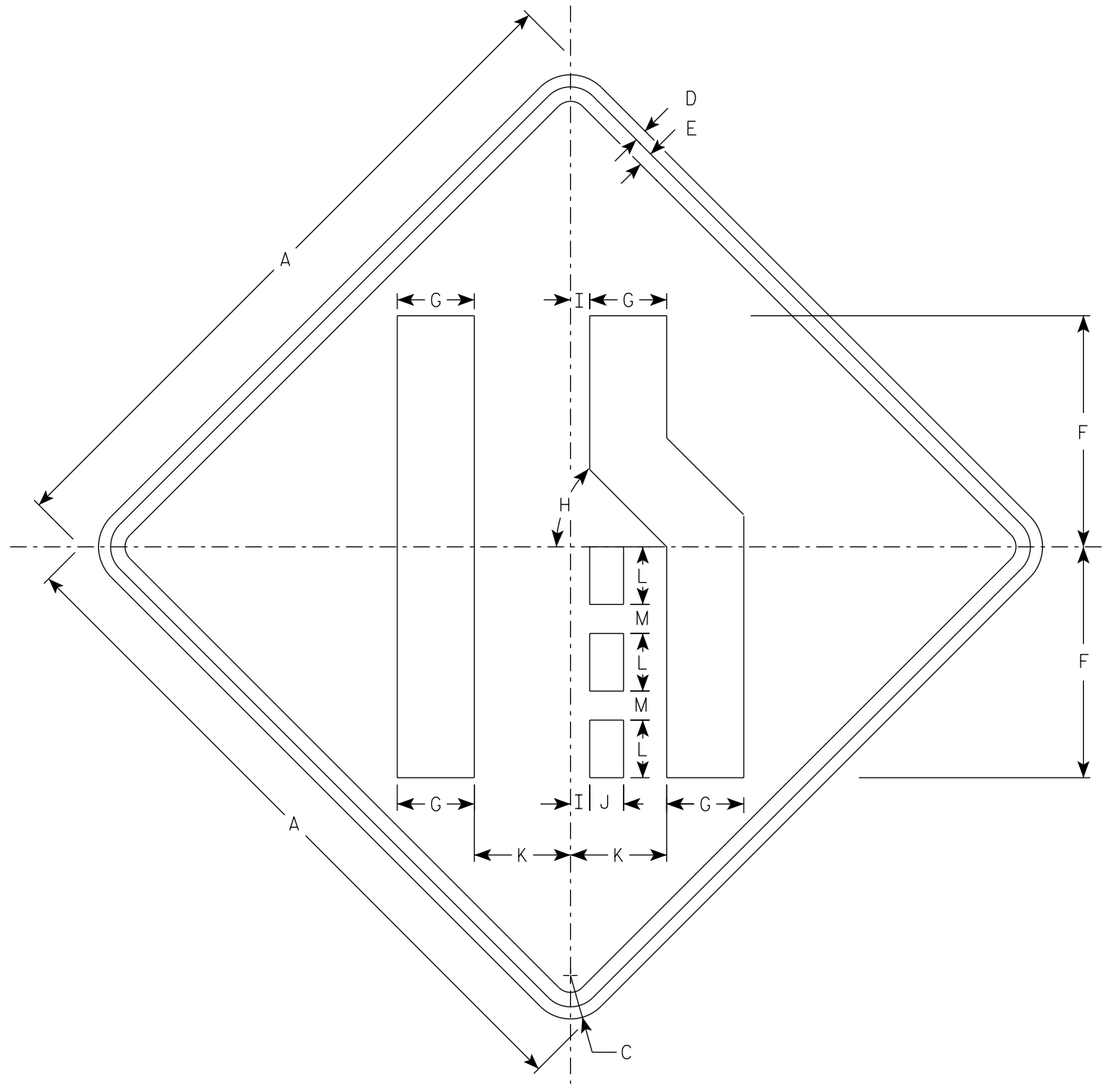
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

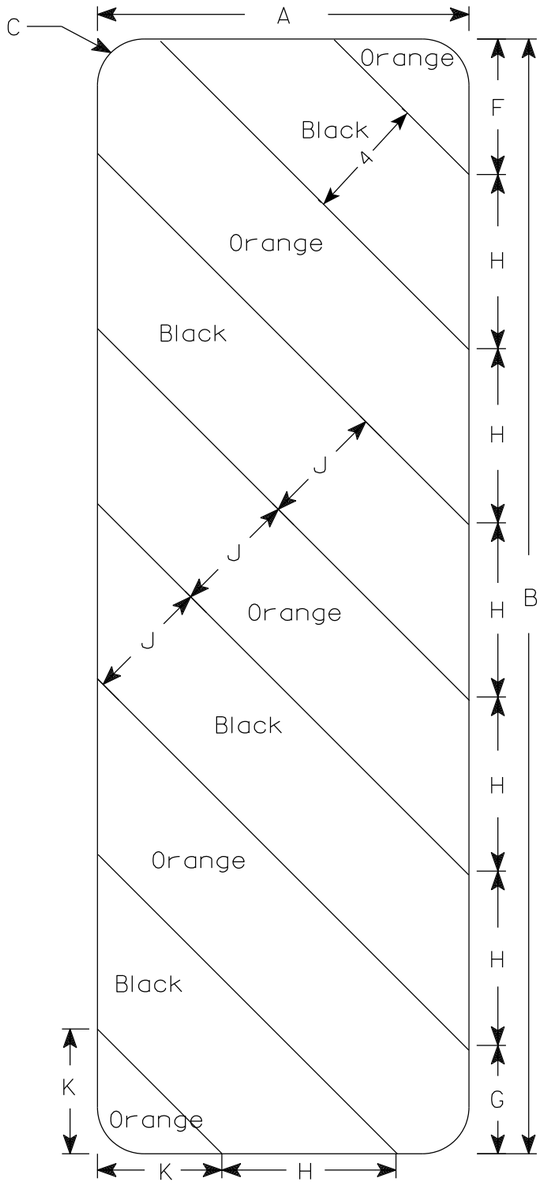
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

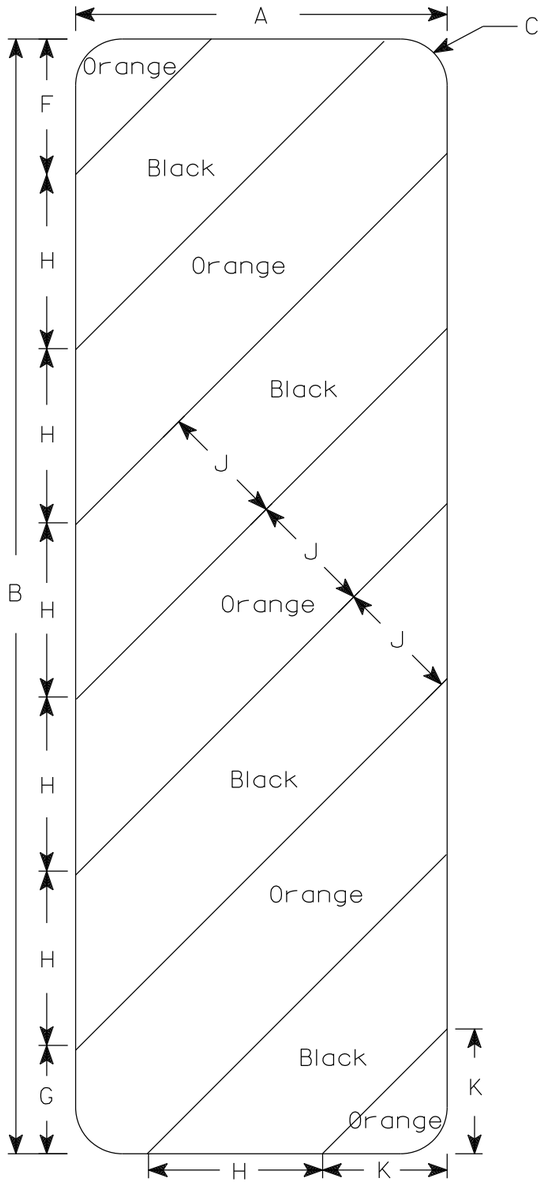
DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 304 E



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 ½			4 ⅜	3 ½	5 ⅝	45°	4	4																3.0
2M	12	36	1 ½			4 ⅜	3 ½	5 ⅝	45°	4	4																3.0
3	18	54	1 ½			6	5 ½	8 ½	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

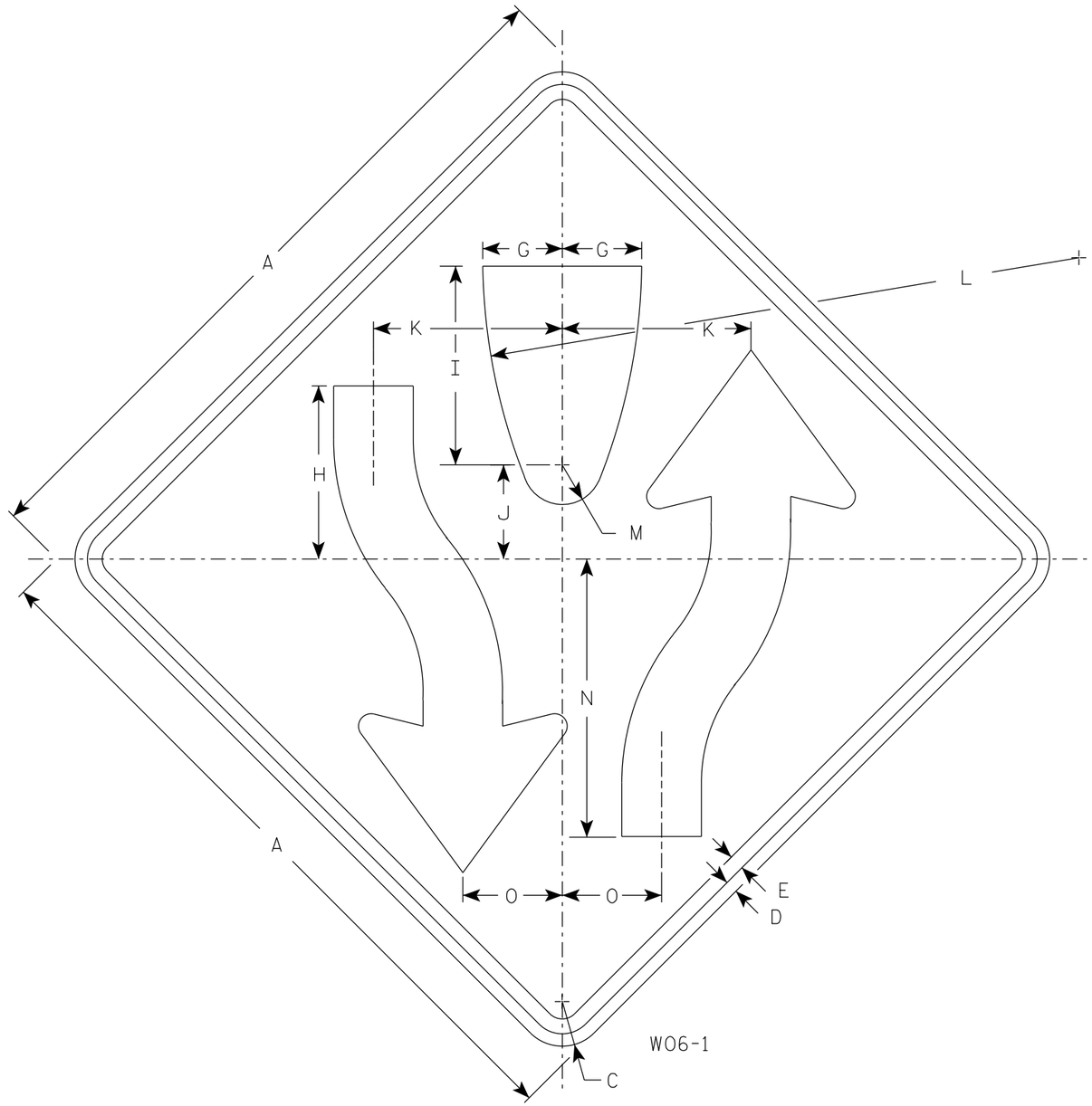
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/2024 PLATE NO. W05-52.2

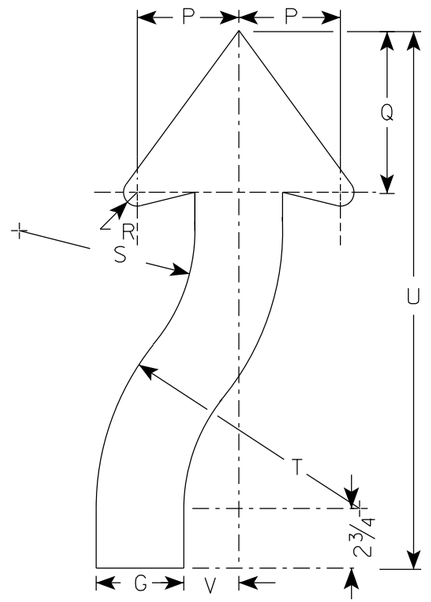
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 305 | E



W06-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W06-2 same as W06-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2S	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
2M	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
3	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
4	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

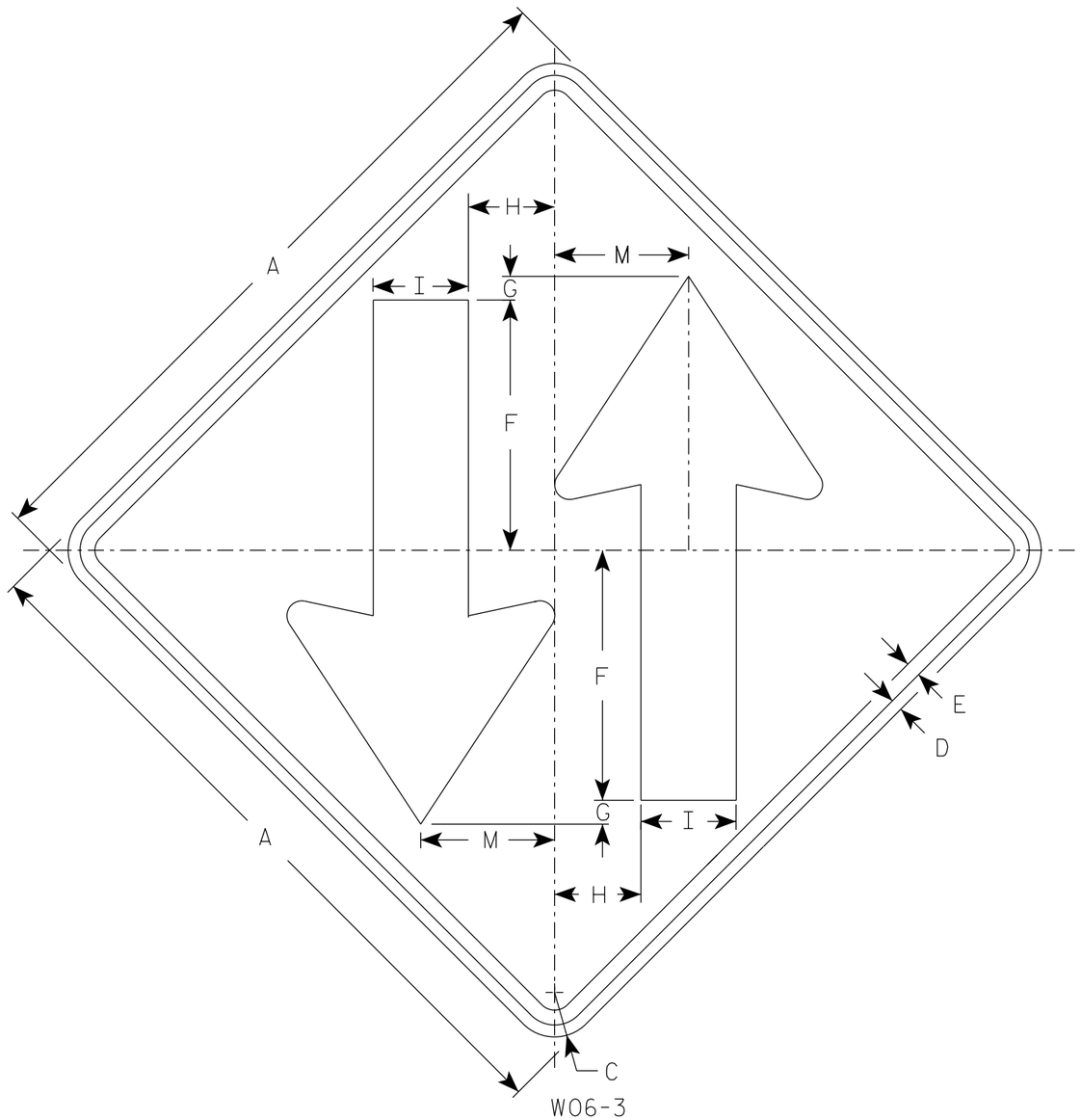
STANDARD SIGN
W06-1 & W06-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/30/2024 PLATE NO. W06-1.2

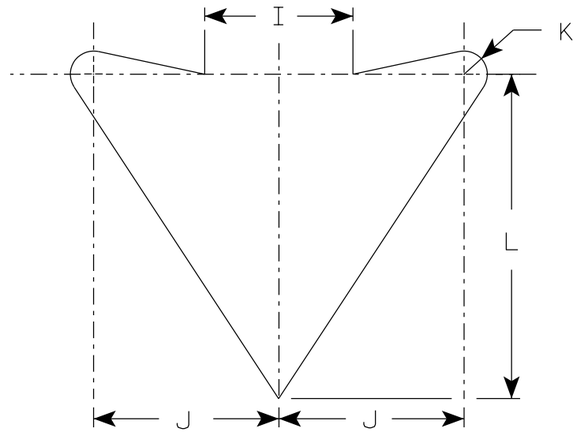
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W06-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

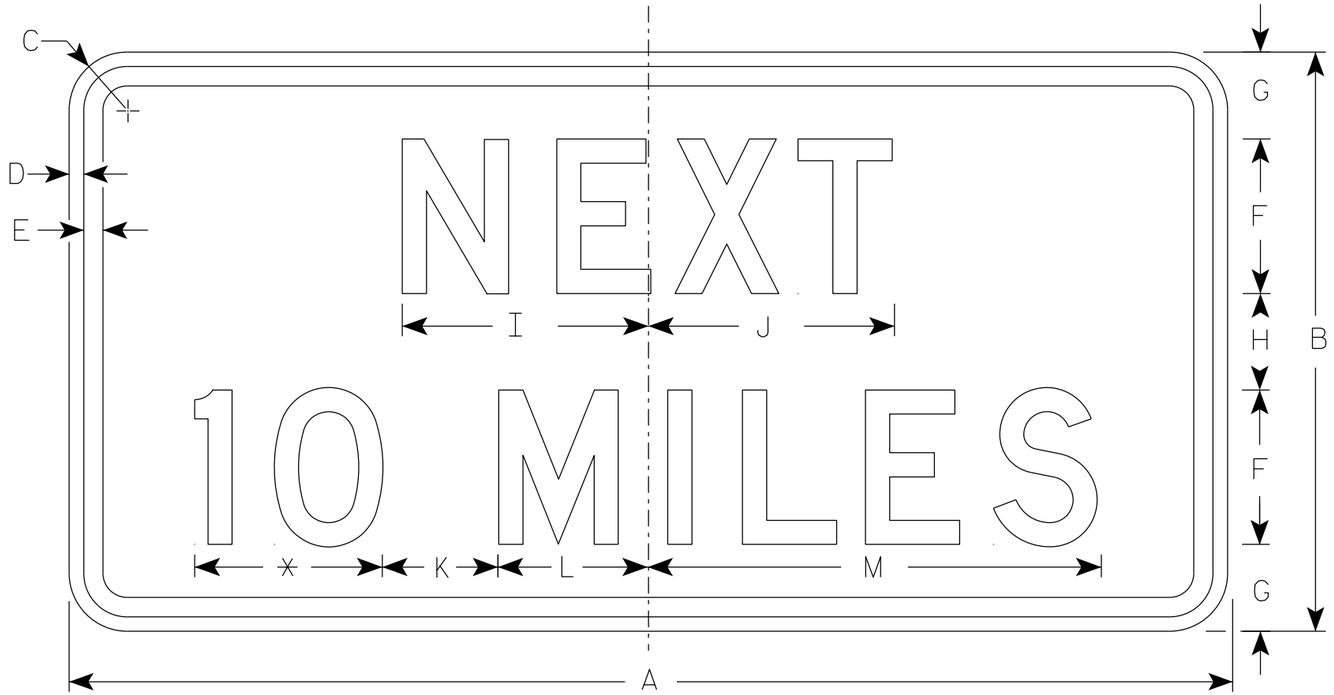
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/30/2024 PLATE NO. W06-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 307 | E



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to the nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

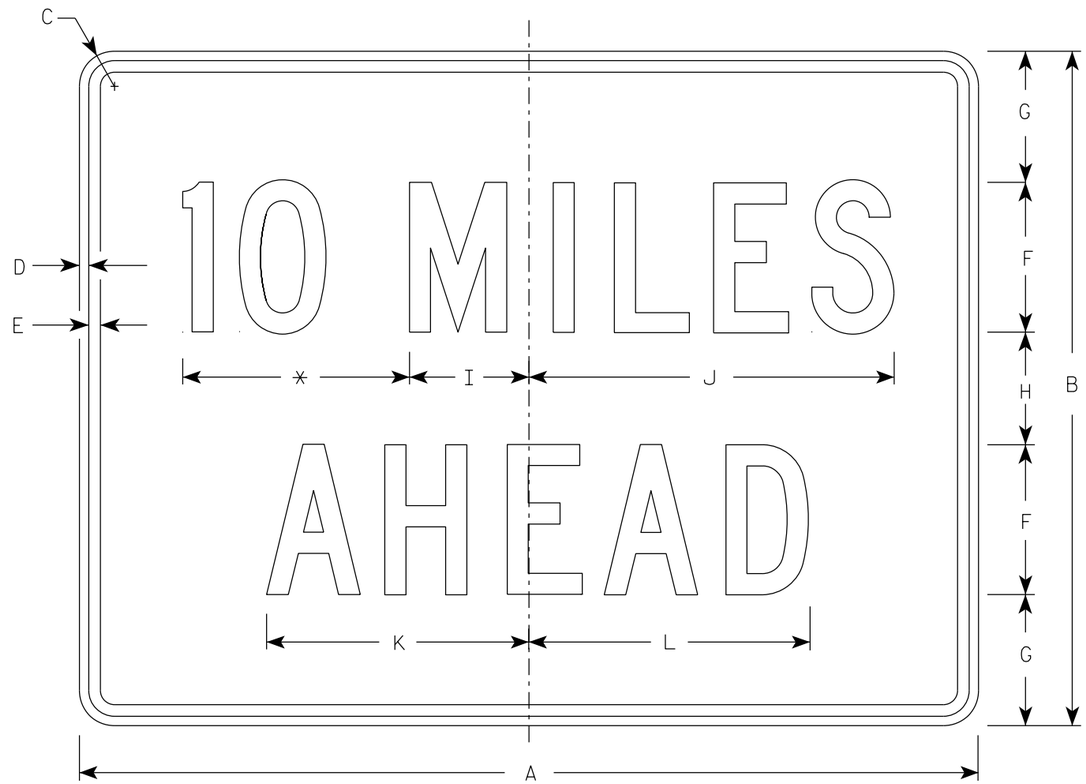
STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

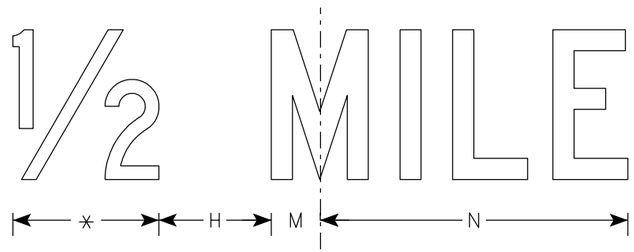
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-51.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 309 E

EARTHWORK - STH 29 EB

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL FACTOR 1.25	MASS ORDINATE NOTE 8
1065+36.087	0.77	0.58	0.00	0	0	0	0	0	0
1065+50	1.08	6.16	0.00	0	2	0	0	0	-2
1065+86.428	20.79	5.97	0.07	15	8	0	15	0	5
1066+00	21.02	5.91	0.04	11	3	0	26	0	13
1066+50	24.11	6.19	0.00	42	11	0	68	0	44
1066+55.308	24.42	6.42	0.00	5	1	0	73	0	48
1066+80.29	22.55	6.49	0.97	22	6	0	95	0	64
1067+00	21.10	6.64	2.09	16	5	1	111	1	74
1067+05.273	21.02	6.90	2.53	4	1	0	115	1	77
1067+14.799	20.57	6.97	3.55	7	2	1	122	3	81
1067+39.782	19.44	6.85	1.23	19	6	2	141	5	91
1067+50	19.14	6.26	0.88	7	2	0	148	5	96
1067+64.764	18.46	4.66	0.45	10	3	0	158	5	103
1068+00	16.37	4.62	0.04	23	6	0	181	5	120
1068+50	13.21	4.85	0.00	27	9	0	208	5	138
1069+00	14.70	5.95	0.00	26	10	0	234	5	154
1069+50	14.80	15.50	0.00	27	20	0	261	5	161
1070+00	15.02	13.54	0.05	28	27	0	289	5	162
1070+50	69.44	10.47	2.77	78	22	3	367	9	214
1070+92.887	15.76	9.98	2.79	152	65	7	413	14	239
1190+25	2.68	1.30	0.85	0	0	0	413	14	239
1190+50	12.31	1.48	0.00	7	1	0	420	14	245
1190+81.121	11.35	1.48	3.89	14	2	2	434	16	255
1191+00	6.49	1.49	0.00	6	1	1	440	18	259
1191+06.103	5.23	1.49	0.00	1	0	0	441	18	260
1191+31.086	4.91	1.39	0.00	5	1	0	446	18	264
1191+50	4.92	1.32	0.00	3	1	0	449	18	266
1192+00	11.72	1.47	22.22	15	3	21	464	44	251
1192+25	16.73	1.36	0.67	13	1	11	477	58	250
1192+37.229	19.23	1.34	0.00	8	1	0	485	58	257
1192+50	7.11	1.55	0.00	6	1	0	491	58	262
1192+62.212	7.18	1.53	0.00	3	1	0	494	58	264
1192+87.194	4.34	1.49	0.00	5	1	0	499	58	268
1193+00	3.72	1.50	0.00	2	1	0	501	58	269
1193+50	9.60	1.36	0.00	12	3	0	513	58	278
1194+00	9.56	1.56	0.00	18	3	0	531	58	293
1194+28.381	10.25	1.27	0.00	10	1	0	541	58	302

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]

EARTHWORK - STH 29 EB CONT.

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL FACTOR 1.25	MASS ORDINATE NOTE 8
1212+33.966	3.15	1.29	0.00	0	0	0	541	58	302
1212+50	3.45	1.31	0.00	2	1	0	543	58	303
1213+00	14.56	1.55	0.07	17	3	0	560	58	317
1213+09.179	13.27	1.54	0.76	5	1	0	565	58	321
1213+34.161	12.28	1.51	0.00	12	1	0	577	58	332
1213+50	11.79	1.50	0.00	7	1	0	584	58	338
1213+59.143	11.66	1.50	0.00	4	1	0	588	58	341
1214+00	12.72	1.45	0.00	18	2	0	606	58	357
1214+50	11.38	1.50	0.00	22	3	0	628	58	376
1215+00	8.04	1.37	0.03	18	3	0	646	58	391
1215+50	8.81	1.40	0.00	16	3	0	662	58	404
1216+00	9.70	1.37	0.00	17	3	0	679	58	418
1216+50	9.83	1.40	0.00	18	3	0	697	58	433
1216+74.909	10.50	1.41	0.00	9	1	0	706	58	441
1393+90.905	3.38	1.12	0.01	0	0	0	706	58	441
1393+97.852	7.47	4.06	0.02	1	1	0	707	58	441
1394+00	7.60	4.06	0.01	1	0	0	708	58	442
1394+22.738	8.93	4.05	0.05	7	3	0	715	58	446
1394+23.614	8.91	4.04	0.06	0	0	0	715	58	446
1394+47.598	7.93	3.77	0.00	7	3	0	722	58	450
1394+48.99	7.89	3.76	0.00	0	0	0	722	58	450
1394+74.389	7.19	3.53	0.04	7	3	0	729	58	454
1395+00	7.03	3.49	0.01	7	3	0	736	58	458
1395+50	6.97	3.56	0.04	13	7	0	749	58	464
1396+00	7.01	3.72	0.02	13	7	0	762	58	470
1396+50	6.17	3.43	0.37	12	7	0	774	58	475
1397+00	6.79	3.83	0.05	12	7	0	786	58	480
1397+50	8.98	4.79	0.09	15	8	0	801	58	487
1398+00	6.80	4.46	0.47	15	9	1	816	59	491
1438+46.076	0.55	0.40	1.25	0	0	0	816	59	491
1438+50	0.40	0.36	1.45	0	0	0	816	59	491
1438+63.415	0.53	0.38	0.25	0	0	0	816	59	491
1438+87.903	1.51	0.90	0.07	1	1	0	817	59	491
1439+00	1.85	0.95	0.07	1	0	0	818	59	492
1439+12.437	2.63	1.09	0.00	1	0	0	819	59	493
1439+50	2.72	1.27	0.99	4	2	1	823	60	494
1440+00	3.14	1.51	0.96	5	3	2	828	63	494
1440+50	2.60	1.57	2.37	5	3	3	833	66	492
1441+00	2.71	1.42	0.30	5	3	2	838	69	491
1441+37.045	4.63	1.37	0.00	5	2	0	843	69	494

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]

EARTHWORK - STH 29 EB CONT.

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL FACTOR 1.25	MASS ORDINATE NOTE 8
1982+50	0.00	0.00	0.00	0	0	0	843	69	494
1983+00	0.00	0.00	0.00	0	0	0	843	69	494
1983+50	0.00	0.00	0.00	0	0	0	843	69	494
1984+00	0.00	0.00	0.00	0	0	0	843	69	494
1984+50	0.00	0.00	0.00	0	0	0	843	69	494
1985+00	0.00	0.00	0.00	0	0	0	843	69	494
1985+28.851	0.00	0.00	0.00	0	0	0	843	69	494
2102+24.997	0.00	0.00	0.00	0	0	0	843	69	494
2102+50	0.00	0.00	0.00	0	0	0	843	69	494
2103+00	0.00	0.00	0.00	0	0	0	843	69	494
2103+50	0.00	0.00	0.00	0	0	0	843	69	494
2104+00	0.00	0.00	0.00	0	0	0	843	69	494
2104+50	0.00	0.00	0.00	0	0	0	843	69	494
2105+00	0.00	0.00	0.00	0	0	0	843	69	494
2105+08.86	0.00	0.00	0.00	0	0	0	843	69	494

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]

EARTHWORK - STH 29 WB

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL FACTOR 1.25	MASS ORDINATE NOTE 8
1087+60	110.74	24.67	0.61	0	0	0	0	0	0
1088+00	113.74	24.67	0.02	166	37	0	166	0	129
1088+50	123.62	24.67	0.00	220	46	0	386	0	303
1089+00	122.49	24.67	0.00	228	46	0	614	0	485
1089+50	124.24	24.67	0.00	228	46	0	842	0	667
1090+00	131.97	24.67	0.00	237	46	0	1,079	0	858
1090+50	137.28	24.67	0.00	249	46	0	1,328	0	1,061
1091+00	132.13	24.67	0.00	249	46	0	1,577	0	1,264
1091+50	125.19	24.67	0.00	238	46	0	1,815	0	1,456
1092+00	104.31	24.67	1.21	212	46	1	2,027	1	1,621
1092+50	93.19	24.67	8.19	183	46	9	2,210	13	1,747
1093+00	105.04	24.67	1.68	184	46	9	2,394	24	1,873
1093+50	110.79	24.67	0.17	200	46	2	2,594	26	2,025
1094+00	117.64	24.67	0.00	212	46	0	2,806	26	2,191
1094+50	124.01	24.67	0.00	224	46	0	3,030	26	2,369
1095+00	127.75	24.67	0.00	233	46	0	3,263	26	2,556
1095+50	124.25	24.67	0.02	233	46	0	3,496	26	2,743
1096+00	123.31	24.67	0.00	229	46	0	3,725	26	2,926
1282+50	152.34	24.67	0.11	0	0	0	3,725	26	2,926
1283+00	153.12	24.67	0.11	283	46	0	4,008	26	3,163
1283+50	152.94	24.67	0.14	283	46	0	4,291	26	3,400
1284+00	152.04	24.67	0.10	282	46	0	4,573	26	3,636
1284+42.24	153.48	24.67	0.03	239	39	0	4,812	26	3,836
1284+50	153.94	24.67	0.01	44	7	0	4,856	26	3,873
1285+00	154.83	24.67	0.00	286	46	0	5,142	26	4,113
1285+25	154.21	24.67	0.00	143	23	0	5,285	26	4,233
1399+50	28.51	17.67	1.94	0	0	0	0	26	4,233
1400+00	4.79	3.52	1.22	31	20	3	31	30	4,240
1400+50	6.03	3.67	0.42	10	7	2	41	33	4,241
1400+50	7.75	4.04	0.37	10	5	1	51	34	4,244
1401+00	6.88	3.61	0.02	14	7	0	65	34	4,251
1401+50	6.85	3.91	0.00	13	7	0	78	34	4,257
1402+00	6.35	4.11	0.15	12	7	0	90	34	4,262
1402+06.164	6.33	4.14	0.15	1	1	0	91	34	4,262
1402+31.147	6.70	4.25	0.18	6	4	0	97	34	4,264
1402+49.133	7.67	4.53	0.34	5	3	0	102	34	4,266
1402+56.129	7.95	4.52	0.25	2	1	0	104	34	4,267
1402+74.115	7.33	4.45	0.03	5	3	0	109	34	4,269
1402+99.097	6.24	4.52	0.03	6	4	0	115	34	4,271
1403+30.723	5.49	4.50	0.00	6	5	0	121	34	4,272

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]

EARTHWORK - IH 29 WB WEST CROSSOVER

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
1076+00.00	13.19	1.33	0.07	0	0	0	0	0	0
1076+50.00	13.74	1.33	0.23	25	2	0	25	0	23
1077+00.00	15.31	1.33	0.24	27	2	0	52	0	48
1077+50.00	17.46	1.33	0.50	30	2	1	82	1	75
1078+00.00	19.84	1.33	1.61	35	2	2	117	4	105
1078+50.00	22.38	1.33	1.90	39	2	3	156	8	139
1079+00.00	19.96	0.00	2.19	39	1	4	195	13	172
1079+50.00	20.17	0.00	6.71	37	0	8	232	23	199
1080+00.00	15.94	0.00	15.40	33	0	20	265	48	207
1080+50.00	7.90	0.00	23.88	22	0	36	287	93	184
1081+00.00	9.25	0.00	29.13	16	0	49	303	154	138
1081+50.00	10.51	0.00	22.40	18	0	48	321	214	96
1082+00.00	19.56	0.00	10.32	28	0	30	349	251	87
1082+50.00	23.80	0.00	11.21	40	0	20	389	276	102
1083+00.00	30.82	0.00	7.51	51	0	17	440	298	132
1083+50.00	30.83	1.17	11.17	57	1	17	497	319	166
1084+00.00	27.74	1.17	8.97	54	2	19	551	343	195
1084+50.00	17.56	3.80	0.00	42	5	8	593	353	222
1085+00.00	19.68	1.17	0.27	34	5	0	627	353	251
1085+50.00	16.66	1.17	0.43	34	2	1	661	354	281
1086+00.00	17.22	1.17	0.00	31	2	0	692	354	310
1086+50.00	18.00	1.17	0.00	33	2	0	725	354	341
1087+00.00	14.33	1.17	1.15	30	2	1	755	355	368
1087+50.00	14.42	1.17	1.41	27	2	2	782	358	391
1088+00.00	14.34	1.17	1.25	27	2	2	809	360	413
1088+50.00	13.77	1.17	0.11	26	2	1	835	361	436
1089+00.00	12.58	1.17	0.06	24	2	0	859	361	458
1089+50.00	11.27	1.17	0.06	22	2	0	881	361	478
1090+00.00	10.08	1.17	0.06	20	2	0	901	361	496
1090+50.00	10.12	1.17	0.02	19	2	0	920	361	513
1091+00.00	10.19	1.17	0.02	19	2	0	939	361	530
1091+50.00	10.36	1.17	0.01	19	2	0	958	361	547

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]

EARTHWORK - IH 29 WB EAST CROSSOVER

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
1283+00.00	9.45	1.17	0.24	0	0	0	0	0	0
1283+50.00	9.04	1.17	0.35	17	2	1	17	1	14
1284+00.00	9.25	1.17	0.25	17	2	1	34	3	28
1284+50.00	9.67	1.17	0.12	18	2	0	52	3	44
1285+00.00	10.69	1.17	0.08	19	2	0	71	3	61
1285+50.00	11.30	1.17	0.50	20	2	1	91	4	77
1286+00.00	16.00	1.17	0.00	25	2	0	116	4	100
1286+50.00	15.01	1.17	0.16	29	2	0	145	4	127
1287+00.00	16.28	1.17	0.03	29	2	0	174	4	154
1287+50.00	15.94	1.17	0.02	30	2	0	204	4	182
1288+00.00	16.80	1.17	0.00	30	2	0	234	4	210
1288+50.00	17.04	1.17	0.00	31	2	0	265	4	239
1289+00.00	27.30	1.17	0.00	41	2	0	306	4	278
1289+50.00	78.17	14.50	0.00	98	15	0	404	4	361
1290+00.00	19.19	1.17	3.39	90	15	3	494	8	433
1290+50.00	15.94	1.17	13.56	33	2	16	527	28	444
1291+00.00	16.09	1.17	14.31	30	2	26	557	60	439
1291+50.00	17.29	1.17	18.07	31	2	30	588	98	431
1292+00.00	10.10	0.00	25.04	25	1	40	613	148	405
1292+50.00	5.60	0.00	26.84	15	0	48	628	208	360
1293+00.00	2.76	0.00	26.50	8	0	49	636	269	306
1293+50.00	0.55	0.00	32.59	3	0	55	639	338	241
1294+00.00	0.08	0.00	32.28	1	0	60	640	413	167
1294+50.00	1.98	0.00	36.27	2	0	63	642	491	90
1295+00.00	4.36	0.00	38.04	6	0	69	648	578	10
1295+50.00	7.81	0.00	42.21	11	0	74	659	670	-72
1296+00.00	10.16	0.00	46.89	17	0	83	676	774	-159
1296+50.00	12.70	0.00	40.91	21	0	81	697	875	-239
1297+00.00	25.31	1.00	24.84	35	1	61	732	951	-281
1297+50.00	15.45	1.00	27.41	38	2	48	770	1,011	-305
1298+00.00	14.26	1.00	17.75	28	2	42	798	1,064	-332
1298+50.00	13.18	1.00	12.84	25	2	28	823	1,099	-344
1299+00.00	14.03	1.00	7.47	25	2	19	848	1,123	-345
1299+50.00	14.02	1.00	3.49	26	2	10	874	1,135	-333
1300+00.00	13.43	1.00	1.65	25	2	5	899	1,141	-316
1300+50.00	14.08	1.00	0.46	25	2	2	924	1,144	-296
1301+00.00	13.76	1.00	0.11	26	2	1	950	1,145	-273
1301+50.00	14.44	1.00	0.00	26	2	0	976	1,145	-249

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]

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EARTHWORK - IH 29 WB WEST CROSSOVER REMOVAL

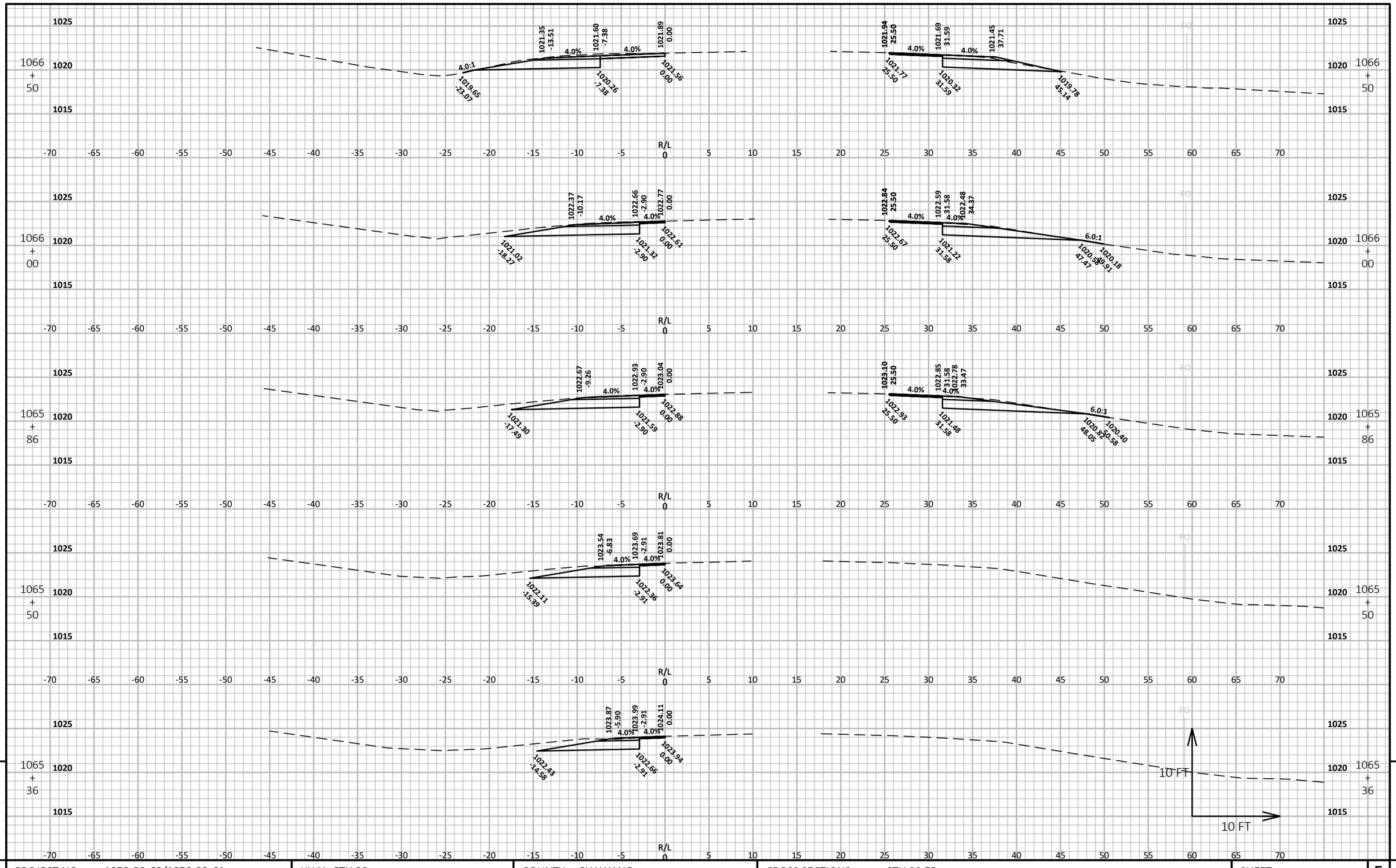
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
1076+00.00	1.86	0.33	0.00	0	0	0	0	0	0
1076+50.00	2.40	0.60	0.00	4	1	0	4	0	3
1077+00.00	2.96	1.04	0.00	5	2	0	9	0	6
1077+50.00	4.29	1.71	0.00	7	3	0	16	0	10
1078+00.00	7.89	2.62	0.00	11	4	0	27	0	17
1078+50.00	11.74	3.80	0.00	18	6	0	45	0	29
1079+00.00	23.66	5.22	0.00	33	8	0	78	0	54
1079+50.00	38.44	5.33	0.44	57	10	0	135	0	101
1080+00.00	52.17	5.33	5.57	84	10	6	219	8	168
1080+50.00	63.74	5.33	5.73	107	10	10	326	20	252
1081+00.00	63.64	5.33	5.55	118	10	10	444	33	348
1081+50.00	57.50	5.33	9.52	112	10	14	556	50	432
1082+00.00	45.06	5.33	13.23	95	10	21	651	76	491
1082+50.00	41.33	5.33	16.13	80	10	27	731	110	527
1083+00.00	36.27	5.33	17.08	72	10	31	803	149	550
1083+50.00	30.80	4.92	14.57	62	9	29	865	185	567
1084+00.00	27.32	3.67	7.92	54	8	21	919	211	587
1084+50.00	0.00	0.00	0.00	25	3	7	944	220	600
1085+00.00	7.23	1.53	0.00	7	1	0	951	220	606
1085+50.00	5.68	1.39	0.00	12	3	0	963	220	615
1086+00.00	4.73	1.39	0.00	10	3	0	973	220	622
1086+50.00	4.46	1.39	0.00	9	3	0	982	220	628
1087+00.00	4.28	1.39	0.00	8	3	0	990	220	633
1087+50.00	4.21	1.39	0.00	8	3	0	998	220	638
1088+00.00	4.01	1.27	0.00	8	2	0	1,006	220	644
1088+50.00	2.09	0.93	0.00	6	2	0	1,012	220	648
1089+00.00	1.63	0.60	0.00	3	1	0	1,015	220	650
1089+50.00	1.13	0.27	0.00	3	1	0	1,018	220	652

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]

EARTHWORK - IH 29 WB EAST CROSSOVER REMOVAL

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
1285+00.00	1.31	0.23	0.00	0	0	0	0	0	0
1285+50.00	1.77	0.56	0.00	3	1	0	3	0	2
1286+00.00	2.90	0.89	0.00	4	1	0	7	0	5
1286+50.00	4.30	1.22	0.00	7	2	0	14	0	10
1287+00.00	4.62	1.42	0.00	8	2	0	22	0	16
1287+50.00	4.55	1.42	0.00	8	3	0	30	0	21
1288+00.00	4.41	1.42	0.00	8	3	0	38	0	26
1288+50.00	4.40	1.42	0.00	8	3	0	46	0	31
1289+00.00	3.94	1.42	7.73	8	3	7	54	9	27
1289+50.00	45.22	1.82	24.91	46	3	30	100	46	33
1290+00.00	16.36	2.83	0.11	57	4	23	157	75	57
1290+50.00	29.05	3.90	0.00	42	6	0	199	75	93
1291+00.00	32.00	5.00	0.00	57	8	0	256	75	142
1291+50.00	44.19	6.07	0.00	71	10	0	327	75	203
1292+00.00	58.99	5.33	0.00	96	11	0	423	75	288
1292+50.00	64.63	5.33	0.00	114	10	0	537	75	392
1293+00.00	66.37	5.33	0.00	121	10	0	658	75	503
1293+50.00	67.91	5.33	0.00	124	10	0	782	75	617
1294+00.00	67.12	5.33	0.00	125	10	0	907	75	732
1294+50.00	72.42	5.33	0.00	129	10	0	1,036	75	851
1295+00.00	72.78	5.33	0.00	134	10	0	1,170	75	975
1295+50.00	77.98	5.33	0.00	140	10	0	1,310	75	1,105
1296+00.00	76.21	5.33	0.62	143	10	1	1,453	76	1,237
1296+50.00	64.83	5.33	4.27	131	10	5	1,584	83	1,352
1297+00.00	44.62	5.20	12.51	101	10	16	1,685	103	1,423
1297+50.00	46.92	4.17	2.57	85	9	14	1,770	120	1,481
1298+00.00	35.03	3.25	0.56	76	7	3	1,846	124	1,546
1298+50.00	24.77	2.47	0.00	55	5	1	1,901	125	1,595
1299+00.00	16.92	1.80	0.00	39	4	0	1,940	125	1,630
1299+50.00	10.88	1.25	0.00	26	3	0	1,966	125	1,653
1300+00.00	6.88	0.83	0.00	16	2	0	1,982	125	1,667
1300+50.00	4.52	0.53	0.00	11	1	0	1,993	125	1,677
1301+00.00	3.30	0.33	0.00	7	1	0	2,000	125	1,683
1301+50.00	2.75	0.28	0.00	6	1	0	2,006	125	1,688

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 318	E

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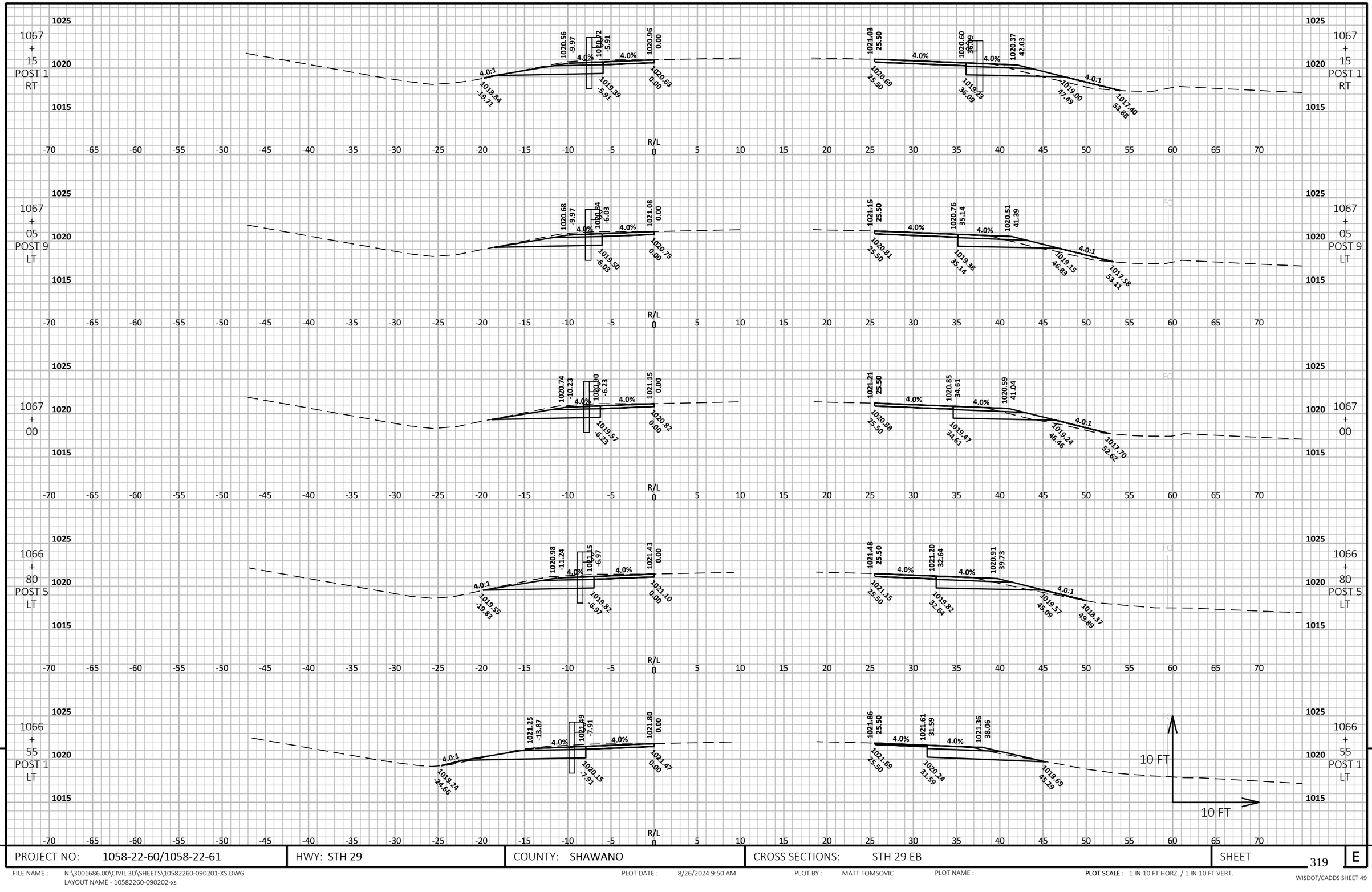
PLOT DATE : 8/26/2024 9:50 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 319	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090202-xs

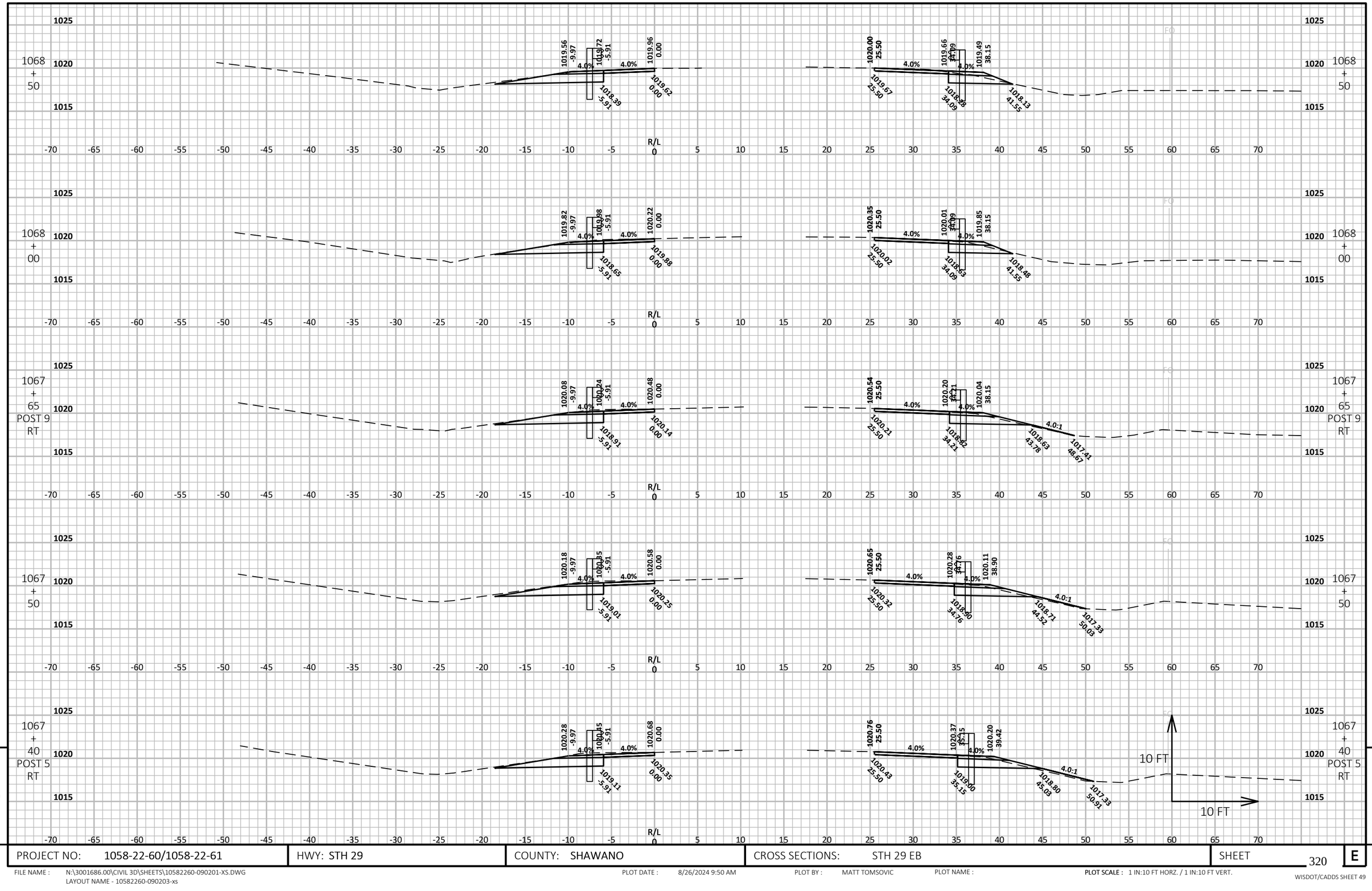
PLOT DATE : 8/26/2024 9:50 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 320 E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090203-xs

PLOT DATE : 8/26/2024 9:50 AM

PLOT BY : MATT TOMSOVIC

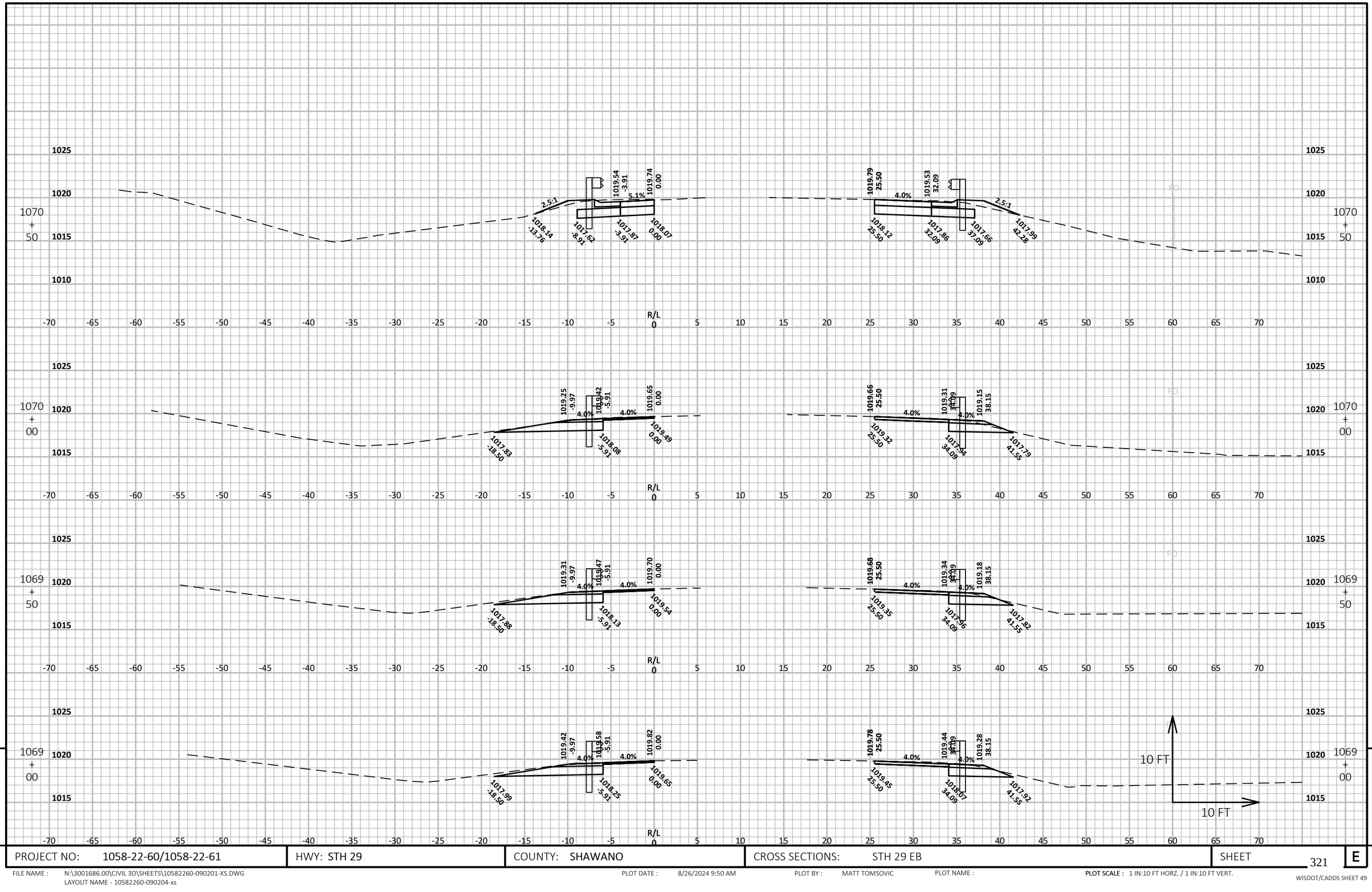
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

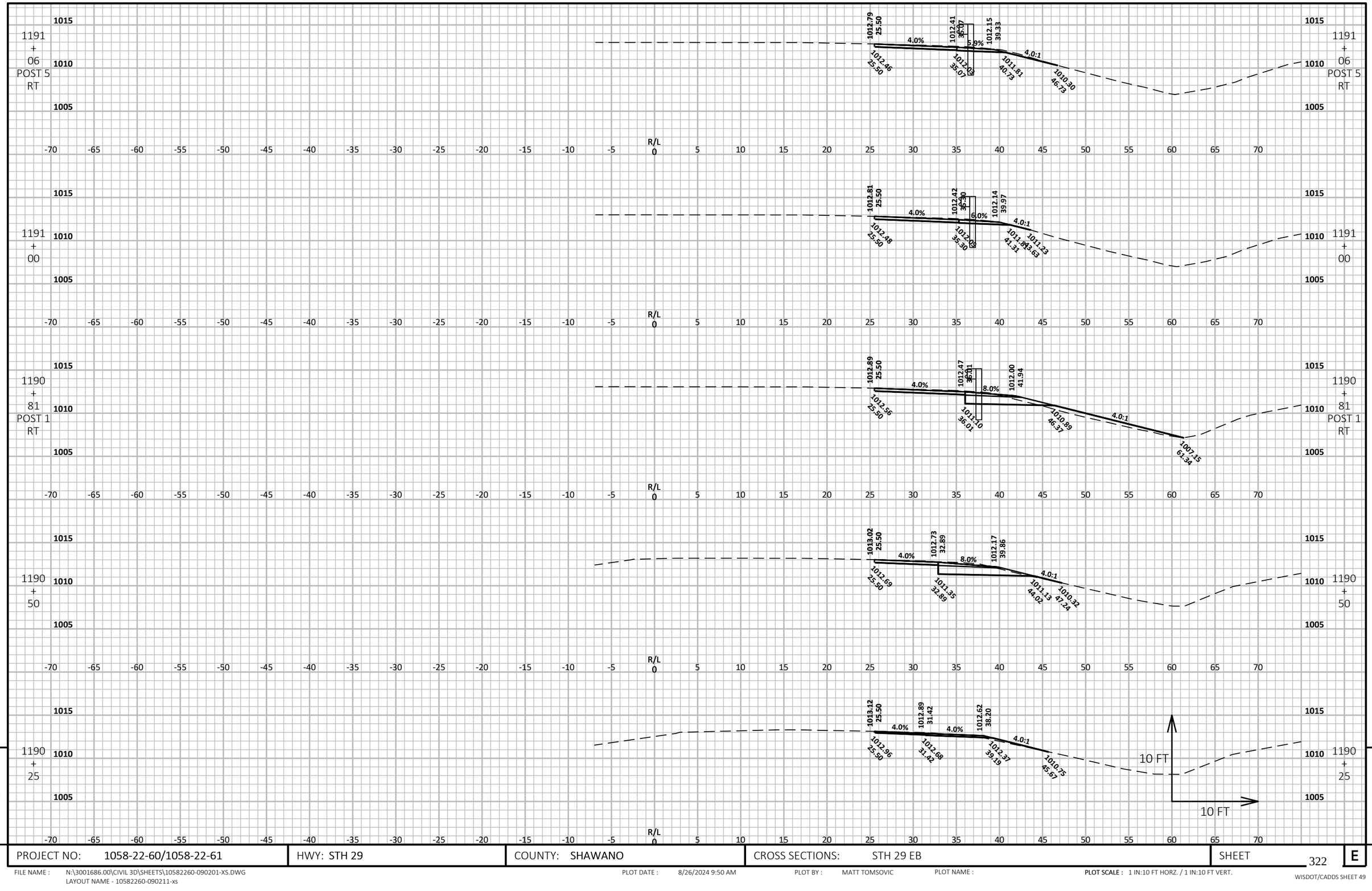
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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 321	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090204-xs
PLOT DATE : 8/26/2024 9:50 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



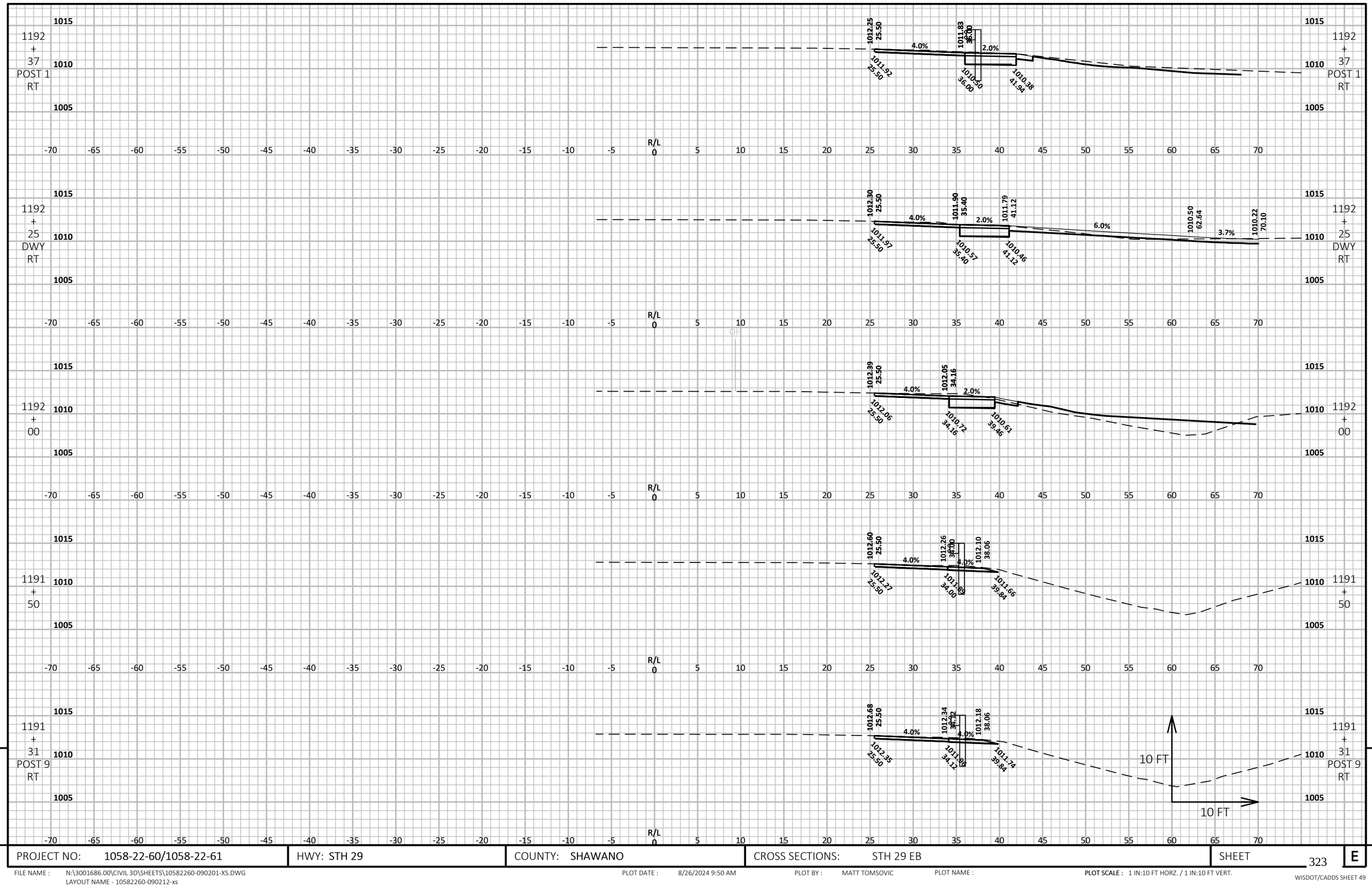
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 322	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090211-xs

PLOT DATE : 8/26/2024 9:50 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

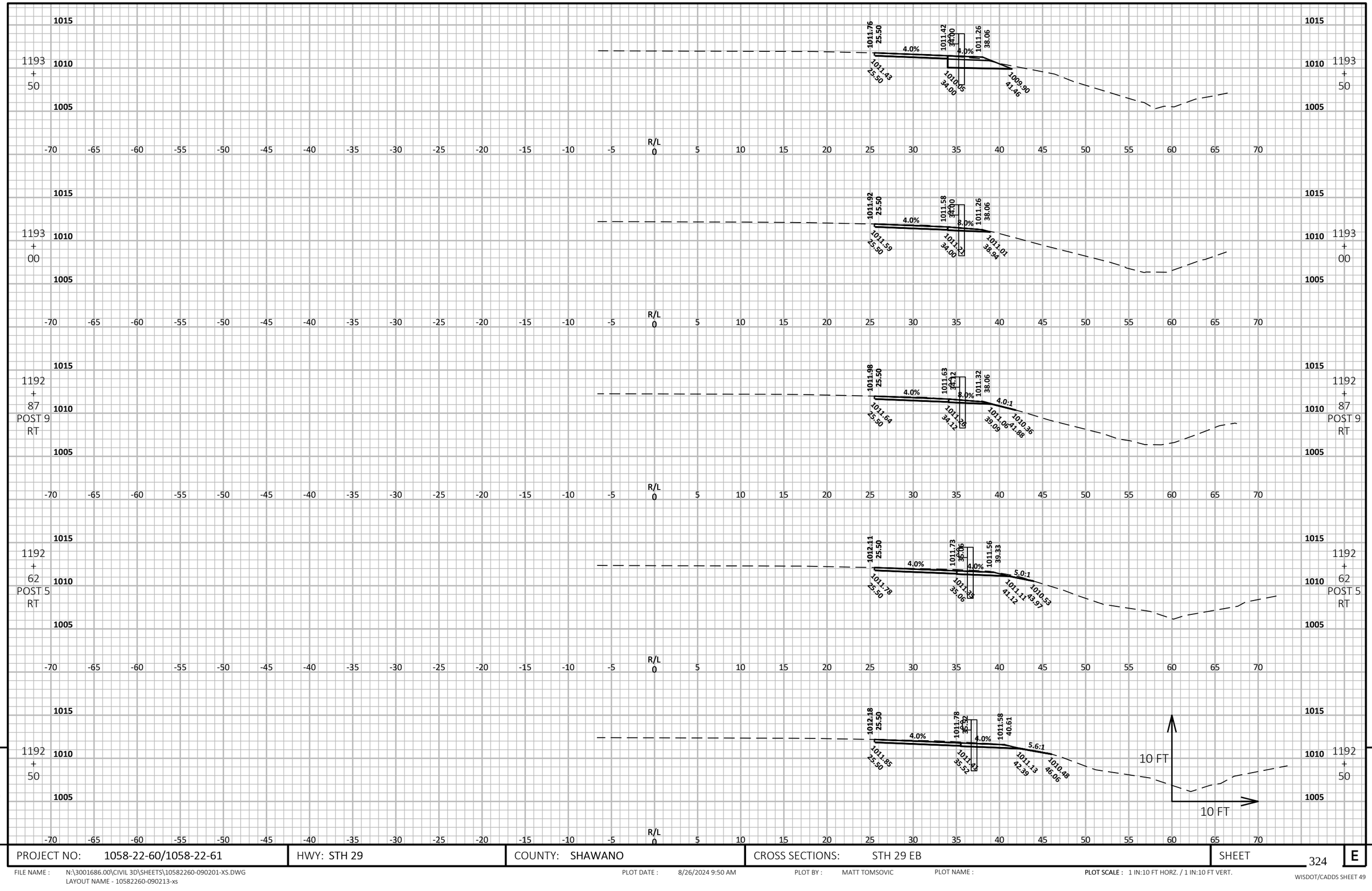


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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 323	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090212-xs
PLOT DATE : 8/26/2024 9:50 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

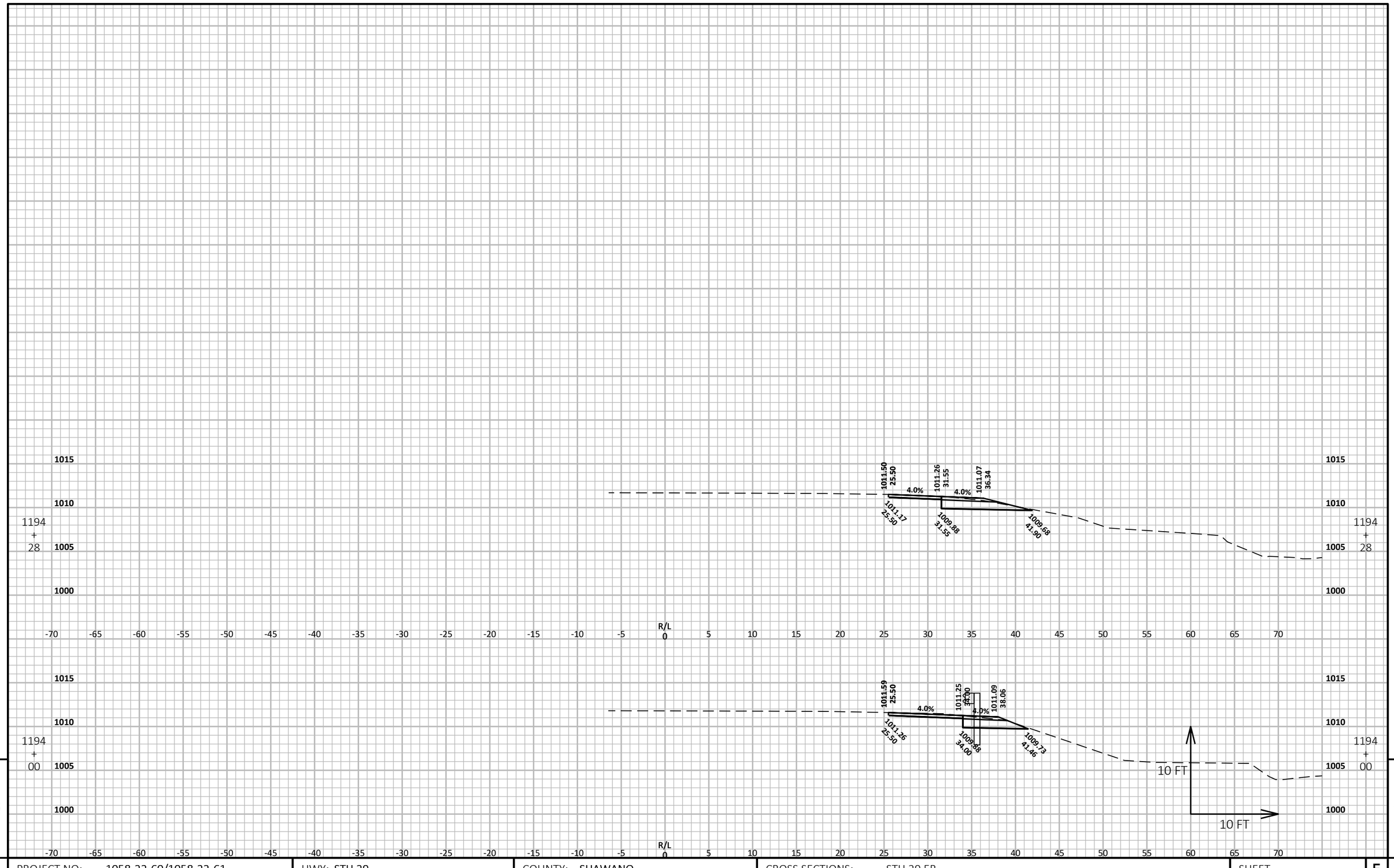


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 324 E

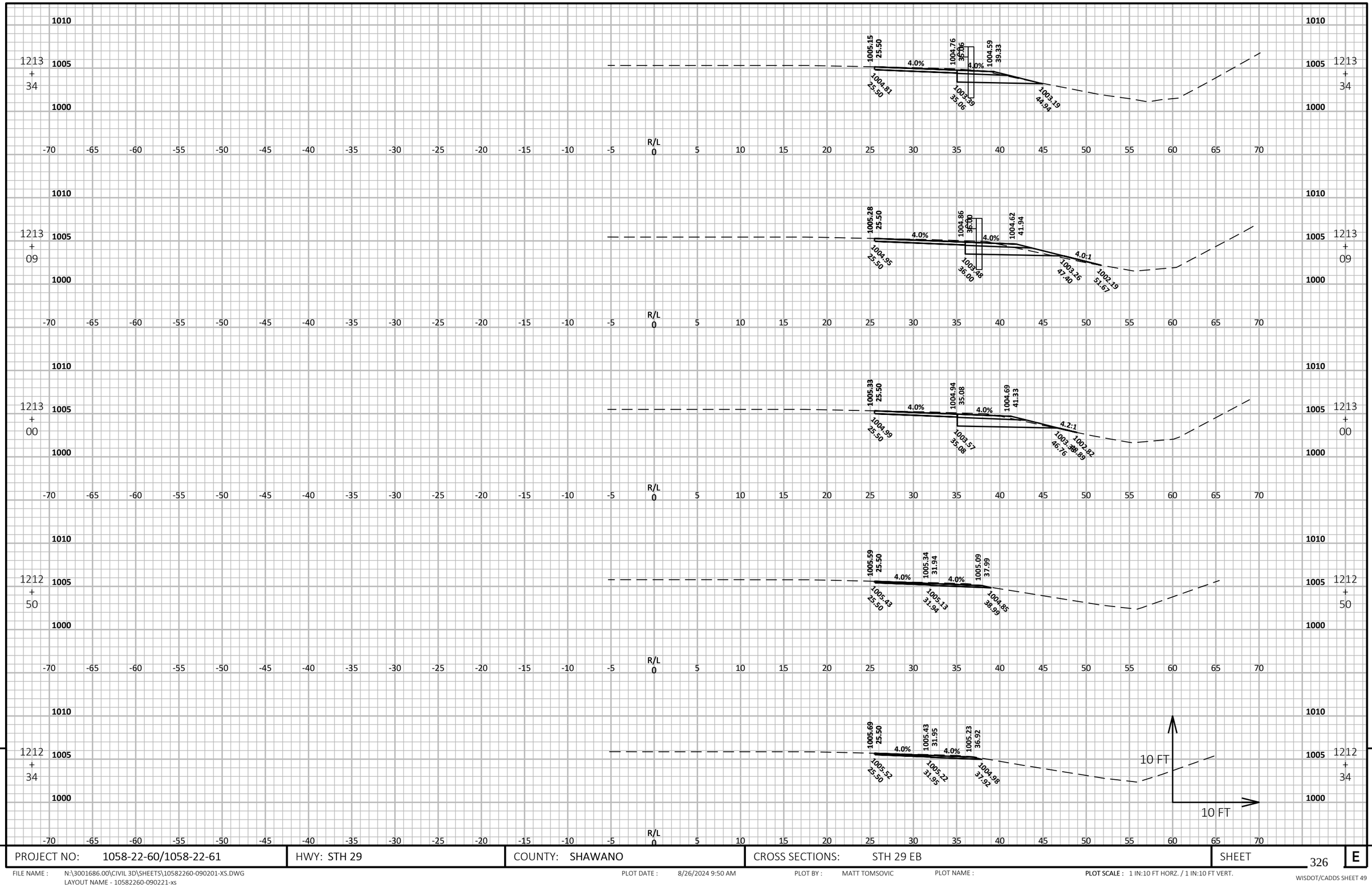
FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090213-xs

PLOT DATE : 8/26/2024 9:50 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 325	E



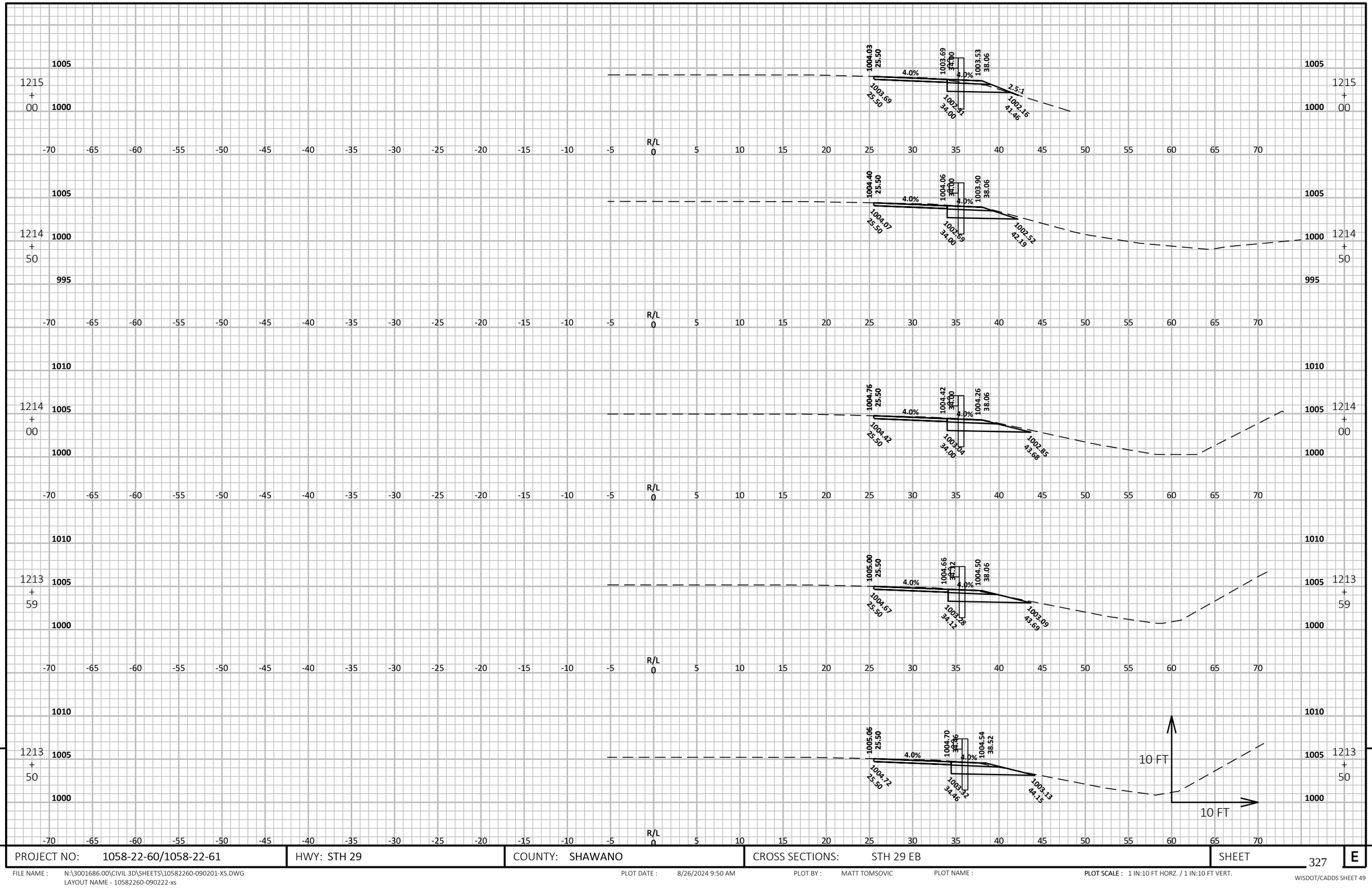
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 326	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090221-xs

PLOT DATE : 8/26/2024 9:50 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



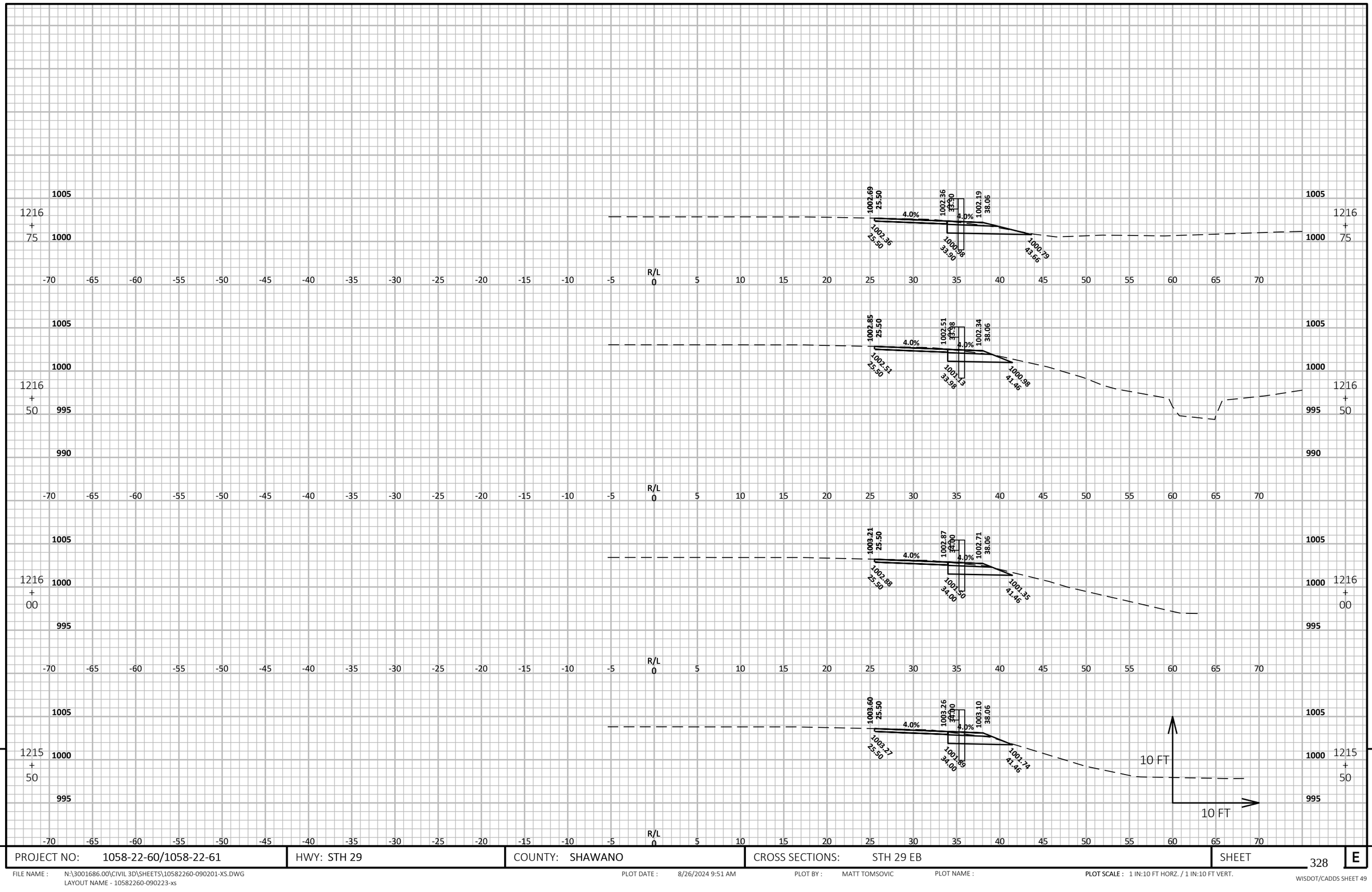
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 327	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090222-xs

PLOT DATE : 8/26/2024 9:50 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 328	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090223-xs

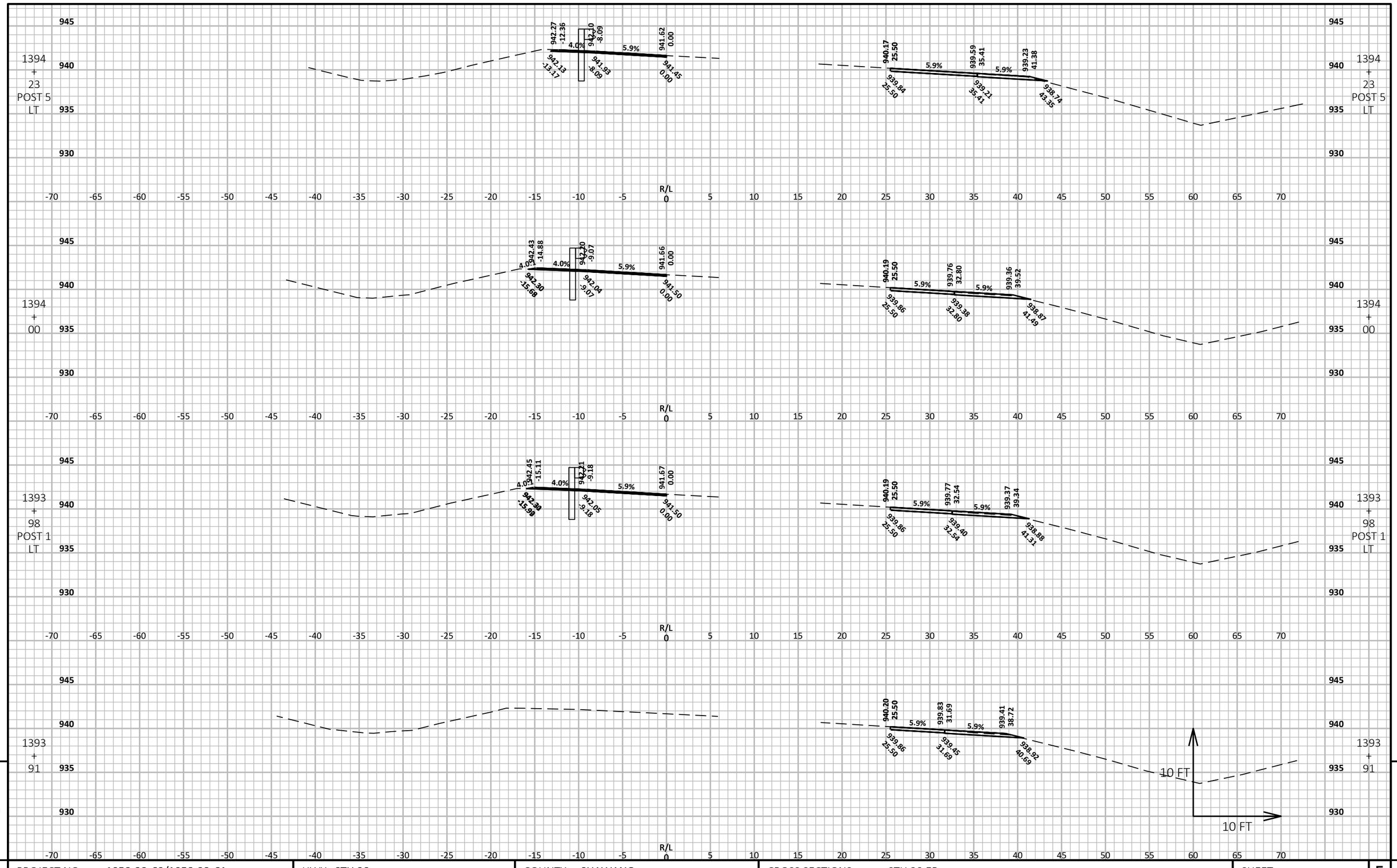
PLOT DATE : 8/26/2024 9:51 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

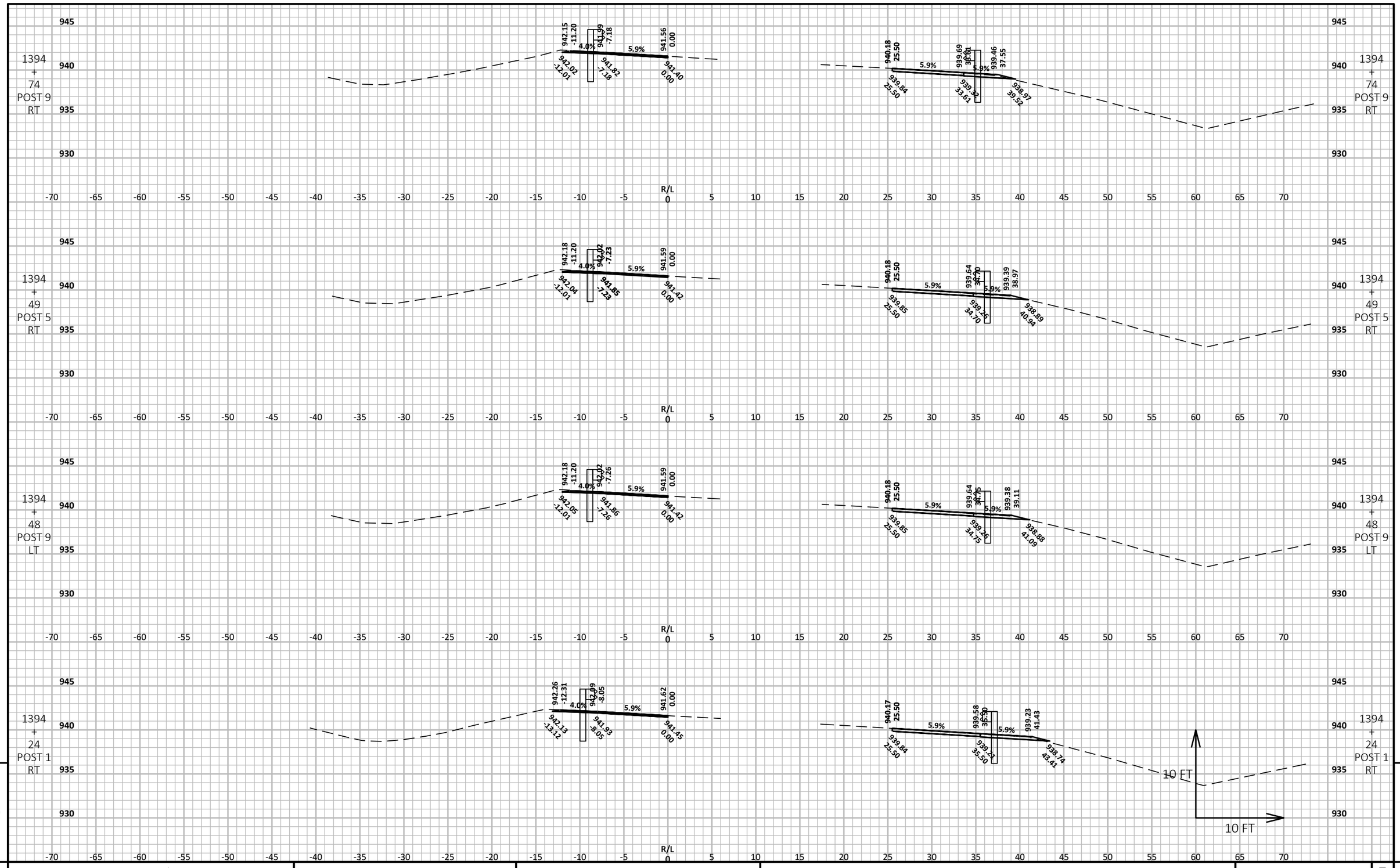


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 329	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090231-xs

PLOT DATE : 8/26/2024 9:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 330	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090232-xs

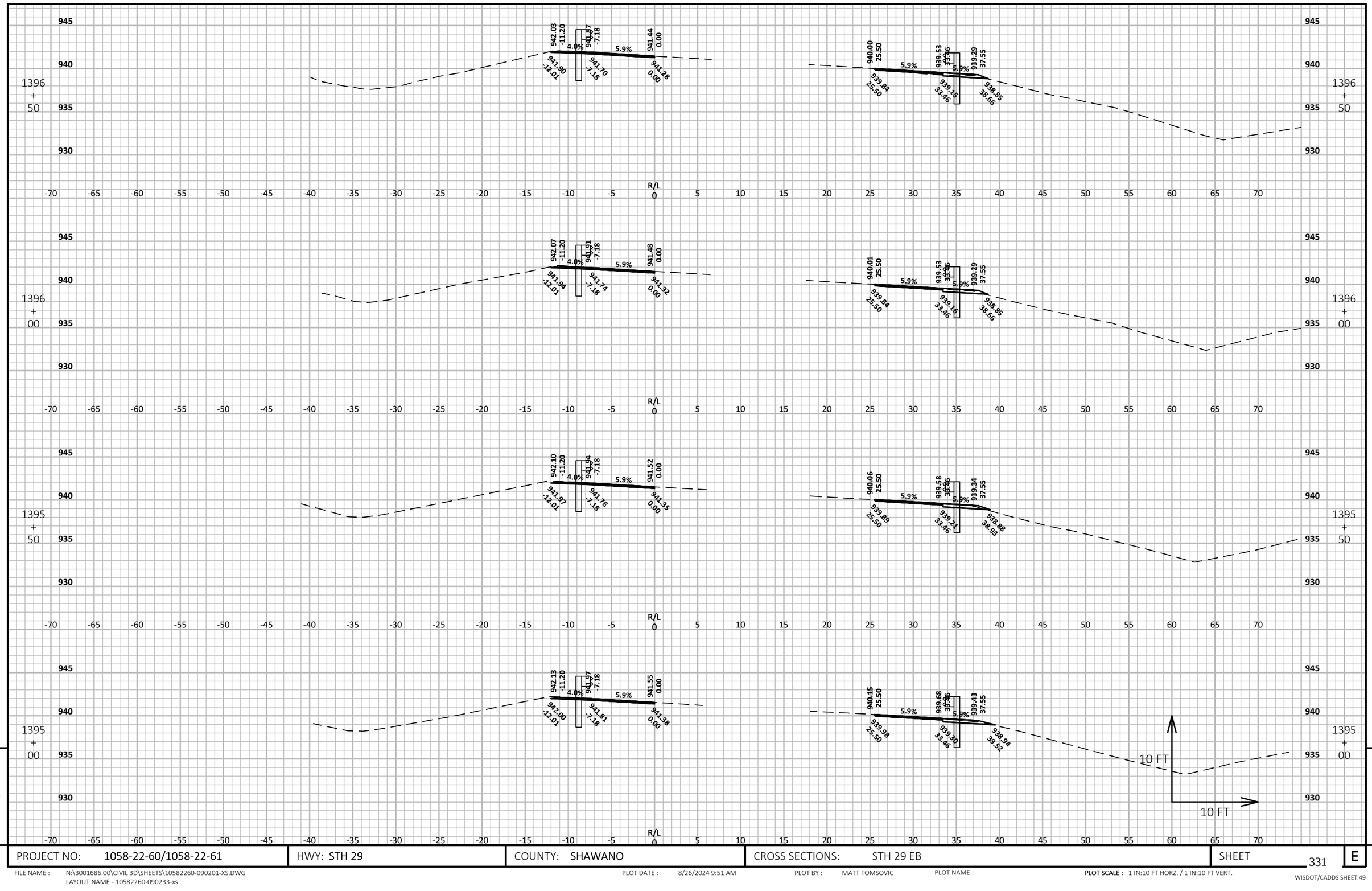
PLOT DATE : 8/26/2024 9:51 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 331	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090233-xs

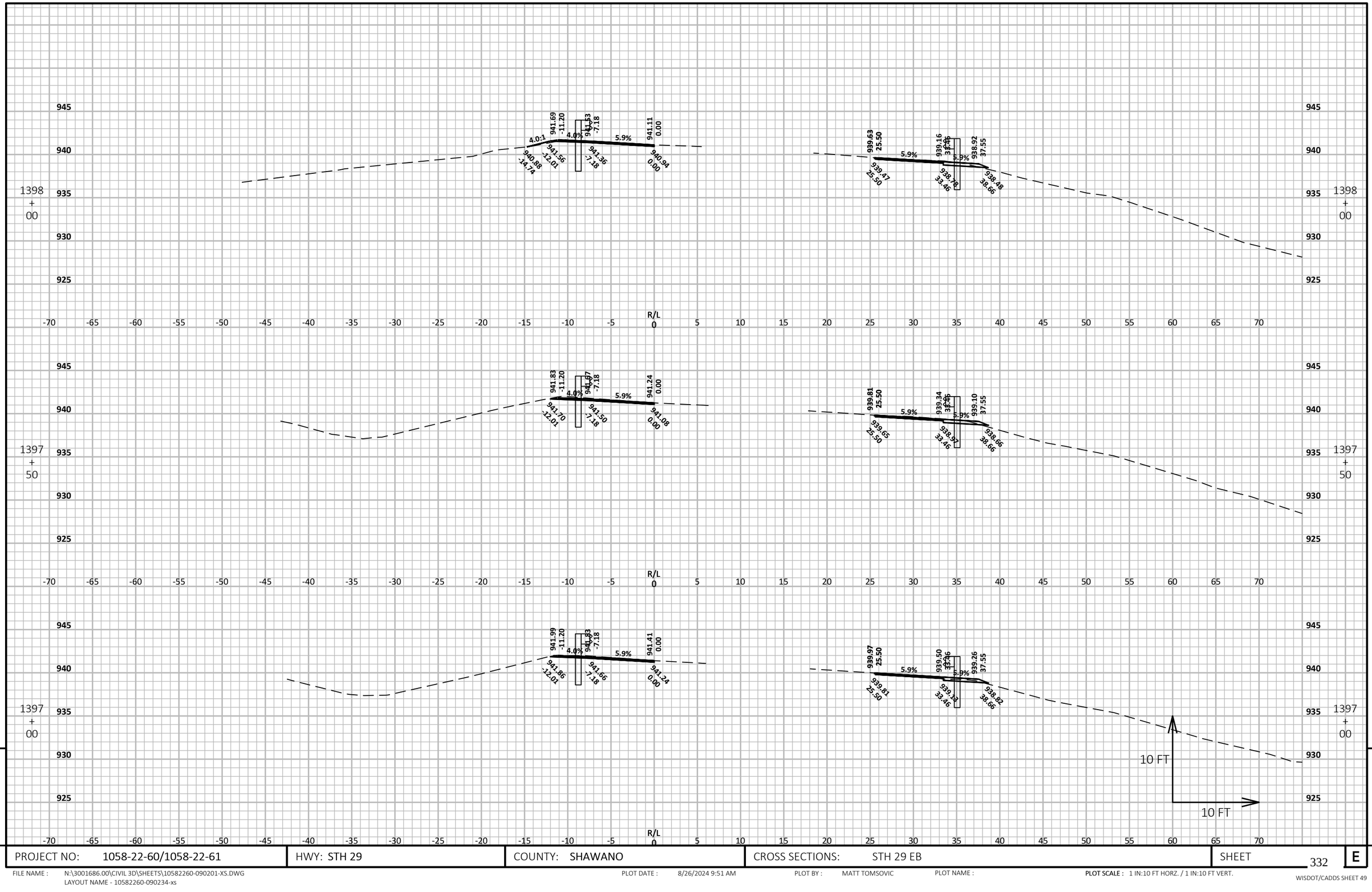
PLOT DATE : 8/26/2024 9:51 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

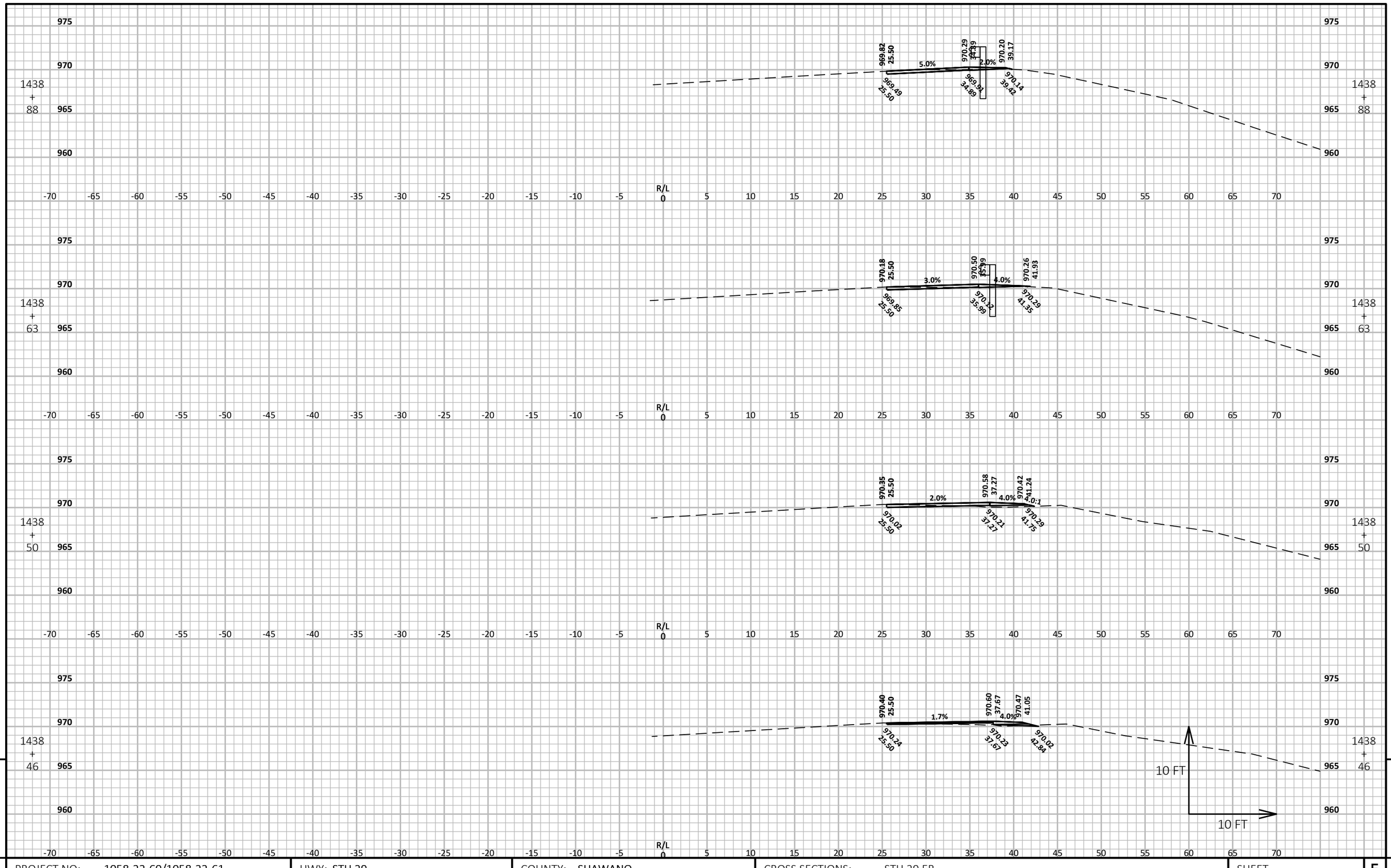
WISDOT/CADDS SHEET 49



9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 332 E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090234-xs
PLOT DATE : 8/26/2024 9:51 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

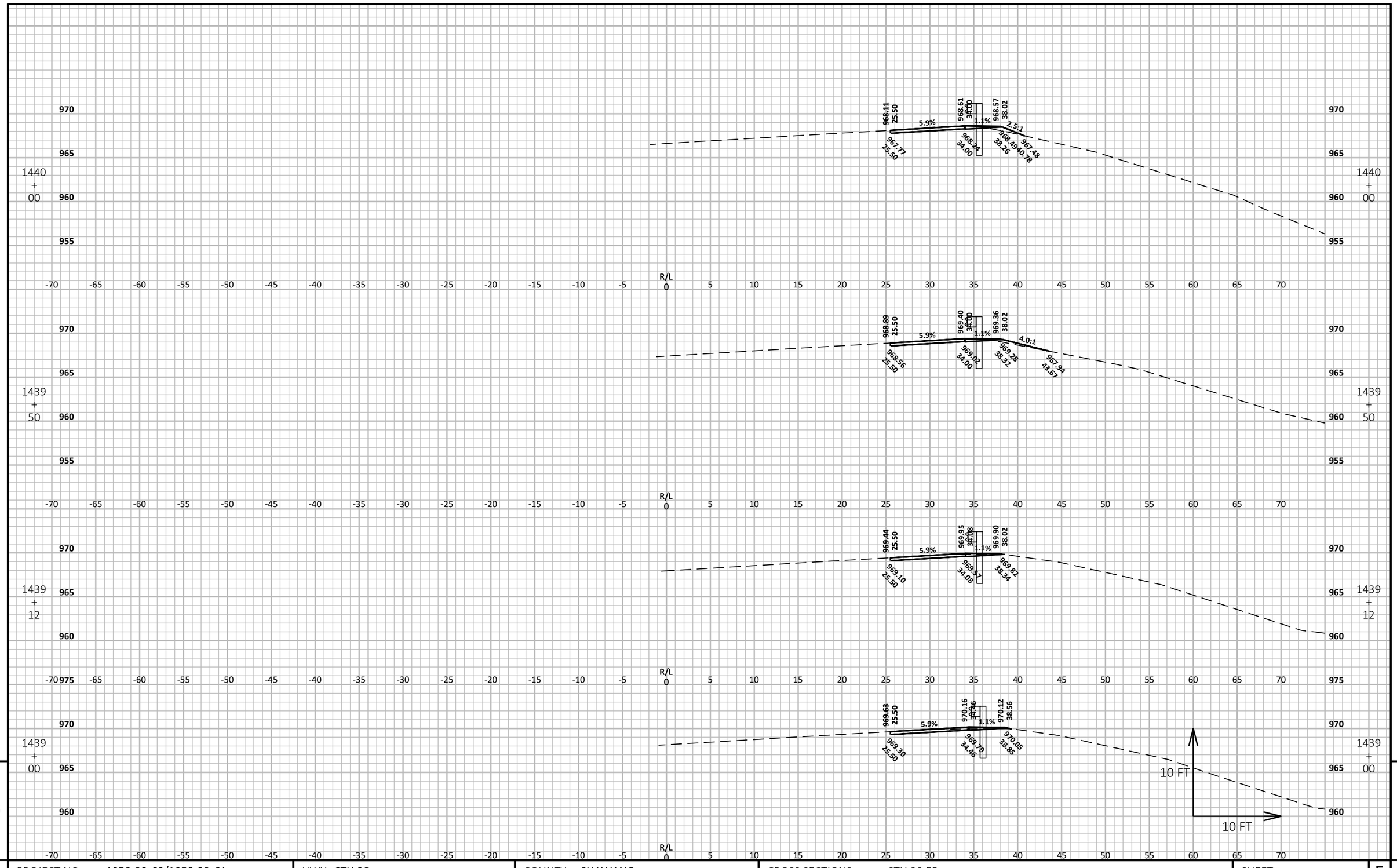
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 333	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090241-xs

PLOT DATE : 8/26/2024 9:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 334	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090242-xs

PLOT DATE : 8/26/2024 9:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 335	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090243-xs

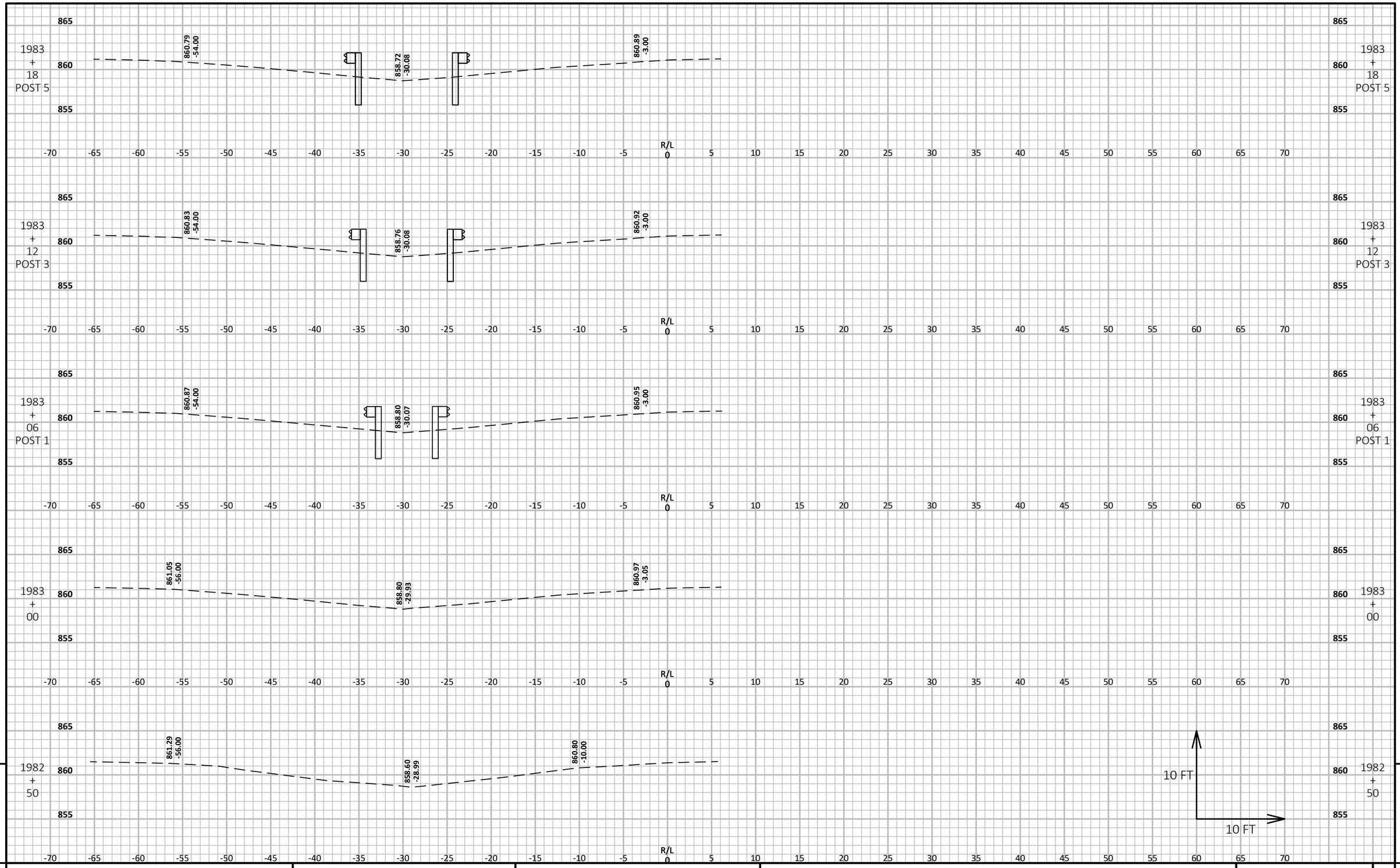
PLOT DATE : 8/26/2024 9:51 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 336	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090281-xs

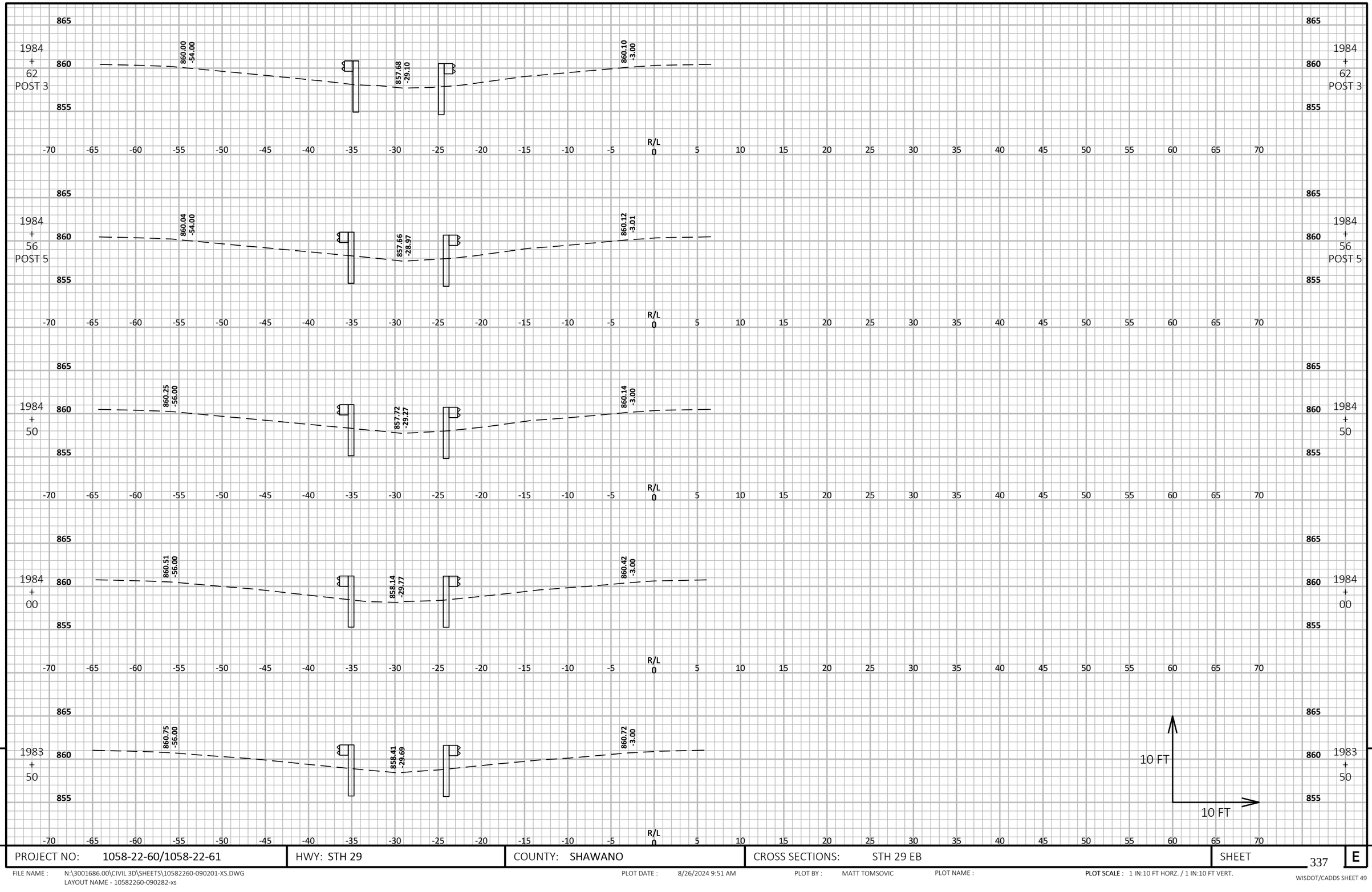
PLOT DATE : 8/26/2024 9:51 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



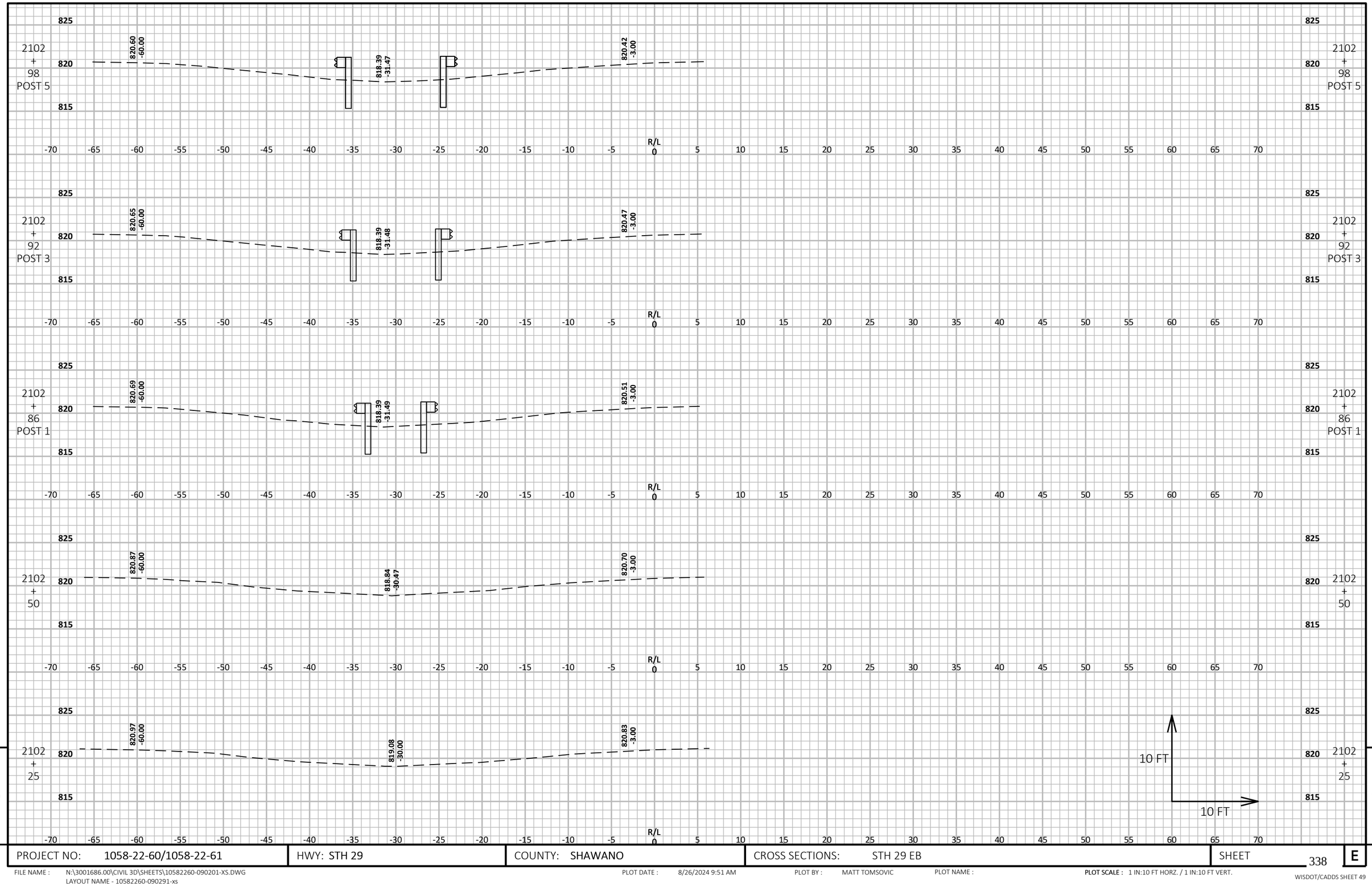
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 337 E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090282-xs

PLOT DATE : 8/26/2024 9:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



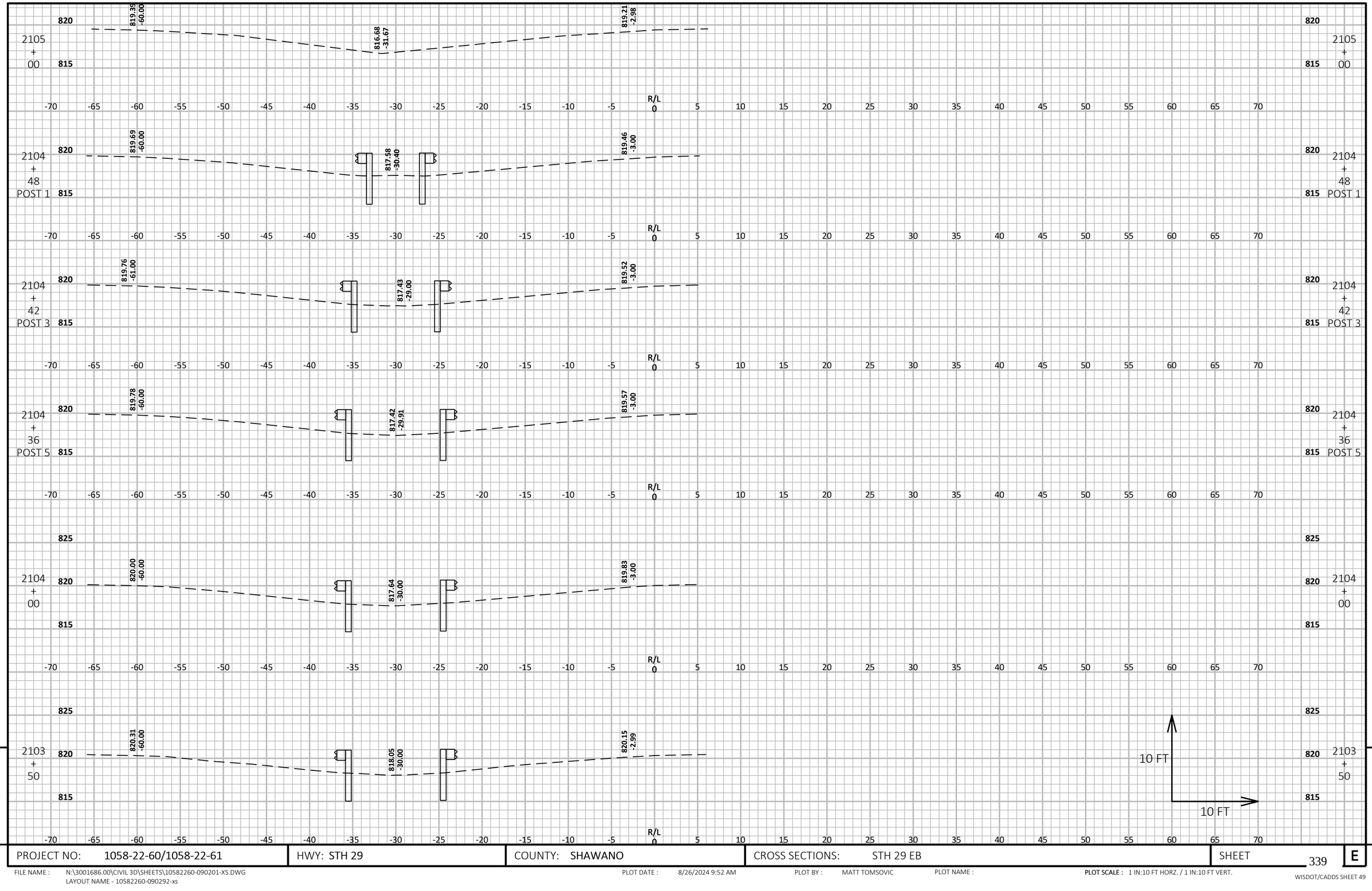
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 338	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090291-xs

PLOT DATE : 8/26/2024 9:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



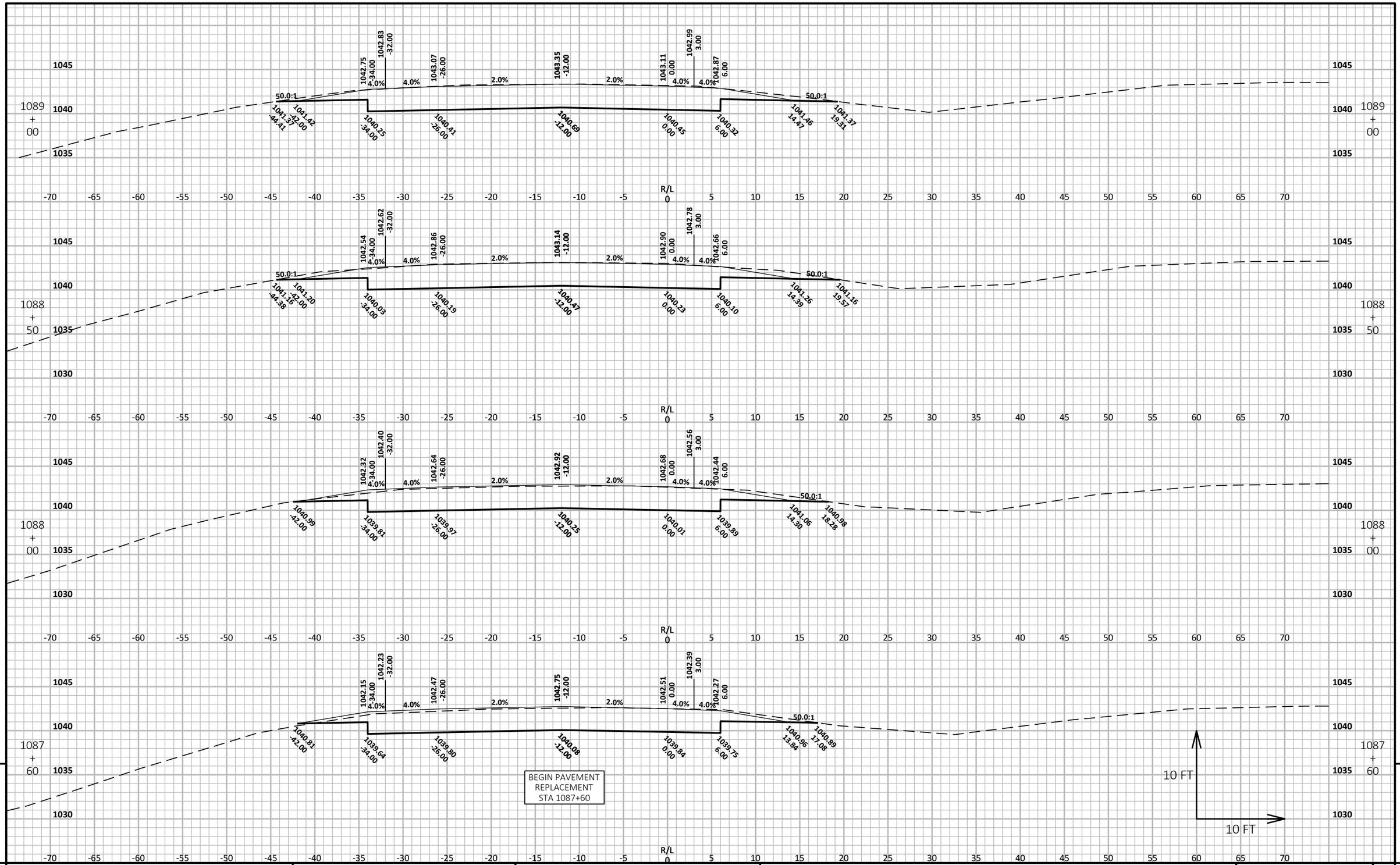
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 EB	SHEET 339 E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090292-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 340	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090311-xs

PLOT DATE : 8/26/2024 9:52 AM

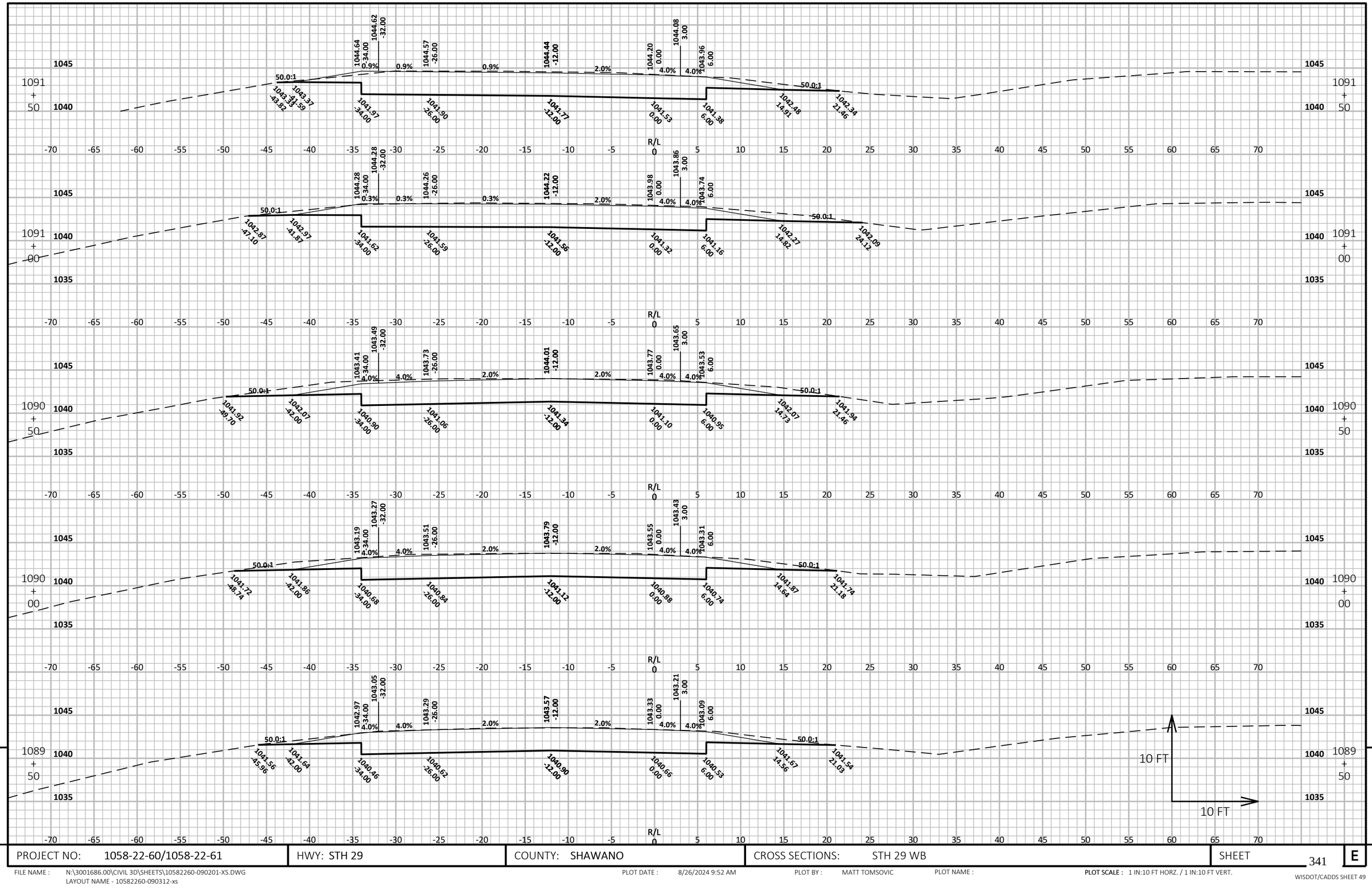
PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 341 E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090312-xs

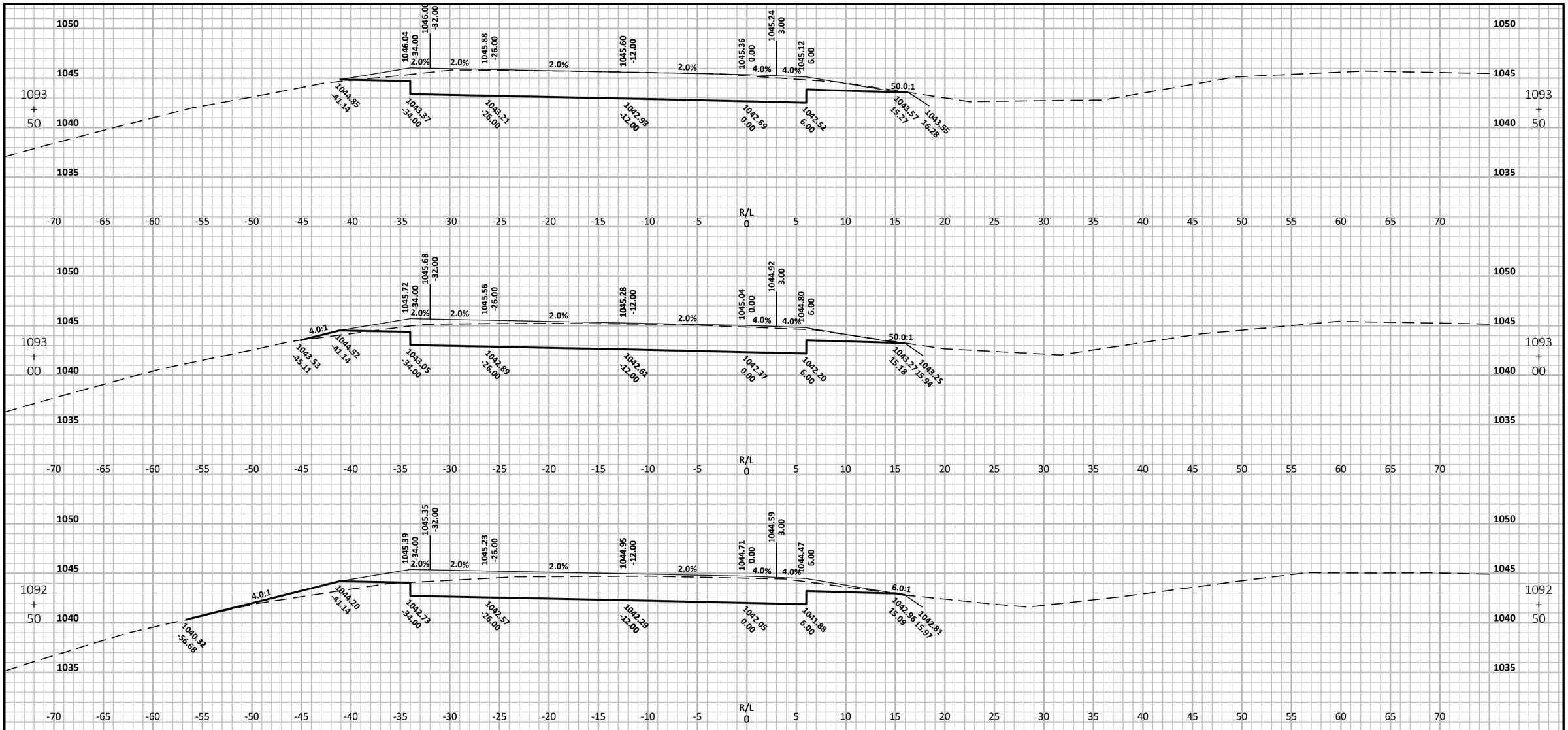
PLOT DATE : 8/26/2024 9:52 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



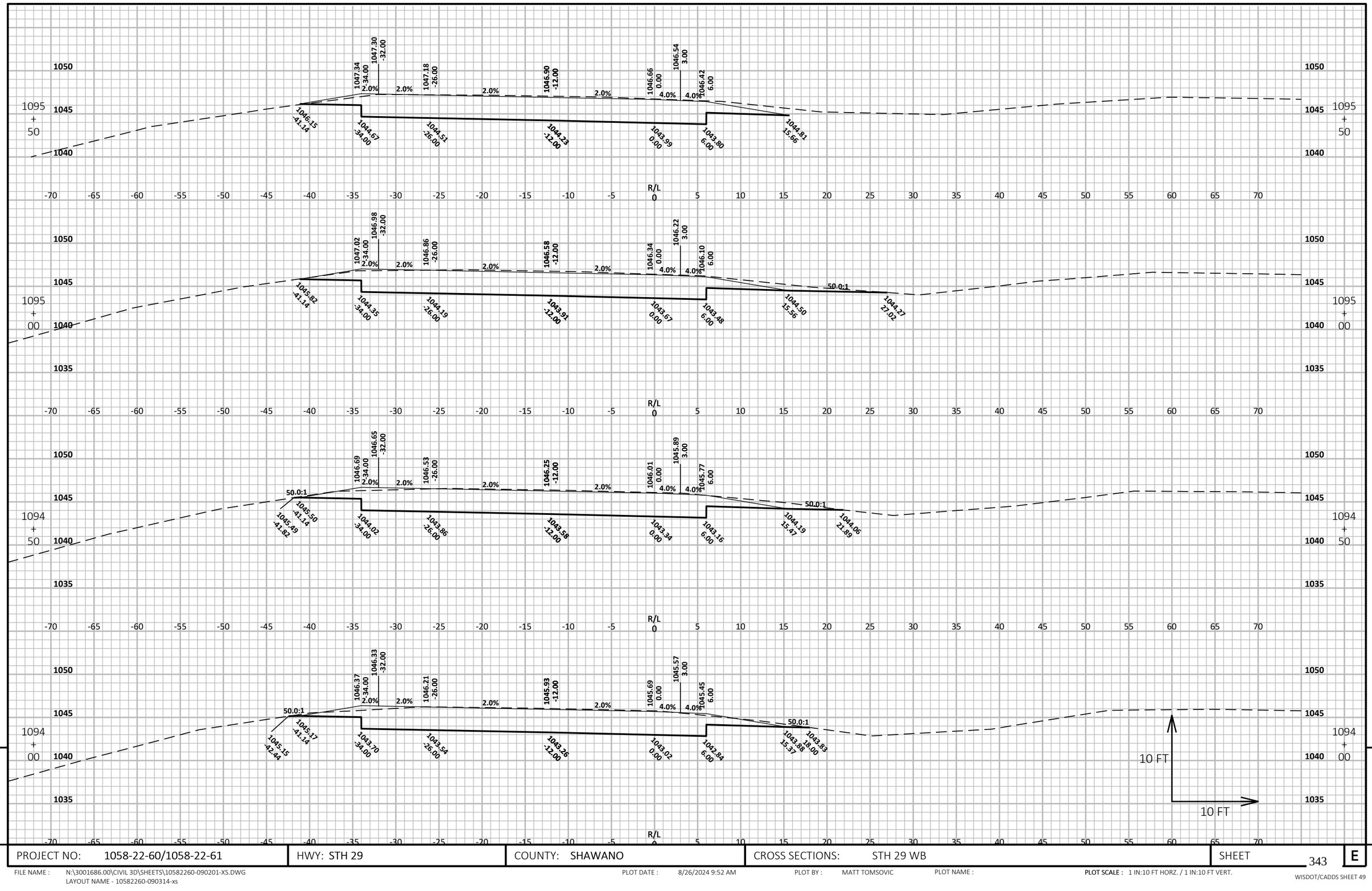
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 342	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090313-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



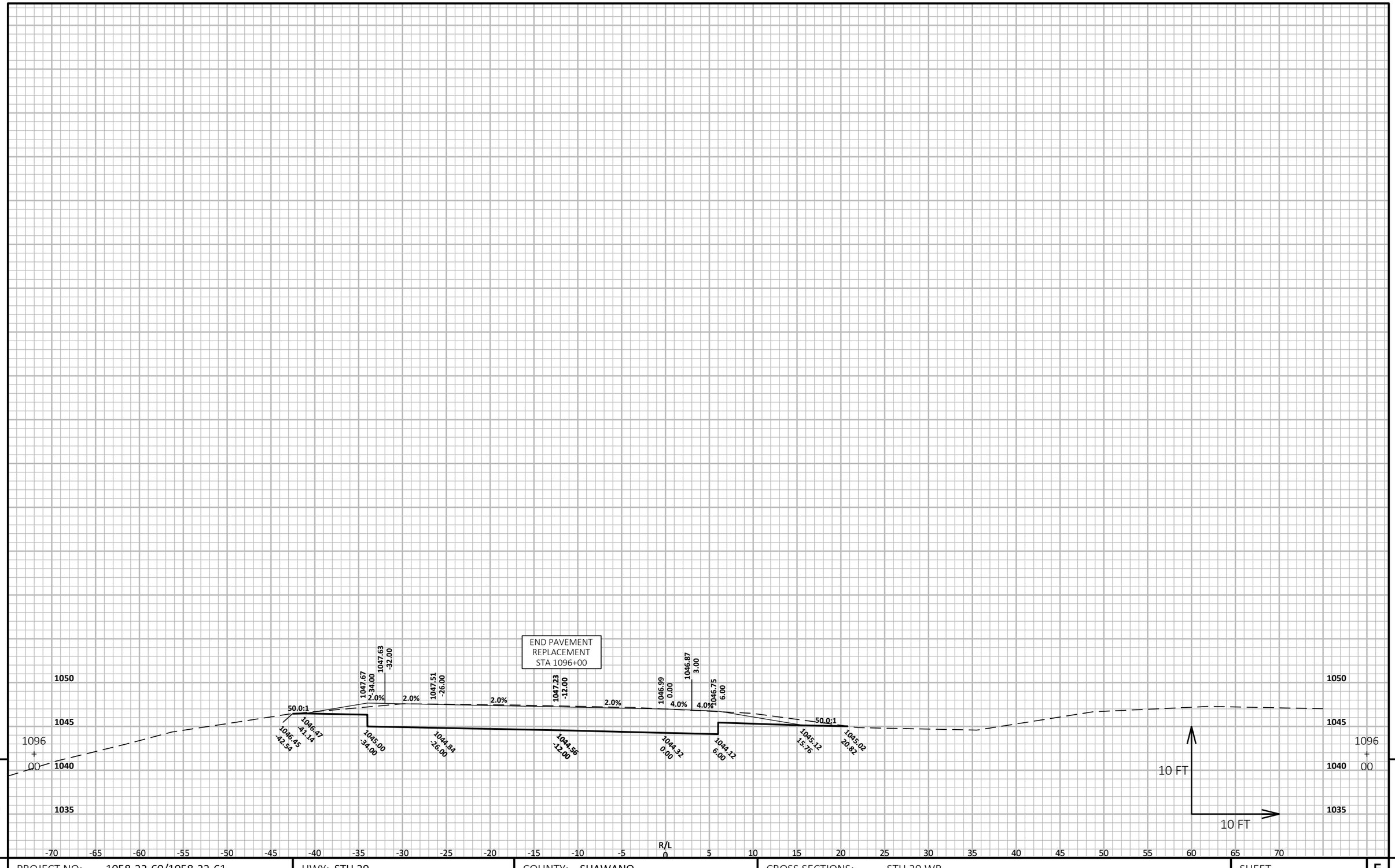
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 343	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090314-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

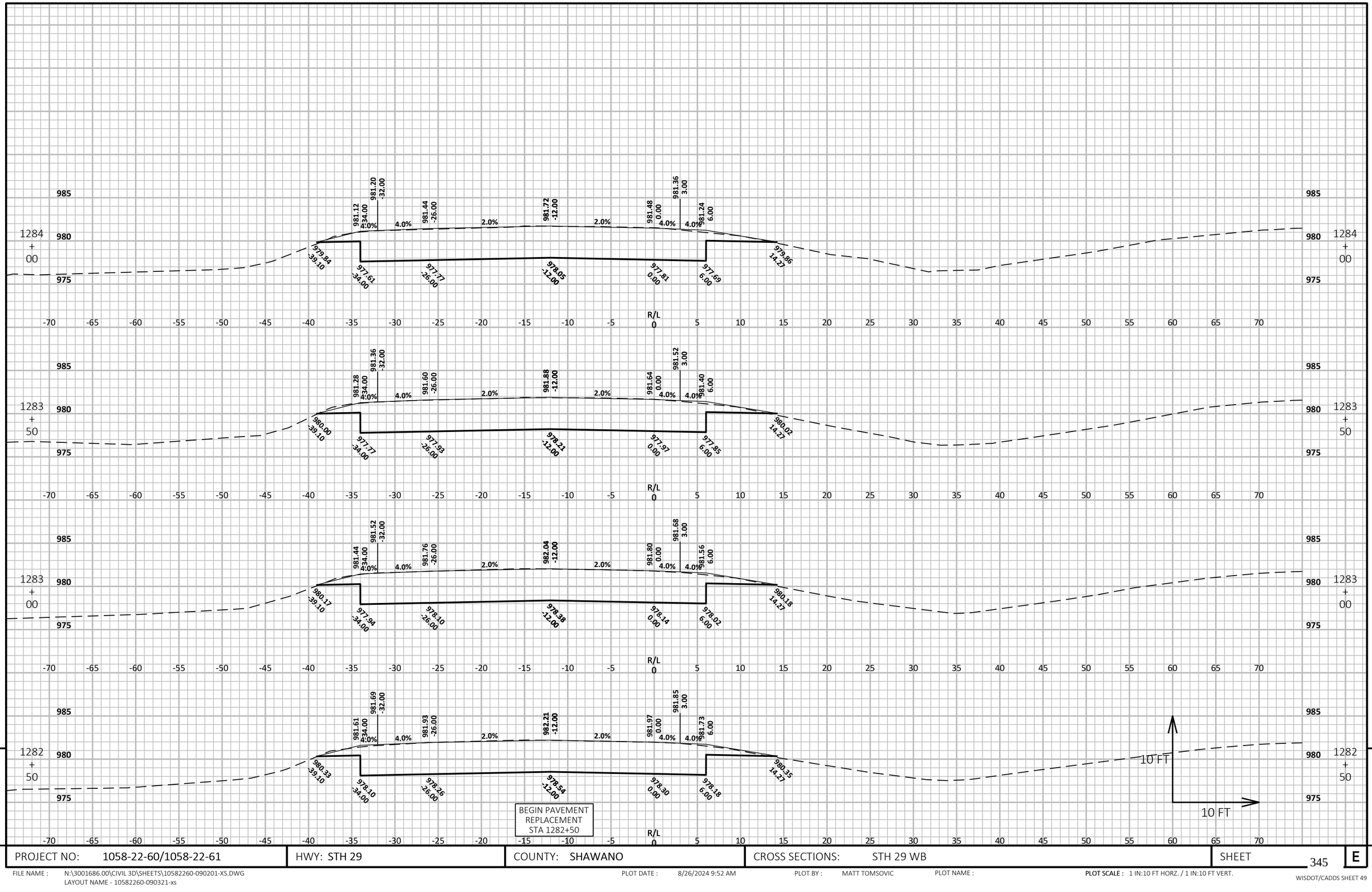
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 344	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090315-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



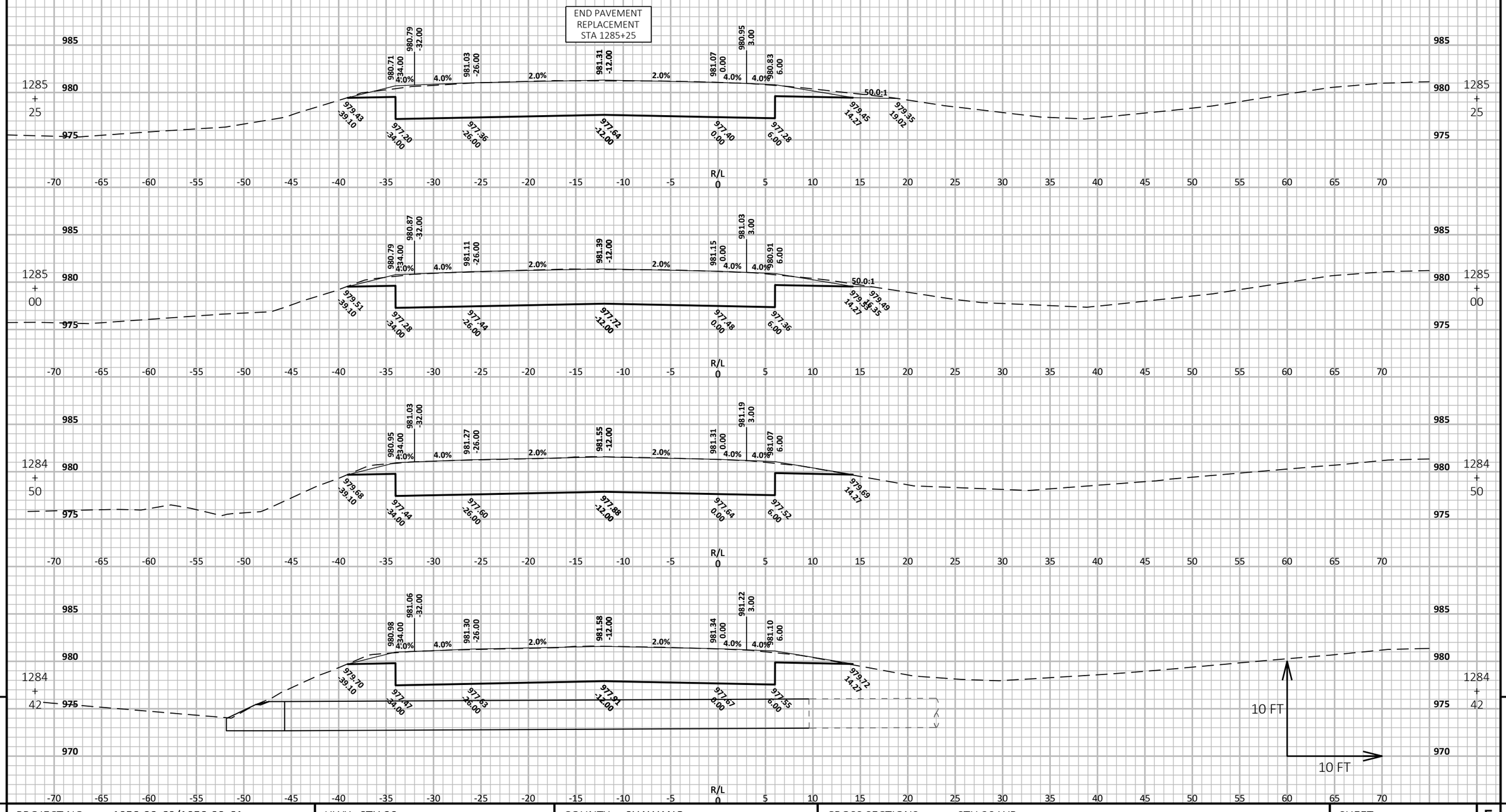
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 345	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090321-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

END PAVEMENT REPLACEMENT STA 1285+25



9

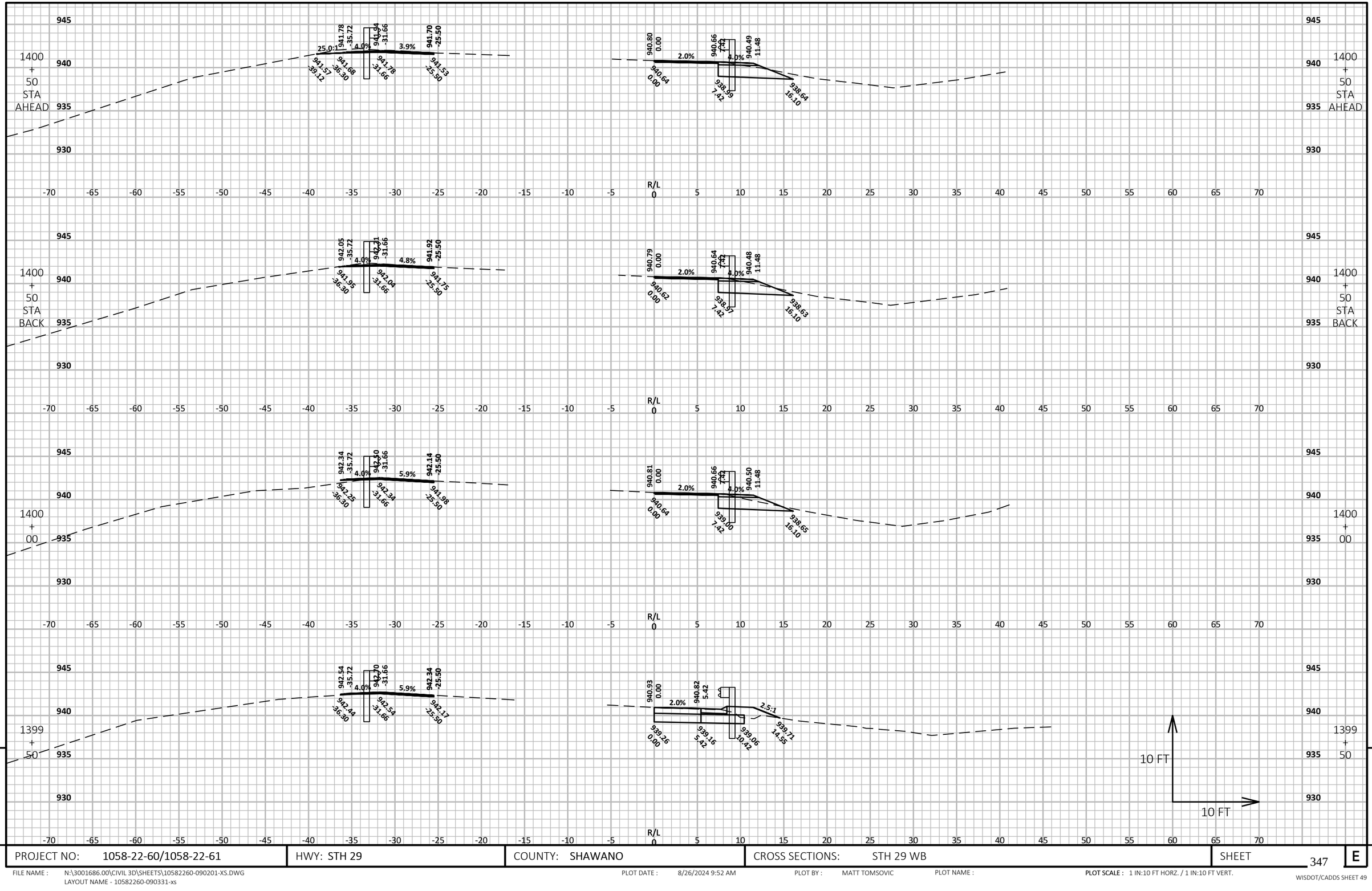
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 346	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090322-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 347	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090331-xs

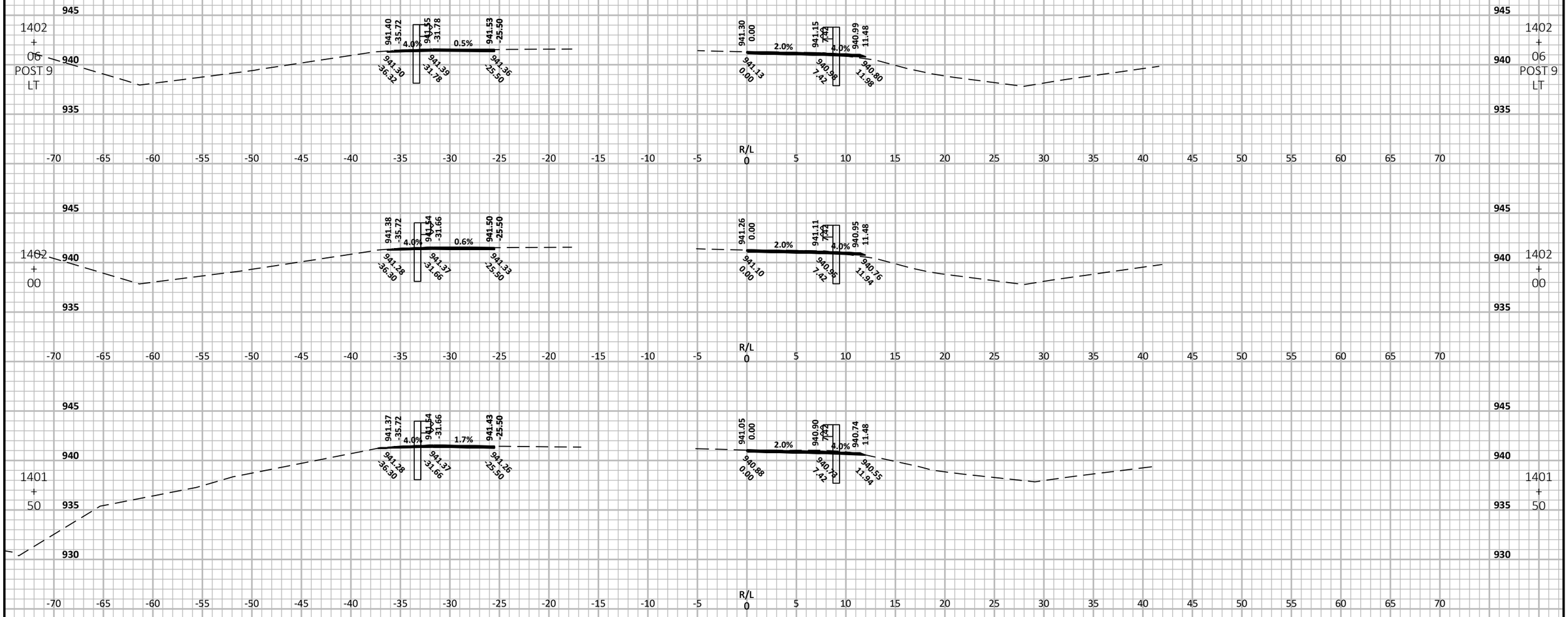
PLOT DATE : 8/26/2024 9:52 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



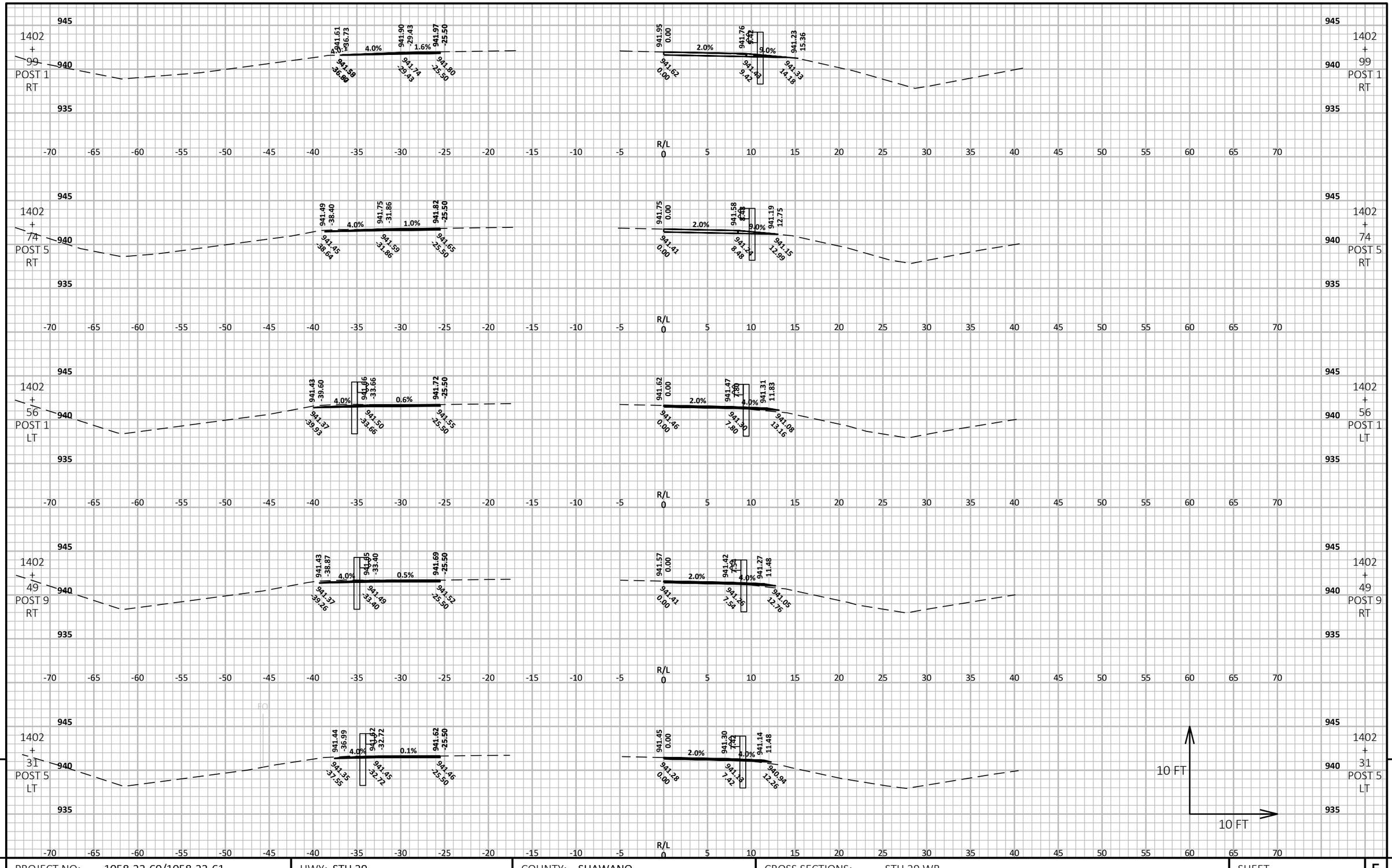
9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 348	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090332-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



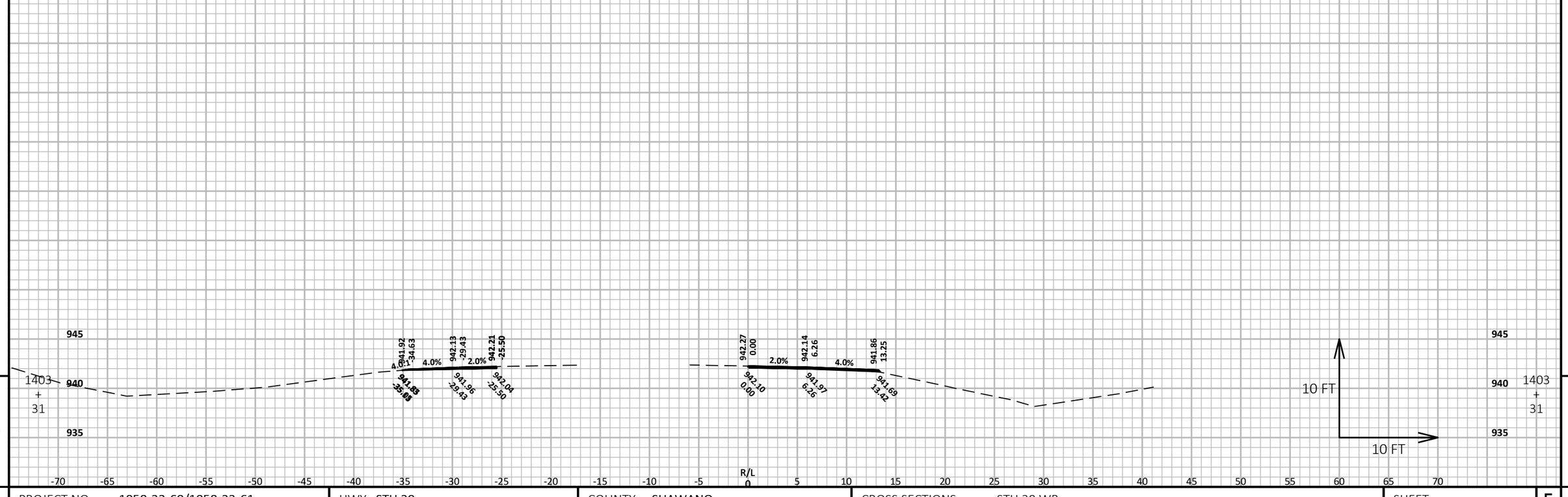
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 349	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090333-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



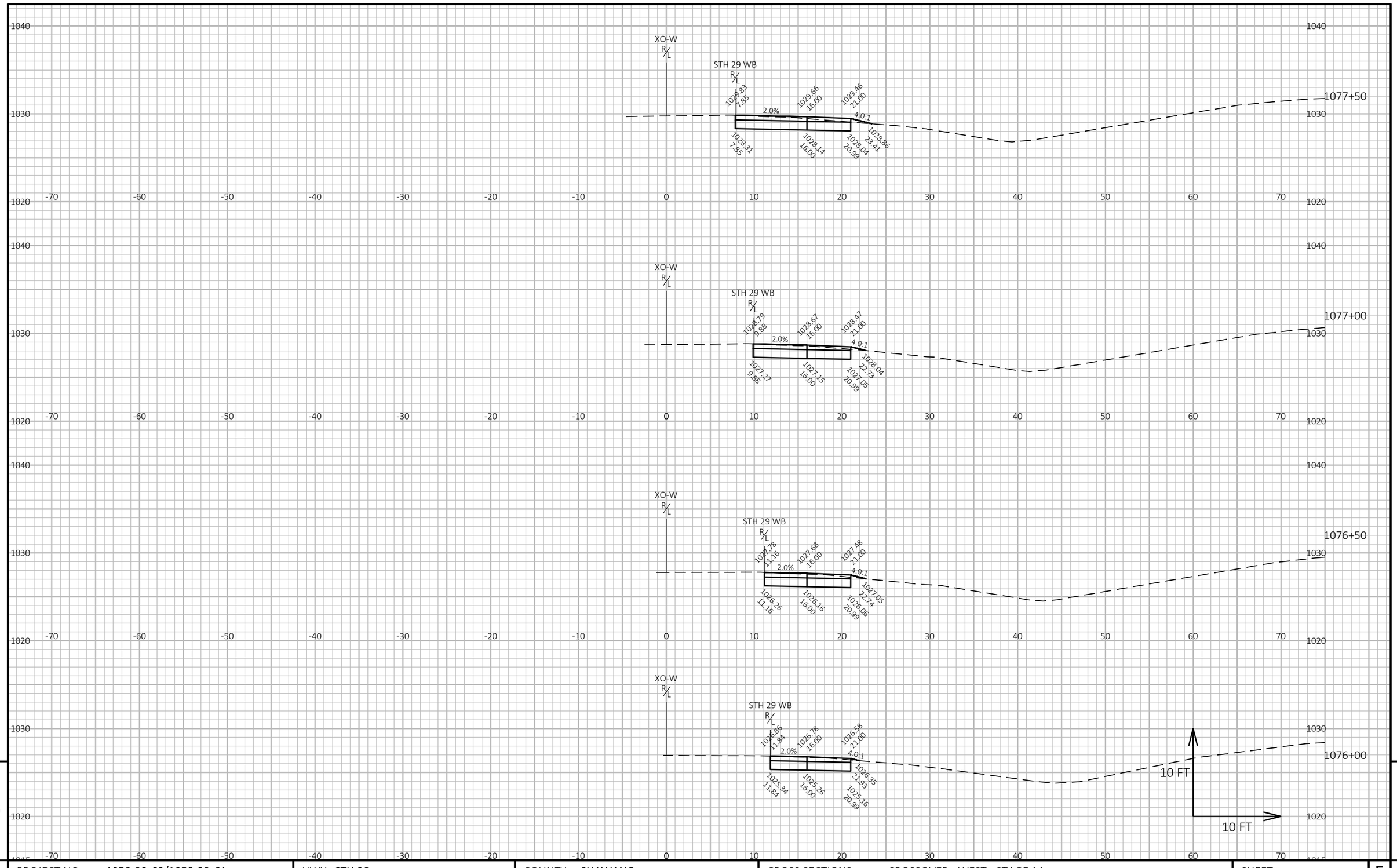
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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: STH 29 WB	SHEET 350	E

FILE NAME : N:\3001686.00\CIVIL 3D\SHEETS\10582260-090201-XS.DWG
LAYOUT NAME - 10582260-090334-xs

PLOT DATE : 8/26/2024 9:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - WEST - STAGE 1A	SHEET 351	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 01

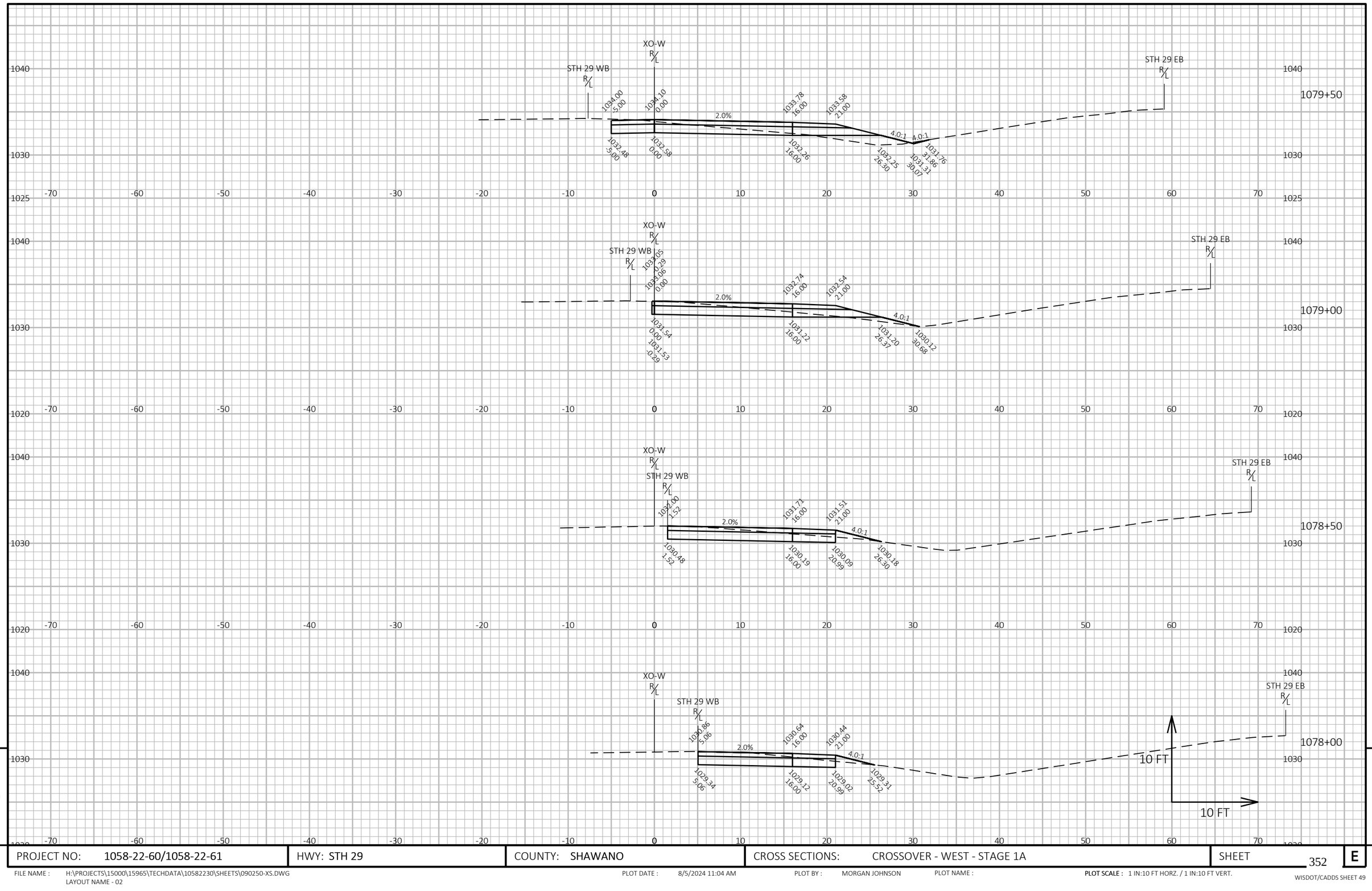
PLOT DATE : 8/5/2024 11:04 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

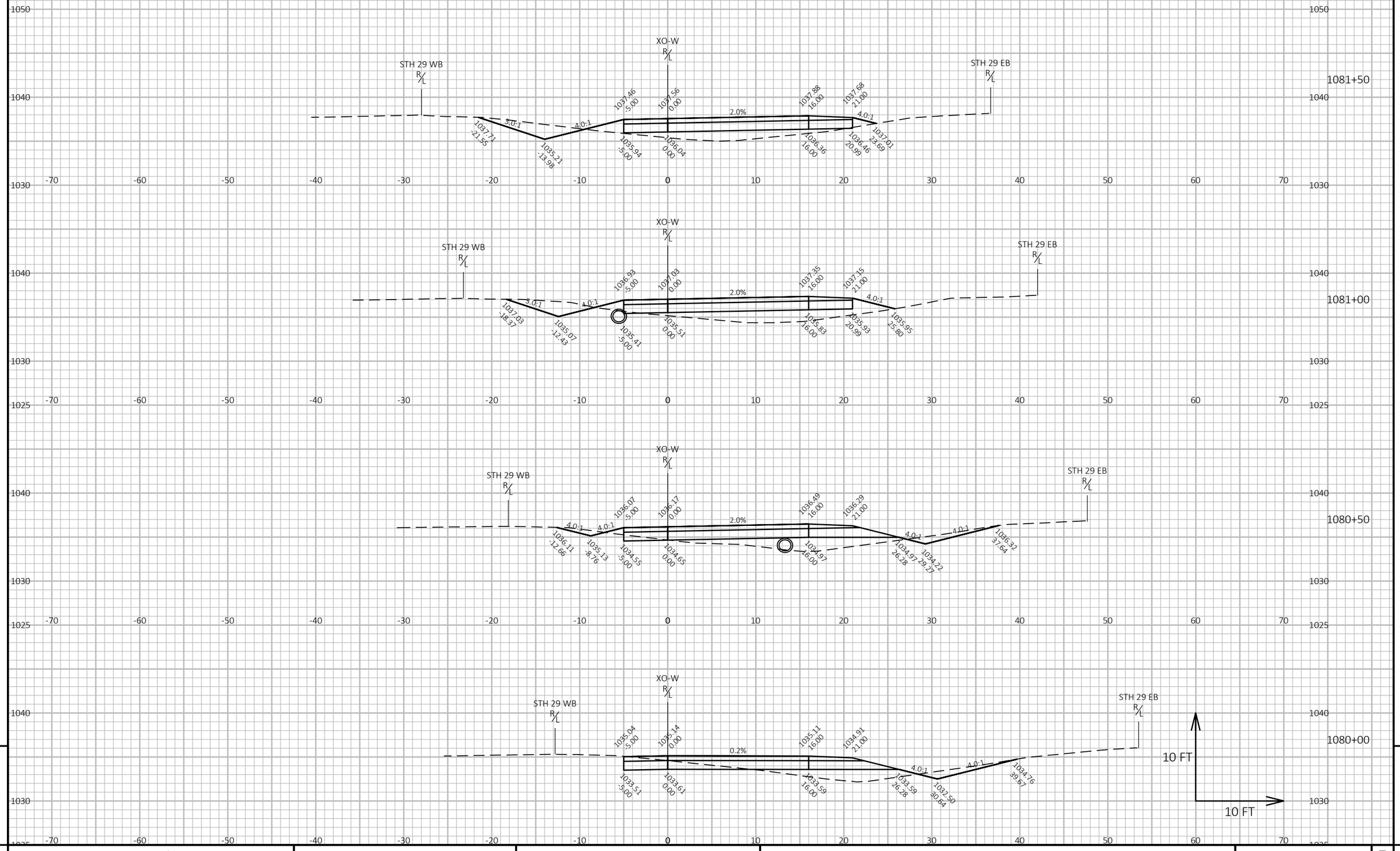


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - WEST - STAGE 1A	SHEET 352	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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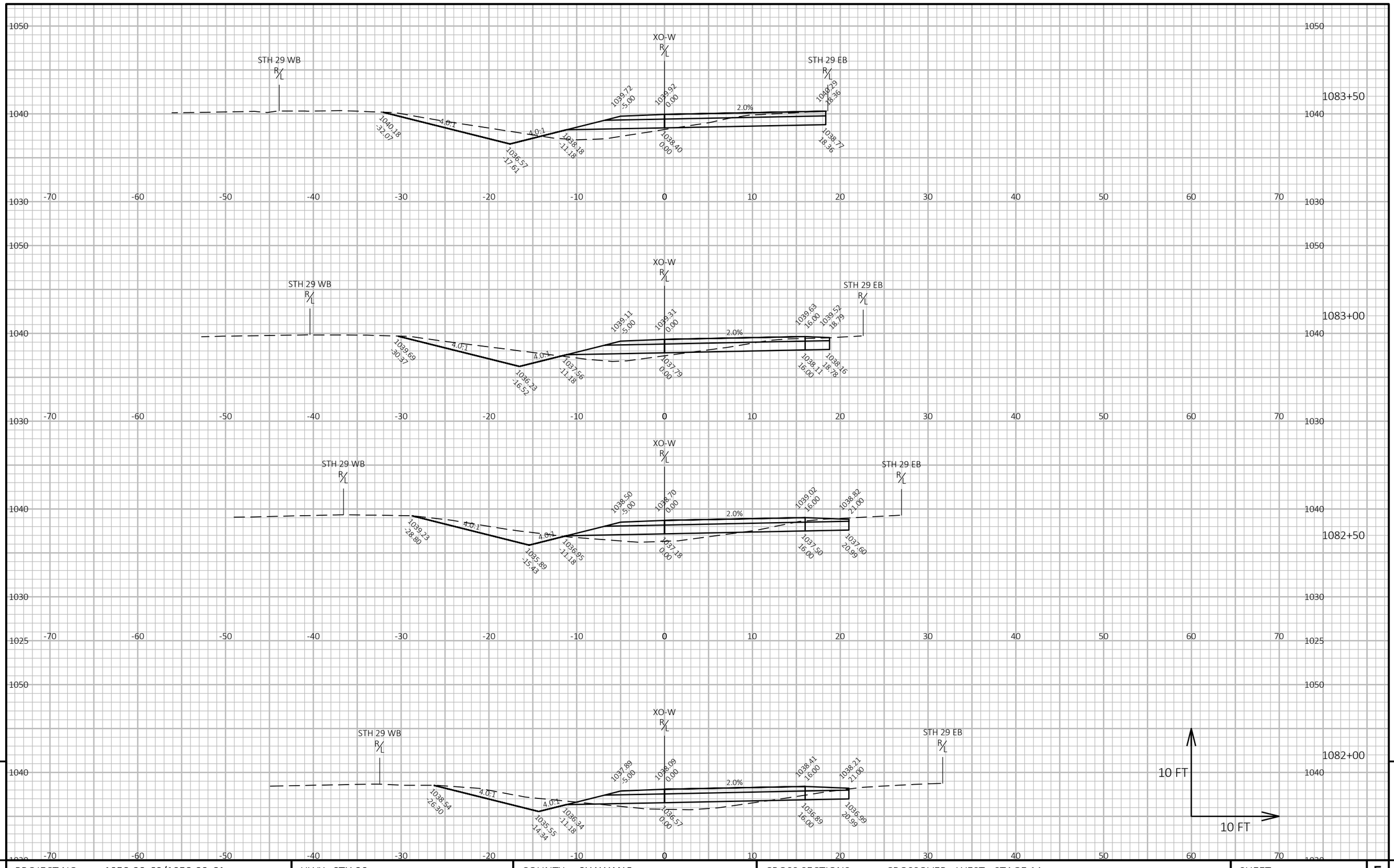
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - WEST - STAGE 1A	SHEET 353	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

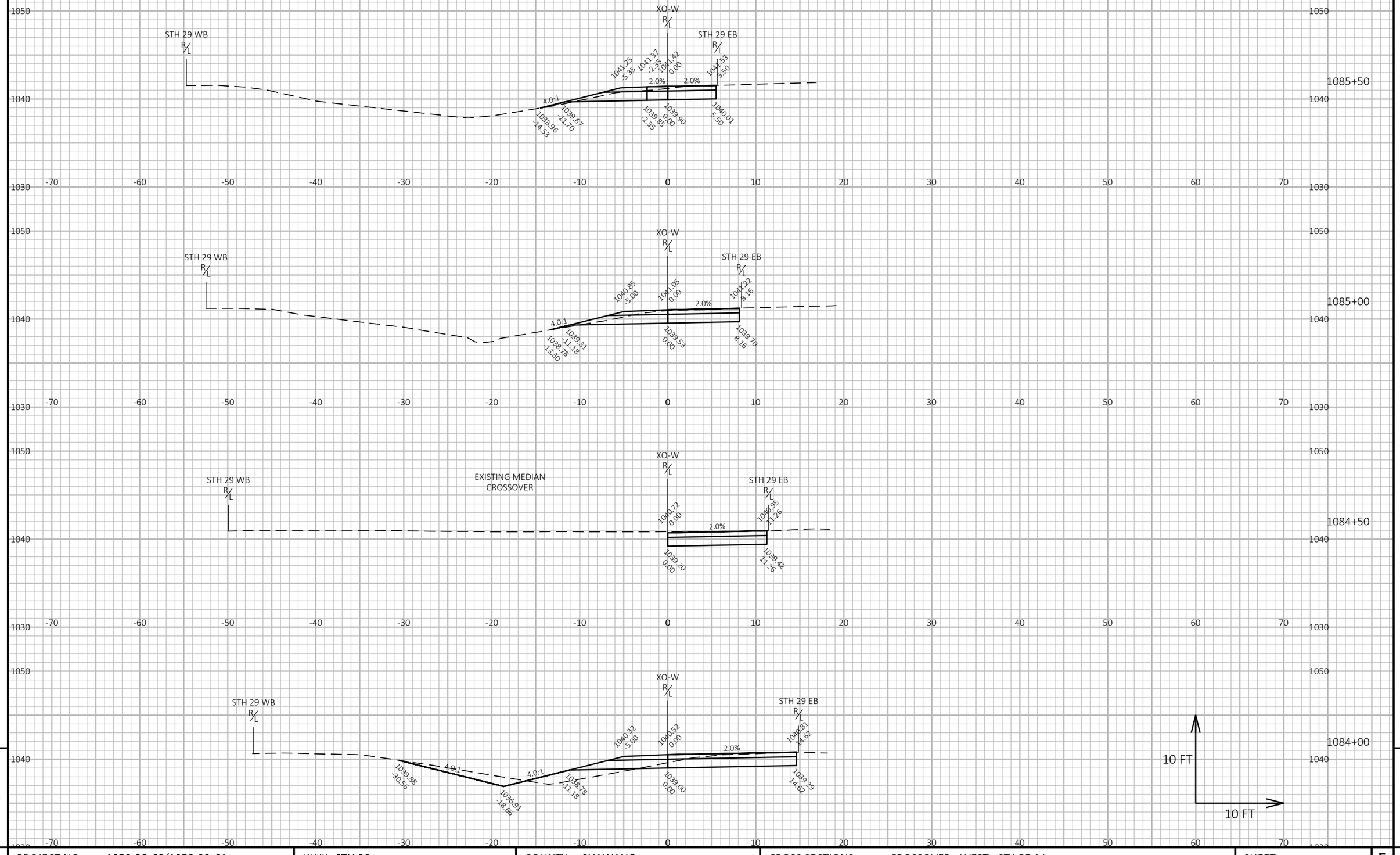
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - WEST - STAGE 1A	SHEET 354	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

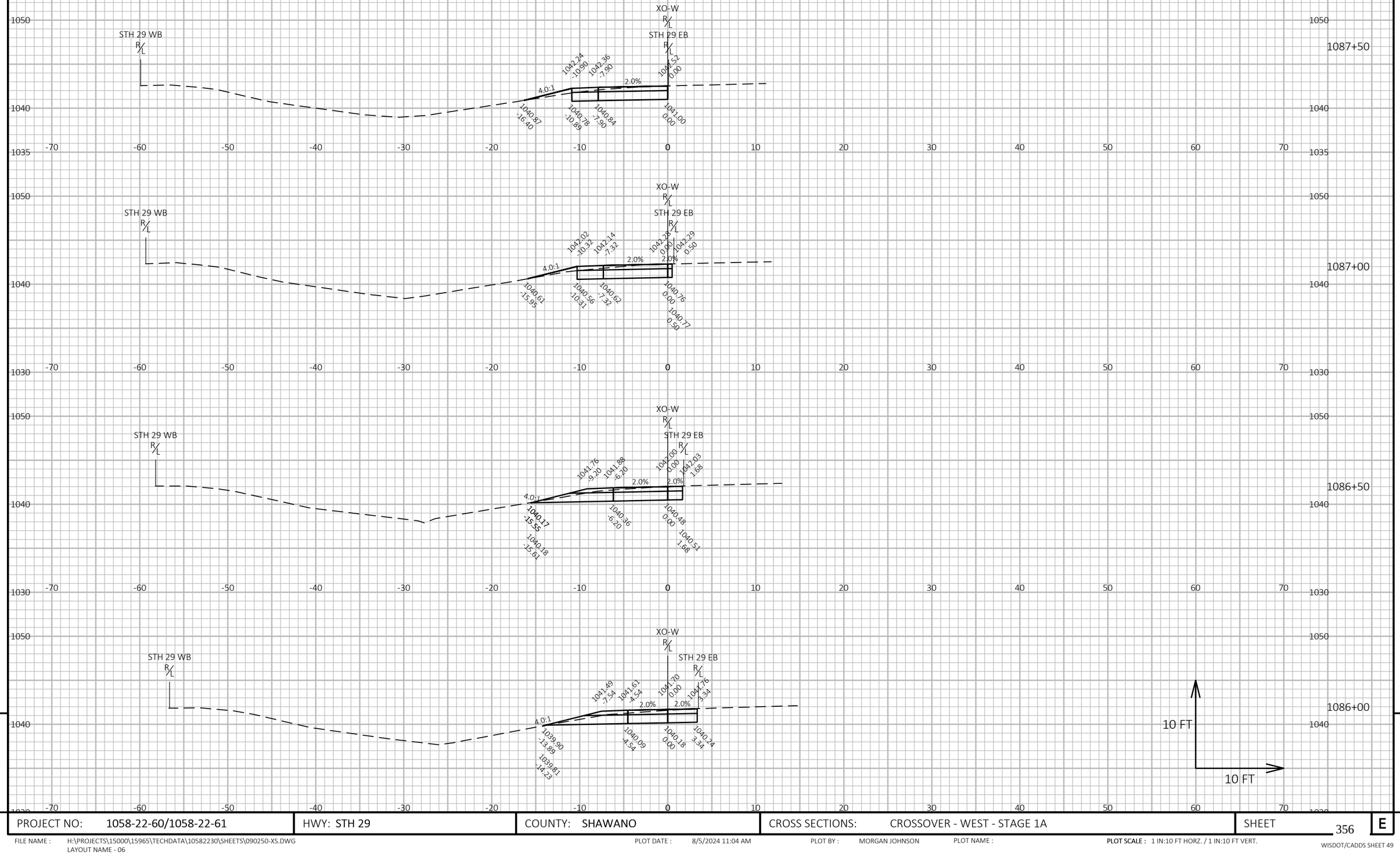


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - WEST - STAGE 1A	SHEET 355	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



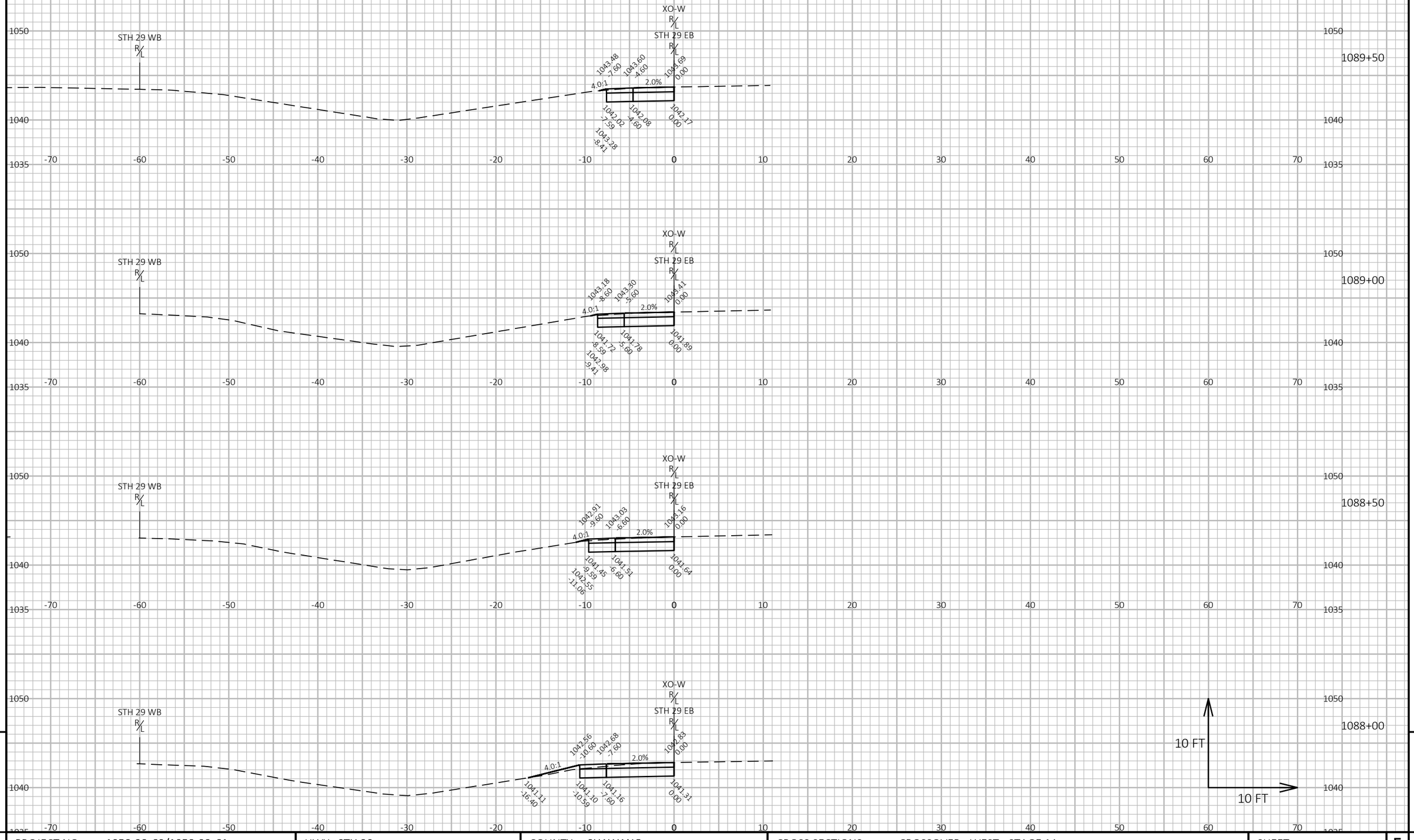
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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - WEST - STAGE 1A	SHEET 356	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - WEST - STAGE 1A	SHEET 357	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 07

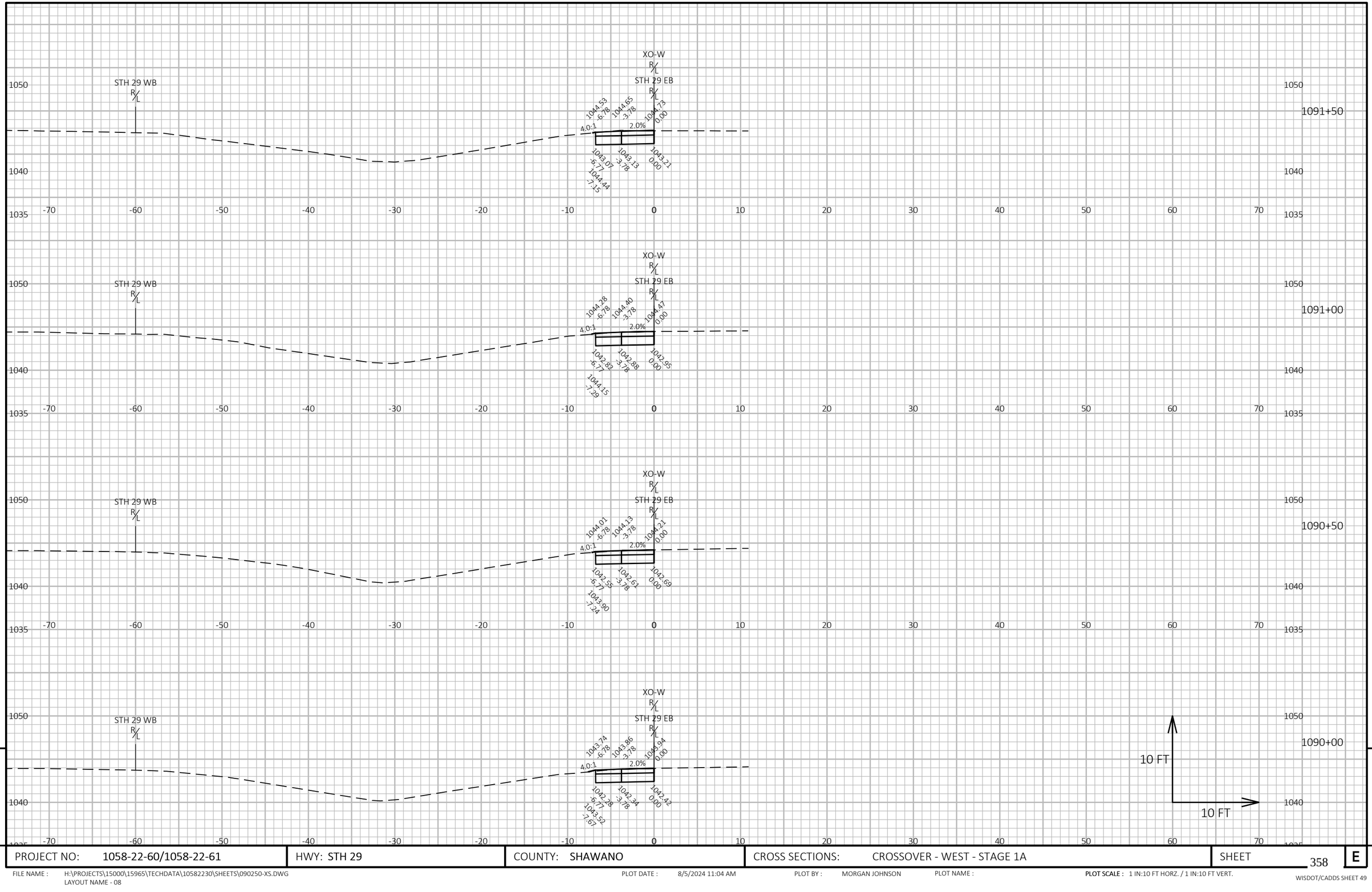
PLOT DATE : 8/5/2024 11:04 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - WEST - STAGE 1A	SHEET 358	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 08

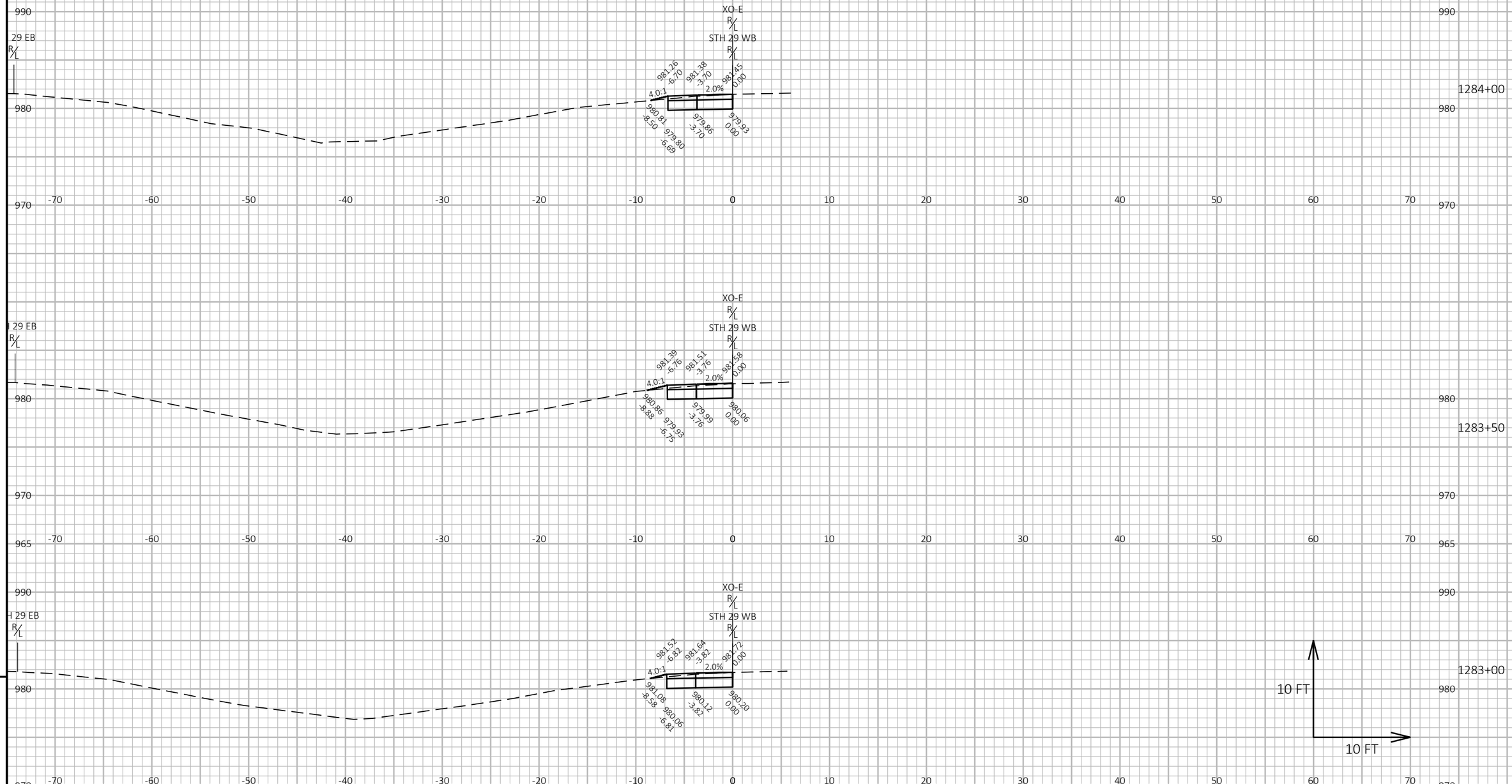
PLOT DATE : 8/5/2024 11:04 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

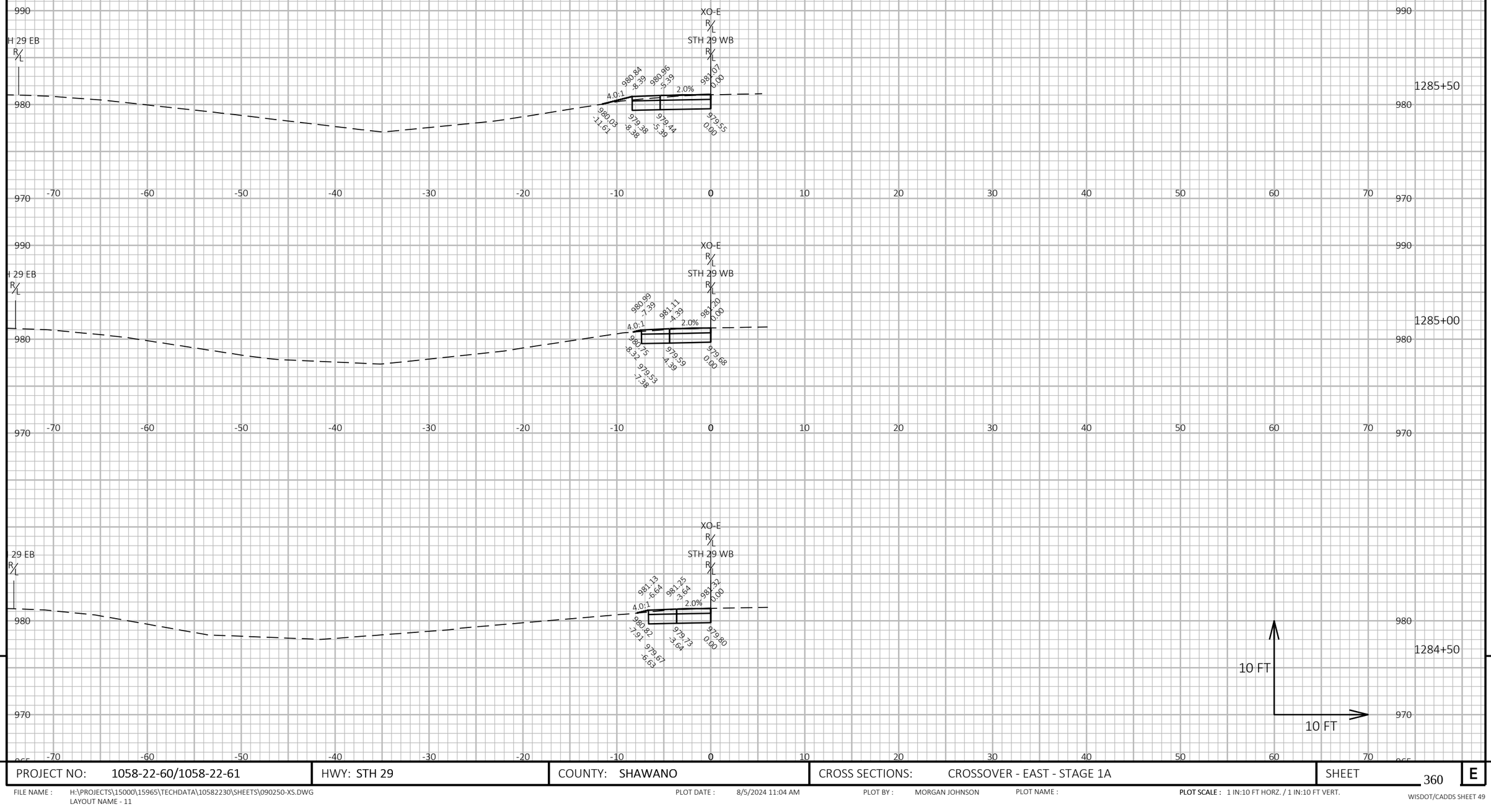
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 359	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

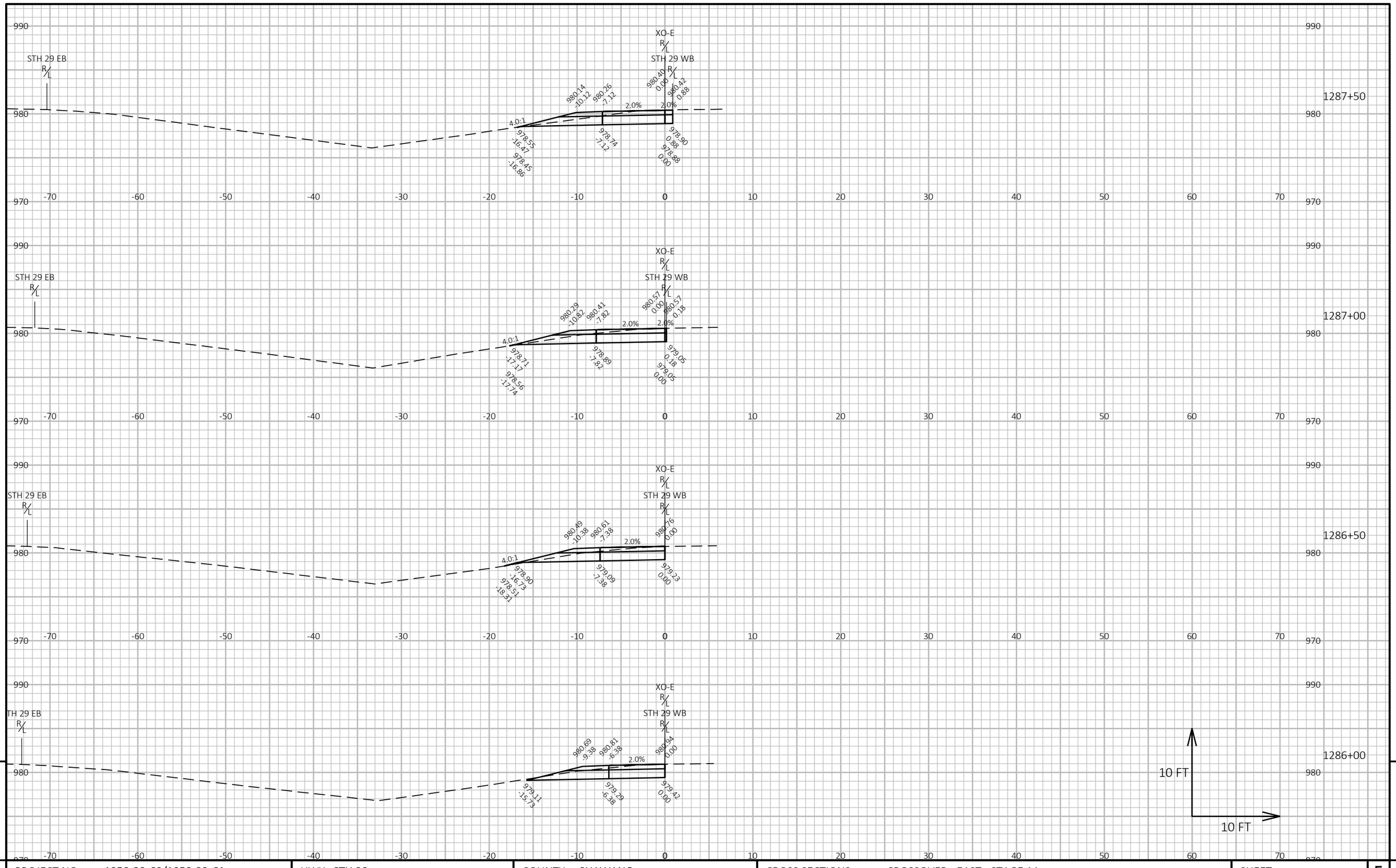
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 360	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 361	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 12

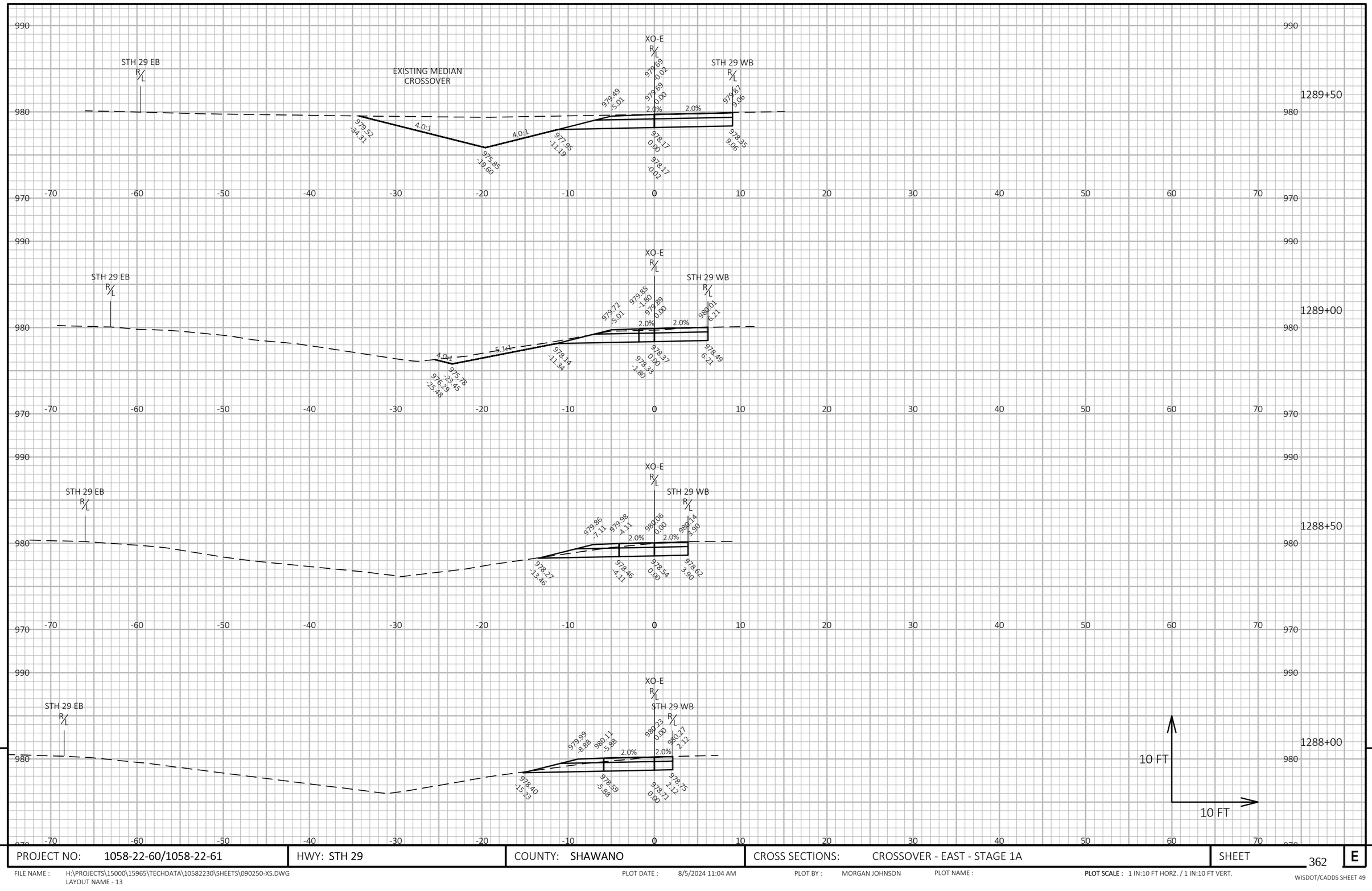
PLOT DATE : 8/5/2024 11:04 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 362	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 13

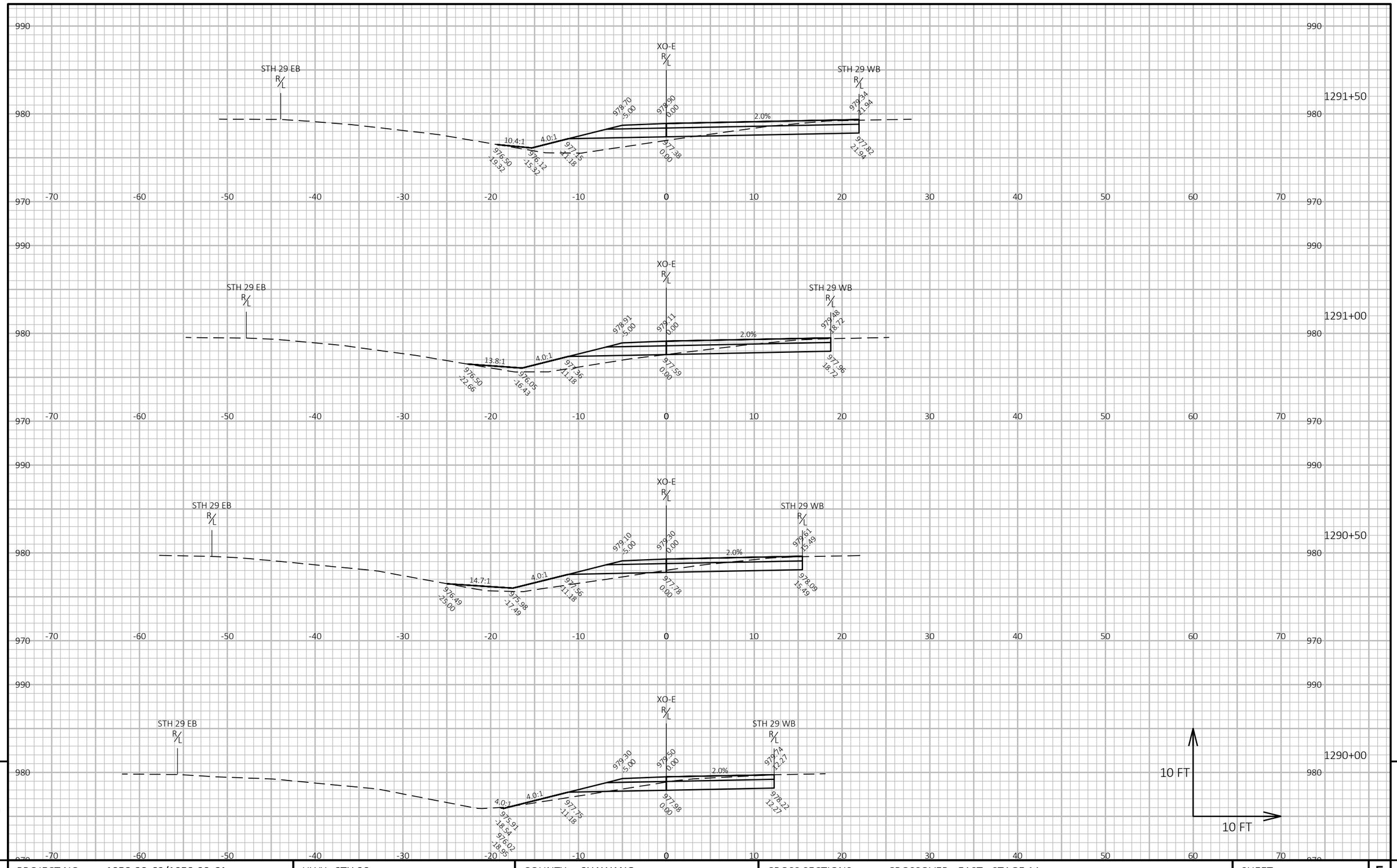
PLOT DATE : 8/5/2024 11:04 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

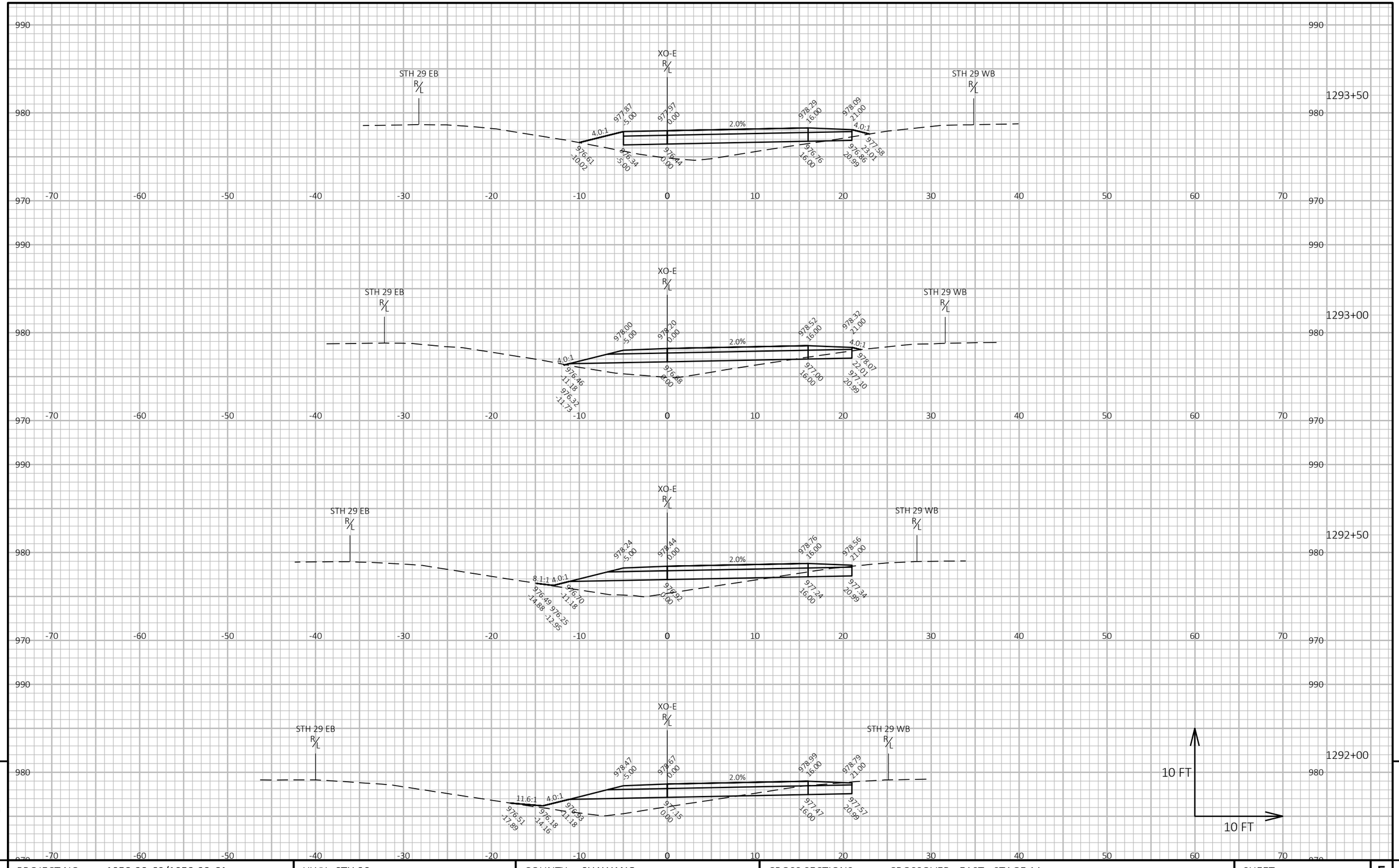


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 363	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

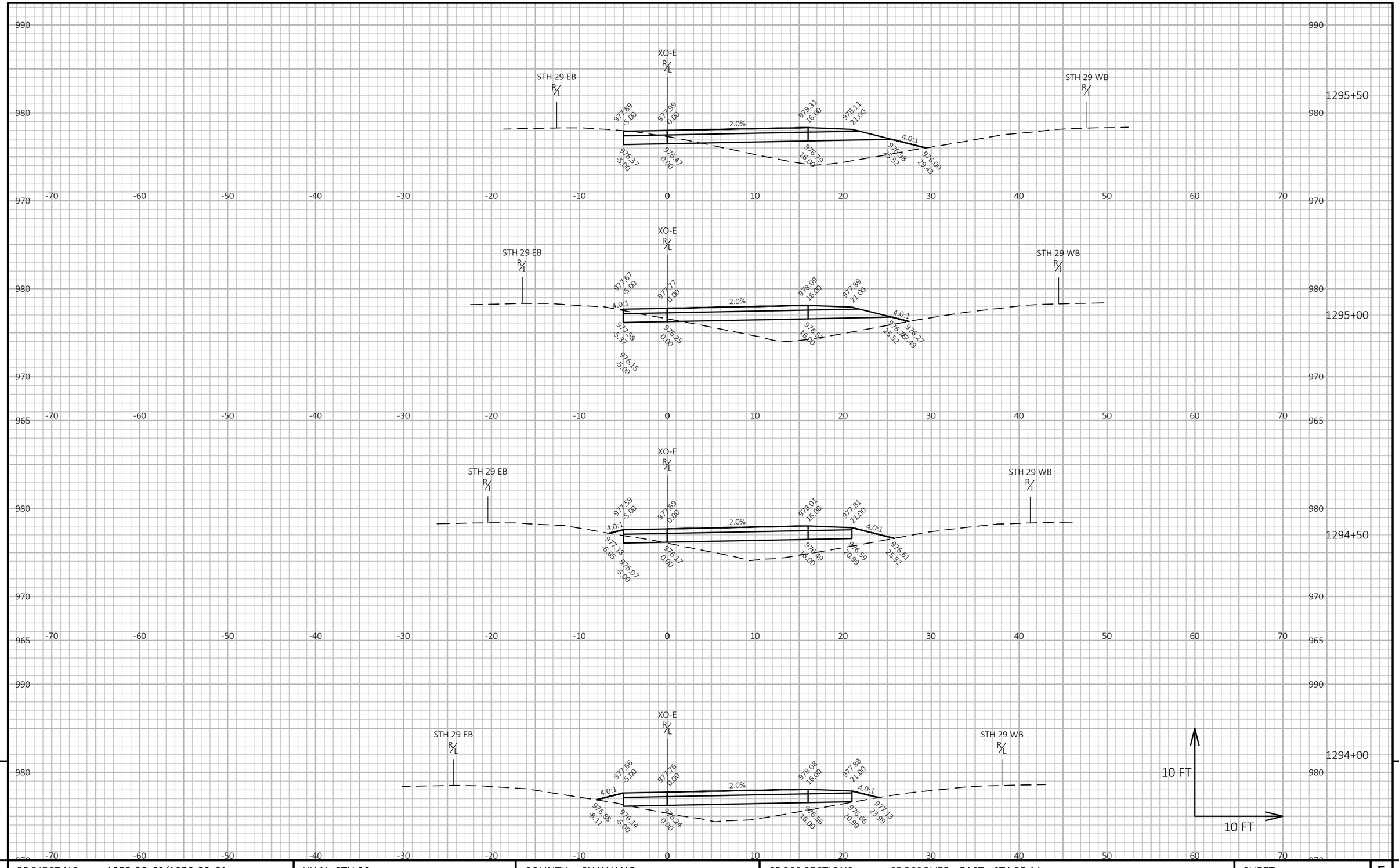
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 364	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

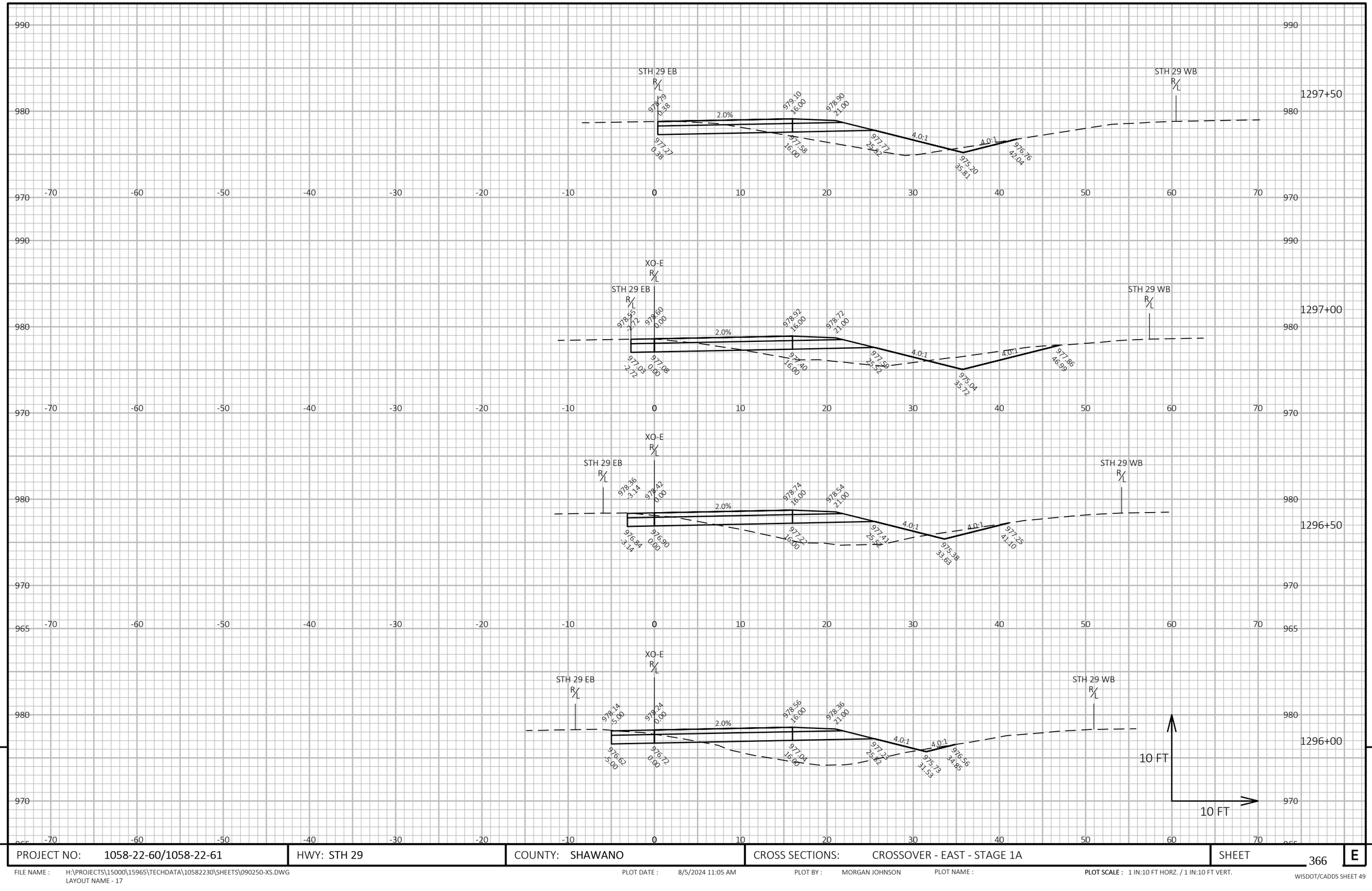


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 365	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 8/5/2024 11:04 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

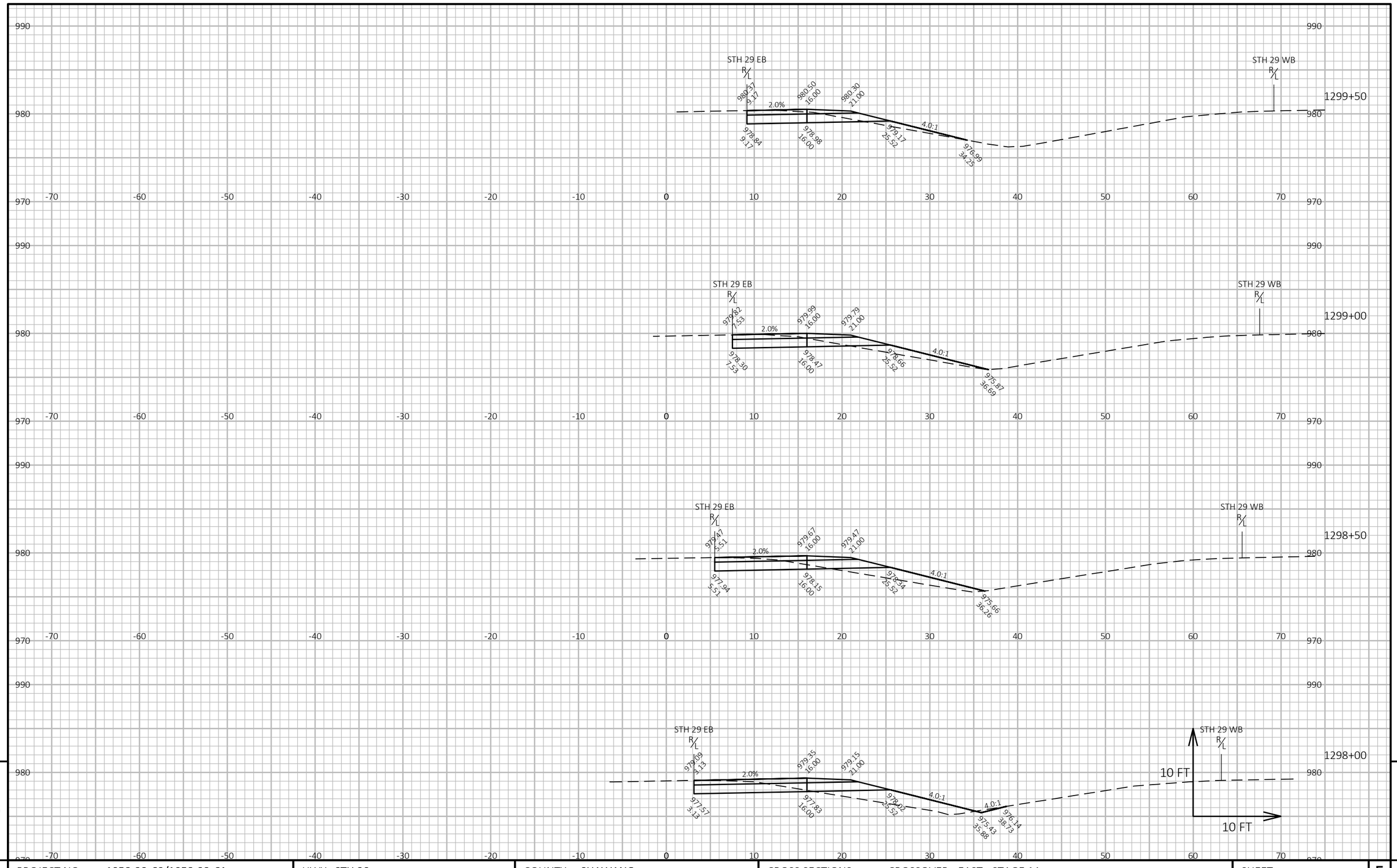
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 366	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

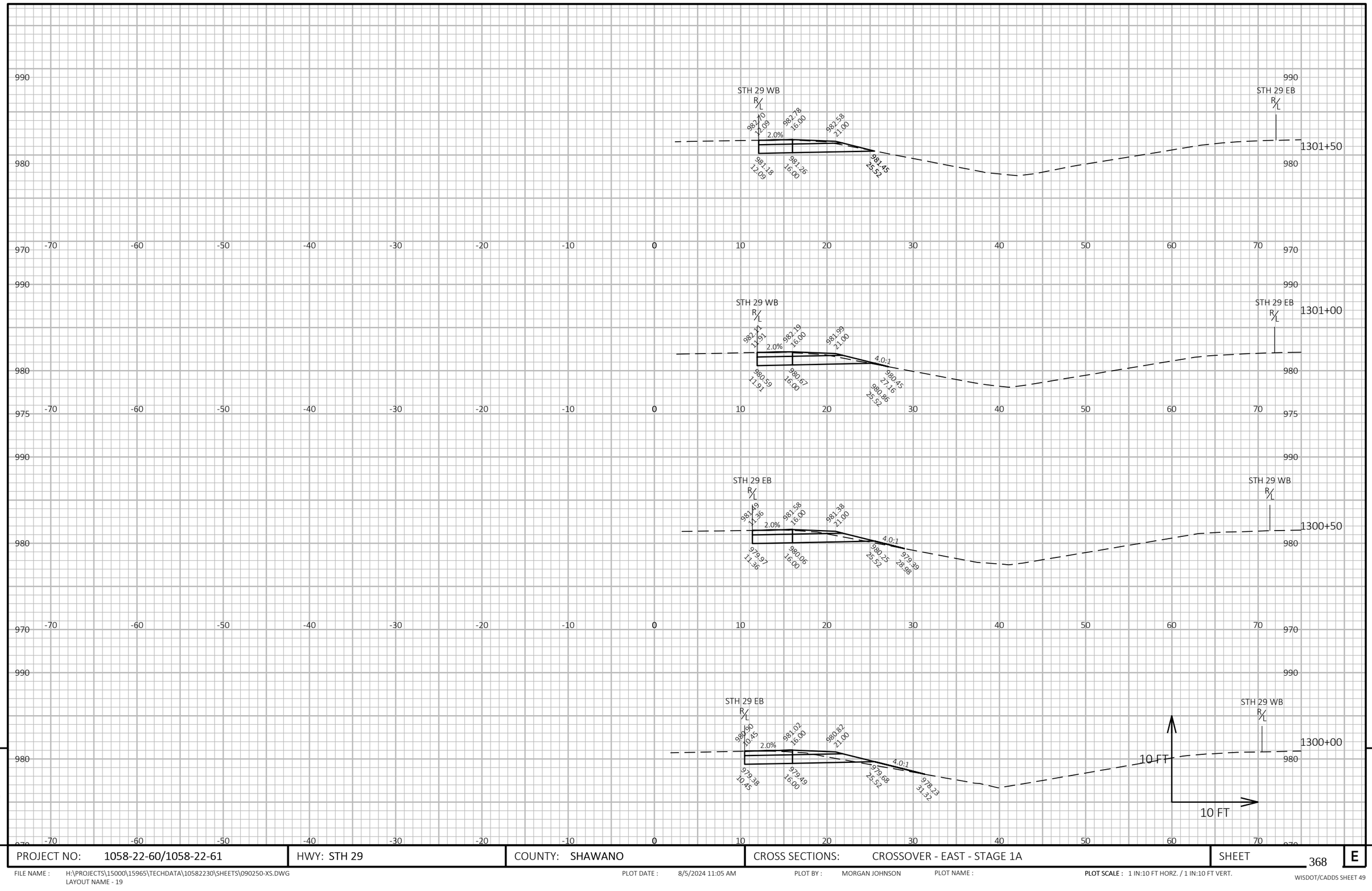
PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 367	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

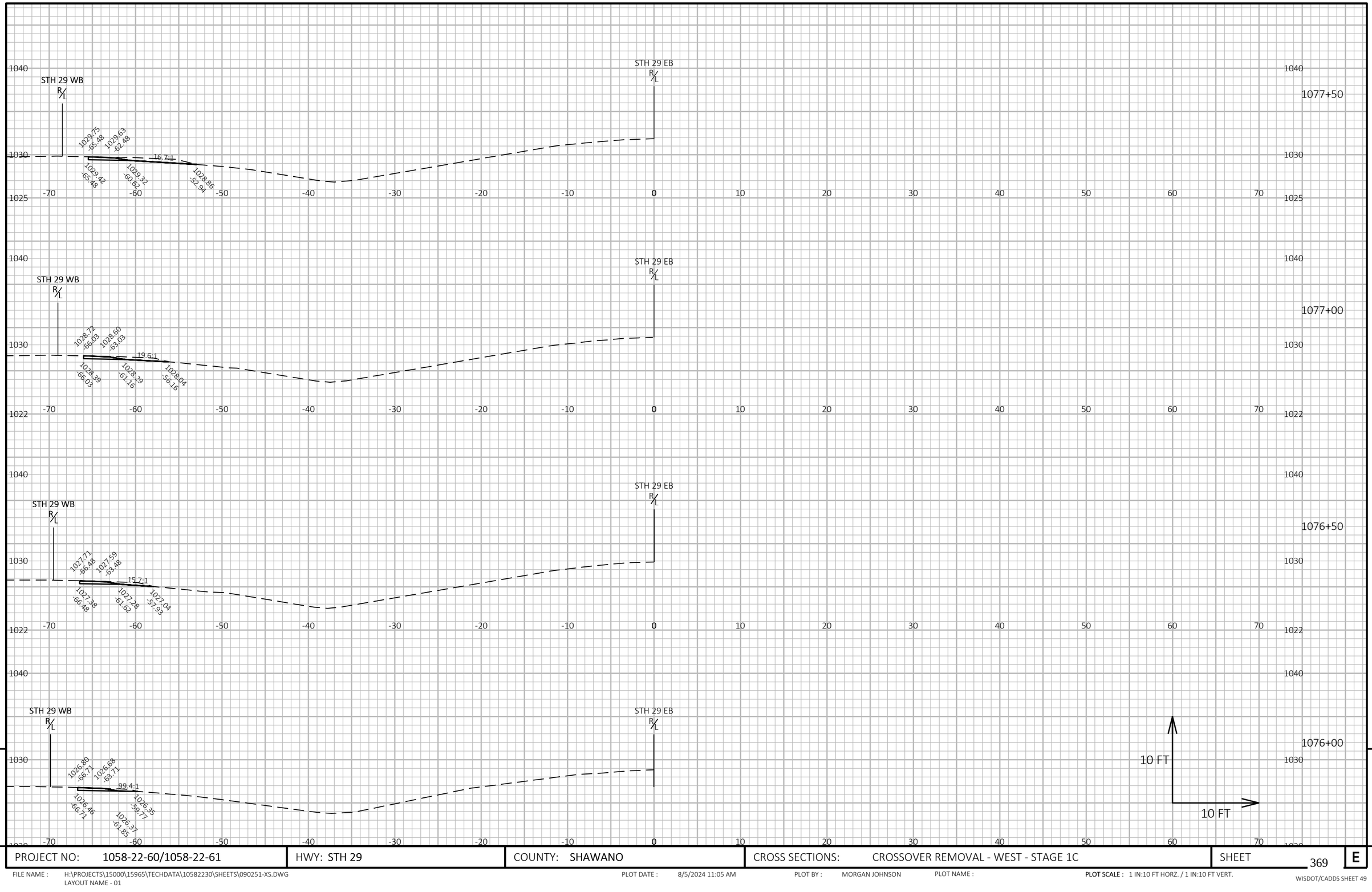
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER - EAST - STAGE 1A	SHEET 368	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090250-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 369	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 01

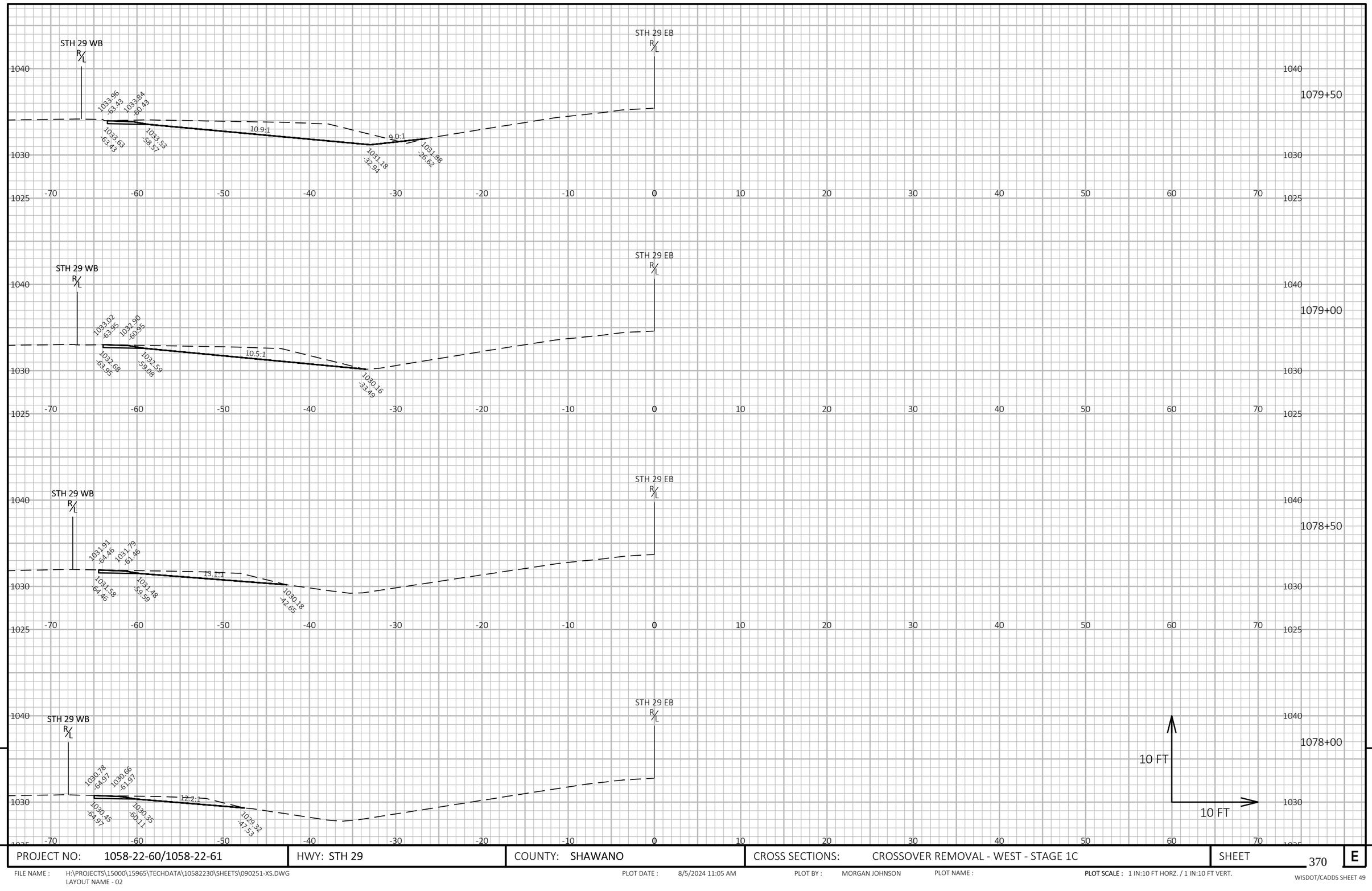
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 370	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 02

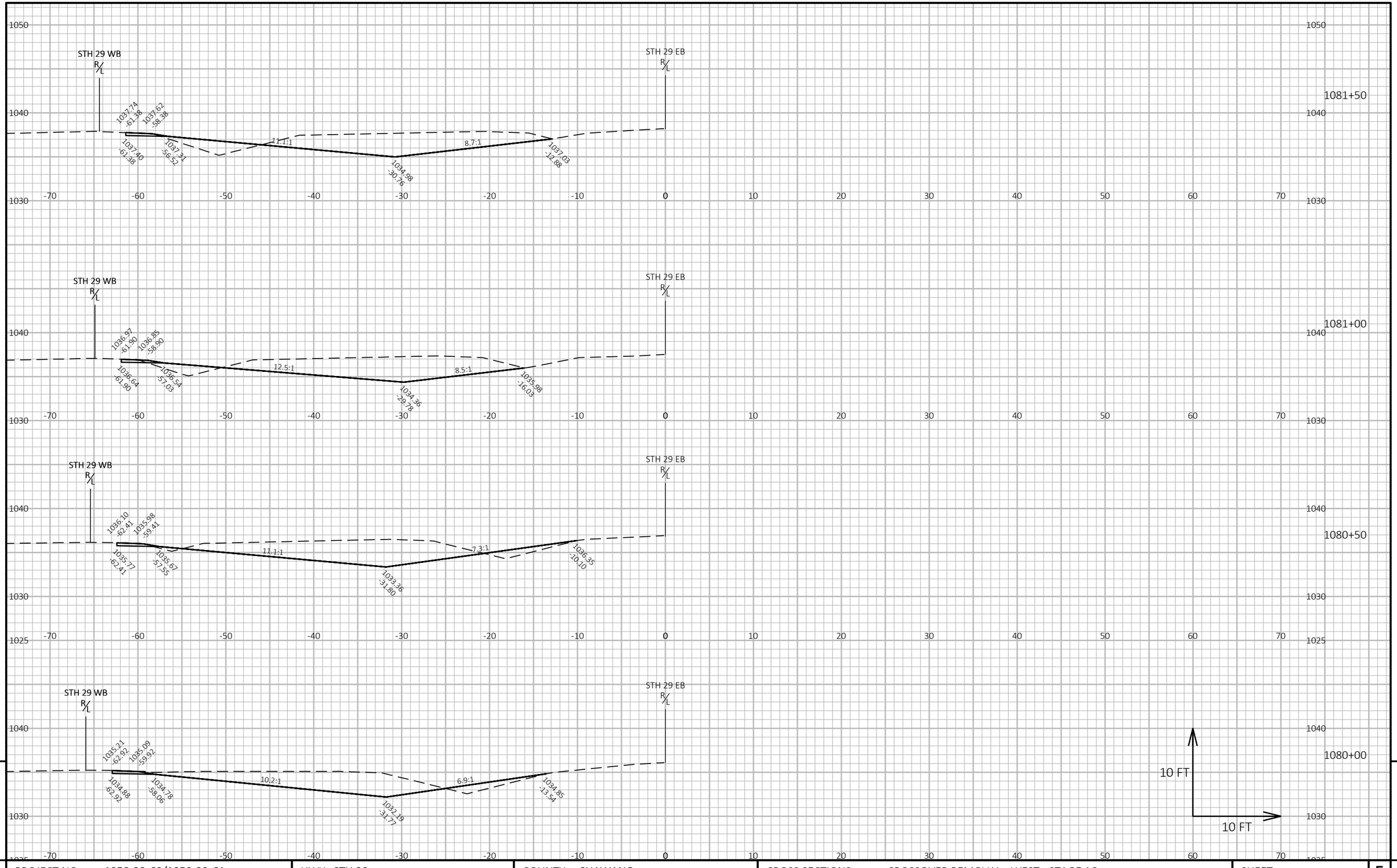
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 371	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 03

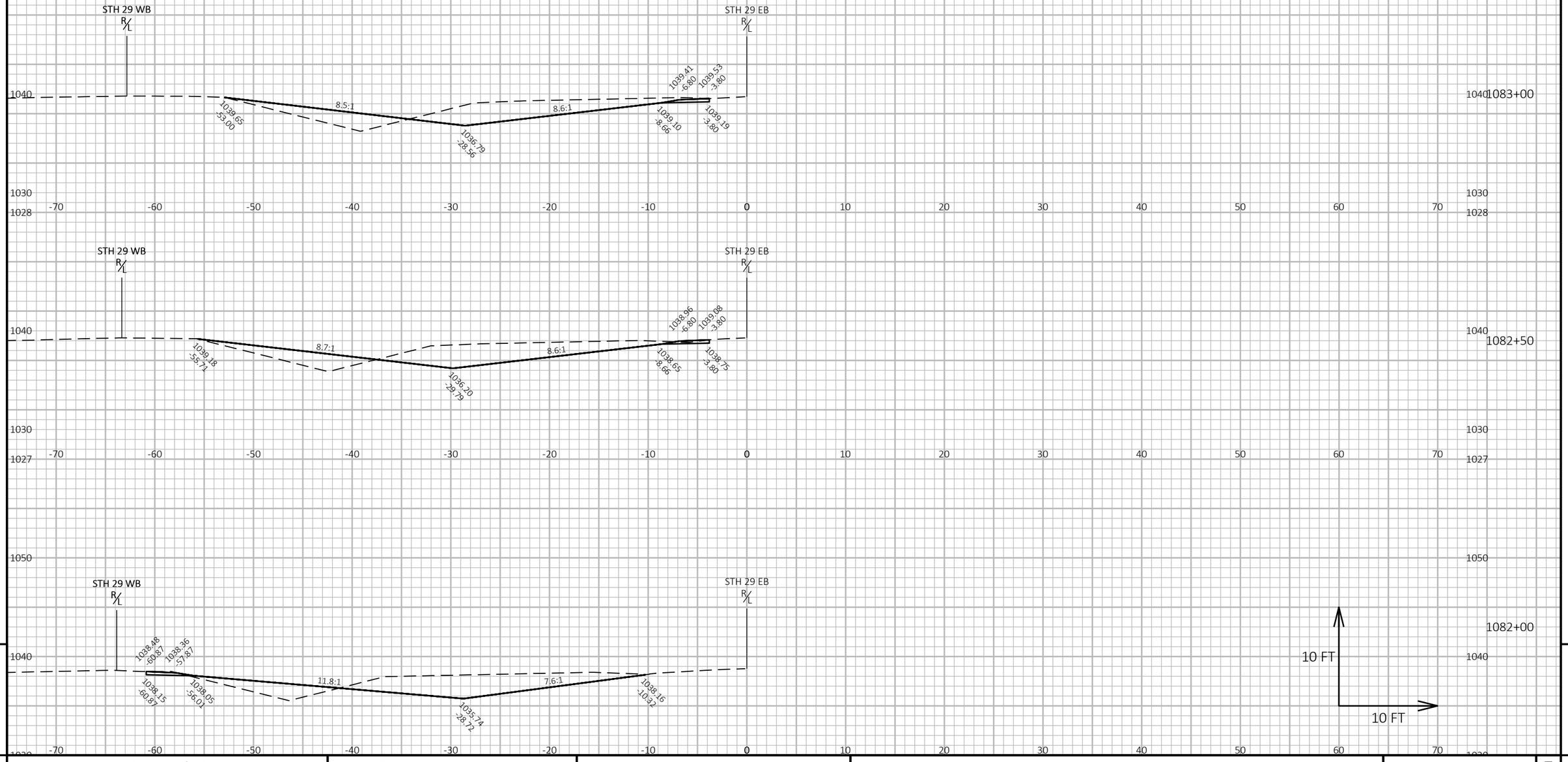
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 372	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 04

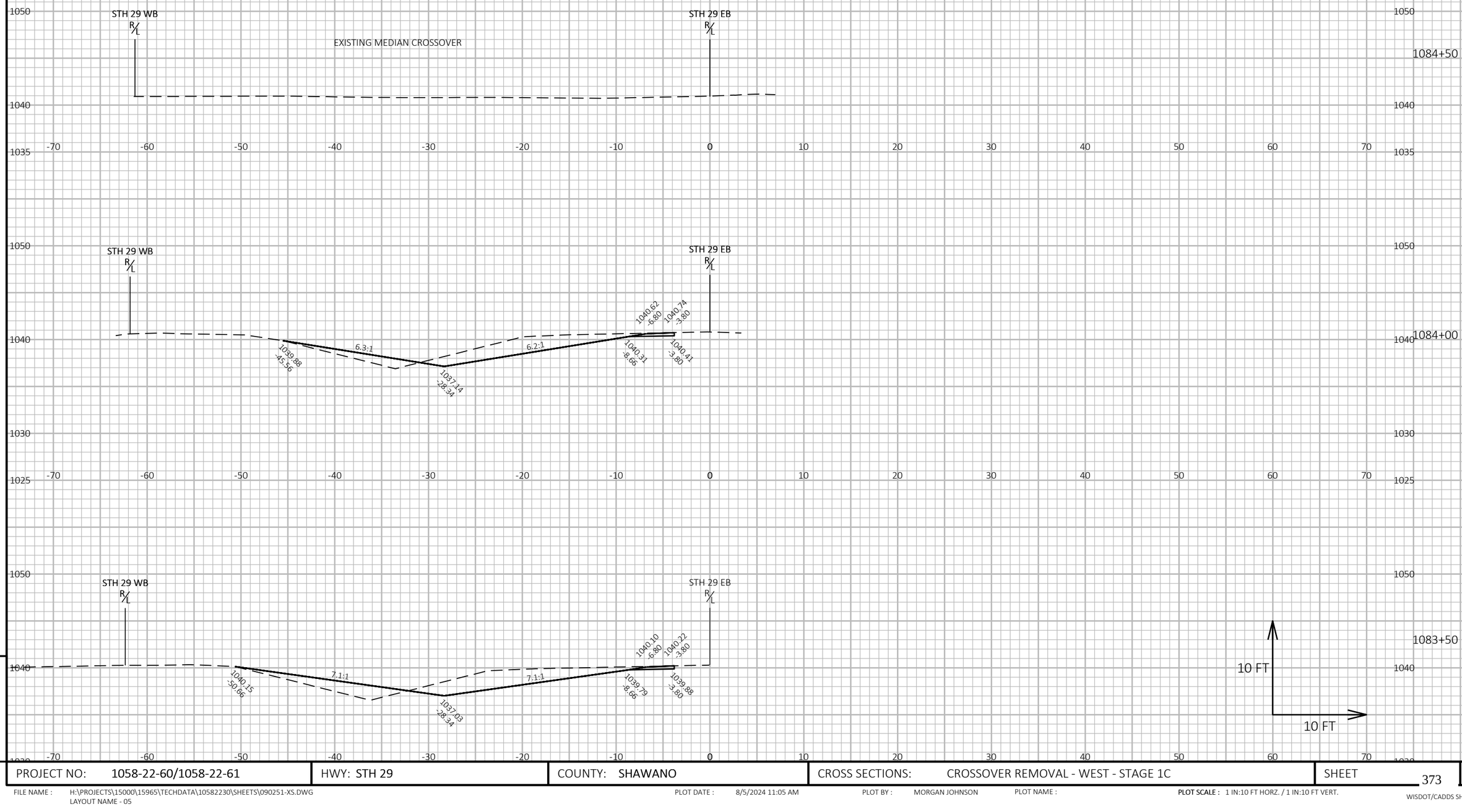
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

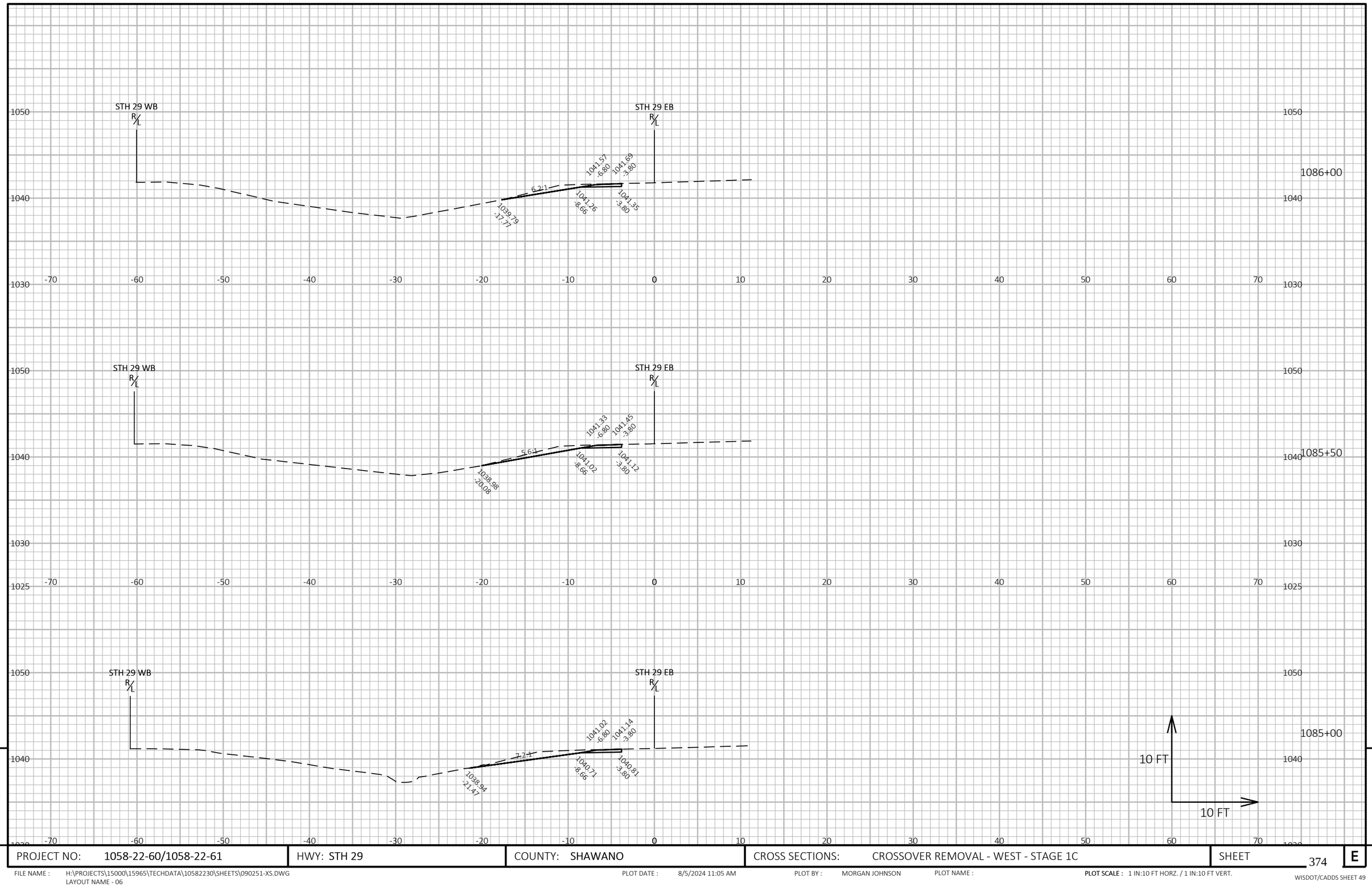
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 373	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

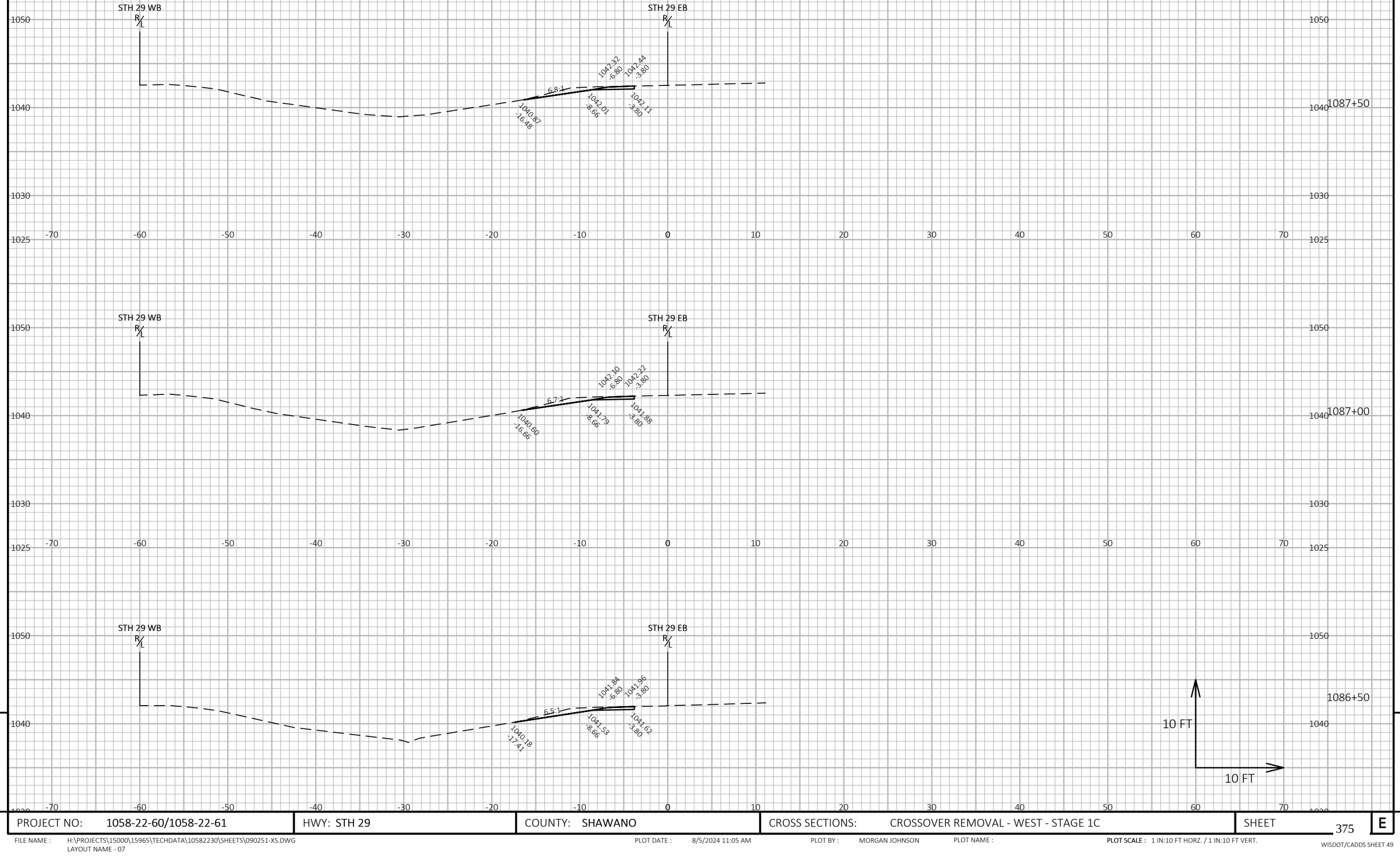


PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 374	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 375	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 07

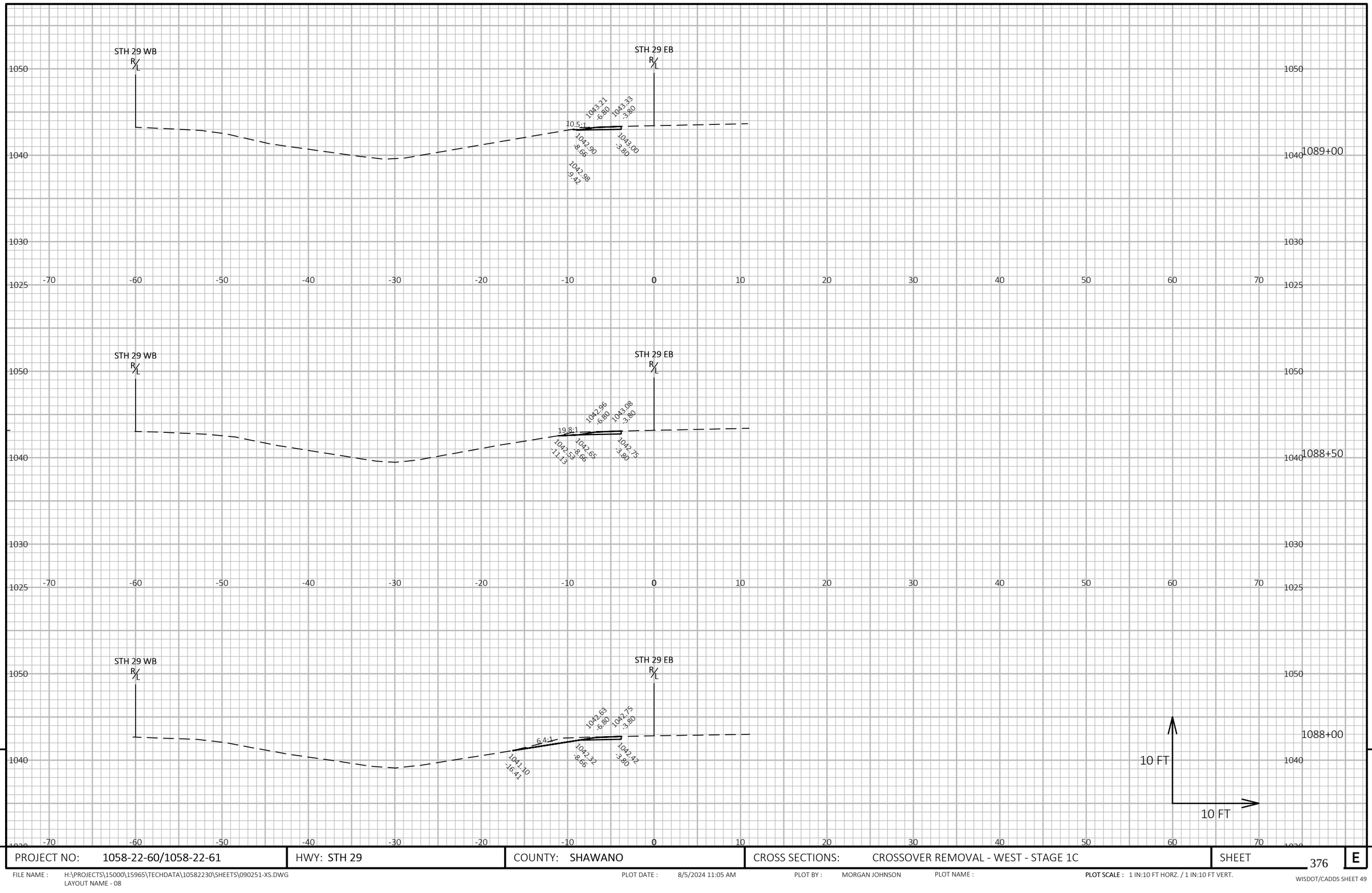
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

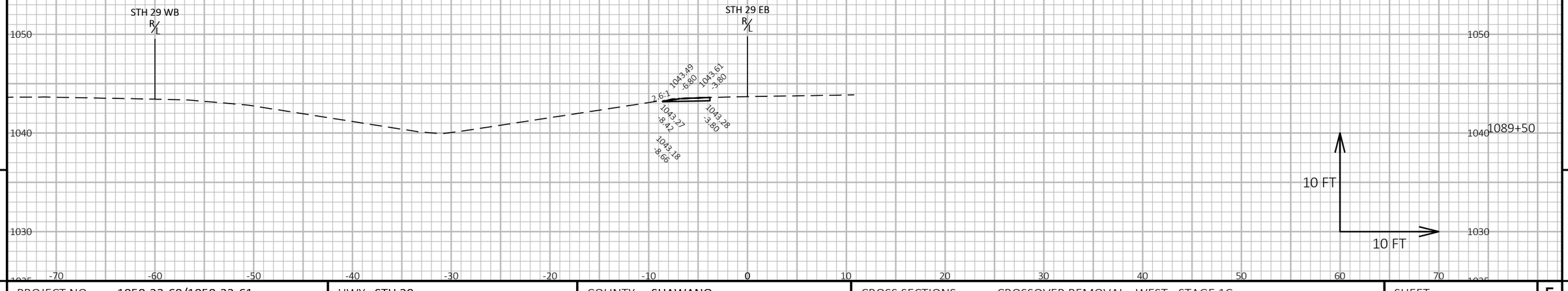
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 376	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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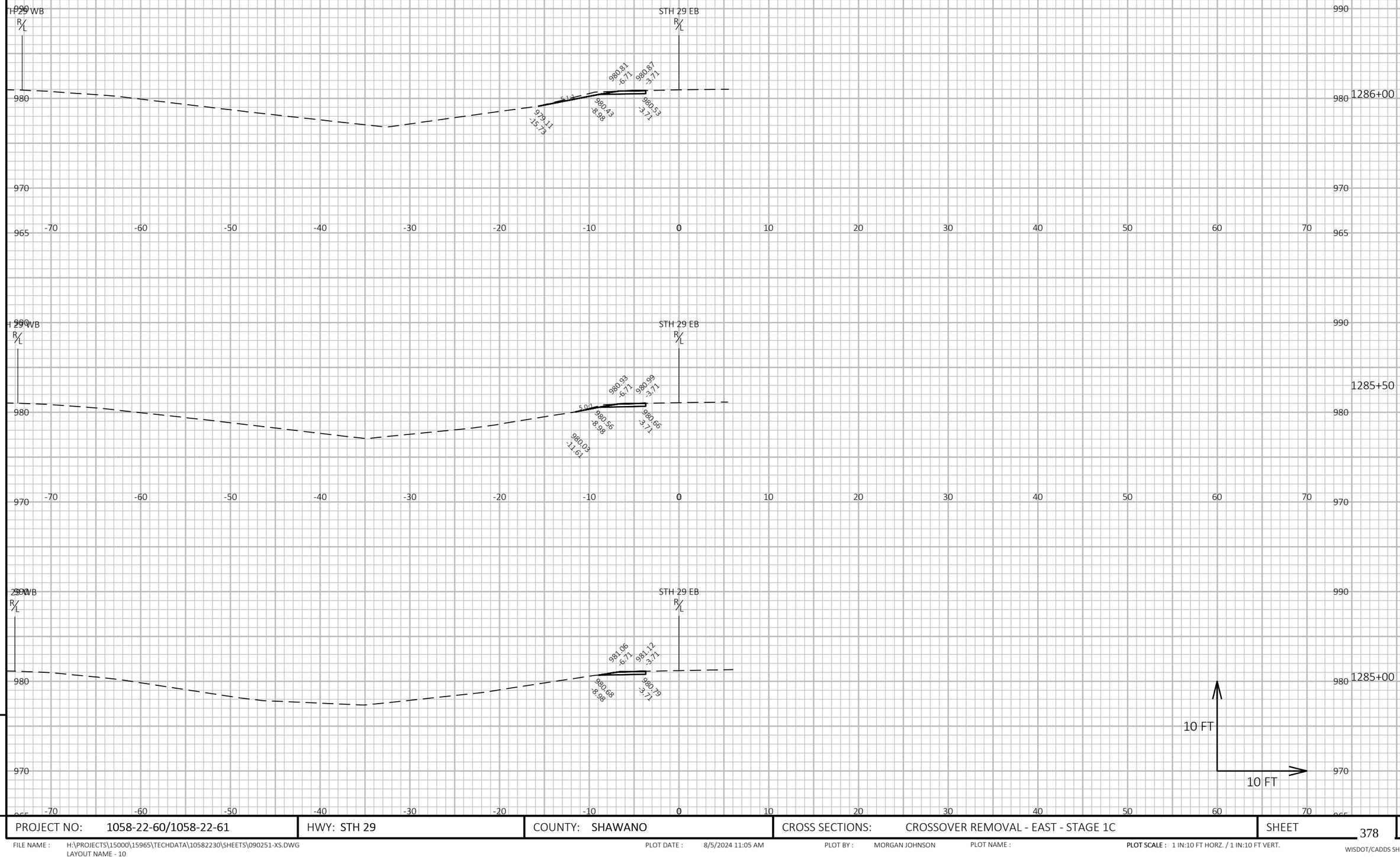
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - WEST - STAGE 1C	SHEET 377	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 378	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 379	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 11

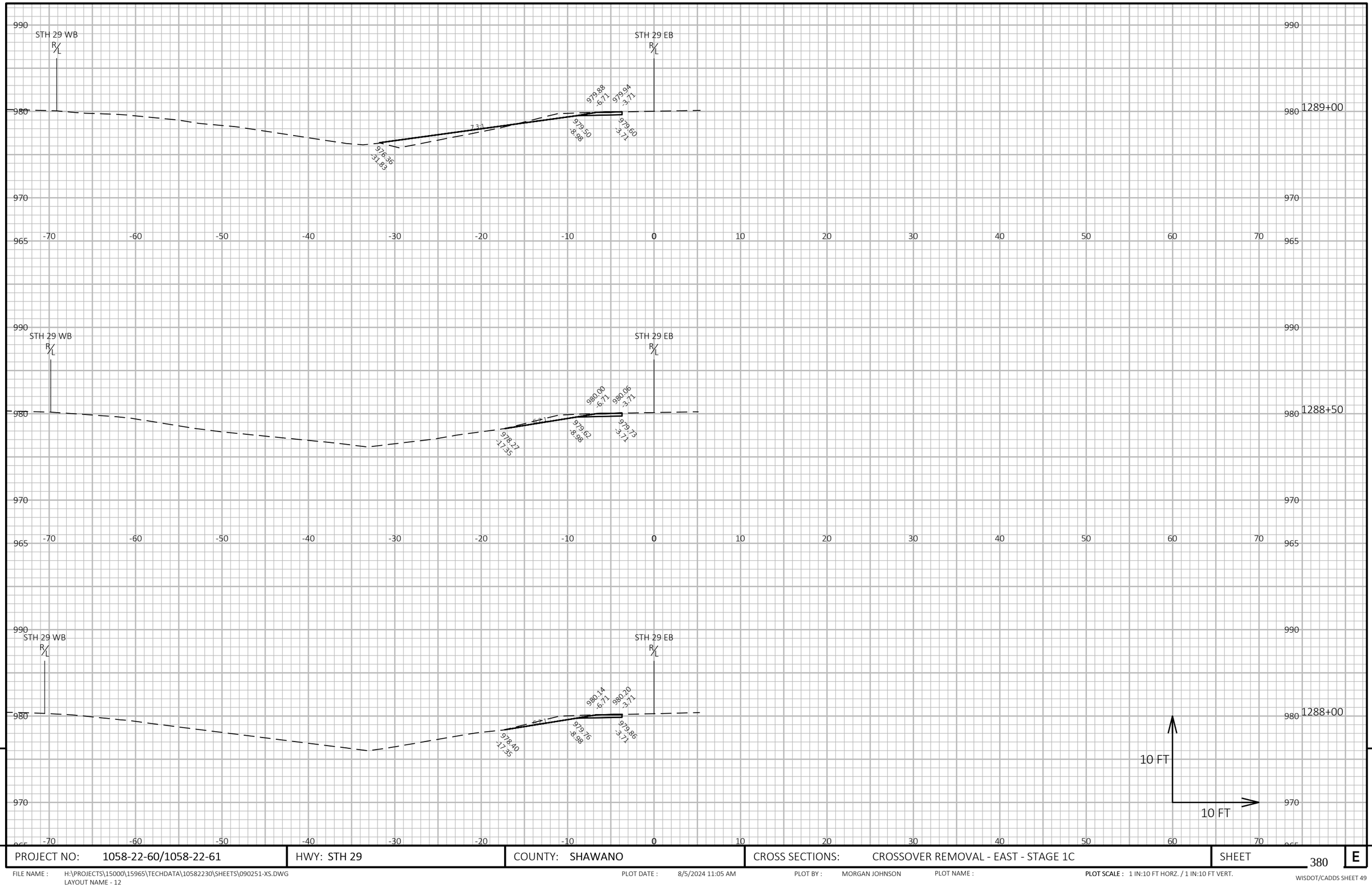
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 380	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 12

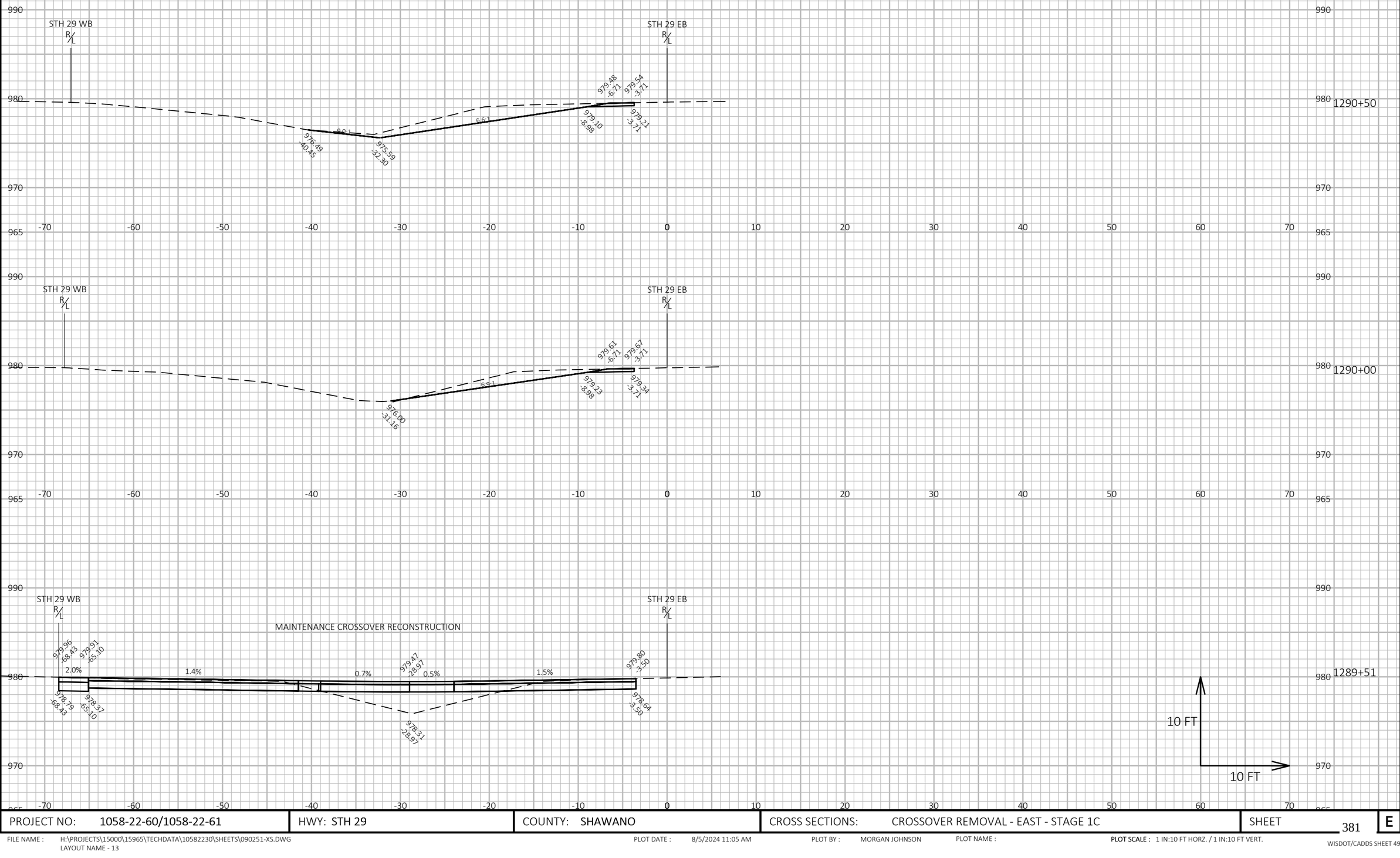
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 381	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 13

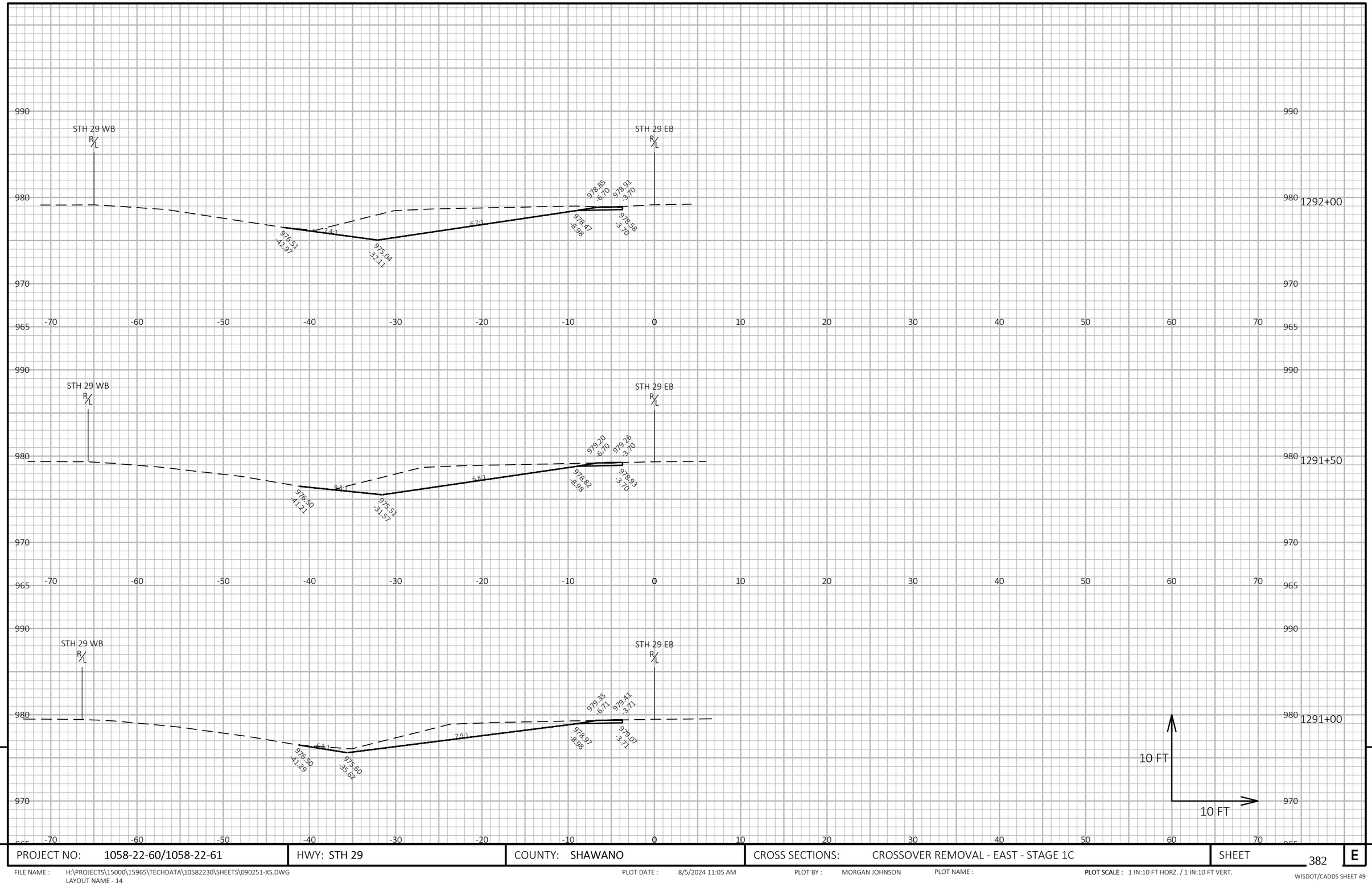
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

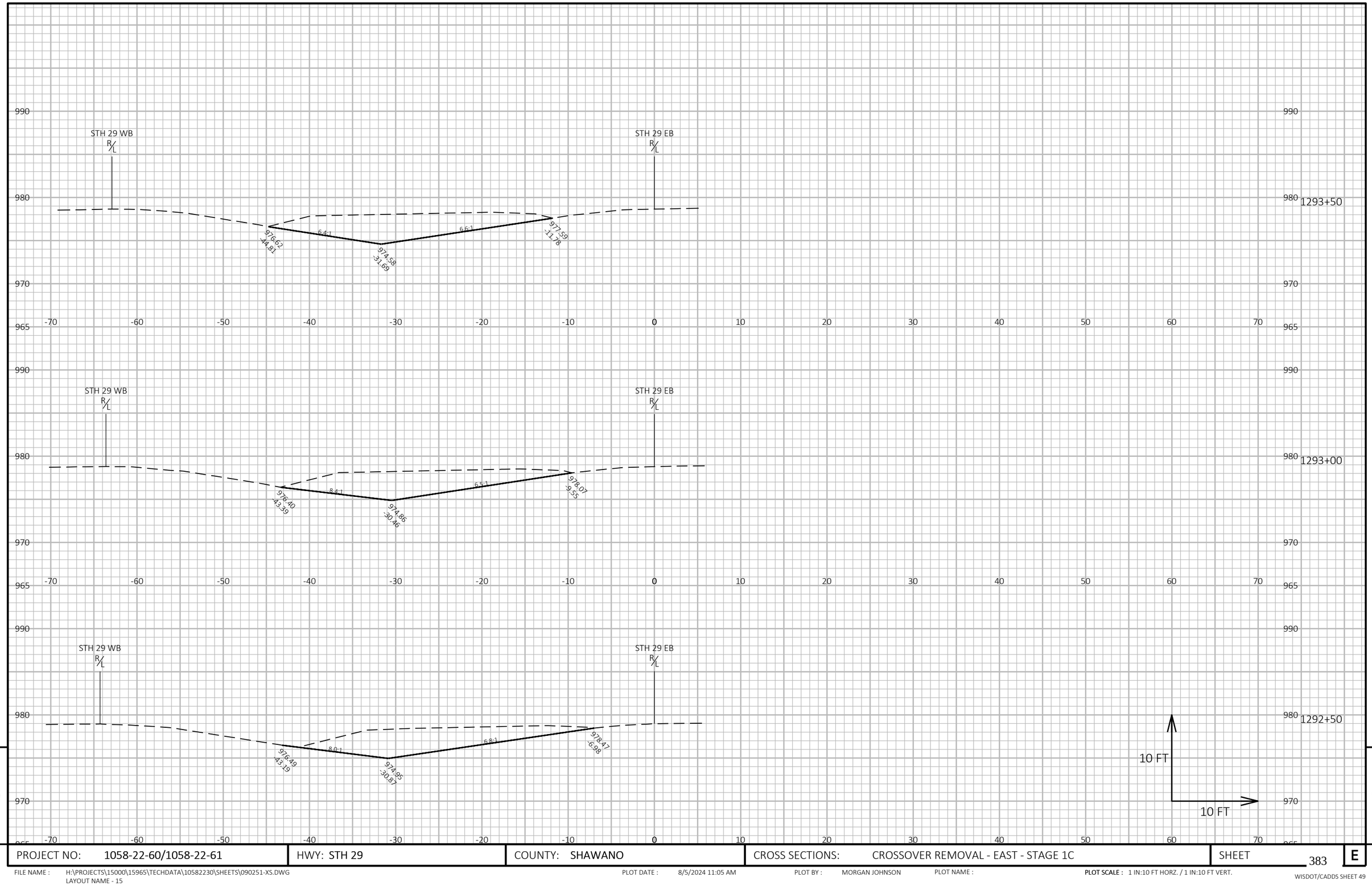
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 382	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 383	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 15

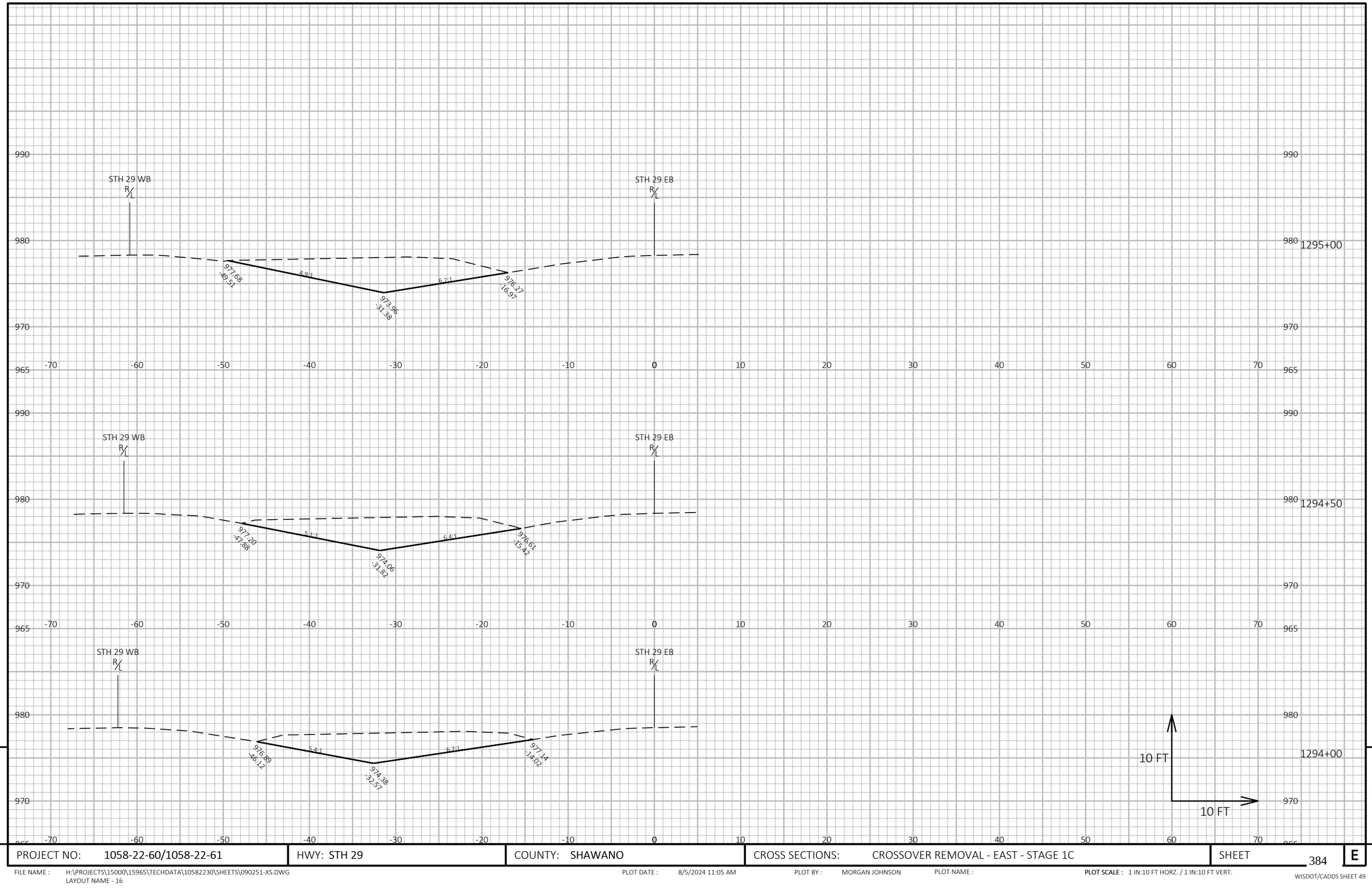
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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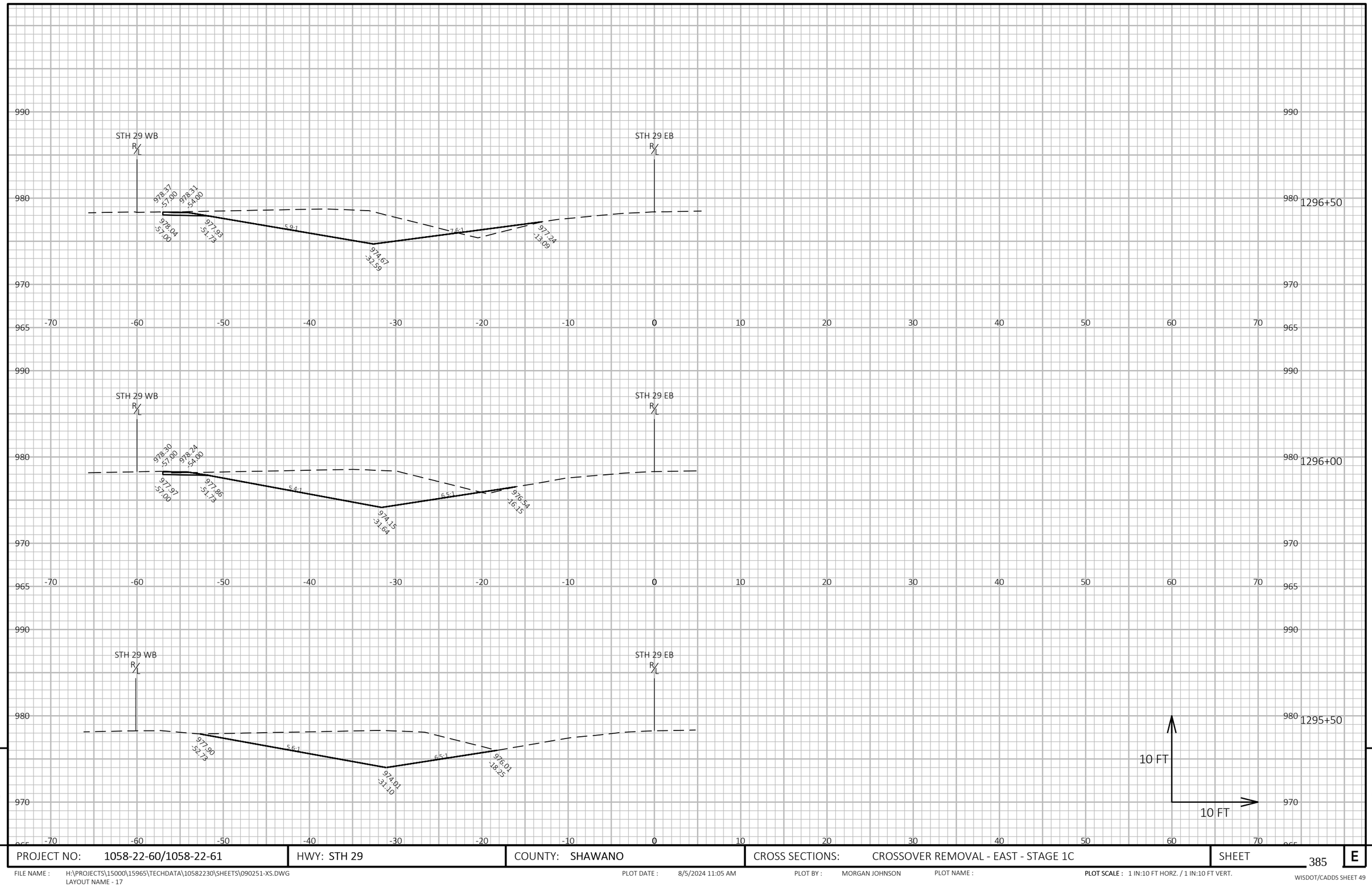
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 384	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 8/5/2024 11:05 AM PLOT BY : MORGAN JOHNSON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 385	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STH 29 WB
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STH 29 EB
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979.17
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PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 386	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 18

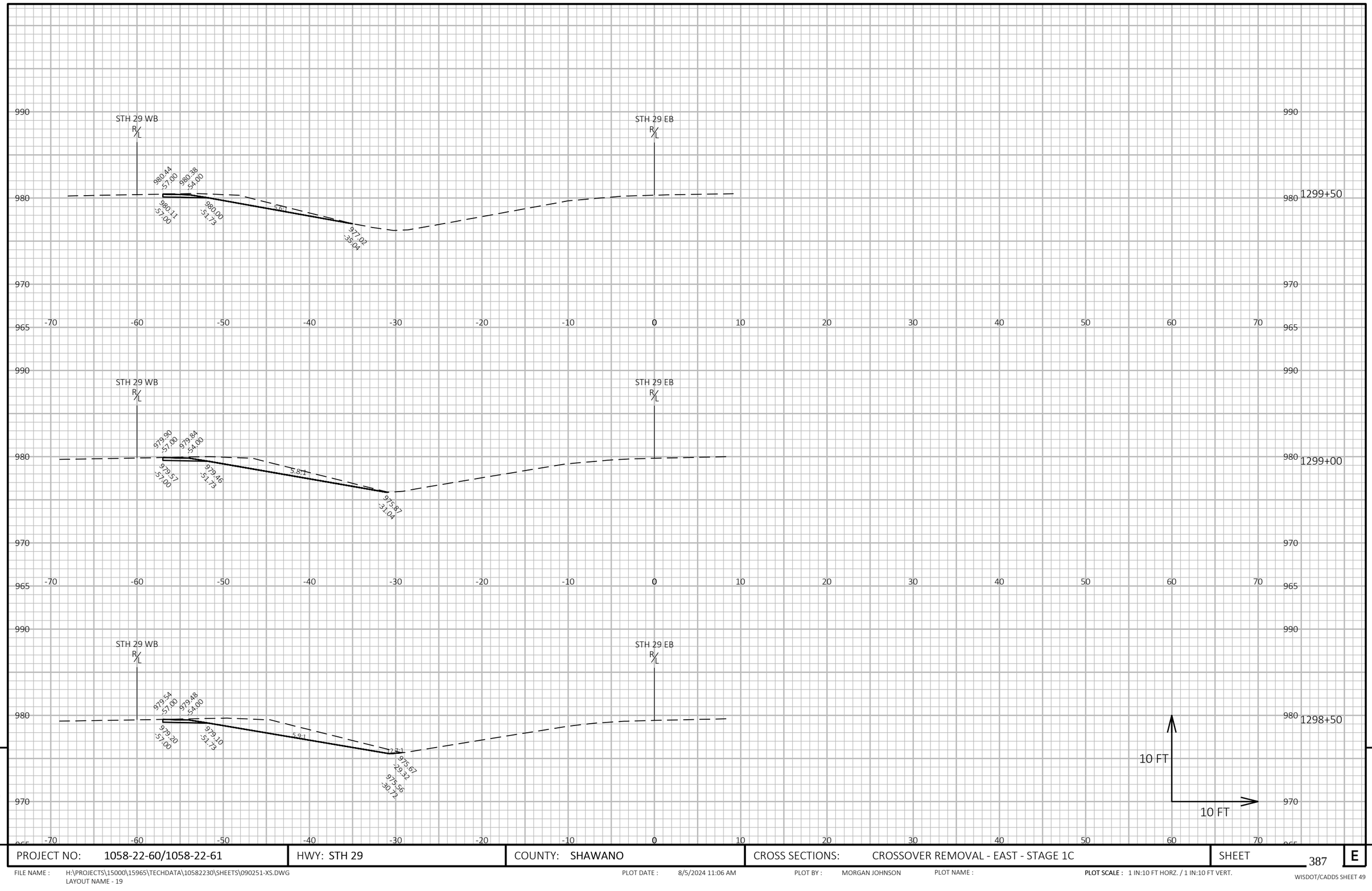
PLOT DATE : 8/5/2024 11:05 AM

PLOT BY : MORGAN JOHNSON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-22-60/1058-22-61	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: CROSSOVER REMOVAL - EAST - STAGE 1C	SHEET 387	E

FILE NAME : H:\PROJECTS\15000\15965\TECHDATA\10582230\SHEETS\090251-XS.DWG
LAYOUT NAME - 19
PLOT DATE : 8/5/2024 11:06 AM
PLOT BY : MORGAN JOHNSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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through innovation and exceptional service.

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