LAX

AUGUST 2026

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 = 546

PROJECT ID: 5730-00-64

WITH: N/A

COUNTY: RICHLAND

04

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

VIROQUA - RICHLAND CENTER

S JCN STH 131 TO FANCY CK B-52-223

STH 56
RICHLAND COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5730-00-64	WISC 2026392	1

STATE PROJECT NUMBER

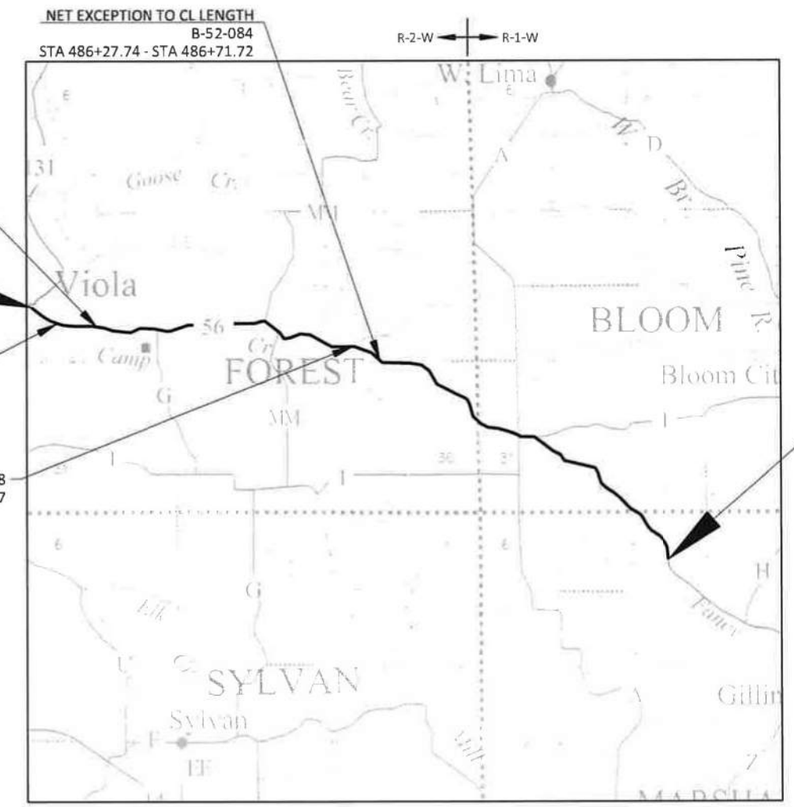
5730-00-64

PROJECT LOCATION

N

DESIGN DESIGNATION

A.A.D.T.	2028	=	580
A.A.D.T.	2048	=	580
D.H.V.		=	114
D.D.		=	60/40
T.		=	15.3%
DESIGN SPEED		=	55 MPH
ESALS		=	160,000



CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300 FR	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
		TELEPHONE	T
WOODED OR SHRUB AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 9.838 MI.

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

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

ORIGINAL PLANS PREPARED BY

MSA

1230 SOUTH BOULEVARD, BARABOO, WI S3913
(608) 356-2771 www.msa-ps.com

WISCONSIN
BOBBI L. MAXWELL
39012-006
BARABOO
WI
PROFESSIONAL ENGINEER

Bobbi L. Maxwell
4-20-26

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	BRIAN MEYER, P.E.
Regional Examiner	SW REGION
Regional Supervisor	BRIAN MEYER, P.E.

APPROVED FOR THE DEPARTMEN

DATE: 4/20/2026 (Signature)

E

GENERAL NOTES

MISCELLANEOUS

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

ADJUST CULVERT PIPE ELEVATIONS, LENGTHS AND LOCATIONS TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEM TO BE REMOVED/MOVED OR UNLESS THE ENGINEER APPROVES THEM TO BE REMOVED/MOVED.

EXISTING RIGHT OF WAY SHOWN IS APPROXIMATE.

GRADING AND EROSION CONTROL

DO NOT STORE EQUIPMENT OR MATERIALS IN, NOR IMPACT ANY WETLANDS OR WATERWAYS OUTSIDE THE SLOPE INTERCEPTS SHOWN.

EXCAVATION BELOW SUBGRADE (EBS) WHICH IS NOT INDICATED ON THE CROSS SECTIONS AND WHICH IS REQUIRED BY THE ENGINEER SHALL BE MEASURED AND PAID FOR AS COMMON EXCAVATION. EBS IS NOT USED TO BALANCE YARDAGE.

THE EROSION CONTROL ITEMS SHOWN ON THE PLAN ARE AT SUGGESTED LOCATIONS. THE ENGINEER WILL DETERMINE THE EXACT LOCATION OF EROSION CONTROL ITEMS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. REMOVE ITEMS AT ENGINEER'S DIRECTION.

SUPERELEVATION RATES ARE BASED ON BEST FIT CURVE RADII AND MAY NOT BE FULLY OBTAINABLE. GRADE CURVES FROM HIGH SIDE TO LOW SIDE AND UTILIZE $\frac{3}{4}$" BAD TO CORRECT SUPERELEVATION WHILE MAINTAINING THE TYPICAL SECTION.

PAVING

CURVE DATA BASED ON ARC DEFINITION.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LBS/SY/IN.

APPLY TACK COAT AT A RATE OF 0.5 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN DRIVING, TURNING, PASSING OR PARKING LANE.

UNLESS OTHERWISE SHOWN ON THE PLAN, SAWCUT ALL MATCHING DRIVEWAYS AND STREETS. CUTTING IS TO BE PAID FOR UNDER "SAWING ASPHALT" FOR ASPHALT PAVEMENT OR "SAWING CONCRETE" FOR CONCRETE PAVEMENT.

STANDARD ABBREVIATIONS

AC	ACRE
AC	ASPHALT CEMENT
AEW	APRON ENDWALL
ASPH	ASPHALT
ADT	AVERAGE DAILY TRAFFIC
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
C/L	CENTER LINE
CC	CENTER TO CENTER
CMCP	CORRUGATED METAL CULVERT PIPE
CONC	CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPCPE	CULVERT PIPE CORRUGATED POLYETHYLENE
CSCP	CORRUGATED STEEL CULVERT PIPE
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAY
CULV	CULVERT
CP	CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DWY	DRIVEWAY
E	EAST
X	EAST GROUND COORDINATE
ELEV	ELEVATION
EW	ENDWALL
ESALS	EQUIVALENT SINGLE AXIAL LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
FF	FACE TO FACE
FE	FIELD ENTRANCE
FG	FINISHED GRADE
FT	FOOT
GV	GAS VALVE
INV	INVERT
IP	IRON PIPE
JCT	JUNCTION
LHF	LEFT HAND FORWARD
L	LENGTH
LS	LUMP SUM
NC	NORMAL CROWN
N	NORTH
Y	NORTH GRID COORDINATE
PACS	PIPE ARCH CORRUGATED STEEL
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PL	PROPERTY LINE
PE	PRIVATE ENTRANCE
R	RADIUS
REQ'D	REQUIRED
R/W	RIGHT-OF-WAY
RHF	RIGHT HAND FORWARD
SALV	SALVAGED
SHLDR	SHOULDER
SDD	STANDARD DETAIL DRAWING
STA	STATION
SE	SUPERELEVATION
TAN	TANGENT
TLE	TEMPORARY LIMITED EASEMENT
T	TRUCKS
TYP	TYPICAL
VERT	VERTICAL
VC	VERTICAL CURVE
VOL	VOLUME
WV	WATER VALVE
W	WELL

ORDER OF SHEETS

1. GENERAL NOTES
2. PROJECT OVERVIEW
3. TYPICAL SECTIONS
4. CONSTRUCTION DETAILS
5. PLAN DETAILS
6. CURB RAMP DETAILS
7. EROSION CONTROL
8. STORM SEWER
9. TRAFFIC CONTROL
10. PEDESTRIAN ACCESS
11. ALIGNMENT DIAGRAM

UTILITY CONTACTS

ELECTRIC:

DAIRYLAND POWER COOPERATIVE
ATTN: MICHAEL LYDON
3200 EAST AVE SOUTH
LA CROSSE, WI 54602
608-787-1381
MICHAEL.LYDON@DAIRYLANDPOWER.COM

GAS/PETROLEUM:

MIDWEST NATURAL GAS, INC.
ATTN: NICK MAIER
3600 STATE HIGHWAY 157
P.O. BOX 429
LA CROSSE, WI 54602-0429
608-781-1001
NICKM@MIDWESTNATURALGAS.COM

*WATER:

VIOLA MUN WATER AND ELECTRIC UTILITY
ATTN: JEFF LISKA
106 W. WISCONSIN ST.
VIOLA, WI 54664
608-606-5200
VIOLACLERK@VI.VIOLA.WI.GOV

*SEWER:

VIOLA MUN WATER AND ELECTRIC UTILITY
ATTN: JEFF LISKA
106 W. WISCONSIN ST.
VIOLA, WI 54664
608-606-5200
VIOLACLERK@VI.VIOLA.WI.GOV

* NOT A MEMBER OF DIGGERS HOTLINE

COMMUNICATIONS:

RICHLAND GRANT TELEPHONE COOPERATIVE
ATTN: JOSH LIEN
202 N EAST ST
BLUE RIVER, WI 53518
OFFICE: 608-537-2461
CELL: 608-434-2796
JOSHL@RGTC.COOP

COMMUNICATIONS:

VERNON COMMUNICATIONS COOPERATIVE
ATTN: SCOTT FREDERICK
103 N MAIN ST
WESTBY, WI 54667
OFFICE: 608-634-3136
CELL: 608-632-0607
SFREDERICK@VERNONCOM.COOP

ELECTRIC:

RICHLAND ELECTRIC COOPERATIVE
ATTN: CURT BROCKWAY
30 E ROBB ST
RICHLAND CENTER, WI 53581
OFFICE: 608-475-3173
CELL: 608-475-2444
CBROCKWAY@REC.COOP

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

DOT DESIGN CONTACT

WISDOT SW REGION
ATTN: BRIAN MEYER, PE
3550 MORMON COULEE RD
LA CROSSE, WI 54601
608-789-5676
BRIAN.MEYER@DOT.WI.GOV

MSA DESIGN CONTACT

MSA PROFESSIONAL SERVICES, INC.
ATTN: BOBBI MAXWELL, PE
1230 SOUTH BOULEVARD
BARABOO, WI 53913
608-355-8861
BMAXWELL@MSA-PS.COM

DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: ANDY BARTA
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
608-275-3308
ANDY.BARTA@WISCONSIN.GOV

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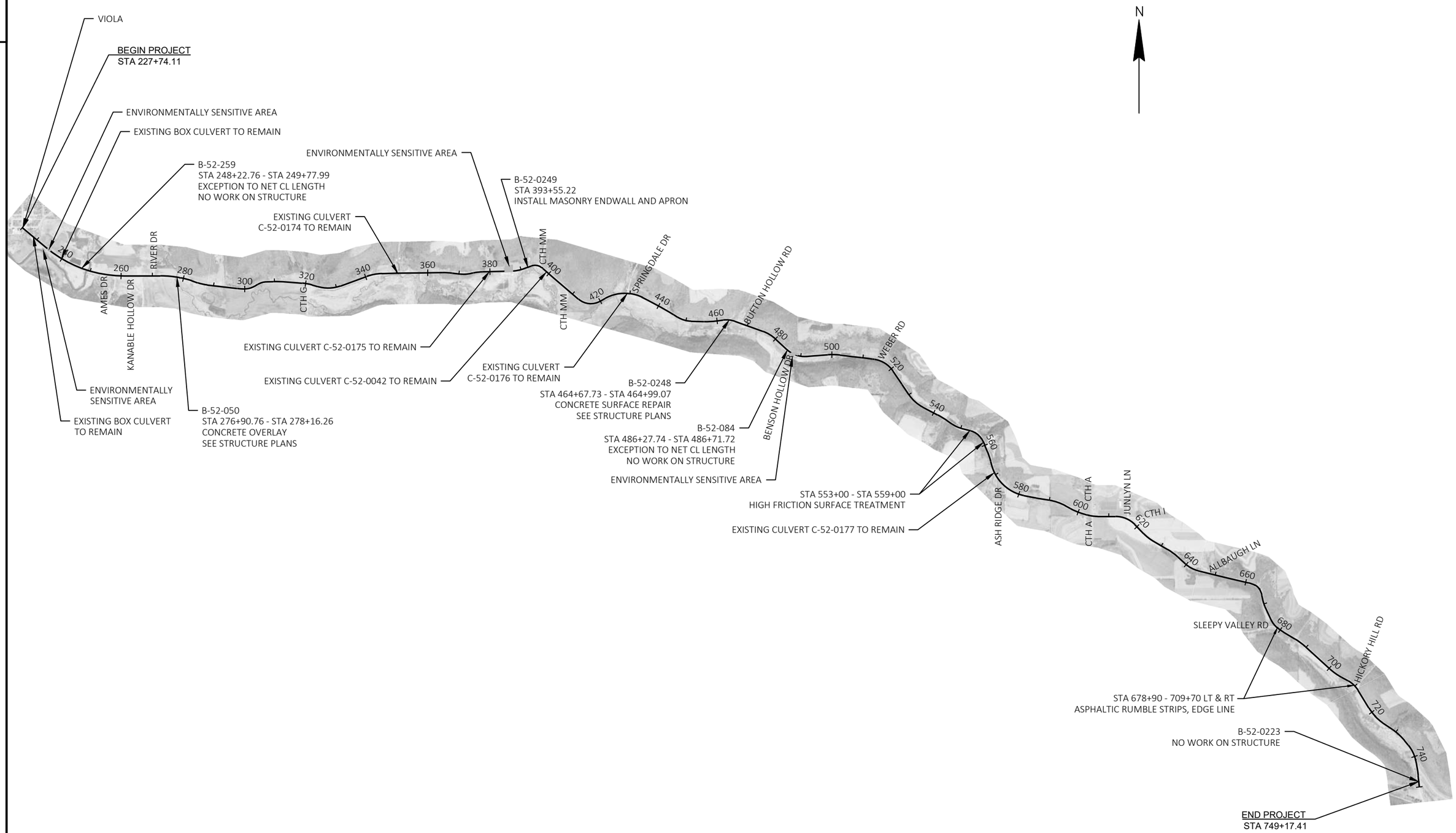
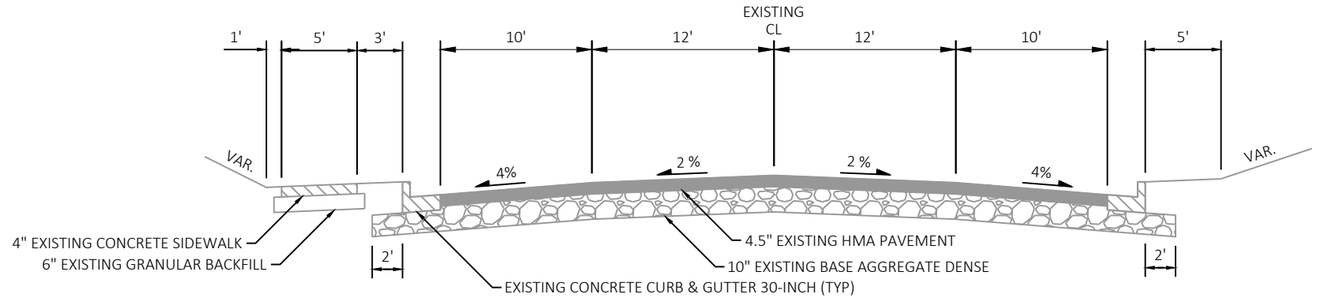


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PROJECT OVERVIEW	SHEET 3	E

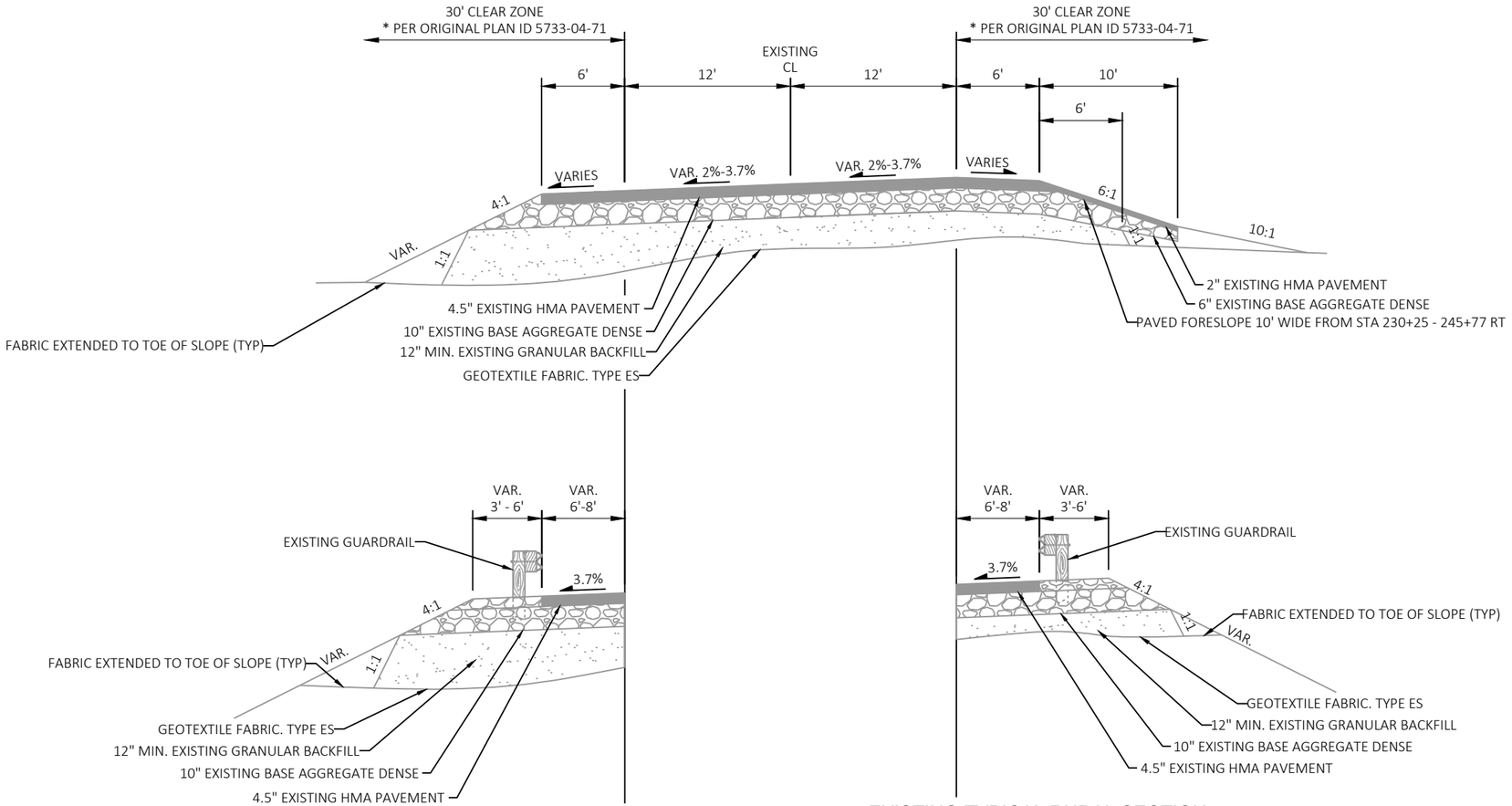
2



EXISTING TYPICAL URBAN SECTION

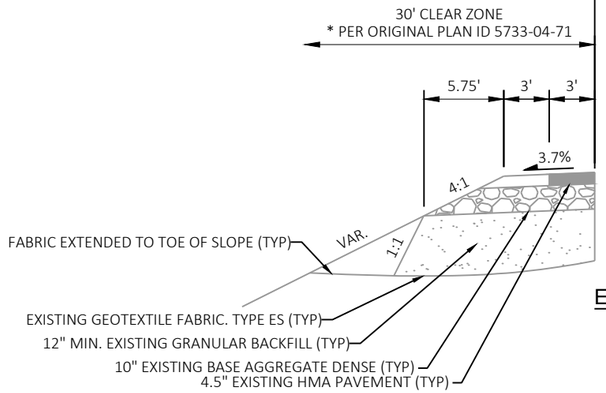
STA 227+74.11 - STA 230+25.87

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 4	E



EXISTING TYPICAL RURAL SECTION

STA 247+49.64 - STA 248+22.62
STA 249+99.19 - STA 250+71.75



EXISTING TYPICAL RURAL SECTION

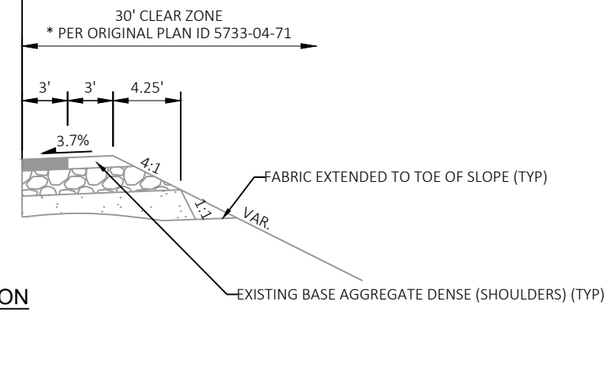
STA 230+25.87 - STA 248+22.76
STA 248+22.76 - STA 249+77.99 (B-52-259)
STA 249+77.99 - STA 261+05.87

EXISTING TYPICAL RURAL SECTION

STA 249+85.24 - STA 249+99.19
STA 250+71.75 - STA 261+05.87

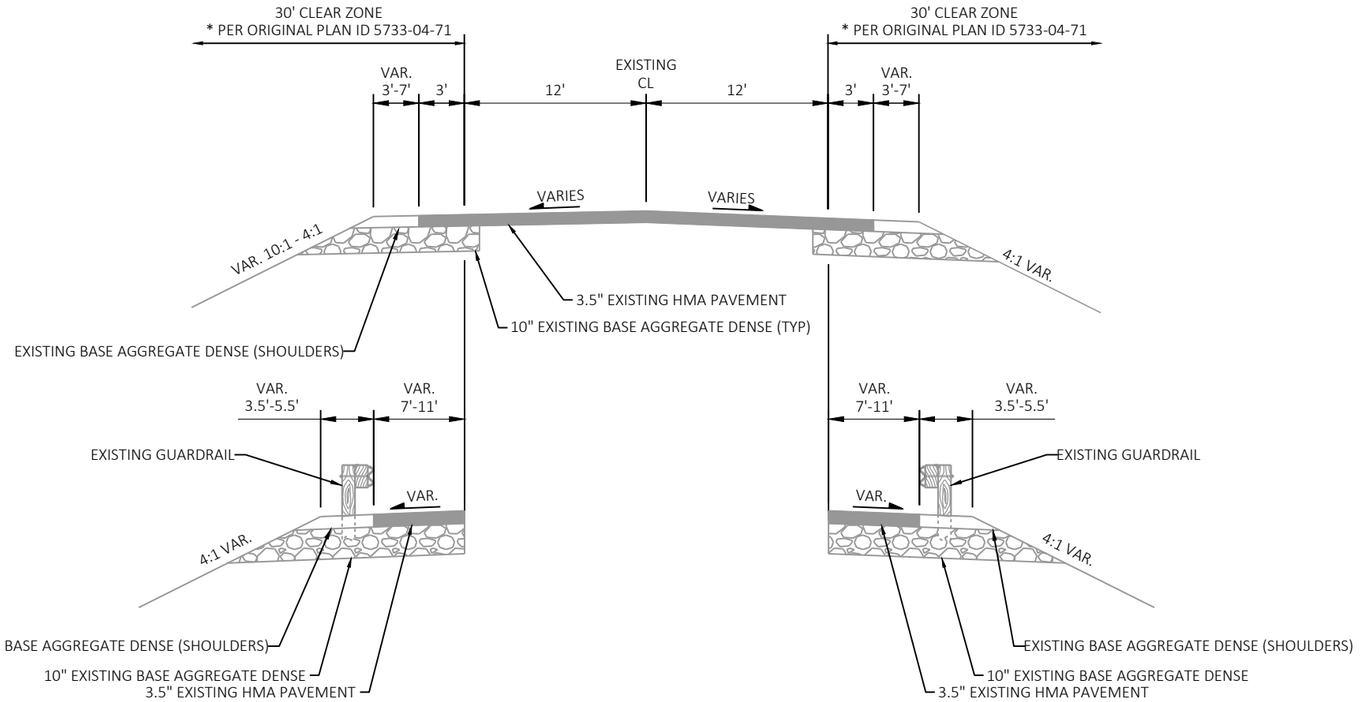
EXISTING TYPICAL RURAL SECTION

STA 247+30.16 - STA 248+02.72
STA 249+77.81 - STA 250+49.73



EXISTING TYPICAL RURAL SECTION

STA 249+70.79 - STA 249+77.81
STA 250+49.73 - STA 261+05.87



EXISTING TYPICAL RURAL SECTION

STA 275+63.19 - STA 276+85.20

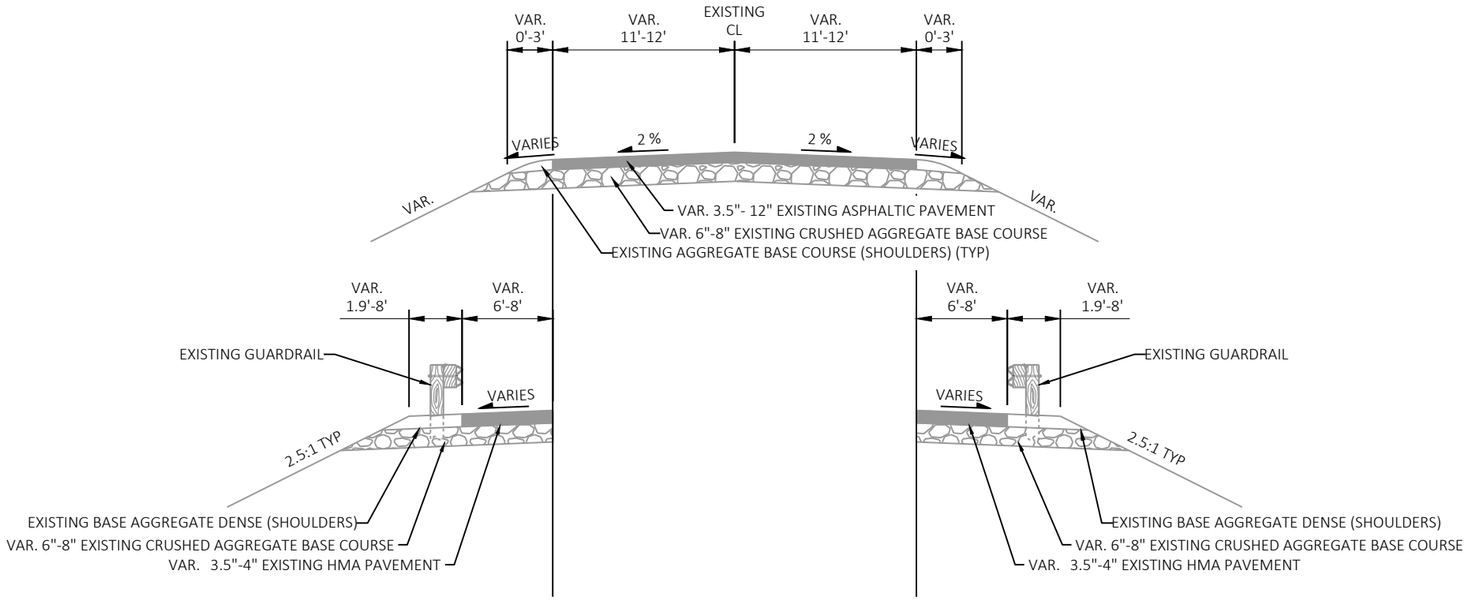
EXISTING TYPICAL RURAL SECTION

STA 275+62.05 - STA 276+85.43

EXISTING TYPICAL RURAL SECTION

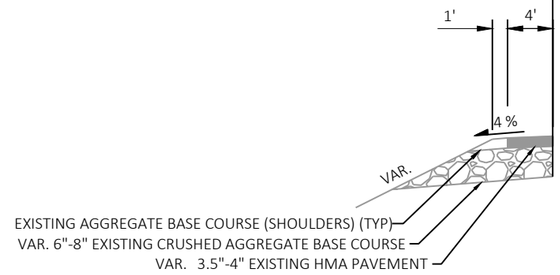
STA 261+05.87 - STA 269+04.67 (3' BASE AGG. SHOULDERS)
STA 269+04.67 - STA 276+90.76 (7' BASE AGG. SHOULDERS)
STA 276+90.76 - STA 278+16.26 (B-52-50)

2



EXISTING TYPICAL RURAL SECTION

STA 278+16.64 - STA 279+44.97
STA 485+42.45 - STA 487+78.88
STA 748+14.06 - STA 749+32.00

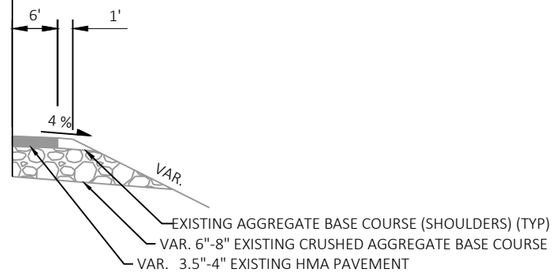


EXISTING TYPICAL RURAL SECTION

STA 641+14.38 - STA 645+38.49

EXISTING TYPICAL RURAL SECTION

STA 278+16.64 - STA 279+45.35
STA 485+25.57 - STA 487+50.28
STA 747+14.89 - STA 749+02.46

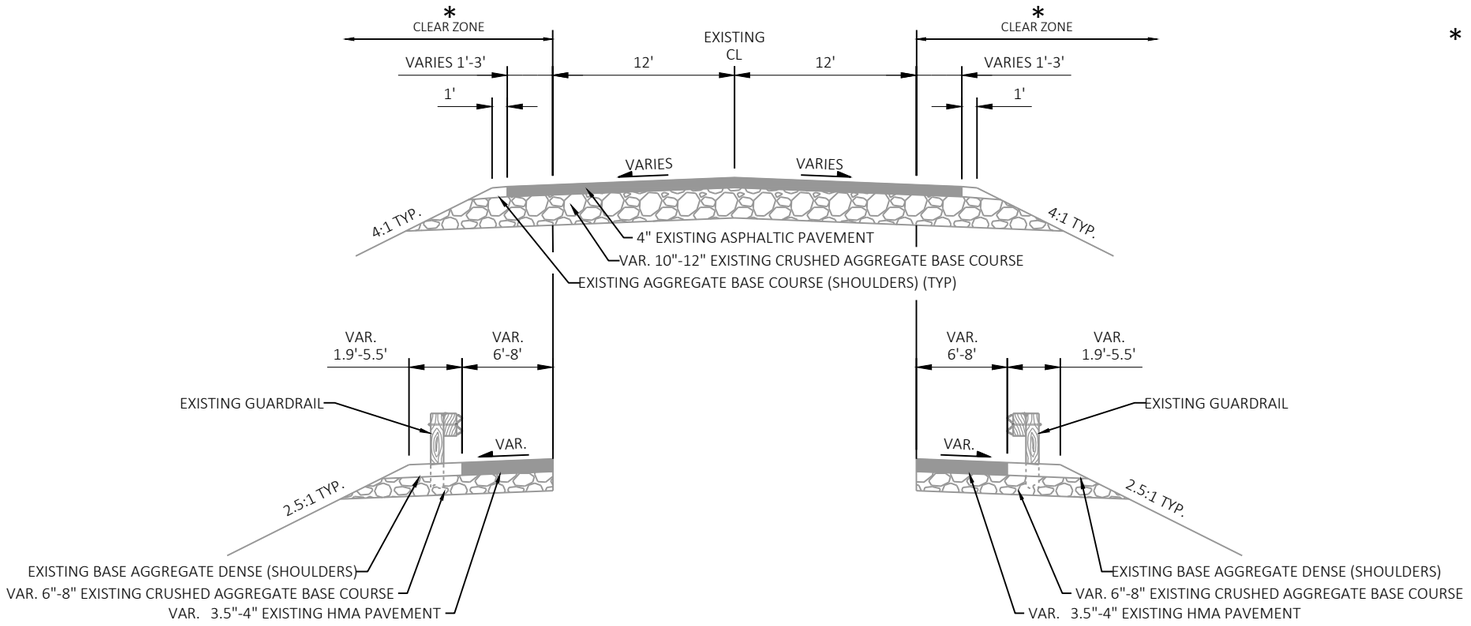


EXISTING TYPICAL RURAL SECTION

STA 411+96.99 - STA 419+56.18

EXISTING TYPICAL RURAL SECTION

STA 278+16.26 - STA 391+40.00
STA 395+15.00 - STA 460+80.00
STA 467+80.00 - STA 486+27.74
STA 486+27.74 - STA 486+71.72 (B-52-84)
STA 486+71.72 - STA 568+60.00
STA 571+29.00 - STA 707+53.08
STA 711+59.71 - STA 749+17.41



* 10' CLEAR ZONE:
STA 391+40 - STA 395+15, PER ORIGINAL PLAN ID 1000-45-54
AND ID 1000-45-55
STA 460+80 - STA 467+80, PER ORIGINAL PLAN ID 1000-45-54
18' CLEAR ZONE:
STA 707+53.08 - STA 711+59.71, PER ORIGINAL PLAN ID 1000-45-55

EXISTING TYPICAL RURAL SECTION

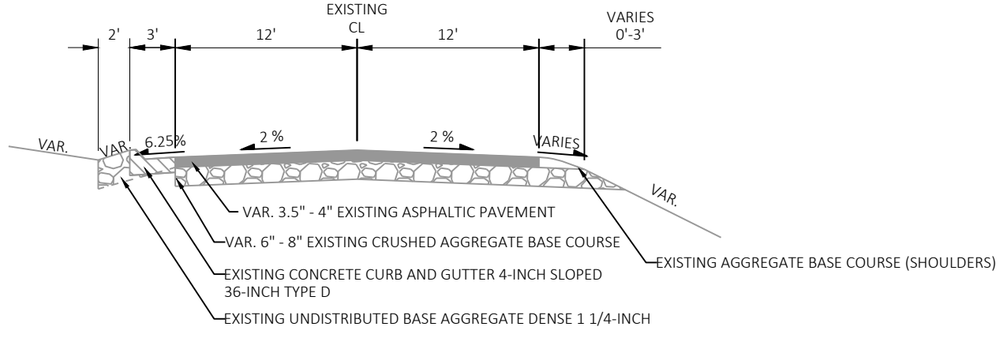
STA 393+08.59 - STA 394+65.20
STA 463+98.71 - STA 466+01.06

EXISTING TYPICAL RURAL SECTION

STA 391+87.83 - STA 394+87.89
STA 463+62.50 - STA 465+82.80

EXISTING TYPICAL RURAL SECTION

STA 391+40.00 - STA 395+15.00
STA 460+80.00 - STA 464+67.73
STA 464+67.73 - STA 464+99.07 (B-52-248)
STA 464+99.07 - STA 467+80.00
STA 707+53.08 - STA 711+59.71

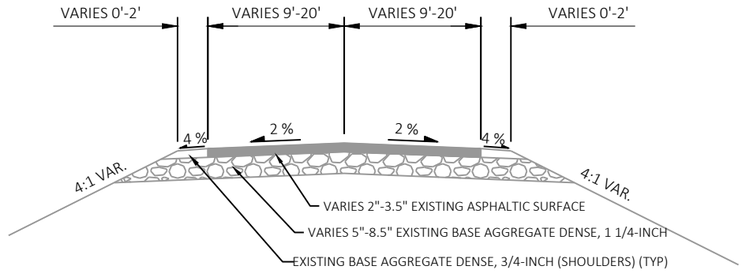


EXISTING TYPICAL RURAL SECTION

STA 568+60 - STA 571+29

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 8	E

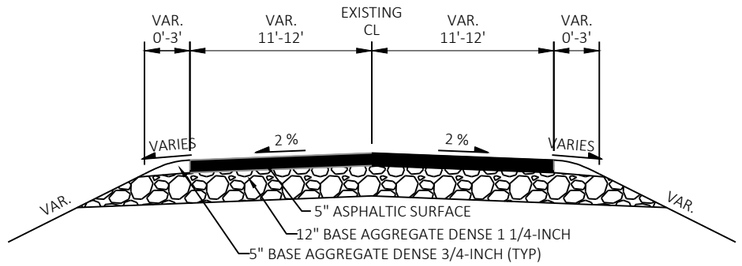
2



EXISTING TYPICAL SECTION

AMES DR
KANABLE HOLLOW DR
RIVER DR
CTH G
CTH MM
SPRINGDALE DR
BUFTON HOLLOW RD
BENSON HOLLOW DR
WEBER RD
ASH RIDGE DR
CTH A
JUNLYN LN
CTH I
ALLBAUGH LN
SLEEPY VALLEY RD
HICKORY HILL RD

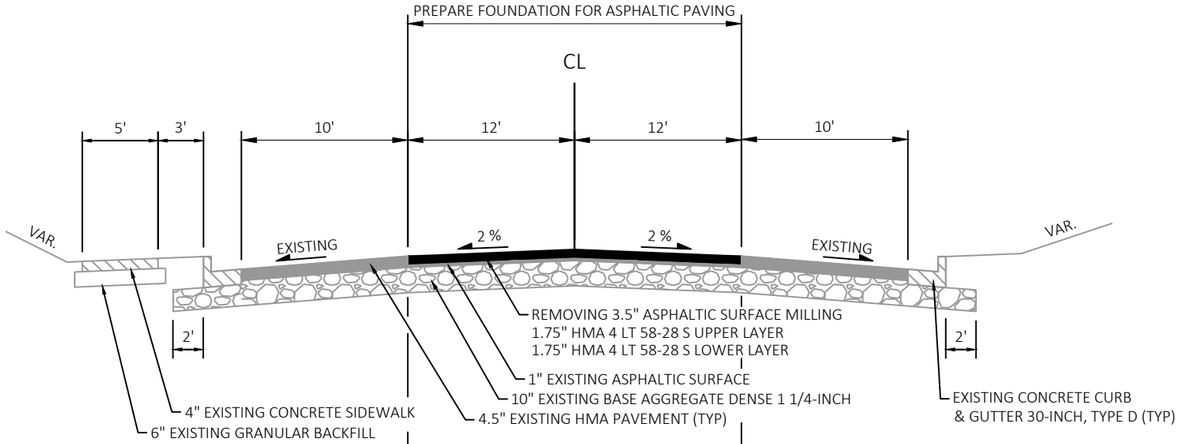
2



FINISHED TYPICAL SECTION OVER PIPES (PRIOR TO MILLING OPERATIONS)

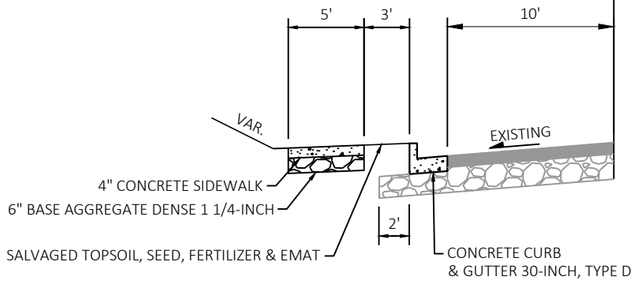
STA 677+25 - STA 678+29
STA 727+88 - STA 729+12

2



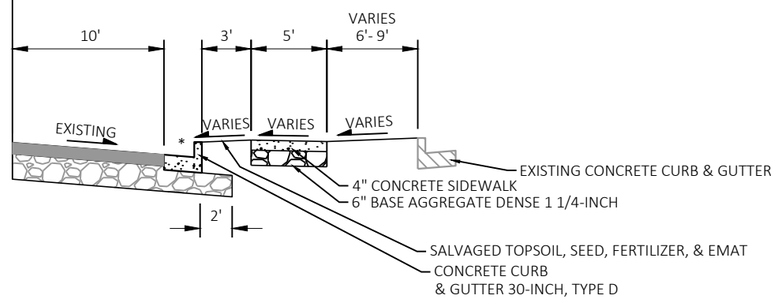
FINISHED TYPICAL SECTION

STA 227+74.11 - 230+25.87



FINISHED TYPICAL SECTION

STA 228+97.51 - 229+15.51



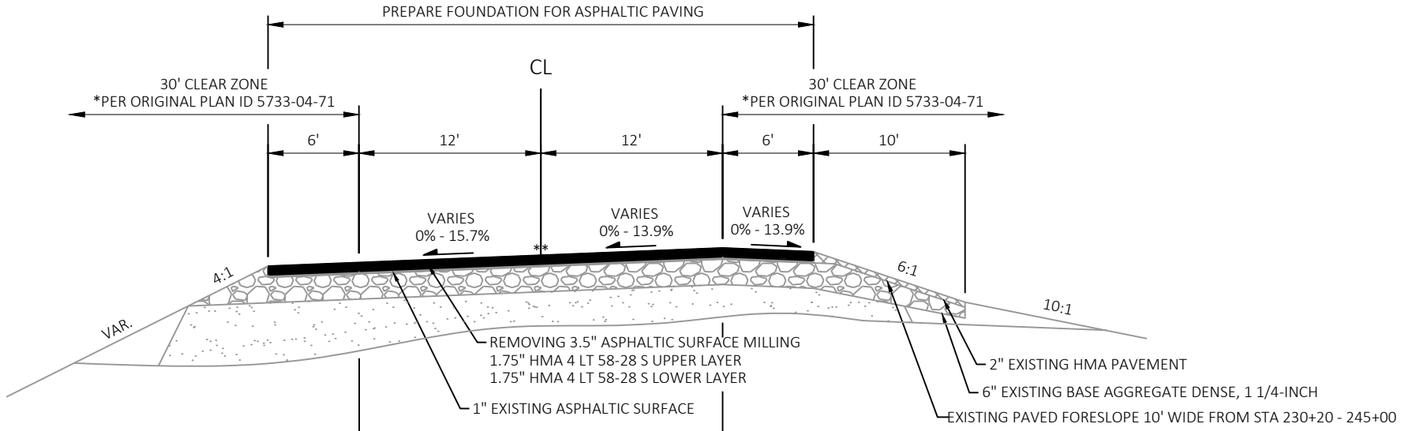
FINISHED TYPICAL SECTION

STA 228+09.37 - 229+12.51

NOTE:

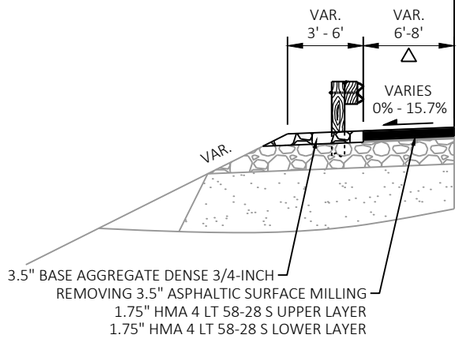
* CONCRETE CURB AND GUTTER ONLY INSTALLED AT STATIONS:
STA 228+09.37 - STA 228+67.47 RT
STA 228+97.51 - STA 229+15.51 RT
(SEE CURB RAMP DETAILS)

NOTE:
** SEE SDD CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL



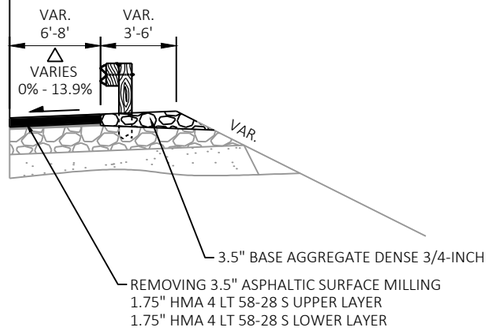
FINISHED TYPICAL SECTION

STA 230+25.87 - STA 250+91.95



FINISHED TYPICAL RURAL SECTION

STA 247+29.49 - STA 248+22.44
STA 249+99.01 - STA 250+91.95



FINISHED TYPICAL RURAL SECTION

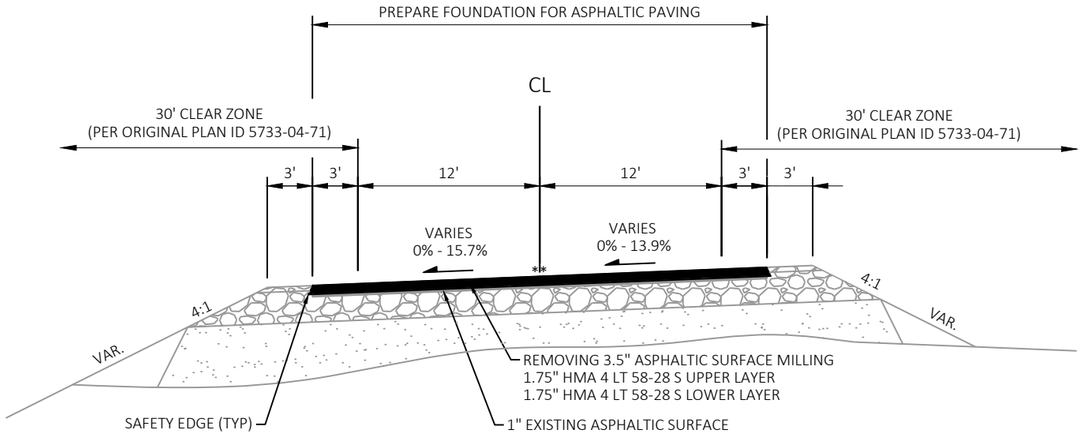
STA 247+10.59 - STA 248+02.68
STA 249+77.61 - STA 250+69.71

△ NOTE:
PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS
(MGS GUARDRAIL TERMINAL EAT TAPERS)

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 12	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\020301-TS.DWG
LAYOUT NAME - 020309-ts
PLOT DATE : 6/23/2026 8:00 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : ##########

NOTE:
** SEE SDD CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL



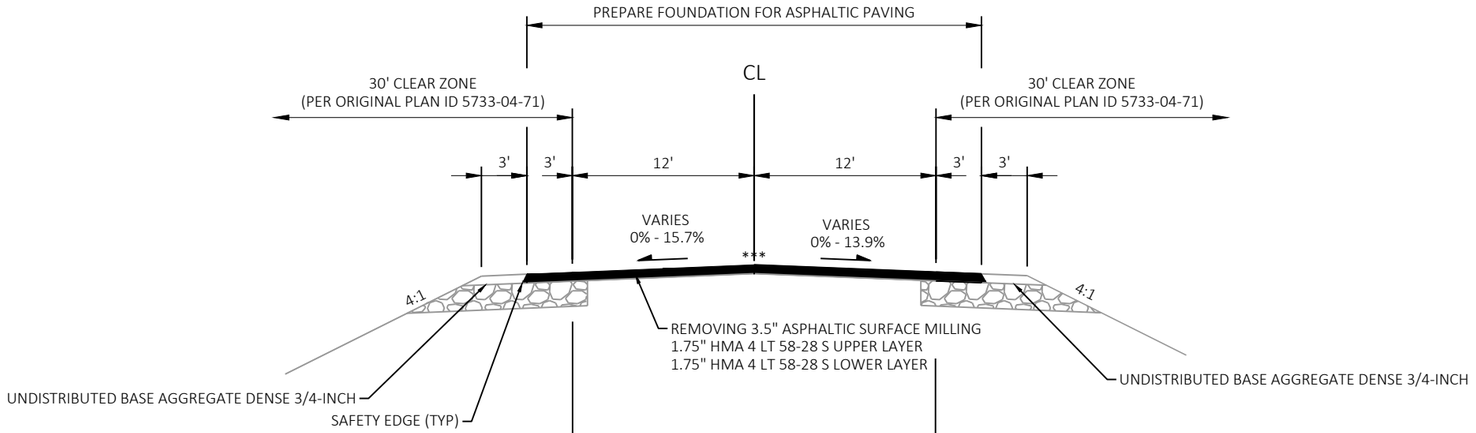
FINISHED TYPICAL SECTION

STA 250+91.95 - STA 261+00

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 13	E

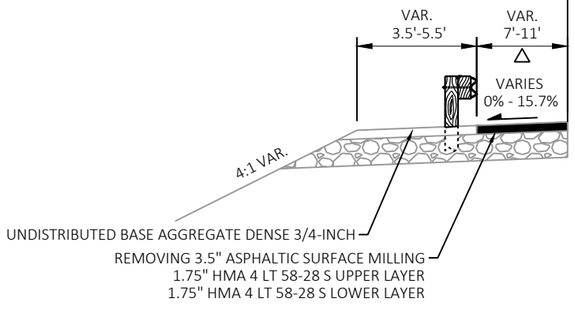
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\020301-TS.DWG
LAYOUT NAME - 020310-ts
PLOT DATE : 6/23/2026 8:00 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : ##########

2



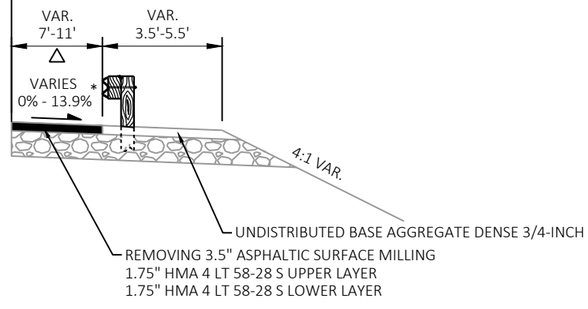
FINISHED TYPICAL SECTION

STA 261+00 - STA 278+16.26



FINISHED TYPICAL SECTION

STA 275+56.36 - STA 276+85.57



FINISHED TYPICAL SECTION

STA 275+54.13 - STA 276+84.97

NOTE:

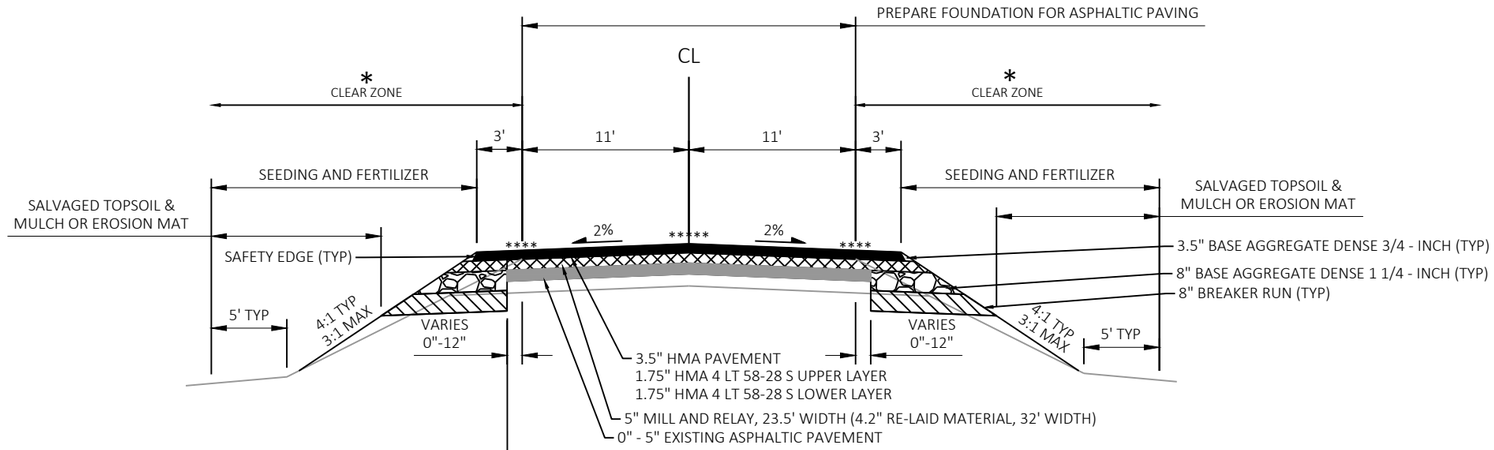
* STA 276+29.98 - STA 276+80.41 TYPE TBT CURB & GUTTER

*** SEE SDD CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL

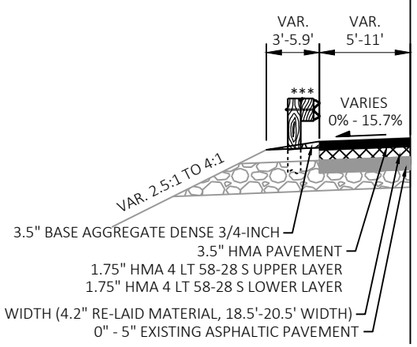
△ PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS
(MGS GUARDRAIL TERMINAL EAT TAPERS)

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 14	E

2

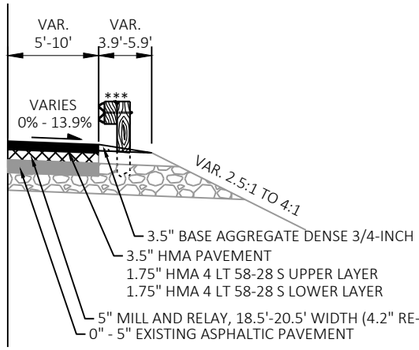


* 10' CLEAR ZONE:
STA 391+87.83 - STA 707+53.08
STA 711+59.71 - STA 749+17.41
18' CLEAR ZONE:
STA 707+53.08 - STA 711+59.71



FINISHED TYPICAL SECTION

STA 278+16.26 - STA 302+26.32
STA 307+99.99 - STA 363+50.00
STA 377+56.01 - STA 409+00.00
STA 415+00.42 - STA 418+00.01
STA 426+31.83 - STA 455+00.00
STA 460+29.11 - STA 470+75.01
STA 483+36.86 - STA 539+50.00
STA 546+45.38 - STA 667+83.57
STA 677+70.00 - STA 678+48.65
STA 684+77.19 - STA 732+03.44
STA 741+05.00 - STA 749+17.41

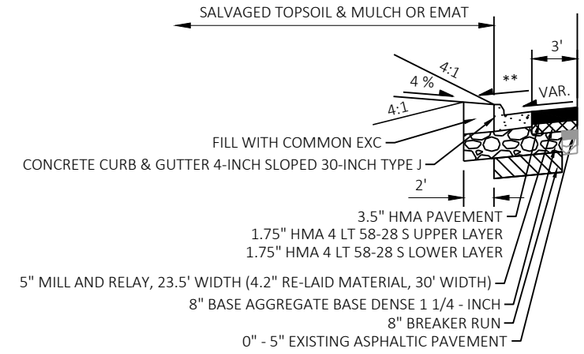


FINISHED TYPICAL SECTION

STA 278+22.01 - STA 279+51.48
STA 393+19.88 - STA 394+70.89
STA 464+00.66 - STA 464+69.84
STA 465+17.04 - STA 466+08.20
STA 748+07.32 - STA 749+22.99

FINISHED TYPICAL SECTION

STA 278+22.65 - STA 279+53.21
STA 391+86.95 - STA 394+87.71
STA 463+55.56 - STA 464+50.21
STA 464+95.50 - STA 465+89.79
STA 747+08.11 - STA 748+86.24



FINISHED TYPICAL SECTION

STA 568+85.00 - STA 571+30.00
STA 638+18.00 - STA 643+00.00
STA 677+70.00 - STA 678+50.00

NOTES:

** GUTTER SLOPE TO BE 6.25%

*** EXISTING GUARDRAIL TO REMAIN
STA 485+42.45 - STA 487+78.88 LT
STA 485+25.57 - STA 487+50.24 RT

**** SEE QUANTITIES FOR LOCATIONS, EDGELINE RUMBLE STRIPS - ASPHALT

***** SEE SDD CENTERLINE RUMBLE STRIPS - ASPHALT, SINSUSOIDAL

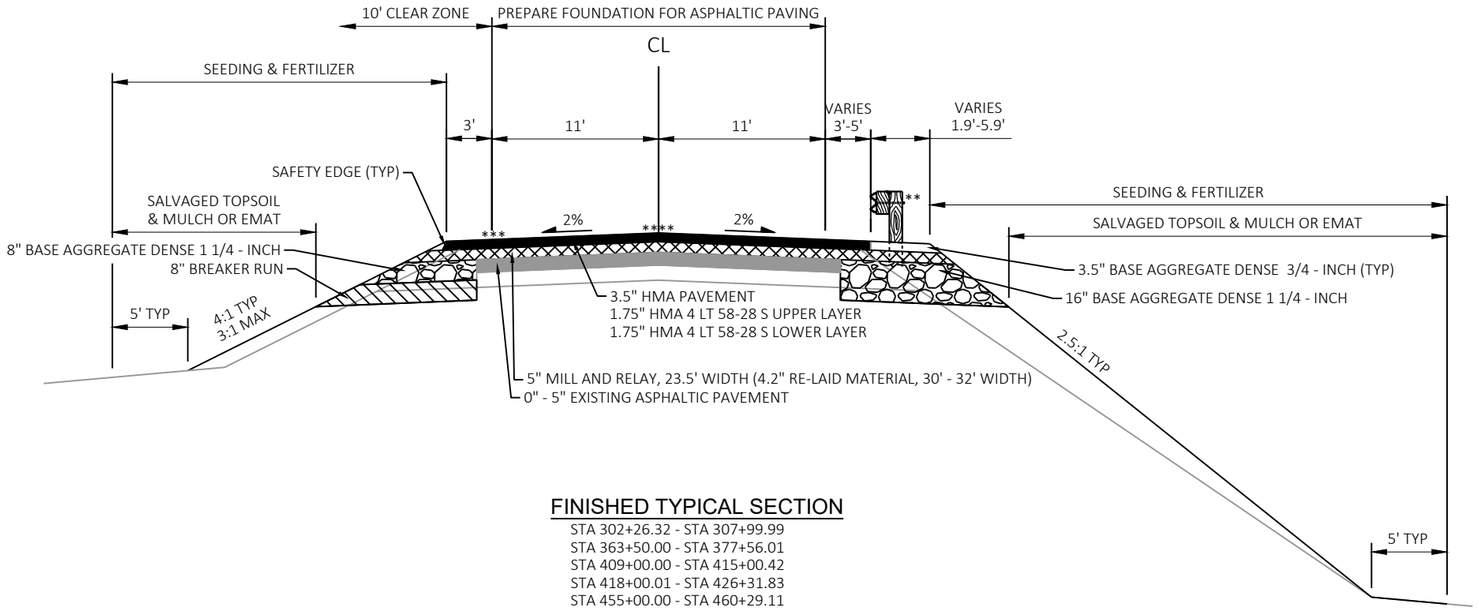
NOTES:

** MGS GUARDRAIL 3 K WILL BE REQUIRED AT THESE STATIONS:

STA 303+52 - STA 306+96
STA 419+50 - STA 425+28
STA 472+00 - STA 482+00
STA 734+00 - STA 735+75

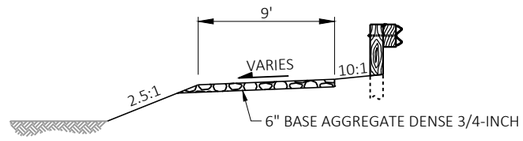
*** SEE QUANTITIES FOR LOCATIONS, EDGELINE RUMBLE STRIPS - ASPHALT

**** SEE SDD CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL



FINISHED TYPICAL SECTION

STA 302+26.32 - STA 307+99.99
STA 363+50.00 - STA 377+56.01
STA 409+00.00 - STA 415+00.42
STA 418+00.01 - STA 426+31.83
STA 455+00.00 - STA 460+29.11
STA 470+75.01 - STA 483+36.86
STA 539+50.00 - STA 546+45.38
STA 667+83.57 - STA 677+70.00
STA 678+48.65 - STA 684+77.19
STA 732+03.44 - STA 741+05.00



ACCESS ROAD TYPICAL SECTION

STA 393+85.45 - STA 394+96.22, LT
(SEE B-52-249 MASONRY ENDWALL AND APRON DETAIL)

2

ROADWAY BORING SUMMARY

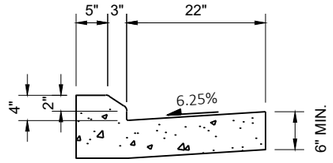
BORING NO.	APPROX. STATION	OFFSET	EXISTING ASPHALT DEPTH	UNDERLYING MATERIAL
B-1	280+60	6' RT	5.5"	12" SAND
B-2	286+04	9' RT	7"	17" SAND & CRUSHED BASE
B-3	298+13	12' RT	6"	12" SAND & CRUSHED BASE
B-4	313+23	6' LT	6.5"	12" SAND
B-5	325+48	9' LT	6"	13" SAND & CRUSHED BASE
B-6	336+83	12' LT	10"	8" SAND & CRUSHED BASE
B-7	345+02	9' LT	8"	10" SAND & CRUSHED BASE
B-8	362+60	6' LT	6"	6" SAND & CRUSHED BASE
B-9	372+47	9' RT	5"	12" SAND & CRUSHED BASE
B-10	381+77	12' RT	5"	8" SAND & CRUSHED BASE
B-11	396+29	6' RT	12"	12" SAND & CRUSHED BASE
B-12	409+01	6' LT	5"	7" SAND & CRUSHED BASE
B-13	417+25	9' LT	10"	8" SAND & CRUSHED BASE
B-14	429+66	12' LT	8"	10" SAND & CRUSHED BASE
B-15	442+49	9' LT	7"	7" SAND & CRUSHED BASE
B-16	454+37	6' LT	5"	7" SAND & CRUSHED BASE
B-17	465+77	3' LT	4"	18" SAND & CRUSHED BASE
B-18	477+49	3' RT	10"	10" SAND & CRUSHED BASE
B-19	488+32	6' RT	5"	25" SAND & CRUSHED BASE
B-20	498+72	9' RT	6"	6" SAND & REGROUND BASE, 12" SAND & CRUSHED BASE
B-21	509+81	12' RT	3"	21" SAND & CRUSHED BASE
B-22	518+10	6' LT	7.5"	16" SAND & CRUSHED BASE

BORING NO.	APPROX. STATION	OFFSET	EXISTING ASPHALT DEPTH	UNDERLYING MATERIAL
B-23	530+08	9'LT	4"	4" REGROUND APSHALT, 18" SAND & CRUSHED BASE
B-24	541+80	12' LT	3"	2.5" REROUND ASPHALT, 3" SAND & CRUSHED BASE, 2" REGROUND ASPHALT
B-25	552+52	9' LT	7.5"	5.5" CRUSHED BASE
B-26	566+14	6' RT	3.5"	4" REGROUND BASE, 4.5" CRUSHED BASE
B-27	577+13	9' RT	3.5"	3" REGROUND ASPHALT, 6.5" SAND & CRUSHED BASE
B-28	587+84	12' RT	8"	2" REGROUND ASPHALT, 8" SAND & CRUSHED BASE
B-29	600+52	6' RT	3"	4" SAND & CRUSHED BASE, 3" REGROUND BASE, 4" SAND & CRUSHED BASE
B-30	612+13	9' RT	5"	2" CRUSHED BASE, 3" REGROUND BASE, 12" SAND & CRUSHED BASE
B-31	620+84	6' LT	8"	8" SAND & CRUSHED BASE
B-32	632+25	9' LT	3.5"	4" CRUSHED BASE, 5" REGROUND BASE
B-33	640+80	12' LT	5.5"	3" CRUSHED BASE, 4" REGOUND BASE
B-34	654+64	9' LT	5"	4" CRUSHED BASE
B-35	662+40	6' LT	4.5"	8" CRUSHED BASE
B-36	672+48	6' RT	5"	4" CRUSHED BASE, 3" REGROUND BASE
B-37	686+58	9' RT	5.5"	7" CRUSHED BASE
B-38	698+62	6' LT	6"	6" CRUSHED BASE
B-39	706+43	9' RT	4.5"	19.5" SAND & CRUSHED BASE
B-40	716+36	6' LT	4"	3" CRUSHED BASE, 2" REGROUND BASE, 2" CRUSHED BASE
B-41	729+72	9' LT	4"	6" CRUSHED BASE
B-42	740+91	12' LT	5"	10" CRUSHED BASE
B-43	749+78	9' LT	4.5"	6" CRUSHED BASE

RUNOFF COEFFICIENT TABLE

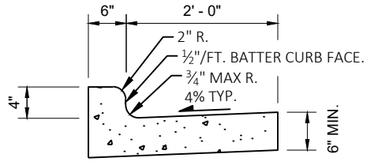
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 95.083 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 19.863 ACRES



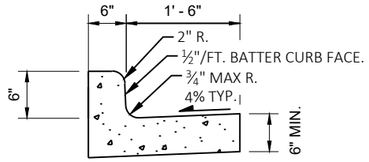
CONCRETE CURB & GUTTER
4-INCH SLOPED 30-INCH TYPE J
(6.25% SLOPE)

STA 568+85.00 - STA 571+30.00
STA 638+18.00 - STA 643+00.00
STA 676+25.00 - STA 678+50.00



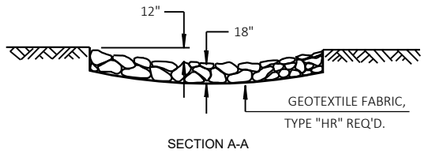
CONCRETE CURB & GUTTER
30-INCH CURB HEAD 4-INCH

STA 228+09.37 - STA 228+15.70

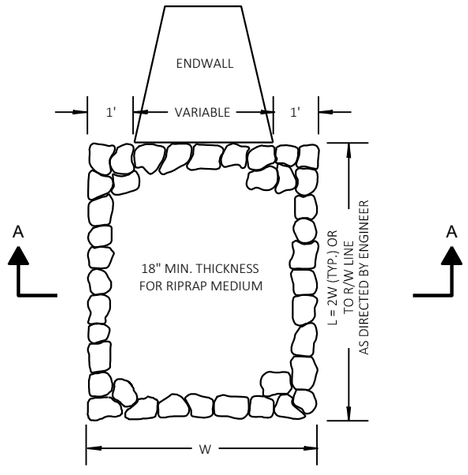


CONCRETE CURB & GUTTER
24-INCH TYPE D

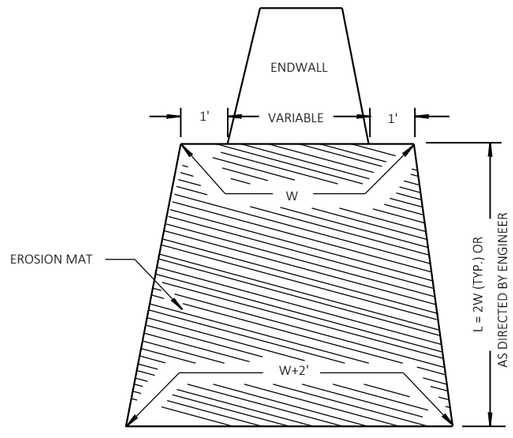
STA 228+49.19 - STA 228+51.59



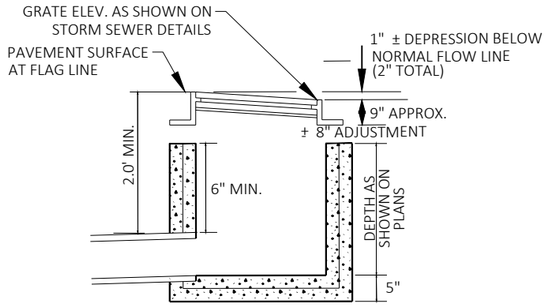
SECTION A-A



RIPRAP MEDIUM TREATMENT AT CULVERTS

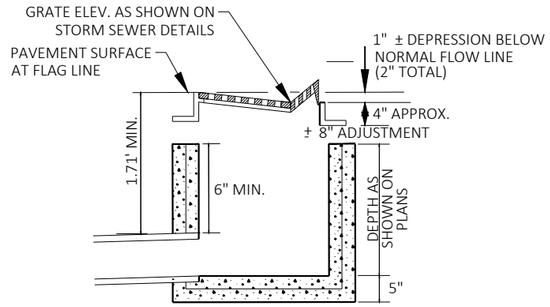


EROSION MAT TREATMENT AT CULVERTS



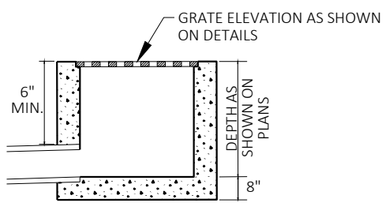
DETAIL FOR COMPUTING INLET ELEVATIONS

INLET COVERS - V



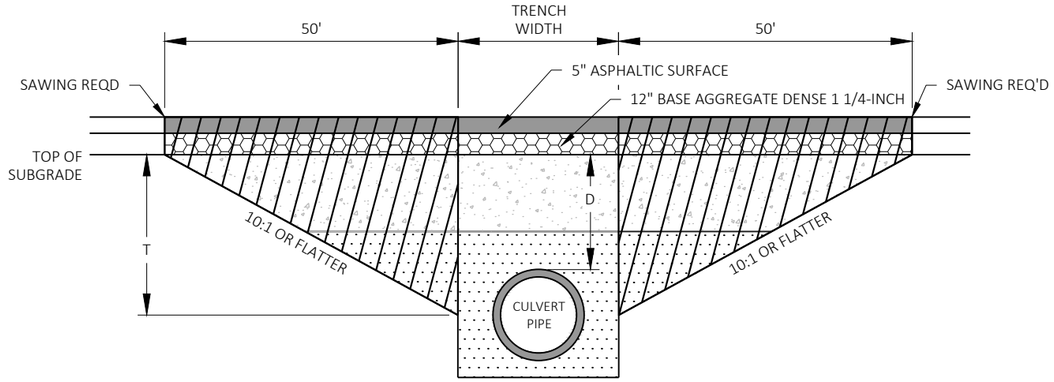
DETAIL FOR COMPUTING INLET ELEVATIONS

INLET COVERS - HM-GJ



DETAIL FOR COMPUTING INLET ELEVATIONS

INLETS MEDIAN 2 GRATE



DEPTH D < 6 FT

TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)
STH 56	677+77	2.4	24
STH 56	728+50	1.1	24X38

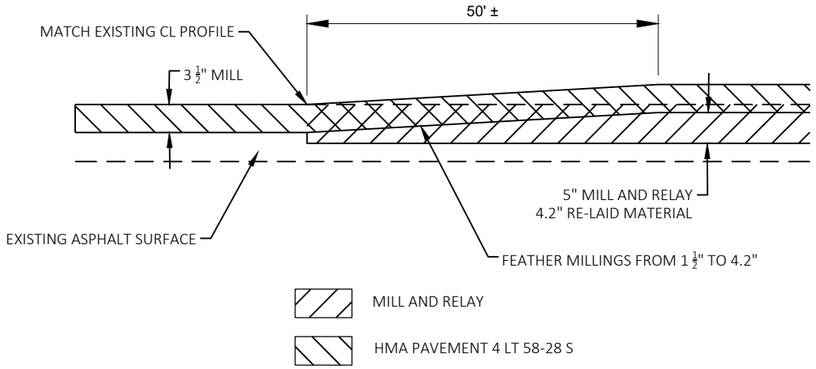
CROSS PIPE TRANSITION PRIOR TO MILLING OPERATIONS

NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.
PLACE 5" ASPHALTIC SURFACE AFTER CULVERT PIPE INSTALLATION AND BEFORE MILLING.

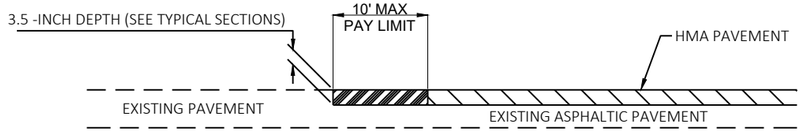
KEY

- FINISHED SURFACE
- FINISHED BASE
- TRENCH BACKFILL
- FOUNDATION BACKFILL
- TRANSITION CUT



MILLING TRANSITION DETAIL - RELAY

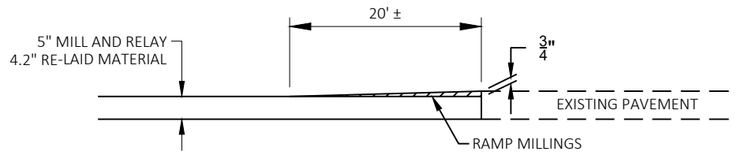
STA 279+45.35 - STA 279+95.35



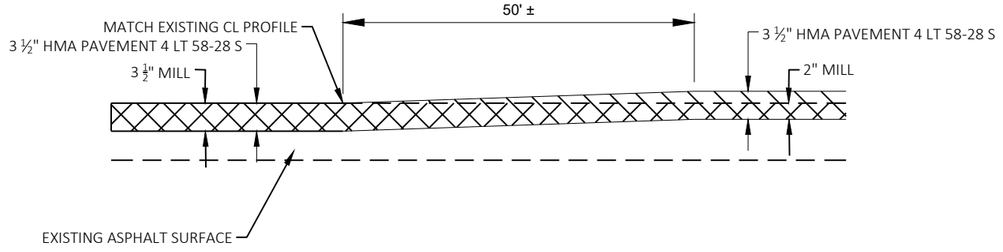
BUTT JOINT DETAIL

STA 227+74.11 - STA 227+84.11

SAWING IS INCIDENTAL TO "REMOVING ASPHALTIC SURFACE BUTT JOINTS"

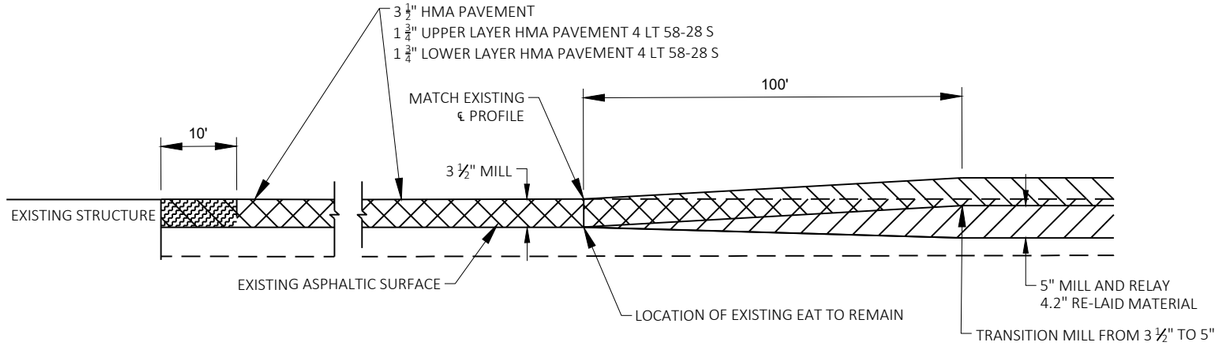


END OF DAY PAVEMENT TRANSITION DETAIL



MILLING TRANSITION DETAIL - OVERLAY

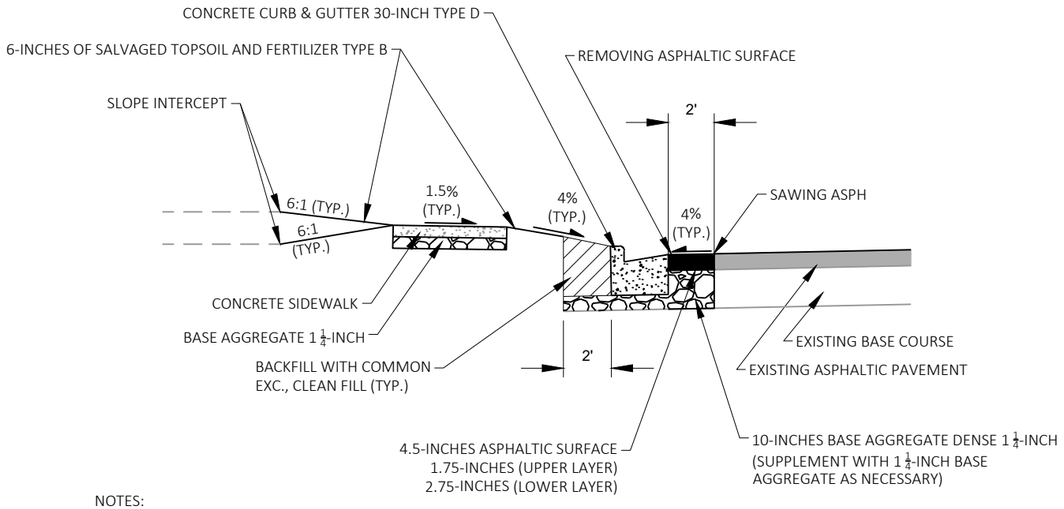
STA 250+71.75 - STA 251+21.75
STA 275+12.05 - STA 275+62.05 (REVERSED)



MILLING TRANSITION AND BUTT JOINT AT STRUCTURE DETAIL

NOT TO SCALE

STA 247+10.59 - STA 248+23.06
STA 249+78.32 - STA 250+91.95
STA 275+54.13 - STA 276+90.76
STA 278+16.26 - STA 279+53.21
STA 463+12.50 - STA 464+67.61
STA 466+01.06 - STA 466+51.06
STA 484+75.57 - STA 486+27.96
STA 486+72.14 - STA 486+78.88
STA 487+78.88 - STA 488+28.88
STA 746+64.89 - STA 747+14.89

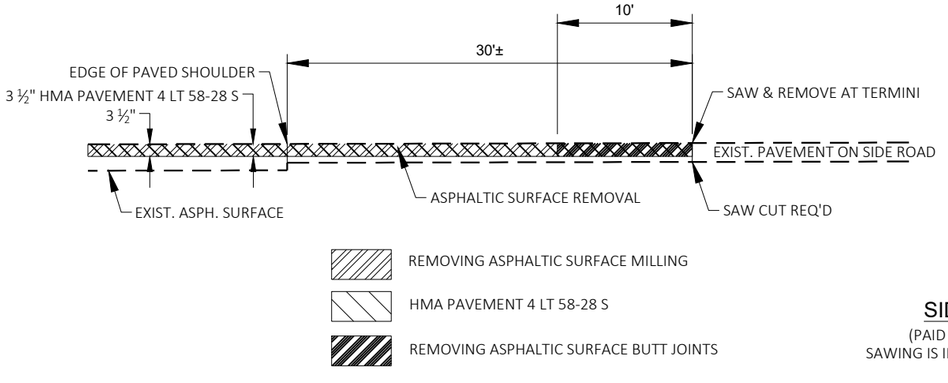


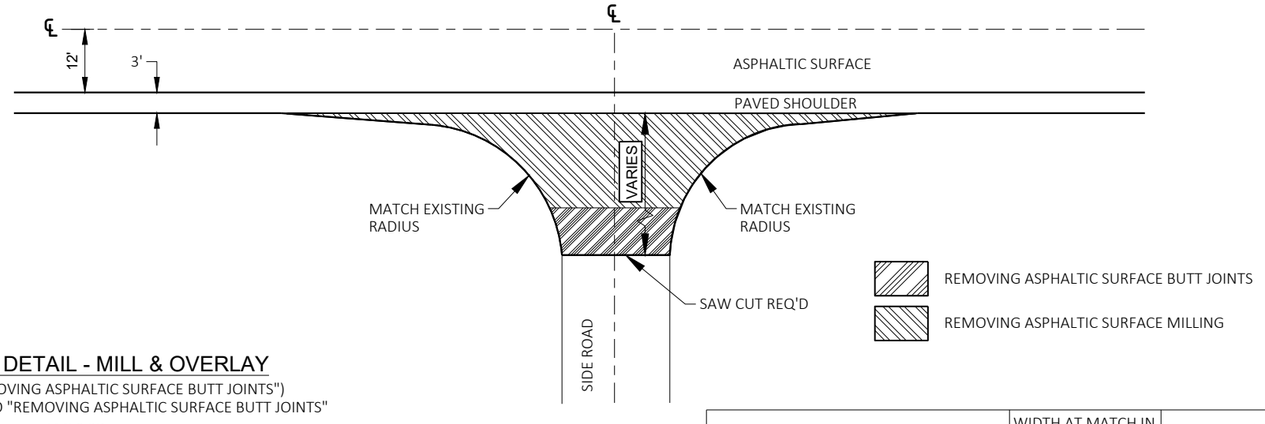
NOTES:

IN AREAS OF REMOVING ASPHALTIC SURFACE, PERFORM CURB & GUTTER REPLACEMENT FIRST.

CURB & GUTTER REPLACEMENT DETAIL

STA 228+09.35 - STA 228+67.49 RT
STA 228+97.51 - STA 229+15.52 RT & LT



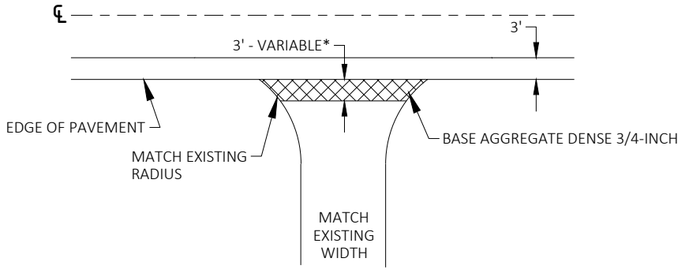


SIDE ROAD DETAIL - MILL & OVERLAY

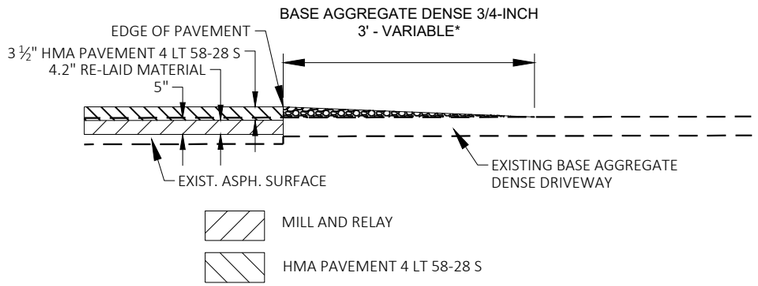
(PAID FOR AS "REMOVING ASPHALTIC SURFACE BUTT JOINTS")
SAWING IS INCIDENTAL TO "REMOVING ASPHALTIC SURFACE BUTT JOINTS"

AMES RD
KANABLE HOLLOW RD
RIVER RD

ROADWAY	WIDTH AT MATCH IN PT (FT)	LENGTH (FT)
AMES RD	23.6	52.2
KANABLE HOLLOW RD	22.5	69.2
RIVER RD	24.2	74.4



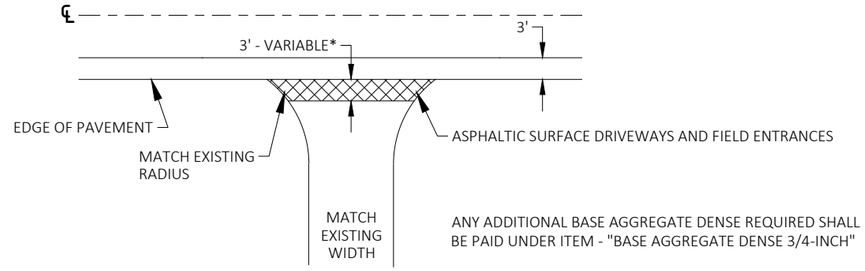
PLAN VIEW



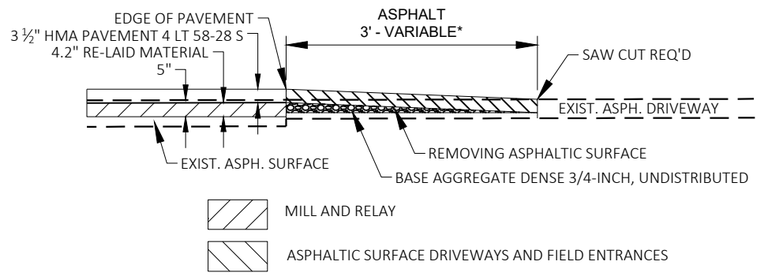
ELEVATION VIEW

BASE AGGREGATE DRIVEWAY DETAIL - MILL & RELAY

* EXACT DIMENSIONS TO BE DETERMINED
BY ENGINEER IN THE FIELD



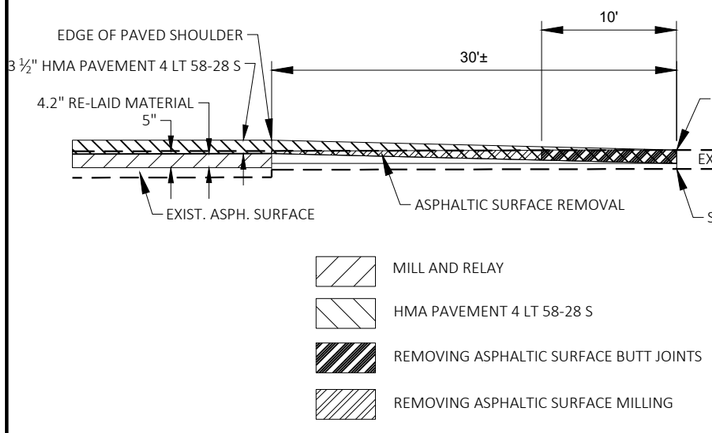
PLAN VIEW

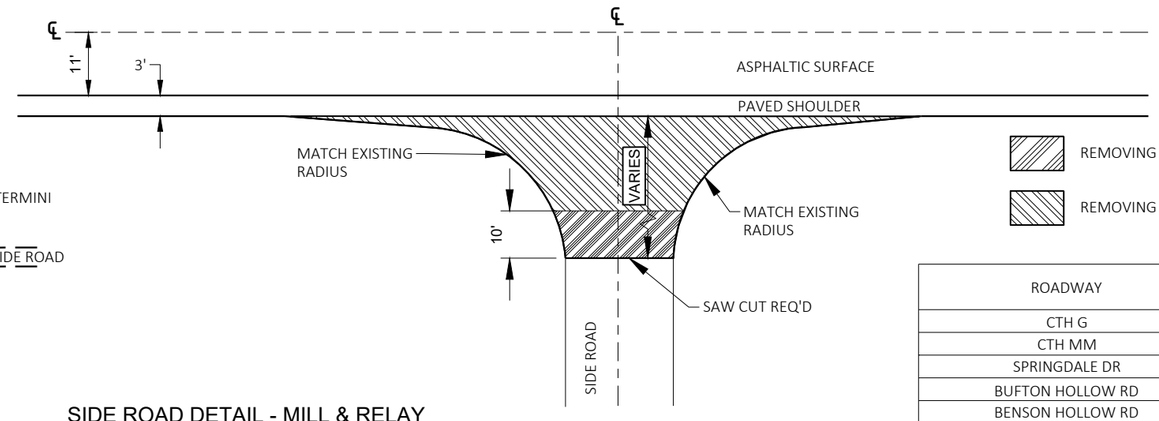


ELEVATION VIEW

ASPHALTIC DRIVEWAY DETAIL - MILL & RELAY

* EXACT DIMENSIONS TO BE DETERMINED
BY ENGINEER IN THE FIELD



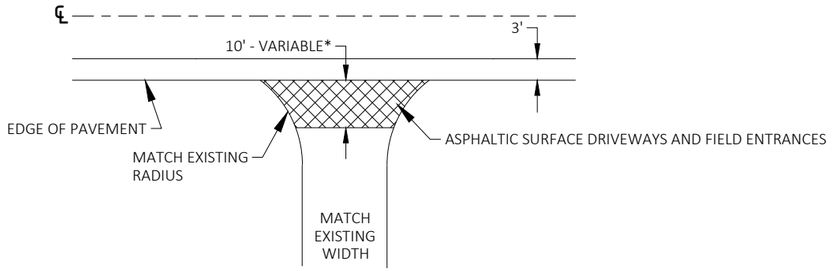


SIDE ROAD DETAIL - MILL & RELAY

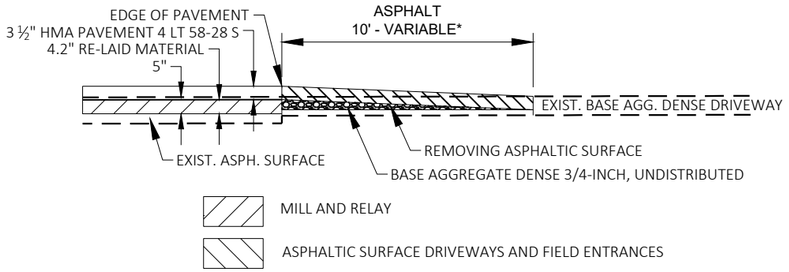
(PAID FOR AS "REMOVING ASPHALTIC SURFACE BUTT JOINTS")
SAWING IS INCIDENTAL TO "REMOVING ASPHALTIC SURFACE BUTT JOINTS"

CTH G	ASH RIDGE DR
CTH MM	CTH A
SPRINGDALE DR	JUNLYN LN
BUFTON HOLLOW RD	CTH I
BENSON HOLLOW RD	SLEEPY VALLY RD
WEBER RD	HICKORY HILL RD

ROADWAY	WIDTH AT MATCH IN PT (FT)	LENGTH (FT)
CTH G	25.9	55.2
CTH MM	28.8/22.9	66.0/41.5
SPRINGDALE DR	23.2	20.8
BUFTON HOLLOW RD	26.9	46.5
BENSON HOLLOW RD	22.3	50.3
WEBER RD	16.7	30.3
ASH RIDGE DR	20.2	38.6
CTH A	31.0/26.0	49.6
JUNLYN LN	23.4	70.9
CTH I	29.9	50.4
SLEEPY VALLY RD	16.9	29.7
HICKORY HILL RD	25.0	63.0



PLAN VIEW

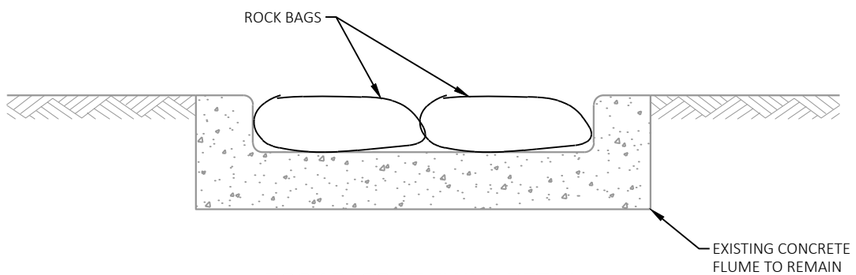


ELEVATION VIEW

ASPHALTIC/BASE AGGREGATE DRIVEWAY DETAIL - MILL & RELAY

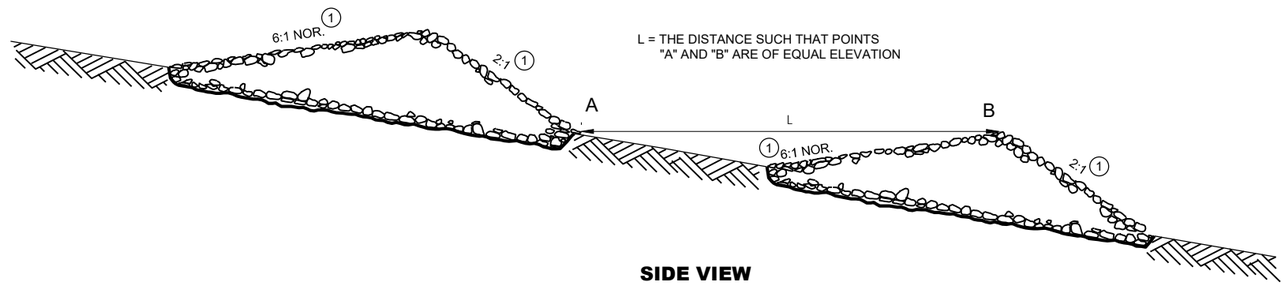
* EXACT DIMENSIONS TO BE DETERMINED BY ENGINEER IN THE FIELD

STA 685+76 RT

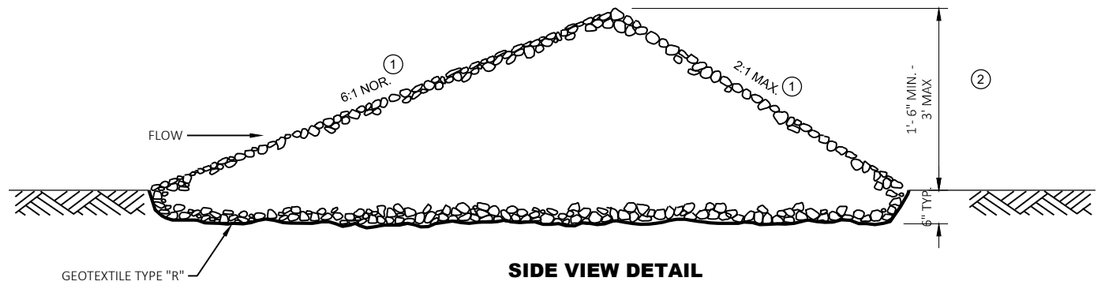


ROCK BAGS AT FLUME DETAIL

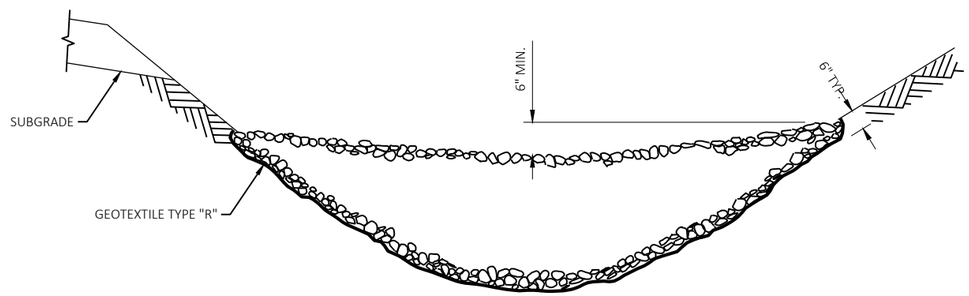
STA 230+27 LT
STA 230+29 RT



SIDE VIEW



SIDE VIEW DETAIL

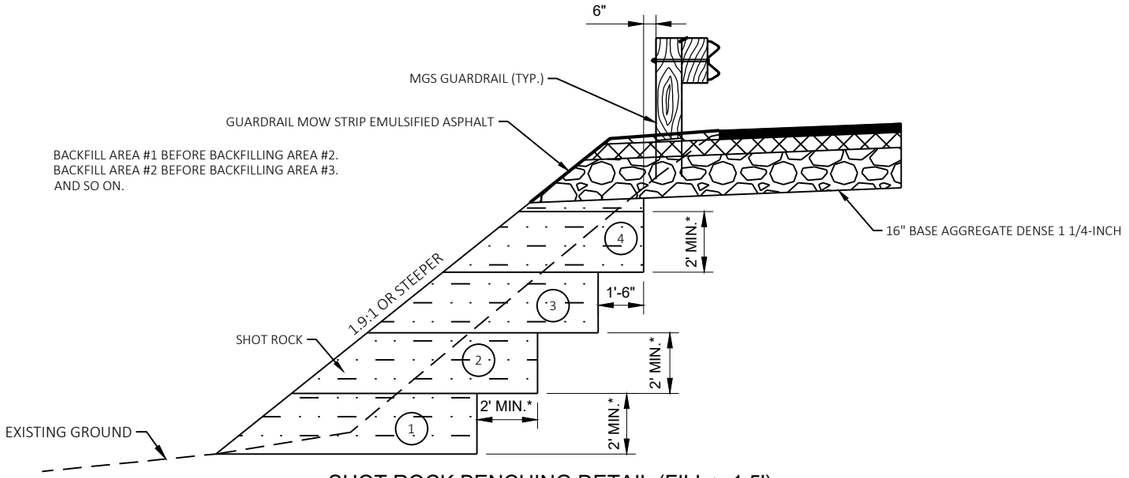


SECTION VIEW

TEMPORARY STONE DITCH CHECK

(1) WHEN PLACED WITHIN THE CLEAR ZONE, SLOPED AT 6:1 OR FLATTER.

(2) MEASURED AT THE CENTER OF THE DITCH CHECK.

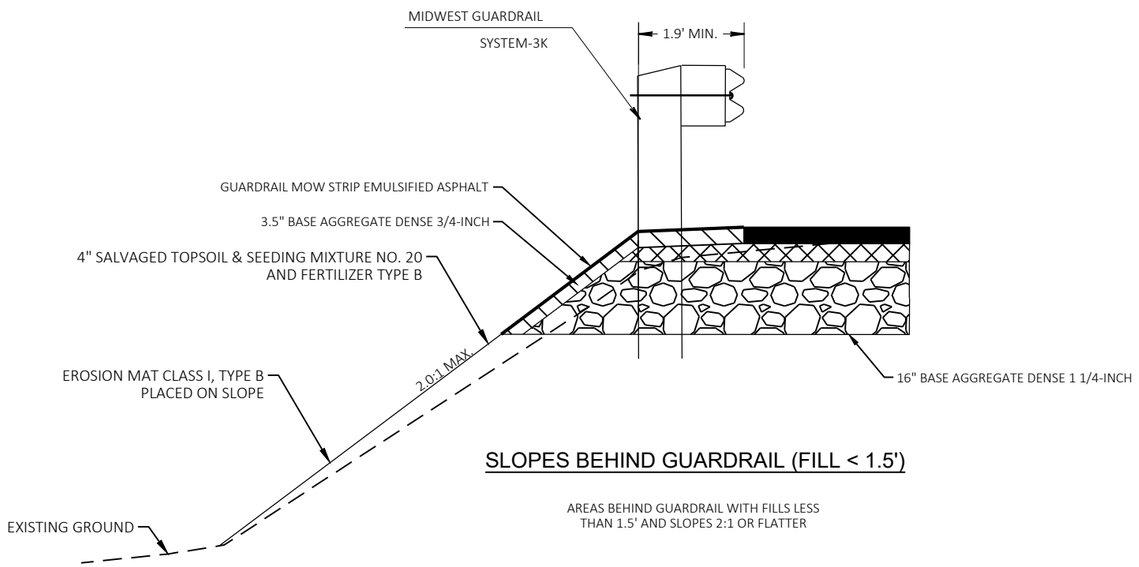


SHOT ROCK BENCHING DETAIL (FILL > 1.5')

AREAS BEHIND GUARDRAIL WITH FILLS GREATER
THAN 1.5' AND SLOPES STEEPER THAN 2:1

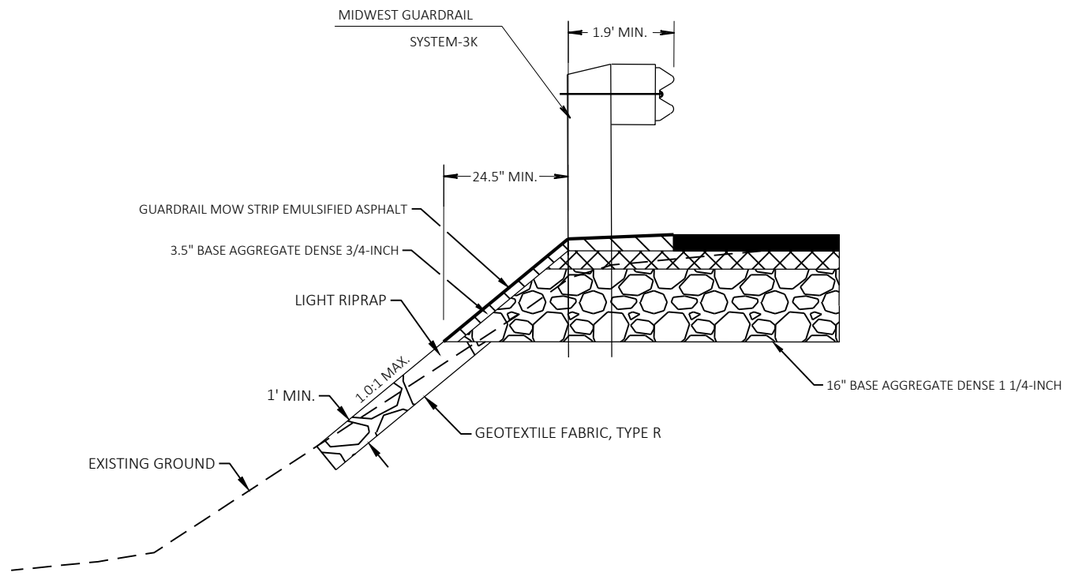
STA 303+00 - STA 306+00 RT	STA 542+50 - STA 545+87 RT
STA 366+00 - STA 373+25 RT	STA 669+00 - STA 672+72 RT
STA 409+75 - STA 413+75 RT	STA 675+00 - STA 677+00 RT
STA 419+50 - STA 425+75 RT	STA 676+75 - STA 678+25 LT
STA 427+98 - STA 428+25 RT	STA 682+00 - STA 684+18 RT
STA 463+96 - STA 464+60 LT	STA 687+20 - STA 688+75 RT
STA 465+20 - STA 465+65 LT	STA 733+00 - STA 740+00 RT
STA 472+00 - STA 482+00 RT	STA 748+57 - STA 748+86 RT

* ADJUST TO FIT FIELD CONDITIONS



SLOPES BEHIND GUARDRAIL (FILL < 1.5')

AREAS BEHIND GUARDRAIL WITH FILLS LESS
THAN 1.5' AND SLOPES 2:1 OR FLATTER



STEEPER THAN 2:1 SLOPES BEHIND GUARDRAIL (FILL < 1.5')

AREAS BEHIND GUARDRAIL WITH FILLS LESS
THAN 1.5' AND SLOPES STEEPER THAN 2:1

2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CONCRETE MASONRY ENDWALL	SHEET 24	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\021001-CD.DWG
LAYOUT NAME - 021008-cd
PLOT DATE : 6/26/2026 8:27 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

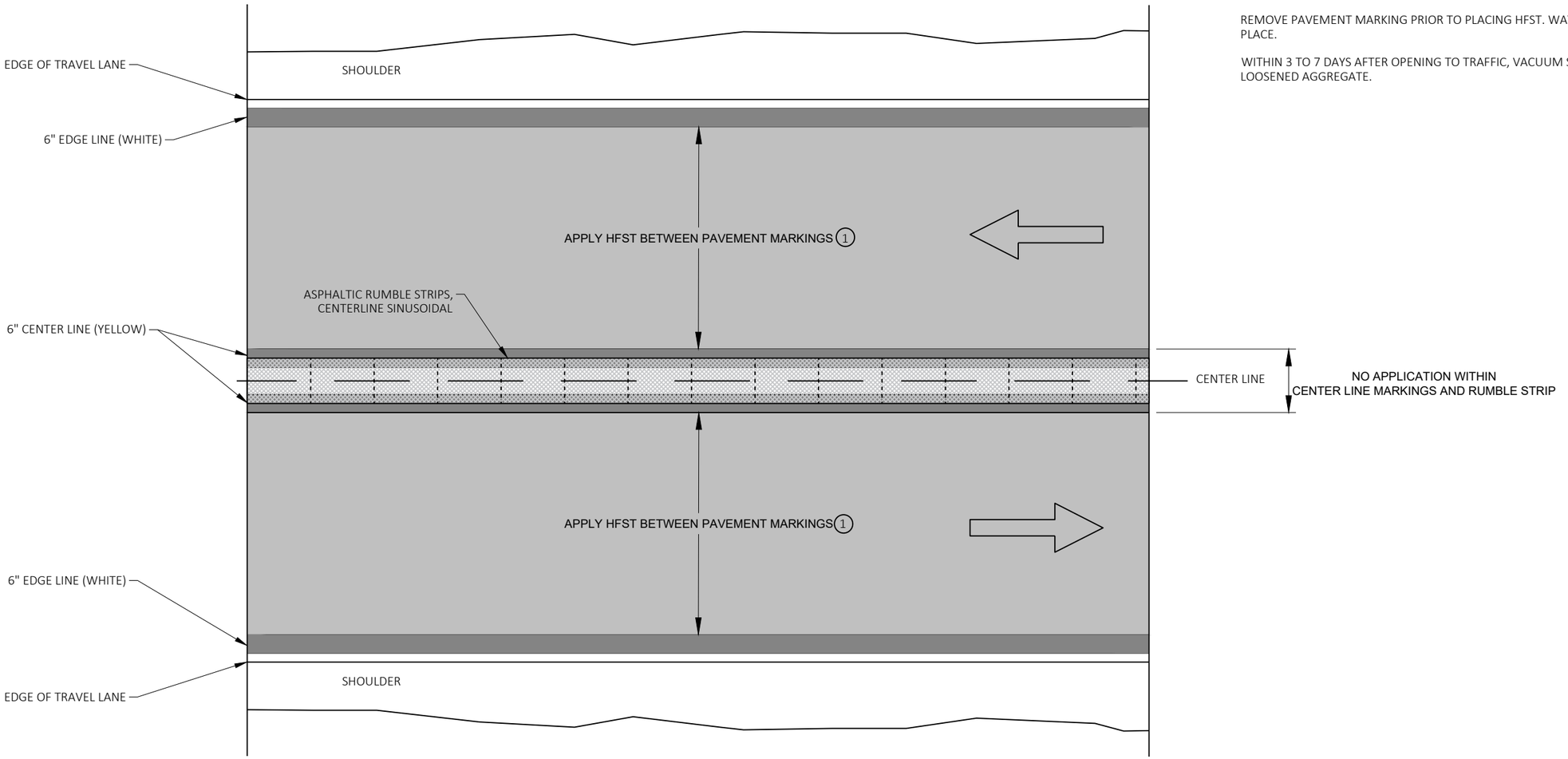
(1) EXTEND HFST APPLICATION 2'-3' ONTO THE SHOULDERS IF APPLICATION SITE IS ON A CURVE WHERE NO SHOULDER RUMBLES WILL BE INSTALLED. IF SHOULDER RUMBLE STRIPS WILL BE INSTALLED, ONLY APPLY ON THE MAINLINE.

PROVIDE 30-DAY CURE TIME ON NEW HMA PAVEMENT PRIOR TO PLACING HFST.

PLACE WHEN AMBIENT AIR OR PAVEMENT SURFACE TEMPERATURE IS ABOVE 50°F.

REMOVE PAVEMENT MARKING PRIOR TO PLACING HFST. WATERBORNE PAINT MAY REMAIN IN PLACE.

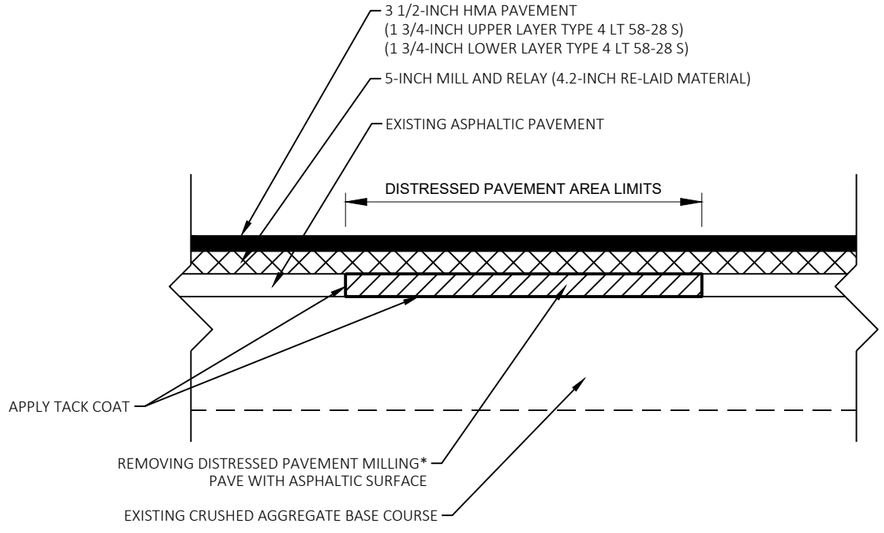
WITHIN 3 TO 7 DAYS AFTER OPENING TO TRAFFIC, VACUUM SWEEP THE PAVEMENT TO REMOVE LOOSENED AGGREGATE.



HIGH FRICTION SURFACE TREATMENT (HFST)

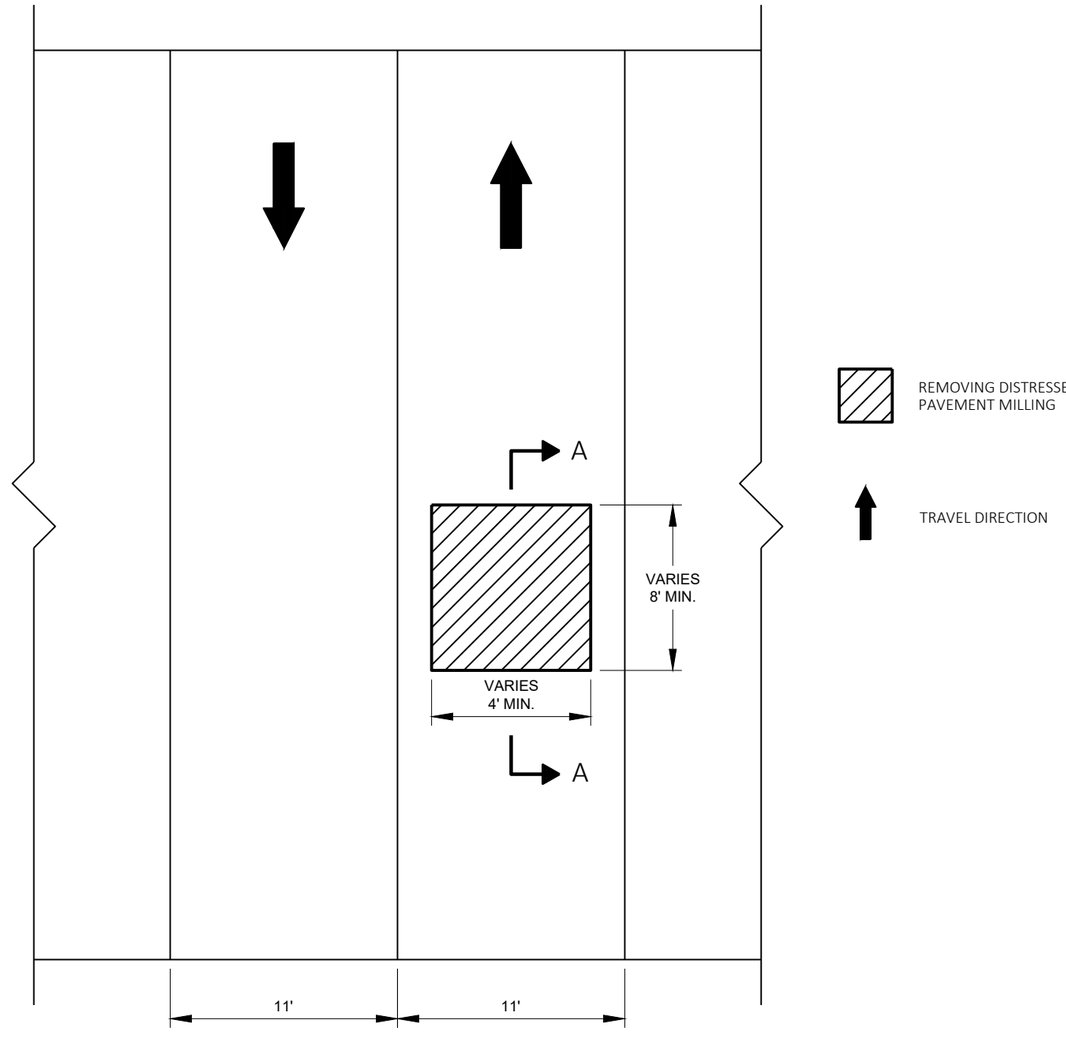
PAID AS "RESIN BINDER HIGH FRICTION SURFACE TREATMENT"
STA 553+00 - STA 559+00

2



* DEPTH OF MILL AND REPLACE MAY VARY 2.5" +/-

SECTION A-A
SECTION AT DISTRESSED PAVEMENT AREAS

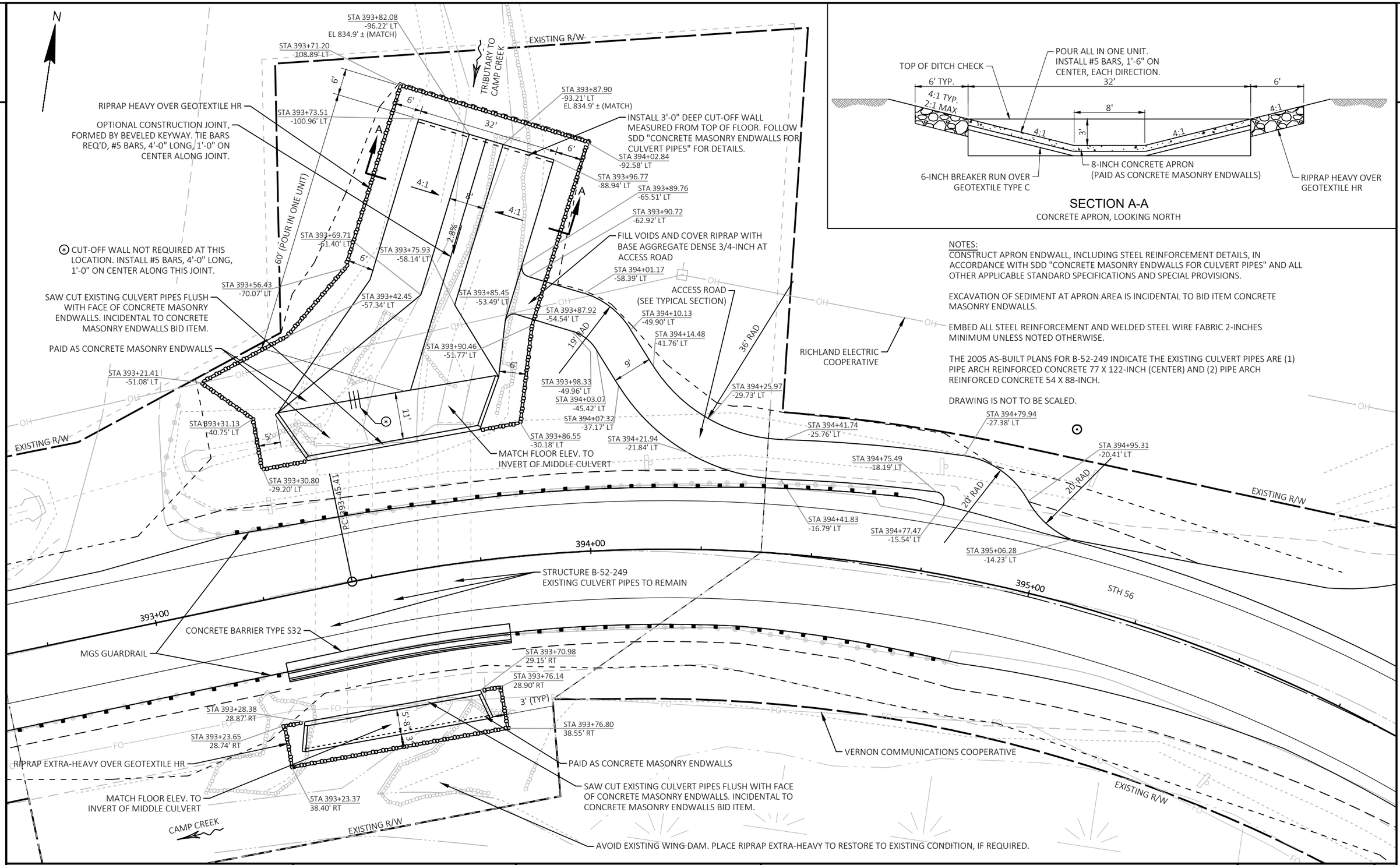


PLAN VIEW

DISTRESSED PAVEMENT MILLING DETAIL

PAID AS "REMOVING DISTRESSED PAVEMENT MILLING"

NOTE:
EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.



SECTION A-A
CONCRETE APRON, LOOKING NORTH

NOTES:

CONSTRUCT APRON ENDWALL, INCLUDING STEEL REINFORCEMENT DETAILS, IN ACCORDANCE WITH SDD "CONCRETE MASONRY ENDWALLS FOR CULVERT PIPES" AND ALL OTHER APPLICABLE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

EXCAVATION OF SEDIMENT AT APRON AREA IS INCIDENTAL TO BID ITEM CONCRETE MASONRY ENDWALLS.

EMBED ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC 2-INCHES MINIMUM UNLESS NOTED OTHERWISE.

THE 2005 AS-BUILT PLANS FOR B-52-249 INDICATE THE EXISTING CULVERT PIPES ARE (1) PIPE ARCH REINFORCED CONCRETE 77 X 122-INCH (CENTER) AND (2) PIPE ARCH REINFORCED CONCRETE 54 X 88-INCH.

DRAWING IS NOT TO BE SCALED.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	B-52-249 MASONRY ENDWALL AND APRON DETAIL	SHEET 27	E

2

2

N

R/W EASEMENT

DAIRYLAND POWER

OH

EXISTING R/W

KICKAPOO RIVER

KICKAPOO RIVER

MGS GUARDRAIL TERMINAL EAT

POST 1
STA 247+29.49
20' LT

POST 5
STA 247+54.61
19' LT

POST 9
STA 247+79.72
18' LT

MGS THRIE BEAM TRANSITION

MGS THRIE BEAM TRANSITION

POST 5
STA 250+66.84
19' LT

POST 9
STA 250+41.72
18' LT

MGS GUARDRAIL TERMINAL EAT

POST 1
STA 250+91.95
20' LT

STH 56

247+00

248+00

249+00

250+00

251+00

STH 56

252+00

B-52-259

POST 1
STA 247+10.59
20' RT

MGS GUARDRAIL TERMINAL EAT

POST 5
STA 247+35.47
19' RT

POST 9
STA 247+60.36
18' RT

MGS THRIE BEAM TRANSITION

STRUCTURE B-52-259
STA 248+22.76 - STA 249+77.99
EXCEPTION TO NET CL LENGTH
NO WORK ON STRUCTURE

MGS THRIE BEAM TRANSITION

POST 9
STA 250+19.94
18' RT

POST 5
STA 250+44.82
19' RT

MGS GUARDRAIL TERMINAL EAT

POST 1
STA 250+69.71
20' RT

EXISTING R/W

R/W EASEMENT

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 28	E

2

2

N

R/W EASEMENT

DAIRYLAND POWER

CAMP CREEK

EXISTING R/W

STA 278+16.77
END 12' TRAVEL LANES
BEGIN 11 TRAVEL LANES

MGS THRIE BEAM TRANSITION

MGS GUARDRAIL 3

POST 9
STA 279+01.78
20' LT

PT: 278+62.97

PC: 279+13.71

POST 5
STA 279+26.68
21' LT

MGS GUARDRAIL TERMINAL EAT

POST 1
STA 279+51.48
22' LT

POST 1
STA 275+56.36
22' LT

MGS GUARDRAIL TERMINAL EAT

POST 5
STA 275+81.20
21' LT

POST 9
STA 276+06.05
20' LT

MGS GUARDRAIL 3

MGS THRIE BEAM TRANSITION

STRUCTURE B-52-050
STA 276+91.26 - STA 278+16.64
CONCRETE OVERLAY
SEE STRUCTURE PLANS

STH 56

275+00

276+00

277+00

278+00

279+00

280+00

B-52-50

XXXXXXXXXXXXXXXXXXX

VERNON COMMUNICATIONS COOPERATIVE

POST 1
STA 275+54.13
22' RT

MGS GUARDRAIL TERMINAL EAT

POST 5
STA 275+79.29
21' RT

MGS GUARDRAIL 3

POST 9
STA 276+04.45
20' RT

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

SEE STORM SEWER SHEETS

RICHLAND ELECTRIC COOPERATIVE (ELECTRIC)

MGS THRIE BEAM TRANSITION

MGS GUARDRAIL 3

POST 9
STA 279+02.92
20' RT

POST 5
STA 279+28.04
21' RT

POST 1
STA 279+53.23
22' RT

MGS GUARDRAIL TERMINAL EAT

EXISTING R/W

VERNON COMMUNICATIONS COOPERATIVE

RICHLAND ELECTRIC COOPERATIVE (ELECTRIC)

R/W EASEMENT

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 29	E

2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 30	E

2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 31	E

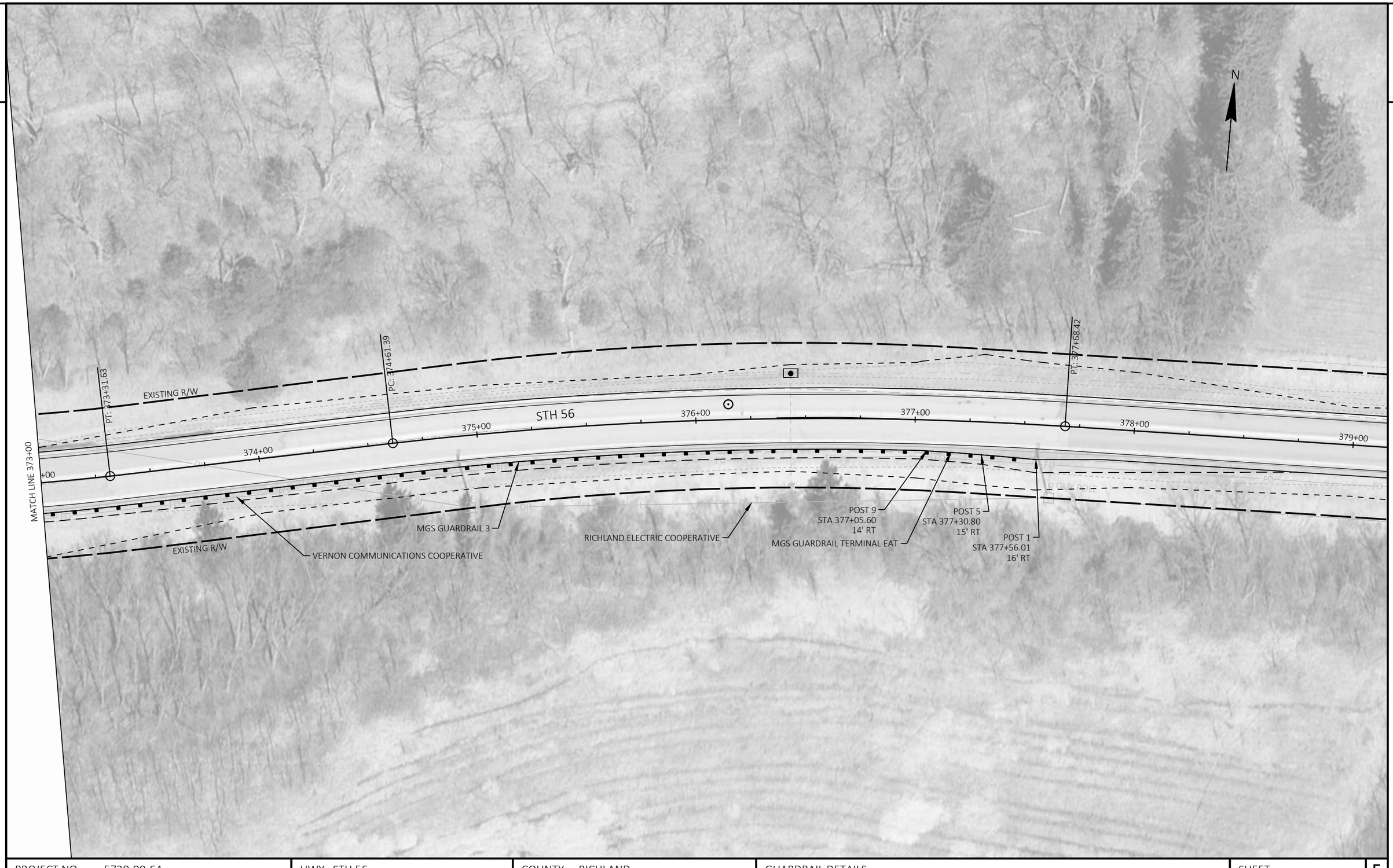
2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 32	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\021002-CD.DWG
LAYOUT NAME - 021015-cd

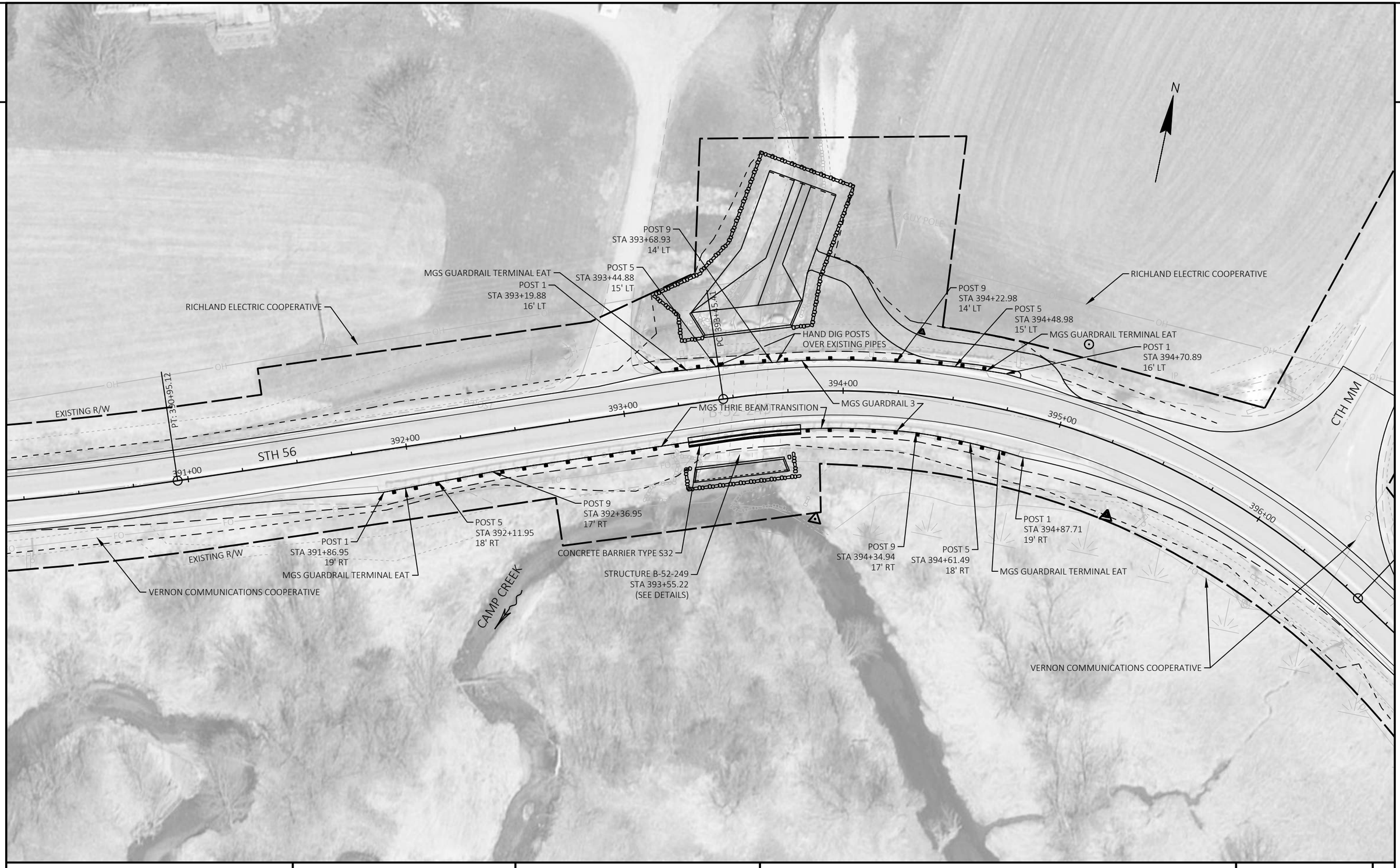
PLOT DATE : 3/11/2026 11:42 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 33	E

2



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 34	E

2

2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 35	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\021002-CD.DWG
LAYOUT NAME - 021018-cd

PLOT DATE : 3/11/2026 11:42 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 36	E

2

2

N

EXISTING R/W

MGS GUARDRAIL TERMINAL EAT

PT: 419+89.15

PC: 421+78.30

418+00

419+00

420+00

421+00

422+00

423+00

STH 56

MATCH LINE 423+50

POST 1
STA 418+00.01
16' RT

POST 5
STA 418+24.37
15' RT

POST 9
STA 418+48.76
14' RT

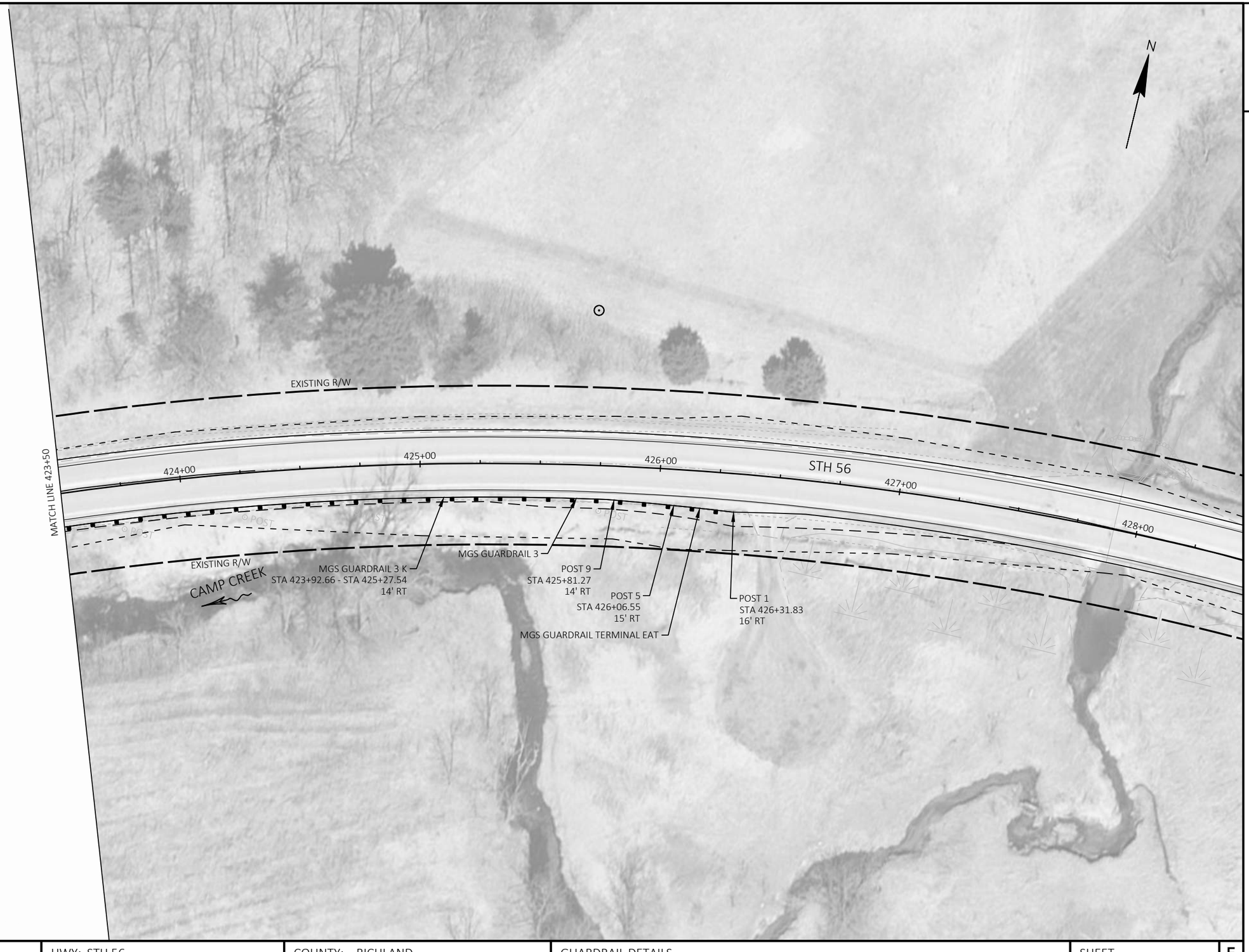
EXISTING R/W

MGS GUARDRAIL 3K
STA 419+49.97 - STA 423+94.36
14' RT

CAMP CREEK

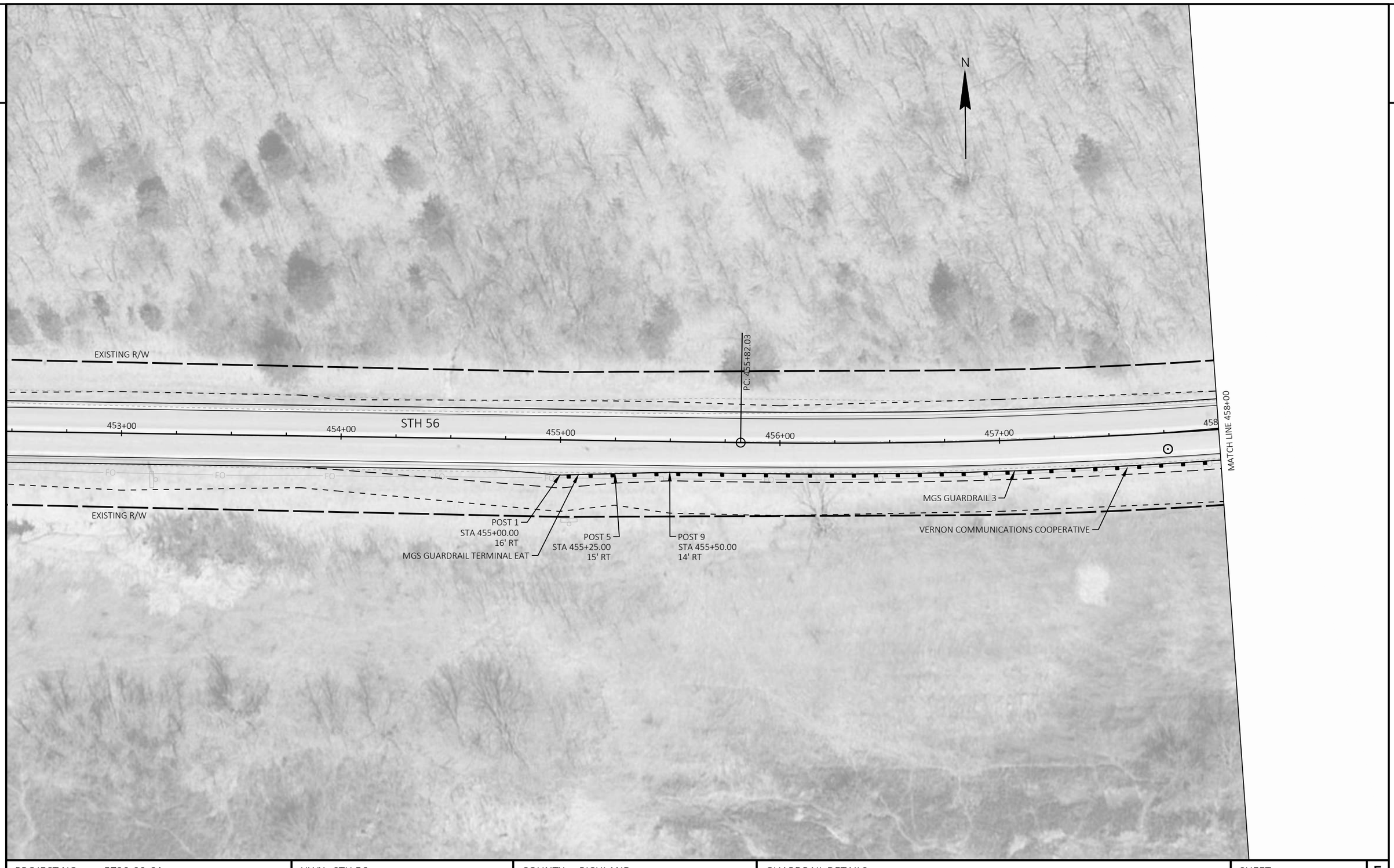
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 37	E

2



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 38	E

2

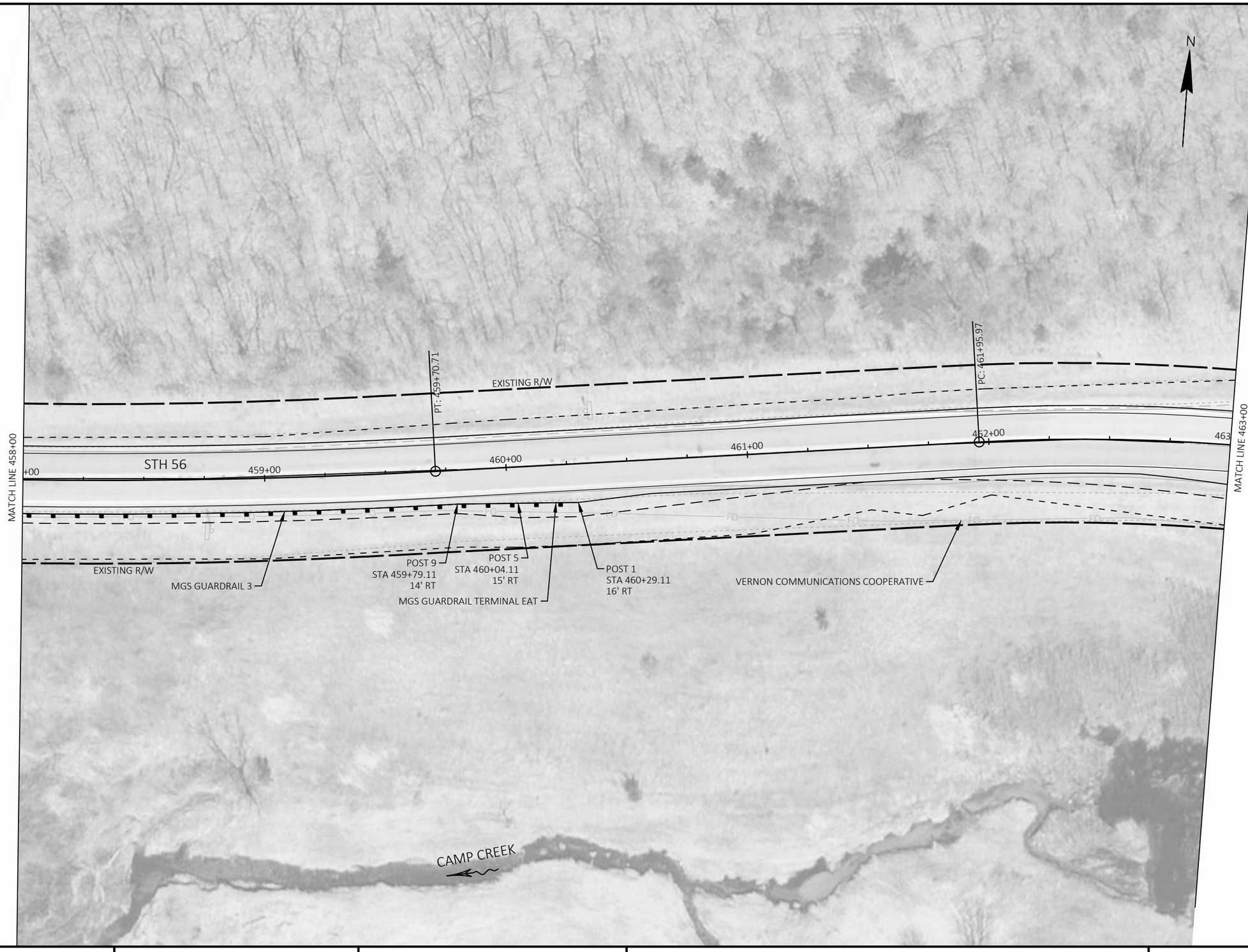


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 39	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\021002-CD.DWG
LAYOUT NAME - 021022-cd

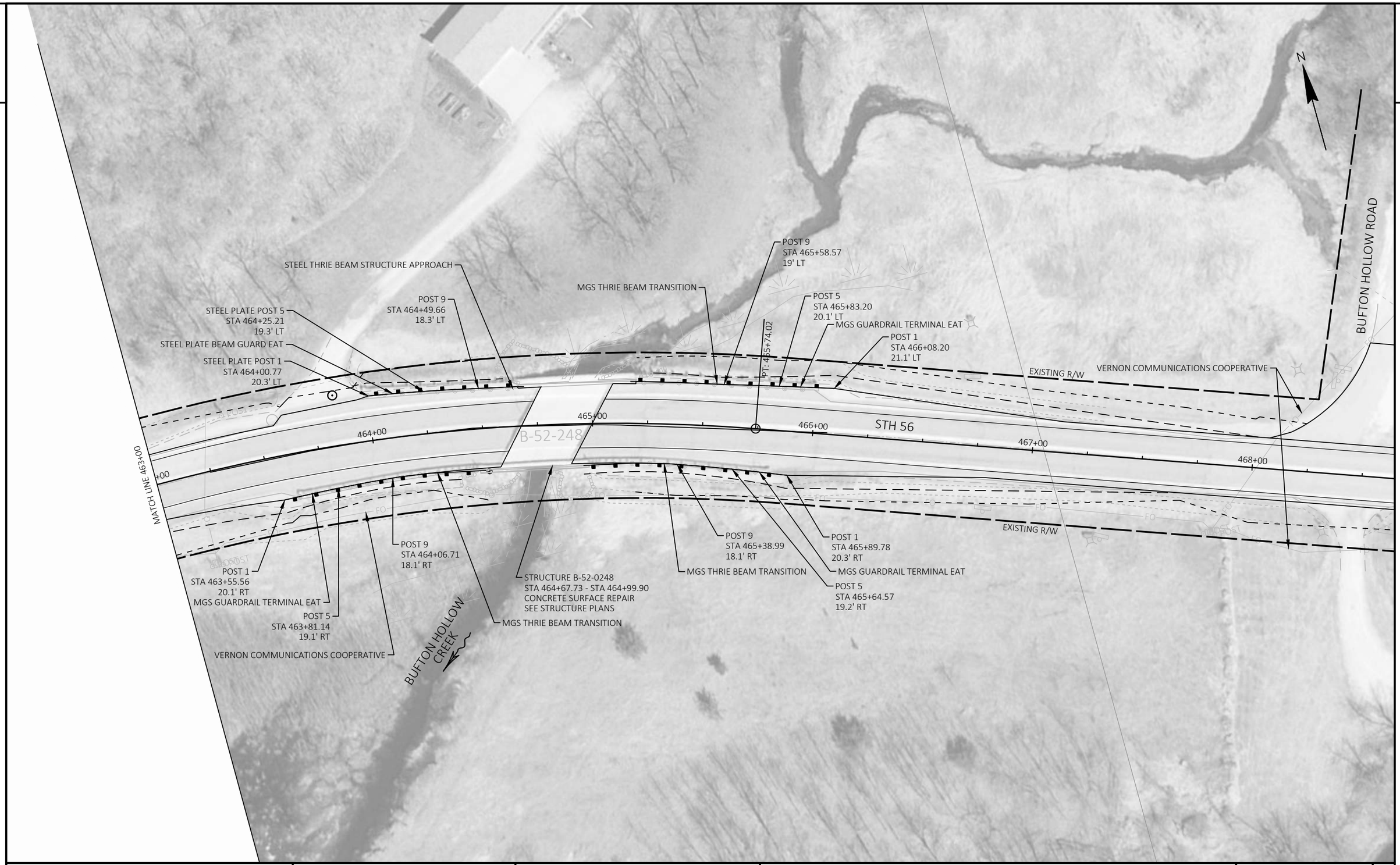
PLOT DATE : 3/11/2026 11:43 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 40	E

2



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 41	E

2

2

N

EXISTING R/W

MGS GUARDRAIL TERMINAL EAT

PC: 475+28.88

471+00 472+00 473+00 STH 56 474+00 475+00 476+00 47

POST 1
STA 470+75.00
16' RT

POST 5
STA 471+00.00
15' RT

POST 9
STA 471+25.00
14' RT

EXISTING R/W

EXISTING R/W

MGS GUARDRAIL 3 K
STA 471+99.96 - STA 477+17.24
14' RT

CAMP CREEK

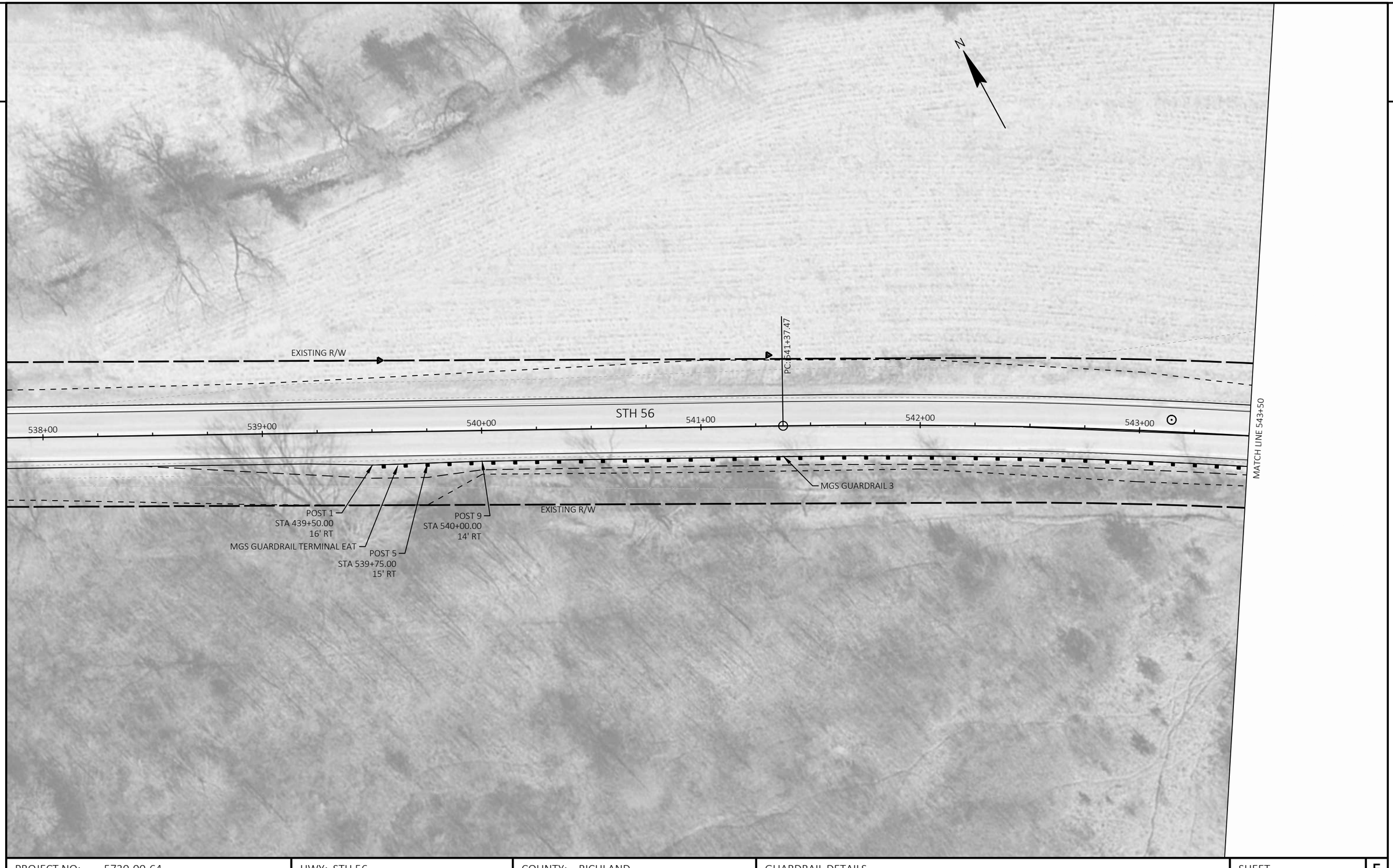
VERNON COMMUNICATIONS COOPERATIVE

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 42	E

2

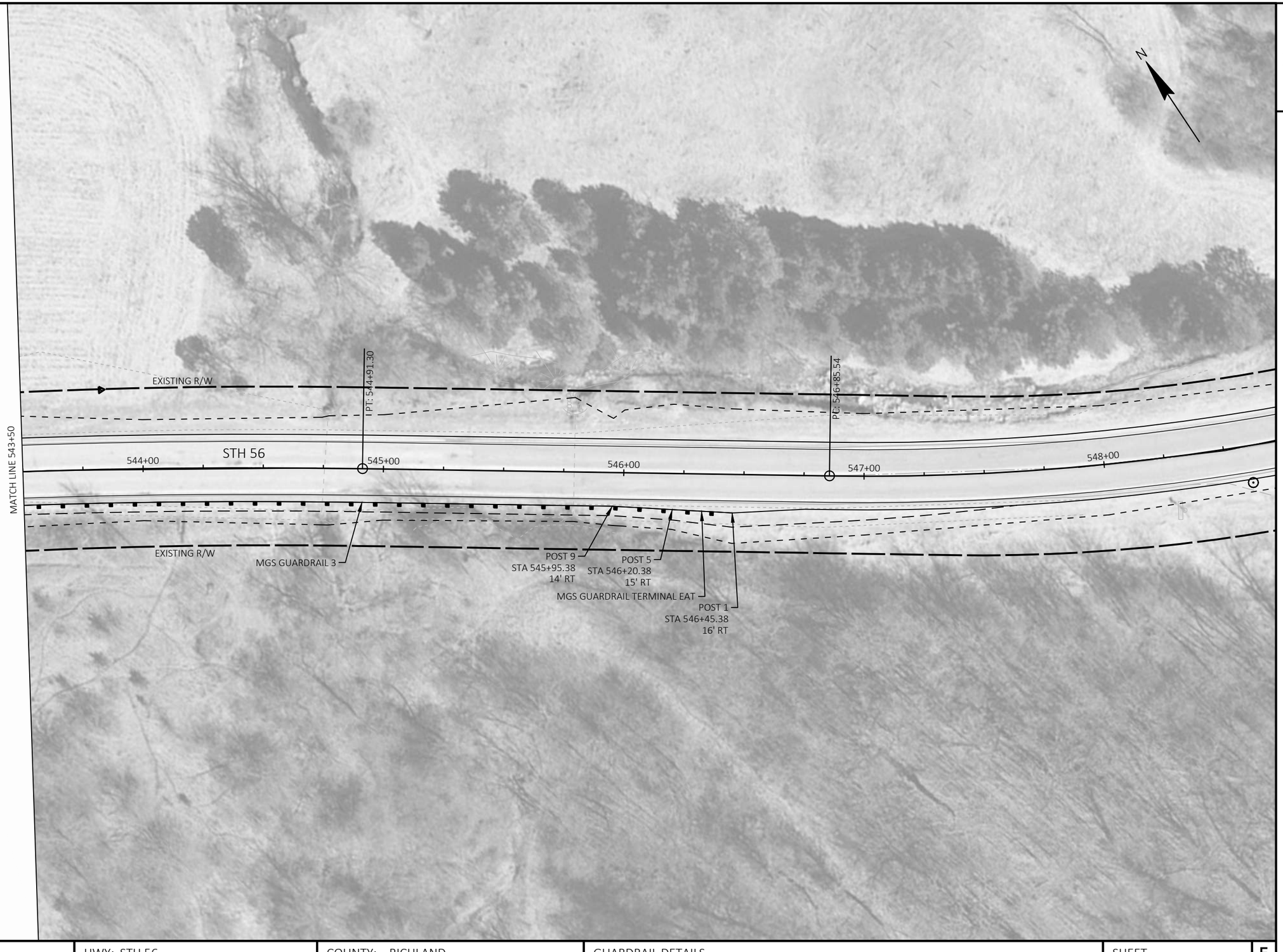
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 43	E

2



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 44	E

2

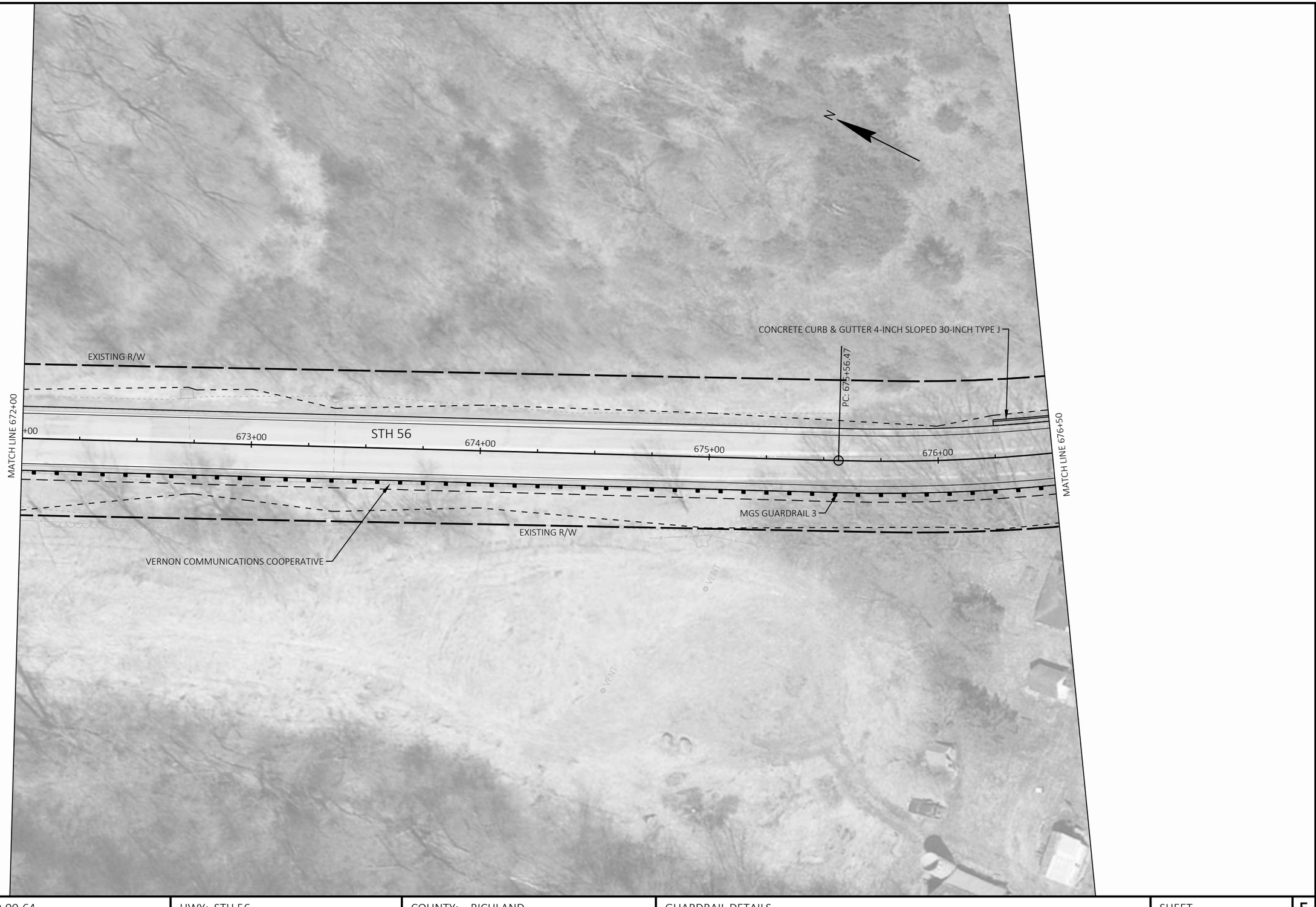


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 45	E

2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 46	E

2



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 47	E

2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 48	E

2

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 49	E

2

2

N

EXISTING R/W

731+00

732+00

733+00

STH 56

734+00

PT: 734+02.31

735+00

PC: 735+80.37

736

MATCH LINE 736+00

EXISTING R/W

BLDG

FO

POST 1
STA
732+03.44
16' RT

MGS GUARDRAIL TERMINAL EAT

POST 5
STA 732+28.62
15' RT

POST 9
STA 732+53.80
14' RT

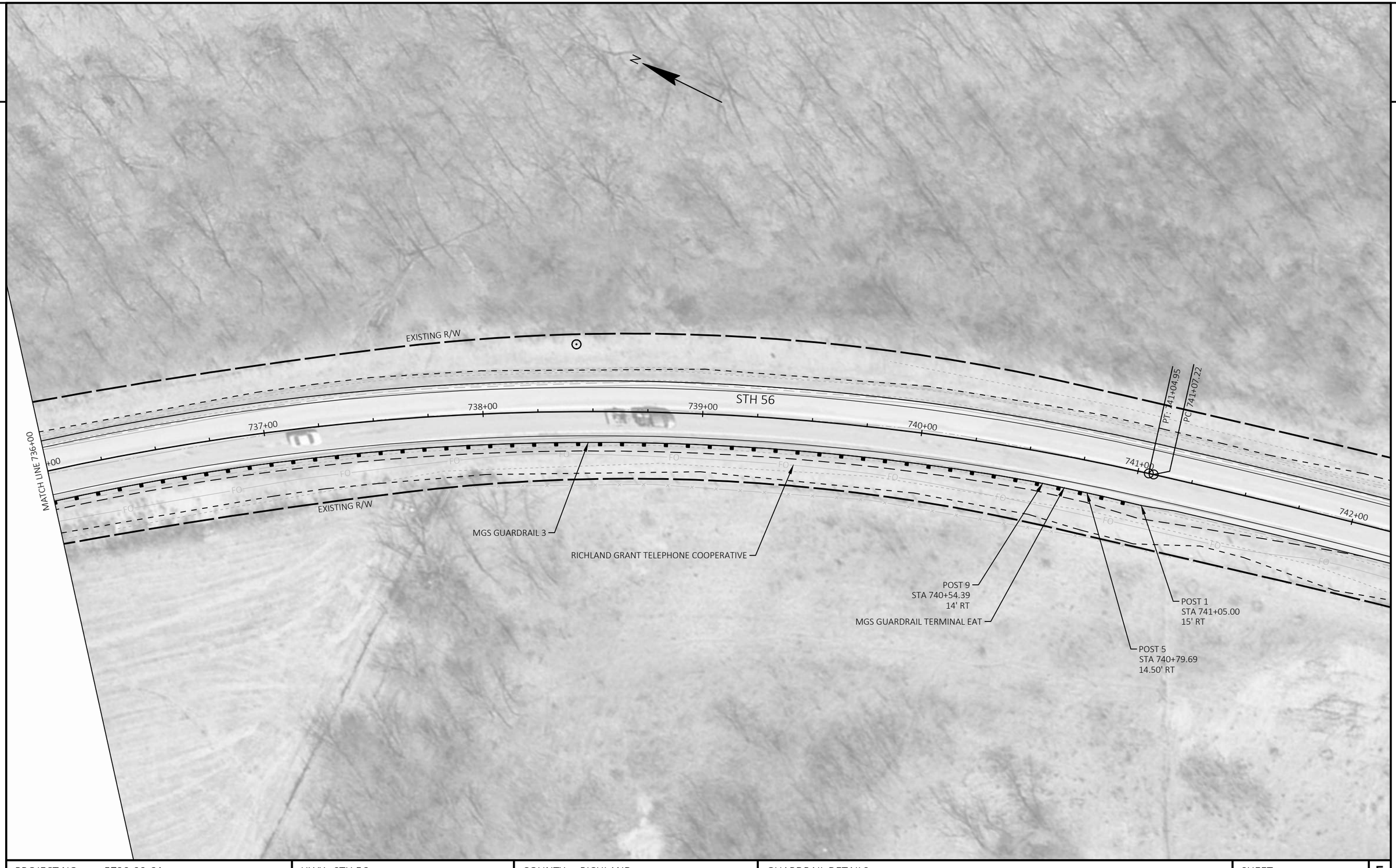
MGS GUARDRAIL 3

RICHLAND GRANT TELEPHONE COOPERATIVE

MGS GUARDRAIL 3 K
STA 734+20.49 - STA 735+57.99
14' RT

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 50	E

2



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 51	E

2

2

N

EXISTING R/W

MGS GUARDRAIL TERMINAL EAT

POST 1
STA 748+07.32
20' LT

POST 5
STA 748+32.32
19' LT

POST 9
STA 748+57.32
18' LT

PT: 746+19.60

PI: 748+91.41

EP: 749+89.44

MGS THRIE BEAM TRANSITION

+00 746+00 747+00 748+00 749+00

STH 56

B-52-0223

POST 1
STA 747+08.11
20' RT

EXISTING R/W

RICHLAND GRANT TELEPHONE COOPERATIVE

MGS GUARDRAIL TERMINAL EAT

POST 5
STA 747+33.11
19' RT

POST 9
STA 747+58.11
18' RT

STRUCTURE B-52-0223
STA 749+17.41 - STA 749+89.44
NO WORK ON STRUCTURE

FANCY CREEK

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	GUARDRAIL DETAILS	SHEET 52	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\021002-CD.DWG
LAYOUT NAME - 021033-cd

PLOT DATE : 3/11/2026 11:45 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

VERNON COMMUNICATION COOPERATIVE

REMOVING SIGNS BY OTHERS
NEW SMALL SIGN SUPPORTS BY OTHERS

CONCRETE BASE, POLE, TROMBONE ARM, ELECTRICAL CONNECTION, SIGNS, AND BEACON INSTALLED BY OTHERS

CTH A

DAIRYLAND POWER

VERNON COMMUNICATION COOPERATIVE

RICHLAND ELECTRIC

EXISTING R/W

PCE 602+94.80

603+00

STH 56

604+00

605+00

606+00

EXISTING R/W

VERNON COMMUNICATION COOPERATIVE

CTH A

EXISTING R/W

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	OVERHEAD BEACON PLAN	SHEET 53	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\021004-CD.DWG
LAYOUT NAME - 021040-cd

PLOT DATE : 4/2/2026 7:59 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

STA 228+10 LT
ASPH PE, NO WORK

EXISTING R/W

VILLAGE OF VIOLA (WATER)

MIDWEST NATURAL GAS

VILLAGE OF VIOLA (WATER)

VERNON COMM.

CLEARING & GRUBBING

CONCRETE SIDEWALK 4-INCH

REMOVING CONCRETE SIDEWALK

VILLAGE OF VIOLA
(SANITARY SERVICE CLEANOUT)

TLE

SEE CURB RAMP DETAILS

ADJUSTING WATER SERVICE CURB STOP
VILLAGE OF VIOLA (WATER)

CAUTION

CONC C&G 30-INCH TYPE D

REMOVING CURB & GUTTER

VILLAGE OF VIOLA (SANITARY)
SANITARY MANHOLE ADJUSTMENT NOT
ANTICIPATED. EXTERIOR SEALS ARE AROUND
THE MANHOLE, DO NOT DISTURB THE SEALS.

VILLAGE OF VIOLA (SANITARY)

BEGIN PROJECT
STA 227+74.11
MATCH EXISTING
BUTT JOINT REQ'D

STH 56

228+00

228+50

229+00

VILLAGE OF VIOLA (SANITARY)
ADJUSTING SANITARY SERVICE CLEANOUT COVERS
(LID IN CONCRETE ON TOP OF PVC WITH CAP)

EXISTING LIGHT TO REMAIN

CONCRETE CURB & GUTTER
30-INCH CURB HEAD 4-INCH

CONC C&G 30-INCH TYPE D

REMOVING CURB & GUTTER

STA 228+09.37
21.66' RT
EL 765.08

STA 228+09.44
24.16' RT
EL 765.33

STA 228+09.44
27.34' RT
EL 765.46

STA 228+09.44
32.17' RT
EL 765.60

STA 228+67.47
21.56' RT
EL 764.85

0.4%

12.7%

10.7%

9.0%

2.0%

2.0%

2.0%

1.6%

1.5%

0.8%

5.9%

4.1%

5.9%

REMOVING CONCRETE
SIDEWALK

ADJUSTING WATER SERVICE CURB STOP
VILLAGE OF VIOLA (WATER)

CONCRETE SIDEWALK 4-INCH

CLEARING AND GRUBBING

EXISTING MAILBOXES

SEE CURB RAMP DETAILS

EXISTING R/W

CONC C&G 24-INCH TYPE D
(TRANSITION CURB HEAD TO DRIVEWAY CURB HEAD)

STA 227+92 RT
BAD PE, NO WORK

TLE

STA 228+34 RT
CONC DWY TYPE Y

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN DETAILS	SHEET 54	E

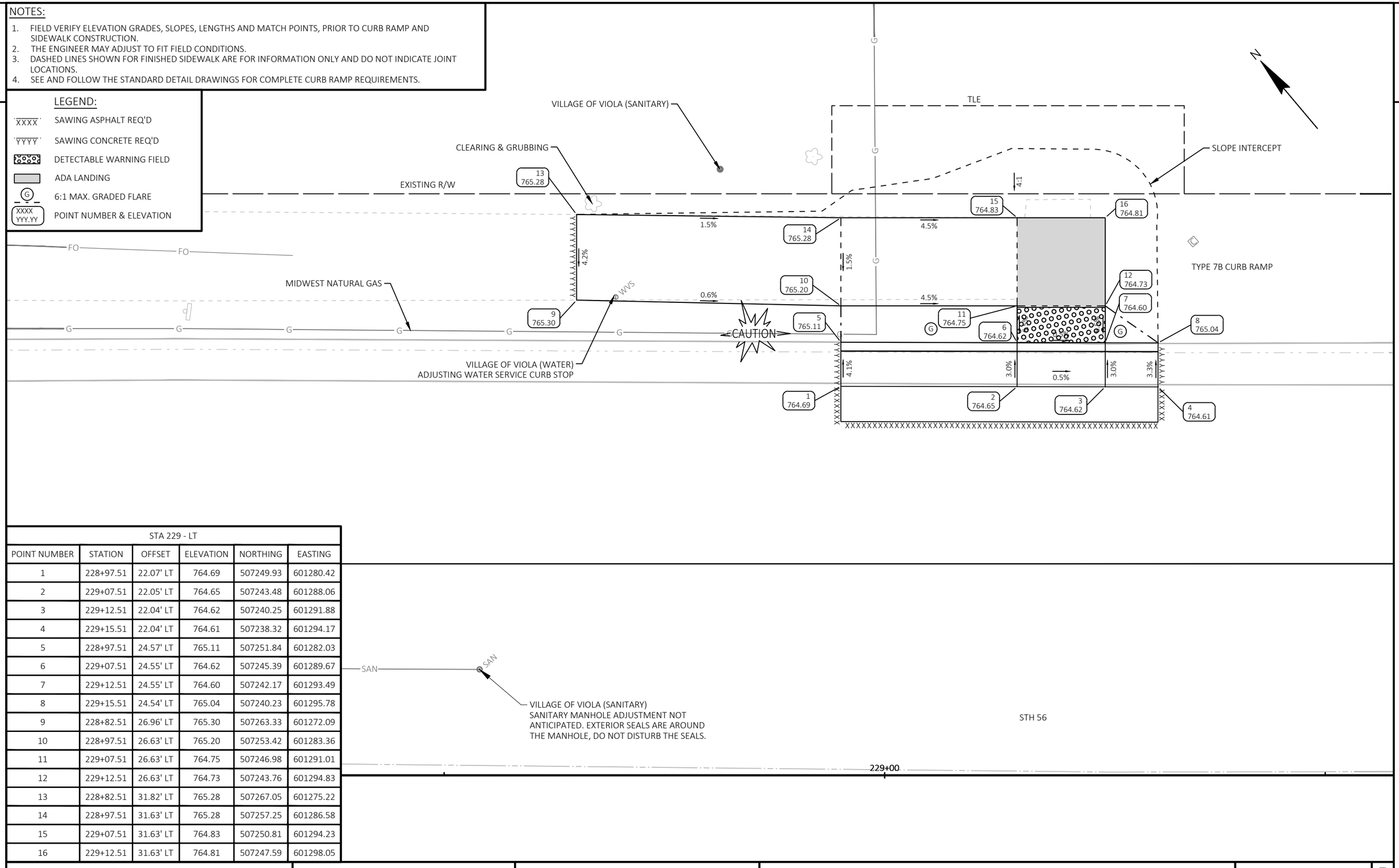
2

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- G — 6:1 MAX. GRADED FLARE
- XXXX / YYY.YY — POINT NUMBER & ELEVATION



STA 229 - LT

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	228+97.51	22.07' LT	764.69	507249.93	601280.42
2	229+07.51	22.05' LT	764.65	507243.48	601288.06
3	229+12.51	22.04' LT	764.62	507240.25	601291.88
4	229+15.51	22.04' LT	764.61	507238.32	601294.17
5	228+97.51	24.57' LT	765.11	507251.84	601282.03
6	229+07.51	24.55' LT	764.62	507245.39	601289.67
7	229+12.51	24.55' LT	764.60	507242.17	601293.49
8	229+15.51	24.54' LT	765.04	507240.23	601295.78
9	228+82.51	26.96' LT	765.30	507263.33	601272.09
10	228+97.51	26.63' LT	765.20	507253.42	601283.36
11	229+07.51	26.63' LT	764.75	507246.98	601291.01
12	229+12.51	26.63' LT	764.73	507243.76	601294.83
13	228+82.51	31.82' LT	765.28	507267.05	601275.22
14	228+97.51	31.63' LT	765.28	507257.25	601286.58
15	229+07.51	31.63' LT	764.83	507250.81	601294.23
16	229+12.51	31.63' LT	764.81	507247.59	601298.05

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CURB RAMP DETAILS	SHEET 55	E

STA 229 - RT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20	228+97.51	21.59' RT	764.71	507216.53	601252.31
21	229+07.51	21.62' RT	764.66	507210.06	601259.93
22	229+12.51	21.64' RT	764.63	507206.83	601263.75
23	229+15.51	21.65' RT	764.62	507204.89	601266.04
24	228+97.51	24.09' RT	765.15	507214.62	601250.70
25	229+07.51	24.12' RT	764.63	507208.15	601258.32
26	229+12.51	24.14' RT	764.61	507204.92	601262.14
27	229+15.51	24.15' RT	765.06	507202.98	601264.43
28	228+97.51	27.34' RT	765.16	507212.13	601248.60
29	229+07.51	27.34' RT	764.84	507205.69	601256.25
30	229+12.51	27.34' RT	764.81	507202.47	601260.08
31	228+97.51	32.34' RT	765.23	507208.31	601245.38
32	229+07.51	32.34' RT	764.92	507201.87	601253.03
33	229+12.51	32.34' RT	764.89	507198.65	601256.86

2

2

229+00

STH 56

N

EXISTING MAILBOXES TO REMAIN

EXISTING LIGHT POLE TO REMAIN

VILLAGE OF VIOLA (SANITARY)
ADJUSTING SANITARY SERVICE CLEANOUT COVERS

MOVING SIGNS

VILLAGE OF VIOLA (WATER)
ADJUSTING WATER SERVICE CURB STOP

CLEARING AND GRUBBING

SLOPE INTERCEPT

TYPE 7B CURB RAMP

EXISTING R/W

20 764.71
21 764.66
22 764.63
23 764.62
24 765.15
25 764.63
26 764.61
27 765.06
28 765.16
29 764.84
30 764.81
31 765.23
32 764.92
33 764.89

3.0%
0.5%
3.2%
1.5%
5:1

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- G — 6:1 MAX. GRADED FLARE
- XXXX / YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CURB RAMP DETAILS	SHEET 56	E

2

BEGIN PROJECT
STA 227+74.11
MATCH EXISTING
BUTT JOINT REQ'D

CLEARING & GRUBBING

ADJUSTING WATER SERVICE CURB STOP

VILLAGE OF VIOLA (SANITARY)
SANITARY MANHOLE ADJUSTMENT NOT ANTICIPATED. EXTERIOR SEALS ARE AROUND THE MANHOLE, DO NOT DISTURB THE SEALS.

EXISTING STRUCTURE C-52-151
NO WORK ON STRUCTURE

TLE

EXISTING R/W

228+00

229+00

230+00

STH 56

ADJUSTING SANITARY SERVICE CLEAN OUT COVERS

EXISTING R/W

TLE

ADJUSTING WATER SERVICE CURB STOP

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS

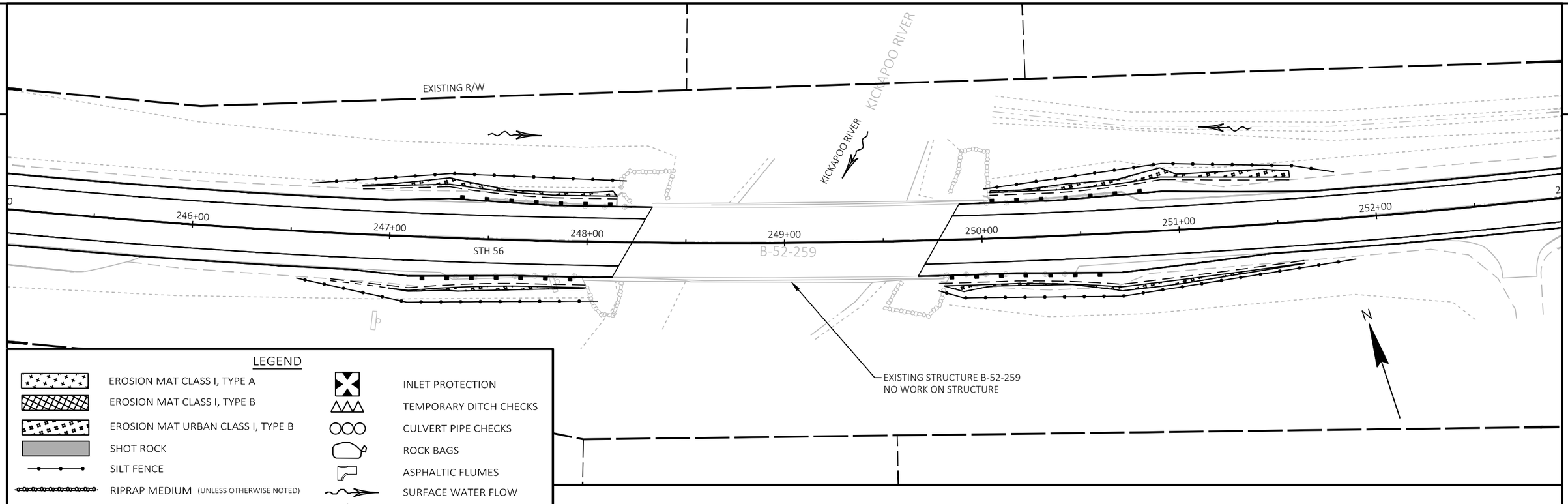
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 57	E



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS

THIS FRAME INTENTIONALLY LEFT BLANK

NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

2

EXISTING R/W

RIVER DRIVE

263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00

STH 56

EXISTING R/W

KANABLE HOLLOW DR

KANABLE HOLLOW DRIVE

STA 265+88 - STA 266+92 RT
1 - REMOVING SMALL PIPE CULVERT
2 - CPCS 18-INCH
2 - AEW'S REQ'D
INV (I) = 765.88
INV (E) = 765.65

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS

CAMP CREEK

CAMP CREEK

STA 274+72 - STA 280+00 LT & RT
SEEDING MIXTURE NO. 75

275+00 276+00 277+00 278+00 279+00 280+00 281+00

B-52-50

STH 56

EXISTING R/W

SEE STORM SEWER SHEETS

EXISTING STRUCTURE B-52-050
SEE STRUCTURE PLANS

MATCH LINE STA 282+00

N

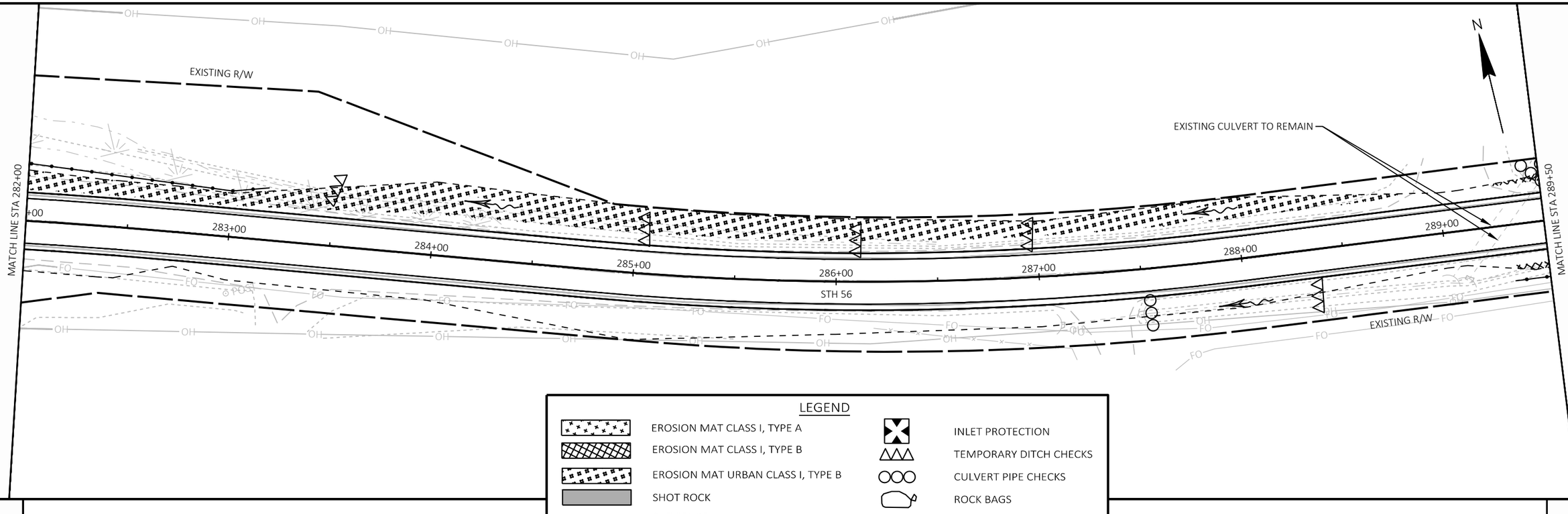
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

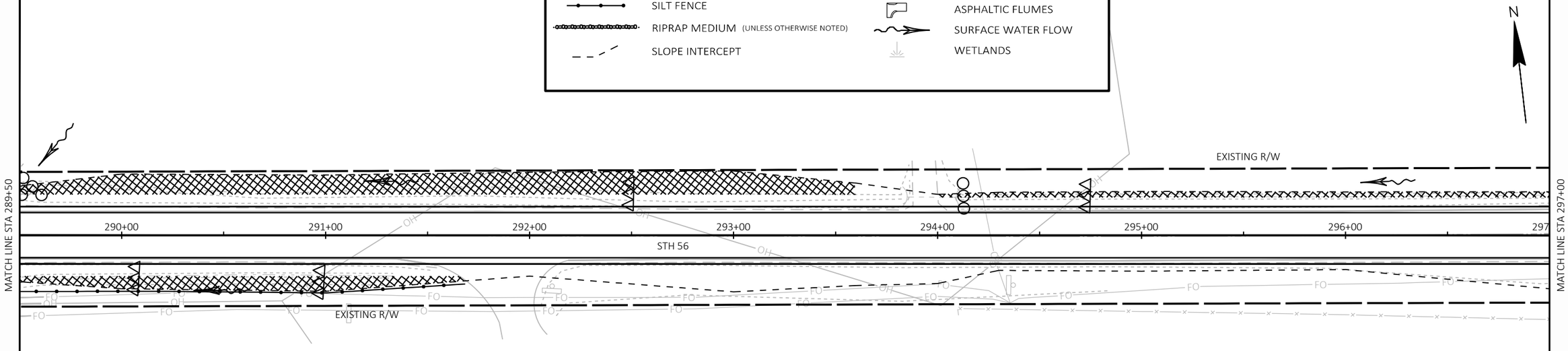
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 59	E



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



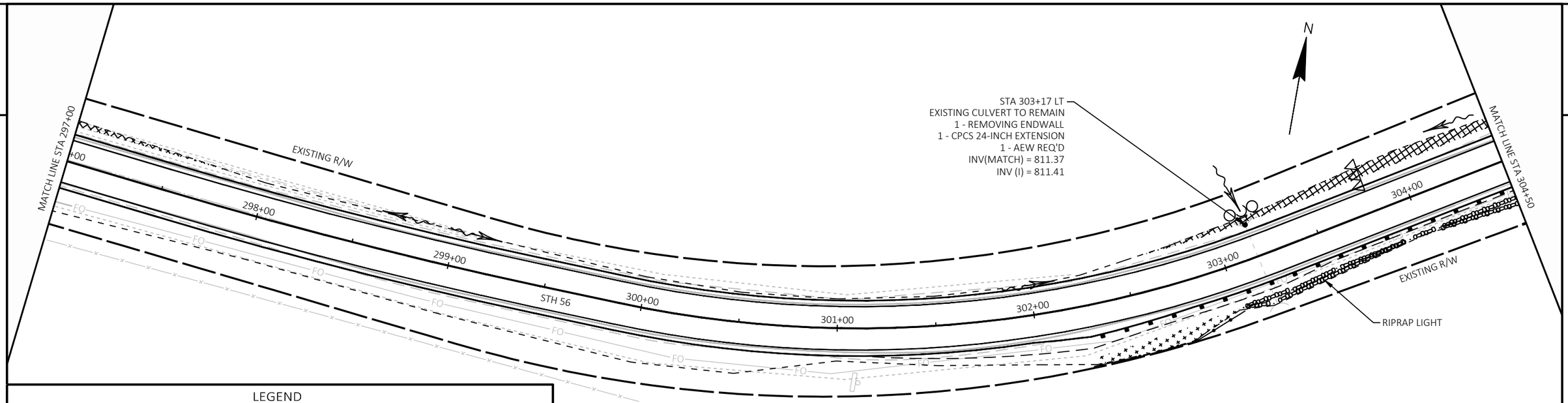
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

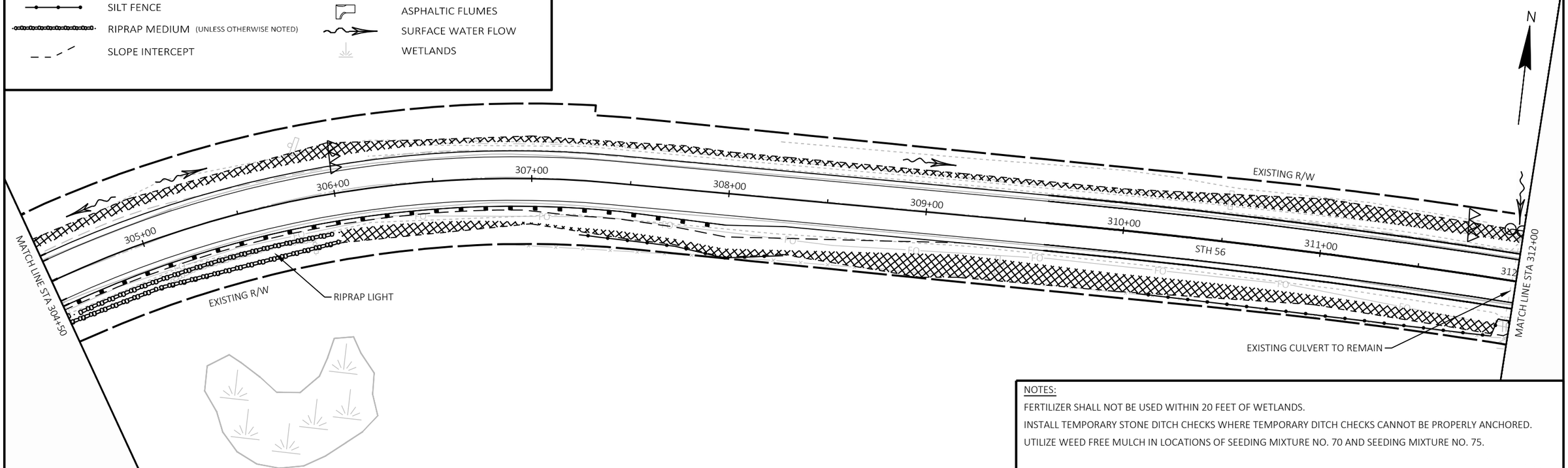
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 60	E



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



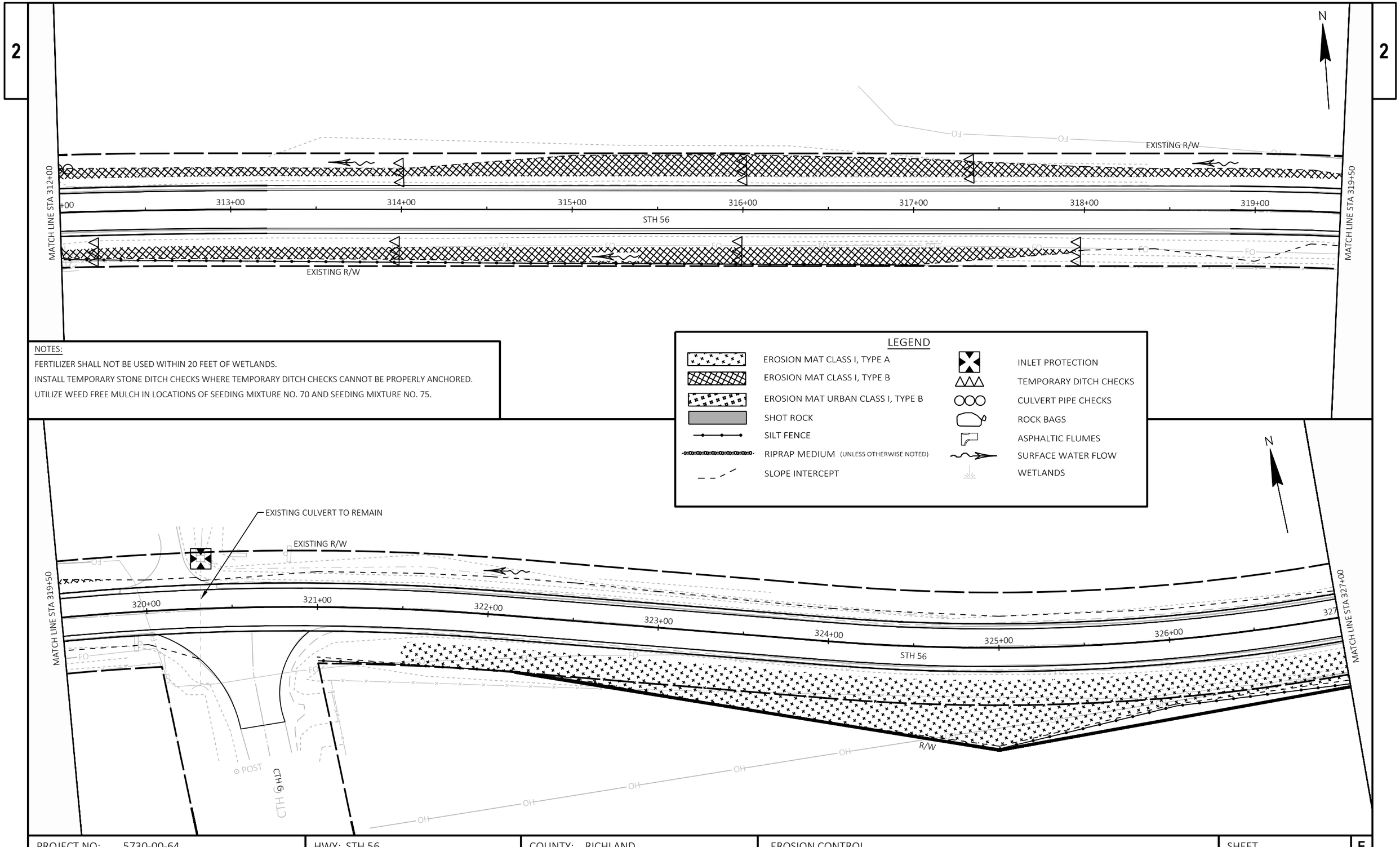
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 61	E



NOTES:

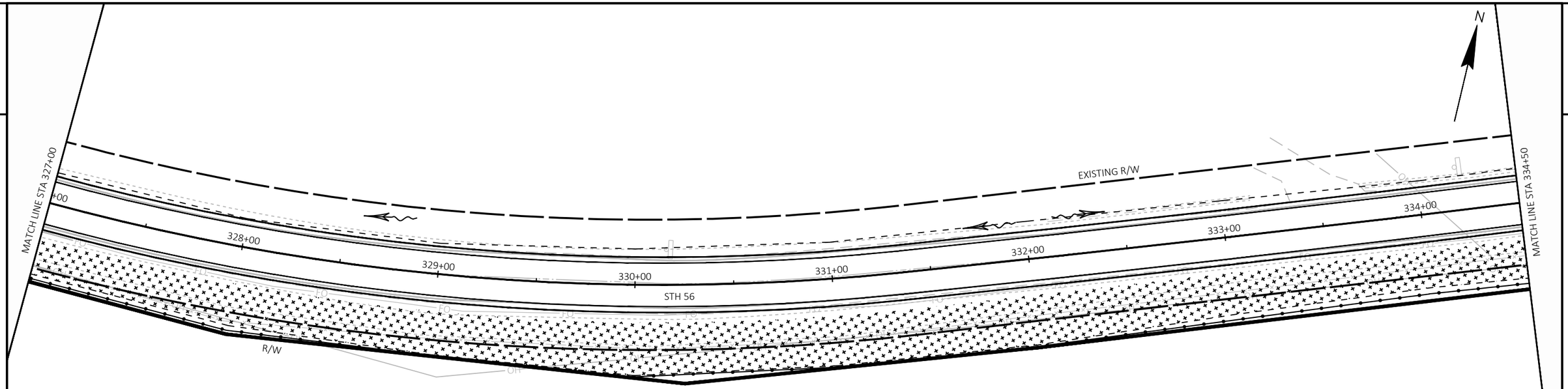
FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 62	E

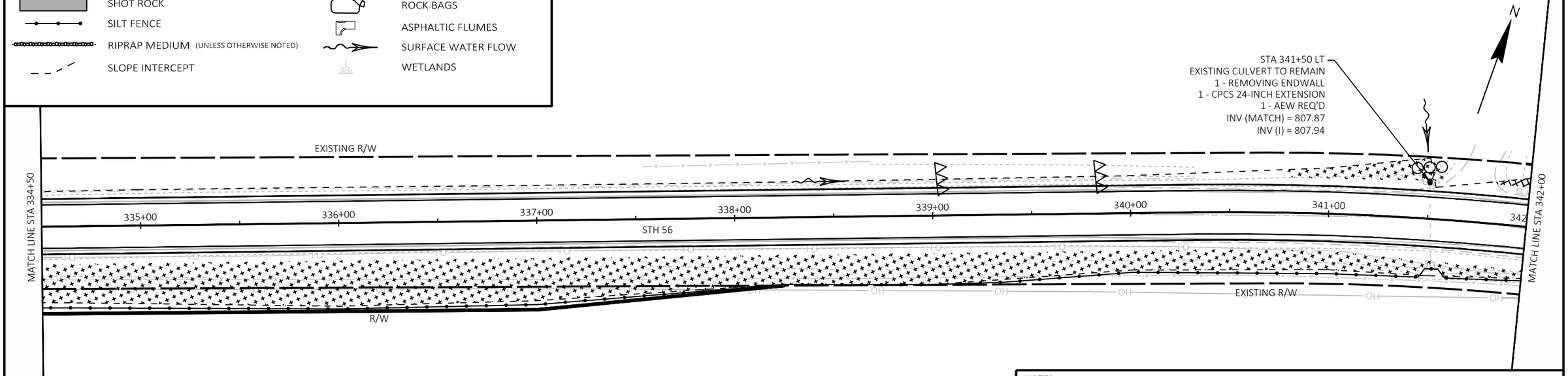
2



2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



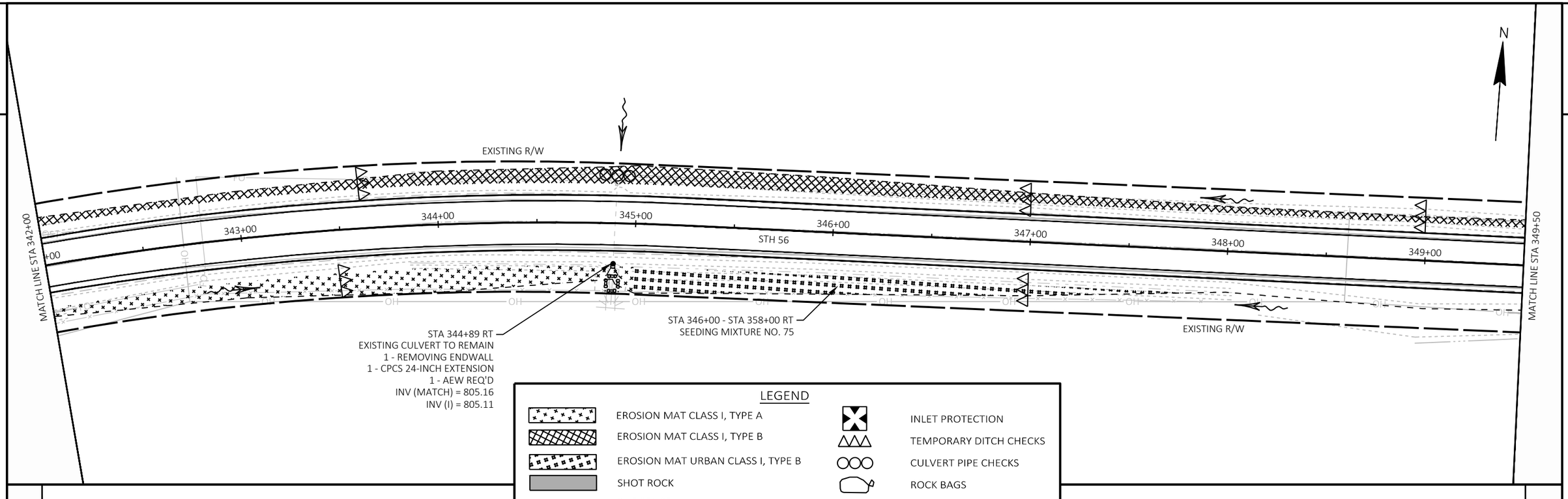
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 63	E



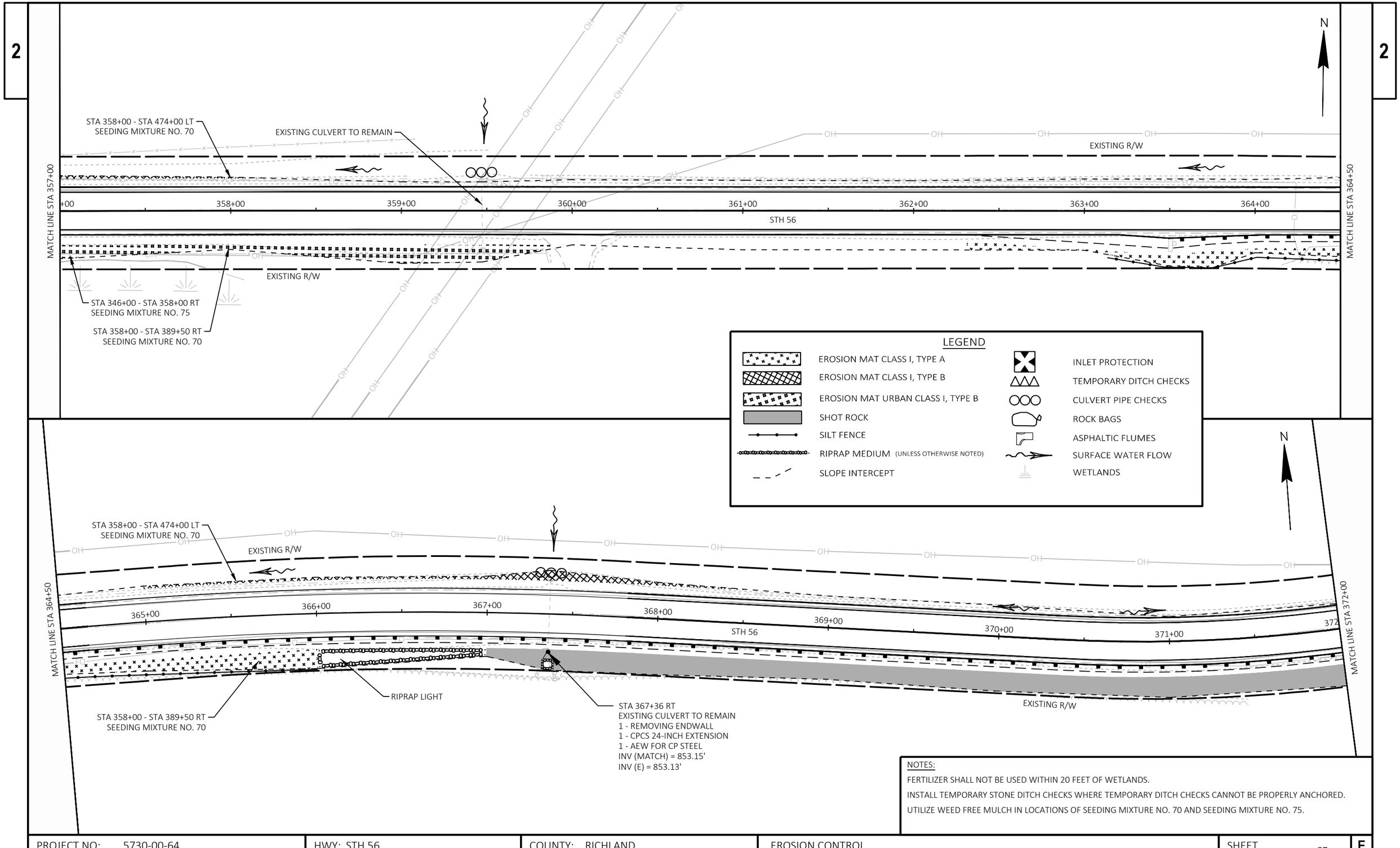
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 64	E



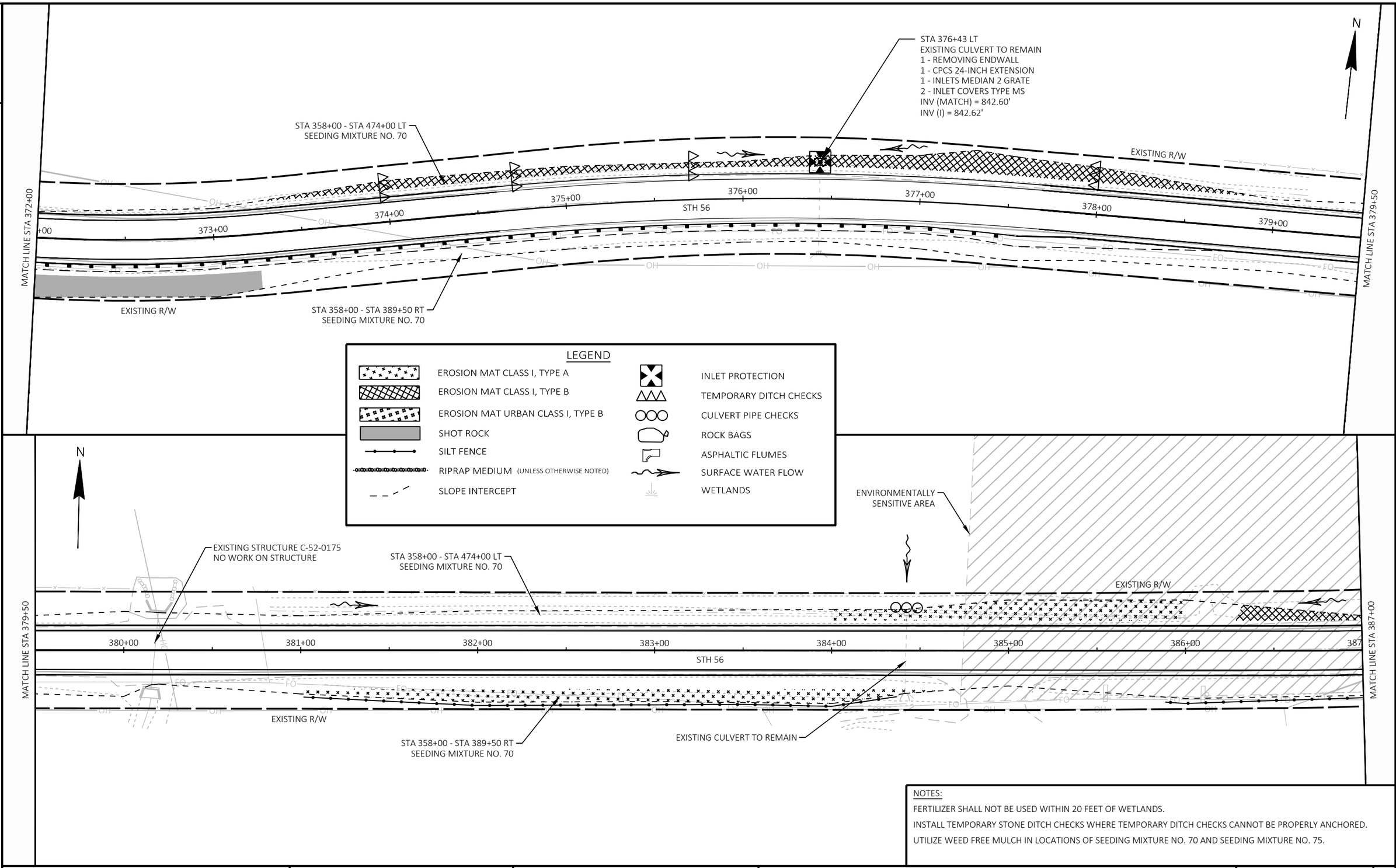
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 65	E



NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 66	E

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS

N

ENVIRONMENTALLY SENSITIVE AREA

MATCH LINE STA 387+00

388+00

389+00

390+00

391+00

392+00

393+00

394+00

STH 56

EXISTING R/W

STA 358+00 - STA 474+00 LT
SEEDING MIXTURE NO. 70

EXISTING STRUCTURE B-52-249
MASONRY ENDWALL AND APRON DETAIL

EXISTING CULVERT TO REMAIN

RIPRAP HEAVY

TRIBUTARY TO CAMP CREEK

B-52-249

STA 358+00 - STA 389+50 RT
SEEDING MIXTURE NO. 70

STA 389+50 - STA 394+50 RT
SEEDING MIXTURE NO. 75

RESTORE WITH BASE AGGREGATE DENSE 3/4-INCH

MATCH LINE STA 394+50

CTH MM

395+00

396+00

397+00

398+00

399+00

400+00

401+00

402+00

STA 394+50 - STA 419+00 RT
SEEDING MIXTURE NO. 70

MATCH LINE STA 402+00

NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

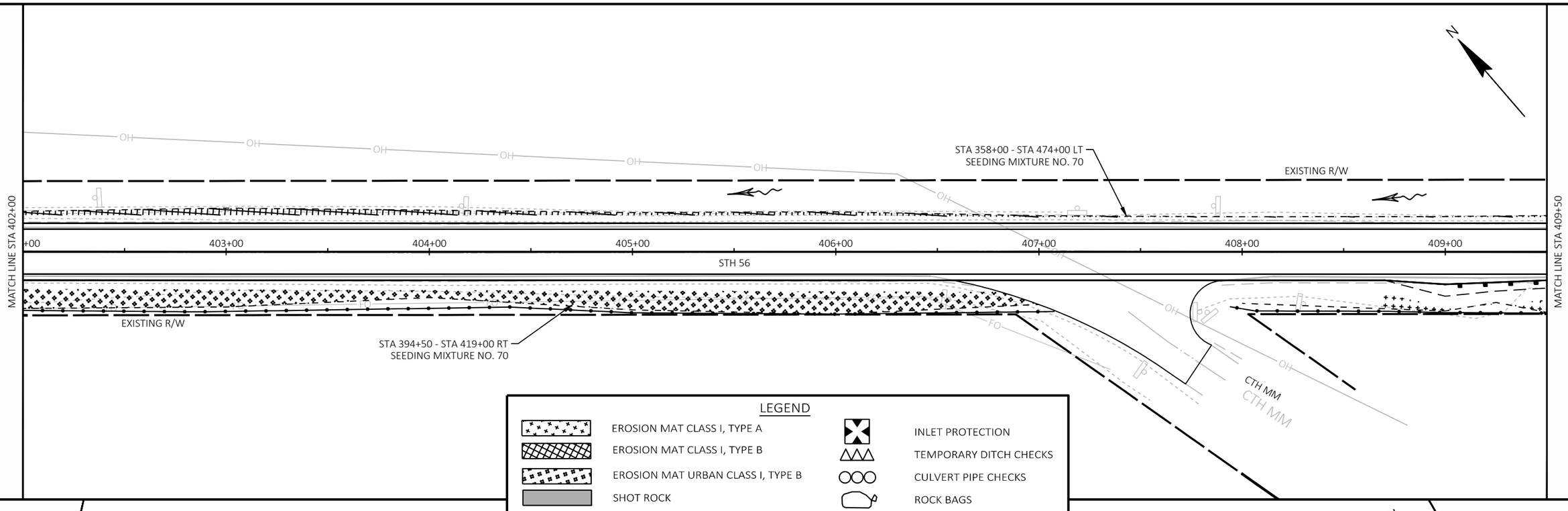
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 67	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\022001-EC.DWG
LAYOUT NAME - 022011-ec

PLOT DATE : 6/23/2026 8:42 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

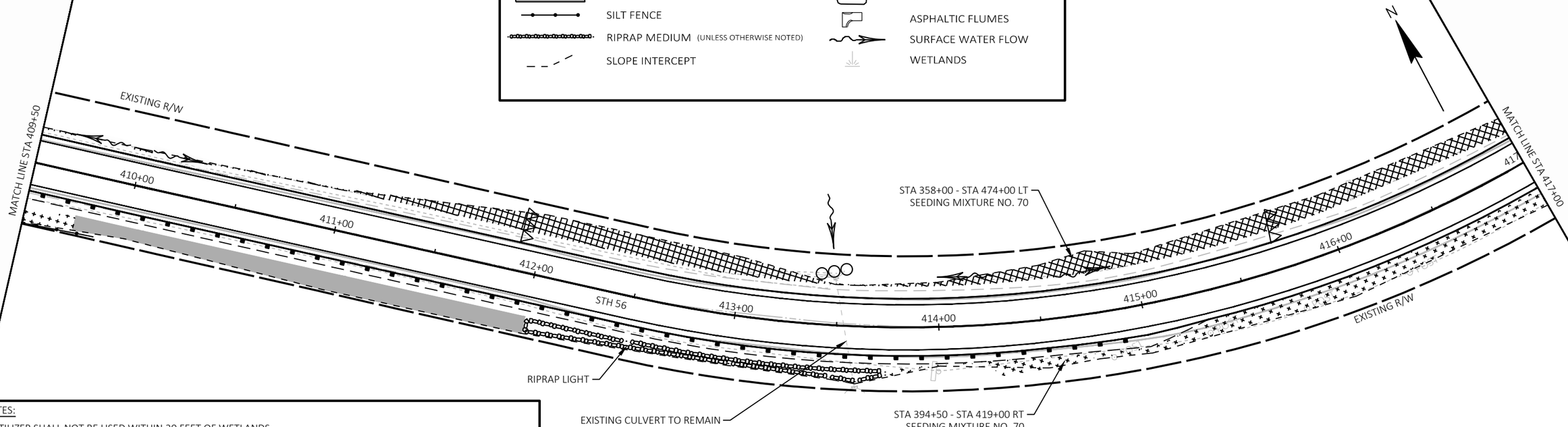
WISDOT/CADDS SHEET 44

2



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



NOTES:

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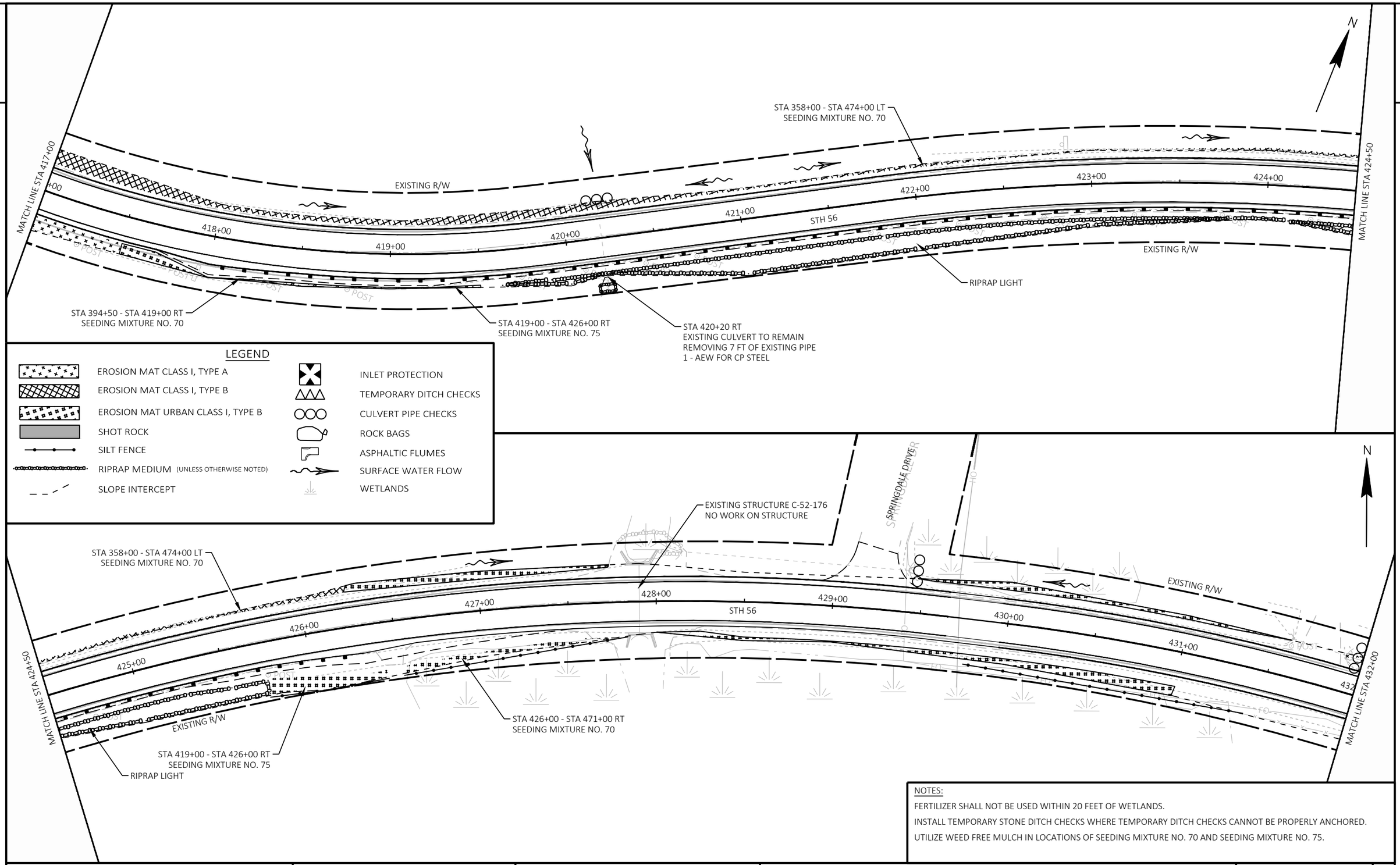
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 68	E

2



NOTES:

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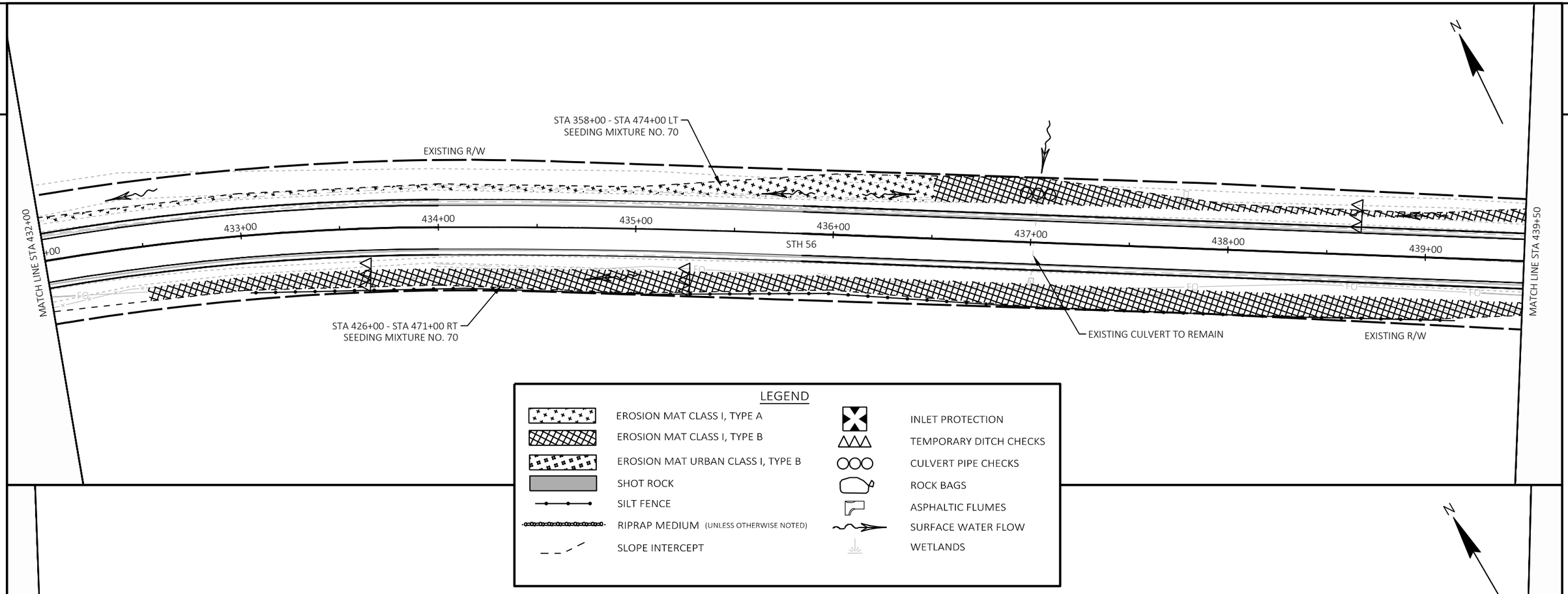
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

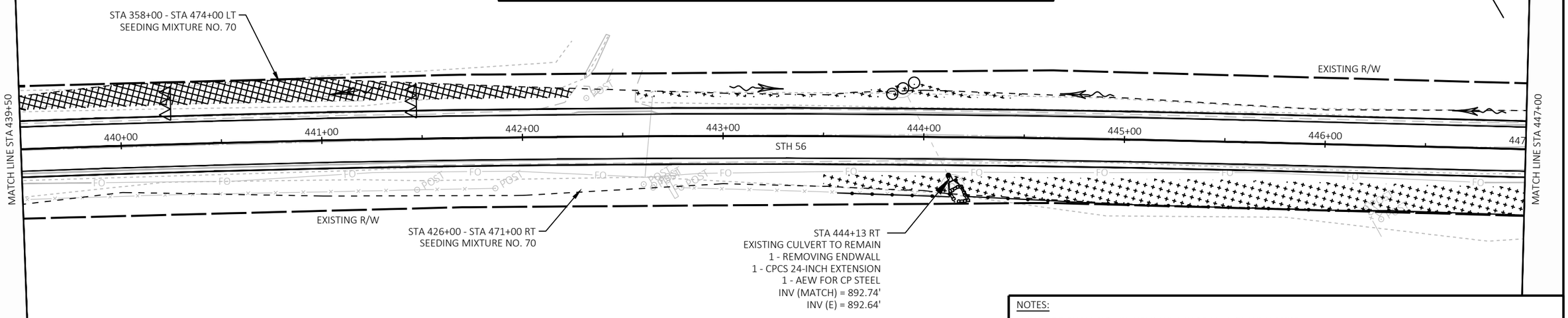
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 69	E



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



NOTES:

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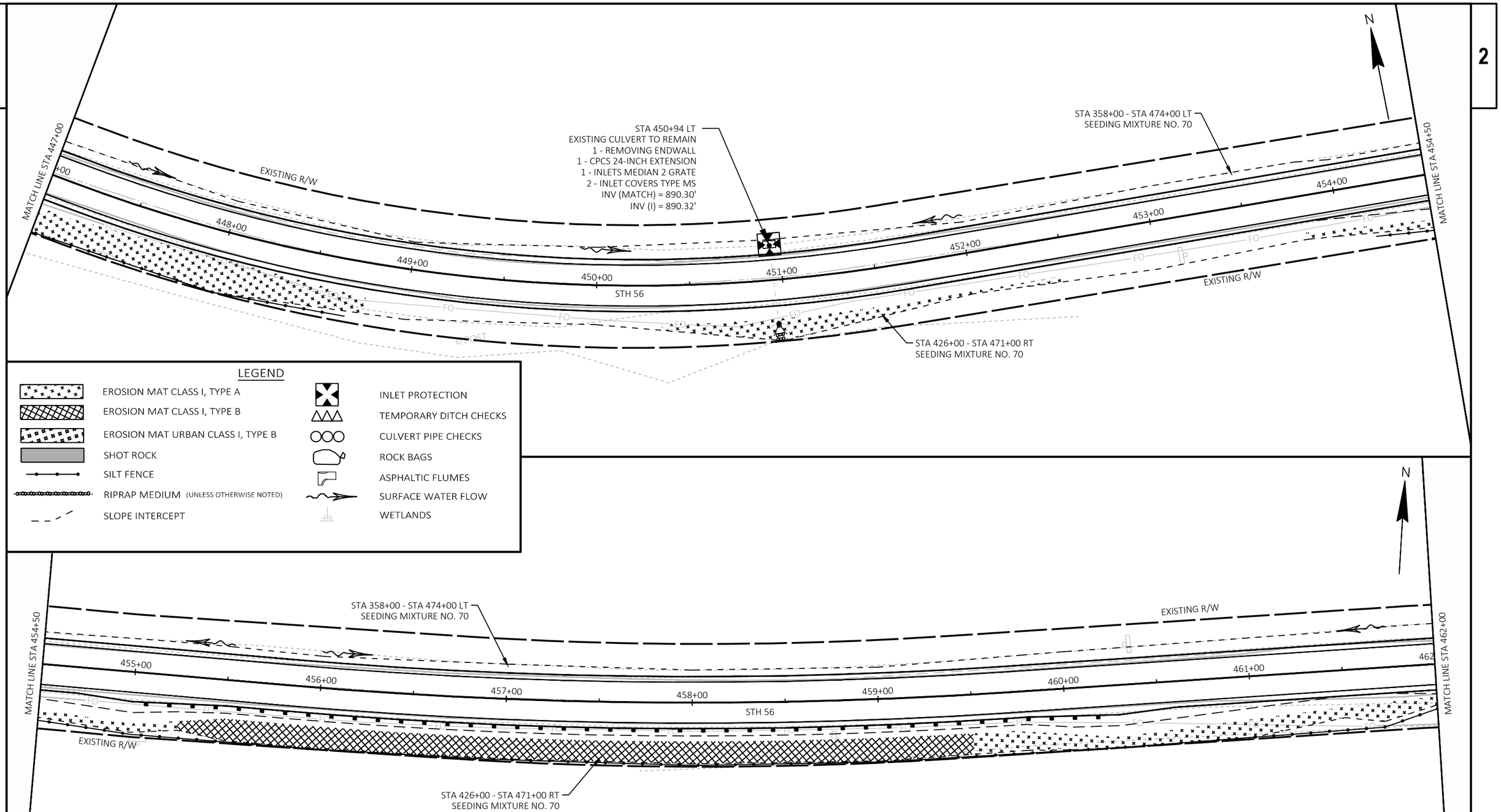
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 70	E



NOTES:

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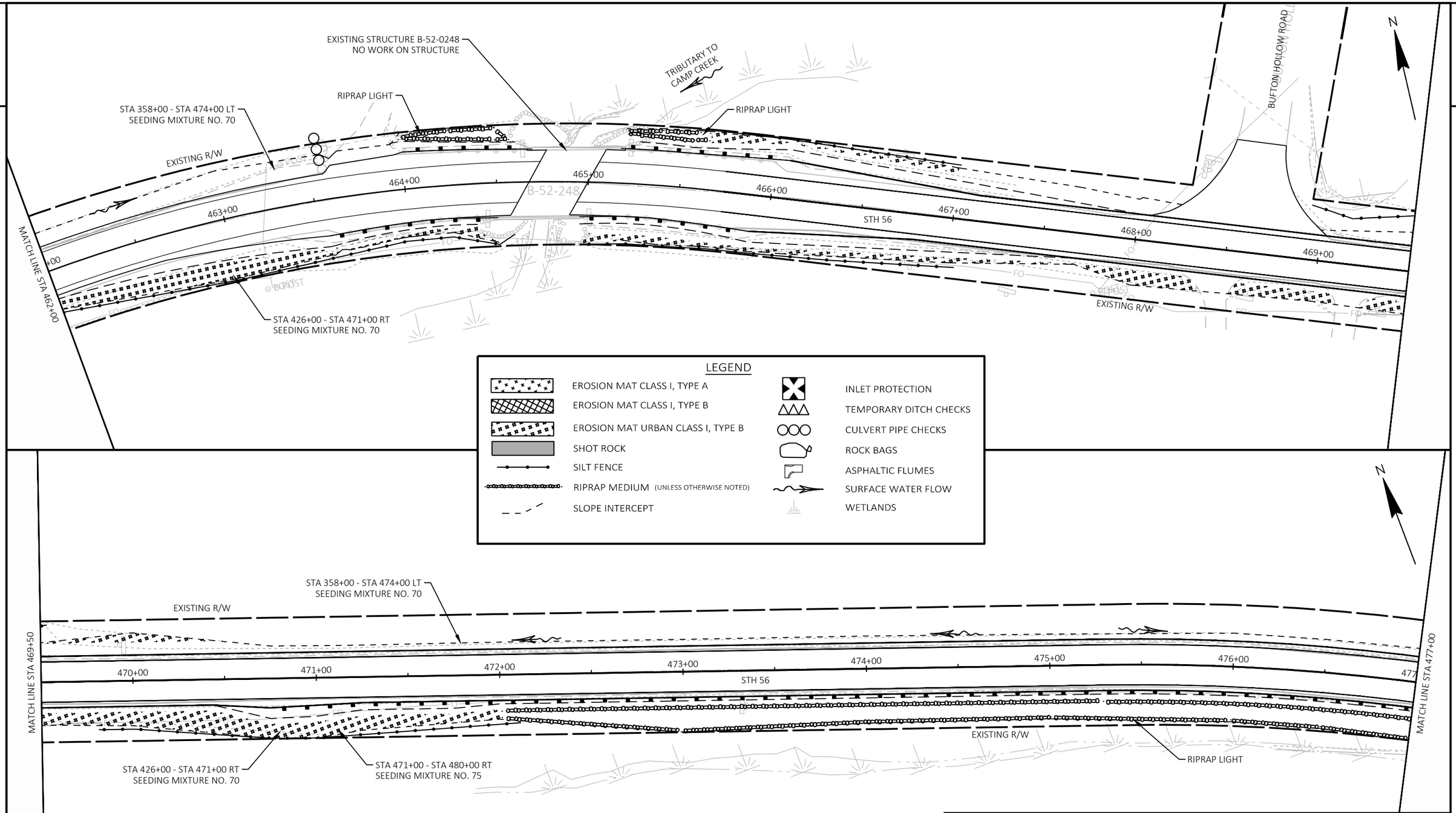
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 71	E



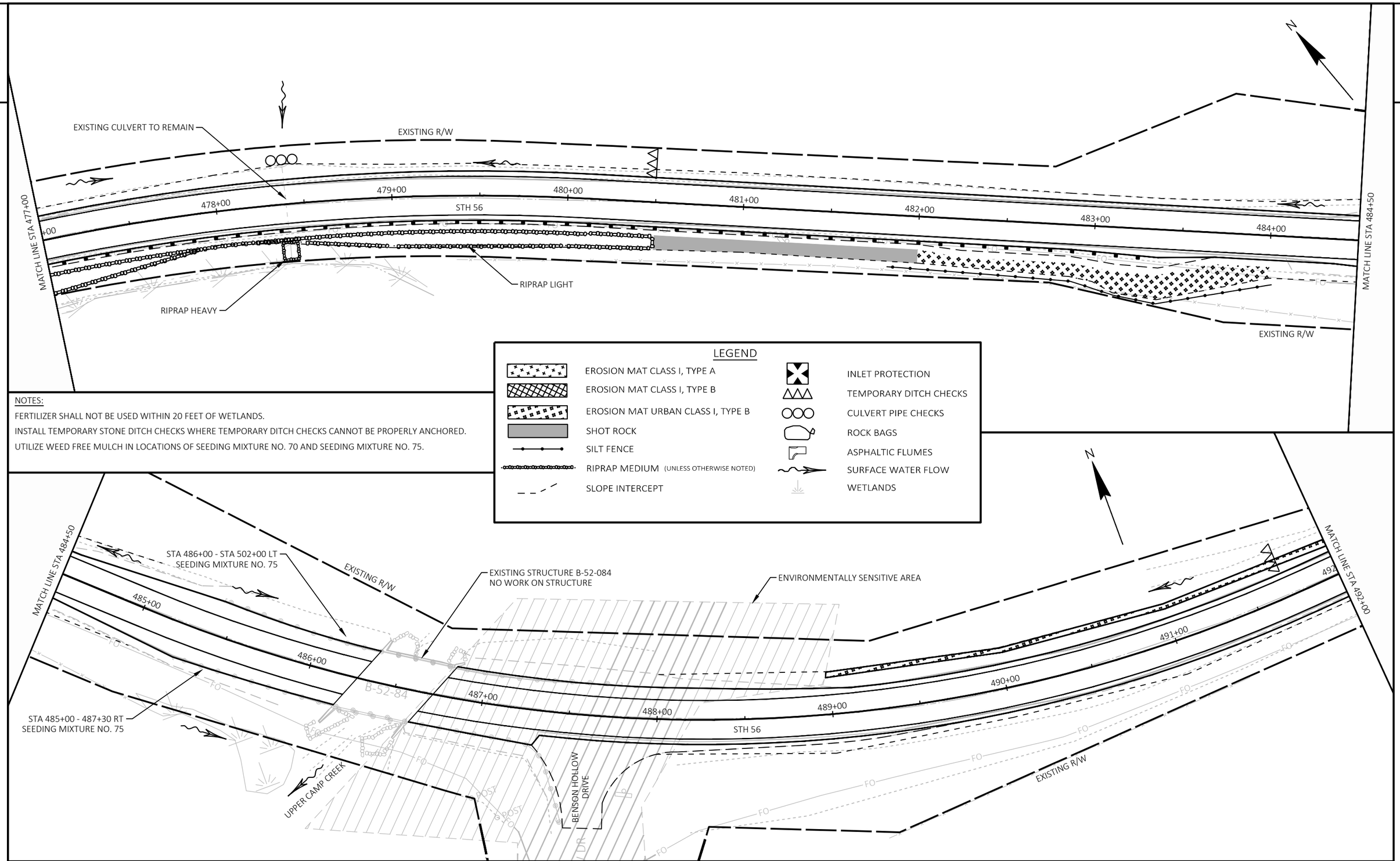
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 72	E



NOTES:

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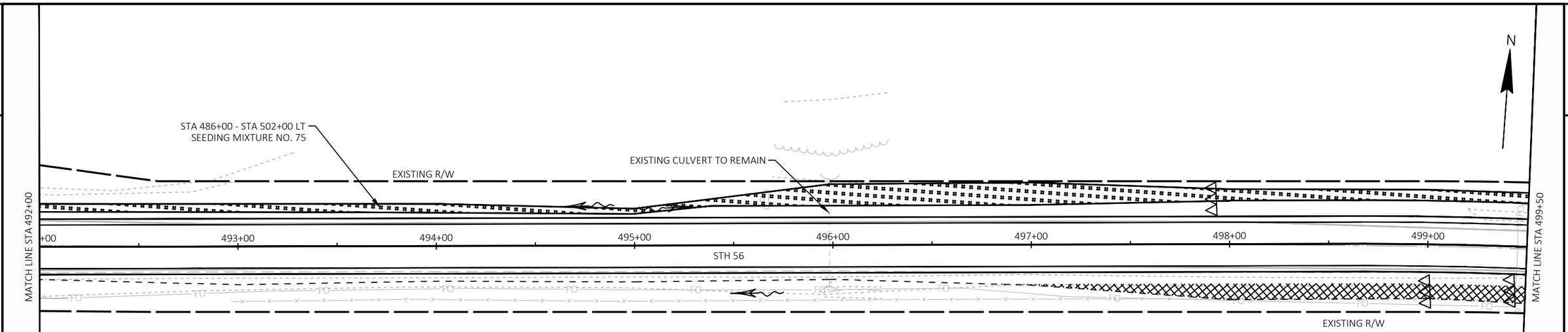
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

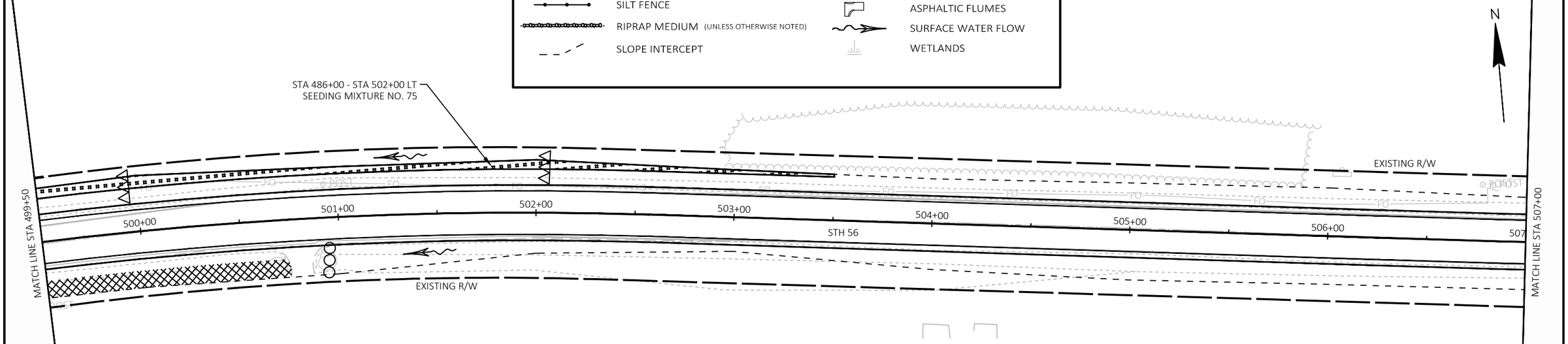
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 73	E

2



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



NOTES:

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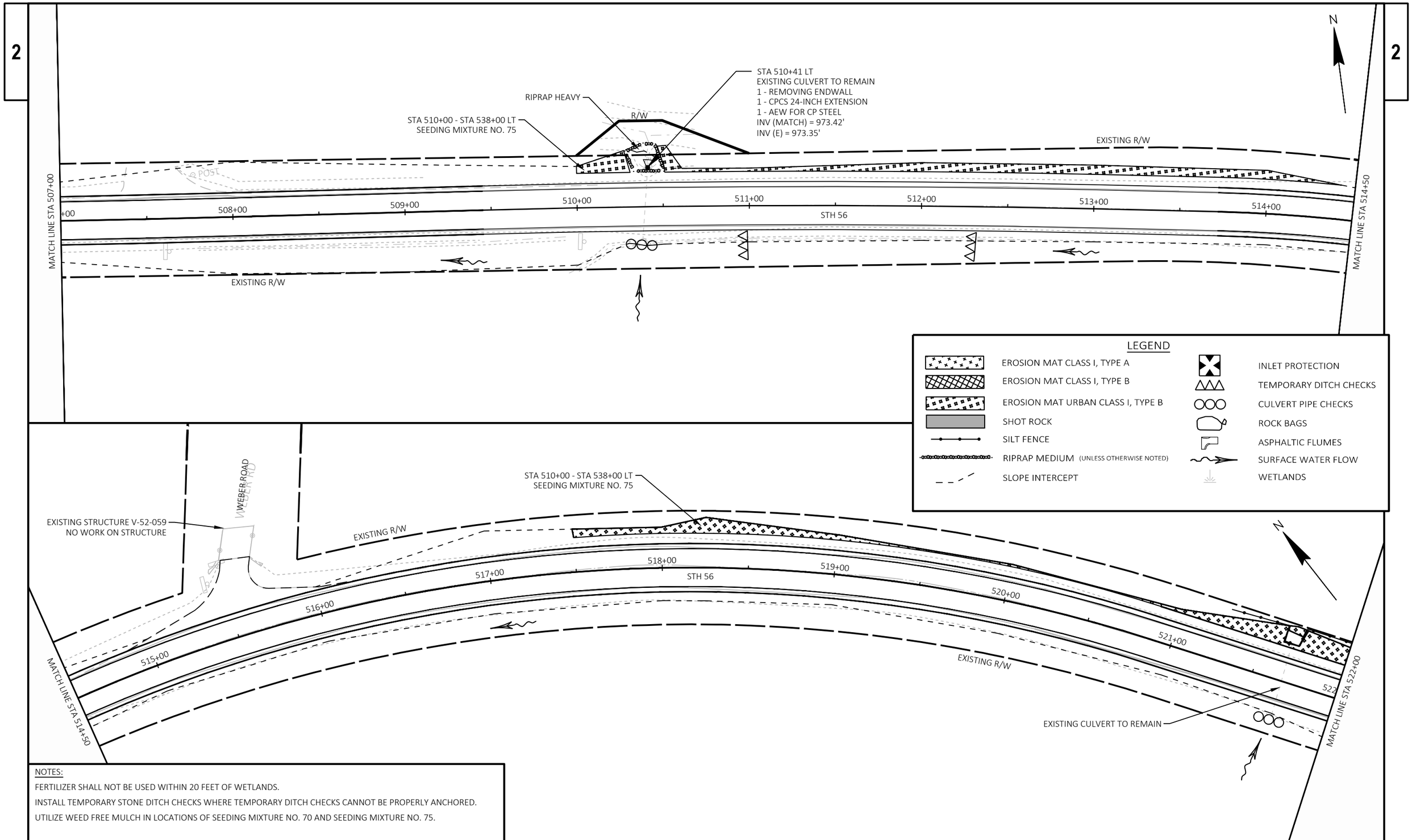
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.



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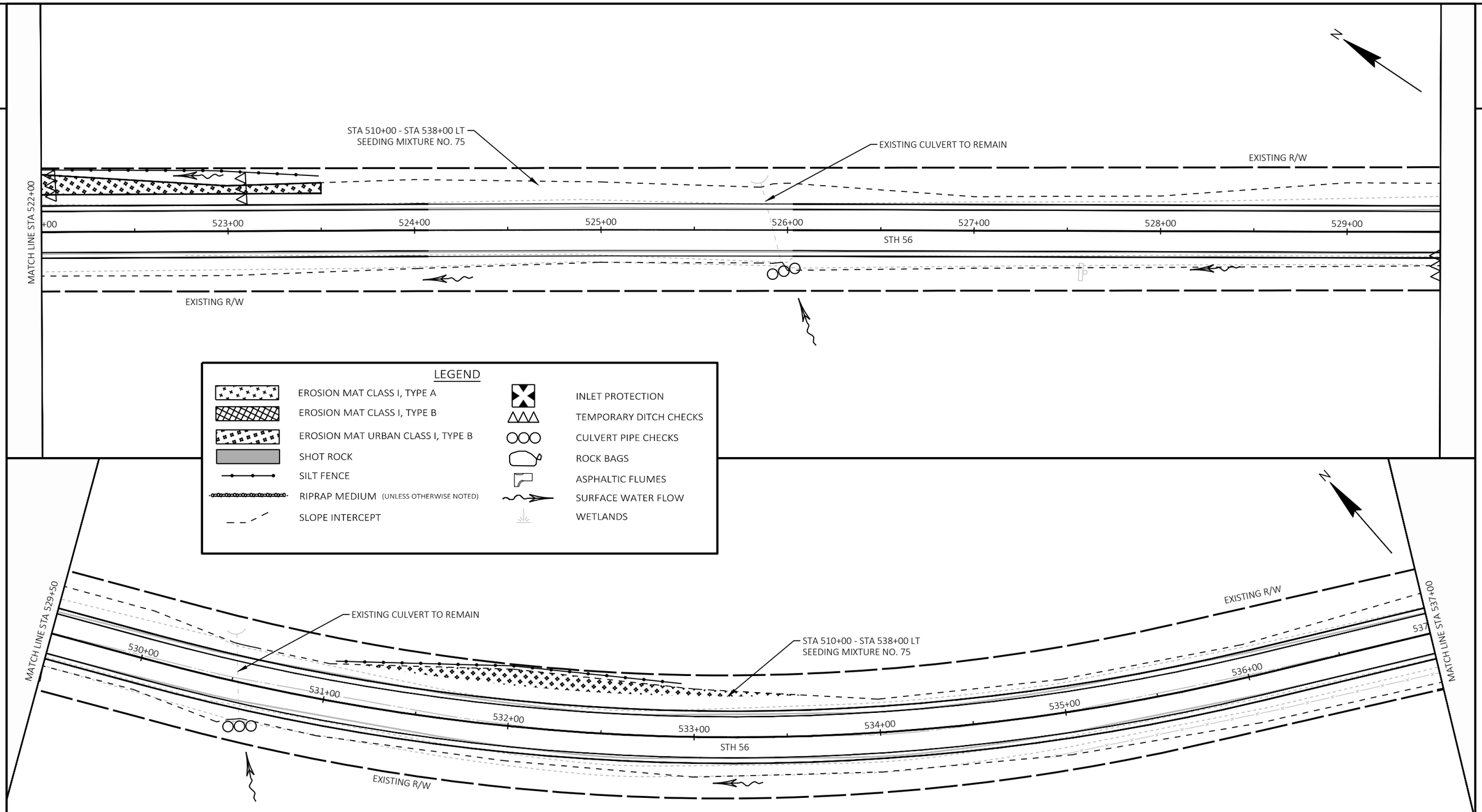
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 75	E

2



NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

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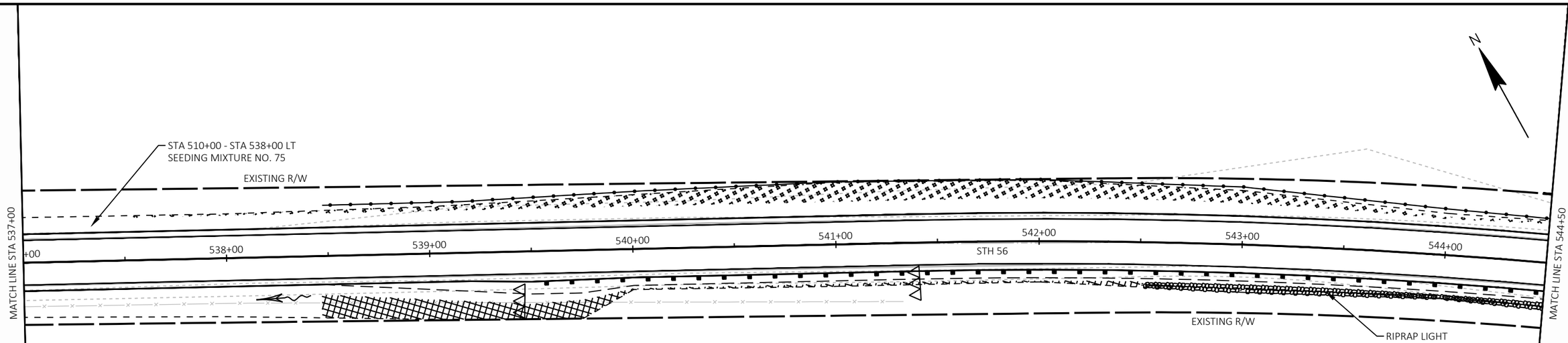
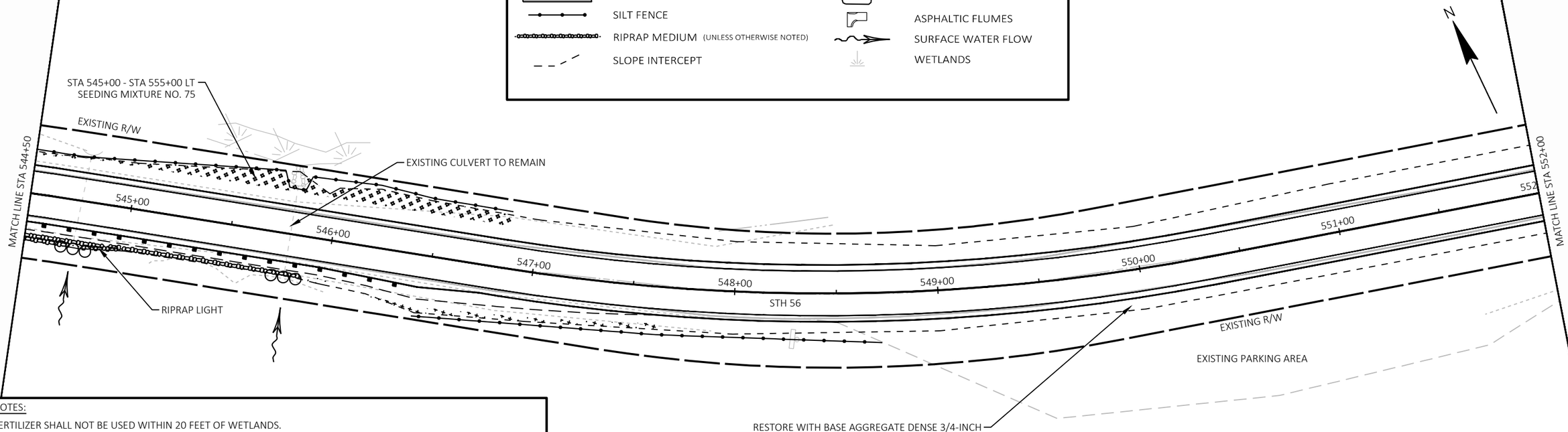
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 76	E



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 77	E

2

2

STA 545+00 - STA 555+00 LT
SEEDING MIXTURE NO. 75

EXISTING R/W

553+00

554+00

555+00

556+00

STH 56

557+00

558+00

559+00

EXISTING R/W

MATCH LINE STA 552+00

MATCH LINE STA 559+50

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS

EXISTING CULVERT TO REMAIN

EXISTING R/W

560+00

561+00

562+00

563+00

STH 56

564+00

565+00

566+00

567

STA 565+17 LT
EXISTING CULVERT TO REMAIN
1 - REMOVING ENDWALL
1 - CPCS 24-INCH EXTENSION
1 - AEW FOR CP STEEL
INV (MATCH) = 1084.24'
INV (E) = 1084.20'

EXISTING R/W

MATCH LINE STA 559+50

MATCH LINE STA 567+00

N

NOTES:

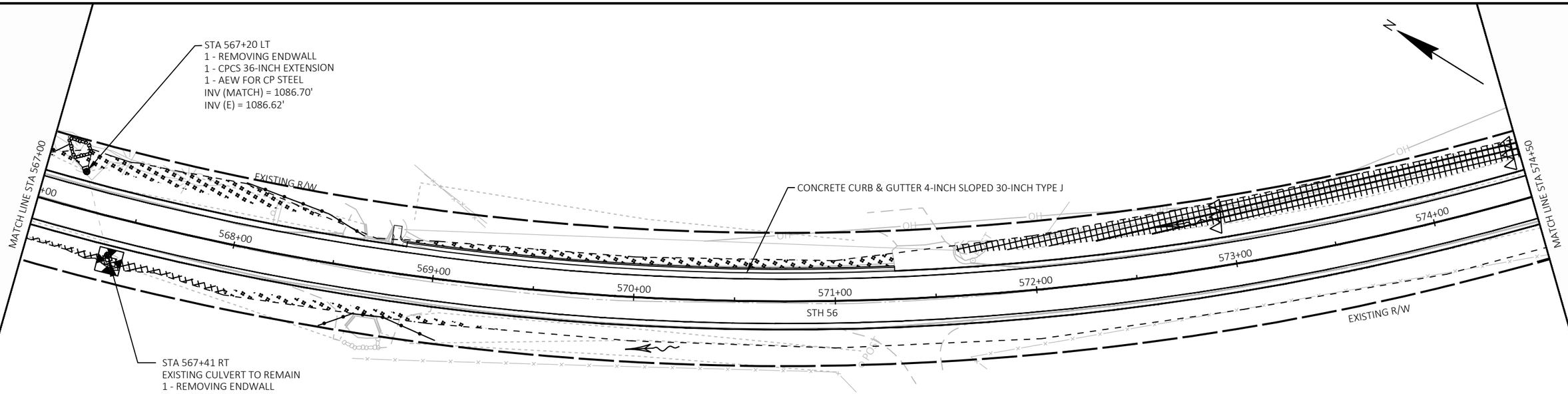
FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

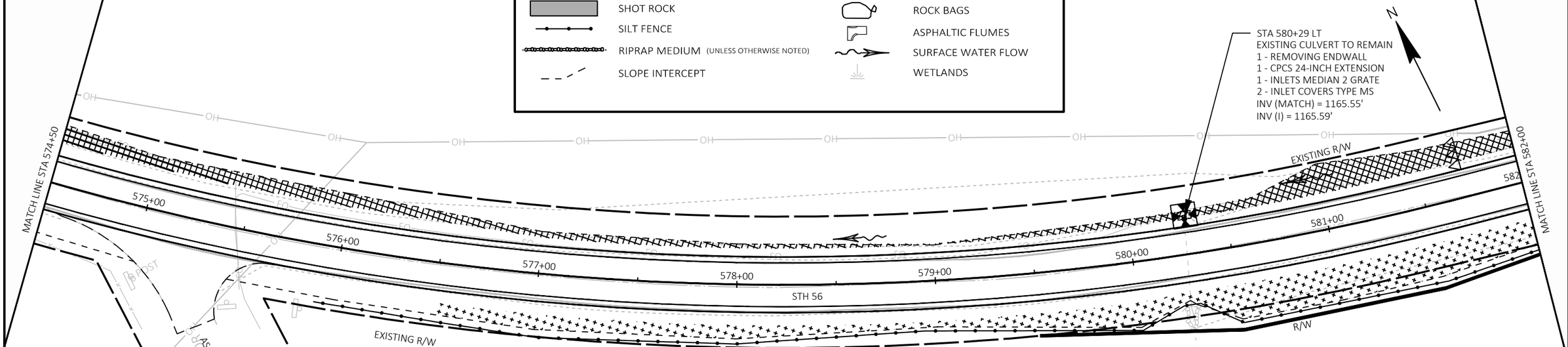
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 78	E

2



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



NOTES:

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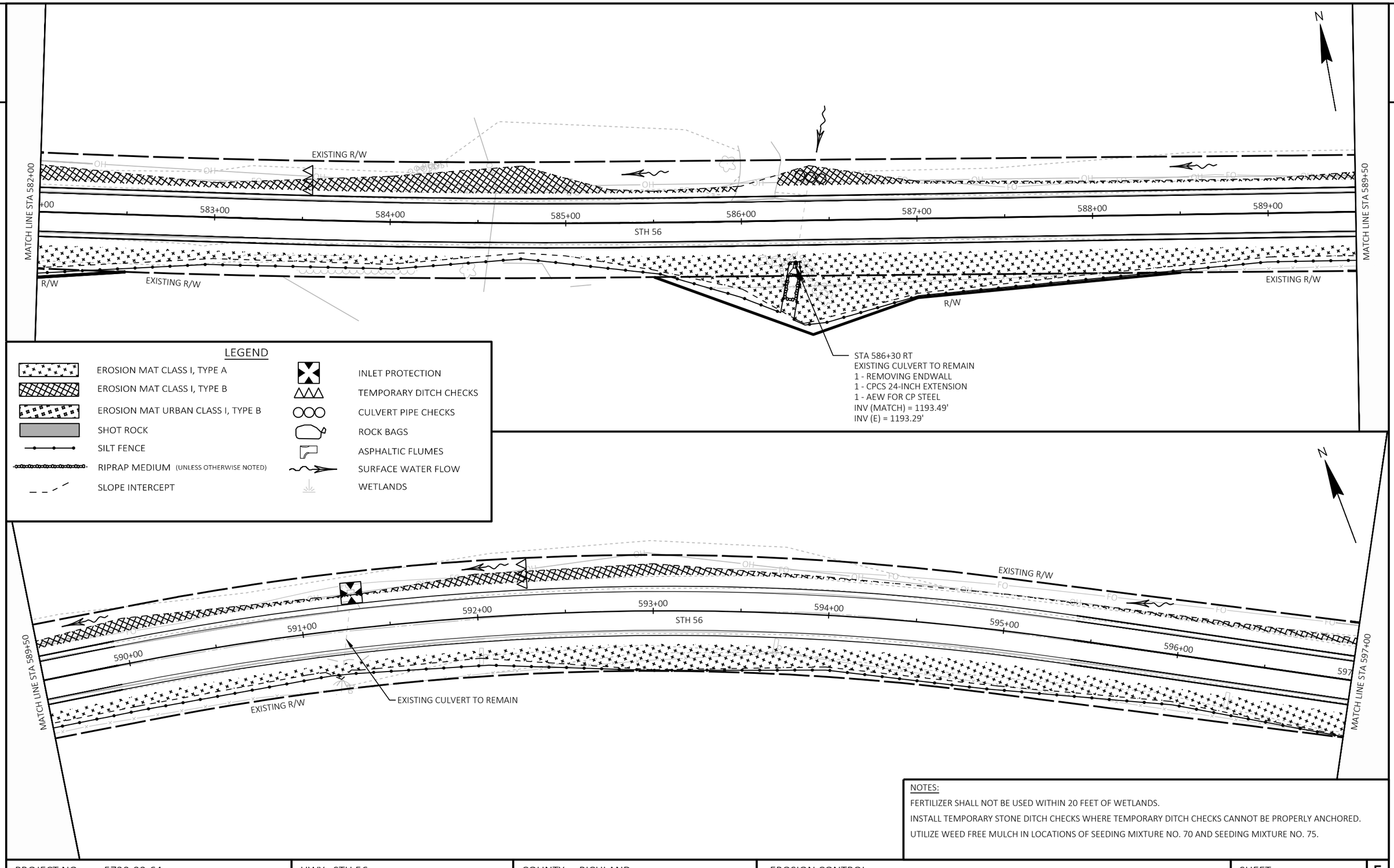
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 79	E



NOTES:

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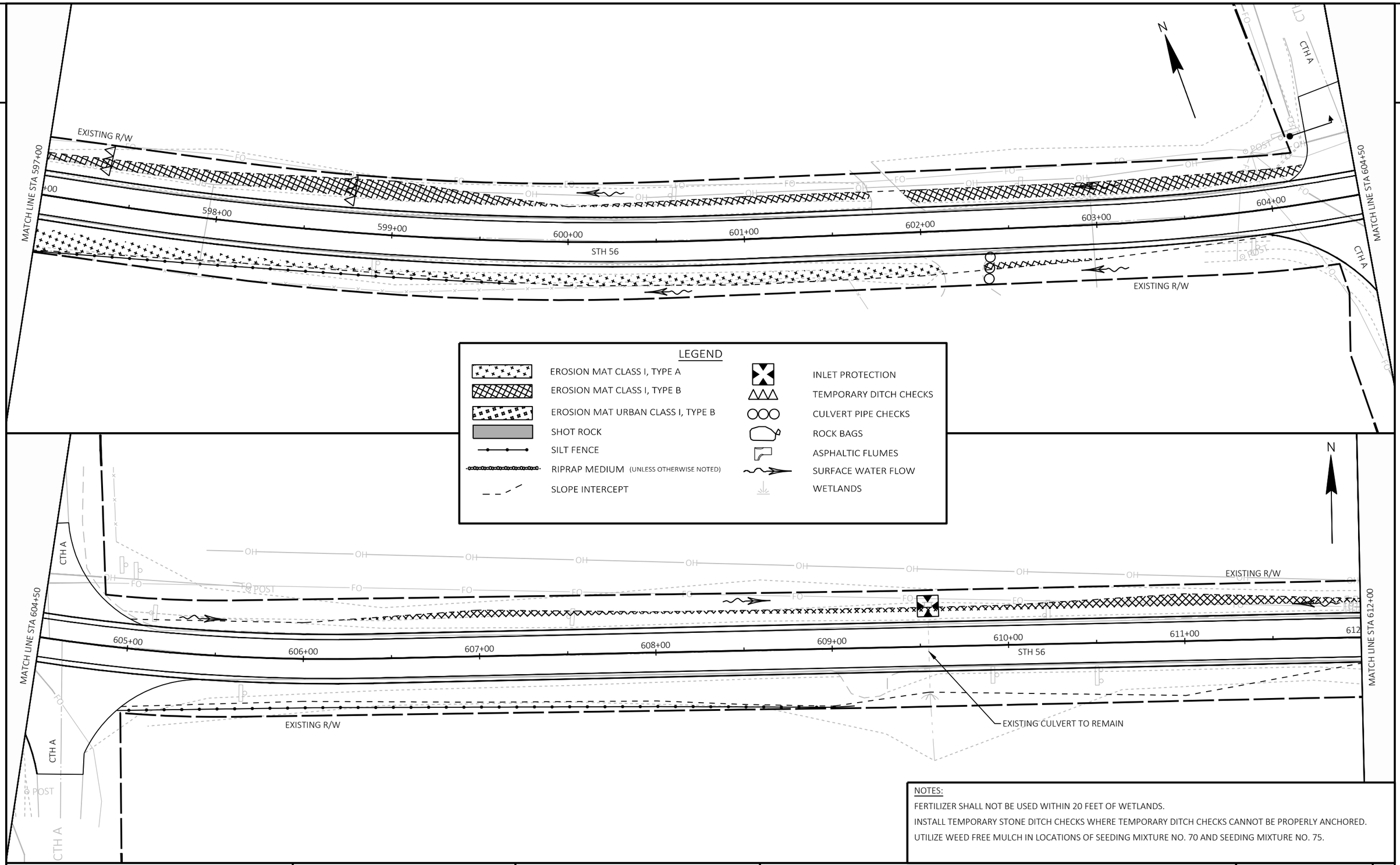
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 80	E

2



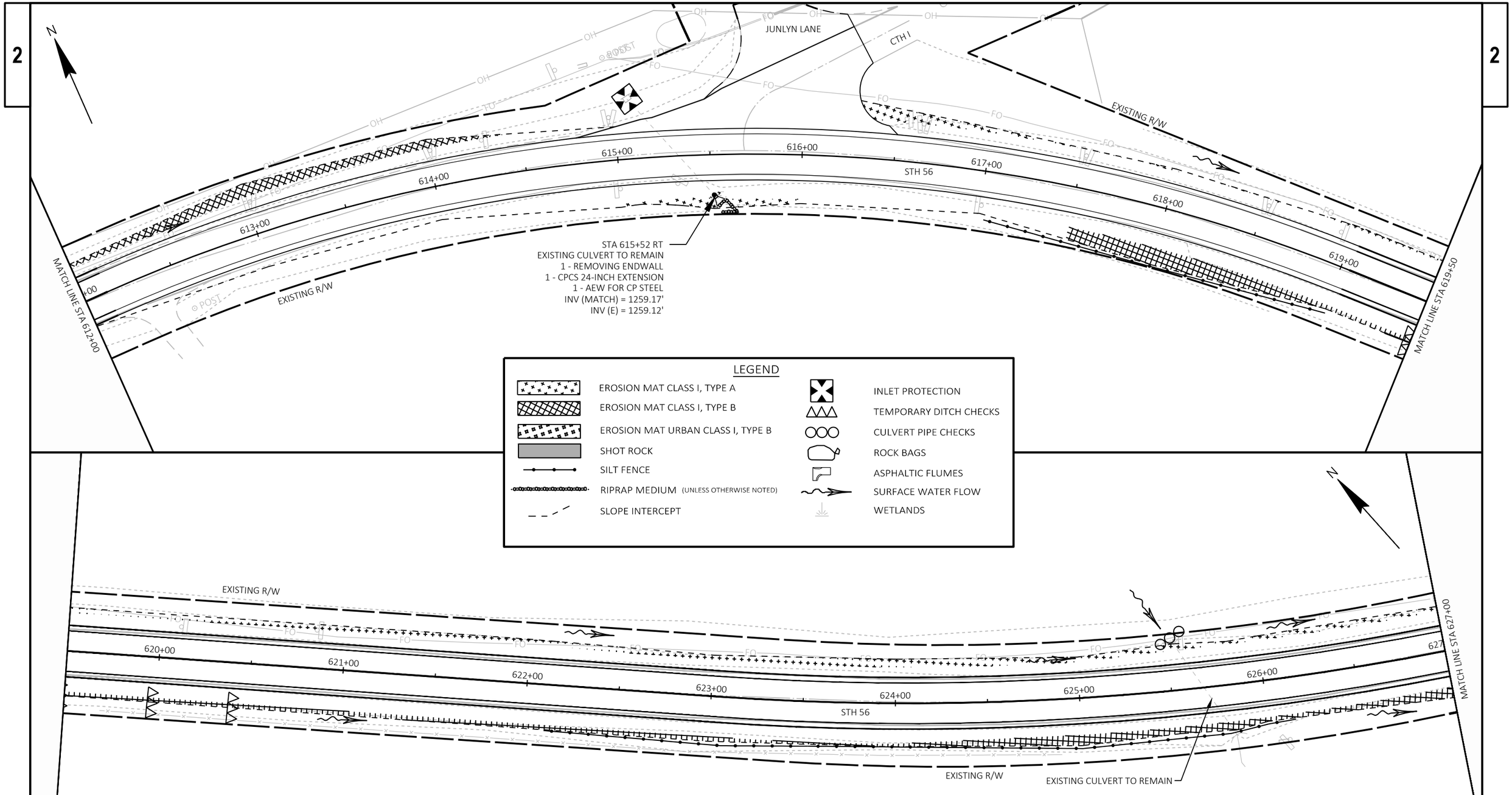
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 81	E



NOTES:

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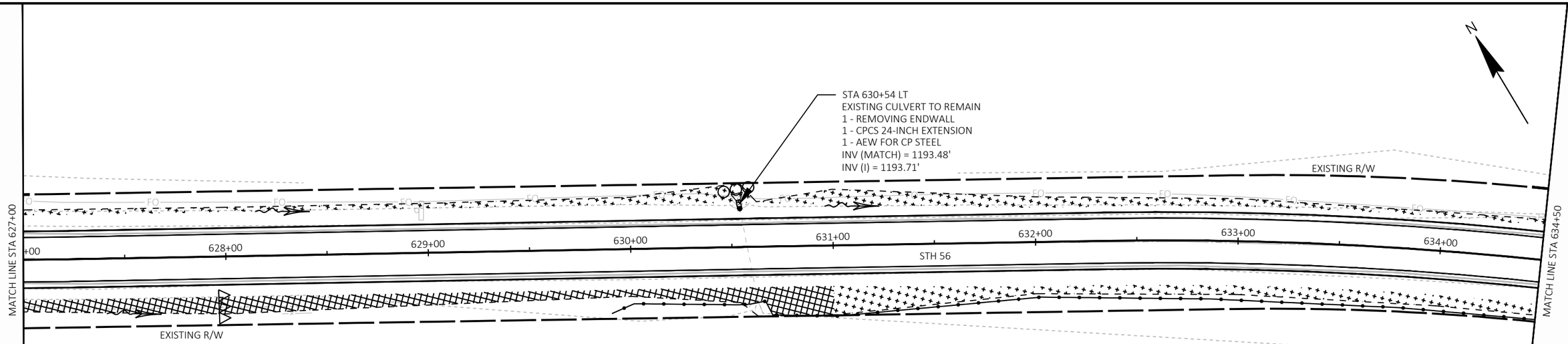
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

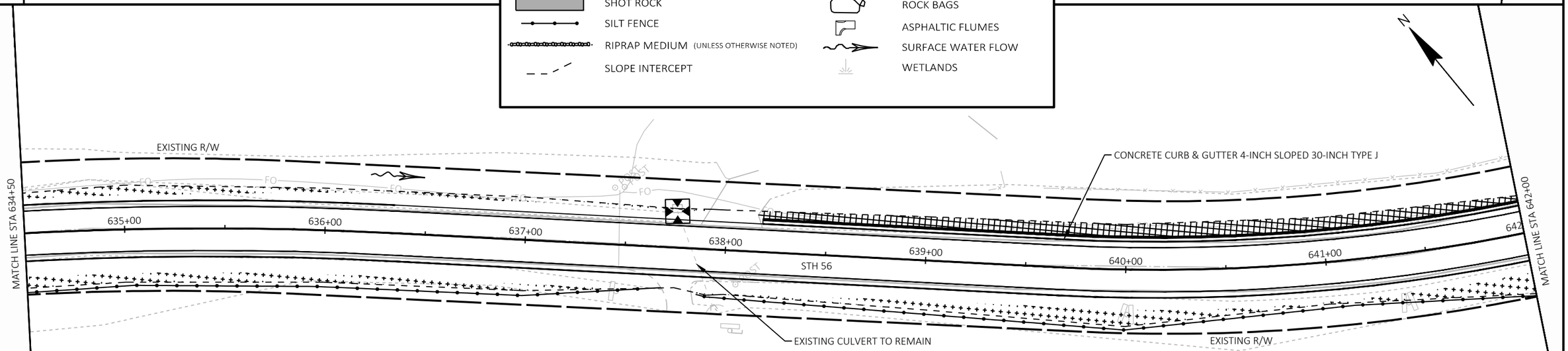
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 82	E

2



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



NOTES:

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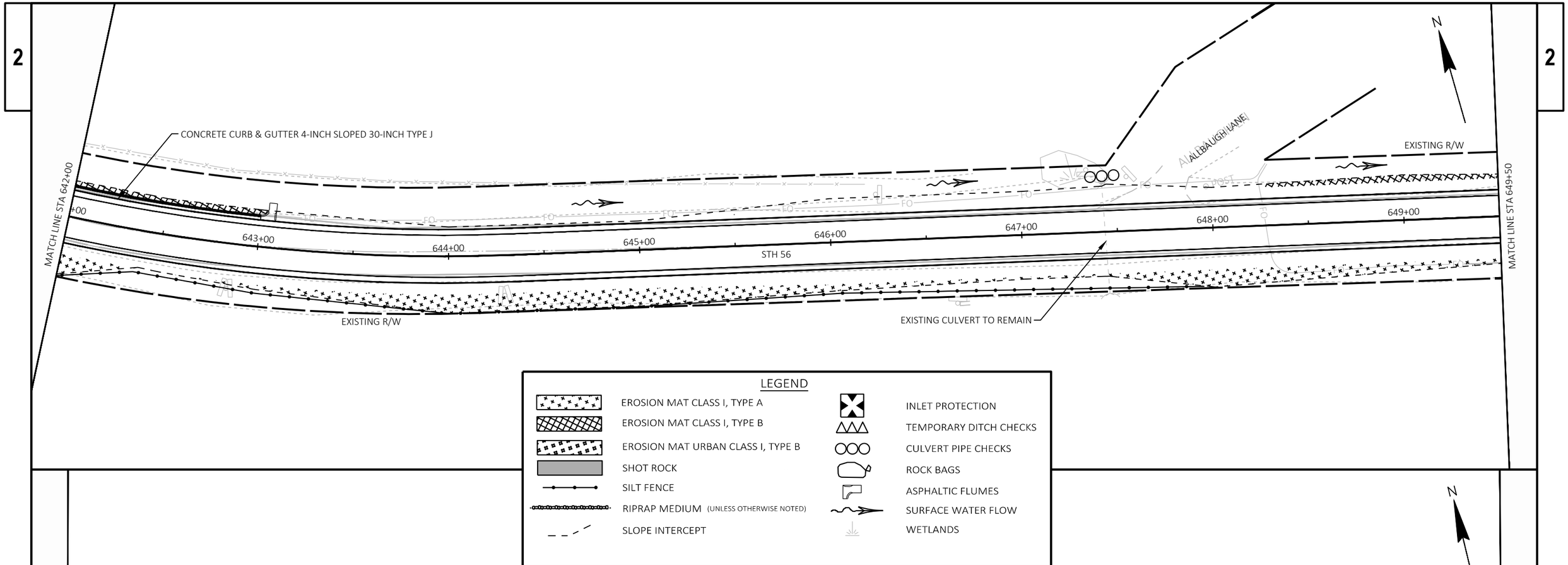
UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 83	E



NOTES:

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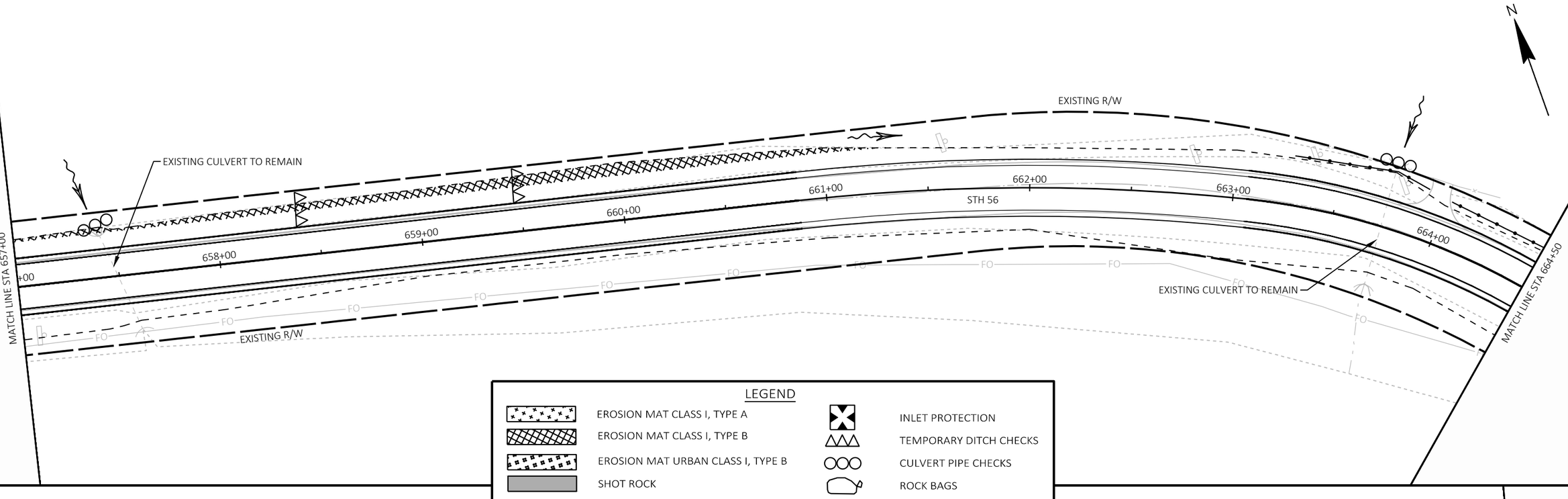
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

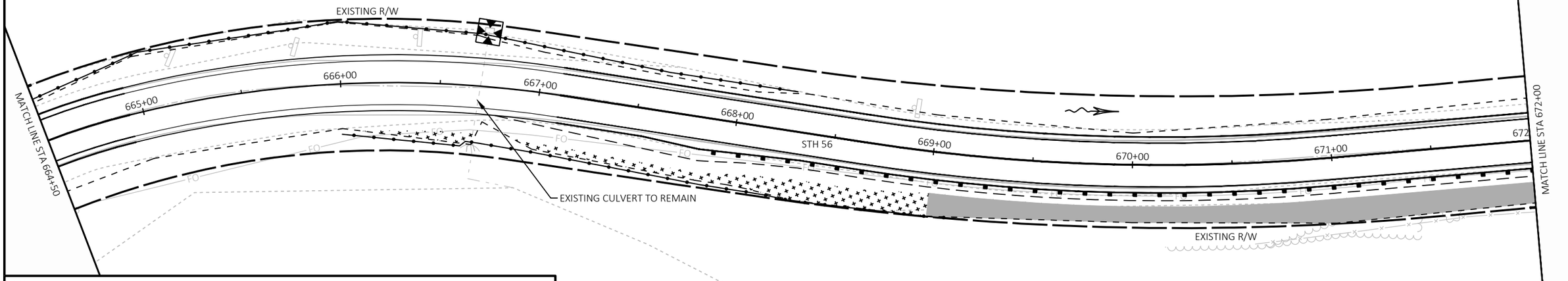
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 84	E

2



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



NOTES:

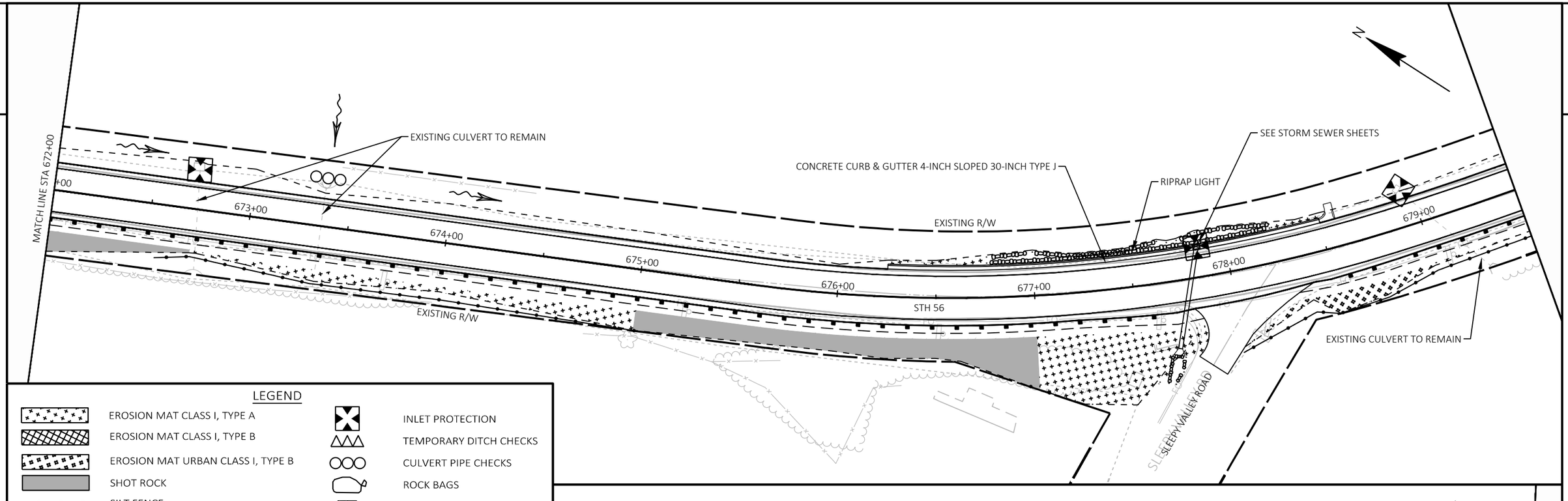
FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 85	E

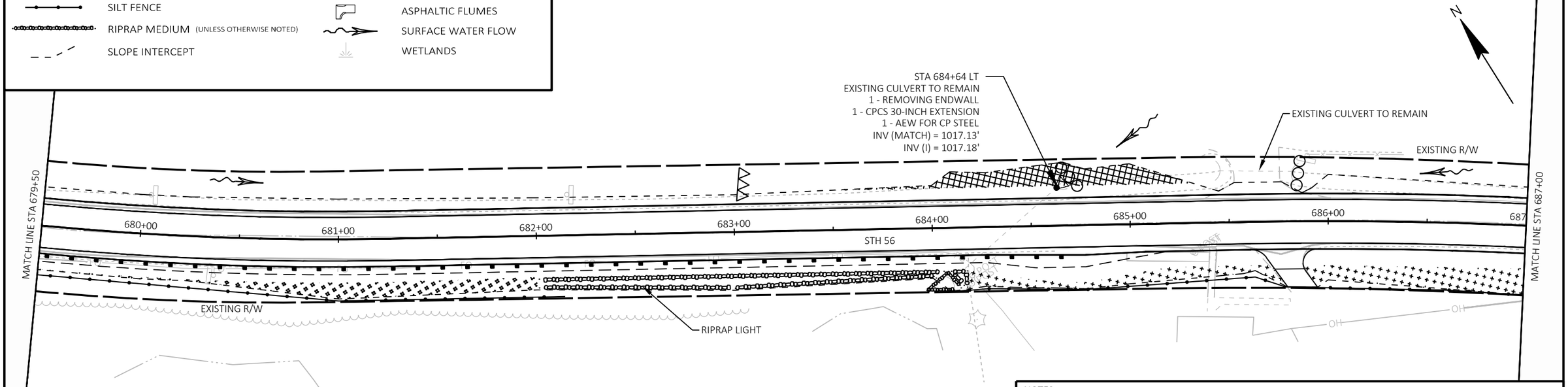
2



2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS



NOTES:

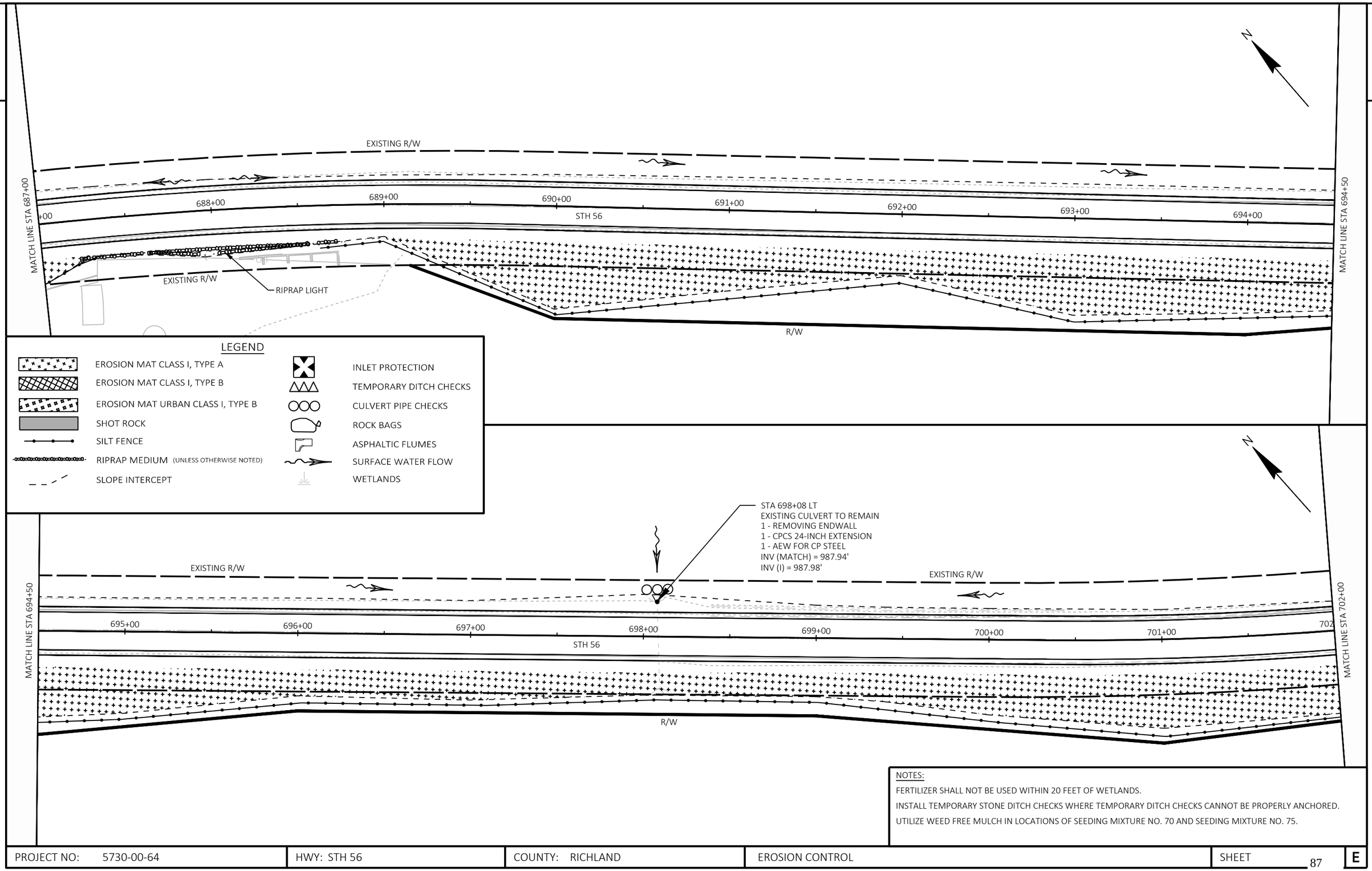
FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 86	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\022001-EC.DWG
LAYOUT NAME - 022030-ec
PLOT DATE : 6/23/2026 8:43 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

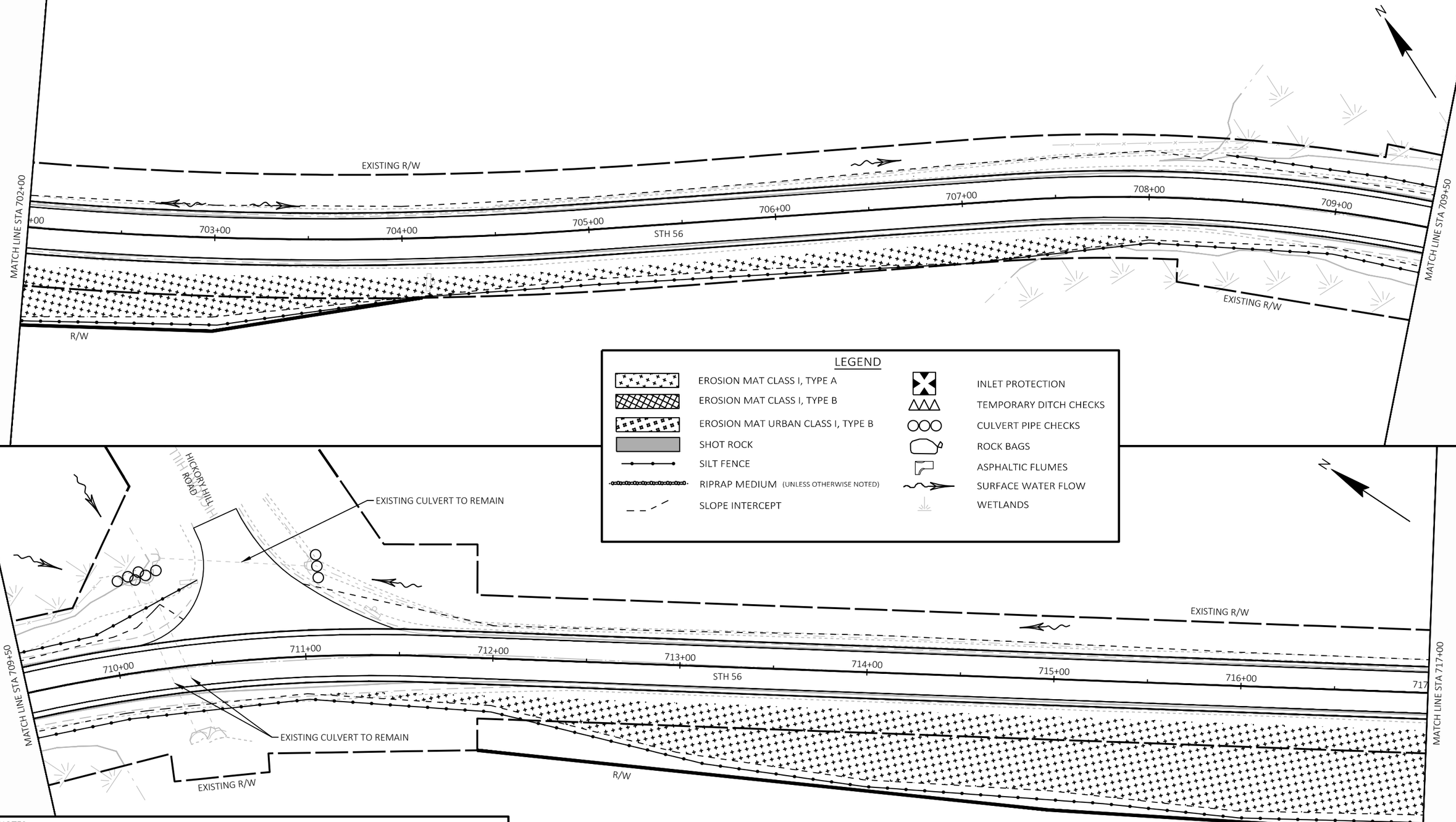
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 87	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\022001-EC.DWG
LAYOUT NAME - 022031-ec
PLOT DATE : 6/23/2026 8:43 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2



NOTES:

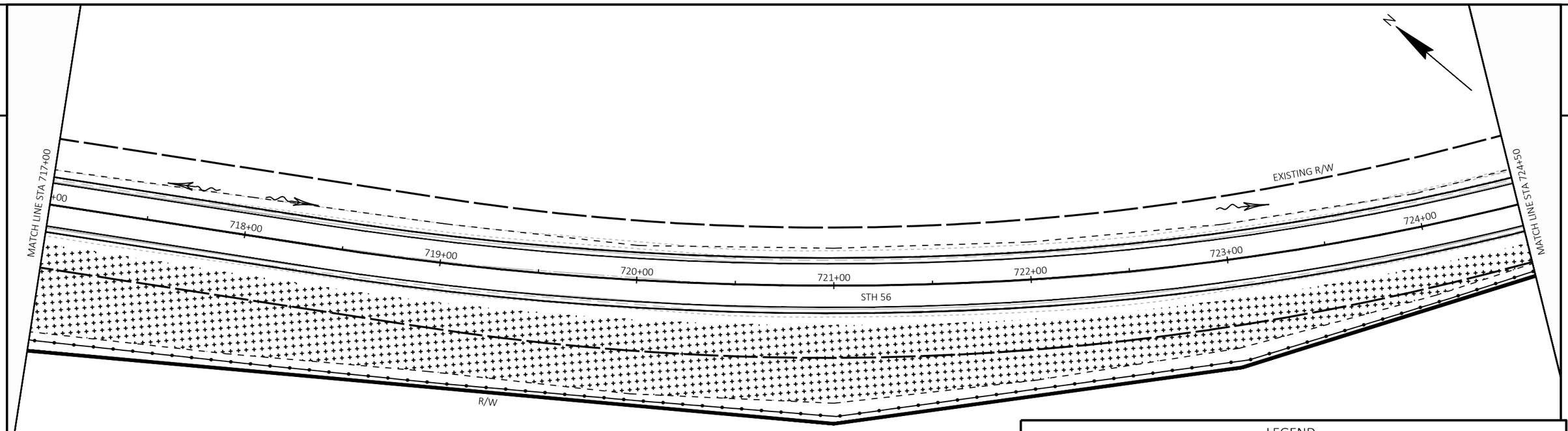
FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

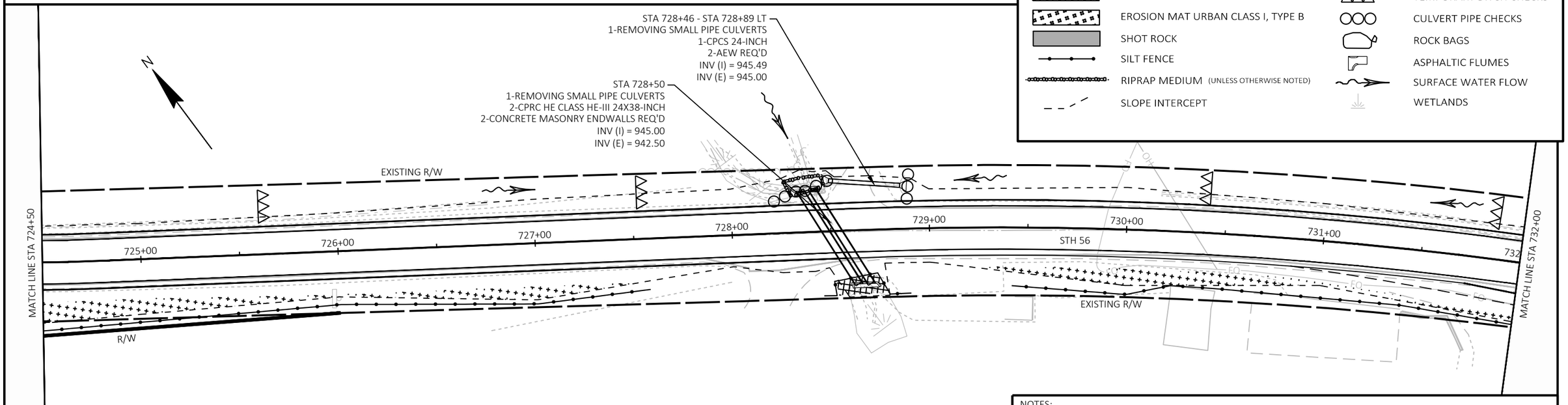
INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 88	E

2





LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS

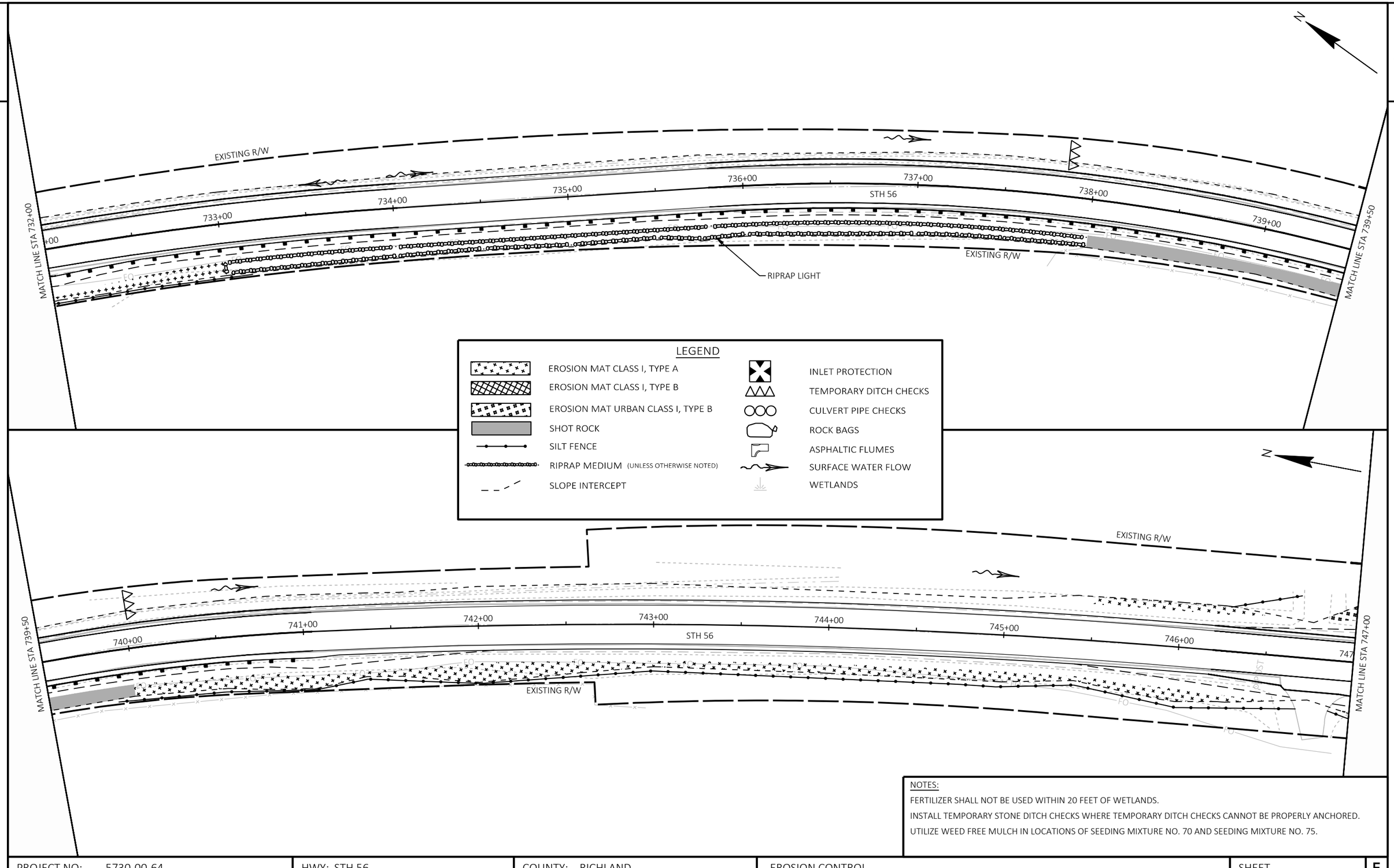
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 89	E



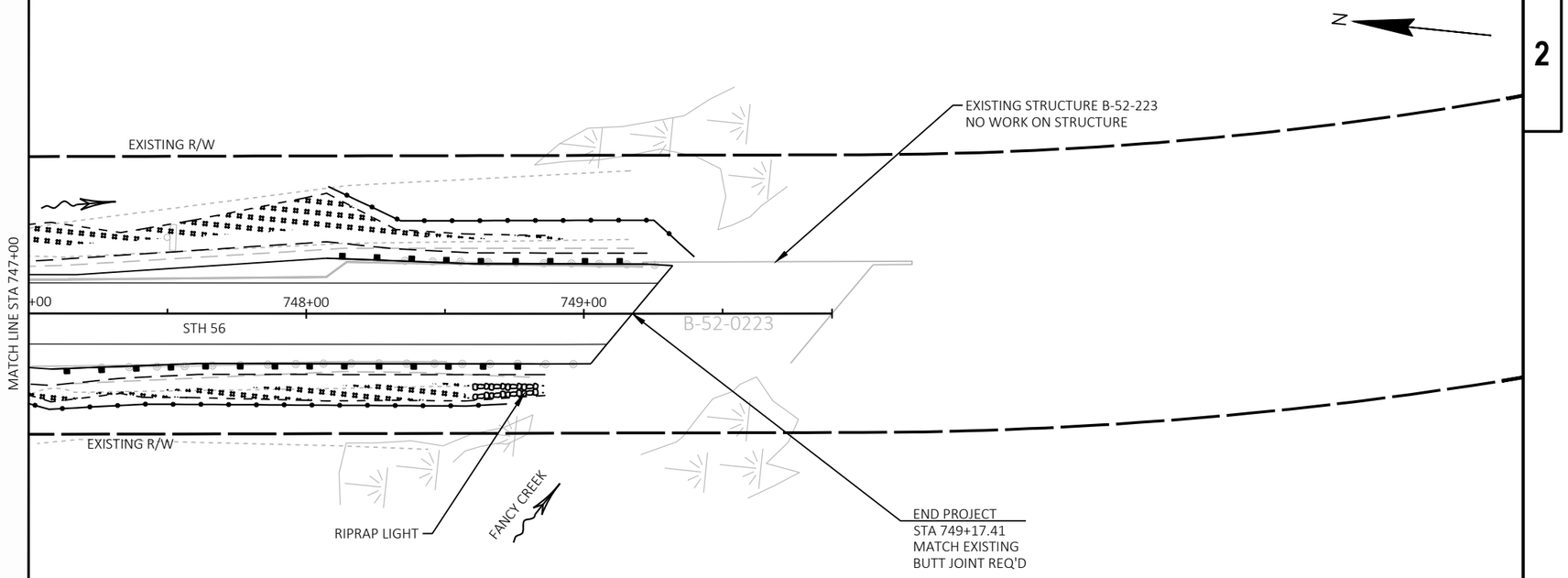
NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EROSION CONTROL	SHEET 90	E



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SHOT ROCK
- SILT FENCE
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- ROCK BAGS
- ASPHALTIC FLUMES
- SURFACE WATER FLOW
- WETLANDS

NOTES:

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF WETLANDS.

INSTALL TEMPORARY STONE DITCH CHECKS WHERE TEMPORARY DITCH CHECKS CANNOT BE PROPERLY ANCHORED.

UTILIZE WEED FREE MULCH IN LOCATIONS OF SEEDING MIXTURE NO. 70 AND SEEDING MIXTURE NO. 75.

2

STH 56

275+00

276+00

277+00

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3

MGS THRIE BEAM TRANSITION

REMOVING INLETS

REMOVING CURB & GUTTER

REMOVING GUARDRAIL

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

32.1 INLETS 2x2-FT
INLET COVERS TYPE V
STA. 276+39.04, 19.06' RT

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

REMOVING STORM SEWER 12-INCH

EXISTING STRUCTURE B-52-050
SEE STRUCTURE PLANS

SLOPE INTERCEPT (TYP.)

CAMP CREEK

VERNON COMMUNICATIONS COOPERATIVE

32.4 APRON ENDWALLS FOR CULVERT PIPE ALUMINUM 12-INCH
STA. 276+39.04, 43.92' RT

RICHLAND ELECTRIC

EXISTING R/W

780

775

770

765

32.1 INLETS 2x2-FT
INLET COVERS TYPE V
STA. 276+39.04, 19.06' RT
GRATE = 776.31
I.E. = 773.43 (12" S)

BEND AND COUPLING REQ'D

32.4 APRON ENDWALLS FOR CULVERT PIPE ALUMINUM 12-INCH
STA. 276+39.04, 43.92' RT
I.E. = 769.00 (12" N)

CPCPE 12-INCH X 5' @ 0.08%

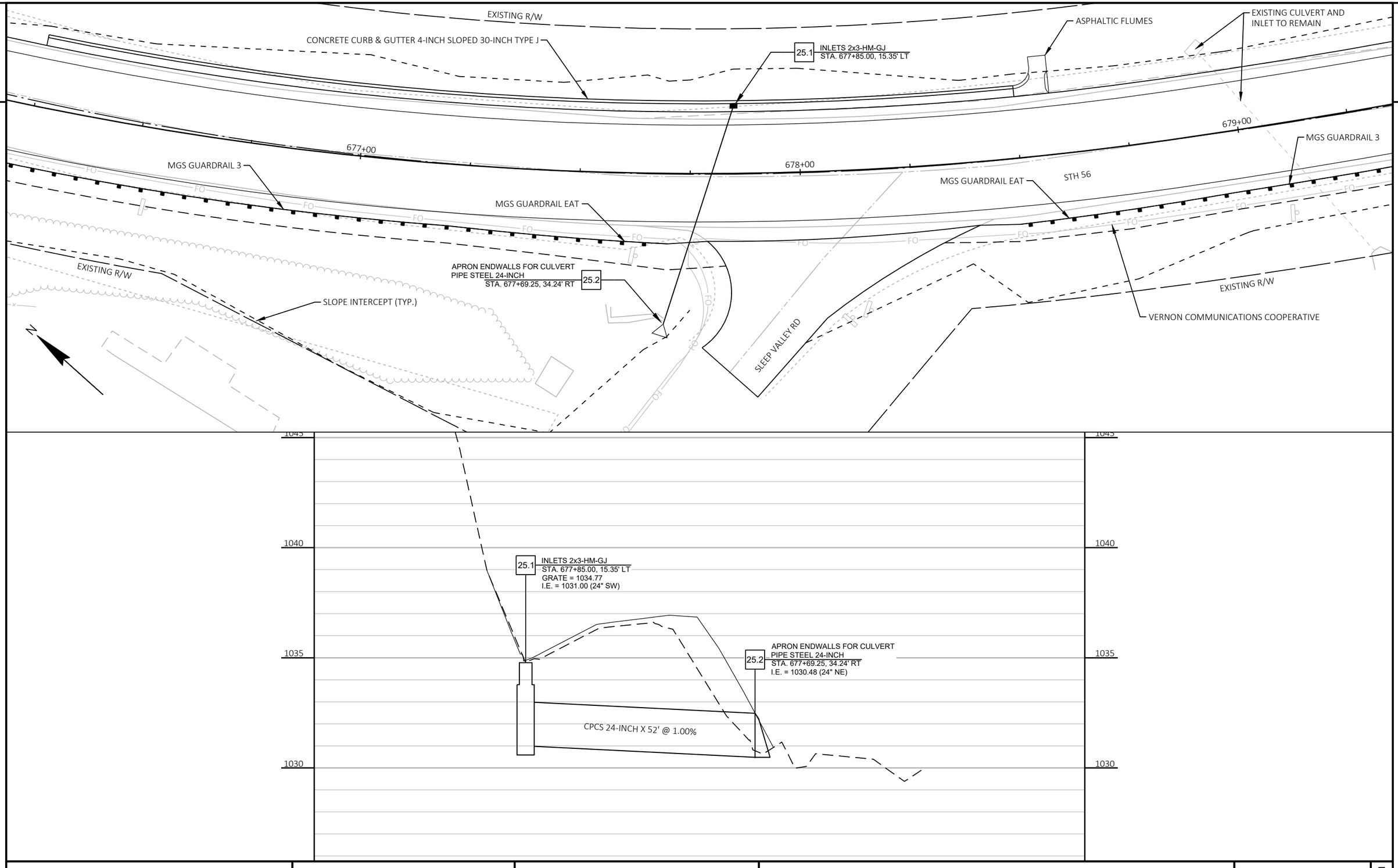
CPCPE 12-INCH X 16' @ 29.66%

CPCPE 12-INCH X 5' @ 0.08%

NOTE:
SEE SDD CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURE

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	STORM SEWER	SHEET 92	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\022501-SS.DWG
LAYOUT NAME - 022501-ss
PLOT DATE : 1/28/2026 6:11 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	STORM SEWER	SHEET 93	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\022501-SS.DWG
LAYOUT NAME - 022502-ss

PLOT DATE : 1/28/2026 6:11 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

ROAD WORK BEGINS X/XX/XX

MB

NOTE:
INSTALL PCMS BOARDS 7-DAYS PRIOR TO ROAD WORK ON STH 56 FOR CONSTRUCTION OPERATIONS.

2

N

STH 56

STH 131

ROAD WORK AHEAD
W20-1A

MAX. 10' WIDTH
W12-52
48"X48"

ROAD WORK 500 FT
W20-1D

ROAD WORK 250 FT
W20-1H

END ROAD WORK
G20-2A
48"X24"

EAST 56
M3-2
24"X12"
M1-6
24"X24"

STH 56/131

500'

250'

225

250'

STH 56

SOUTH A ST

STH 131

230'

235'

248'

MB

END ROAD WORK
G20-2A
48"X24"

EAST 56
M3-2
24"X12"
M1-6
24"X24"

MAX. 10' WIDTH
W12-52
48"X48"

NEXT 10 MILES
W057-51
48"X24"

ROAD WORK AHEAD
W20-1A

GENERAL NOTES:

- TRAFFIC CONTROL FOR ALL MILLING, PAVING, AGGREGATE SHOULDER AND RUMBLE STRIP WORK SHALL FOLLOW S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". (TRAFFIC CONTROL SHOWN AT THIS LOCATION FOR PLAN SHEET PURPOSES ONLY)
- TRAFFIC CONTROL FOR ALL PAVEMENT MARKING WORK SHALL FOLLOW S.D.D. "MOVING PAVEMENT MARKING OPERATION-TWO LANE TWO-WAY ROADWAY."
- TRAFFIC CONTROL FOR ANY WORK REQUIRING A SHOULDER CLOSURE SHALL FOLLOW S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY."
- SIGN FACES SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE NOTED.
- TRAFFIC CONTROL PLANS ARE NOT TO SCALE.
- MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES.
- WO SIGNS ARE THE SAME AS W SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

MB — PCMS MESSAGE BOARDS (SEE MESSAGE IN LEFT CORNER)

WORK ZONE

* — S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" "ADVANCED WIDTH RESTRICTION SIGNING"

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	ADVANCED WARNING SIGNING	SHEET 94	E

2

ROAD WORK BEGINS X/XX/XX

MB

NOTE:
INSTALL PCMS BOARDS 7-DAYS PRIOR TO ROAD WORK ON STH 56 FOR CONSTRUCTION OPERATIONS.

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- MB — PCMS MESSAGE BOARDS (SEE MESSAGE IN LEFT CORNER)
- WORK ZONE
- * — S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" "ADVANCED WIDTH RESTRICTION SIGNING"

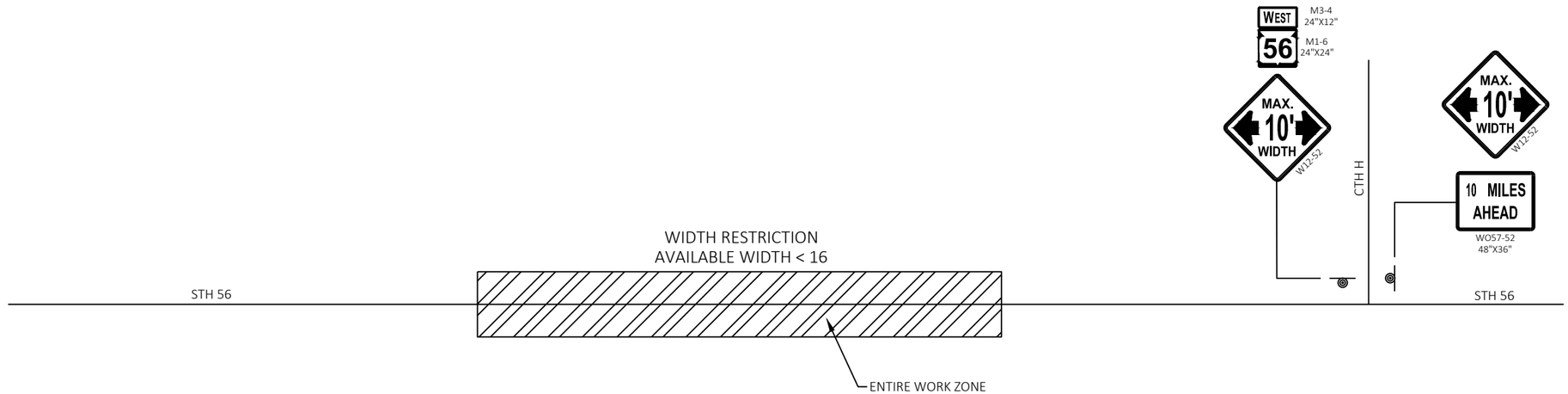
GENERAL NOTES:

- TRAFFIC CONTROL FOR ALL MILLING, PAVING, AGGREGATE SHOULDER AND RUMBLE STRIP WORK SHALL FOLLOW S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". (TRAFFIC CONTROL SHOWN AT THIS LOCATION FOR PLAN SHEET PURPOSES ONLY)
- TRAFFIC CONTROL FOR ALL PAVEMENT MARKING WORK SHALL FOLLOW S.D.D. "MOVING PAVEMENT MARKING OPERATION-TWO LANE TWO-WAY ROADWAY."
- TRAFFIC CONTROL FOR ANY WORK REQUIRING A SHOULDER CLOSURE SHALL FOLLOW S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY."
- SIGN FACES SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE NOTED.
- TRAFFIC CONTROL PLANS ARE NOT TO SCALE.
- MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES.
- WO SIGNS ARE THE SAME AS W SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	ADVANCED WARNING SIGNING	SHEET 95	E

2

N



NOTES:

SEE SDD "ADVANCED WIDTH RESTRICTION."

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	ADVANCED WARNING SIGNING	SHEET 96	E

2

N

ROAD WORK AHEAD
W20-1A

MAX. 10' WIDTH
W12-52
48"X48"

ONE LANE ROAD AHEAD
W20-4A

NO PASSING ZONE
W14-3
48"X36"

W03-3

RIVER DRIVE

TEMPORARY MARKING STOP LINE
PAINT 18-INCH (WHITE)

STH 56

268

270

272

MATCH LINE 274+00

500'

500'

500'

500'

STOP HERE ON RED
R10-6
24"X36"

TEMPORARY MARKING LINE
PAINT 6-INCH (DOUBLE YELLOW)

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE WATER BLASTING 4-INCH
- TEMPORARY TRAFFIC SIGNAL
- ASPHALTIC SURFACE TEMPORARY

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TEMPORARY SIGNALS - STAGE 1	SHEET 97	E

2

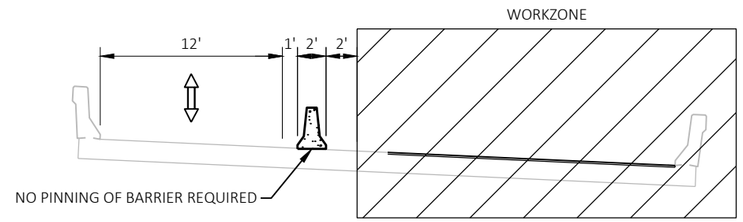
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE WATER BLASTING 4-INCH
- TEMPORARY TRAFFIC SIGNAL
- ASPHALTIC SURFACE TEMPORARY

SIGNAL SEQUENCE

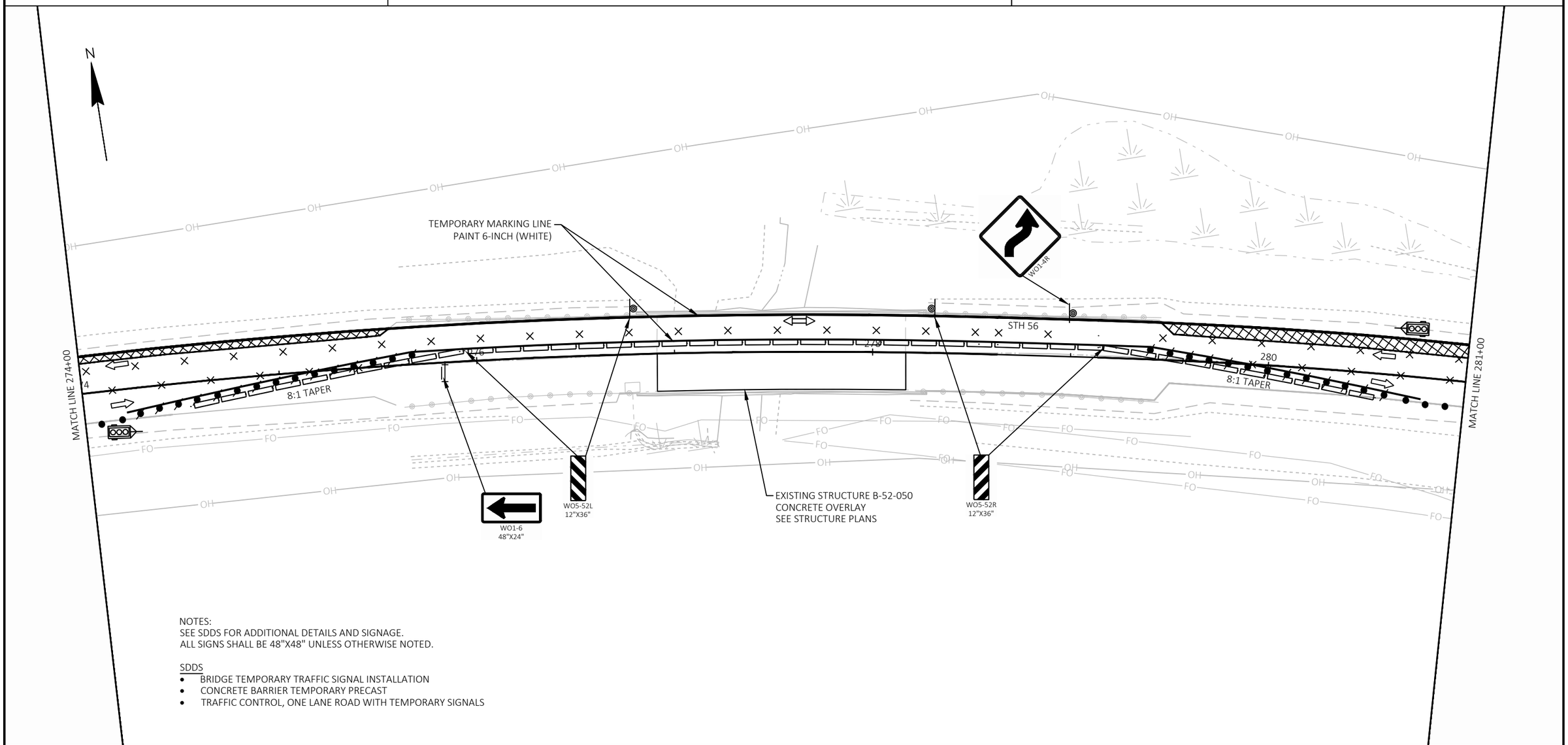
INTERVAL	NB/EB	SB/WB	Seconds
1	G	R	MIN-10 MAX-30
2	Y	R	5.5
3	R	R	19.5
4	R	G	MIN-10 MAX-30
5	R	Y	5.5
6	R	R	19.5

Cycle Length = 110



STAGE 1 TYPICAL SECTION

2



NOTES:
SEE SDDS FOR ADDITIONAL DETAILS AND SIGNAGE.
ALL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED.

SDDS
- BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TEMPORARY SIGNALS - STAGE 1	SHEET 98	E

2

2

N

MATCH LINE 281+00

STOP HERE ON RED
R10-6
24"X36"

500' 500' 500' 500'

282 284 286

STH 56

TEMPORARY MARKING STOP LINE
PAINT 18-INCH (WHITE)

W03-3

NO PASSING ZONE
W14-3
48"X36"

ONE LANE ROAD AHEAD
W20-4A

MAX. 10' WIDTH
W12-52
48"X48"

ROAD WORK AHEAD
W20-1A

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE WATER BLASTING 4-INCH
- TEMPORARY TRAFFIC SIGNAL
- ASPHALTIC SURFACE TEMPORARY

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TEMPORARY SIGNALS - STAGE 1	SHEET 99	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\024101-ST.DWG
LAYOUT NAME - 024103-st

PLOT DATE : 4/2/2026 7:35 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD
W20-1A

MAX. 10' WIDTH
W12-52
48"X48"

ONE LANE ROAD AHEAD
W20-4A

NO PASSING ZONE
W14-3
48"X36"

W03-3

RIVER DRIVE

STH 56

268

270

272

500'

500'

500'

500'

TEMPORARY MARKING STOP LINE
PAINT 18-INCH (WHITE)
(FROM STAGE 1)

MATCH LINE 274+00

TEMPORARY MARKING LINE
PAINT 6-INCH (DOUBLE YELLOW)
(FROM STAGE 1)

STOP HERE ON RED
R10-6
24"X36"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE WATER BLASTING 4-INCH
- TEMPORARY TRAFFIC SIGNAL
- ASPHALTIC SURFACE TEMPORARY

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TEMPORARY SIGNALS - STAGE 2	SHEET 100	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\024102-ST.DWG
LAYOUT NAME - 024104-st

PLOT DATE : 4/2/2026 7:36 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

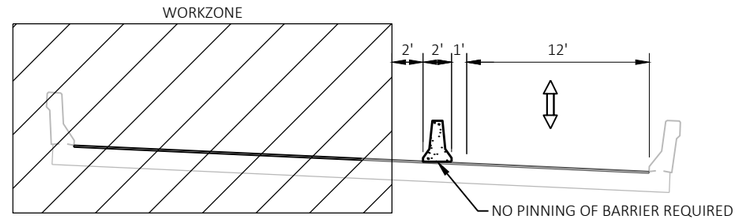
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE WATER BLASTING 4-INCH
- TEMPORARY TRAFFIC SIGNAL
- ASPHALTIC SURFACE TEMPORARY

SIGNAL SEQUENCE

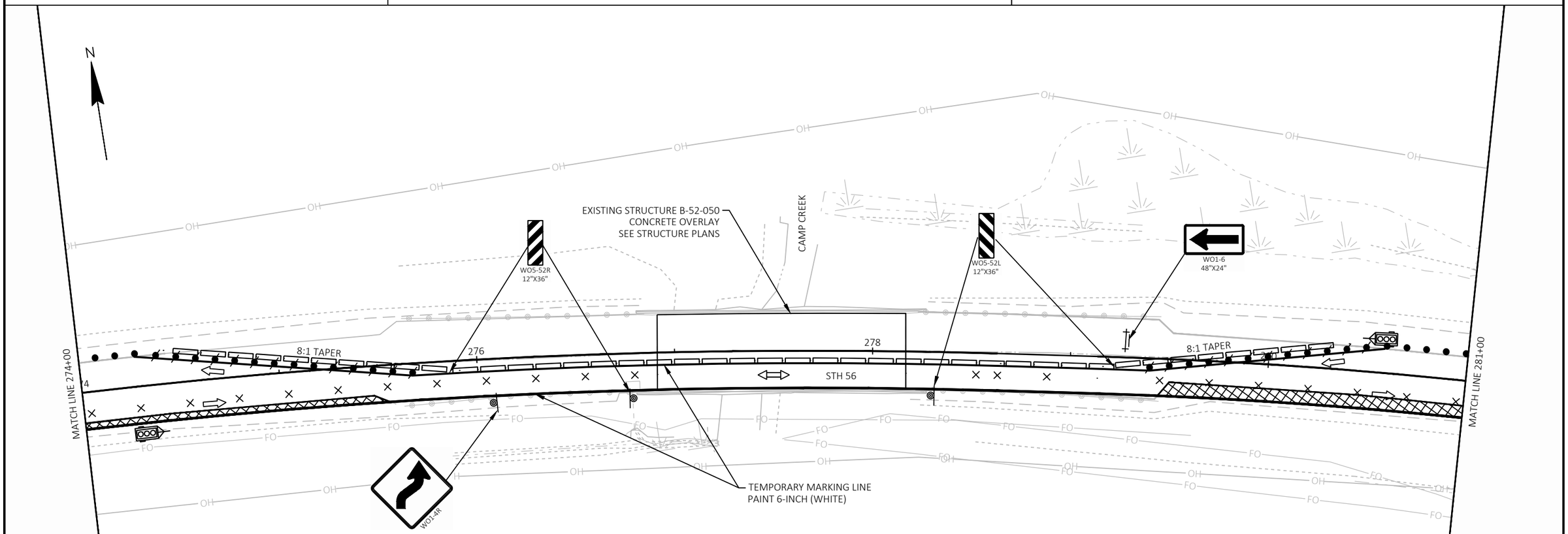
INTERVAL	NB/EB	SB/WB	Seconds
1	G	R	MIN-10 MAX-30
2	Y	R	5.5
3	R	R	19.5
4	R	G	MIN-10 MAX-30
5	R	Y	5.5
6	R	R	19.5

Cycle Length = 110



STAGE 2 TYPICAL SECTION

2



NOTES:
SEE SDDS FOR ADDITIONAL DETAILS AND SIGNAGE.
ALL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED.

SDDS
- BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TEMPORARY SIGNALS - STAGE 2	SHEET 101	E

2

2

N

OH

STOP
HERE ON
RED

R10-6
24"X36"

500'

500'

500'

500'

MATCH LINE 281+00

282

284

286

STH 56

FO

TEMPORARY MARKING STOP LINE
PAINT 18-INCH (WHITE)
(FROM STAGE 1)

W03-3

NO
PASSING
ZONE

W14-3
48"X36"

ONE LANE
ROAD
AHEAD

W20-4A

MAX.
10'
WIDTH

W12-52
48"X48"

ROAD
WORK
AHEAD

W20-1A

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE WATER BLASTING 4-INCH
- TEMPORARY TRAFFIC SIGNAL
- ASPHALTIC SURFACE TEMPORARY

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	TEMPORARY SIGNALS - STAGE 2	SHEET 102	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\024102-ST.DWG
LAYOUT NAME - 024106-st

PLOT DATE : 4/2/2026 7:36 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

STH 131/W COMMERCIAL ST.

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGE LEGEND

① ATTENTION EASTBOUND SOUTH MAIN STREET PEDESTRIANS. SIDEWALK CLOSED AHEAD.

SIDEWALK CLOSED AHEAD

R9-9A
30"X18"

SIDEWALK CLOSED

R9-9
24"X12"

TLE

TLE

M4-60L
30"X24"

M4-60R
30"X24"

225+00 226+00 227+00 228+00 229+00 230+00

STH 56

16'

16'

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY AUDIBLE MESSAGE DEVICES (TAMD)
- TAMD MESSAGE REFERENCE NUMBER

NOTES:

- SEE SDD TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY FOR ADDITIONAL DETAIL AND SIGNAGE.
- SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL DETAIL.

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PEDESTRIAN ACCESS	SHEET 103	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\025100-TC PED.DWG
LAYOUT NAME - 025101-tc ped

PLOT DATE : 3/12/2026 3:12 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

PI STA = 275+62.73
Y = 506013.530
X = 605602.720
DELTA = 10°47'00" RT
D = 1°47'26"
T = 302.02'
L = 602.26'
R = 3200.00'
PC STA = 272+60.71
Y = 506013.058
X = 605300.697
PT STA = 278+62.97
Y = 505957.486
X = 605899.497
DB = N89°54'38"E
DA = S79°18'22"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 286+40.85
Y = 505738.243
X = 606644.770
DELTA = 12°14'05" LT
D = 3°49'11"
T = 160.76'
L = 320.30'
R = 1500.00'
PC STA = 284+80.08
Y = 505790.037
X = 606492.580
PT STA = 288+00.39
Y = 505719.876
X = 606804.480
DB = S71°12'19"E
DA = S83°26'23"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 298+49.93
Y = 505599.970
X = 607847.153
DELTA = 4°29'36" LT
D = 2°17'31"
T = 98.08'
L = 196.05'
R = 2500.00'
PC STA = 297+51.85
Y = 505611.174
X = 607749.718
PT STA = 299+47.91
Y = 505596.432
X = 607945.166
DB = S83°26'23"E
DA = S87°55'59"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 306+00.83
Y = 505821.527
X = 608542.565
DELTA = 30°04'01" RT
D = 10°25'03"
T = 147.72'
L = 288.62'
R = 550.00'
PC STA = 304+53.11
Y = 505744.732
X = 608416.380
PT STA = 307+41.73
Y = 505824.768
X = 608690.245
DB = N58°40'33"E
DA = N88°44'33"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 311+41.20
Y = 505833.534
X = 609089.614
DELTA = 5°26'01" RT
D = 1°30'28"
T = 180.32'
L = 360.36'
R = 3800.00'
PC STA = 309+60.88
Y = 505829.577
X = 608909.340
PT STA = 313+21.24
Y = 505820.403
X = 609269.453
DB = N88°44'33"E
DA = S85°49'26"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 320+46.31
Y = 505767.601
X = 609992.593
DELTA = 12°13'56" RT
D = 3°49'11"
T = 160.73'
L = 320.24'
R = 1500.00'
PC STA = 318+85.58
Y = 505779.306
X = 609832.290
PT STA = 322+05.82
Y = 505722.198
X = 610146.777
DB = S85°49'26"E
DA = S73°35'30"E
SE = 5.6%
DS = 55 MPH

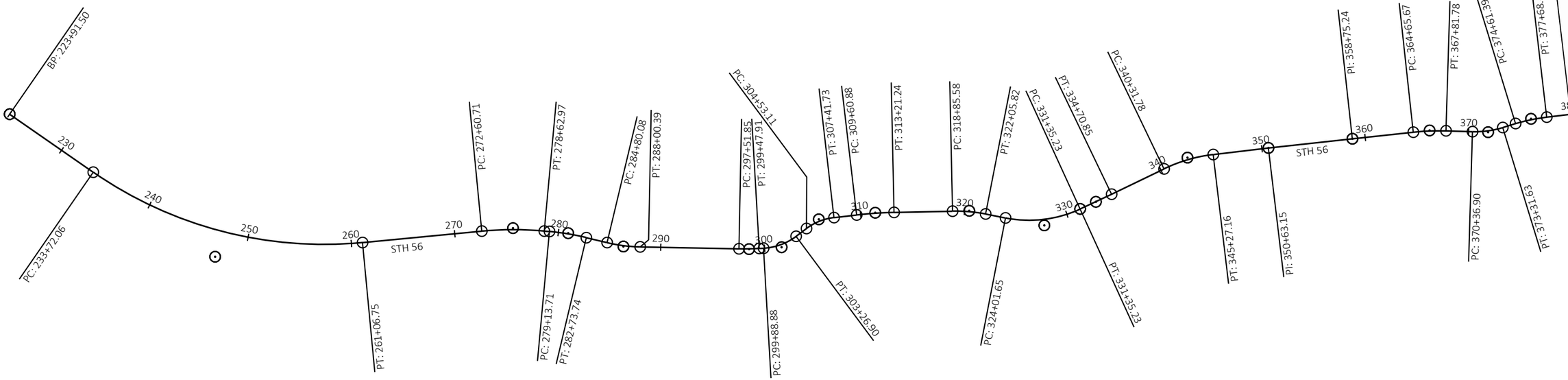
PI STA = 333+03.05
Y = 505739.754
X = 611214.714
DELTA = 1°06'47" LT
D = 0°19'54"
T = 167.81'
L = 335.62'
R = 17275.00'
PC STA = 331+35.23
Y = 505684.534
X = 611056.245
PT STA = 334+70.85
Y = 505798.041
X = 611372.080
DB = N70°47'20"E
DA = N69°40'32"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 342+81.75
Y = 506079.694
X = 612132.494
DELTA = 18°55'20" RT
D = 3°49'11"
T = 249.97'
L = 495.38'
R = 1500.00'
PC STA = 340+31.78
Y = 505992.872
X = 611898.091
PT STA = 345+27.16
Y = 506085.811
X = 612382.386
DB = N69°40'32"E
DA = N88°35'52"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 366+23.97
Y = 506121.826
X = 614478.865
DELTA = 7°52'29" RT
D = 2°29'28"
T = 158.31'
L = 316.12'
R = 2300.00'
PC STA = 364+65.67
Y = 506119.636
X = 614320.574
PT STA = 367+81.78
Y = 506102.309
X = 614635.964
DB = N89°12'26"E
DA = S82°55'05"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 376+15.32
Y = 506140.063
X = 615460.135
DELTA = 10°20'52" RT
D = 3°22'13"
T = 153.93'
L = 307.02'
R = 1700.00'
PC STA = 374+61.39
Y = 506108.898
X = 615309.392
PT STA = 377+68.42
Y = 506143.643
X = 615614.024
DB = N78°19'10"E
DA = N88°40'02"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 223+91.50
Y = 507,558.89
X = 600,879.07



* SUPERELEVATION DATA IS FOR INFORMATION PURPOSES ONLY AND IS ASSUMED TO NOT MATCH EXISTING CONDITIONS. PAVING OPERATIONS SHALL UTILIZE MAXIMUM ALLOWABLE SLOPE CORRECTION TO MATCH SUPERELEVATION DATA TO THE GREATEST EXTENT POSSIBLE.

PI STA = 247+98.33
Y = 506009.030
X = 602720.470
DELTA = 40°10'33" LT
D = 1°28'09"
T = 1426.27'
L = 2734.69'
R = 3900.00'
PC STA = 233+72.06
Y = 506927.466
X = 601629.270
PT STA = 261+06.75
Y = 506011.257
X = 604146.737
DB = S49°54'49"E
DA = N89°54'38"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 280+94.03
Y = 505914.610
X = 606126.540
DELTA = 8°06'03" RT
D = 2°15'00"
T = 180.32'
L = 360.04'
R = 2546.48'
PC STA = 279+13.71
Y = 505948.071
X = 605949.354
PT STA = 282+73.74
Y = 505856.515
X = 606297.243
DB = S79°18'22"E
DA = S71°12'19"E
SE = 4.3%
DS = 55 MPH

PI STA = 301+62.84
Y = 505588.680
X = 608159.963
DELTA = 33°23'28" LT
D = 9°52'43"
T = 173.96'
L = 338.02'
R = 580.00'
PC STA = 299+88.88
Y = 505594.954
X = 607986.117
PT STA = 303+26.90
Y = 505679.118
X = 608308.566
DB = S87°55'59"E
DA = N58°40'33"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 327+80.73
Y = 505559.797
X = 610698.273
DELTA = 35°37'10" LT
D = 4°51'20"
T = 379.08'
L = 733.58'
R = 1180.00'
PC STA = 324+01.65
Y = 505666.879
X = 610334.633
PT STA = 331+35.23
Y = 505684.533
X = 611056.241
DB = S73°35'30"E
DA = N70°47'20"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 350+63.15
Y = 506,098.93
X = 612,918.21

PI STA = 358+75.24
Y = 506,111.47
X = 613,730.20

PI STA = 371+85.60
Y = 506052.523
X = 615036.699
DELTA = 18°45'46" LT
D = 6°21'58"
T = 148.69'
L = 294.72'
R = 900.00'
PC STA = 370+36.90
Y = 506070.855
X = 614889.141
PT STA = 373+31.63
Y = 506082.626
X = 615182.313
DB = S82°55'05"E
DA = N78°19'10"E
SE = MATCH EXISTING *
DS = 55 MPH

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	ALIGNMENT DIAGRAM	SHEET 104	E

PI STA = 388+82.79
Y = 506169.565
X = 616728.091
DELTA = 18°53'22" LT
D = 4°24'27"
T = 216.26'
L = 428.59'
R = 1300.00'
PC STA = 386+66.53
Y = 506164.535
X = 616511.893
PT STA = 390+95.12
Y = 506244.318
X = 616931.017
DB = N88°40'02"E
DA = N69°46'39"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 395+13.21
Y = 506388.838
X = 617323.339
DELTA = 51°52'30" RT
D = 16°36'27"
T = 167.80'
L = 312.36'
R = 345.00'
PC STA = 393+45.41
Y = 506330.834
X = 617165.880
PT STA = 396+57.77
Y = 506300.780
X = 617466.179
DB = N69°46'39"E
DA = S58°20'50"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 425+85.58
Y = 505491.966
X = 619886.993
DELTA = 35°57'33" RT
D = 4°33'55"
T = 407.28'
L = 787.65'
R = 1255.00'
PC STA = 421+78.30
Y = 505292.163
X = 619532.091
PT STA = 429+65.95
Y = 505445.292
X = 620291.591
DB = N60°37'17"E
DA = S83°25'10"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 432+00.16
Y = 505418.452
X = 620524.258
DELTA = 19°11'48" RT
D = 4°45'17"
T = 203.77'
L = 403.73'
R = 1205.00'
PC STA = 429+96.38
Y = 505441.804
X = 620321.827
PT STA = 434+00.11
Y = 505329.837
X = 620707.755
DB = S83°25'10"E
DA = S64°13'22"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 442+45.88
Y = 504934.575
X = 621455.426
DELTA = 3°35'58" RT
D = 0°34'23"
T = 314.21'
L = 628.21'
R = 10000.00'
PC STA = 439+31.67
Y = 505082.661
X = 621178.302
PT STA = 445+59.88
Y = 504769.382
X = 621722.707
DB = S61°52'53"E
DA = S58°16'55"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 457+76.75
Y = 504545.458
X = 622892.561
DELTA = 8°44'00" LT
D = 2°14'49"
T = 194.72'
L = 388.68'
R = 2550.00'
PC STA = 455+82.03
Y = 504550.318
X = 622697.904
PT STA = 459+70.71
Y = 504570.209
X = 623085.699
DB = S88°34'11"E
DA = N82°41'50"E
SE = 4.3%
DS = 55 MPH

PI STA = 463+88.59
Y = 504623.328
X = 623500.191
DELTA = 27°04'33" RT
D = 7°09'43"
T = 192.62'
L = 378.05'
R = 800.00'
PC STA = 461+95.97
Y = 504598.843
X = 623309.131
PT STA = 465+74.02
Y = 504558.165
X = 623681.457
DB = N82°41'50"E
DA = S70°13'37"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 477+73.98
Y = 504152.226
X = 624810.667
DELTA = 23°05'15" RT
D = 4°46'29"
T = 245.10'
L = 483.54'
R = 1200.00'
PC STA = 475+28.88
Y = 504235.141
X = 624580.021
PT STA = 480+12.43
Y = 503985.507
X = 624990.327
DB = S70°13'37"E
DA = S47°08'22"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 500+62.42
Y = 503501.785
X = 626851.225
DELTA = 11°12'08" RT
D = 2°51'53"
T = 196.14'
L = 391.03'
R = 2000.00'
PC STA = 498+66.28
Y = 503486.922
X = 626655.649
PT STA = 502+57.31
Y = 503478.371
X = 627045.963
DB = N85°39'14"E
DA = S83°08'38"E
SE = MATCH EXISTING *
DS = 55 MPH

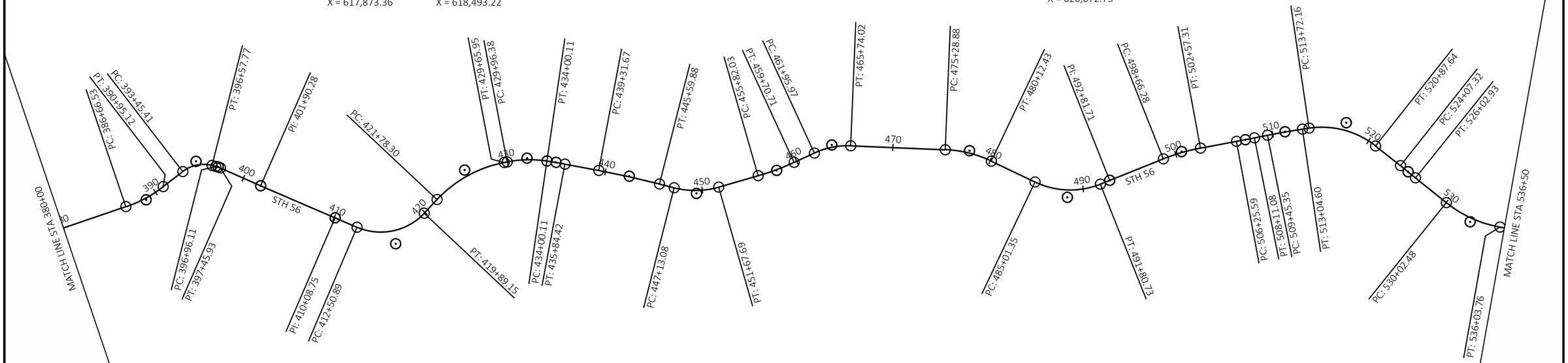
PI STA = 517+51.26
Y = 503282.595
X = 628526.741
DELTA = 46°50'59" RT
D = 6°32'53"
T = 379.10'
L = 715.47'
R = 875.00'
PC STA = 513+72.16
Y = 503341.810
X = 628152.296
PT STA = 520+87.64
Y = 502968.916
X = 628739.627
DB = S81°00'49"E
DA = S34°09'50"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 525+05.12
Y = 502623.473
X = 628974.070
DELTA = 0°25'59" RT
D = 0°13'17"
T = 97.81'
L = 195.61'
R = 25875.00'
PC STA = 524+07.32
Y = 502704.402
X = 628919.146
PT STA = 526+02.93
Y = 502542.131
X = 629028.382
DB = S34°09'50"E
DA = S33°43'50"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 401+90.28
Y = 505,958.62
X = 617,873.36

PI STA = 410+08.75
Y = 505,424.14
X = 618,493.22

PI STA = 492+81.71
Y = 503,442.62
X = 626,072.75



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PI STA = 397+21.08
Y = 506267.558
X = 617520.071
DELTA = 9°30'56" RT
D = 19°05'55"
T = 24.97'
L = 49.82'
R = 300.00'
PC STA = 396+96.11
Y = 506280.661
X = 617498.816
PT STA = 397+45.93
Y = 506251.121
X = 617538.867
DB = S58°20'50"E
DA = S48°49'55"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 416+73.85
Y = 504991.871
X = 618998.696
DELTA = 69°54'55" LT
D = 9°28'13"
T = 422.96'
L = 738.25'
R = 605.00'
PC STA = 412+50.89
Y = 505266.767
X = 618677.250
PT STA = 419+89.15
Y = 505199.367
X = 619367.262
DB = S49°27'48"E
DA = N60°37'17"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 434+92.28
Y = 505289.755
X = 620790.752
DELTA = 2°20'29" RT
D = 1°16'14"
T = 92.17'
L = 184.31'
R = 4510.00'
PC STA = 434+00.11
Y = 505329.837
X = 620707.755
PT STA = 435+84.42
Y = 505246.316
X = 620872.042
DB = S64°13'22"E
DA = S61°52'53"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 449+45.83
Y = 504566.471
X = 622051.018
DELTA = 30°17'15" LT
D = 6°39'44"
T = 232.75'
L = 454.61'
R = 860.00'
PC STA = 447+13.08
Y = 504688.837
X = 621853.029
PT STA = 451+67.69
Y = 504560.661
X = 622283.697
DB = S58°16'55"E
DA = S88°34'11"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 488+61.64
Y = 503407.861
X = 625612.809
DELTA = 47°10'57" LT
D = 6°56'42"
T = 360.28'
L = 679.38'
R = 825.00'
PC STA = 485+01.35
Y = 503652.931
X = 625348.717
PT STA = 491+80.73
Y = 503435.013
X = 625972.067
DB = S47°08'22"E
DA = N85°40'41"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 507+18.33
Y = 503423.335
X = 627503.689
DELTA = 0°47'59" LT
D = 0°25'52"
T = 92.75'
L = 185.49'
R = 13290.00'
PC STA = 506+25.59
Y = 503434.407
X = 627411.605
PT STA = 508+11.08
Y = 503413.550
X = 627595.918
DB = S83°08'38"E
DA = S83°56'37"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 511+25.02
Y = 503380.427
X = 627908.103
DELTA = 2°55'48" RT
D = 0°48'56"
T = 179.66'
L = 359.25'
R = 7025.00'
PC STA = 509+45.35
Y = 503399.383
X = 627729.444
PT STA = 513+04.60
Y = 503352.364
X = 628085.560
DB = S83°56'37"E
DA = S81°00'49"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 533+09.57
Y = 501954.449
X = 629420.771
DELTA = 28°42'32" LT
D = 4°46'29"
T = 307.09'
L = 601.28'
R = 1200.00'
PC STA = 530+02.48
Y = 502209.844
X = 629250.247
PT STA = 536+03.76
Y = 501812.362
X = 629693.015
DB = S33°43'50"E
DA = S62°26'23"E
SE = MATCH EXISTING *
DS = 55 MPH

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	ALIGNMENT DIAGRAM	SHEET 105	E

PI STA = 543+14.60
Y = 501483.466
X = 630323.196
DELTA = 6°59'26" RT
D = 1°58'33"
T = 177.13'
L = 353.83'
R = 2900.00'
PC STA = 541+37.47
Y = 501565.423
X = 630166.162
PT STA = 544+91.30
Y = 501383.005
X = 630469.088
DB = S62°26'23"E
DA = S55°26'56"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 555+48.92
Y = 500999.388
X = 631442.808
DELTA = 42°13'31" RT
D = 9°52'43"
T = 223.95'
L = 427.44'
R = 580.00'
PC STA = 553+24.97
Y = 501055.625
X = 631226.034
PT STA = 557+52.42
Y = 500812.062
X = 631565.537
DB = S75°27'24"E
DA = S33°13'53"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 558+73.47
Y = 500710.806
X = 631631.876
DELTA = 10°45'48" RT
D = 4°27'32"
T = 121.05'
L = 241.39'
R = 1285.00'
PC STA = 557+52.42
Y = 500812.062
X = 631565.537
PT STA = 559+93.81
Y = 500598.943
X = 631678.139
DB = S33°13'53"E
DA = S22°28'05"E
SE = 5.9%
DS = 55 MPH

PI STA = 563+88.93
Y = 500233.811
X = 631829.144
DELTA = 7°45'33" RT
D = 2°23'14"
T = 162.75'
L = 325.01'
R = 2400.00'
PC STA = 562+26.18
Y = 500384.210
X = 631766.944
PT STA = 565+51.19
Y = 500076.391
X = 631870.469
DB = S22°28'05"E
DA = S14°42'33"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 599+14.36
Y = 498476.739
X = 634585.655
DELTA = 11°14'12" LT
D = 3°00'56"
T = 186.91'
L = 372.62'
R = 1900.00'
PC STA = 597+27.45
Y = 498566.992
X = 634421.978
PT STA = 601+00.07
Y = 498420.110
X = 634763.782
DB = S61°07'38"E
DA = S72°21'50"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 615+78.80
Y = 498314.601
X = 636228.023
DELTA = 46°06'51" RT
D = 6°39'44"
T = 366.06'
L = 692.17'
R = 860.00'
PC STA = 612+12.74
Y = 498312.585
X = 635861.968
PT STA = 619+04.91
Y = 498052.174
X = 636483.233
DB = N89°41'04"E
DA = S44°12'05"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 634+34.70
Y = 497156.576
X = 637709.220
DELTA = 12°45'20" RT
D = 3°10'59"
T = 201.20'
L = 400.73'
R = 1800.00'
PC STA = 632+33.50
Y = 497256.685
X = 637534.698
PT STA = 636+34.23
Y = 497020.404
X = 637857.331
DB = S60°09'38"E
DA = S47°24'17"E
SE = MATCH EXISTING *
DS = 55 MPH

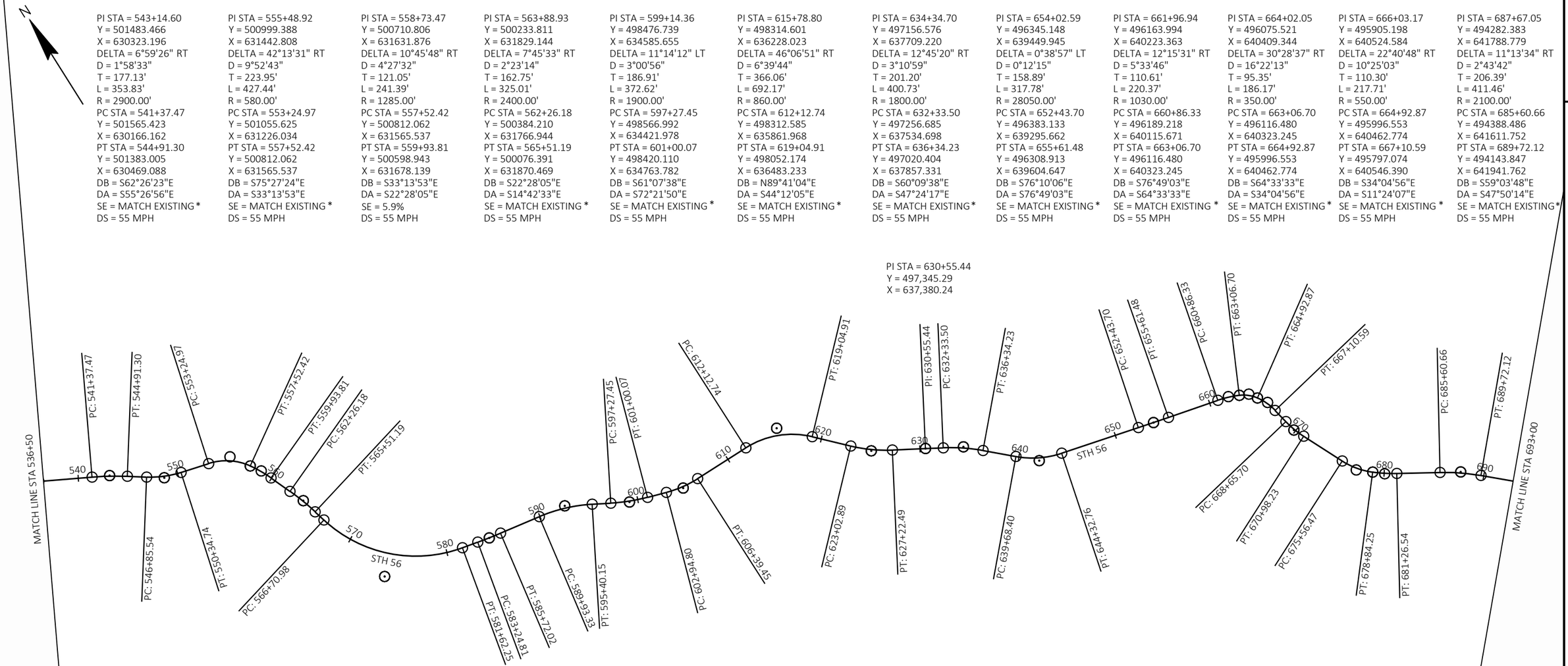
PI STA = 654+02.59
Y = 496345.148
X = 639449.945
DELTA = 0°38'57" LT
D = 0°12'15"
T = 158.89'
L = 317.78'
R = 28050.00'
PC STA = 652+43.70
Y = 496383.133
X = 639295.662
PT STA = 655+61.48
Y = 496308.913
X = 639604.647
DB = S76°10'06"E
DA = S76°49'03"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 661+96.94
Y = 496163.994
X = 640223.363
DELTA = 12°15'31" RT
D = 5°33'46"
T = 110.61'
L = 220.37'
R = 1030.00'
PC STA = 660+86.33
Y = 496189.218
X = 640115.671
PT STA = 663+06.70
Y = 496116.480
X = 640323.245
DB = S76°49'03"E
DA = S64°33'33"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 664+02.05
Y = 496075.521
X = 640409.344
DELTA = 30°28'37" RT
D = 16°22'13"
T = 95.35'
L = 186.17'
R = 350.00'
PC STA = 663+06.70
Y = 496116.480
X = 640323.245
PT STA = 664+92.87
Y = 495996.553
X = 640462.774
DB = S64°33'33"E
DA = S34°04'56"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 666+03.17
Y = 495905.198
X = 640524.584
DELTA = 22°40'48" RT
D = 10°25'03"
T = 110.30'
L = 217.71'
R = 550.00'
PC STA = 664+92.87
Y = 495996.553
X = 640462.774
PT STA = 667+10.59
Y = 495797.074
X = 640546.390
DB = S34°04'56"E
DA = S11°24'07"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 687+67.05
Y = 494282.383
X = 641788.779
DELTA = 11°13'34" RT
D = 2°43'42"
T = 206.39'
L = 411.46'
R = 2100.00'
PC STA = 685+60.66
Y = 494388.486
X = 641611.752
PT STA = 689+72.12
Y = 494143.847
X = 641941.762
DB = S59°03'48"E
DA = S47°50'14"E
SE = MATCH EXISTING *
DS = 55 MPH



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PI STA = 548+61.93
Y = 501172.803
X = 630774.352
DELTA = 20°00'28" LT
D = 5°43'46"
T = 176.40'
L = 349.20'
R = 1000.00'
PC STA = 546+85.54
Y = 501272.844
X = 630629.069
PT STA = 550+34.74
Y = 501128.507
X = 630945.096
DB = S55°26'56"E
DA = S75°27'24"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 575+02.99
Y = 499155.786
X = 632112.142
DELTA = 63°17'29" LT
D = 4°14'39"
T = 832.01'
L = 1491.27'
R = 1350.00'
PC STA = 566+70.98
Y = 499960.531
X = 631900.884
PT STA = 581+62.25
Y = 498982.810
X = 632925.974
DB = S14°42'33"E
DA = S78°00'02"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 584+48.44
Y = 498923.310
X = 633205.915
DELTA = 2°42'30" LT
D = 1°05'44"
T = 123.63'
L = 247.21'
R = 5230.00'
PC STA = 583+24.81
Y = 498949.012
X = 633084.989
PT STA = 585+72.02
Y = 498903.350
X = 633327.920
DB = S78°00'02"E
DA = S80°42'32"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 592+69.43
Y = 498790.751
X = 634016.182
DELTA = 19°34'54" RT
D = 3°34'52"
T = 276.10'
L = 546.82'
R = 1600.00'
PC STA = 589+93.33
Y = 498835.329
X = 633743.701
PT STA = 595+40.15
Y = 498657.431
X = 634257.963
DB = S80°42'32"E
DA = S61°07'38"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 604+68.55
Y = 498308.472
X = 635114.943
DELTA = 17°57'05" LT
D = 5°12'31"
T = 173.75'
L = 344.64'
R = 1100.00'
PC STA = 602+94.80
Y = 498361.112
X = 634949.364
PT STA = 606+39.45
Y = 498309.429
X = 635288.686
DB = S72°21'50"E
DA = N89°41'04"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 625+14.07
Y = 497615.465
X = 636907.933
DELTA = 16°01'39" LT
D = 3°49'11"
T = 211.18'
L = 419.60'
R = 1500.00'
PC STA = 623+02.89
Y = 497766.857
X = 636760.704
PT STA = 627+22.49
Y = 497510.607
X = 637091.238
DB = S44°12'05"E
DA = S60°13'43"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 642+05.58
Y = 496633.706
X = 638277.933
DELTA = 28°45'49" LT
D = 6°11'39"
T = 237.19'
L = 464.37'
R = 925.00'
PC STA = 639+68.40
Y = 496794.237
X = 638103.327
PT STA = 644+32.76
Y = 496577.002
X = 638508.242
DB = S47°24'17"E
DA = S76°10'06"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 669+82.52
Y = 495530.507
X = 640600.149
DELTA = 13°39'52" LT
D = 5°52'35"
T = 116.82'
L = 232.53'
R = 975.00'
PC STA = 668+65.70
Y = 495645.020
X = 640577.055
PT STA = 670+98.23
Y = 495424.690
X = 640649.641
DB = S11°24'07"E
DA = S25°04'00"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 677+23.02
Y = 494858.744
X = 640914.347
DELTA = 25°02'25" LT
D = 7°38'22"
T = 166.55'
L = 327.78'
R = 750.00'
PC STA = 675+56.47
Y = 495009.607
X = 640843.785
PT STA = 678+84.25
Y = 494751.927
X = 641042.130
DB = S25°04'00"E
DA = S50°06'25"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 680+05.64
Y = 494674.072
X = 641135.268
DELTA = 8°57'23" LT
D = 3°41'47"
T = 121.39'
L = 242.29'
R = 1550.00'
PC STA = 678+84.25
Y = 494751.927
X = 641042.130
PT STA = 681+26.54
Y = 494611.665
X = 641239.390
DB = S50°06'25"E
DA = S59°03'48"E
SE = MATCH EXISTING *
DS = 55 MPH

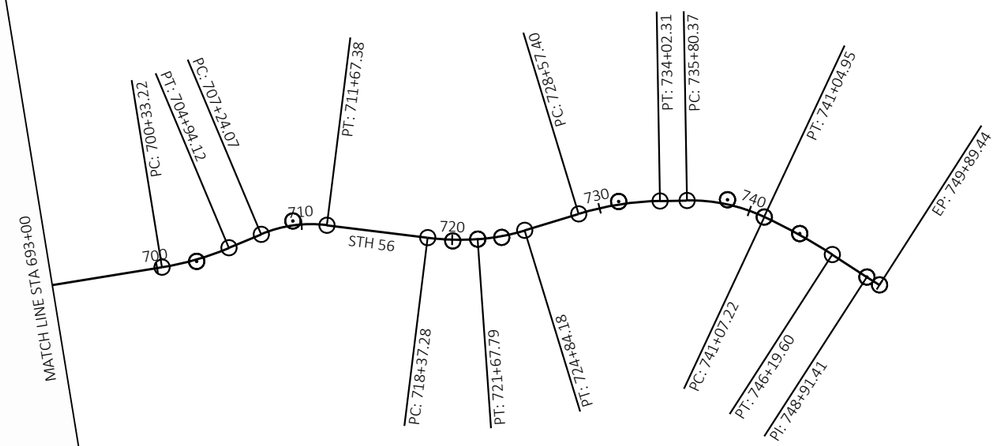
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	ALIGNMENT DIAGRAM	SHEET 106	E

PI STA = 702+64.75
Y = 493276.182
X = 642899.911
DELTA = 13°32'33" LT
D = 2°56'18"
T = 231.53'
L = 460.90'
R = 1950.00'
PC STA = 700+33.22
Y = 493431.594
X = 642728.293
PT STA = 704+94.12
Y = 493165.279
X = 643103.150
DB = S47°50'14"E
DA = S61°22'46"E
SE = MATCH EXISTING*
DS = 55 MPH

PI STA = 709+50.89
Y = 492946.482
X = 643504.110
DELTA = 29°52'57" RT
D = 6°44'26"
T = 226.82'
L = 443.32'
R = 850.00'
PC STA = 707+24.07
Y = 493055.132
X = 643305.002
PT STA = 711+67.38
Y = 492753.078
X = 643622.614
DB = S61°22'46"E
DA = S31°29'49"E
SE = MATCH EXISTING*
DS = 55 MPH

PI STA = 731+31.64
Y = 491345.963
X = 644944.310
DELTA = 16°00'39" RT
D = 2°56'18"
T = 274.24'
L = 544.91'
R = 1950.00'
PC STA = 728+57.40
Y = 491500.962
X = 644718.069
PT STA = 734+02.31
Y = 491134.574
X = 645119.022
DB = S55°35'05"E
DA = S39°34'26"E
SE = MATCH EXISTING*
DS = 55 MPH

PI STA = 738+47.31
Y = 490791.571
X = 645402.515
DELTA = 26°08'09" RT
D = 4°58'56"
T = 266.93'
L = 524.58'
R = 1150.00'
PC STA = 735+80.37
Y = 490997.326
X = 645232.458
PT STA = 741+04.95
Y = 490531.944
X = 645464.548
DB = S39°34'26"E
DA = S13°26'17"E
SE = MATCH EXISTING *
DS = 55 MPH



PI STA = 749+89.44
Y = 489,657.03
X = 645,588.39

PI STA = 748+91.41
Y = 489,754.53
X = 645,578.21

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PI STA = 720+03.06
Y = 492040.528
X = 644059.215
DELTA = 11°08'21" LT
D = 3°22'13"
T = 165.78'
L = 330.51'
R = 1700.00'
PC STA = 718+37.28
Y = 492181.879
X = 643972.605
PT STA = 721+67.79
Y = 491918.572
X = 644171.501
DB = S31°29'49"E
DA = S42°38'10"E
SE = MATCH EXISTING*
DS = 55 MPH

PI STA = 723+26.66
Y = 491801.694
X = 644279.112
DELTA = 12°56'55" LT
D = 4°05'33"
T = 158.87'
L = 316.39'
R = 1400.00'
PC STA = 721+67.79
Y = 491918.572
X = 644171.501
PT STA = 724+84.18
Y = 491711.902
X = 644410.175
DB = S42°38'10"E
DA = S55°35'05"E
SE = MATCH EXISTING *
DS = 55 MPH

PI STA = 743+63.79
Y = 490280.196
X = 645524.700
DELTA = 7°37'31" RT
D = 1°29'18"
T = 256.57'
L = 512.38'
R = 3850.00'
PC STA = 741+07.22
Y = 490529.741
X = 645465.075
PT STA = 746+19.60
Y = 490024.945
X = 645550.684
DB = S13°26'17"E
DA = S05°48'46"E
SE = 3.3%
DS = 55 MPH

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	ALIGNMENT DIAGRAM	SHEET 107	E

Estimate Of Quantities

5730-00-64

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	3.000	3.000
0004	201.0120	Clearing	ID	53.000	53.000
0006	201.0205	Grubbing	STA	3.000	3.000
0008	201.0220	Grubbing	ID	97.000	97.000
0010	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0012	203.0335	Debris Containment Over Waterway (structure) 01. B-52-50	EACH	1.000	1.000
0014	204.0110	Removing Asphaltic Surface	SY	649.000	649.000
0016	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,043.000	1,043.000
0018	204.0120	Removing Asphaltic Surface Milling	SY	23,256.000	23,256.000
0020	204.0150	Removing Curb & Gutter	LF	120.000	120.000
0022	204.0155	Removing Concrete Sidewalk	SY	57.000	57.000
0024	204.0165	Removing Guardrail	LF	1,910.000	1,910.000
0026	204.0170	Removing Fence	LF	1,890.000	1,890.000
0028	204.0180	Removing Delineators and Markers	EACH	41.000	41.000
0030	204.0220	Removing Inlets	EACH	1.000	1.000
0032	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	20.000	20.000
0034	204.9060.S	Removing (item description) 01. Endwall	EACH	18.000	18.000
0036	205.0100	Excavation Common	CY	30,959.000	30,959.000
0038	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	2.000	2.000
0040	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5730-00-64	EACH	1.000	1.000
0042	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	9.000	9.000
0044	213.0100	Finishing Roadway (project) 01. 5730-00-64	EACH	1.000	1.000
0046	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,534.000	2,534.000
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	31,941.000	31,941.000
0050	311.0110	Breaker Run	TON	25,654.000	25,654.000
0052	330.0100	Mill and Relay	SY	159,774.000	159,774.000
0054	374.1010.S	QMP Mill and Relay Compaction	SY	159,774.000	159,774.000
0056	455.0605	Tack Coat	GAL	20,471.000	20,471.000
0058	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0060	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0062	460.2000	Incentive Density HMA Pavement	DOL	1,090.000	1,090.000
0064	460.2005	Incentive Density PWL HMA Pavement	DOL	27,090.000	27,090.000
0066	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	10,380.000	10,380.000
0068	460.2010	Incentive Air Voids HMA Pavement	DOL	33,620.000	33,620.000
0070	460.5224	HMA Pavement 4 LT 58-28 S	TON	33,620.000	33,620.000
0072	465.0105	Asphaltic Surface	TON	332.000	332.000
0074	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	34.000	34.000
0076	465.0125	Asphaltic Surface Temporary	TON	123.000	123.000
0078	465.0315	Asphaltic Flumes	SY	18.000	18.000
0080	465.0540	Asphaltic Rumble Strips, Edge Line	LF	5,418.000	5,418.000
0082	465.0565	Asphaltic Rumble Strips, Centerline Sinusoidal	LF	44,695.000	44,695.000
0084	490.0100.S	Resin Binder High Friction Surface Treatment	SY	1,768.000	1,768.000
0086	502.3200	Protective Surface Treatment	SY	531.000	531.000
0088	504.0900	Concrete Masonry Endwalls	CY	91.000	91.000
0090	509.0301	Preparation Decks Type 1	SY	237.000	237.000
0092	509.0302	Preparation Decks Type 2	SY	185.000	185.000
0094	509.0505.S	Cleaning Decks to Reapply Concrete Masonry Overlay	SY	531.000	531.000
0096	509.1500	Concrete Surface Repair	SF	42.000	42.000
0098	509.2000	Full-Depth Deck Repair	SY	12.000	12.000

5730-00-64

Line	Item	Item Description	Unit	Total	Qty
0100	509.2500	Concrete Masonry Overlay Decks	CY	30.000	30.000
0102	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 01. B-52-50	SY	531.000	531.000
0104	517.4001.S	Containment and Collection of Waste Materials (structure) 01. B-52-50	EACH	1.000	1.000
0106	520.8000	Concrete Collars for Pipe	EACH	20.000	20.000
0108	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	4.000	4.000
0110	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	16.000	16.000
0112	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	1.000	1.000
0114	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	1.000	1.000
0116	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	208.000	208.000
0118	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	126.000	126.000
0120	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	2.000	2.000
0122	521.3136	Culvert Pipe Corrugated Steel 36-Inch	LF	8.000	8.000
0124	522.2324	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	112.000	112.000
0126	525.0312	Apron Endwalls for Culvert Pipe Aluminum 12-Inch	EACH	1.000	1.000
0128	530.0112	Culvert Pipe Corrugated Polyethylene 12-Inch	LF	26.000	26.000
0130	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	88.000	88.000
0132	601.0576	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type J	LF	938.000	938.000
0134	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	50.000	50.000
0136	602.0405	Concrete Sidewalk 4-Inch	SF	545.000	545.000
0138	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20.000	20.000
0140	602.0810	Concrete Driveway 6-Inch	SY	32.000	32.000
0142	603.1132	Concrete Barrier Type S32	LF	51.000	51.000
0144	603.8000	Concrete Barrier Temporary Precast Delivered	LF	600.000	600.000
0146	603.8125	Concrete Barrier Temporary Precast Installed	LF	1,200.000	1,200.000
0148	606.0100	Riprap Light	CY	862.000	862.000
0150	606.0200	Riprap Medium	CY	68.000	68.000
0152	606.0300	Riprap Heavy	CY	136.000	136.000
0154	606.0400	Riprap Extra-Heavy	CY	20.000	20.000
0156	611.0630	Inlet Covers Type HM-GJ	EACH	1.000	1.000
0158	611.0642	Inlet Covers Type MS	EACH	8.000	8.000
0160	611.0654	Inlet Covers Type V	EACH	1.000	1.000
0162	611.3220	Inlets 2x2-FT	EACH	1.000	1.000
0164	611.3230	Inlets 2x3-FT	EACH	1.000	1.000
0166	611.3902	Inlets Median 2 Grate	EACH	4.000	4.000
0168	614.0200	Steel Thrie Beam Structure Approach	LF	20.700	20.700
0170	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	1.000	1.000
0172	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	4,187.000	4,187.000
0174	614.2300	MGS Guardrail 3	LF	5,687.500	5,687.500
0176	614.2330	MGS Guardrail 3 K	LF	2,037.500	2,037.500
0178	614.2500	MGS Thrie Beam Transition	LF	587.200	587.200
0180	614.2610	MGS Guardrail Terminal EAT	EACH	37.000	37.000
0182	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5730-00-64	EACH	1.000	1.000
0184	619.1000	Mobilization	EACH	1.000	1.000
0186	624.0100	Water	MGAL	1,584.000	1,584.000
0188	625.0500	Salvaged Topsoil	SY	64,600.000	64,600.000
0190	627.0200	Mulching	SY	9,320.000	9,320.000
0192	628.1504	Silt Fence	LF	31,957.000	31,957.000
0194	628.1520	Silt Fence Maintenance	LF	31,957.000	31,957.000
0196	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000

5730-00-64

Line	Item	Item Description	Unit	Total	Qty
0198	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0200	628.2002	Erosion Mat Class I Type A	SY	29,000.000	29,000.000
0202	628.2004	Erosion Mat Class I Type B	SY	13,700.000	13,700.000
0204	628.2008	Erosion Mat Urban Class I Type B	SY	9,180.000	9,180.000
0206	628.7005	Inlet Protection Type A	EACH	12.000	12.000
0208	628.7015	Inlet Protection Type C	EACH	3.000	3.000
0210	628.7504	Temporary Ditch Checks	LF	900.000	900.000
0212	628.7515.S	Stone Ditch Checks	CY	14.000	14.000
0214	628.7555	Culvert Pipe Checks	EACH	247.000	247.000
0216	628.7570	Rock Bags	EACH	5.000	5.000
0218	629.0210	Fertilizer Type B	CWT	77.000	77.000
0220	630.0120	Seeding Mixture No. 20	LB	3,775.000	3,775.000
0222	630.0140	Seeding Mixture No. 40	LB	4.000	4.000
0224	630.0170	Seeding Mixture No. 70	LB	78.000	78.000
0226	630.0175	Seeding Mixture No. 75	LB	66.000	66.000
0228	630.0200	Seeding Temporary	LB	3,130.000	3,130.000
0230	630.0500	Seed Water	MGAL	2,900.000	2,900.000
0232	633.1000	Delineators Barrier Wall	EACH	3.000	3.000
0234	633.5100	Markers ROW	EACH	32.000	32.000
0236	633.5200	Markers Culvert End	EACH	25.000	25.000
0238	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	70.000	70.000
0240	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	57.000	57.000
0242	638.2102	Moving Signs Type II	EACH	123.000	123.000
0244	638.3000	Removing Small Sign Supports	EACH	127.000	127.000
0246	642.5201	Field Office Type C	EACH	1.000	1.000
0248	643.0300	Traffic Control Drums	DAY	3,408.000	3,408.000
0250	643.0420	Traffic Control Barricades Type III	DAY	46.000	46.000
0252	643.0705	Traffic Control Warning Lights Type A	DAY	92.000	92.000
0254	643.0715	Traffic Control Warning Lights Type C	DAY	1,242.000	1,242.000
0256	643.0900	Traffic Control Signs	DAY	15,232.000	15,232.000
0258	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0260	643.3165	Temporary Marking Line Paint 6-Inch	LF	302,747.000	302,747.000
0262	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	22.000	22.000
0264	643.5000	Traffic Control	EACH	1.000	1.000
0266	644.1440	Temporary Pedestrian Surface Matting	SF	72.000	72.000
0268	644.1810	Temporary Pedestrian Barricade	LF	85.000	85.000
0270	644.1900.S	Temporary Audible Message Devices	DAY	12.000	12.000
0272	645.0105	Geotextile Type C	SY	342.000	342.000
0274	645.0120	Geotextile Type HR	SY	614.000	614.000
0276	645.0130	Geotextile Type R	SY	3,309.000	3,309.000
0278	645.0140	Geotextile Type SAS	SY	41.000	41.000
0280	646.1020	Marking Line Epoxy 4-Inch	LF	122.000	122.000
0282	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	202,095.000	202,095.000
0284	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	1,892.000	1,892.000
0286	648.0100	Locating No-Passing Zones	MI	9.880	9.880
0288	650.4000	Construction Staking Storm Sewer	EACH	6.000	6.000
0290	650.4500	Construction Staking Subgrade	LF	47,024.000	47,024.000
0292	650.5000	Construction Staking Base	LF	47,024.000	47,024.000
0294	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,087.000	1,087.000

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Line	Item	Item Description	Unit	Total	Qty
0296	650.6000	Construction Staking Pipe Culverts	EACH	4.000	4.000
0298	650.6501	Construction Staking Structure Layout (structure) 01. B-52-0249	EACH	1.000	1.000
0300	650.7500	Construction Staking Concrete Barrier	LF	51.000	51.000
0302	650.8000	Construction Staking Resurfacing Reference	LF	4,762.000	4,762.000
0304	650.9000	Construction Staking Curb Ramps	EACH	2.000	2.000
0306	650.9500	Construction Staking Sidewalk (project) 01. 5730-00-64	EACH	1.000	1.000
0308	650.9911	Construction Staking Supplemental Control (project) 01. 5730-00-64	EACH	1.000	1.000
0310	650.9920	Construction Staking Slope Stakes	LF	47,024.000	47,024.000
0312	661.0101	Temporary Traffic Signals for Bridges (structure) 01. B-52-50	EACH	1.000	1.000
0314	680.0100	Public Land Survey Monument Verify and Reset	EACH	3.000	3.000
0316	690.0150	Sawing Asphalt	LF	426.000	426.000
0318	690.0250	Sawing Concrete	LF	38.000	38.000
0320	715.0603	Incentive Strength Concrete Barrier	DOL	25.500	25.500
0322	740.0440	Incentive IRI Ride	DOL	39,235.000	39,235.000
0324	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 277+50	EACH	1.000	1.000
0326	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. 464+84	EACH	1.000	1.000
0328	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
0330	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,520.000	3,520.000
0332	SPV.0060	Special 01. Cleaning and Painting Piling	EACH	16.000	16.000
0334	SPV.0060	Special 02. Temporary Water Diversion B-52-0249	EACH	1.000	1.000
0336	SPV.0060	Special 03. Adjusting Water Service Curb Stop	EACH	2.000	2.000
0338	SPV.0060	Special 04. Adjusting Sanitary Service Cleanout Covers	EACH	1.000	1.000
0340	SPV.0060	Special 05. Research and Locate Existing Land Parcel Monuments	EACH	10.000	10.000
0342	SPV.0060	Special 06. Verify and Replace Existing Land Parcel Monuments	EACH	10.000	10.000
0344	SPV.0060	Special 07. Removing and Salvaging Wooden Stairs, Platform, and Railing	EACH	1.000	1.000
0346	SPV.0090	Special 01. Concrete Curb & Gutter 30-Inch Curb Head 4-Inch	LF	6.000	6.000
0348	SPV.0090	Special 02. Concrete Curb & Gutter 24-Inch Type D	LF	5.000	5.000
0350	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	1,163.000	1,163.000
0352	SPV.0180	Special 02. Weed Free Mulch	SY	3,810.000	3,810.000
0354	SPV.0180	Special 03. Removing and Salvaging Landscaping Block	SY	21.000	21.000
0356	SPV.0195	Special 01. Shot Rock	TON	2,324.000	2,324.000

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CLEARING & GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	228+84	-	---	LT	---	---	15	15
0010	228+90	-	---	RT	---	---	8	8
0010	586+12	-	---	RT	---	---	---	24
0010	586+20	-	---	RT	---	---	---	8
0010	586+34	-	---	RT	---	---	---	12
0010	586+44	-	---	RT	---	---	18	18
0010	586+47	-	---	RT	---	---	12	12
0010	670+96	-	671+41	RT	1	1	---	---
0010	675+81	-	677+42	RT	2	2	---	---
				TOTAL 0010	3	3	53	97

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
0010	247+30	-	248+03	RT	73
0010	247+50	-	248+23	LT	73
0010	249+78	-	250+50	RT	72
0010	249+99	-	250+72	LT	72
0010	275+62	-	276+85	RT	123
0010	275+63	-	276+85	LT	123
0010	278+22	-	279+45	RT	123
0010	278+23	-	279+45	LT	123
0010	391+88	-	394+88	RT	293
0010	393+06	-	394+65	LT	191
0010	463+63	-	464+50	RT	88
0010	463+99	-	464+70	LT	74
0010	464+96	-	465+83	RT	88
0010	465+17	-	466+01	LT	88
0010	747+15	-	749+02	RT	188
0010	748+14	-	749+32	LT	118
				TOTAL 0010	1,910

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	227+74	-	227+84	STH 56	---	27	---	
0010	228+09	-	228+67	RT	13	---	---	CURB & GUTTER
0010	228+98	-	229+16	RT	4	---	---	CURB & GUTTER
0010	228+98	-	229+16	LT	4	---	---	CURB & GUTTER
0010	227+84	-	248+03	STH 56	---	---	7,815	
0010	248+03	-	248+23	STH 56	---	80	---	B-52-259
0010	249+78	-	249+99	STH 56	---	83	---	B-52-259
0010	249+99	-	276+81	STH 56	---	---	9,167	
0010	257+07	-	259+03	RT	---	29	299	AMES DR
0010	265+19	-	267+55	RT	---	26	359	KANABLE HOLLOW DR
0010	269+05	-	271+43	LT	---	29	434	RIVER DR
0010	276+28	-	276+80	RT	12	---	---	CURB & GUTTER
0010	276+81	-	276+91	STH 56	---	43	---	B-52-50
0010	278+16	-	278+27	STH 56	---	43	---	B-52-50
0010	278+27	-	279+45	STH 56	---	---	522	GUARDRAIL
0010	320+07	-	320+94	RT	---	29	238	CTH G
0010	395+15	-	396+74	LT	---	33	412	CTH MM
0010	406+62	-	407+86	RT	---	26	269	CTH MM
0010	463+62	-	464+47	STH 56	---	---	358	GUARDRAIL
0010	464+47	-	464+68	STH 56	---	82	---	B-52-0248
0010	464+99	-	465+19	STH 56	---	79	---	B-52-0248
0010	465+19	-	466+01	STH 56	---	---	345	GUARDRAIL
0010	468+10	-	469+02	LT	---	32	220	BUFTON HOLLOW DR
0010	485+25	-	486+08	STH 56	---	---	348	GUARDRAIL
0010	486+08	-	486+28	STH 56	---	78	---	B-52-84
0010	486+71	-	486+92	STH 56	---	81	---	B-52-84
0010	486+92	-	487+79	STH 56	---	---	336	GUARDRAIL
0010	603+98	-	605+35	RT	---	31	377	CTH A
0010	604+13	-	605+04	LT	---	37	235	CTH A
0010	614+84	-	616+50	LT	---	28	402	CTH I
0010	677+78	-	678+38	RT	---	19	89	SLEEPY VALLEY RD
0010	710+18	-	711+45	LT	---	29	347	HICKORY HILL RD
0010	747+14	-	748+92	STH 56	---	---	684	GUARDRAIL
0010	748+92	-	749+17	STH 56	---	99	---	
0010	291+89	-	---	RT	19	---	---	ASPH CE
0010	320+16	-	---	LT	15	---	---	ASPH PE
0010	387+42	-	---	RT	17	---	---	ASPH CE
0010	392+96	-	---	LT	12	---	---	ASPH PE
0010	571+46	-	---	LT	45	---	---	ASPH PE
0010	638+01	-	---	LT	10	---	---	ASPH PE
0010	663+97	-	---	LT	8	---	---	ASPH FE
0010	746+79	-	---	RT	11	---	---	ASPH PE
0010	273+42	-	275+57	LT	94	---	---	B-52-050, STAGE 1 TEMP ASPH
0010	279+45	-	281+53	LT	152	---	---	B-52-050, STAGE 1 TEMP ASPH
0010	273+42	-	275+56	RT	82	---	---	B-52-050, STAGE 2 TEMP ASPH
0010	279+45	-	281+53	RT	151	---	---	B-52-050, STAGE 2 TEMP ASPH
				TOTAL 0010	649	1,043	23,256	

REMOVING CONCRETE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	228+09	-	228+67	RT	58	39
0010	228+50	-	228+56	RT	17	---
0010	228+98	-	229+16	RT	18	---
0010	228+82	-	229+13	LT	18	18
0010	276+71	-	276+80	RT	9	---
				TOTAL 0010	120	57

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF
0010	322+87	-	339+57	RT	1,692
0010	585+96	-	587+94	RT	198
				TOTAL 0010	1,890

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REMOVING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0180 REMOVING DELINEATORS AND MARKERS EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCHES) LF	204.9060.S.01 REMOVING (ITEM DESCRIPTION) (01. REMOVING ENDWALL) EACH	EXISTING PIPE SIZE & TYPE	REMARKS
0010	265+88	-	266+92	RT	1	2	---	---	---	36-INCH CMCP X 88 LF	CULVERT MARKERS
0010	276+78	-	276+79	RT	---	---	1	20	---		
0010	303+17	-	---	LT	---	1	---	---	1	24-INCH CMCP X 43 LF	CULVERT MARKER
0010	341+50	-	---	LT	---	1	---	---	1	24-INCH CMCP X 44 LF	CULVERT MARKER
0010	344+89	-	---	RT	---	1	---	---	1	24-INCH CMCP X 41 LF	CULVERT MARKER
0010	367+36	-	---	RT	---	1	---	---	1	24-INCH CMCP X 42 LF	CULVERT MARKER
0010	376+43	-	---	LT	---	1	---	---	1	24-INCH CMCP X 52 LF	CULVERT MARKER
0010	414+83	-	425+75	RT	---	20	---	---	---		DELINEATORS
0010	420+20	-	---	RT	1	1	---	---	---	24-INCH CMCP X 49 LF	7 FT OF PIPE, CULVERT MARKER
0010	444+13	-	---	RT	---	1	---	---	1	24-INCH CMCP X 45 LF	CULVERT MARKER
0010	450+94	-	---	LT	---	1	---	---	1	24-INCH CMCP X 42 LF	CULVERT MARKER
0010	450+96	-	---	RT	---	1	---	---	1	24-INCH CMCP X 42 LF	CULVERT MARKER
0010	510+41	-	---	LT	---	1	---	---	1	24-INCH CMCP X 42 LF	CULVERT MARKER
0010	565+17	-	---	LT	---	1	---	---	1	24-INCH CMCP X 46 LF	CULVERT MARKER
0010	567+20	-	---	LT	---	1	---	---	1	36-INCH CMCP X 43 LF	CULVERT MARKER
0010	567+41	-	---	RT	---	1	---	---	1	36-INCH CMCP X 43 LF	CULVERT MARKER
0010	580+29	-	---	LT	---	1	---	---	1	24-INCH CMCP X 44 LF	CULVERT MARKER
0010	586+30	-	---	RT	---	1	---	---	1	24-INCH CMCP X 46 LF	CULVERT MARKER
0010	615+52	-	---	RT	---	1	---	---	1	24-INCH CMCP X 70 LF	CULVERT MARKER
0010	630+54	-	---	LT	---	1	---	---	1	24-INCH CMCP X 47 LF	CULVERT MARKER
0010	684+64	-	---	LT	---	1	---	---	1	30-INCH CMCP X 71 LF	CULVERT MARKER
0010	698+08	-	---	LT	---	1	---	---	1	24-INCH CMCP X 50 LF	CULVERT MARKER
0010	728+50	-	---	STH 56	1	---	---	---	---	24-INCH CMCP X 53 LF	
0010	728+46	-	728+89	LT	1	---	---	---	---	24-INCH CMCP X 36 LF	
				TOTAL 0010	4	41	1	20	18		

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DIVISION	FROM/TO STATION	CATEGORY	COMMON EXCAVATION (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.50	MASS ORDINATE +/- (6)	WASTE (7)	COMMENT
DIVISION 1										
STH 56	228+17.55/229+12.51	0010	30	0	30	0	0	30	30	
STH 56	246+71.07/281+00.00	0010	328	0	328	270	405	-77	-5	
STH 56	391+00.00/396+69.76	0010	354	0	354	14	21	333	333	
STH 56	462+00.00/468+00.00	0010	305	0	305	30	45	260	260	
STH 56	485+00.00/488+00.00	0010	12	0	12	0	0	12	12	
STH 56	746+00.00/748+86.24	0010	251	0	251	47	71	181	181	
STH 56 (CROSS PIPE TRANSISTION)	677+25.00/678+29.00	0010	268	28	240	0	0	240	240	
STH 56 (CROSS PIPE TRANSISTION)	727+88.00/729+12.00	0010	200	28	172	0	0	172	172	
B-52-249 APRON & ACCESS ROAD	393+00.00/395+00.00	0010	305	0	305	15	23	283	283	
CATEOGRY 0010 TOTAL			2,053	56	1,967	376	564	1,403	1,475	
STH 56	281+00.00/391+00.00	0050	7,722	0	7,722	2,613	3,920	3,803	3,803	
STH 56	396+69.76/462+00.00	0050	4,008	0	4,008	1,175	1,763	2,246	2,246	
STH 56	468+00.00/485+00.00	0050	827	0	827	161	242	586	586	
STH 56	488+00.00/746+00.00	0050	16,349	0	16,349	9,441	14,162	2,188	2,188	
CATEGORY 0050 TOTAL			28,906	0	28,906	13,390	20,085	8,821	8,821	
GRAND TOTAL			30,959	56	30,873	13,766	20,649	10,224	10,296	
TOTAL COMMON EXC			30,959							

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. MILLINGS AND RELAID MATERIAL ARE NOT INCLUDED IN CUT.

(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(5) EXPANDED FILL FACTOR = 1.50

EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR

(6) 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.

(7) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

TEMPORARY LANE SHIFT

CATEGORY	STATION	TO	STATION	LOCATION	208.1500.S TEMPORARY LANE SHIFT DURING CULVERT WORK EACH
0010	677+68	-	677+85	STH 56	1
0010	728+35	-	728+70	STH 56	1
				TOTAL 0010	2

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
0010	245+75	-	247+33	RT	2
0010	247+02	-	247+51	LT	1
0010	250+46	-	251+44	RT	1
0010	250+72	-	251+64	LT	1
0010	274+53	-	275+63	LT	2
0010	274+55	-	275+62	RT	2
				TOTAL 0010	9

MILL & RELAY

CATEGORY	STATION	TO	STATION	LOCATION	330.0100 MILL AND RELAY SY	374.1010.S QMP MILL AND RELAY COMPACTION SY	* 624.0100 WATER MGAL
0010	278+17	-	463+63	STH 56	64,361	64,361	271
0010	466+01	-	485+26	STH 56	7,092	7,092	30
0010	487+79	-	747+15	STH 56	88,321	88,321	371
				TOTAL 0010	159,774	159,774	672

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

BASE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	* 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	* 624.0100 WATER MGAL	REMARKS
0010	228+09	-	229+16	RT	---	39	---	1	SIDEWALK AND CE
0010	228+82	-	229+16	LT	---	8	---	1	SIDEWALK
0010	246+71	-	281+00	LT & RT	129	277	132	9	
0010	391+00	-	396+70	LT & RT	73	405	148	10	
0010	392+00	-	395+35	RT	73	---	---	2	RESTORATION BEHIND GUARDRAIL/BARRIER
0010	462+00	-	468+00	LT & RT	80	401	187	11	
0010	485+00	-	488+00	LT & RT	30	---	---	1	
0010	746+00	-	748+86	LT & RT	51	485	130	10	
0010	273+42	-	275+57	LT	---	32	---	1	B-52-050, STAGE 1 TEMP ASPH
0010	279+45	-	281+53	LT	---	51	---	1	B-52-050, STAGE 1 TEMP ASPH
0010	273+42	-	275+56	RT	---	28	---	1	B-52-050, STAGE 2 TEMP ASPH
0010	279+45	-	281+53	RT	---	51	---	1	B-52-050, STAGE 2 TEMP ASPH
0010	393+45	-	393+90	LT & RT	---	---	99	2	TRIPLE PIPE APRON
0010	677+25	-	678+29	STH 56	13	208	---	4	CROSS PIPE
0010	727+88	-	729+12	STH 56	15	248	---	4	CROSS PIPE
				TOTAL 0010	464	2,233	696	59	
0050	281+00	-	391+00	LT & RT	396	6,957	6,105	202	
0050	396+70	-	462+00	LT & RT	340	4,389	3,342	122	
0050	468+00	-	485+00	LT & RT	135	1,518	476	32	
0050	488+00	-	746+00	LT & RT	861	15,694	14,075	460	
0050	UNDISTRIBUTED			---	70	1,150	960	33	
				TOTAL 0050	1,802	29,708	24,958	849	
				PROJECT TOTAL	2,266	31,941	25,654	908	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

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ASPHALT PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	LAYER	THICKNESS (INCHES)	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
0010	227+74	-	230+26	TRAVEL LANES	LOWER	1.75	47	66	---	---	MILL & OVERLAY
0010	227+74	-	230+26	TRAVEL LANES	UPPER	1.75	34	66	---	---	MILL & OVERLAY
0010	230+26	-	248+23	TRAVEL LANES & SHLD	LOWER	1.75	509	712	---	---	MILL & OVERLAY
0010	230+26	-	248+23	TRAVEL LANES & SHLD	UPPER	1.75	364	712	---	---	MILL & OVERLAY
0010	249+78	-	276+91	TRAVEL LANES & SHLD	LOWER	1.75	658	921	---	---	MILL & OVERLAY
0010	249+78	-	276+91	TRAVEL LANES & SHLD	UPPER	1.75	470	921	---	---	MILL & OVERLAY
0010	278+17	-	464+68	TRAVEL LANES	LOWER	1.75	3,249	4,548	---	---	MILL & RELAY
0010	278+17	-	464+68	TRAVEL LANES	UPPER	1.75	2,321	4,548	---	---	MILL & RELAY
0010	465+00	-	486+28	TRAVEL LANES	LOWER	1.75	408	571	---	---	MILL & RELAY
0010	465+00	-	486+28	TRAVEL LANES	UPPER	1.75	292	571	---	---	MILL & RELAY
0010	486+71	-	749+17	TRAVEL LANES	LOWER	1.75	4,549	6,368	---	---	MILL & RELAY
0010	486+71	-	749+17	TRAVEL LANES	UPPER	1.75	3,249	6,368	---	---	MILL & RELAY
0010	228+09	-	228+67	RT	---	4.50	1	---	4	---	CURB & GUTTER
0010	228+98	-	229+16	RT	---	4.50	1	---	2	---	CURB & GUTTER
0010	228+98	-	229+16	LT	---	4.50	1	---	2	---	CURB & GUTTER
0010	257+07	-	259+03	RT	LOWER	1.75	23	33	---	---	AMES DR
0010	257+07	-	259+03	RT	UPPER	1.75	17	33	---	---	AMES DR
0010	265+19	-	267+55	RT	LOWER	1.75	27	38	---	---	KANABLE HOLLOW DR
0010	265+19	-	267+55	RT	UPPER	1.75	20	38	---	---	KANABLE HOLLOW DR
0010	269+05	-	271+43	LT	LOWER	1.75	33	46	---	---	RIVER DR
0010	269+05	-	271+43	LT	UPPER	1.75	24	46	---	---	RIVER DR
0010	276+28	-	276+80	RT	---	4.50	1	---	4	---	CURB & GUTTER
0010	320+05	-	320+96	RT	LOWER	1.75	19	27	---	---	CTH G
0010	320+05	-	320+96	RT	UPPER	1.75	14	27	---	---	CTH G
0010	395+03	-	396+79	LT	LOWER	1.75	32	44	---	---	CTH MM
0010	395+03	-	396+79	LT	UPPER	1.75	23	44	---	---	CTH MM
0010	406+58	-	407+94	RT	LOWER	1.75	21	29	---	---	CTH MM
0010	406+58	-	407+94	RT	UPPER	1.75	15	29	---	---	CTH MM
0010	468+07	-	469+04	LT	LOWER	1.75	18	25	---	---	BUFTON HOLLOW DR
0010	468+07	-	469+04	LT	UPPER	1.75	13	25	---	---	BUFTON HOLLOW DR
0010	603+95	-	605+44	RT	LOWER	1.75	29	40	---	---	CTH A
0010	603+95	-	605+44	RT	UPPER	1.75	21	40	---	---	CTH A
0010	604+11	-	605+07	LT	LOWER	1.75	19	27	---	---	CTH A
0010	604+11	-	605+07	LT	UPPER	1.75	14	27	---	---	CTH A
0010	614+79	-	616+71	LT	LOWER	1.75	34	48	---	---	CTH I
0010	614+79	-	616+71	LT	UPPER	1.75	25	48	---	---	CTH I
0010	677+79	-	678+40	RT	LOWER	1.75	8	11	---	---	SLEEPY VALLEY RD
0010	677+79	-	678+40	RT	UPPER	1.75	6	11	---	---	SLEEPY VALLEY RD
0010	710+13	-	711+48	LT	LOWER	1.75	28	39	---	---	HICKORY HILL RD
0010	710+13	-	711+48	LT	UPPER	1.75	20	39	---	---	HICKORY HILL RD
0010	677+25	-	678+29	STH 56	---	5.00	13	---	72	---	CROSS PIPE
0010	727+88	-	729+12	STH 56	---	5.00	16	---	85	---	CROSS PIPE
0010	273+42	-	275+57	LT	---	4.50	5	---	---	24	B-52-050, STAGE 1
0010	279+45	-	281+53	LT	---	4.50	8	---	---	39	B-52-050, STAGE 1
0010	273+42	-	275+56	RT	---	4.50	5	---	---	21	B-52-050, STAGE 2
0010	279+45	-	281+53	RT	---	4.50	8	---	---	39	B-52-050, STAGE 2
0010	DISTRESSED AREAS			UNDISTRIBUTED	---	2.50	82	---	163	---	DISTRESSED PVT AREAS
					TOTAL 0010		16,794	27,186	332	123	

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ASPHALT PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	LAYER	THICKNESS (INCHES)	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
0050	280+70	-	395+03	SHLD LT	LOWER	1.75	268	376	---	---	
0050	280+70	-	395+03	SHLD LT	UPPER	1.75	192	431	---	---	
0050	396+79	-	463+57	SHLD LT	LOWER	1.75	156	218	---	---	
0050	396+79	-	463+57	SHLD LT	UPPER	1.75	112	250	---	---	
0050	467+13	-	468+07	SHLD LT	LOWER	1.75	3	4	---	---	
0050	467+13	-	468+07	SHLD LT	UPPER	1.75	2	5	---	---	
0050	469+04	-	484+56	SHLD LT	LOWER	1.75	37	51	---	---	
0050	469+04	-	484+56	SHLD LT	UPPER	1.75	26	59	---	---	
0050	489+12	-	604+11	SHLD LT	LOWER	1.75	269	376	---	---	
0050	489+12	-	604+11	SHLD LT	UPPER	1.75	192	431	---	---	
0050	605+07	-	614+79	SHLD LT	LOWER	1.75	23	32	---	---	
0050	605+07	-	614+79	SHLD LT	UPPER	1.75	17	37	---	---	
0050	616+51	-	710+12	SHLD LT	LOWER	1.75	219	306	---	---	
0050	616+51	-	710+12	SHLD LT	UPPER	1.75	157	351	---	---	
0050	711+48	-	747+17	SHLD LT	LOWER	1.75	84	117	---	---	
0050	711+48	-	747+17	SHLD LT	UPPER	1.75	60	135	---	---	
0050	280+59	-	320+05	SHLD RT	LOWER	1.75	94	132	---	---	
0050	280+59	-	320+05	SHLD RT	UPPER	1.75	68	151	---	---	
0050	320+96	-	406+58	SHLD RT	LOWER	1.75	211	296	---	---	
0050	320+96	-	406+58	SHLD RT	UPPER	1.75	151	337	---	---	
0050	407+94	-	462+63	SHLD RT	LOWER	1.75	132	184	---	---	
0050	407+94	-	462+63	SHLD RT	UPPER	1.75	94	211	---	---	
0050	466+80	-	486+37	SHLD RT	LOWER	1.75	43	60	---	---	
0050	466+80	-	486+37	SHLD RT	UPPER	1.75	31	70	---	---	
0050	487+34	-	603+95	SHLD RT	LOWER	1.75	274	383	---	---	
0050	487+34	-	603+95	SHLD RT	UPPER	1.75	196	439	---	---	
0050	605+43	-	677+79	SHLD RT	LOWER	1.75	170	238	---	---	
0050	605+43	-	677+79	SHLD RT	UPPER	1.75	122	273	---	---	
0050	678+40	-	746+18	SHLD RT	LOWER	1.75	160	224	---	---	
0050	678+40	-	746+18	SHLD RT	UPPER	1.75	114	257	---	---	
					TOTAL 0050		3,677	6,434	0	0	
					PROJECT TOTAL		20,471	33,620	332	123	

HIGH SURFACE FRICTION TREATMENT

CATEGORY	STATION	TO	STATION	LOCATION	490.0100.S RESIN BINDER HIGH FRICTION SURFACE TREATMENT SY
0010	553+00	-	559+00	LT	893
0010	553+00	-	559+00	RT	875
				TOTAL 0010	1,768

PERCENT WITHIN LIMITS (PWL) MIXTURE USE TABLE

							QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
LOCATION	STATION	MIXTURE USE:	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	227+75 TO 248+23; 249+79 TO 276+91	UPPER LAYER	4 LT 58-28 S	4 LT 58-28 S	1,244	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12 FOOT DRIVING LANE	227+75 TO 248+23; 249+79 TO 276+91	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	1,244	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
3' TO 6' SHOULDER	230+26 TO 248+23; 249+79 TO 276+91	UPPER LAYER	4 LT 58-28 S	4 LT 58-28 S	455	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
3' TO 6' SHOULDER	230+26 TO 248+23; 249+79 TO 276+91	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	455	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
11 FOOT DRIVING LANE	278+17 TO 464+68; 465+00 TO 486+28; 486+71 TO 749+17	UPPER LAYER	4 LT 58-28 S	4 LT 58-28 S	11,487	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
11 FOOT DRIVING LANE	278+17 TO 464+68; 465+00 TO 486+28; 486+71 TO 749+17	LOWER LAYER	RE-LAID MATERIAL	4 LT 58-28 S	11,487	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
3' SHOULDER	278+17 TO 464+68; 465+00 TO 486+28; 486+71 TO 749+17	UPPER LAYER	4 LT 58-28 S	4 LT 58-28 S	3,217	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
3' SHOULDER	278+17 TO 464+68; 465+00 TO 486+28; 486+71 TO 749+17	LOWER LAYER	RE-LAID MATERIAL	4 LT 58-28 S	3,217	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
VARIOUS	SIDEROADS	UPPER LAYER	4 LT 58-28 S	4 LT 58-28 S	407	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
VARIOUS	SIDEROADS	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	407	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
VARIOUS	228+09 TO 228+67; 228+98 TO 229+16; 276+28 TO 276+80	CURB & GUTTER REPLACMENTS	BASE AGGREGATE	ASPHALTIC SURFACE	12	4.5" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
VARIOUS	677+77; 728+50	CROSS PIPE PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	157	5" TOTAL	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION

DRIVEWAYS AND GRAVEL SIDEROADS

CATEGORY	STATION	TO	STATION	LOCATION	* 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	602.0810 CONCRETE DRIVEWAY 6-INCH SY	* 624.0100 WATER MGAL	REMARKS
0010	228+34	-	---	RT	---	4	32	---	
0010	237+98	-	---	LT	3	---	---	---	
0010	252+69	-	---	RT	3	---	---	---	
0010	256+00	-	---	LT	2	---	---	---	
0010	270+04	-	---	RT	3	---	---	---	
0010	270+90	-	---	LT	1	---	---	---	
0010	281+75	-	---	RT	4	---	---	---	
0010	283+28	-	---	RT	3	---	---	---	
0010	287+29	-	---	RT	3	---	---	---	
0010	289+02	-	---	LT	4	---	---	---	
0010	291+89	-	---	RT	2	4	---	---	
0010	293+93	-	---	LT	1	---	---	---	
0010	320+16	-	---	LT	1	3	---	---	
0010	333+51	-	---	LT	3	---	---	---	
0010	341+72	-	---	LT	3	---	---	---	
0010	350+91	-	---	LT	2	---	---	---	
0010	360+02	-	---	RT	3	---	---	---	
0010	380+49	-	---	LT	2	---	---	---	
0010	384+92	-	---	RT	5	---	---	---	
0010	387+42	-	---	RT	1	3	---	---	
0010	392+96	-	---	LT	1	2	---	---	
0010	393+85	-	395+06	LT	50	---	---	---	ACCESS ROAD
0010	426+48	-	---	RT	3	---	---	---	
0010	429+20	-	---	LT	14	---	---	---	SPRINGDALE DRIVE
0010	431+75	-	---	LT	2	---	---	---	
0010	442+46	-	---	LT	3	---	---	---	
0010	463+78	-	---	LT	3	---	---	---	
0010	468+45	-	---	RT	2	---	---	---	
0010	469+21	-	---	RT	2	---	---	---	
0010	500+81	-	---	RT	2	---	---	---	
0010	507+54	-	---	LT	4	---	---	---	
0010	515+50	-	---	LT	25	---	---	---	
0010	555+27	-	---	LT	1	---	---	---	
0010	560+66	-	---	LT	4	---	---	---	
0010	571+39	-	---	RT	4	---	---	---	
0010	571+46	-	---	LT	3	8	---	---	
0010	575+10	-	---	LT	12	---	---	---	ASH RIDGE DRIVE
0010	582+98	-	---	RT	1	---	---	---	
0010	584+27	-	---	RT	1	---	---	---	
0010	586+19	-	---	LT	2	---	---	---	
0010	601+84	-	---	LT	2	---	---	---	
0010	602+25	-	---	RT	3	---	---	---	
0010	609+22	-	---	RT	2	---	---	---	
0010	612+35	-	---	RT	4	---	---	---	
0010	615+75	-	---	LT	35	---	---	---	JUNLYN LANE
0010	637+75	-	---	RT	2	---	---	---	
0010	638+01	-	---	LT	1	2	---	---	
0010	648+60	-	---	LT	9	---	---	---	ALLBAUGH LANE
0010	663+97	-	---	LT	1	2	---	---	
0010	685+64	-	---	LT	3	---	---	---	
0010	685+76	-	---	RT	7	4	---	---	
0010	728+23	-	---	RT	4	---	---	---	
0010	728+63	-	---	LT	2	---	---	---	
0010	730+00	-	---	LT	1	---	---	---	
0010	746+79	-	---	RT	2	2	---	---	
0010	746+79	-	---	LT	2	---	---	---	
0010	UNDISTRIBUTED				---	---	---	4	DRIVEWAYS
				TOTAL 0010	268	34	32	4	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
0010	568+81	LT	6
0010	643+04	LT	6
0010	678+54	LT	6
		TOTAL 0010	18

ASPHALTIC RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	465.0540 ASPHALTIC RUMBLE STRIPS, EDGE LINE LF	465.0565 ASPHALTIC RUMBLE STRIPS, CENTERLINE SINUSOIDAL LF
0010	232+28	-	247+97	CL	---	1,569
0010	250+03	-	256+01	CL	---	598
0010	260+01	-	264+48	CL	---	447
0010	272+27	-	276+66	CL	---	439
0010	278+42	-	290+85	CL	---	1,243
0010	292+85	-	318+64	CL	---	2,579
0010	322+64	-	383+90	CL	---	6,126
0010	385+90	-	386+44	CL	---	54
0010	388+44	-	394+06	CL	---	562
0010	398+06	-	405+24	CL	---	718
0010	409+24	-	427+21	CL	---	1,797
0010	431+21	-	466+55	CL	---	3,534
0010	470+55	-	485+62	CL	---	1,507
0010	489+62	-	513+45	CL	---	2,383
0010	517+45	-	573+12	CL	---	5,567
0010	577+12	-	602+55	CL	---	2,543
0010	606+63	-	613+69	CL	---	706
0010	617+69	-	676+10	CL	---	5,841
0010	680+10	-	708+80	CL	---	2,870
0010	712+80	-	748+92	CL	---	3,612
0010	678+90	-	709+65	LT	3,003	---
0010	684+77	-	709+65	RT	2,415	---
				TOTAL 0010	5,418	44,695

MASONRY ENDWALL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	504.0900 CONCRETE MASONRY ENDWALLS CY	645.0105 GEOTEXTILE TYPE C SY	SPV.0060.02 SPECIAL (02. TEMPORARY WATER DIVERSION B-52-0249) EACH	REMARKS
0010	393+25	-	393+90	LT	70	308	1	B-52-0249
0010	393+25	-	393+90	RT	17	34	---	B-52-0249
0010	728+50	-	---	LT	2	---	---	
0010	728+50	-	---	RT	2	---	---	
				TOTAL 0010	91	342	1	

CULVERT PIPES

CATEGORY	STATION	TO	STATION	MIN THICKNESS (INCHES) STEEL	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	* 521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH EACH	521.1030 APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH EACH	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH EACH	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	* 521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	521.3130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	521.3136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF	522.2324 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH LF	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
0010	265+88	-	266+92	0.064	RT	---	2	---	---	---	104	---	---	---	---	2	1
0010	265+88	-	266+92	0.064	RT	1	2	---	---	---	104	---	---	---	---	2	1
0010	303+17	-	---	0.064	LT	1	---	1	---	---	---	2	---	---	---	1	---
0010	341+50	-	---	0.064	LT	1	---	1	---	---	---	2	---	---	---	1	---
0010	344+89	-	---	0.064	RT	1	---	1	---	---	---	2	---	---	---	1	---
0010	367+36	-	---	0.064	RT	1	---	1	---	---	---	2	---	---	---	1	---
0010	376+43	-	---	0.064	LT	1	---	---	---	---	---	2	---	---	---	---	---
0010	420+20	-	---	0.064	RT	1	---	1	---	---	---	---	---	---	---	1	---
0010	444+13	-	---	0.064	RT	1	---	1	---	---	---	4	---	---	---	1	---
0010	450+94	-	---	0.064	LT	1	---	---	---	---	---	2	---	---	---	---	---
0010	450+96	-	---	0.064	RT	1	---	1	---	---	---	4	---	---	---	1	---
0010	510+41	-	---	0.064	LT	1	---	1	---	---	---	2	---	---	---	1	---
0010	565+18	-	---	0.064	LT	1	---	1	---	---	---	2	---	---	---	1	---
0010	567+20	-	---	0.079	LT	1	---	---	---	1	---	---	---	4	---	1	---
0010	567+41	-	---	0.079	RT	1	---	---	---	---	---	---	---	4	---	---	---
0010	580+29	-	---	0.064	LT	1	---	---	---	---	---	2	---	---	---	---	---
0010	586+31	-	---	0.064	RT	1	---	1	---	---	---	4	---	---	---	1	---
0010	615+52	-	---	0.064	RT	1	---	1	---	---	---	2	---	---	---	1	---
0010	630+53	-	---	0.064	LT	1	---	1	---	---	---	4	---	---	---	1	---
0010	684+63	-	---	0.079	LT	1	---	---	1	---	---	---	2	---	---	1	---
0010	698+08	-	---	0.064	LT	1	---	1	---	---	---	2	---	---	---	1	---
0010	728+35	-	728+63	--	STH 56	---	---	---	---	---	---	---	---	---	56	2	1
0010	728+42	-	728+70	--	STH 56	---	---	---	---	---	---	---	---	---	56	2	1
0010	728+46		728+89	0.064	LT	---	---	2	---	---	---	36	---	---	---	2	---
					TOTAL 0010	20	4	15	1	1	208	74	2	8	112	25	4

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE CURB & GUTTER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0576 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.01 SPECIAL (01. CONCRETE CURB & GUTTER 30-INCH CURB HEAD 4-INCH) LF	SPV.0090.02 SPECIAL (02. CONCRETE CURB & GUTTER 24-INCH TYPE D) LF
0010	228+09	-	228+67	RT	52	--	---	63	6	5
0010	228+97	-	229+16	RT	18	--	---	18	---	---
0010	228+97	-	229+16	LT	18	--	---	18	---	---
0010	276+30	-	276+80	RT	---	--	50	50	---	---
0010	568+85	-	571+30	LT	---	242	---	242	---	---
0010	638+18	-	643+00	LT	---	476	---	476	---	---
0010	676+25	-	678+50	LT	---	220	---	220	---	---
				TOTAL 0010	88	938	50	1,087	6	5

SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	228+09	-	228+17	RT	63	---	---
0010	228+51	-	229+13	RT	323	10	1
0010	228+82	-	229+13	LT	159	10	1
				TOTAL 0010	545	20	2

3

CONCRETE BARRIER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	603.1132 CONCRETE BARRIER TYPE S32 LF	633.1000 DELINEATORS BARRIER WALL EACH	650.7500 CONSTRUCTION STAKING CONCRETE BARRIER LF
0010	393+27	-	393+80	RT	51	3	51
				TOTAL 0010	51	3	51

CONCRETE BARRIER TEMPORARY PRECAST

CATEGORY	STATION	TO	STATION	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	REMARKS
0010	274+55	-	280+53	B-52-050	600	600	STAGE 1
0010	274+43	-	280+40	B-52-050	---	600	STAGE 2
				TOTAL 0010	600	1,200	

RIPRAP ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	606.0400 RIPRAP EXTRA-HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY	645.0130 GEOTEXTILE TYPE R SY
0010	265+79	-	---	RT	---	9	---	---	26	---
0010	276+39	-	---	RT	---	2	---	---	6	---
0010	344+89	-	---	RT	---	4	---	---	14	---
0010	366+00	-	367+00	RT	31	---	---	---	---	117
0010	367+36	-	---	RT	---	3	---	---	11	---
0010	393+31	-	394+03	LT	---	---	101	---	245	---
0010	393+23	-	393+77	RT	---	---	---	20	61	---
0010	412+00	-	413+73	RT	35	---	---	---	---	145
0010	419+00	-	425+75	RT	178	---	---	---	---	671
0010	420+20	-	---	RT	---	4	---	---	12	---
0010	444+16	-	---	RT	---	4	---	---	13	---
0010	450+96	-	---	RT	---	2	---	---	8	---
0010	463+95	-	464+60	LT	15	---	---	---	---	60
0010	465+20	-	465+65	LT	10	---	---	---	---	39
0010	472+00	-	480+50	RT	302	---	---	---	---	1,093
0010	478+40	-	---	RT	---	---	9	---	22	---
0010	510+27	-	510+51	LT	---	---	26	---	55	---
0010	542+50	-	545+87	RT	36	---	---	---	---	183
0010	565+16	-	---	LT	---	3	---	---	11	---
0010	567+16	-	---	LT	---	6	---	---	17	---
0010	586+30	-	---	RT	---	7	---	---	21	---
0010	615+55	-	---	RT	---	4	---	---	13	---
0010	676+75	-	678+25	LT	29	---	---	---	---	120
0010	677+68	-	---	RT	---	6	---	---	20	---
0010	682+00	-	684+18	RT	56	---	---	---	---	218
0010	684+11	-	---	RT	---	6	---	---	19	---
0010	687+20	-	688+75	RT	18	---	---	---	---	88
0010	728+26	-	728+47	LT	---	8	---	---	40	---
0010	733+00	-	738+00	RT	146	---	---	---	---	549
0010	748+57	-	748+86	RT	6	---	---	---	---	26
				TOTAL 0010	862	68	136	20	614	3,309

STORM SEWER

CATEGORY	STATION	** OFFSET	LOCATION	MIN THICKNESS (INCHES) STEEL	* 521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH EACH	* 521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	525.0312 APRON ENDWALLS FOR CULVERT PIPE ALUMINUM 12-INCH EACH	530.0112 CULVERT PIPE CORRUGATED POLYETHYLENE 12-INCH LF	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0642 INLET COVERS TYPE MS EACH	611.0654 INLET COVERS TYPE V EACH	611.3220 INLETS 2X2-FT EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	GRATE ELEVATION	*** INVERT ELEVATION	**** DEPTH FT
0010	276+39	19.0	RT	---	---	---	---	26	---	---	1	1	---	---	1	776.31	773.43	1.46
0010	276+39	43.9	RT	---	---	---	1	---	---	---	---	---	---	---	---	---	769.00	---
0010	677+69	34.2	RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1030.48	---
0010	677+85	15.4	LT	0.064	---	52	---	---	1	---	---	---	1	---	1	1034.77	1031.00	2.60
0010	376+43	20.7	LT	---	---	---	---	---	---	2	---	---	---	1	1	845.21	842.62	2.59
0010	450+94	19.3	LT	---	---	---	---	---	---	2	---	---	---	1	1	893.01	890.32	2.69
0010	567+42	21.6	RT	---	---	---	---	---	---	2	---	---	---	1	1	1091.51	1087.97	3.54
0010	580+29	17.7	LT	---	---	---	---	---	---	2	---	---	---	1	1	1167.92	1165.59	2.33
			TOTAL 0010		1	52	1	26	1	8	1	1	1	4	6			

*ADDITIONAL QUNATITIES LISTED ELSEWHERE
**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
*** THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
**** DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - 8 INCH ADJUSTMENT RING HEIGHT (EXCEPT FOR INLET COVERS TYPE MS)

3

MGS GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010	247+11	-	248+03	RT	---	---	---	---	39.4	1
0010	247+29	-	248+22	LT	---	---	---	---	39.4	1
0010	249+78	-	250+70	RT	---	---	---	---	39.4	1
0010	249+99	-	250+92	LT	---	---	---	---	39.4	1
0010	275+54	-	276+85	RT	---	---	37.5	---	39.4	1
0010	275+56	-	276+86	LT	---	---	37.5	---	39.4	1
0010	278+23	-	279+53	RT	---	---	37.5	---	39.4	1
0010	278+22	-	279+51	LT	---	---	37.5	---	39.4	1
0010	302+26	-	308+00	RT	---	---	125	337.5	---	2
0010	363+50	-	377+56	RT	---	---	1,300	---	---	2
0010	391+87	-	393+29	RT	---	---	50	---	39.4	1
0010	393+76	-	394+88	RT	---	---	12.5	---	39.4	1
0010	393+20	-	394+71	LT	---	---	50	---	---	2
0010	409+00	-	415+00	RT	---	---	500	---	---	2
0010	418+00	-	426+32	RT	---	---	150	575.0	---	2
0010	455+00	-	460+29	RT	---	---	425	---	---	2
0010	463+56	-	464+50	RT	---	---	---	---	39.4	1
0010	464+01	-	464+70	LT	20.7	1	---	---	---	---
0010	464+96	-	465+90	RT	---	---	---	---	39.4	1
0010	465+17	-	466+08	LT	---	---	---	---	39.4	1
0010	470+75	-	483+37	RT	---	---	162.5	987.5	---	2
0010	539+50	-	546+45	RT	---	---	587.5	---	---	2
0010	667+84	-	677+70	RT	---	---	887.5	---	---	2
0010	678+49	-	684+77	RT	---	---	525	---	---	2
0010	732+03	-	741+05	RT	---	---	650.0	137.5	---	2
0010	747+08	-	748+86	RT	---	---	87.5	---	37.5	1
0010	748+07	-	749+23	LT	---	---	25	---	37.5	1
				TOTAL 0010	20.7	1	5,687.5	2,037.5	587.2	37

GUARDRAIL MOW STRIP

CATEGORY	STATION	TO	STATION	LOCATION	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY
0010	302+50	-	307+25	RT	312
0010	366+00	-	373+25	RT	556
0010	409+75	-	413+73	RT	306
0010	419+00	-	425+75	RT	518
0010	463+95	-	464+60	RT	50
0010	464+00	-	464+40	LT	31
0010	465+20	-	465+65	RT	35
0010	465+30	-	465+70	LT	31
0010	472+00	-	482+00	RT	767
0010	542+50	-	545+87	RT	259
0010	669+00	-	672+72	RT	286
0010	675+00	-	677+00	RT	154
0010	680+00	-	680+50	RT	39
0010	682+00	-	684+18	RT	168
0010	733+00	-	734+20	RT	92
0010	734+20	-	735+58	RT	122
0010	735+58	-	740+00	RT	438
0010	748+57	-	748+86	RT	23
				TOTAL 0010	4,187

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0175 SEEDING MIXTURE NO. 75 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	SPV.0180.02 SPECIAL (02. WEED FREE MULCH) SY
0010	227+99	-	228+12	RT	8	---	0.1	---	0.4	---	---	0.3	1.0	---
0010	228+51	-	229+16	RT	46	---	0.1	---	2.1	---	---	1.3	2.0	---
0010	228+82	-	229+16	LT	15	---	0.1	---	0.7	---	---	0.4	1.0	---
0010	246+71	-	248+00	RT	15	---	0.1	1.5	---	---	---	0.9	1.0	---
0010	246+85	-	248+15	LT	25	---	0.1	2.0	---	---	---	1.2	1.0	---
0010	249+78	-	251+62	RT	26	---	0.1	2.3	---	---	---	1.4	2.0	---
0010	250+05	-	251+57	LT	44	---	0.1	3.0	---	---	---	1.8	2.0	---
0010	265+88	-	267+09	RT	140	---	0.2	7.3	---	---	---	4.4	4.0	---
0010	274+72	-	276+86	LT	398	---	0.3	---	---	---	2.7	11.5	---	---
0010	275+19	-	276+85	RT	315	---	0.3	---	---	---	2.1	9.0	---	---
0010	278+22	-	319+83	LT	2654	26	3.0	206.8	---	---	0.7	126.8	104.0	---
0010	278+23	-	303+00	RT	1074	751	1.5	97.6	---	---	0.5	60.5	49.0	---
0010	306+00	-	320+30	RT	994	80	1.4	94.1	---	---	---	56.5	47.0	---
0010	320+33	-	392+83	LT	2569	947	3.4	240.3	---	---	---	144.2	120.0	---
0010	320+86	-	366+00	RT	6141	76	1.6	5.5	---	3.2	9.1	65.7	23.0	460
0010	373+25	-	391+87	RT	718	---	1.2	---	---	6.1	1.2	50.4	38.0	473
0010	393+07	-	395+63	LT	316	---	0.3	---	---	1.3	---	9.8	9.0	68
0010	395+00	-	407+00	RT	1006	---	1.1	---	---	6.0	---	44.5	37.0	41
0010	396+88	-	428+65	LT	1050	---	1.7	---	---	9.4	---	69.9	59.0	28
0010	407+81	-	409+75	RT	102	---	0.2	---	---	0.9	---	6.5	6.0	58
0010	413+75	-	419+50	RT	299	---	0.3	---	---	1.3	0.1	9.8	8.0	---
0010	425+75	-	464+50	RT	3292	---	3.6	---	---	20.1	0.3	151.2	125.0	505
0010	429+41	-	463+66	LT	1378	---	1.8	---	---	10.2	---	75.9	64.0	513
0010	464+98	-	472+00	RT	390	---	0.5	---	---	1.9	0.8	17.2	12.0	---
0010	465+65	-	468+23	LT	79	---	0.2	---	---	0.7	---	5.2	5.0	44
0010	469+00	-	485+26	LT	351	322	0.6	26.4	---	1.1	---	23.4	20.0	---
0010	482+00	-	485+26	RT	274	65	0.3	17.6	---	---	0.1	10.9	9.0	---
0010	487+76	-	515+00	LT	1540	402	2.0	41.6	---	---	13.9	84.2	21.0	153
0010	488+00	-	542+50	RT	1390	912	2.9	203.6	---	---	---	122.2	102.0	---
0010	516+28	-	604+22	LT	3912	103	6.0	271.7	---	---	21.1	253.1	136.0	698
0010	545+87	-	575+00	RT	652	435	1.3	89.6	---	---	---	53.8	45.0	---
0010	575+46	-	604+00	RT	2706	95	2.8	193.5	---	---	---	116.1	97.0	---
0010	605+00	-	615+00	LT	318	---	0.7	46.6	---	---	---	28.0	24.0	---
0010	605+00	-	669+00	RT	2811	1113	5.0	355.5	---	---	---	213.3	178.0	---
0010	616+30	-	647+64	LT	1118	101	1.8	123.0	---	---	---	73.8	62.0	---
0010	647+86	-	676+75	LT	1015	403	1.7	120.2	---	---	---	72.1	60.0	---
0010	669+00	-	675+00	RT	119	---	0.2	10.2	---	---	---	6.2	6.0	---
0010	677+00	-	677+85	RT	267	---	0.2	13.7	---	---	---	8.2	7.0	---
0010	678+00	-	682+00	RT	176	---	0.3	15.6	---	---	---	9.4	8.0	---
0010	678+25	-	710+37	LT	801	671	1.3	90.5	---	---	---	54.3	46.0	---
0010	684+18	-	687+20	RT	231	---	0.3	21.4	---	---	---	12.9	11.0	---
0010	688+75	-	733+00	RT	9343	101	7.8	557.2	---	---	---	334.3	279.0	---
0010	711+00	-	749+23	LT	1023	850	1.7	116.6	---	---	---	70.0	59.0	---
0010	728+49	-	748+57	RT	481	---	0.7	44.9	---	---	---	27.0	23.0	---
0010			UNDISTRIBUTED		12978	1867	16.1	755.2	0.8	15.8	13.4	630.5	986.5	769
				TOTAL 0010	64,600	9,320	77.0	3,775.0	4.0	78.0	66.0	3,130.0	2,900	3,810

EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	628.2002 EROSION MAT CLASS I TYPE A SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7515.S STONE DITCH CHECKS CY	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	645.0140 GEOTEXTILE TYPE SAS SY
0010	227+99	-	228+12	RT	---	---	8	---	---	---	---	---	---	---
0010	228+51	-	229+16	RT	---	---	27	---	---	---	---	---	---	---
0010	228+51	-	229+08	RT	---	---	20	---	---	---	---	---	---	---
0010	228+82	-	229+08	LT	---	---	6	---	---	---	---	---	---	---
0010	228+82	-	229+16	LT	---	---	9	---	---	---	---	---	---	---
0010	230+27	-	---	LT	---	---	---	---	---	---	---	---	2	---
0010	230+29	-	---	RT	---	---	---	---	---	---	---	---	2	---
0010	246+85	-	248+15	LT	---	---	25	---	---	---	---	---	---	---
0010	247+01	-	248+00	RT	---	---	14	---	---	---	---	---	---	---
0010	249+80	-	251+62	RT	---	---	25	---	---	---	---	---	---	---
0010	250+05	-	251+58	LT	---	---	43	---	---	---	---	---	---	---
0010	265+88	-	266+23	RT	---	69	---	---	---	---	---	---	---	---
0010	266+67	-	267+09	RT	---	71	---	---	---	---	---	---	---	---
0010	266+93	-	---	RT	---	---	---	---	---	---	---	6	---	---
0010	274+72	-	276+86	LT	---	---	397	---	---	---	---	---	---	---
0010	275+16	-	276+85	RT	---	---	314	---	1	8	---	---	---	---
0010	278+28	-	288+81	LT	---	---	975	---	---	32	---	---	---	---
0010	278+23	-	281+57	RT	---	---	134	---	---	---	---	---	---	---
0010	287+50	-	---	RT	---	---	---	---	---	---	---	3	---	---
0010	288+36	-	---	RT	---	---	---	---	---	8	---	---	---	---
0010	289+26	-	293+54	LT	---	448	---	---	---	8	---	---	---	---
0010	289+43	-	---	LT	---	---	---	---	---	---	---	7	---	---
0010	289+52	-	---	LT	---	---	---	---	---	---	---	7	---	---
0010	289+33	-	291+68	RT	---	142	---	---	---	16	---	---	---	---
0010	294+00	-	297+92	LT	---	101	---	---	---	8	---	---	---	---
0010	294+09	-	---	LT	---	---	---	---	---	---	---	1	---	---
0010	302+27	-	303+00	RT	46	---	---	---	---	---	---	---	---	---
0010	302+59	-	319+83	LT	---	1,082	---	---	---	48	---	---	---	---
0010	303+17	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	306+00	-	318+00	RT	---	914	---	---	---	24	---	---	---	---
0010	311+99	-	---	LT	---	---	---	---	---	---	---	7	---	---
0010	320+33	-	---	LT	---	---	---	1	---	---	---	---	---	---
0010	321+50	-	345+00	RT	4,886	---	---	---	---	8	---	---	---	---
0010	340+32	-	341+60	LT	50	---	---	---	---	---	---	---	---	---
0010	341+50	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	341+83	-	350+84	LT	---	466	---	---	---	24	---	---	---	---
0010	344+90	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	350+84	-	365+00	LT	---	---	---	---	---	120	---	---	---	---
0010	345+00	-	347+81	RT	---	---	228	---	---	8	---	---	---	---
0010	351+00	-	351+16	LT	---	1	---	---	---	---	---	---	---	---
0010	351+29	-	358+50	LT	---	245	---	---	---	8	---	---	---	---
0010	356+50	-	359+89	RT	---	---	259	---	---	---	---	---	---	---
0010	359+47	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	362+31	-	366+00	RT	220	---	---	---	---	---	---	---	---	---
0010	365+00	-	368+50	LT	---	79	---	---	---	---	---	---	---	---
0010	367+37	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	373+32	-	378+91	LT	---	361	---	---	---	32	---	---	---	---
0010	381+00	-	384+69	RT	195	---	---	---	---	---	---	---	---	---
0010	384+00	-	386+00	LT	214	---	---	---	---	---	---	---	---	---
0010	386+29	-	391+50	LT	---	341	---	---	---	---	---	---	---	---
0010	384+43	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	392+81	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	393+06	-	394+22	LT	---	---	200	---	---	---	---	---	---	---
0010	393+94	-	394+85	LT	---	---	47	---	---	---	---	---	---	---
0010	396+73	-	---	LT	---	---	---	---	---	---	---	3	---	---

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EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	628.2002 EROSION MAT CLASS I TYPE A SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7515.S STONE DITCH CHECKS CY	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	645.0140 GEOTEXTILE TYPE SAS SY
0010	397+46	-	426+25	LT	---	959	---	---	---	24	---	---	---	---
0010	401+01	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	413+48	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	420+20	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	369+00	-	407+00	RT	---	---	966	---	---	---	---	---	---	---
0010	408+68	-	409+75	RT	44	---	---	---	---	---	---	---	---	---
0010	413+75	-	417+50	RT	259	---	---	---	---	---	---	---	---	---
0010	417+50	-	419+50	RT	---	---	43	---	---	---	---	---	---	---
0010	425+75	-	426+43	RT	---	---	50	---	---	---	---	---	---	---
0010	426+25	-	428+65	LT	---	---	70	---	---	---	---	---	---	---
0010	426+52	-	427+71	RT	---	---	34	---	---	---	---	---	---	---
0010	428+00	-	431+00	RT	---	---	97	---	---	---	---	---	---	---
0010	429+50	-	431+54	LT	---	---	54	---	---	8	---	---	---	---
0010	429+42	-	---	LT	---	---	---	---	---	---	---	2	---	---
0010	431+87	-	436+50	LT	244	---	---	---	---	---	---	---	---	---
0010	431+91	-	---	LT	---	---	---	---	---	---	---	2	---	---
0010	432+50	-	439+50	RT	---	741	---	---	---	16	---	---	---	---
0010	436+50	-	442+27	LT	---	507	---	---	---	24	---	---	---	---
0010	437+03	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	442+56	-	444+50	LT	59	---	---	---	---	8	---	---	---	---
0010	443+92	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	443+50	-	448+78	RT	743	---	---	---	---	---	---	---	---	---
0010	450+35	-	452+50	RT	128	---	---	---	---	---	---	---	---	---
0010	450+94	-	---	LT	---	---	---	1	---	---	---	---	---	---
0010	453+82	-	455+25	RT	67	---	---	---	---	---	---	---	---	---
0010	455+25	-	459+50	RT	---	545	---	---	---	---	---	---	---	---
0010	459+50	-	462+00	RT	224	---	---	---	---	---	---	---	---	---
0010	462+00	-	464+50	RT	---	---	155	---	---	---	---	---	---	---
0010	464+97	-	468+36	RT	---	---	120	---	---	---	---	---	---	---
0010	463+61	-	---	LT	---	---	---	---	---	---	---	2	---	---
0010	465+65	-	467+00	LT	---	---	35	---	---	---	---	---	---	---
0010	468+53	-	469+12	RT	---	---	36	---	---	---	---	---	---	---
0010	469+25	-	472+00	RT	---	---	243	---	---	---	---	---	---	---
0010	469+45	-	470+49	LT	---	---	29	---	---	---	---	---	---	---
0010	475+00	-	486+80	LT	---	---	---	---	---	8	---	---	---	---
0010	478+39	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	482+00	-	484+00	RT	---	---	209	---	---	---	---	---	---	---
0010	488+98	-	503+50	LT	---	---	770	---	---	32	---	---	---	---
0010	495+16	-	500+62	RT	---	301	---	---	---	16	---	---	---	---
0010	500+75	-	512+53	RT	---	---	---	---	---	16	---	---	---	---
0010	500+93	-	---	RT	---	---	---	---	---	---	---	1	---	---
0010	510+00	-	510+27	LT	---	---	28	---	---	---	---	---	---	---
0010	510+50	-	514+42	LT	---	---	204	---	---	---	---	---	---	---
0010	510+38	-	---	RT	---	---	---	---	---	---	---	3	---	---
0010	517+49	-	523+50	LT	---	---	317	---	---	16	---	---	---	---
0010	521+68	-	---	RT	---	---	---	---	---	---	---	3	---	---
0010	525+97	-	---	RT	---	---	---	---	---	---	---	3	---	---
0010	530+58	-	---	RT	---	---	---	---	---	---	---	7	---	---
0010	531+17	-	523+60	LT	---	---	132	---	---	---	---	---	---	---
0010	537+50	-	546+86	LT	---	---	244	---	---	---	---	---	---	---

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EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	628.2002 EROSION MAT CLASS I TYPE A SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7515.S STONE DITCH CHECKS CY	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	645.0140 GEOTEXTILE TYPE SAS SY
0010	538+47	-	542+50	RT	---	158	---	---	---	16	---	---	---	---
0010	544+74	-	---	RT	---	---	---	---	---	---	---	7	---	---
0010	545+79	-	---	RT	---	---	---	---	---	---	---	3	---	---
0010	545+87	-	547+63	RT	41	---	---	---	---	---	---	---	---	---
0010	559+50	-	560+42	LT	---	---	9	---	---	---	---	---	---	---
0010	560+85	-	561+50	LT	---	---	15	---	---	---	---	---	---	---
0010	560+91	-	---	LT	---	---	---	---	---	---	---	10	---	---
0010	561+02	-	---	RT	---	---	---	1	---	---	---	---	---	---
0010	564+50	-	568+43	LT	---	---	212	---	---	---	---	---	---	---
0010	565+00	-	568+00	RT	---	132	---	---	---	---	---	---	---	---
0010	565+35	-	---	RT	---	---	---	---	---	---	---	3	---	---
0010	568+00	-	569+38	RT	---	---	46	---	---	---	---	---	---	---
0010	568+82	-	571+30	LT	---	---	100	---	---	---	---	---	---	---
0010	571+59	-	585+98	LT	---	1,023	---	---	---	32	---	---	---	---
0010	576+50	-	602+12	RT	2,592	---	---	---	---	---	---	---	---	---
0010	586+20	-	601+73	LT	---	635	---	---	---	24	---	---	---	---
0010	586+38	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	601+90	-	604+23	LT	---	171	---	---	---	---	---	---	---	---
0010	602+34	-	603+09	RT	---	18	---	---	---	---	---	---	---	---
0010	602+38	-	---	RT	---	---	---	---	---	---	---	1	---	---
0010	606+19	-	614+44	LT	---	317	---	---	---	---	---	---	---	---
0010	609+55	-	---	LT	---	---	---	1	---	---	---	---	---	---
0010	615+07	-	---	LT	---	---	---	1	---	---	---	---	---	---
0010	615+00	-	616+00	RT	34	---	---	---	---	---	---	---	---	---
0010	616+30	-	637+92	LT	751	---	---	---	---	---	---	---	---	---
0010	625+53	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	630+53	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	617+50	-	631+00	RT	---	675	---	---	---	32	---	---	---	---
0010	631+00	-	637+47	RT	375	---	---	---	---	---	---	---	---	---
0010	637+87	-	653+50	RT	839	---	---	---	---	---	---	---	---	---
0010	637+75	-	---	LT	---	---	---	1	---	---	---	---	---	---
0010	638+16	-	643+04	LT	---	266	---	---	---	---	---	---	---	---
0010	647+43	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	648+28	-	661+30	LT	597	---	---	---	---	24	---	---	---	---
0010	650+11	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	657+42	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	663+74	-	---	LT	---	---	---	---	---	---	---	7	---	---
0010	666+10	-	666+70	RT	21	---	---	---	---	---	---	---	---	---
0010	666+72	-	---	LT	---	---	---	1	---	---	---	---	---	---
0010	666+90	-	669+00	RT	149	---	---	---	---	---	---	---	---	---
0010	672+72	-	---	LT	---	---	---	1	---	---	---	---	---	---
0010	672+72	-	675+00	RT	119	---	---	---	---	---	---	---	---	---
0010	673+36	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	676+25	-	676+75	LT	15	---	---	---	---	---	---	---	---	---
0010	667+85	-	---	LT	---	---	---	---	1	---	---	---	---	---
0010	677+00	-	677+84	RT	267	---	---	---	---	---	---	---	---	---
0010	678+25	-	678+54	LT	7	---	---	---	---	---	---	---	---	---
0010	678+00	-	682+00	RT	---	---	200	---	---	---	---	---	---	---
0010	678+93	-	---	LT	---	---	---	1	---	---	---	---	---	---
0010	678+54	-	683+50	LT	---	---	---	---	---	8	---	---	---	---
0010	683+50	-	685+53	LT	---	122	---	---	---	16	---	---	---	---
0010	684+67	-	---	LT	---	---	---	---	---	---	---	5	---	---
0010	685+82	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	684+18	-	685+78	RT	88	---	---	---	---	---	---	---	---	---
0010	685+88	-	687+20	RT	140	---	---	---	---	---	---	---	---	---

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EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	628.2002 EROSION MAT CLASS I TYPE A SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7515.S STONE DITCH CHECKS CY	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	645.0140 GEOTEXTILE TYPE SAS SY
0010	688+75	-	708+00	RT	4,121	---	---	---	---	---	---	---	---	---
0010	698+08	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	710+13	-	---	LT	---	---	---	---	---	---	---	13	---	---
0010	710+22	-	---	LT	---	---	---	---	---	---	---	13	---	---
0010	711+01	-	727+53	RT	4,909	---	---	---	---	---	---	---	---	---
0010	711+02	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	717+96	-	726+77	LT	---	---	---	---	---	8	---	---	---	---
0010	727+77	-	733+86	LT	---	---	---	---	---	24	---	---	---	---
0010	728+45	-	---	LT	---	---	---	---	---	---	---	6	---	---
0010	728+86	-	---	LT	---	---	---	---	---	---	---	3	---	---
0010	728+52	-	728+79	RT	---	18	---	---	---	---	---	---	---	---
0010	729+18	-	733+00	RT	216	---	---	---	---	---	---	---	---	---
0010	733+86	-	742+63	LT	---	---	---	---	---	16	---	---	---	---
0010	740+00	-	746+53	RT	411	---	---	---	---	---	---	---	---	---
0010	745+50	-	746+55	LT	48	---	---	---	---	---	---	---	---	---
0010	746+94	-	748+57	RT	---	---	69	---	---	---	---	---	---	---
0010	746+84	-	749+23	LT	---	---	118	---	---	---	---	---	---	---
0010	936+99	-	---	UNDISTRIBUTED	5,879	2,792	1,844	3	1	180	14	50	1	41
				TOTAL 0010	29,000	13,700	9,180	12	3	900	14	247	5	41

MOBILIZATIONS EROSION CONTROL

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	5730-00-64	10	6
	TOTAL 0010	10	6

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	246+54	-	248+06	RT	154	154
0010	246+59	-	248+20	LT	160	160
0010	249+77	-	251+88	RT	214	214
0010	250+02	-	251+80	LT	179	179
0010	275+14	-	277+15	RT	209	209
0010	274+71	-	277+30	LT	275	275
0010	277+69	-	278+44	RT	107	107
0010	277+69	-	278+69	LT	130	130
0010	281+98	-	283+18	LT	122	122
0010	289+33	-	291+68	RT	236	236
0010	302+24	-	303+02	RT	83	83
0010	307+26	-	308+30	RT	104	104
0010	310+10	-	317+07	RT	707	707
0010	321+00	-	342+00	RT	2,131	2,131
0010	363+13	-	366+00	RT	286	286
0010	381+02	-	384+37	RT	336	336
0010	385+89	-	387+18	RT	131	131
0010	393+77	-	407+08	RT	1,307	1,307
0010	407+94	-	409+86	RT	192	192
0010	425+74	-	426+44	RT	69	69
0010	426+53	-	427+85	RT	129	129
0010	429+77	-	431+42	RT	162	162
0010	433+02	-	439+16	RT	610	610
0010	443+57	-	448+69	RT	530	530
0010	454+19	-	464+59	RT	1,040	1,040
0010	465+57	-	467+01	LT	146	146
0010	464+97	-	467+03	RT	204	204
0010	468+94	-	469+54	LT	61	61
0010	469+81	-	472+11	RT	231	231
0010	481+83	-	484+02	RT	222	222
0010	521+28	-	523+49	LT	240	240
0010	531+03	-	532+93	LT	186	186
0010	538+48	-	546+86	LT	853	853
0010	546+44	-	548+72	RT	233	233
0010	552+70	-	554+27	RT	153	153
0010	561+02	-	567+08	LT	622	622
0010	568+00	-	568+63	LT	64	64
0010	568+48	-	569+05	RT	62	62
0010	575+91	-	599+71	RT	2,465	2,465
0010	604+98	-	609+12	RT	418	418
0010	617+03	-	619+01	RT	193	193
0010	622+11	-	66+15	RT	266	266
0010	629+90	-	637+69	RT	778	778
0010	637+86	-	647+94	RT	1,024	1,024
0010	650+44	-	652+01	RT	158	158
0010	663+27	-	663+91	LT	69	69
0010	664+03	-	668+28	LT	444	444
0010	666+00	-	669+19	RT	317	317
0010	672+55	-	675+12	RT	258	258
0010	677+99	-	682+14	RT	426	426
0010	684+12	-	685+78	RT	168	168
0010	685+95	-	687+32	RT	138	138
0010	688+62	-	727+58	RT	3,934	3,934
0010	708+40	-	710+46	LT	217	217
0010	729+42	-	733+16	RT	370	370
0010	739+90	-	746+70	RT	675	675
0010	746+28	-	746+68	LT	41	41
0010	746+87	-	748+72	RT	186	186
0010	748+08	-	749+40	LT	140	140
0010	UNDISTRIBUTED			---	6,392	6,392
				TOTAL 0010	31,957	31,957

MARKERS ROW

CATEGORY	STATION	TO	STATION	LOCATION	633.5100 MARKERS ROW EACH
0010	322+20	-	338+25	RT	6
0010	510+00	-	511+00	LT	4
0010	579+50	-	582+50	RT	4
0010	585+50	-	588+50	RT	4
0010	689+15	-	704+10	RT	8
0010	711+93	-	726+00	RT	6
				TOTAL 0010	32

3

SIGNING ITEMS

CATEGORY	STATION	LOCATION	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	228+65	RT	---	1	1	1	LIBRARY
0010	247+85	RT	1	---	1	1	KICKAPOO RIVER
0010	250+04	LT	1	---	1	1	KICKAPOO RIVER
0010	267+25	RT	1	---	1	1	NO PASSING ZONE
0010	292+11	RT	1	---	1	1	STOP
0010	294+37	RT	---	1	1	1	S CURVE / 40 MPH
0010	301+10	RT	1	---	1	1	ARROWS
0010	305+83	LT	1	---	1	1	ARROWS
0010	309+40	RT	---	1	1	1	JCT CTH G
0010	310+50	LT	---	1	1	1	S CURVE / 40 MPH
0010	320+00	RT	---	1	1	1	CTH G / ARROW
0010	330+30	LT	1	---	1	1	JCT CTH G
0010	334+20	LT	1	---	1	1	CURVE
0010	353+52	LT	1	---	1	1	NO PASSING ZONE
0010	354+10	RT	1	---	1	1	NO PASSING ZONE
0010	363+53	RT	---	1	1	1	S CURVE
0010	385+57	RT	---	1	1	1	SCHOOL BUS STOP AHEAD
0010	387+05	RT	---	1	1	1	JCT CTH MM
0010	390+26	RT	---	1	1	1	CURVE / 35 MPH
0010	392+62	LT	---	1	1	1	WEST / STH 56
0010	393+32	LT	1	---	1	1	CHEVRONS
0010	394+14	LT	1	---	1	1	CHEVRONS
0010	394+77	LT	1	---	1	1	CHEVRONS
0010	395+07	LT	1	---	1	1	ARROW
0010	395+54	RT	---	1	1	1	CTH MM / ARROW
0010	395+73	LT	1	---	1	1	ARROW
0010	395+81	LT	1	---	1	1	STH 56 / ARROW / CTH MM / ARROW
0010	395+85	LT	1	---	1	1	STOP
0010	396+17	RT	1	---	1	1	DOUBLE ARROW
0010	396+61	LT	1	---	1	1	CHEVRONS
0010	396+85	LT	---	1	1	1	CTH MM / ARROW
0010	400+30	LT	---	1	1	1	SCHOOL BUS STOP AHEAD
0010	400+65	RT	---	1	1	1	CTH MM / ARROW
0010	402+35	LT	---	1	1	1	CTH MM / ARROW
0010	404+16	LT	---	1	1	1	CURVE / 35 MPH
0010	406+56	RT	---	1	1	1	CTH MM / ARROW
0010	407+19	LT	1	---	1	1	DOUBLE ARROW
0010	407+79	RT	1	---	1	1	STOP
0010	407+83	RT	---	1	1	1	STH 56 / ARROW / CTH MM / ARROW
0010	408+30	RT	---	1	1	1	CURVE / 40 MPH
0010	413+99	RT	1	---	1	1	ARROW
0010	416+14	LT	---	1	1	1	JCT CTH MM
0010	417+95	RT	1	---	1	1	ARROW
0010	422+84	LT	---	1	1	1	CURVE / 45 MPH
0010	437+76	LT	---	1	1	1	CURVE
0010	453+16	RT	---	1	1	1	CURVE
0010	458+78	RT	---	1	1	1	CURVE / 50 MPH
0010	460+34	LT	---	1	1	1	CURVE / 50 MPH
0010	464+47	RT	1	---	1	1	BRIDGE HASH MARKS
0010	464+67	LT	1	---	1	1	BRIDGE HASH MARKS
0010	464+98	RT	1	---	1	1	BRIDGE HASH MARKS
0010	465+15	LT	1	---	1	1	BRIDGE HASH MARKS
0010	468+63	RT	1	---	1	1	STOP
0010	469+36	RT	1	---	1	1	STOP
0010	469+93	LT	---	1	1	1	CURVE / 45 MPH
0010	473+34	RT	---	1	1	1	CURVE
0010	481+26	RT	---	1	1	1	CURVE / 45 MPH
0010	495+64	LT	---	1	1	1	CURVE / 45 MPH
0010	507+63	RT	1	---	1	1	ADOPT-A-HIGHWAY
0010	510+04	RT	---	1	1	1	CURVE / 50 MPH
0010	527+60	RT	---	1	1	1	CURVE
0010	548+31	RT	---	1	1	1	CURVE / 45 MPH
0010	562+33	LT	1	---	1	1	ARROW

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

SIGNING ITEMS

CATEGORY	STATION	LOCATION	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	568+16	RT	---	1	1	1	CURVE / 40 MPH
0010	592+03	RT	---	1	1	1	SCHOOL BUS STOP AHEAD
0010	593+73	RT	---	1	1	1	JCT CTH A
0010	596+34	RT	---	1	1	1	CURVE / 50 MPH
0010	599+92	RT	2	---	1	2	WEST LIMA
0010	600+86	LT	---	1	1	1	TRUCK 5% GRADE
0010	602+58	LT	1	---	1	1	WEST STH 56
0010	603+98	RT	---	1	1	1	CTH A / ARROW
0010	605+15	LT	---	1	1	1	CTH A / ARROW
0010	605+87	RT	---	1	1	1	JCT CTH I
0010	607+51	LT	---	1	1	1	CURVE / 50 MPH
0010	609+55	RT	---	1	1	1	CURVE / 45 MPH
0010	610+25	LT	2	---	1	2	WEST LIMA
0010	610+25	RT	2	---	1	2	BLOOM CITY
0010	611+43	LT	1	---	1	1	CHEVRONS
0010	612+82	LT	1	---	1	1	CHEVRONS
0010	613+87	LT	1	---	1	1	CHEVRONS
0010	614+32	LT	---	1	1	1	JCT CTH A
0010	614+97	RT	---	1	1	1	CTH I / ARROW
0010	615+11	RT	1	---	1	1	DOUBLE ARROW
0010	615+18	LT	1	---	1	1	CHEVRONS
0010	616+40	LT	1	---	1	1	CHEVRONS
0010	616+47	LT	---	1	1	1	CTH I / ARROW
0010	616+58	RT	---	1	1	1	EAST STH 56
0010	617+53	LT	1	---	1	1	CHEVRONS
0010	618+75	LT	1	---	1	1	CHEVRONS
0010	618+90	LT	1	---	1	1	ARROW
0010	620+08	LT	---	1	1	1	CURVE / 40 MPH
0010	620+85	LT	2	---	1	2	BLOOM CITY
0010	625+55	LT	---	1	1	1	JCT CTH I
0010	628+95	LT	---	1	1	1	CURVE
0010	637+47	RT	---	1	1	1	CURVE
0010	640+05	RT	1	---	1	1	CHEVRONS
0010	641+38	RT	1	---	1	1	CHEVRONS
0010	642+86	RT	1	---	1	1	CHEVRONS
0010	644+29	RT	1	---	1	1	CHEVRONS
0010	646+24	LT	---	1	1	1	CURVE / 50 MPH
0010	647+56	LT	1	---	1	1	STOP
0010	651+75	LT	1	---	1	1	NO PASSING ZONE
0010	657+10	RT	---	1	1	1	CURVE / 40 MPH
0010	661+59	LT	1	---	1	1	CHEVRONS
0010	662+82	LT	1	---	1	1	CHEVRONS
0010	663+38	LT	1	---	1	1	ARROW
0010	663+81	LT	1	---	1	1	CHEVRONS
0010	665+17	LT	1	---	1	1	CHEVRONS
0010	665+77	LT	1	---	1	1	ARROW
0010	666+37	LT	1	---	1	1	CHEVRONS
0010	668+87	LT	---	1	1	1	CURVE / 35 MPH
0010	673+73	RT	---	1	1	1	CURVE / 50 MPH
0010	675+27	RT	1	---	1	1	CHEVRONS
0010	676+54	RT	1	---	1	1	CHEVRONS
0010	677+63	RT	1	---	1	1	CHEVRONS
0010	678+10	RT	1	---	1	1	STOP
0010	679+10	RT	1	---	1	1	CHEVRONS
0010	680+04	LT	1	---	1	1	ADOPT-A-HIGHWAY
0010	680+38	RT	1	---	1	1	CHEVRONS
0010	682+16	LT	---	1	1	1	CURVE / 50 MPH
0010	710+42	LT	1	---	1	1	STOP
0010	725+99	RT	---	1	1	1	CURVE / 50 MPH
0010	747+60	LT	---	1	1	1	CURVE / 50 MPH
TOTAL 0010			70	57	123	127	

3

TRAFFIC CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	DAYS	TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	REMARKS
0010	227+00	-	227+25	STH 56	12	23	276	---	---	---	---	---	---	PED ACCESS
0010	273+42	-	281+53	B-52-050	23	45	1035	1	23	2	46	28	644	STAGE 1
0010	273+42	-	281+53	B-52-050	23	45	1035	1	23	2	46	26	598	STAGE 2
0010	677+77	-	---	CROSS PIPE	6	36	216	---	---	---	---	---	---	LANE SHIFT
0010	728+50	-	---	CROSS PIPE	6	36	216	---	---	---	---	---	---	LANE SHIFT
0010	---	-	---	GUARDRAIL	21	30	630	---	---	---	---	---	---	
				TOTAL 0010			3,408		46		92		1,242	

TRAFFIC CONTROL SIGNS

CATEGORY	LOCATION	DAYS	TRAFFIC CONTROL SIGNS EACH	* 643.0900 TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	REMARKS
0010	BEGINNING OF PROJECT	7	---	---	1	7	
0010	END OF PROJECT	7	---	---	1	7	
0010	ADVANCE SIGNING	216	18	3,888	---	---	
0010	ADVANCE SIGNING	216	6	1,296	---	---	
0010	ADVANCE WIDTH SIGNING	216	8	1,728	---	---	
0010	B-52-050	23	20	460	---	---	STAGE 1
0010	B-52-050	23	20	460	---	---	STAGE 2
0010	LANE SHIFT FOR PIPE	12	8	96	---	---	
0010	GUARDRAIL	20	4	80	---	---	SHOULDER WORK
0010	STH 56	216	33	7,128	---	---	LOOSE GRAVEL/BUMP
	TOTAL 0010			15,136		14	

*ADDITIONAL QUANTITIE LISTED ELSEWHERE

TEMPORARY PEDESTRIAN ACCESS

CATEGORY	STATION	TO	STATION	LOCATION	DAYS	TRAFFIC CONTROL SIGNS EACH	* 643.0900 TRAFFIC CONTROL SIGNS DAY	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY AUDIBLE MESSAGE DEVICES EACH	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY
0010	227+99	-	228+12	RT	12	---	---	72	---	---	---
0010	227+97	-	228+18	RT	12	---	---	---	68	---	---
0010	228+36	-	228+42	LT	12	---	---	---	17	---	---
0010	224+98	-	---	LT	12	1	12	---	---	1	12
0010	228+04	-	---	RT	12	1	12	---	---	---	---
0010	228+15	-	---	RT	12	1	12	---	---	---	---
0010	228+45	-	---	LT	12	1	12	---	---	---	---
0010	---	-	---	SHOULDER CLOSURES	12	4	48	---	---	---	---
				TOTAL 0010			96	72	85		12

*ADDITIONAL QUANTITIE LISTED ELSEWHERE

PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.1020 MARKING LINE EPOXY 4-INCH LF	**** 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	REMARKS
0010	229+08	-	229+13	STH 56	---	---	---	---	---	WHITE
0010	227+74	-	248+23	CL	---	---	---	3,446	---	YELLOW
0010	227+74	-	230+20	CL	492	---	---	---	---	YELLOW, SOLID *
0010	227+74	-	230+20	CL	492	---	---	---	---	YELLOW, SOLID **
0010	227+74	-	230+20	CL	492	---	---	---	---	YELLOW, SOLID ***
0010	230+20	-	238+90	CL	940	---	---	---	---	YELLOW, SOLID & SKIPS *
0010	230+20	-	238+90	CL	940	---	---	---	---	YELLOW, SOLID & SKIPS **
0010	230+20	-	238+90	CL	940	---	---	---	---	YELLOW, SOLID & SKIPS ***
0010	238+90	-	248+23	CL	1,866	---	---	---	---	YELLOW, SOLID *
0010	238+90	-	248+23	CL	1,866	---	---	---	---	YELLOW, SOLID **
0010	238+90	-	248+23	CL	1,866	---	---	---	---	YELLOW, SOLID ***
0010	248+23	-	249+78	CL	---	---	---	310	---	YELLOW, B-52-259
0010	249+78	-	276+91	CL	---	---	---	4,038	---	YELLOW
0010	249+78	-	255+92	CL	1,228	---	---	---	---	YELLOW, SOLID *
0010	249+78	-	255+92	CL	1,228	---	---	---	---	YELLOW, SOLID **
0010	249+78	-	255+92	CL	1,228	---	---	---	---	YELLOW, SOLID ***
0010	255+92	-	265+40	CL	1,024	---	---	---	---	YELLOW, SOLID & SKIPS *
0010	255+92	-	265+40	CL	1,024	---	---	---	---	YELLOW, SOLID & SKIPS **
0010	255+92	-	265+40	CL	1,024	---	---	---	---	YELLOW, SOLID & SKIPS ***
0010	265+40	-	267+22	CL	364	---	---	---	---	YELLOW, SOLID *
0010	265+40	-	267+22	CL	364	---	---	---	---	YELLOW, SOLID **
0010	265+40	-	267+22	CL	364	---	---	---	---	YELLOW, SOLID ***
0010	267+22	-	276+25	CL	976	---	---	---	---	YELLOW, SOLID & SKIPS *
0010	267+22	-	276+25	CL	976	---	---	---	---	YELLOW, SOLID & SKIPS **
0010	267+22	-	276+25	CL	976	---	---	---	---	YELLOW, SOLID & SKIPS ***
0010	276+25	-	276+91	CL	132	---	---	---	---	YELLOW, SOLID *
0010	276+25	-	276+91	CL	132	---	---	---	---	YELLOW, SOLID **
0010	276+25	-	276+91	CL	132	---	---	---	---	YELLOW, SOLID ***
0010	276+91	-	278+17	CL	---	---	---	252	---	YELLOW, B-52-050
0010	278+17	-	464+68	CL	---	---	---	35,696	---	YELLOW
0010	278+17	-	342+81	CL	12,928	---	---	---	---	YELLOW, SOLID *
0010	278+17	-	342+81	CL	12,928	---	---	---	---	YELLOW, SOLID **
0010	278+17	-	342+81	CL	12,928	---	---	---	---	YELLOW, SOLID ***
0010	342+81	-	353+51	CL	1,156	---	---	---	---	YELLOW, SOLID & SKIPS *
0010	342+81	-	353+51	CL	1,156	---	---	---	---	YELLOW, SOLID & SKIPS **
0010	342+81	-	353+51	CL	1,156	---	---	---	---	YELLOW, SOLID & SKIPS ***
0010	353+51	-	354+08	CL	114	---	---	---	---	YELLOW, SOLID *
0010	353+51	-	354+08	CL	114	---	---	---	---	YELLOW, SOLID **
0010	353+51	-	354+08	CL	114	---	---	---	---	YELLOW, SOLID ***
0010	354+08	-	364+80	CL	1,158	---	---	---	---	YELLOW, SOLID & SKIPS *
0010	354+08	-	364+80	CL	1,158	---	---	---	---	YELLOW, SOLID & SKIPS **
0010	354+08	-	364+80	CL	1,158	---	---	---	---	YELLOW, SOLID & SKIPS ***
0010	364+80	-	464+68	CL	19,976	---	---	---	---	YELLOW, SOLID *
0010	364+80	-	464+68	CL	19,976	---	---	---	---	YELLOW, SOLID **
0010	364+80	-	464+68	CL	19,976	---	---	---	---	YELLOW, SOLID ***
0010	464+68	-	465+00	CL	---	---	---	64	---	YELLOW, B-52-248
0010	465+00	-	486+28	CL	---	---	---	4,256	---	YELLOW
0010	465+00	-	486+28	CL	4,256	---	---	---	---	YELLOW, SOLID *
0010	465+00	-	486+28	CL	4,256	---	---	---	---	YELLOW, SOLID **
0010	465+00	-	486+28	CL	4,256	---	---	---	---	YELLOW, SOLID ***
0010	486+28	-	486+72	CL	---	---	---	88	---	YELLOW, B-52-084
0010	486+72	-	749+17	CL	---	---	---	51,874	---	YELLOW
0010	486+72	-	643+47	CL	31,350	---	---	--	---	YELLOW, SOLID *
0010	486+72	-	643+47	CL	31,350	---	---	---	---	YELLOW, SOLID **
0010	486+72	-	643+47	CL	31,350	---	---	---	---	YELLOW, SOLID ***

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PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.1020 MARKING LINE EPOXY 4-INCH LF	**** 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	REMARKS
0010	553+00	-	558+00	CL	1,000	---	---	---	---	YELLOW, SOLID, PRIOR TO HFST
0010	643+47	-	651+69	CL	888	---	---	---	---	YELLOW, SOLID & SKIPS *
0010	643+47	-	651+69	CL	888	---	---	---	---	YELLOW, SOLID & SKIPS **
0010	643+47	-	651+69	CL	888	---	---	---	---	YELLOW, SOLID & SKIPS ***
0010	651+69	-	749+17	CL	19,496	---	---	---	---	YELLOW, SOLID *
0010	651+69	-	749+17	CL	19,496	---	---	---	---	YELLOW, SOLID **
0010	651+69	-	749+17	CL	19,496	---	---	---	---	YELLOW, SOLID ***
0010	230+26	-	248+29	LT	---	---	---	1,799	---	WHITE
0010	248+29	-	249+85	LT	---	---	---	155	---	WHITE,B-52-259
0010	249+85	-	269+79	LT	---	---	---	1,992	---	WHITE
0010	270+77	-	276+91	LT	---	---	---	616	---	WHITE
0010	276+91	-	278+17	LT	---	---	---	126	---	WHITE, B-52-050
0010	278+17	-	395+62	LT	---	---	---	11,748	---	WHITE
0010	396+79	-	428+94	LT	---	---	---	3,210	---	WHITE
0010	429+55	-	464+74	LT	---	---	---	3,520	---	WHITE
0010	464+74	-	465+06	LT	---	---	---	32	---	WHITE, B-52-248
0010	465+06	-	468+07	LT	---	---	---	302	---	WHITE
0010	469+04	-	486+34	LT	---	---	---	1,733	---	WHITE
0010	486+34	-	486+79	LT	---	---	---	44	---	WHITE, B-52-084
0010	486+79	-	514+86	LT	---	---	---	2,805	---	WHITE
0010	553+00	-	558+00	LT	509	---	---	---	---	WHITE, PRIOR TO HFST
0010	515+74	-	604+11	LT	---	---	---	8,835	---	WHITE
0010	605+07	-	615+48	LT	---	---	---	1,046	---	WHITE
0010	616+46	-	647+39	LT	---	---	---	3,090	---	WHITE
0010	647+91	-	710+19	LT	---	---	---	6,235	---	WHITE
0010	711+48	-	749+27	LT	---	---	---	3,784	---	WHITE
0010	230+26	-	248+16	RT	---	---	---	1,795	---	WHITE
0010	248+16	-	249+71	RT	---	---	---	155	---	WHITE,B-52-259
0010	249+71	-	257+38	RT	---	---	---	770	---	WHITE
0010	258+72	-	265+68	RT	---	---	---	697	---	WHITE
0010	267+02	-	276+91	RT	---	---	---	988	---	WHITE
0010	276+91	-	278+17	RT	---	---	---	125	---	WHITE, B-52-050
0010	278+17	-	320+05	RT	---	---	---	4,188	---	WHITE
0010	320+96	-	406+58	RT	---	---	---	8,557	---	WHITE
0010	407+89	-	464+62	RT	---	---	---	5,678	---	WHITE
0010	464+62	-	464+94	RT	---	---	---	32	---	WHITE, B-52-248
0010	464+94	-	486+22	RT	---	---	---	2,124	---	WHITE
0010	486+22	-	486+65	RT	---	---	---	44	---	WHITE, B-52-084
0010	486+65	-	487+34	RT	---	---	---	67	---	WHITE
0010	488+12	-	574+60	RT	---	---	---	8,644	---	WHITE
0010	553+00	-	558+00	RT	492	---	---	---	---	WHITE, PRIOR TO HFST
0010	575+63	-	603+97	RT	---	---	---	2,839	---	WHITE
0010	605+44	-	677+79	RT	---	---	---	7,226	---	WHITE
0010	678+32	-	749+08	RT	---	---	---	7,070	---	WHITE
0010	396+05	-	396+08	LT	---	---	44	---	---	YELLOW, CTH MM
0010	604+43	-	604+50	LT	---	---	78	---	---	YELLOW, CTH A
0010	266+42	-	273+42	CL	1,400	22	---	---	1209	STAGE 1, B-50-50
0010	273+42	-	281+53	LT	1,475	---	---	---	---	STAGE 1, B-50-50
0010	266+42	-	273+42	CL	1,400	---	---	---	---	STAGE 1, B-50-50
0010	273+42	-	281+53	RT	1,439	---	---	---	683	STAGE 2, B-50-50
				TOTAL 0010	302,747	22	122	202,095	1,892	

* TO BE PLACED ON CL FOLLOWING MILLED LAYER OF PAVEMENT
** TO BE PLACED ON CL FOLLOWING LOWER LAYER OF PAVEMENT
*** TO BE PLACED FOLLOWING UPPER LAYER OF PAVEMENT
**** TO BE PLACED FOLLOWING CENTERLINE RUMBLE STRIP MILLING OR WHERE NO RUMBLE STRIPS

LOCATING NO-PASSING ZONES

CATEGORY	STATION	TO	STATION	LOCATION	648.0100 LOCATING NO-PASSING ZONES MI
0010	227+74	-	749+17	5730-00-64	9.88
				TOTAL 0010	9.88

CONSTRUCTION STAKING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.6501.01 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) (01. B-52-249) EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	227+74	-	248+23	STH 56	---	---	---	2,049	---
0010	249+78	-	276+91	STH 56	---	---	---	2,713	---
0010	278+17	-	464+68	STH 56	18,651	18,651	---	---	18,651
0010	393+37	-	393+96	LT	---	---	1	---	---
0010	465+00	-	486+28	STH 56	2,128	2,128	---	---	2,128
0010	486+72	-	749+17	STH 56	26,245	26,245	---	---	26,245
				TOTAL 0010	47,024	47,024	1	4,762	47,024

TEMPORARY TRAFFIC SIGNALS

CATEGORY	LOCATION	661.0101.01 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (STRUCTURE) (01. B-52-050) EACH
0010	B-52-050	1
	TOTAL 0010	1

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	228+09	-	---	RT	---	13	CURB & GUTTER, SIDEWALK
0010	228+12	-	228+18	RT	---	6	SIDEWALK
0010	228+18	-	228+50	RT	32	---	DRIVEWAY
0010	228+09	-	228+67	RT	62	---	CURB & GUTTER
0010	228+51	-	---	RT	---	2	CURB & GUTTER (DRIVEWAY)
0010	228+67	-	---	RT	---	3	CURB & GUTTER
0010	228+98	-	---	RT	---	3	CURB & GUTTER
0010	228+98	-	229+16	RT	22	---	CURB & GUTTER
0010	229+16	-	---	RT	---	3	CURB & GUTTER
0010	228+83	-	---	LT	---	5	SIDEWALK
0010	228+98	-	---	LT	---	3	CURB & GUTTER
0010	228+98	-	229+16	LT	22	---	CURB & GUTTER
0010	229+16	-	---	LT	---	3	CURB & GUTTER
0010	276+30	-	276+80	RT	58	---	CURB & GUTTER
0010	291+89	-	---	RT	50	---	DRIVEWAY
0010	320+16	-	---	LT	34	---	DRIVEWAY
0010	387+42	-	---	RT	45	---	DRIVEWAY
0010	392+96	-	---	LT	29	---	DRIVEWAY
0010	638+01	-	---	LT	26	---	DRIVEWAY
0010	663+97	-	---	LT	18	---	DRIVEWAY
0010	746+79	-	---	RT	28	---	DRIVEWAY
				TOTAL 0010	426	38	

INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM

CATEGORY	STATION	LOCATION	999.2000.S.01 INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) (01. 277+50) EACH	999.2000.S.02 INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) (02. 464+84) EACH
0010	277+50	B-52-50	1	--
0010	464+84	B-52-248	--	1
		TOTAL 0010	1	1

ADJUSTING UTILITY COVERS

CATEGORY	STATION	LOCATION	SPV.0060.03 SPECIAL (03. ADJUSTING WATER SERVICE CURB STOP) EACH	SPV.0060.04 SPECIAL (04. ADJUSTING SANITARY SERVICE CLEAN OUT COVERS) EACH
0040	228+74	33.0' RT	1	---
0040	228+80	27.8' RT	---	1
0040	228+85	27.1' LT	1	---
		TOTAL 0040	2	1

LAND MONUMENTS

CATEGORY	STATION	LOCATION	680.0100 PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET EACH	SPV.0060.05 SPECIAL (05. RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENT) EACH	SPV.0060.06 SPECIAL (06. VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS) EACH	REMARKS
0010	PROJECT	--	---	10	10	
0010	386+12	3.3' LT	1	--	--	T12N-R2W E 1/4 CORNER SECT. 21
0010	502+06	27.0' LT	1	--	--	T12N-R2W SW CORNER SECT. 24
0010	604+55	58.8' RT	1	--	--	T12N-R1W N 1/4 CORNER SECT. 31
		TOTAL 0010	3	10	10	

REMOVING AND SALVAGING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.07 SPECIAL (07. REMOVING AND SALVAGING WOODEN STAIRS, PLATFORM, AND RAILING) EACH	SPV.0180.03 SPECIAL (03. REMOVING AND SALVAGING LANDSCAPING BLOCK) SY
0010	684+98	-	685+39	RT	---	21
0010	685+39	-	685+43	RT	1	---
				TOTAL 0010	1	21

3

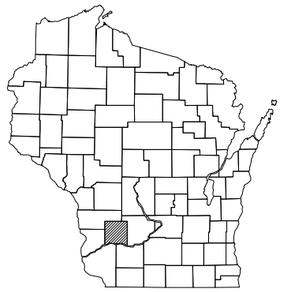
DISTRESSED MILLING

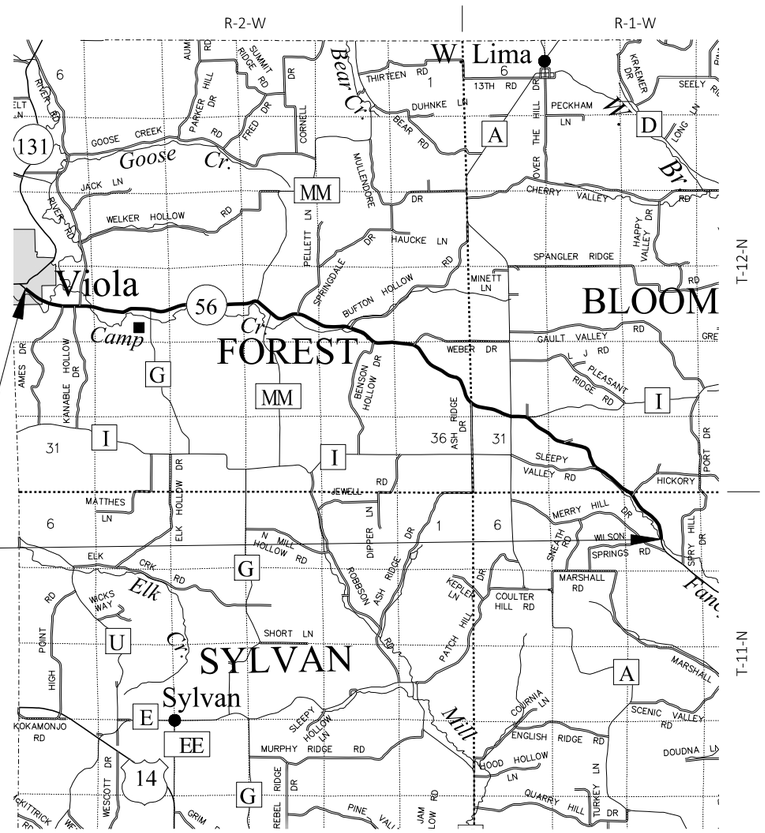
CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED PAVEMENT MILLING) SY
0010	227+74	-	276+91	UNDISTRIBUTED	1,163
				TOTAL 0010	1,163

SHOT ROCK

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0195.01 SPECIAL (01. SHOT ROCK) TON
0010	367+00		373+25	RT	959
0010	409+75		412+00	RT	243
0010	480+50		482+00	RT	152
0010	669+00		672+72	RT	475
0010	675+00		677+00	RT	312
0010	738+00		740+00	RT	183
				TOTAL 0010	2,324

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
5730-00-24
VIROQUA - RICHLAND CENTER
S JCN STH 131 TO FANCY CK B-52-223
STH 56
RICHLAND COUNTY





CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ELECTRIC TOWER	

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5730-00-24

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLES) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 5730-00-24 - 4. 01
SHEET 2 OF 2

FILE NAME : G:\00\00093\00093699\CADD\RW\040101-RP.DWG
LAYOUT NAME: 040101-Title
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : BRAD LEE PLOT NAME : _____

339850
SUSAN TRIGGS
REGISTER OF DEEDS
RICHLAND COUNTY, WI
09/30/2024 02:21 PM
REC FEE: 25.00 PAGES: 2
This document was electronically recorded and returned to the submitter.

TRANSPORTATION PROJECT PLAT NO: 5730-00-24 - 4.01

THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 20, AND THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 21, ALL IN TOWNSHIP 12 NORTH, RANGE 2 WEST, IN THE TOWN OF FOREST, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER STH 56 VIROQUA - RICHLAND CENTER, (S JCN STH 131 TO FANCY CK B-52-223) RICHLAND COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING STH 56 RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED STATE AID PROJECT NO. 9203, AND EXISTING IRONS LOCATED IN THE FIELD.

EXISTING COUNTY HIGHWAY G RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT S 0649(5)

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 0F 2.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W ACRES OR S.F. REQUIRED		
			NEW	EXISTING	TOTAL
2	J & B HOLDINGS I, LLC	FEE	0.432 AC	1.348 AC	1.780 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

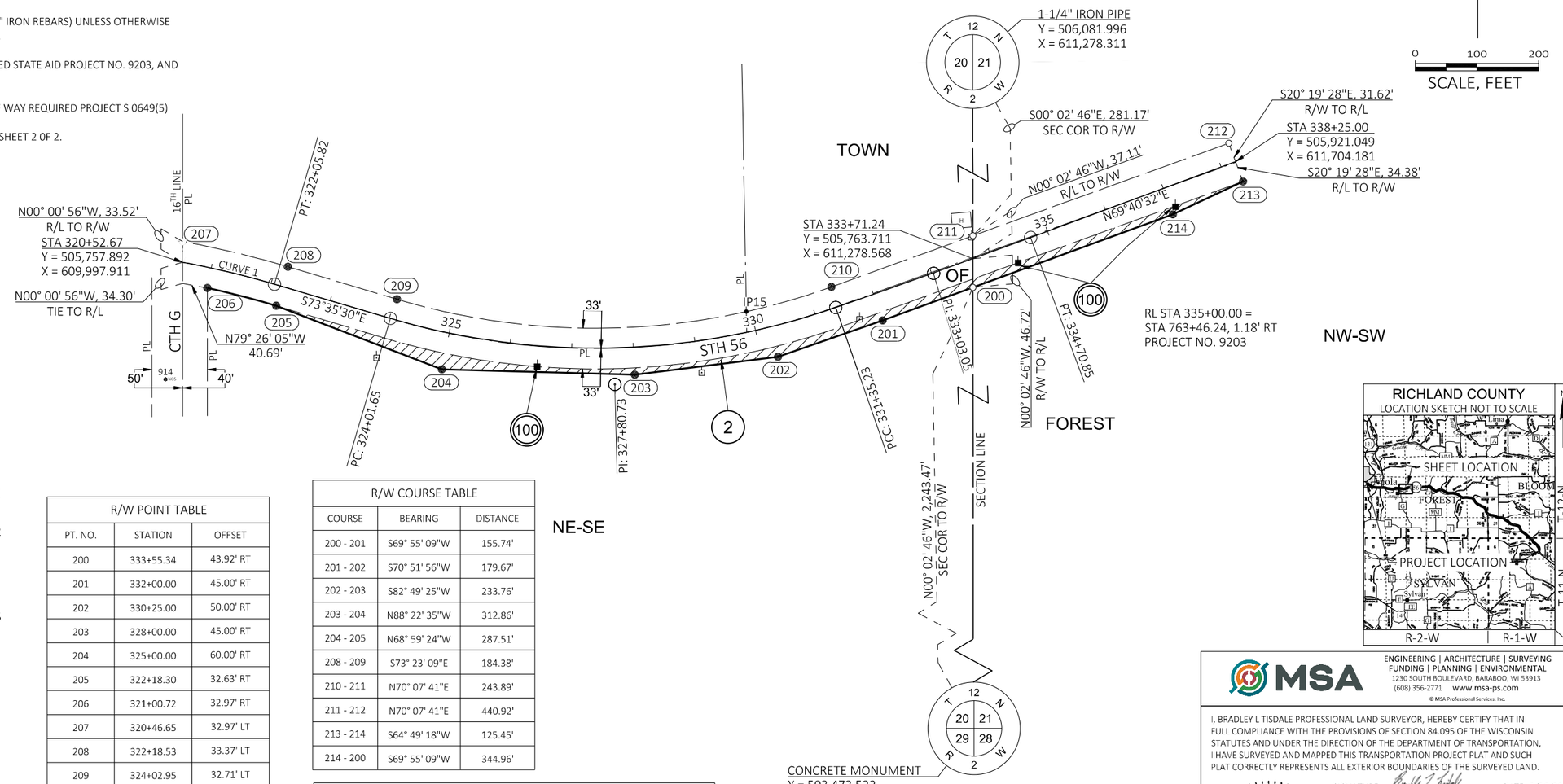
UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
100	RICHALND ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

EASEMENT TABLE

UTILITY NUMBERS	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL
100	RICHLAND ELECTRIC COOPERATIVE	BLANKET EASEMENT DOC. 86939	2
100	RICHLAND ELECTRIC COOPERATIVE	BLANKET EASEMENT DOC. 170618 VOL. 53, PG. 165	2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5730-00-24 - 4.01
SHEET 1 OF 2



ALIGNMENT INFORMATION

CURVE 1
PI = 320+46.31
Y = 505,767.601
X = 609,992.593
Δ = 12° 13' 56" RT
D = 03° 49' 11"
T = 160.73'
L = 320.24'
R = 1,500.00'
PC = 318+85.58
PT = 322+05.82
DB = S85° 49' 26"E

PI = 327+80.73
Y = 505,559.797
X = 610,698.273
Δ = 35° 37' 10" LT
D = 04° 51' 20"
T = 379.08'
L = 733.58'
R = 1,180.00'
PC = 324+01.65
PCC = 331+35.23
DA = N70° 47' 20"E

PI = 333+03.05
Y = 505,739.754
X = 611,214.714
Δ = 01° 06' 47" LT
D = 00° 19' 54"
T = 167.81'
L = 335.62'
R = 17,275.00'
PCC = 331+35.23
PT = 334+70.85
DB = N70° 47' 20"E

PC 318+85.58 - STA 320+52.67
L = 167.09'
LCH = 167.00'
LCB = S82° 37' 58"E
R = 1,500.00'

STA 320+52.67 - PT 322+05.82
L = 153.15'
LCH = 153.09'
LCB = S76° 31' 00"E
R = 1,500.00'

PCC 331+35.23 - STA 333+71.24
L = 236.00'
LCH = 236.00'
LCB = N70° 23' 51"E
R = 17,275.00'

STA 333+71.24 - PT 334+70.85
L = 99.62'
LCH = 99.62'
LCB = N69° 50' 27"E
R = 17,275.00'

FOUND MONUMENT TABLE			
PT. NO.	Y	X	DESCRIPTION
IP15	505,677.753	610,911.325	1-1/4" IRON PIPE
914	505,565.418	609,969.961	DH5159

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

R/W POINT TABLE		
PT. NO.	STATION	OFFSET
200	333+55.34	43.92' RT
201	332+00.00	45.00' RT
202	330+25.00	50.00' RT
203	328+00.00	45.00' RT
204	325+00.00	60.00' RT
205	322+18.30	32.63' RT
206	321+00.72	32.97' RT
207	320+46.65	32.97' LT
208	322+18.53	33.37' LT
209	324+02.95	32.71' LT
210	331+39.54	33.85' LT
211	333+83.92	34.88' LT
212	338+25.00	31.62' LT
213	338+25.00	34.39' RT
214	337+00.00	45.00' RT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
200 - 201	S69° 55' 09"W	155.74'
201 - 202	S70° 51' 56"W	179.67'
202 - 203	S82° 49' 25"W	233.76'
203 - 204	N88° 22' 35"W	312.86'
204 - 205	N68° 59' 24"W	287.51'
208 - 209	S73° 23' 09"E	184.38'
210 - 211	N70° 07' 41"E	243.89'
211 - 212	N70° 07' 41"E	440.92'
213 - 214	S64° 49' 18"W	125.45'
214 - 200	S69° 55' 09"W	344.96'

R/W COURSE CURVE TABLE				
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
205 - 206	115.28'	115.26'	N75° 33' 02"W	1525.60'
207 - 208	175.40'	175.31'	S76° 32' 34"E	1591.60'
209 - 210	716.41'	704.36'	N88° 22' 16"E	1125.00'

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I, BRADLEY L TISDALE PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 9/26/2024
PRINT NAME: BRADLEY L TISDALE
REGISTRATION NUMBER: S-2824

WISCONSIN LAND SURVEYOR
BRADLEY L. TISDALE S-2824 WAUNAKEE WI

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: _____ DATE: 9/26/2024
PRINT NAME: EMILY HEMLING

FILE NAME : G:\00\00093\00093699\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : 9/26/2024
PLOT DATE : 9/25/2024 10:51 AM
PLOT BY : BRAD LEE
PLOT NAME :
PLOT SCALE :

340059
SUSAN TRIGGS
REGISTER OF DEEDS
RICHLAND COUNTY, WI
10/28/2024 10:15 AM
REC FEE: 25.00 PAGES: 1
This document was electronically recorded and returned to the submitter.

TRANSPORTATION PROJECT PLAT NO: 5730-00-24 - 4.02

THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 25, TOWNSHIP 12 NORTH, RANGE 2 WEST, IN THE TOWN OF FOREST, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER STH 56 VIROQUA - RICHLAND CENTER, (S JCN STH 131 TO FANCY CK B-52-223) RICHLAND COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING STH 56 RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED STATE AID PROJECT NO. 9203, AND EXISTING IRONS LOCATED IN THE FIELD.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN RICHLAND COUNTY AS SHEET 2 OF 2 OF DOCUMENT #339850 AND FILED IN VOLUME CAB 1, PAGE 186.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5730-00-24 - 4.02

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W ACRES OR S.F. REQUIRED		
			NEW	EXISTING	TOTAL
3	PHYLLIS A. RYAN	FEE	0.029 AC	1.011 AC	1.040 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

EASEMENT TABLE

UTILITY NUMBERS	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL
100	RICHLAND ELECTRIC COOPERATIVE	BLANKET EASEMENT DOC. 260995 VOL. 422, PG. 1	3

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
100	RICHALND ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

FOUND MONUMENT TABLE

PT. NO.	Y	X	DESCRIPTION
IP20	503,450.163	626,999.081	3/4" REBAR

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

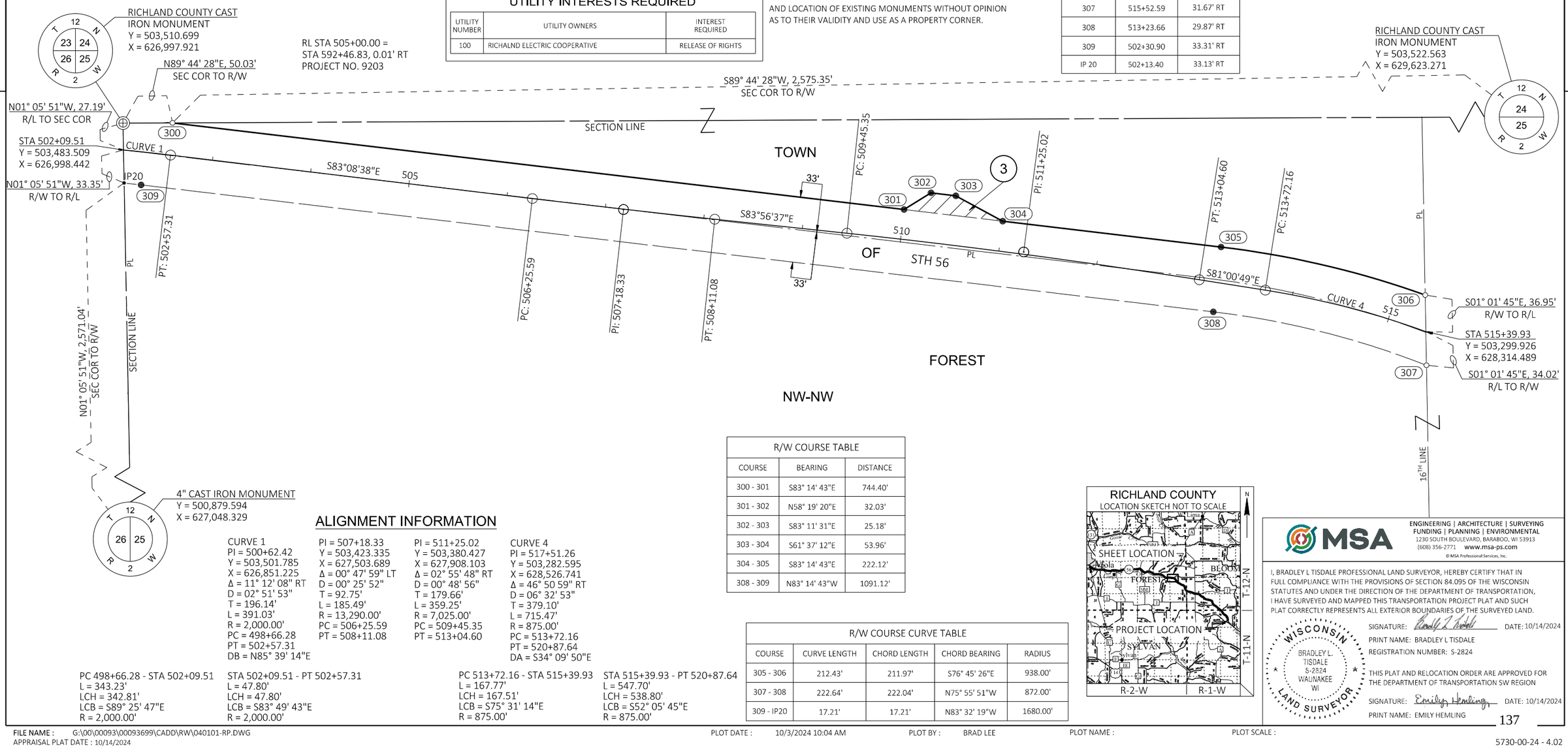
R/W POINT TABLE

PT. NO.	STATION	OFFSET
300	502+55.43	32.56' LT
301	510+00.00	30.16' LT
302	510+25.00	50.00' LT
303	510+50.00	50.00' LT
304	511+00.00	30.43' LT
305	513+21.09	36.09' LT
306	515+27.20	34.59' LT
307	515+52.59	31.67' RT
308	513+23.66	29.87' RT
309	502+30.90	33.31' RT
IP 20	502+13.40	33.13' RT

GN

0 50 100
SCALE, FEET

4



ALIGNMENT INFORMATION

CURVE 1
PI = 500+62.42
Y = 503,501.785
X = 626,851.225
Δ = 11° 12' 08" RT
D = 02° 51' 53"
T = 196.14'
L = 391.03'
R = 2,000.00'
PC = 498+66.28
PT = 502+57.31
DB = N85° 39' 14"E

PI = 507+18.33
Y = 503,423.335
X = 627,503.689
Δ = 00° 47' 59" LT
D = 00° 25' 52"
T = 92.75'
L = 185.49'
R = 13,290.00'
PC = 506+25.59
PT = 508+11.08

PI = 511+25.02
Y = 503,380.427
X = 627,908.103
Δ = 02° 55' 48" RT
D = 00° 48' 56"
T = 179.66'
L = 359.25'
R = 7,025.00'
PC = 509+45.35
PT = 513+04.60

CURVE 4
PI = 517+51.26
Y = 503,282.595
X = 628,526.741
Δ = 46° 50 59" RT
D = 06° 32' 53"
T = 379.10'
L = 715.47'
R = 875.00'
PC = 513+72.16
PT = 520+87.64
DA = S34° 09' 50"E

PC 498+66.28 - STA 502+09.51
L = 343.23'
LCH = 342.81'
LCB = S89° 25' 47"E
R = 2,000.00'

STA 502+09.51 - PT 502+57.31
L = 47.80'
LCH = 47.80'
LCB = S83° 49' 43"E
R = 2,000.00'

PC 513+72.16 - STA 515+39.93
L = 167.77'
LCH = 167.51'
LCB = S75° 31' 14"E
R = 875.00'

STA 515+39.93 - PT 520+87.64
L = 547.70'
LCH = 538.80'
LCB = S52° 05' 45"E
R = 875.00'

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
300 - 301	S83° 14' 43"E	744.40'
301 - 302	N58° 19' 20"E	32.03'
302 - 303	S83° 11' 31"E	25.18'
303 - 304	S61° 37' 12"E	53.96'
304 - 305	S83° 14' 43"E	222.12'
308 - 309	N83° 14' 43"W	1091.12'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
305 - 306	212.43'	211.97'	S76° 45' 26"E	938.00'
307 - 308	222.64'	222.04'	N75° 55' 51"W	872.00'
309 - IP20	17.21'	17.21'	N83° 32' 19"W	1680.00'

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I, BRADLEY L TISDALE PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN BRADLEY L. TISDALE S-2824 WAUNAKEE WI LAND SURVEYOR

SIGNATURE: _____ DATE: 10/14/2024
PRINT NAME: BRADLEY L TISDALE
REGISTRATION NUMBER: S-2824

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SW REGION

SIGNATURE: _____ DATE: 10/14/2024
PRINT NAME: EMILY HEMLING

FILE NAME : G:\00\00093\00093699\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : 10/14/2024
PLOT DATE : 10/3/2024 10:04 AM PLOT BY : BRAD LEE PLOT NAME : PLOT SCALE :

5730-00-24 - 4.02

TRANSPORTATION PROJECT PLAT NO: 5730-00-24 - 4.03

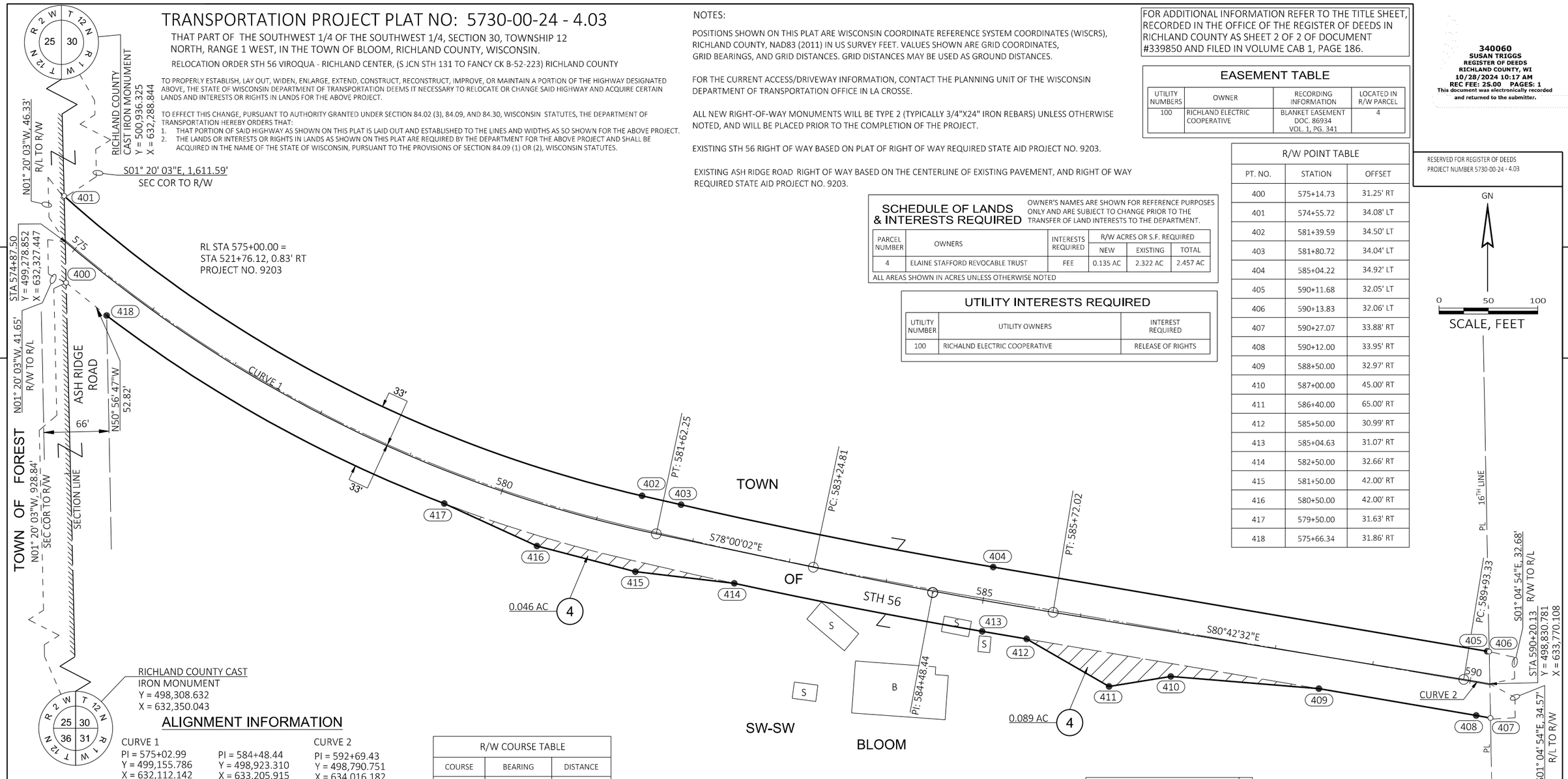
THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 30, TOWNSHIP 12 NORTH, RANGE 1 WEST, IN THE TOWN OF BLOOM, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER STH 56 VIROQUA - RICHLAND CENTER, (S JCN STH 131 TO FANCY CK B-52-223) RICHLAND COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



ALIGNMENT INFORMATION

CURVE 1
PI = 575+02.99
Y = 499,155.786
X = 632,112.142
Δ = 63° 17' 29" LT
D = 04° 14' 39"
T = 832.01'
L = 1,491.27'
R = 1,350.00'
PC = 566+70.98
PT = 581+62.25
DB = S14° 42' 33"E

PI = 584+48.44
Y = 498,923.310
X = 633,205.915
Δ = 02° 42' 30" LT
D = 01° 05' 44"
T = 123.63'
L = 247.21'
R = 5,230.00'
PC = 583+24.81
PT = 585+72.02

CURVE 2
PI = 592+69.43
Y = 498,790.751
X = 634,016.182
Δ = 19° 34' 54" RT
D = 03° 34' 52"
T = 276.10'
L = 546.82'
R = 1,600.00'
PC = 589+93.33
PT = 595+40.15
DA = S61° 07'38"E

STA 574+87.50 - PT 581+62.25
L = 674.74'
LCH = 667.74'
LCB = S63° 40' 56"E
R = 1,350.00'

PC 566+70.98 - STA 574+87.50
L = 816.53'
LCH = 804.14'
LCB = S32° 02' 11"E
R = 1,350.00'

PC 589+93.33 - STA 590+20.13
L = 26.80'
LCH = 26.80'
LCB = S80° 13' 45"E
R = 1,600.00'

STA 590+20.13 - PT 595+40.15
L = 520.02'
LCH = 517.74'
LCB = S70° 26' 18"E
R = 1,600.00'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
402 - 403	S77° 04' 51"E	40.56'
404 - 405	S80° 19' 22"E	507.39'
408 - 409	N80° 19' 22"W	161.61'
409 - 410	N85° 17' 42"W	150.48'
410 - 411	S80° 51' 22"W	63.25'
411 - 412	N60° 00' 37"W	96.35'
412 - 413	N80° 19' 22"W	45.64'
414 - 415	N83° 17' 13"W	100.81'
415 - 416	N75° 21' 32"W	103.09'
416 - 417	N65° 21' 07"W	103.23'

R/W COURSE CURVE TABLE				
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
401 - 402	666.51'	659.40'	S62° 33' 44"E	1315.14'
403 - 404	322.34'	322.29'	S78° 42' 06"E	5696.58'
405 - 406	2.19'	2.19'	S80° 16' 55"E	1539.00'
407 - 408	14.75'	14.75'	N80° 02' 09"W	1473.00'
413 - 414	255.72'	255.70'	N79° 03' 05"W	5762.58'
417 - 418	392.68'	391.36'	N60° 53' 05"W	1381.14'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING STH 56 RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED STATE AID PROJECT NO. 9203.

EXISTING ASH RIDGE ROAD RIGHT OF WAY BASED ON THE CENTERLINE OF EXISTING PAVEMENT, AND RIGHT OF WAY REQUIRED STATE AID PROJECT NO. 9203.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN RICHLAND COUNTY AS SHEET 2 OF 2 OF DOCUMENT #339850 AND FILED IN VOLUME CAB 1, PAGE 186.

EASEMENT TABLE

UTILITY NUMBERS	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL
100	RICHLAND ELECTRIC COOPERATIVE	BLANKET EASEMENT DOC. 86934 VOL. 1, PG. 341	4

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W ACRES OR S.F. REQUIRED		
			NEW	EXISTING	TOTAL
4	ELAINE STAFFORD REVOCABLE TRUST	FEE	0.135 AC	2.322 AC	2.457 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
100	RICHALND ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

R/W POINT TABLE

PT. NO.	STATION	OFFSET
400	575+14.73	31.25' RT
401	574+55.72	34.08' LT
402	581+39.59	34.50' LT
403	581+80.72	34.04' LT
404	585+04.22	34.92' LT
405	590+11.68	32.05' LT
406	590+13.83	32.06' LT
407	590+27.07	33.88' RT
408	590+12.00	33.95' RT
409	588+50.00	32.97' RT
410	587+00.00	45.00' RT
411	586+40.00	65.00' RT
412	585+50.00	30.99' RT
413	585+04.63	31.07' RT
414	582+50.00	32.66' RT
415	581+50.00	42.00' RT
416	580+50.00	42.00' RT
417	579+50.00	31.63' RT
418	575+66.34	31.86' RT

340060
SUSAN TRIGGS
REGISTER OF DEEDS
RICHLAND COUNTY, WI
10/28/2024 10:17 AM
REC FEE: 25.00 PAGES: 1
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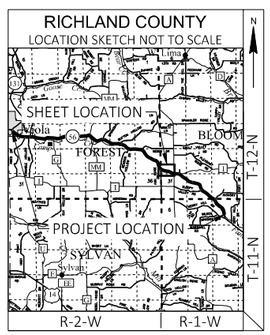
PROJECT NUMBER 5730-00-24 - 4.03

GN

0 50 100
SCALE, FEET



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I, BRADLEY L TISDALE PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN BRADLEY L. TISDALE S-2824 WAUNAKEE WI LAND SURVEYOR

SIGNATURE: Bradley L Tisdale DATE: 10/14/2024
PRINT NAME: BRADLEY L TISDALE
REGISTRATION NUMBER: S-2824

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SW REGION

SIGNATURE: Emily Hemling DATE: 10/14/2024
PRINT NAME: EMILY HEMLING

FILE NAME : G:\00\00093\00093699\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : 10/14/2024
PLOT DATE : 10/3/2024 10:04 AM
PLOT BY : BRAD LEE
PLOT NAME :
PLOT SCALE :

TRANSPORTATION PROJECT PLAT NO: 5730-00-24 - 4.04

THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 32, TOWN 12 NORTH, RANGE 1 WEST, IN THE TOWN OF BLOOM, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER STH 56 VIROQUA - RICHLAND CENTER, (S JCN STH 131 TO FANCY CK B-52-223) RICHLAND COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING STH 56 RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED STATE AID PROJECT NO. 9203.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN RICHLAND COUNTY AS SHEET 2 OF 2 OF DOCUMENT #339850 AND FILED IN VOLUME CAB 1, PAGE 186.

340061
SUSAN TRIGGS
REGISTER OF DEEDS
RICHLAND COUNTY, WI
10/28/2024 10:17 AM
REC FEE: 25.00 PAGES: 1
This document was electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5730-00-24 - 4.04

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W ACRES OR S.F. REQUIRED		
			NEW	EXISTING	TOTAL
5	DANIEL R MCCAULEY & MARGORIE J MCCAULEY IRREVOCABLE TRUST	FEE	0.700 AC	2.632 AC	3.332 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
100	RICHALND ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

EASEMENT TABLE

UTILITY NUMBERS	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL
100	RICHLAND ELECTRIC COOPERATIVE	BLANKET EASEMENT DOC. 266213 VOL. 445, PG. 268	5

GN

0 100 200

SCALE, FEET

ALIGNMENT INFORMATION

PI = 687+67.05
Y = 494,282.383
X = 641,788.779
Δ = 11° 13' 34" RT
D = 02° 43' 42"
T = 206.39'
L = 411.46'
R = 2,100.00'
PC = 685+60.66
PT = 689+72.12
DB = S59° 03' 48"E

PI = 702+64.75
Y = 493,276.182
X = 642,899.911
Δ = 13° 32' 33" LT
D = 02° 56' 18"
T = 231.53'
L = 460.90'
R = 1,950.00'
PC = 700+33.22
PT = 704+94.12

PI = 709+50.89
Y = 492,946.482
X = 643,504.110
Δ = 29° 52' 57" RT
D = 06° 44' 26"
T = 226.82'
L = 443.31'
R = 850.00'
PC = 707+24.07
PT = 711+67.38
DA = S31° 29' 49"E

PC 685+60.66 - STA 686+47.14
L = 86.48'
LCH = 86.47'
LCB = S57° 53' 01"E
R = 2,100.00'

STA 686+47.14 - PT 689+72.12
L = 324.98'
LCH = 324.66'
LCB = S52° 16' 14"E
R = 2,100.00'

PC 700+33.22 - STA 703+95.02
L = 361.80'
LCH = 361.28'
LCB = S53° 09' 09"E
R = 1,950.00'

STA 703+95.02 - PT 704+94.12
L = 99.10'
LCH = 99.09'
LCB = S59° 55' 25"E
R = 1,950.00'

PC 707+24.07 - STA 707+56.88
L = 32.81'
LCH = 32.81'
LCB = S60° 16' 25"E
R = 850.00'

STA 707+56.88 - PT 711+67.38
L = 410.50'
LCH = 406.53'
LCB = S45° 19' 57"E
R = 850.00'

N00° 25' 28"W, 10.60'
R/L TO TRAV PT

N89° 40' 28"E, 39.99'
TRAV PT TO R/W

STA 686+47.14
Y = 494,342.515
X = 641,684.990

N00° 25' 28"W, 42.04'
R/W TO R/L

16TH LINE

PI: 687+67.05

PT: 689+72.12

RL STA 690+00.00 =
STA 407+90.98, 1.74' RT
PROJECT NO. 9203

S47°50'14"E

33'

53'

SE-SE

OF

SW-SW

TOWN

BLOOM

TOWN OF MARSHALL

STH 56

RICHLAND COUNTY CAST IRON MONUMENT
Y = 495,681.462
X = 642,990.874

S00° 36' 58"E, 2,425.88'
SEC COR TO R/W

PL SECTION LINE

S00° 36' 58"E, 40.78'
R/W TO R/L

PC: 700+33.22

PI: 702+64.75

STA 703+95.02
Y = 493,214.940
X = 643,017.398
PT: 704+94.12

PC: 707+24.07

S61°22'46"E

S00° 36' 58"E, 37.66'
R/L TO R/W

N00° 36' 58"W, 137.59'
SEC COR TO R/W

N89° 50' 51"W, 2,242.50'
SEC COR TO R/W

SECTION LINE

N89° 50' 51"W, 61.97'
R/W TO R/L

STA 707+56.88
Y = 493,038.862
X = 643,333.494

S89° 50' 51"E, 248.15'
SEC COR TO R/W

N89° 50' 51"W, 66.06'
R/L TO R/W

RICHLAND COUNTY CAST IRON MONUMENT
Y = 493,039.699
X = 643,019.283

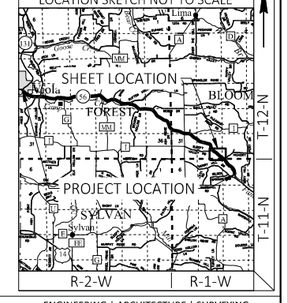
RICHLAND COUNTY CAST IRON MONUMENT
Y = 493,032.727
X = 645,637.954

R/W POINT TABLE		
PT. NO.	STATION	OFFSET
500	704+14.73	31.99' RT
501	704+10.00	31.94' RT
502	703+00.00	50.00' RT
503	701+00.00	60.00' RT
504	699+00.00	45.00' RT
505	696+00.00	45.00' RT
506	694+00.00	65.00' RT
507	690+00.00	65.00' RT
508	689+15.00	35.39' RT
509	686+70.87	34.83' RT
510	686+74.15	31.14' LT
511	689+94.61	31.25' LT
512	700+02.34	32.89' LT
513	703+72.93	34.40' LT
514	705+48.00	32.70' LT
515	707+09.77	33.97' LT
516	705+48.57	33.29' RT
600	706+98.80	32.12' RT
601	708+08.20	33.23' LT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
501 - 502	N66° 25' 30"W	113.74'
502 - 503	N55° 31' 09"W	205.79'
503 - 504	N43° 55' 25"W	202.51'
504 - 505	N47° 50' 14"W	300.00'
505 - 506	N53° 32' 52"W	201.00'
506 - 507	N47° 50' 14"W	400.00'
507 - 508	N28° 53' 18"W	88.85'
511 - 512	S47° 55' 50"E	1007.73'
514 - 515	S61° 49' 35"E	161.78'
600 - 516	N61° 49' 35"W	150.24'

R/W COURSE CURVE TABLE				
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
500 - 501	4.81'	4.81'	N58° 22' 26"W	2283.00'
508 - 509	240.01'	239.91'	N52° 35' 39"W	2442.00'
510 - 511	324.81'	324.58'	S51° 38' 26"E	2508.00'
512 - 513	364.59'	364.18'	S52° 38' 34"E	2217.00'
513 - 514	172.99'	172.94'	S59° 35' 26"E	2217.00'
515 - 601	101.75'	101.70'	S58° 31' 39"E	923.33'
516 - 500	135.17'	135.15'	N60° 07' 49"W	2283.00'

RICHLAND COUNTY
LOCATION SKETCH NOT TO SCALE



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I, BRADLEY L TISDALE PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Bradley L Tisdale DATE: 10/14/2024
PRINT NAME: BRADLEY L TISDALE
REGISTRATION NUMBER: S-2824

WISCONSIN BRADLEY L. TISDALE S-2824 WAUNAKEE WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION SW REGION

SIGNATURE: Emily Hemling DATE: 10/14/2024
PRINT NAME: EMILY HEMLING

FILE NAME : G:\00\00093\00093699\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : 10/14/2024
PLOT DATE : 10/3/2024 10:04 AM PLOT BY : BRAD LEE PLOT NAME : PLOT SCALE :

5730-00-24 - 4.04

340075
SUSAN TRIGGS
REGISTER OF DEEDS
RICHLAND COUNTY, WI
10/29/2024 12:07 PM
REC FEE: 25.00 PAGES: 1
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TRANSPORTATION PROJECT PLAT NO: 5730-00-24 - 4.05

THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, AND THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, SECTION 4, TOWN 11 NORTH, RANGE 1 WEST, IN THE TOWN OF MARSHALL, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER STH 56 VIROQUA - RICHLAND CENTER, (S JCN STH 131 TO FANCY CK B-52-223) RICHLAND COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

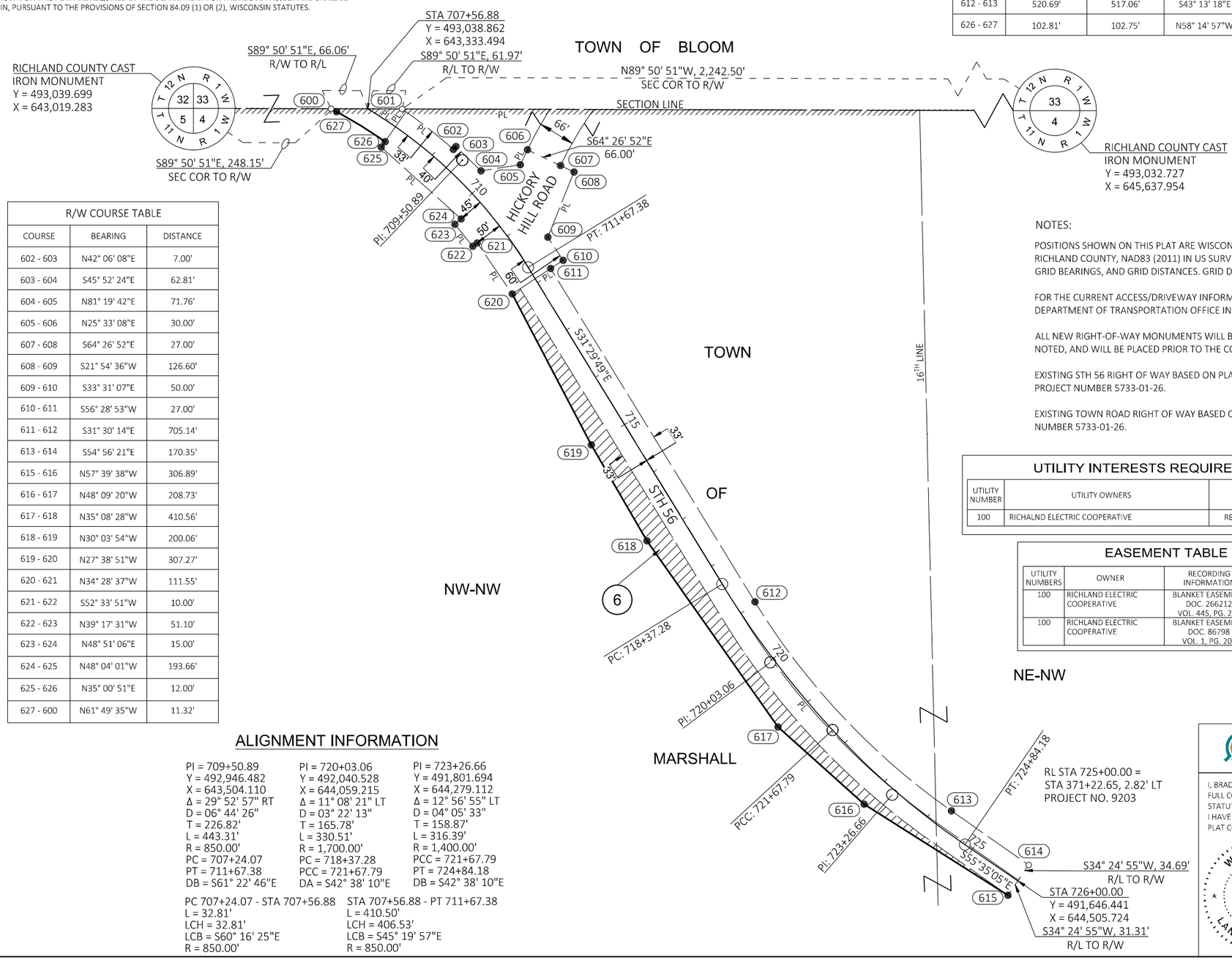
PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W ACRES OR S.F. REQUIRED		
			NEW	EXISTING	TOTAL
6	CHESTER A SUMWALT & KAREN L SUMWALT	FEE	0.856 AC	1.139 AC	1.995 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN RICHLAND COUNTY AS SHEET 2 OF 2 OF DOCUMENT #339850 AND FILED IN VOLUME CAB 1, PAGE 186.

R/W COURSE CURVE TABLE				
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
601 - 602	117.84'	117.76'	S51° 42' 51"E	923.33'
612 - 613	520.69'	517.06'	S43° 13' 18"E	1273.00'
626 - 627	102.81'	102.75'	N58° 14' 57"W	857.33'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5730-00-24 - 4.05



R/W POINT TABLE		
PT. NO.	STATION	OFFSET
600	706+98.80	32.12' RT
601	708+08.20	33.23' LT
602	709+21.64	32.88' LT
603	709+21.66	39.88' LT
604	709+81.67	39.70' LT
605	710+18.86	99.14' LT
606	710+08.68	126.84' LT
607	710+60.45	153.69' LT
608	710+80.80	165.71' LT
609	711+41.38	59.22' LT
610	711+89.54	60.56' LT
611	711+90.49	33.58' LT
612	718+96.79	32.64' LT
613	724+28.22	35.52' LT
614	726+00.00	34.69' LT
615	726+00.00	31.31' RT
616	723+00.00	55.00' RT
617	721+00.00	70.00' RT
618	717+00.00	75.00' RT
619	715+00.00	70.00' RT
620	711+93.42	49.37' RT
621	710+76.44	50.60' RT
622	710+76.41	60.60' RT
623	710+21.38	60.43' RT
624	710+21.44	45.43' RT
625	708+16.42	44.82' RT
626	708+16.46	32.82' RT
627	707+10.12	32.03' RT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
602 - 603	N42° 06' 08"E	7.00'
603 - 604	S45° 52' 24"E	62.81'
604 - 605	N81° 19' 42"E	71.76'
605 - 606	N25° 33' 08"E	30.00'
607 - 608	S64° 26' 52"E	27.00'
608 - 609	S21° 54' 36"W	126.60'
609 - 610	S33° 31' 07"E	50.00'
610 - 611	S56° 28' 53"W	27.00'
611 - 612	S31° 30' 14"E	705.14'
613 - 614	S54° 56' 21"E	170.35'
615 - 616	N57° 39' 38"W	306.89'
616 - 617	N48° 09' 20"W	208.73'
617 - 618	N35° 08' 28"W	410.56'
618 - 619	N30° 03' 54"W	200.06'
619 - 620	N27° 38' 51"W	307.27'
620 - 621	N34° 28' 37"W	111.55'
621 - 622	S52° 33' 51"W	10.00'
622 - 623	N39° 17' 31"W	51.10'
623 - 624	N48° 51' 06"E	15.00'
624 - 625	N48° 04' 01"W	193.66'
625 - 626	N35° 00' 51"E	12.00'
627 - 600	N61° 49' 35"W	11.32'

ALIGNMENT INFORMATION

PI = 709+50.89	PI = 720+03.06	PI = 723+26.66
Y = 492,946.482	Y = 492,040.528	Y = 491,801.694
X = 643,504.110	X = 644,059.215	X = 644,279.112
Δ = 29° 52' 57" RT	Δ = 11° 08' 21" LT	Δ = 12° 56' 55" LT
D = 06° 44' 26"	D = 03° 22' 13"	D = 04° 05' 33"
T = 226.82'	T = 165.78'	T = 158.87'
L = 443.31'	L = 330.51'	L = 316.39'
R = 850.00'	R = 1,700.00'	R = 1,400.00'
PC = 707+24.07	PC = 718+37.28	PCC = 721+67.79
PT = 711+67.38	PCC = 721+67.79	PT = 724+84.18
DB = S61° 22' 46"E	DA = S42° 38' 10"E	DB = S42° 38' 10"E

PC 707+24.07 - STA 707+56.88
L = 32.81'
LCH = 32.81'
LCB = S60° 16' 25"E
R = 850.00'

STA 707+56.88 - PT 711+67.38
L = 410.50'
LCH = 406.53'
LCB = S45° 19' 57"E
R = 850.00'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING STH 56 RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED STATE AID PROJECT NO. 9203, AND R/W PROJECT NUMBER 5733-01-26.

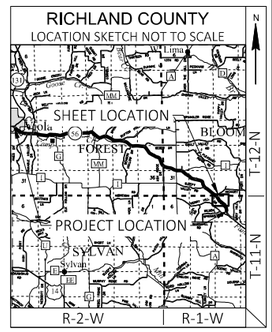
EXISTING TOWN ROAD RIGHT OF WAY BASED ON THE CENTERLINE OF EXISTING PAVEMENT, AND R/W PROJECT NUMBER 5733-01-26.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
100	RICHALND ELECTRIC COOPERATIVE	RELEASE OF RIGHTS

EASEMENT TABLE

UTILITY NUMBERS	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL
100	RICHLAND ELECTRIC COOPERATIVE	BLANKET EASEMENT DOC. 266212 VOL. 445, PG. 267	6
100	RICHLAND ELECTRIC COOPERATIVE	BLANKET EASEMENT DOC. 86798 VOL. 1, PG. 205	6



MSA
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com
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I, BRADLEY L TISDALE PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN LAND SURVEYOR — BRADLEY L TISDALE S-2824 WAUNAKEE WI

SIGNATURE: Bradley L Tisdale DATE: 10/23/24
PRINT NAME: BRADLEY L TISDALE
REGISTRATION NUMBER: S-2824

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION

SIGNATURE: Emily Hemling DATE: 10/23/24
PRINT NAME: EMILY HEMLING

FILE NAME : G:\00\00093\00093699\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : 10/23/2024
PLOT DATE : 10/22/2024 3:46 PM
PLOT BY : BRAD LEE
PLOT NAME :
PLOT SCALE :

R/W PROJECT NUMBER: 5730-00-24	EXHIBIT NUMBER: 1

TLE ACQUISITION EXHIBIT
VIROQUA - RICHLAND CENTER
(S JCN STH 131 TO FANCY CK B-52-223)
STH 56 RICHLAND COUNTY

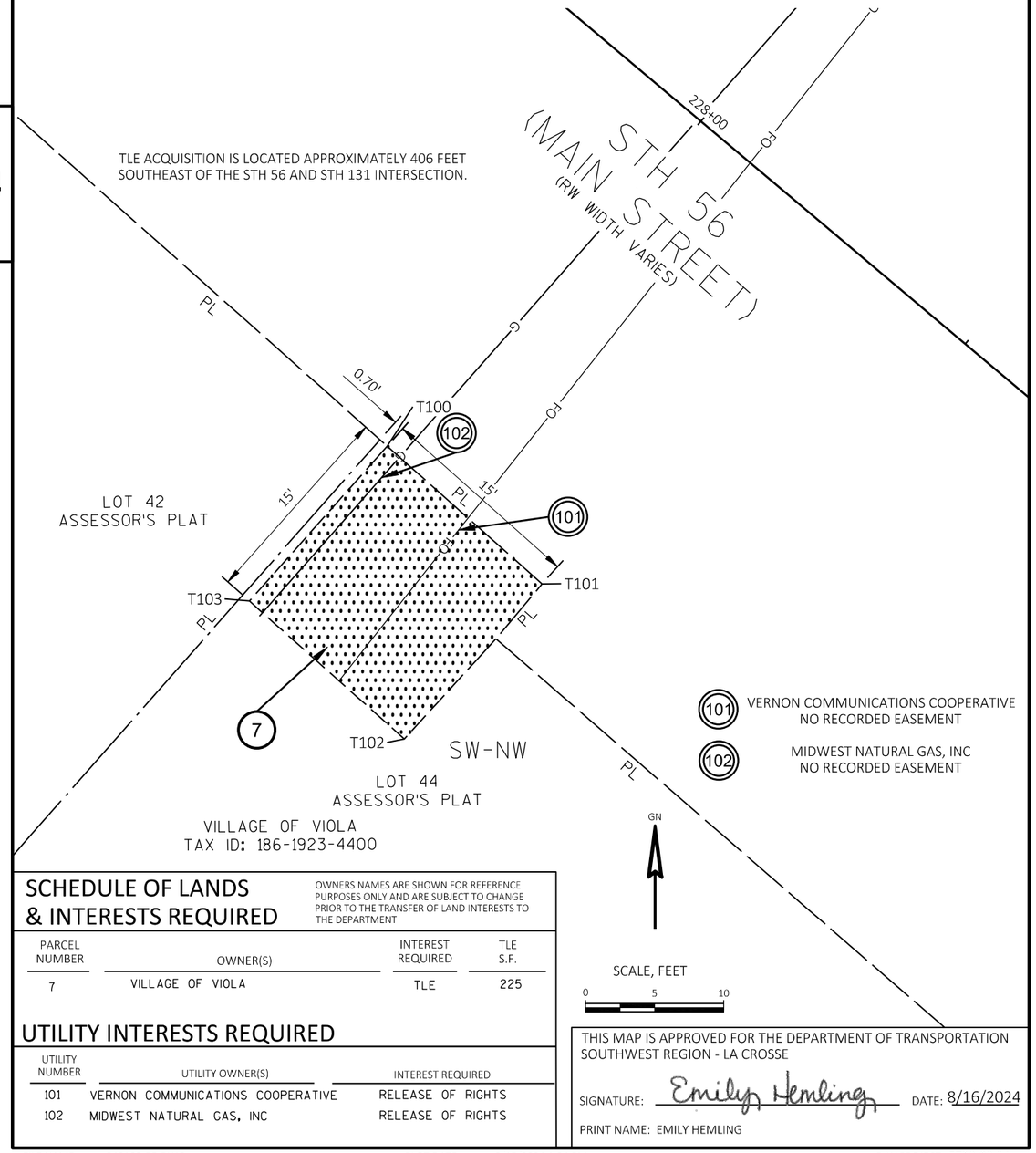
PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 19, T12N, R2W, VILLAGE OF VIOLA, RICHLAND COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF TLE IS TEMPORARY PEDESTRIAN ACCESS.

4

TLE ACQUISITION IS LOCATED APPROXIMATELY 406 FEET SOUTHEAST OF THE STH 56 AND STH 131 INTERSECTION.



101 VERNON COMMUNICATIONS COOPERATIVE
NO RECORDED EASEMENT

102 MIDWEST NATURAL GAS, INC
NO RECORDED EASEMENT

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
7	VILLAGE OF VIOLA	TLE	225

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
101	VERNON COMMUNICATIONS COOPERATIVE	RELEASE OF RIGHTS
102	MIDWEST NATURAL GAS, INC	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION - LA CROSSE

SIGNATURE: Emily Hemling DATE: 8/16/2024

PRINT NAME: EMILY HEMLING

FILE NAME : 040102-RP.DWG PLOT DATE : 8/15/2024 1:24 PM R/W PROJECT: 5730-00-24

R/W PROJECT NUMBER: 5730-00-24	EXHIBIT NUMBER: 2

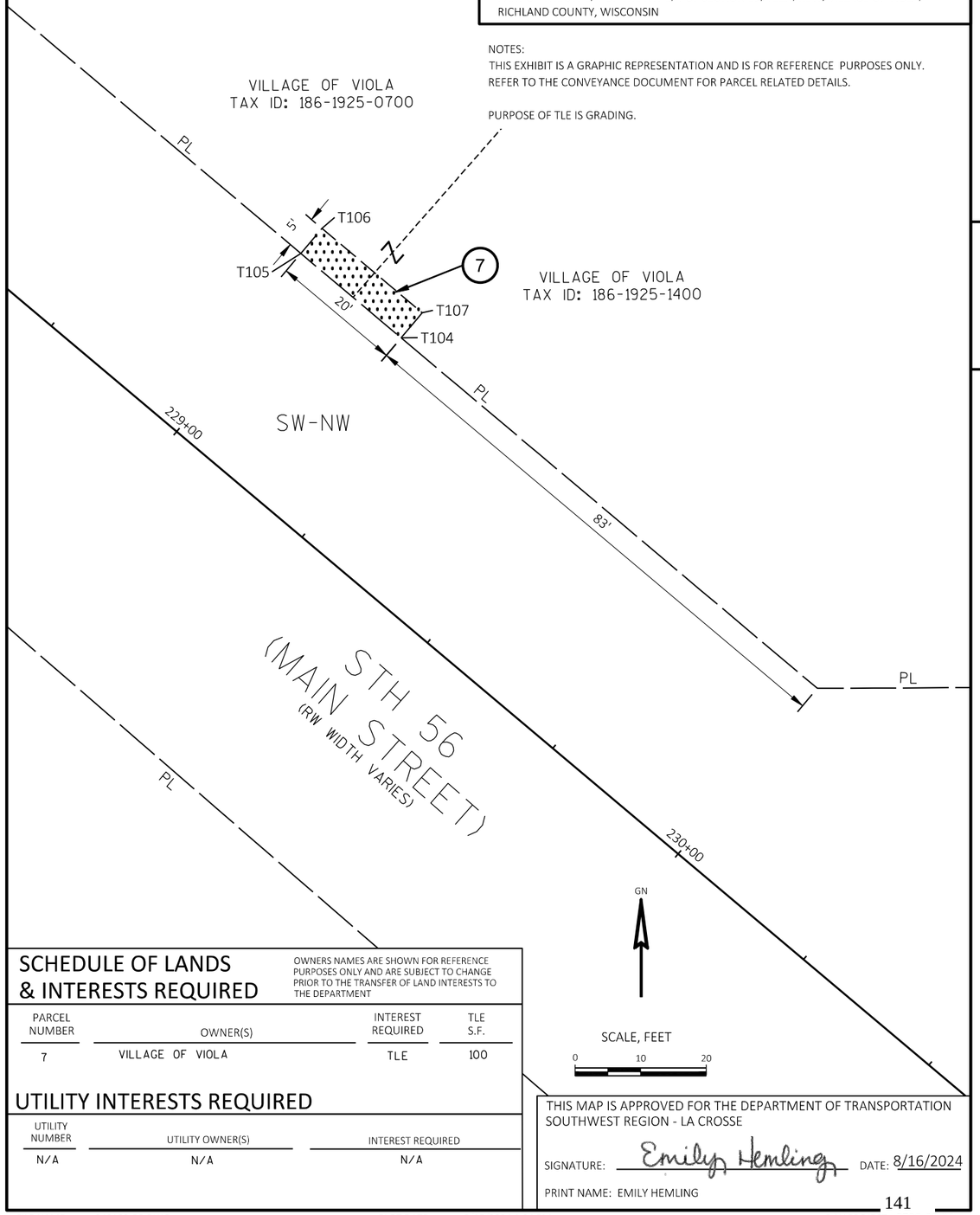
TLE ACQUISITION EXHIBIT
VIROQUA - RICHLAND CENTER
(S JCN STH 131 TO FANCY CK B-52-223)
STH 56 RICHLAND COUNTY

PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 19, T12N, R2W, VILLAGE OF VIOLA, RICHLAND COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF TLE IS GRADING.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
7	VILLAGE OF VIOLA	TLE	100

UTILITY INTERESTS REQUIRED

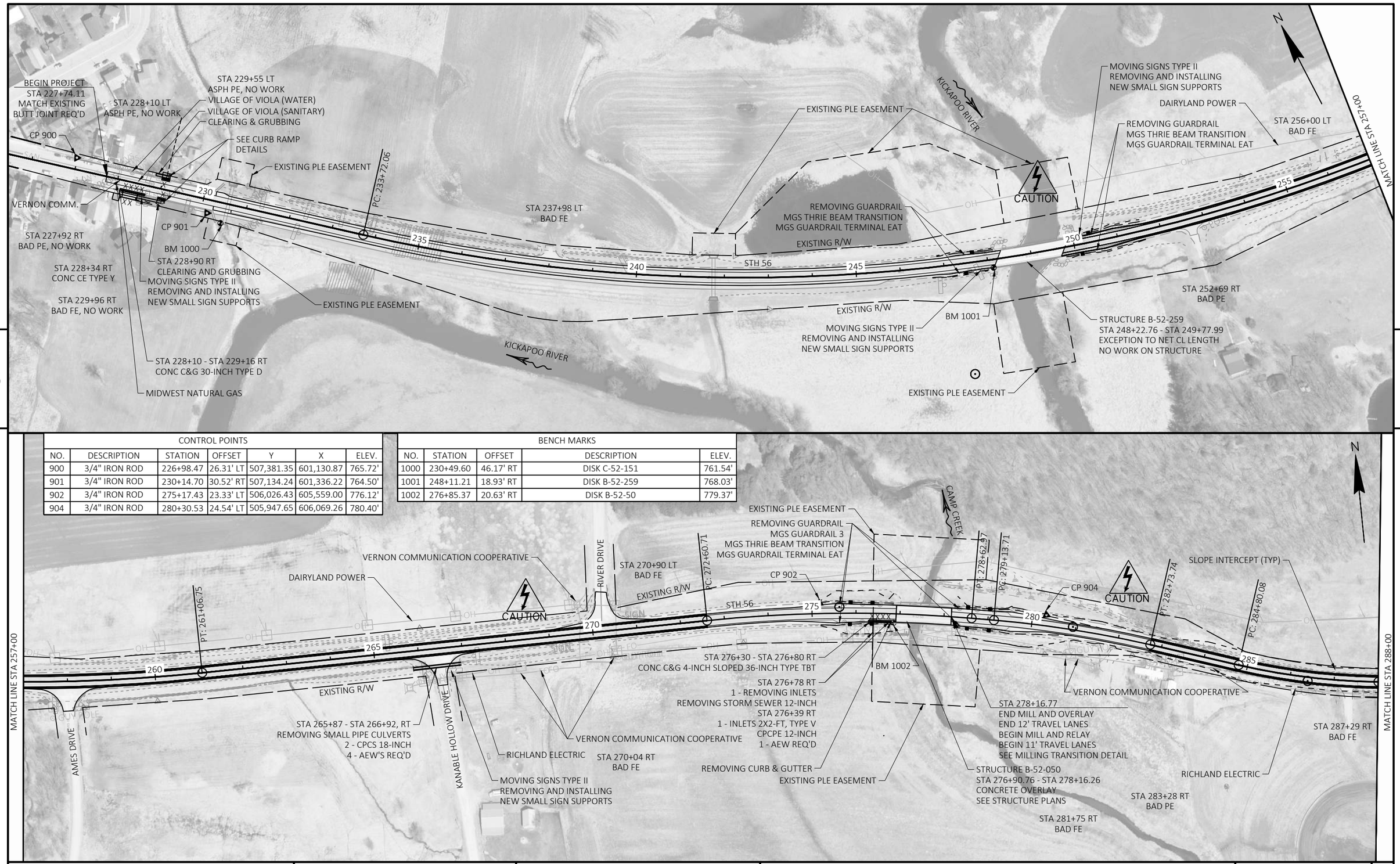
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION - LA CROSSE

SIGNATURE: Emily Hemling DATE: 8/16/2024

PRINT NAME: EMILY HEMLING

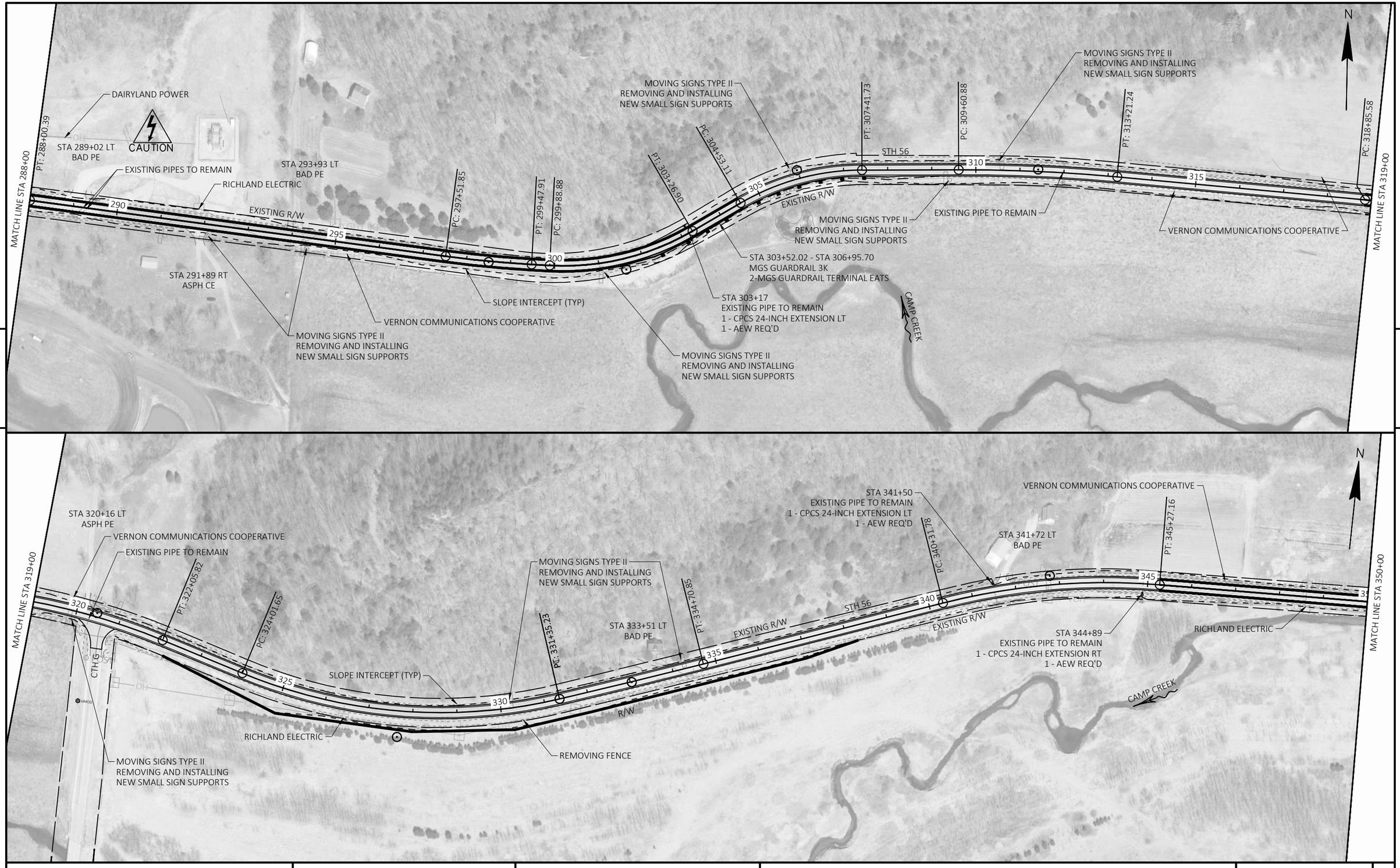
FILE NAME : 040102-RP.DWG PLOT DATE : 8/15/2024 1:24 PM R/W PROJECT: 5730-00-24



CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
900	3/4" IRON ROD	226+98.47	26.31' LT	507,381.35	601,130.87	765.72'
901	3/4" IRON ROD	230+14.70	30.52' RT	507,134.24	601,336.22	764.50'
902	3/4" IRON ROD	275+17.43	23.33' LT	506,026.43	605,559.00	776.12'
904	3/4" IRON ROD	280+30.53	24.54' LT	505,947.65	606,069.26	780.40'

BENCH MARKS				
NO.	STATION	OFFSET	DESCRIPTION	ELEV.
1000	230+49.60	46.17' RT	DISK C-52-151	761.54'
1001	248+11.21	18.93' RT	DISK B-52-259	768.03'
1002	276+85.37	20.63' RT	DISK B-52-50	779.37'

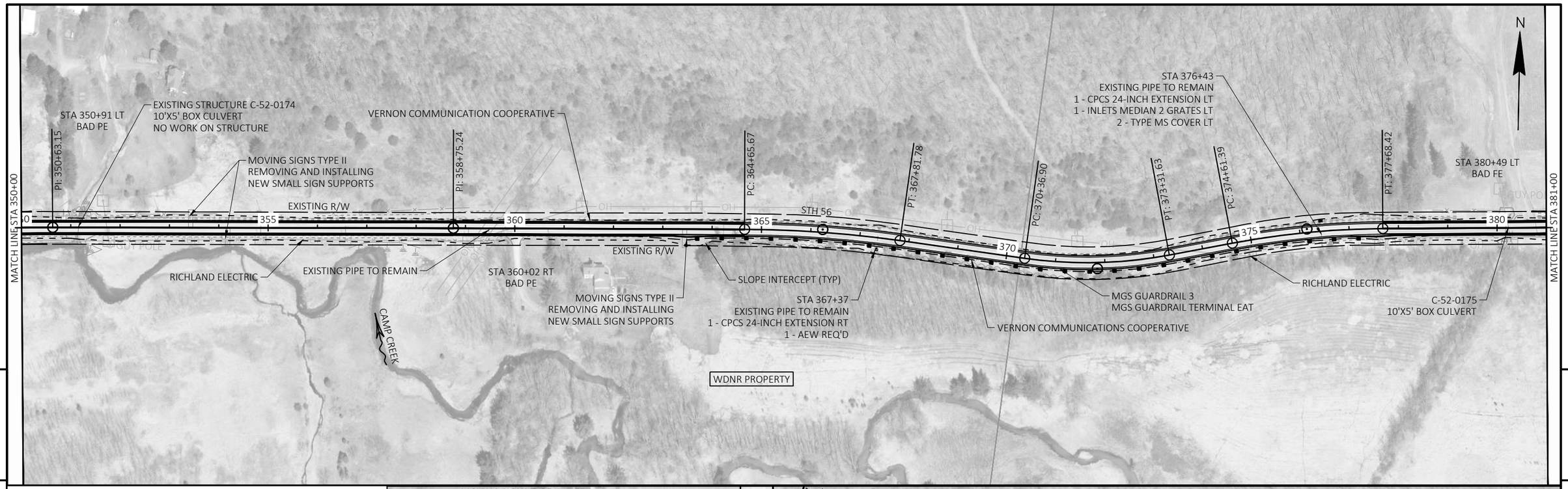
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN	SHEET 142	E



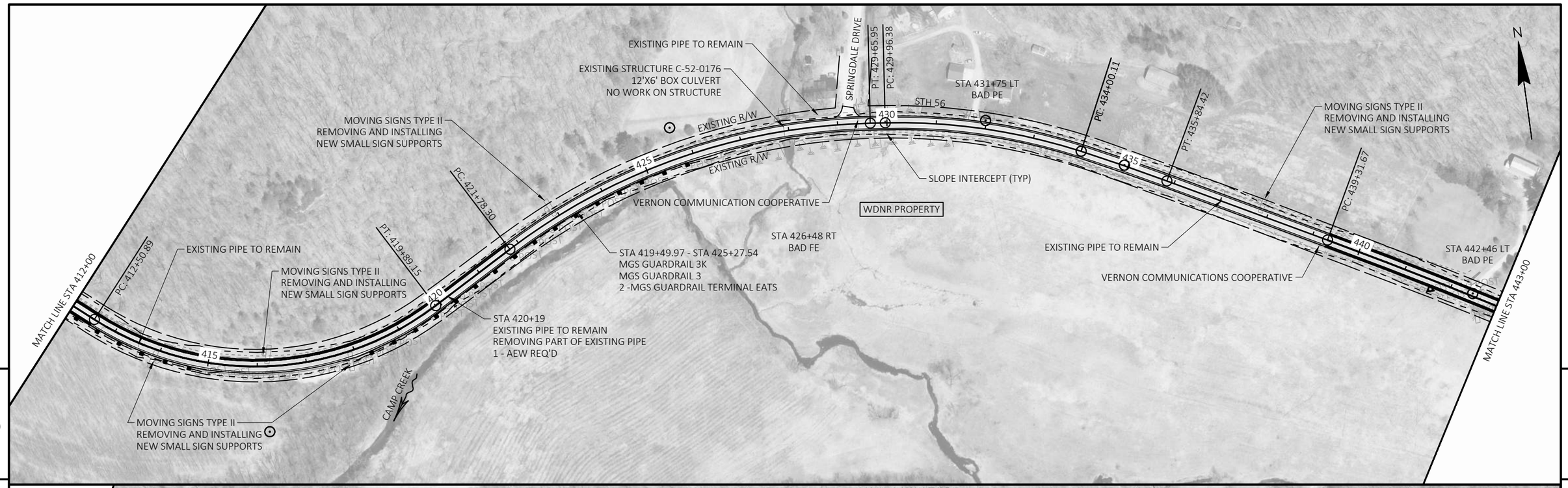
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN	SHEET 143	E

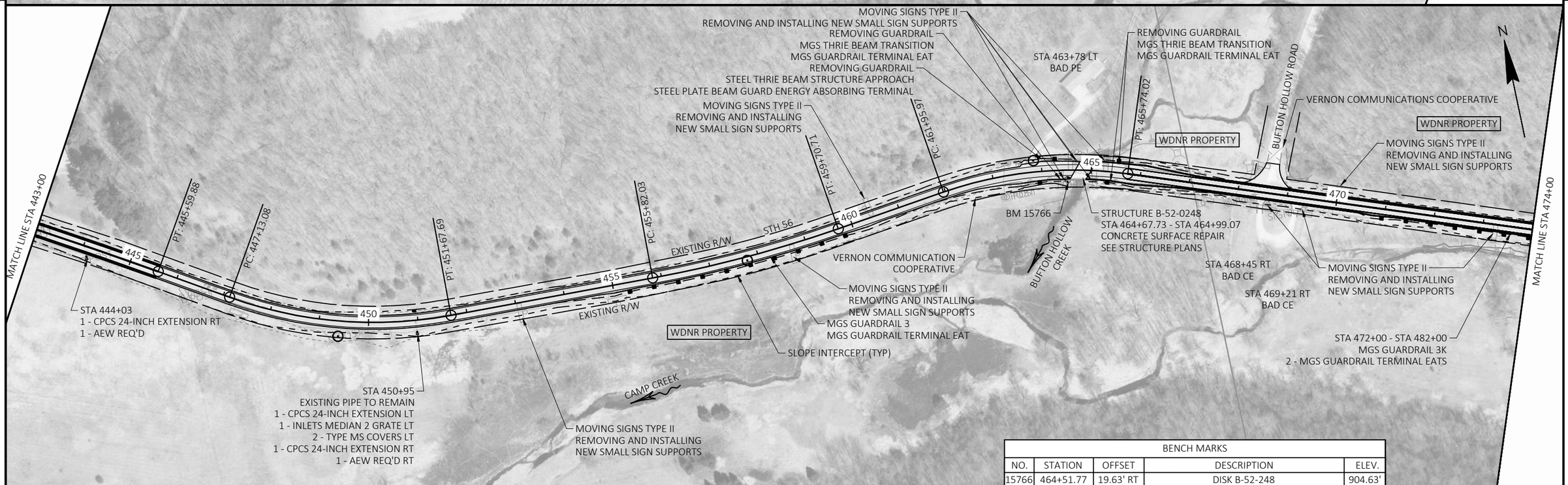
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 6/23/2026 8:37 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:200 FT



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN	SHEET 144 E





BENCH MARKS				
NO.	STATION	OFFSET	DESCRIPTION	ELEV.
15766	464+51.77	19.63' RT	DISK B-52-248	904.63'

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN	SHEET 145 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\050201-PN.DWG
LAYOUT NAME - 050204-pn
PLOT DATE : 6/23/2026 8:37 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

BENCH MARKS				
NO.	STATION	OFFSET	DESCRIPTION	ELEV.
16315	486+17.92	20.79' RT	DISK B-52-084	904.63'

MATCH LINE STA 474+00

PC: 475+28.88

475

PT: 480+12.43

480

EXISTING PIPE TO REMAIN

STA 472+00 - STA 482+00 RT
MGS GUARDRAIL 3K
2 - MGS GUARDRAIL TERMINAL EATS

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

CAMP CREEK

PC: 485+01.35

485

EXISTING GUARDRAIL
TO REMAIN

BM 16315

EXISTING STRUCTURE B-52-084
STA 486+27.74 - STA 486+71.72
EXCEPTION TO NET CL LENGTH
NO WORK ON STRUCTURE

BENSON HOLLOW DR

ENVIRONMENTALLY SENSITIVE AREA

490

STH 56

PT: 491+80.73

PI: 492+81.71

EXISTING R/W

EXISTING R/W

SLOPE INTERCEPT (TYP)

EXISTING PIPE TO REMAIN

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

PC: 498+66.28

495

500

VERNON COMMUNICATION COOPERATIVE

STA 500+81 RT
BAD PE

PT: 502+57.31

N

MATCH LINE STA 505+00

PC: 506+25.59

STA 507+54 LT
BAD PE

PT: 508+71.08

PC: 509+45.35

510

STA 510+41
EXISTING PIPE TO REMAIN
1 - CPCS 24-INCH EXTENSION LT
1 - AEW REQ'D

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

VERNON COMMUNICATIONS COOPERATIVE

R/W

PT: 513+04.60

PC: 513+72.16

515

WEBER ROAD

STH 56

CAMP CREEK

520

PT: 520+87.64

EXISTING PIPE TO REMAIN

EXISTING R/W

EXISTING R/W

PC: 524+07.32

525

PT: 526+02.93

SLOPE INTERCEPT (TYP)

EXISTING PIPE TO REMAIN

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

PC: 530+02.48

530

EXISTING PIPE TO REMAIN

535

MATCH LINE STA 536+00

N

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN	SHEET 146	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\050201-PN.DWG
LAYOUT NAME - 050205-pn

PLOT DATE : 6/23/2026 8:37 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
963	FENO	559+77.77	23.13' LT	500,622.83	631,693.18	1073.97'

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN	SHEET 147 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 6/23/2026 8:37 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
962	FENO	615+11.03	50.48' LT	498,310.55	636,171.49	1266.22'

MATCH LINE STA 598+00

RICHLAND ELECTRIC
STA 601+84 LT
BAD FE

MOVING SIGNS TYPE II
(MOVE TO WISDOT INSTALLED POLE)
REMOVING SMALL SIGN SUPPORTS

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

PT: 601+00.07

PC: 602+94.80

CTH A

VERNON
COMMUNICATION
COOPERATIVE

600

605

610

615

620

625

PT: 606+39.45

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

STA 602+25 RT
BAD PE

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

VERNON COMMUNICATION COOPERATIVE

CTH A

STA 609+22 RT
BAD FE

EXISTING PIPE TO REMAIN
EXISTING INLET TO REMAIN

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

DAIRYLAND POWER

PC: 612+12.74

CAUTION

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

CP 962

JUNLYN LANE

CTH I

STH 56

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

STA 612+35 RT
BAD FE

SLOPE INTERCEPT (TYP)

STA 615+33
EXISTING PIPE TO REMAIN
EXISTING INLET TO REMAIN
1 - CPCS 24-INCH EXTENSION RT
1 - AEW REQ'D

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

PT: 619+04.91

VERNON COMMUNICATION COOPERATIVE

EXISTING R/W

PC: 623+02.89

EXISTING R/W

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

PT: 627+22.49

EXISTING PIPE TO REMAIN

MATCH LINE STA 629+00

N

MATCH LINE STA 629+00

PI: 630+55.44

PC: 632+33.50

630

635

PT: 636+34.23

STA 638+01 LT
ASPH PE

EXISTING PIPE TO REMAIN
EXISTING INLET TO REMAIN

PC: 639+68.40

STA 638+18 - STA 643+00 LT
CONC C&G 4-INCH SLOPED
30-INCH TYPE J

STA 630+59
EXISTING PIPE TO REMAIN
1 - CPCS 24-INCH EXTENSION LT
1 - AEW REQ'D

SLOPE INTERCEPT (TYP)

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

STA 637+75 RT
BAD FE

VERNON COMMUNICATION COOPERATIVE

640

STH 56

645

PT: 644+32.76

EXISTING R/W

EXISTING R/W

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

ALLBAUGH LANE

650

PC: 652+43.70

EXISTING PIPE TO REMAIN

VERNON COMMUNICATION COOPERATIVE

655

PT: 655+61.48

EXISTING PIPE TO REMAIN

MOVING SIGNS TYPE II
REMOVING AND INSTALLING
NEW SMALL SIGN SUPPORTS

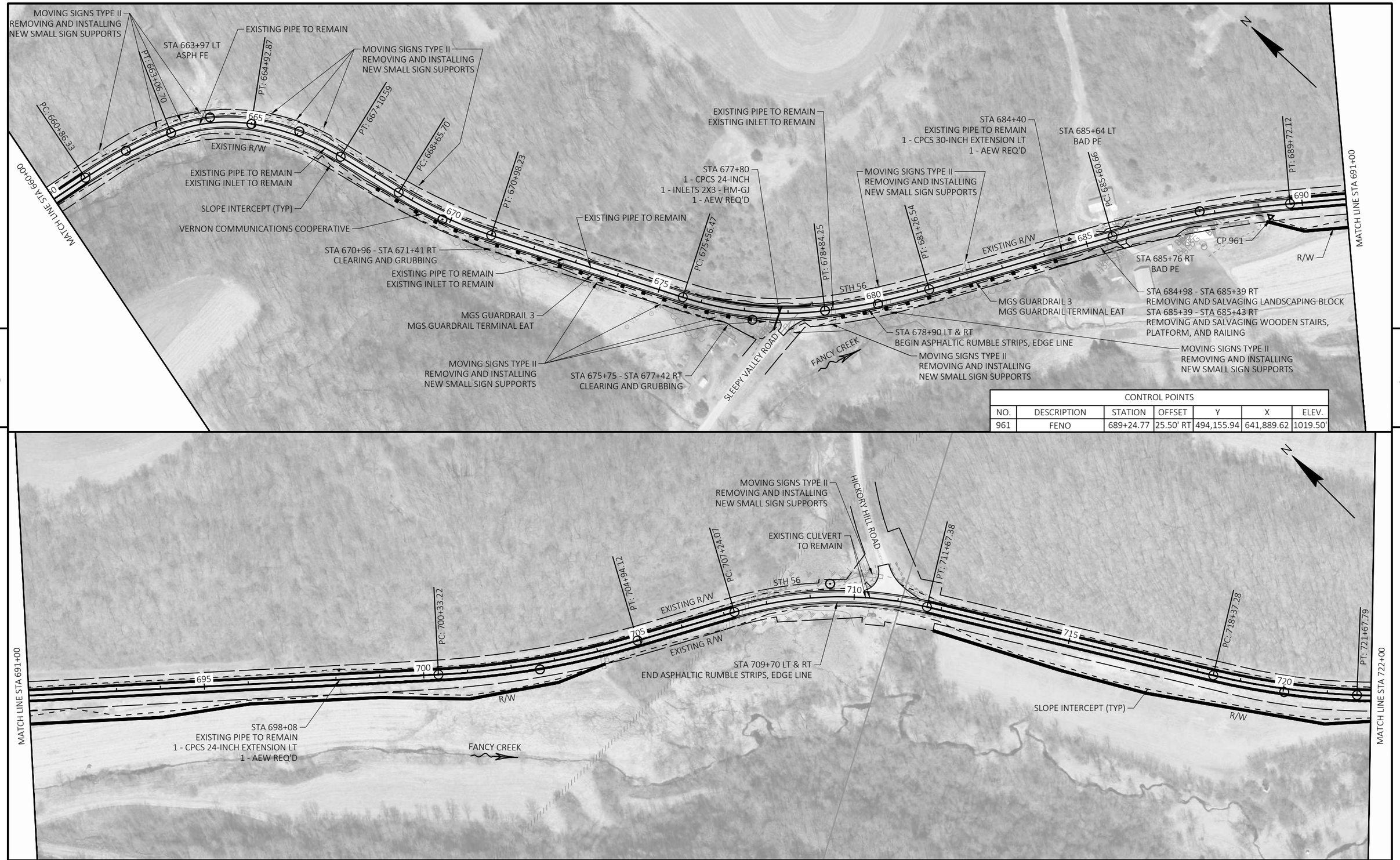
MATCH LINE STA 660+00

N

5

5

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN	SHEET 148	E



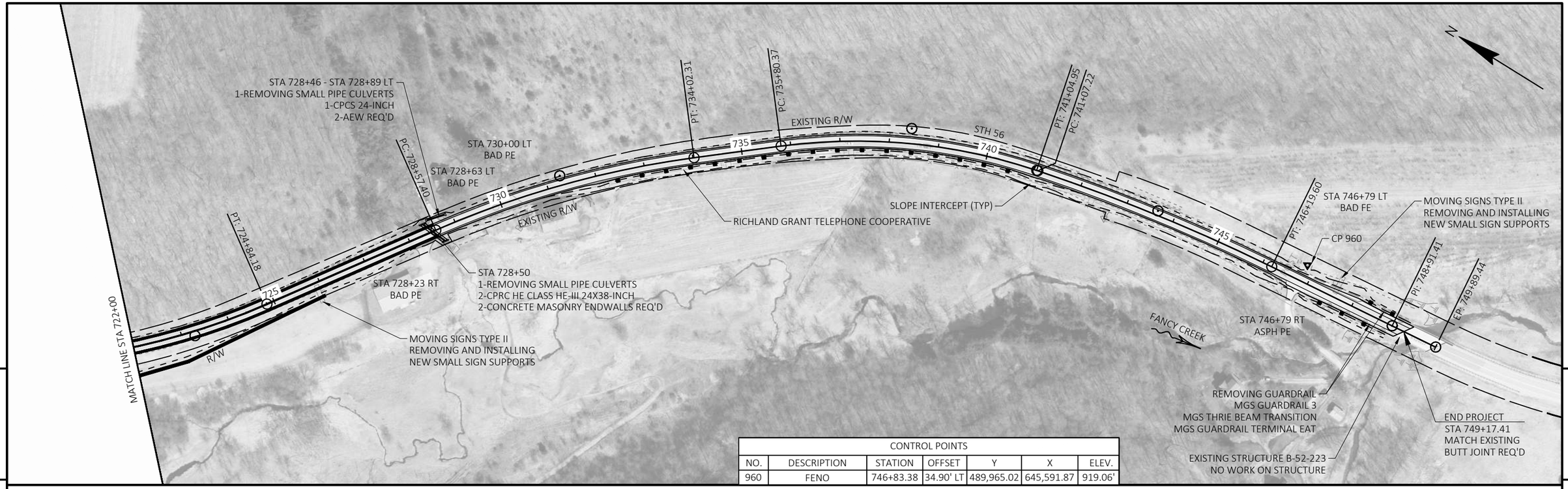
CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
961	FENO	689+24.77	25.50' RT	494,155.94	641,889.62	1019.50'

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	PLAN	SHEET 149 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 6/23/2026 1:08 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
960	FENO	746+83.38	34.90' LT	489,965.02	645,591.87	919.06'

5

5

PROJECT NO: 5730-00-64 | HWY: STH 56 | COUNTY: RICHLAND | PLAN | SHEET 150 | E

Standard Detail Drawing List

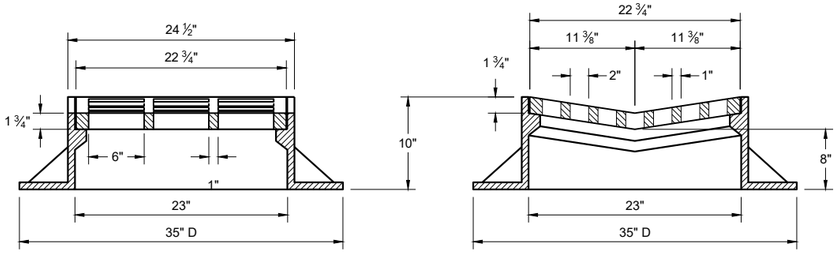
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-22D	INLET COVERS TYPE V, V-B, & VV-B
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D03-09A	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D03-09B	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
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
09A11-01	DRIVEWAY AND SIDEWALK RAMPS TYPE X AND Y
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
13A10-03E	EDGE LINE RUMBLE STRIPS - ASPHALT
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
13A11-04C	CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
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"
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B20-12A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-12B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B20-12C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS
14B20-12D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B20-12E	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"
14B20-12F	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"
14B20-12G	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL
14B20-12H	STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B29-01	SAFETY EDGE
14B32-11A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11C	CONCRETE BARRIER SINGLE SLOPE (CBSS)

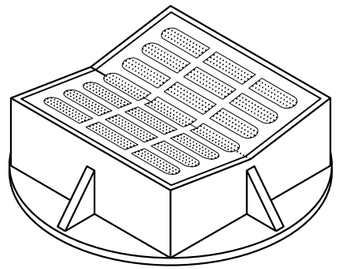
6

Standard Detail Drawing List

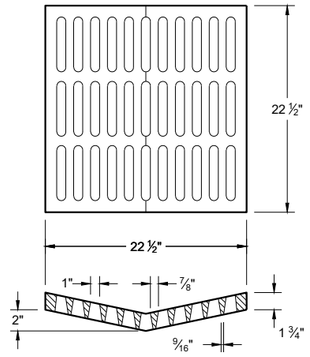
14B32-11D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11F	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11G	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11H	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B33-02A	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-02B	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-02C	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
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)
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-08B	BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING
15C02-10F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D06-07	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D28-05	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-10A	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

6





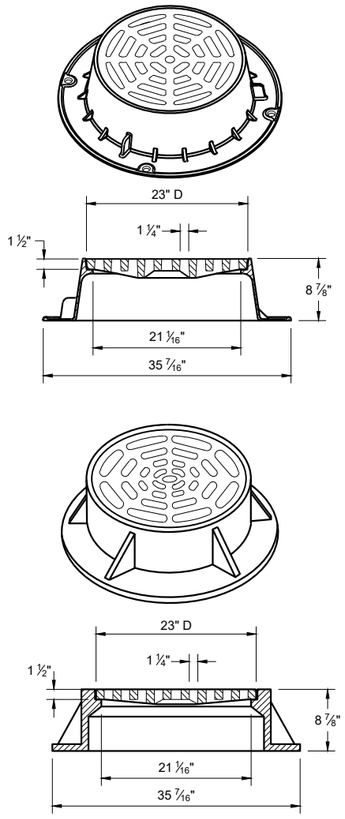
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

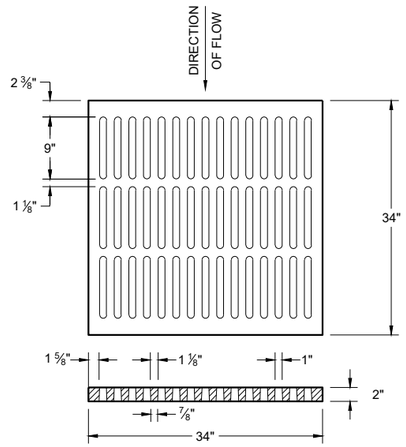
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

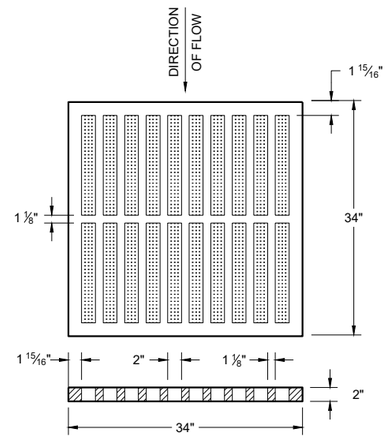
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

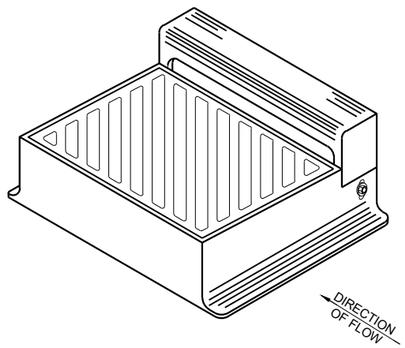
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



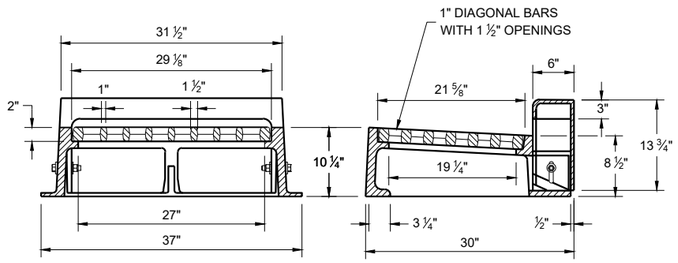
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE

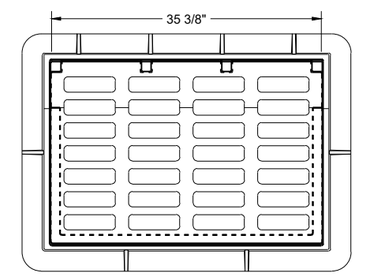


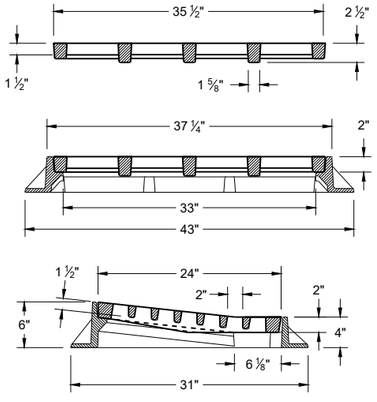
DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.

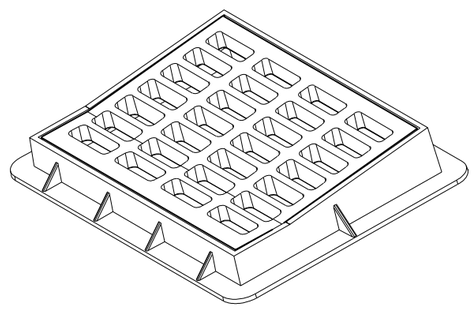


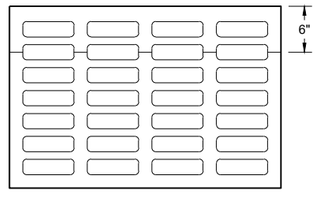
TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"









TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

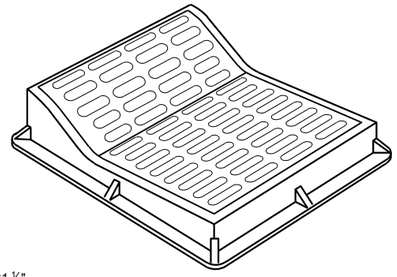
FHWA

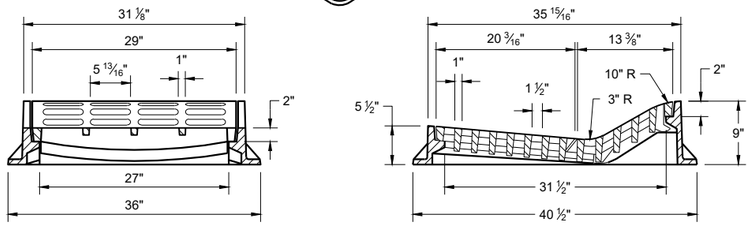
6
SDD 08A05-22b

GENERAL NOTES

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

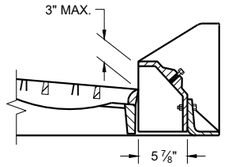
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

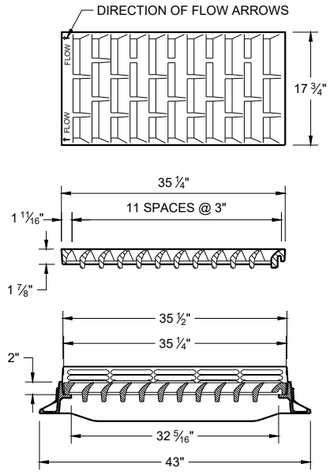


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

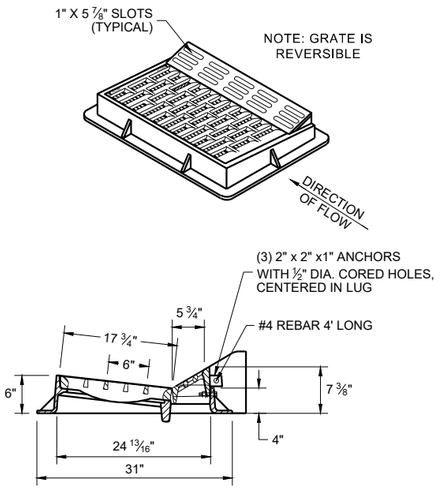
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



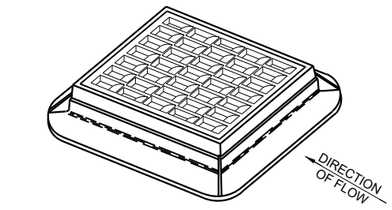
TYPE "HM"

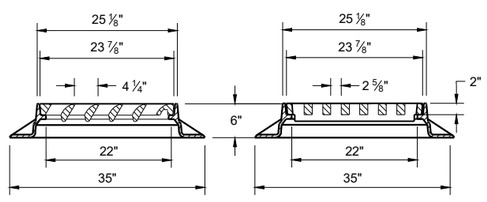
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



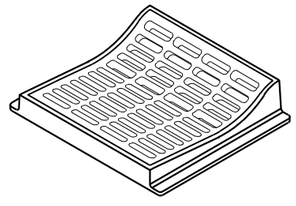
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

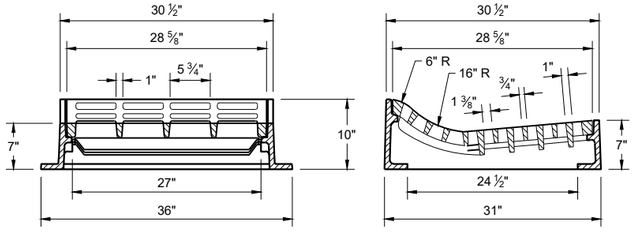
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

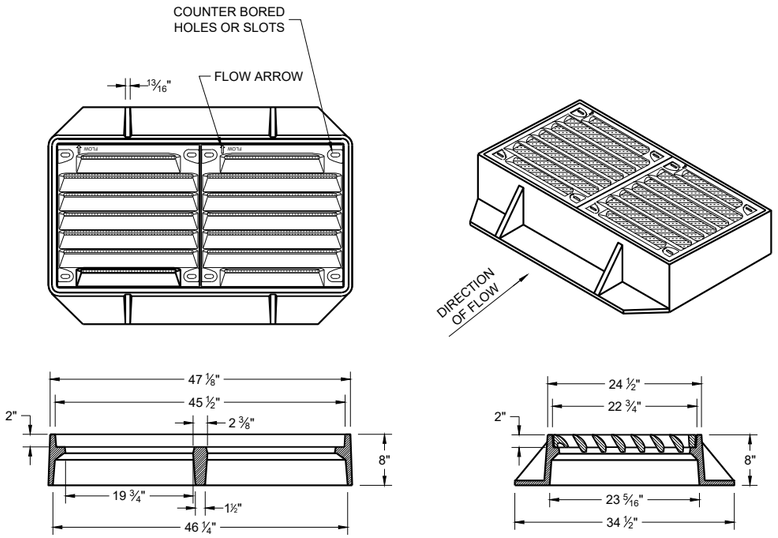
FHWA

6
SDD 08A05-22c

GENERAL NOTES

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

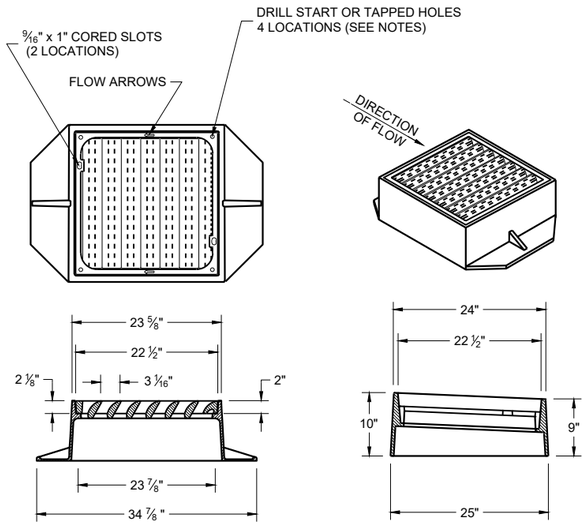
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



TYPE "VV-B"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER
ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

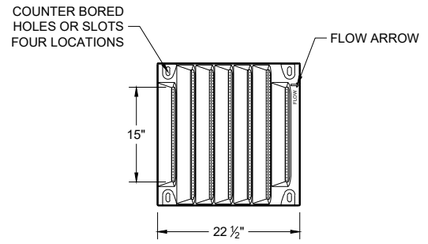
TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 35B
⅜" DIA. X 1/16" DRILL START IN 8 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



TYPE "V"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A
⅜" DIA. X 1/16" DRILL START IN 4 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



BOLT DOWN GRATE FOR TYPE "V" AND "VV-B" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" OR "VV-B" (FOR DOUBLE GRATE) ON DRAINAGE TABLE

TAP ½" -13 HOLES IN FOUR LOCATIONS PER GRATE IN FRAME TO BOLT GRATE(S).
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A

GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - ½" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

INLET COVERS
TYPES V, V-B, AND VV-B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
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FHWA

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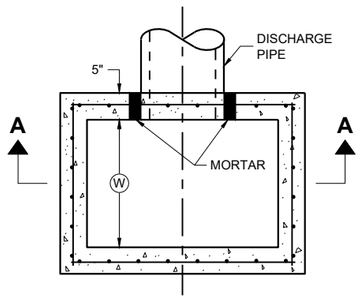
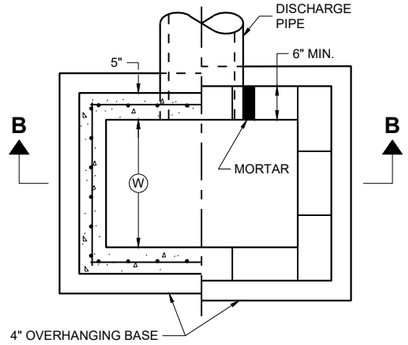
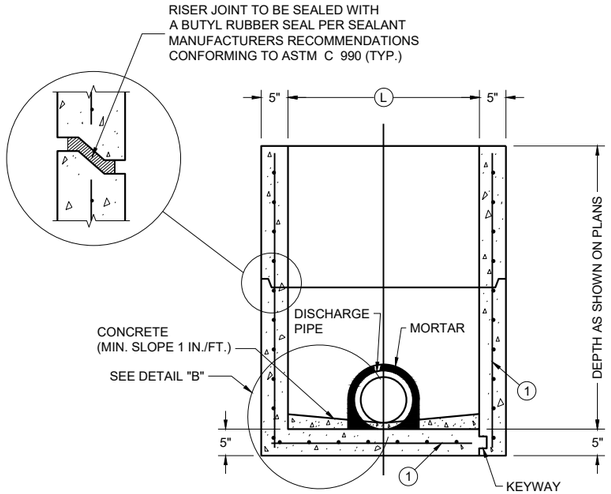
SDD 08A05-22d



PLAN VIEW



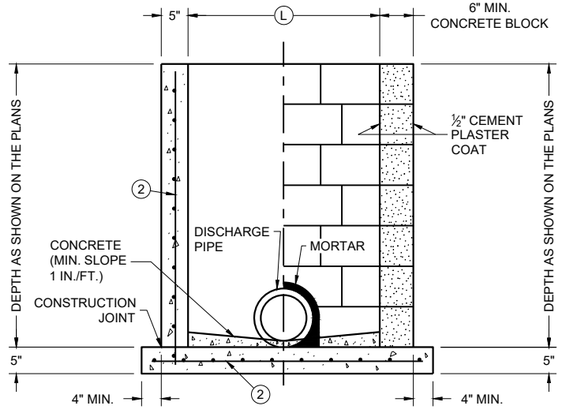
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

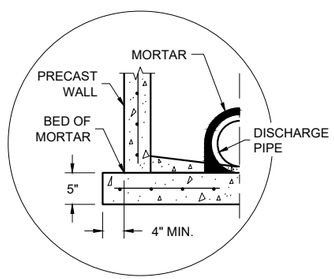
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

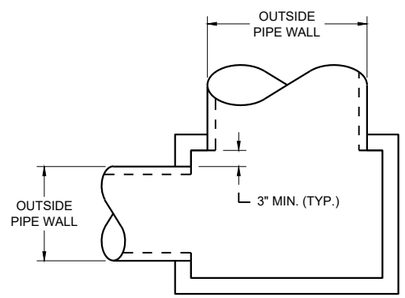
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

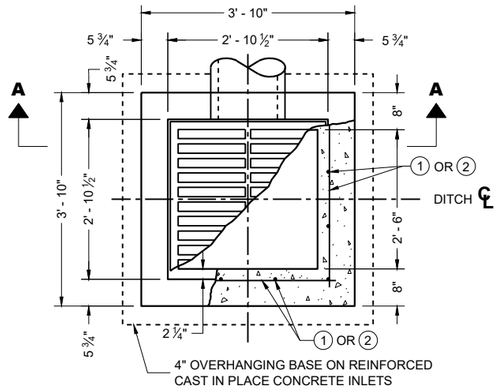
FHWA

6

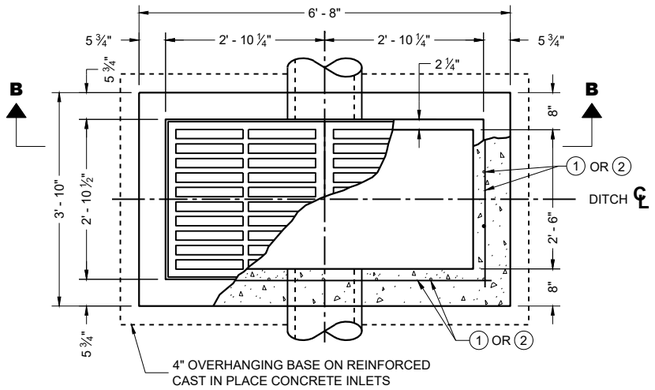
SDD 08C07-03

6

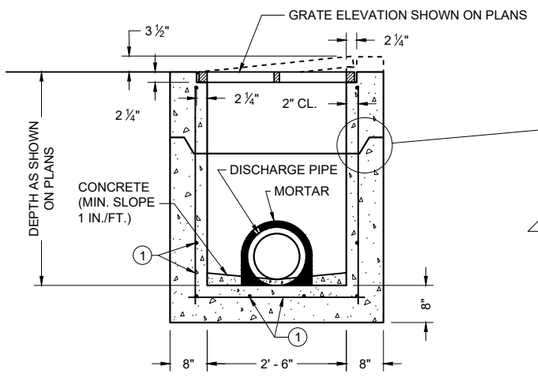
SDD 08C07-03



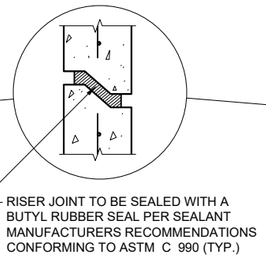
PLAN VIEW

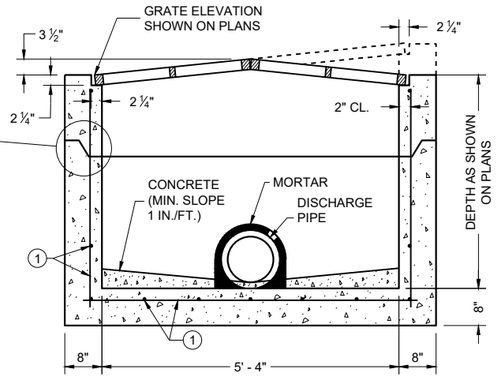


PLAN VIEW

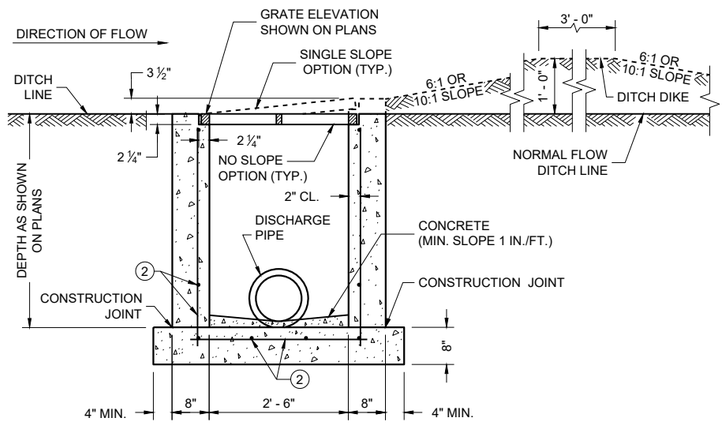


PRECAST REINFORCED CONCRETE SECTION A - A



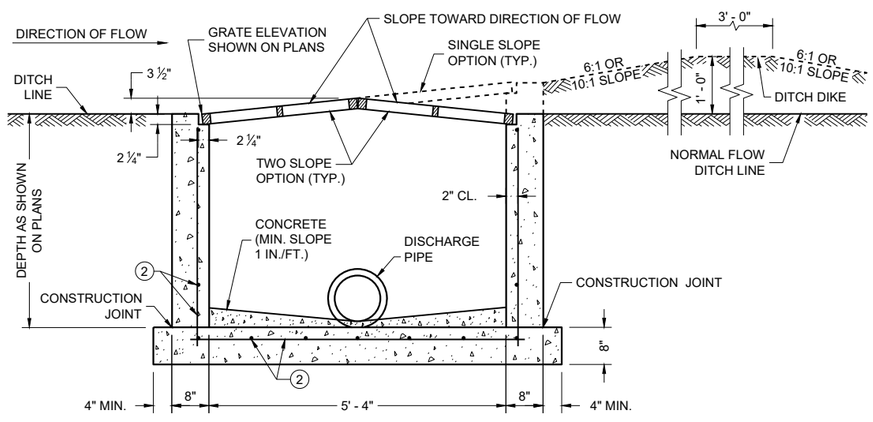


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

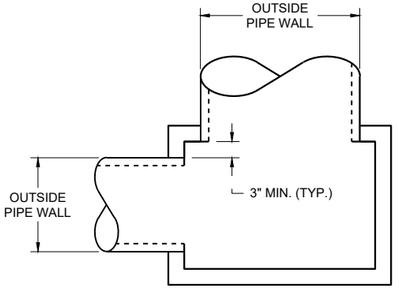
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

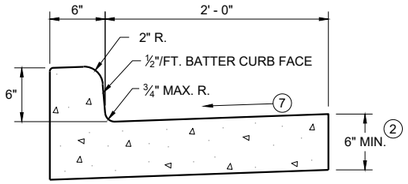
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

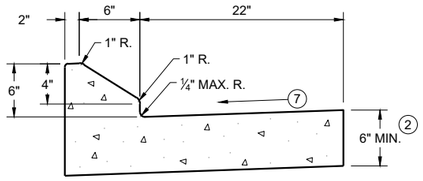
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

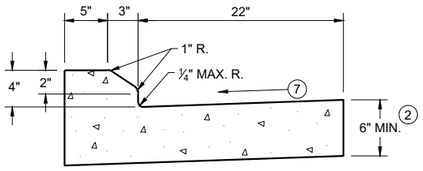
6
SDD 08C08-03



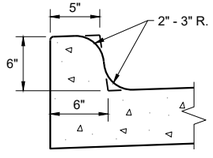
TYPES A (1) & D



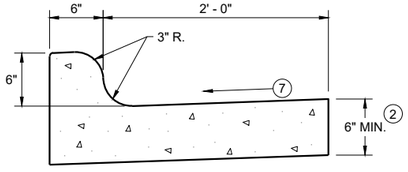
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

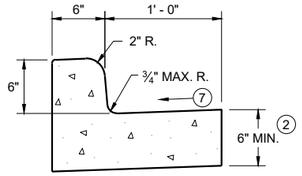


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



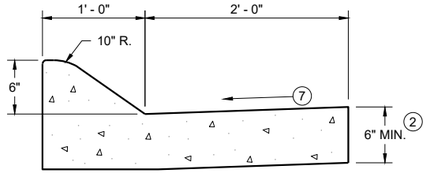
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

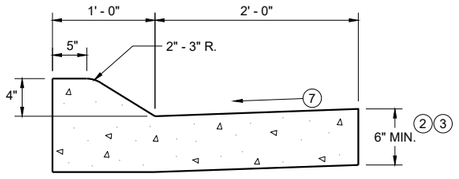


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

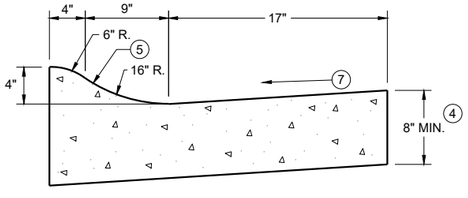


6" SLOPED CURB TYPES A (1) & D



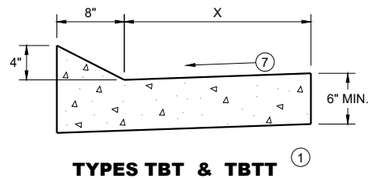
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

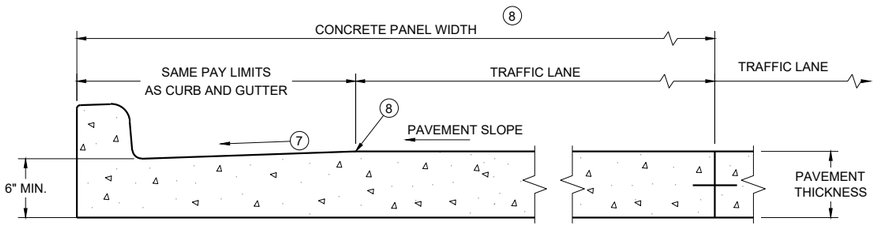


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

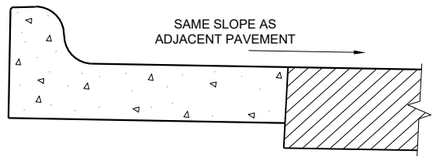
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

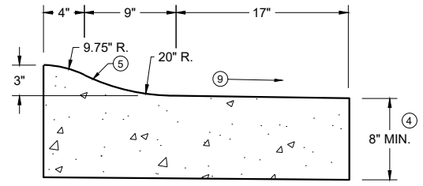
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

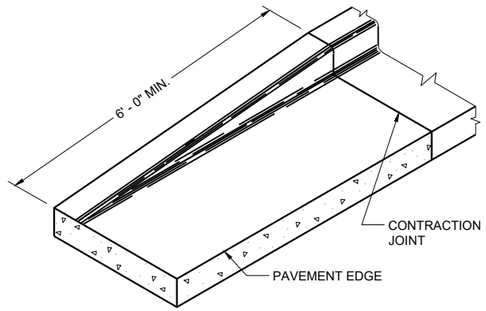
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



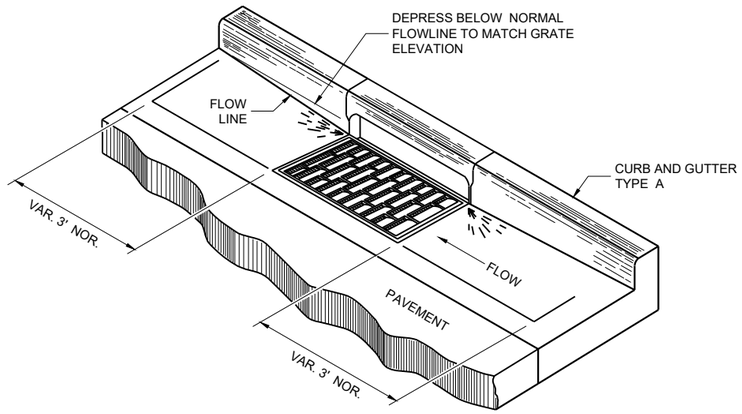
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

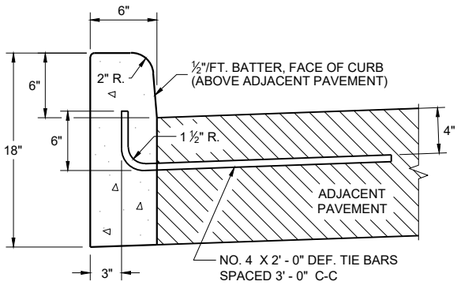
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

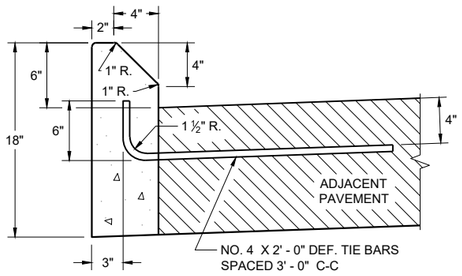
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

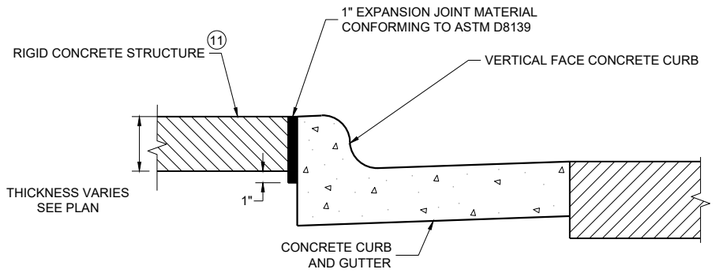


TYPES A (1) & D

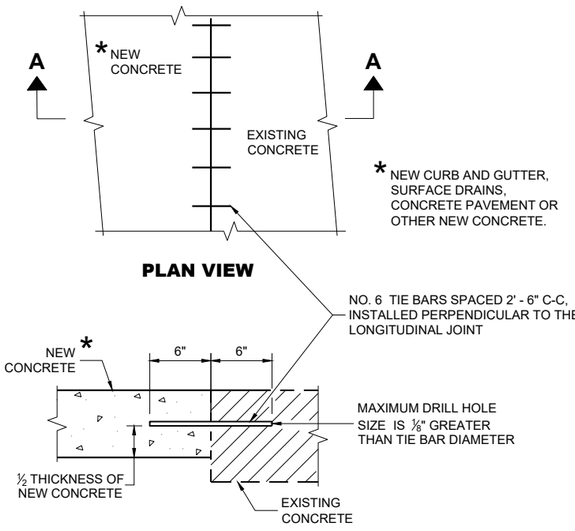


TYPES G (1) & J

CONCRETE CURB



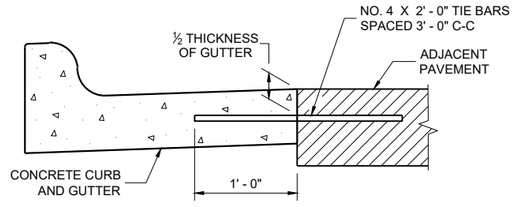
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



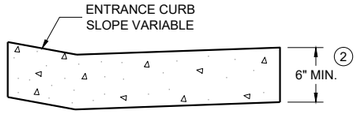
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

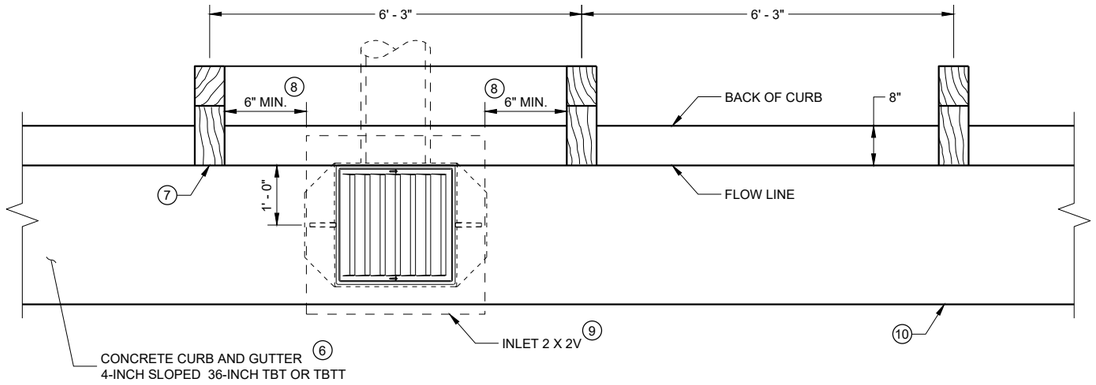
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

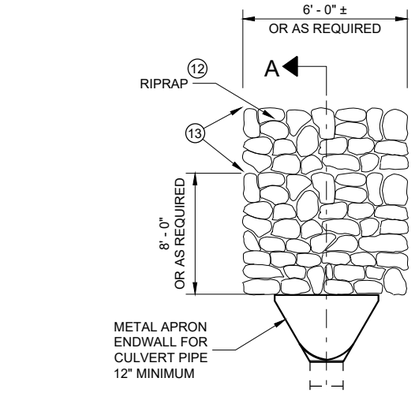
APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



INLET PLAN VIEW

(NOTE: RAIL NOT SHOWN FOR CLARITY)

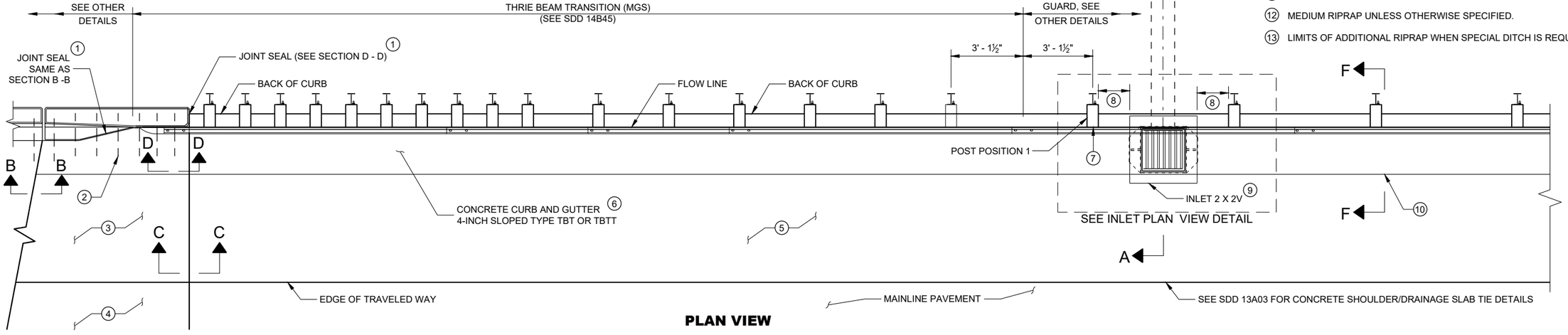


GENERAL NOTES

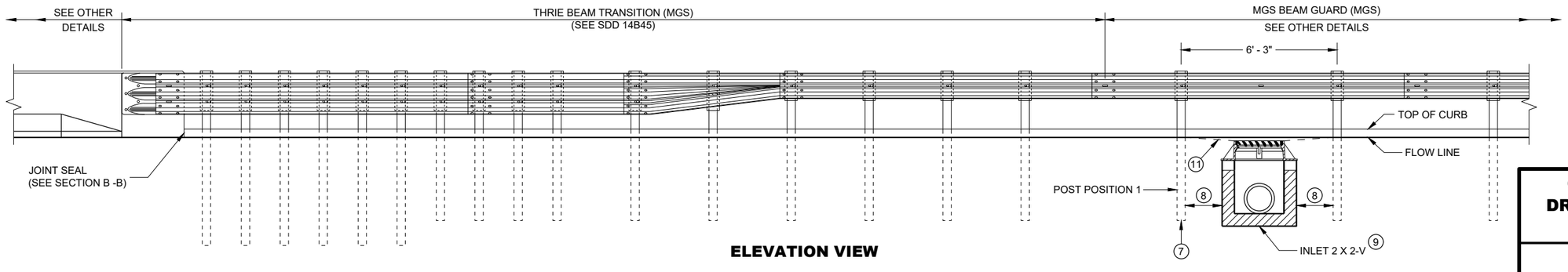
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.
9. SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.
10. START CURB AND GUTTER TRANSITION OR END SECTION.
11. DEPRESS FLOW LINE (SEE DETAIL)
12. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
13. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.



PLAN VIEW



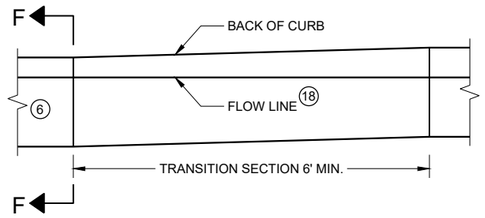
ELEVATION VIEW

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

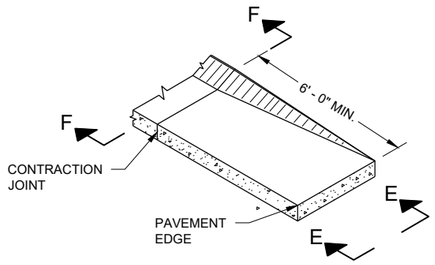
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D03 - 09a

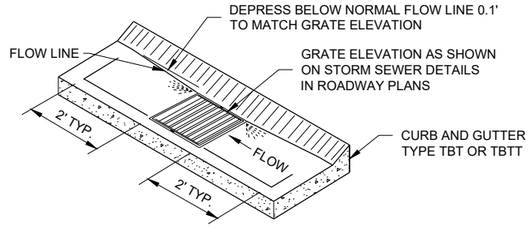
SDD 08D03 - 09a



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

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

(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

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

(14) GEOTEXTILE TYPE HR.

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

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

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

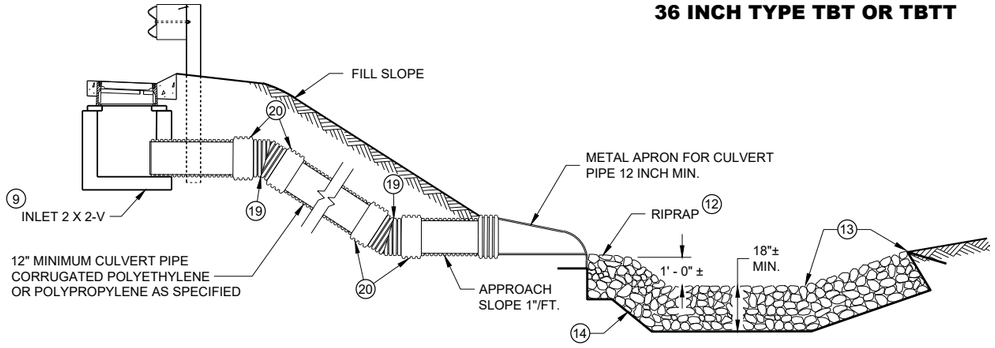
(18) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

(19) MANUFACTURER SUPPLIED BEND.

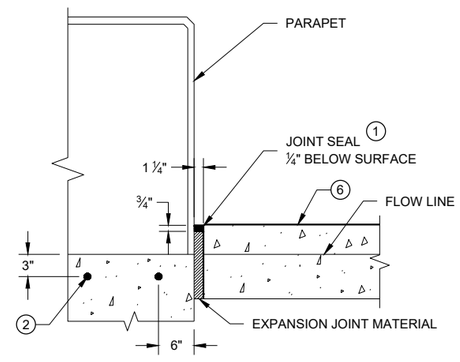
(20) MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.

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

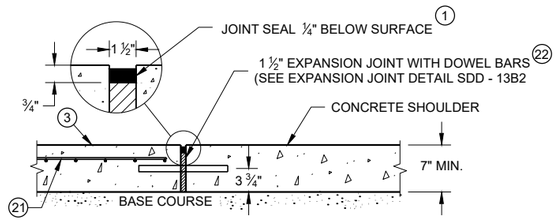
(22) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



SECTION A - A

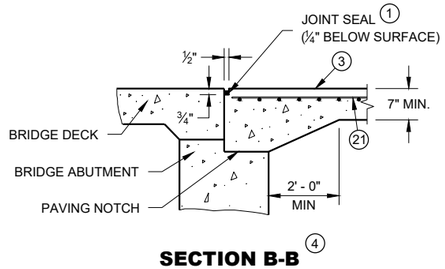


SECTION D - D

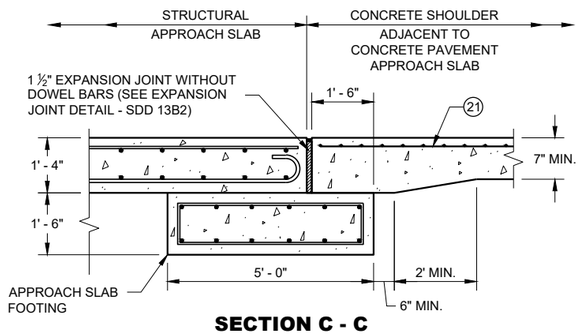


SECTION C - C

JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS

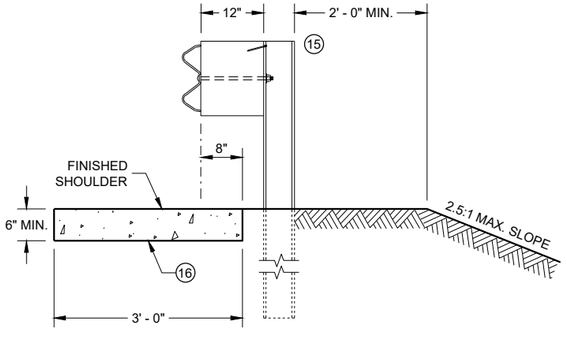


SECTION B-B 4

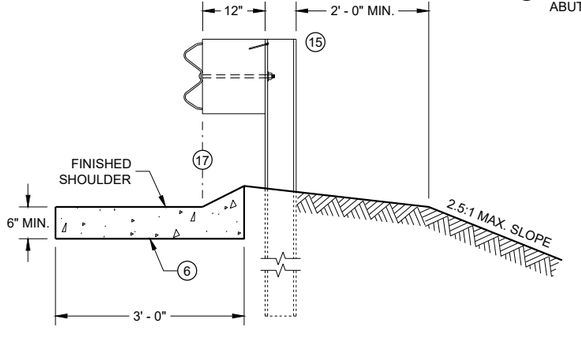


SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

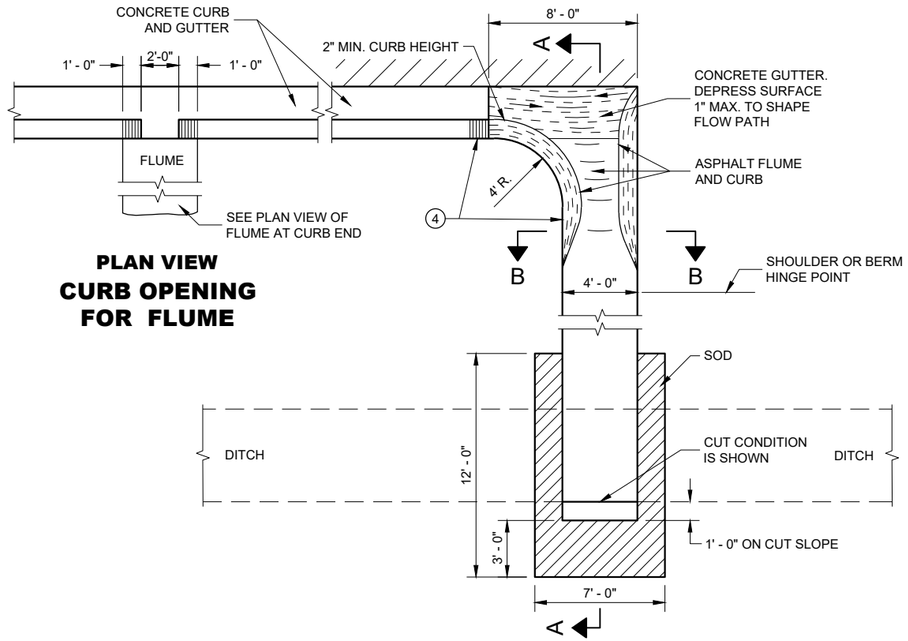
SDD 08D03 - 09b

6

SDD 08D03 - 09b

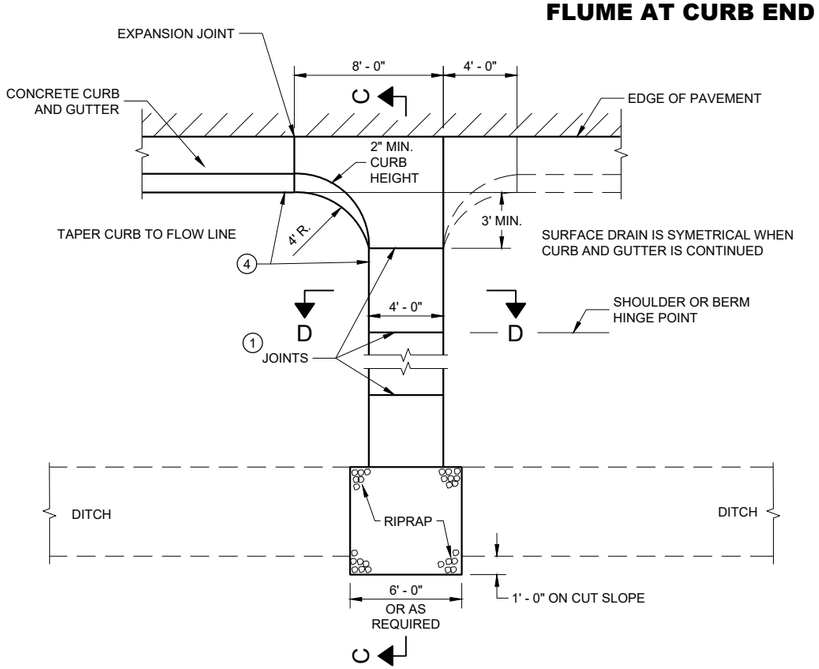
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



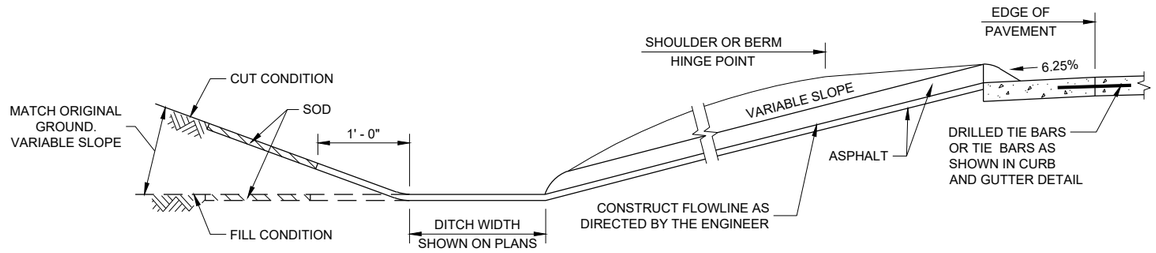
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

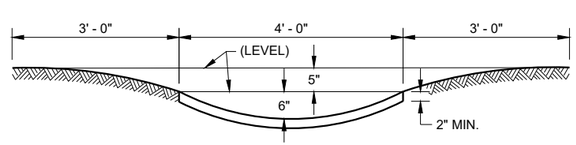
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

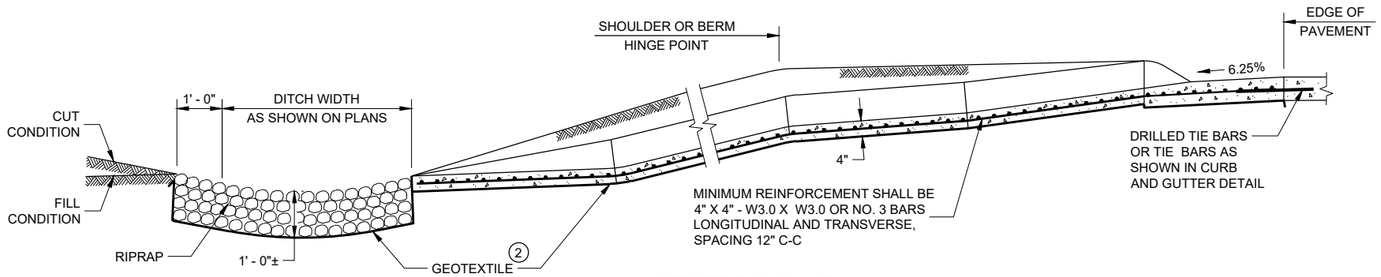
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



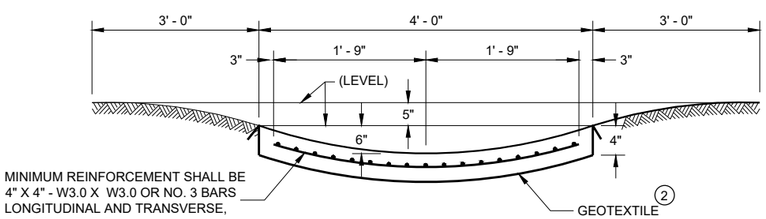
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

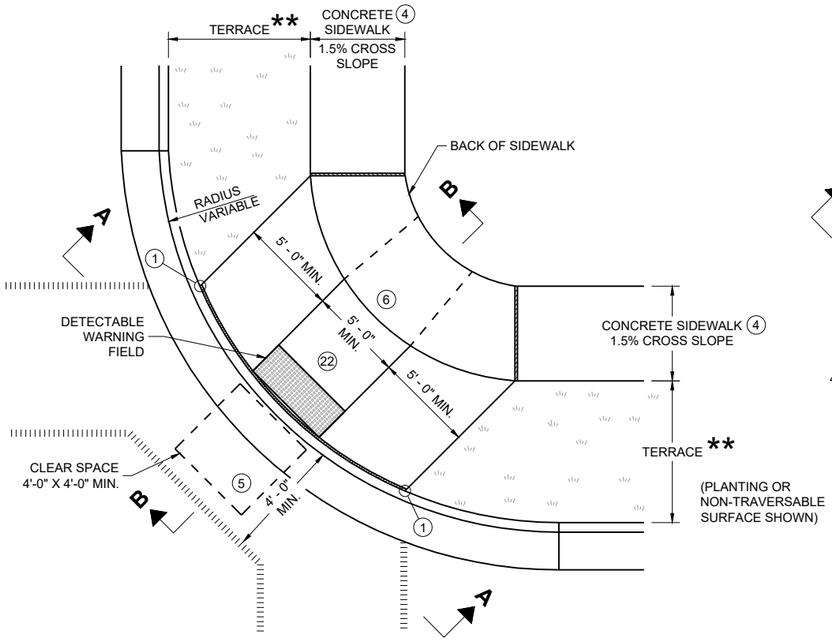
FHWA

6

SDD 08D04 - 07

6

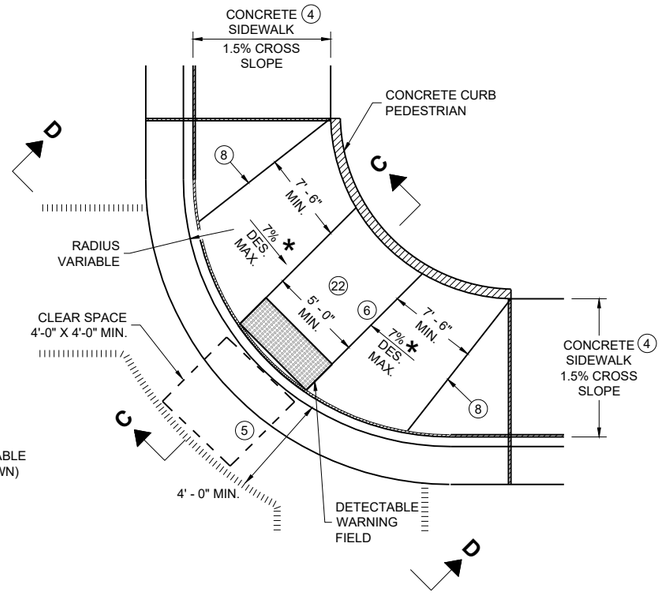
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

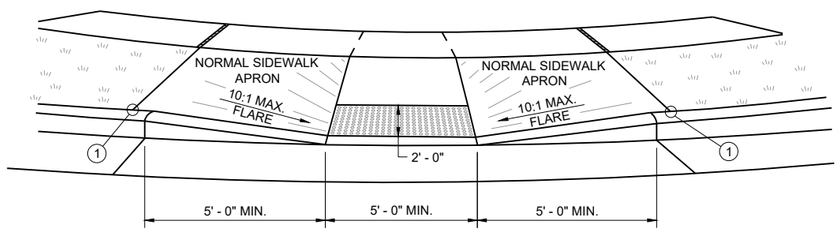
(CENTER OF CORNER RADIUS)



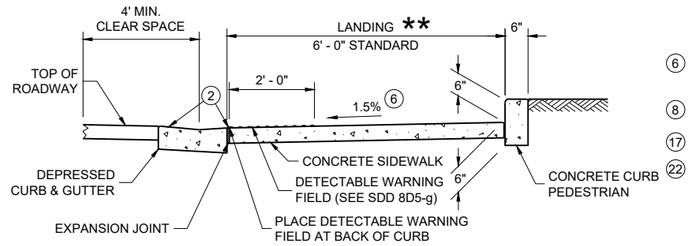
PLAN VIEW

CURB RAMP TYPE 1 - A

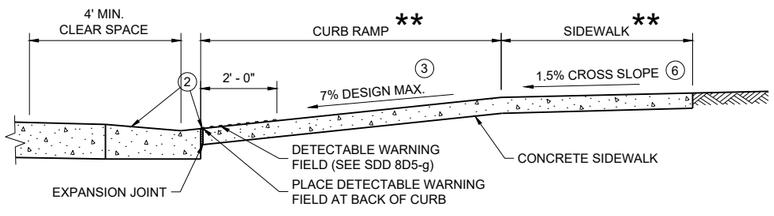
(NO TERRACE)



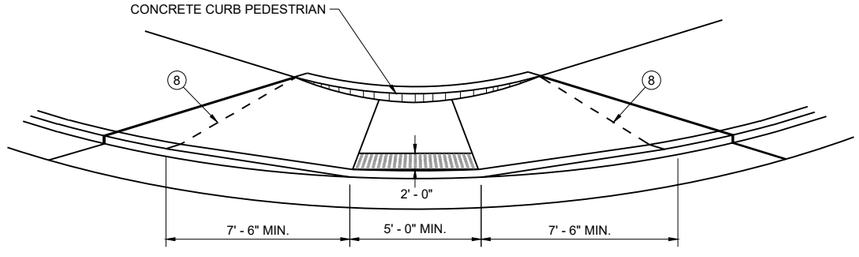
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

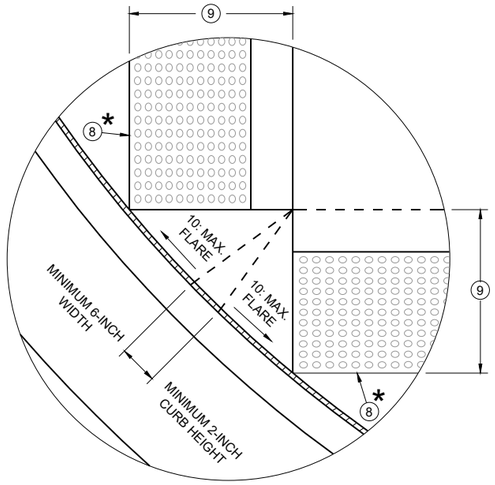
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

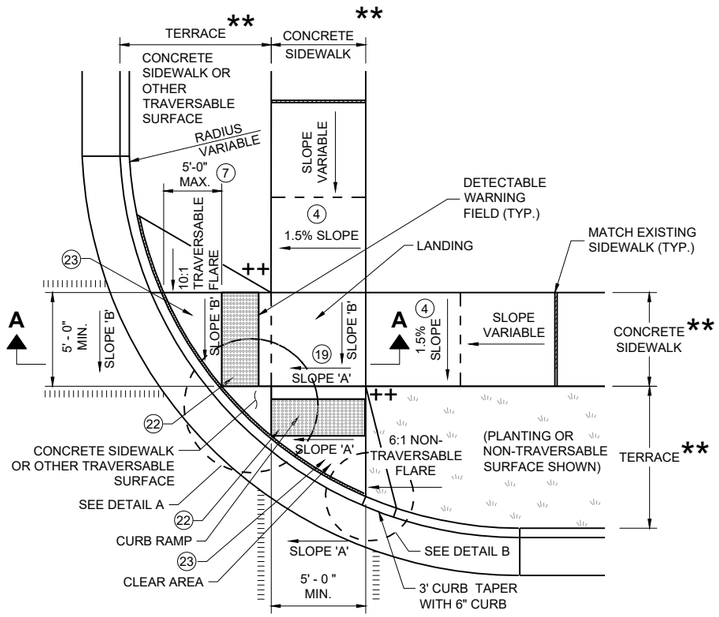
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



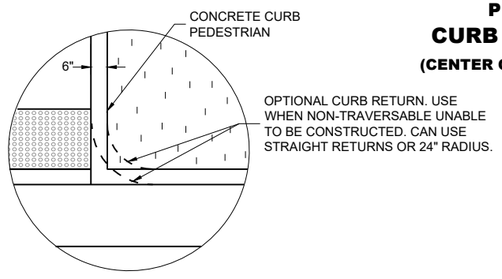
DETAIL A



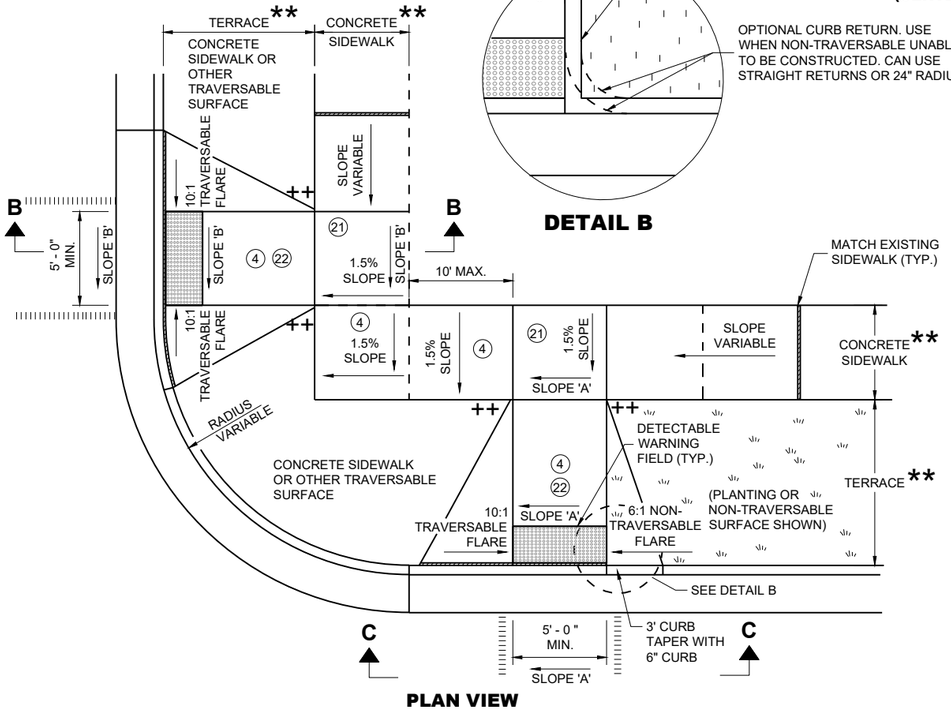
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

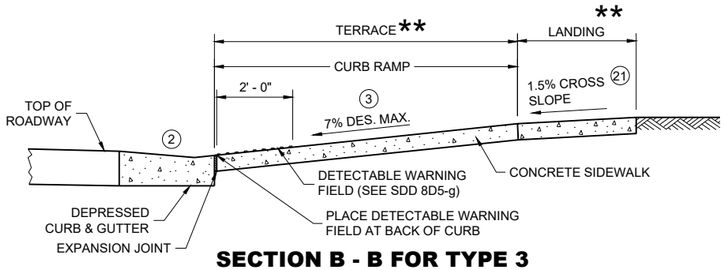
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

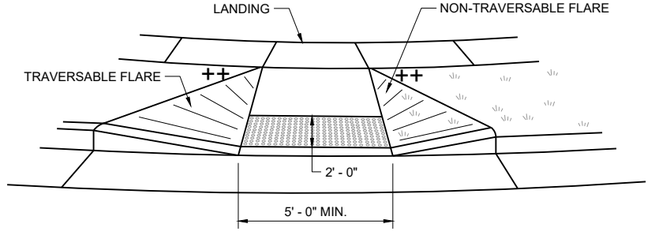
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

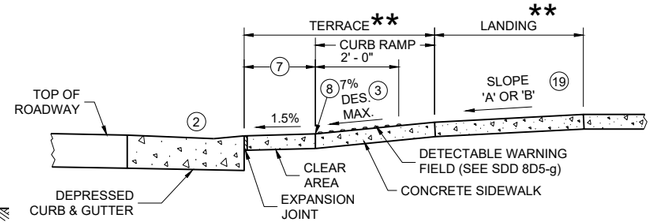
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



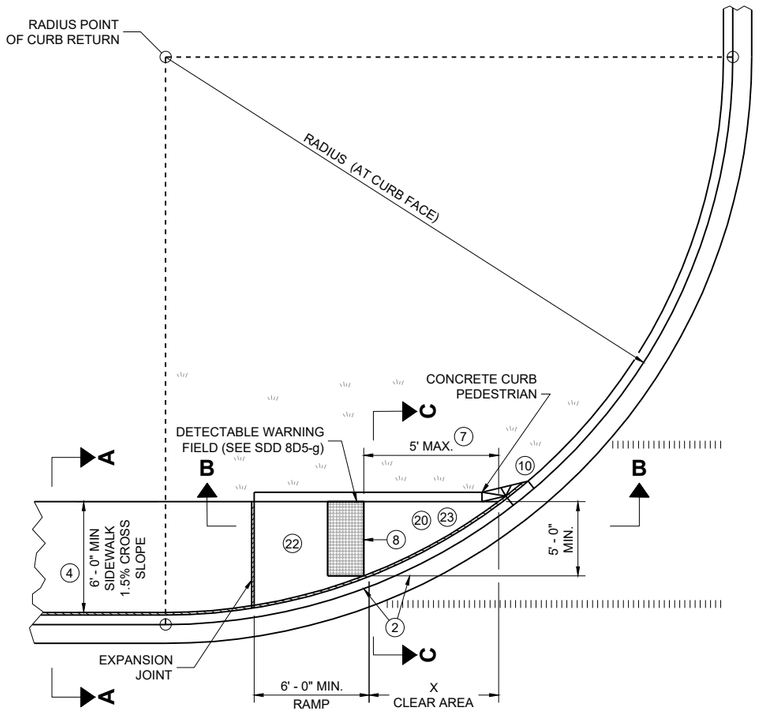
SECTION A - A FOR TYPE 2

LEGEND

▨	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

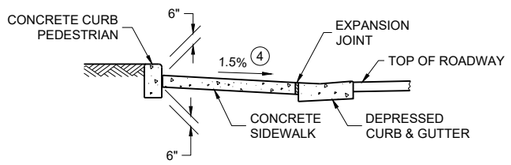
CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

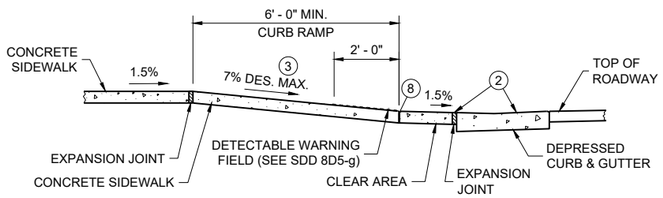


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



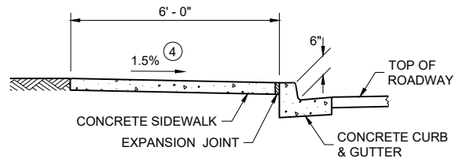
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

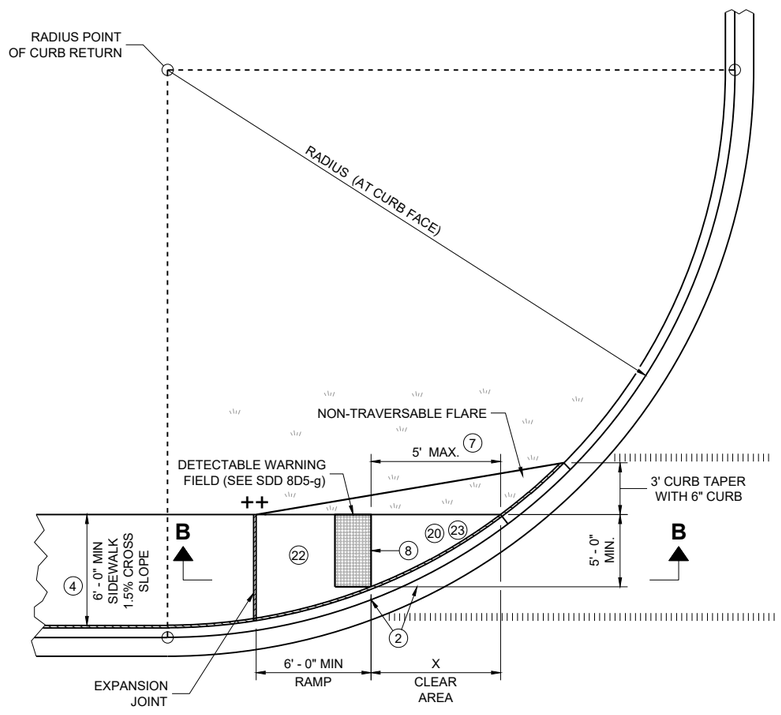
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW

CURB RAMP TYPE 4A1

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

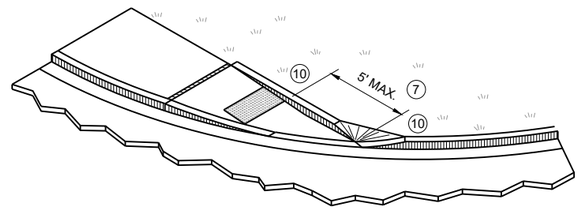
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

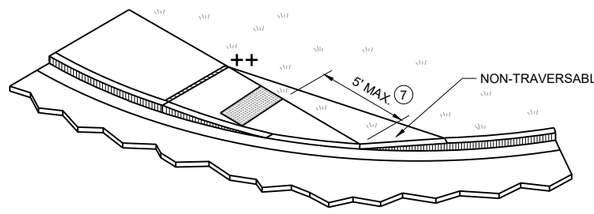
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



ISOMETRIC VIEW FOR TYPE 4A



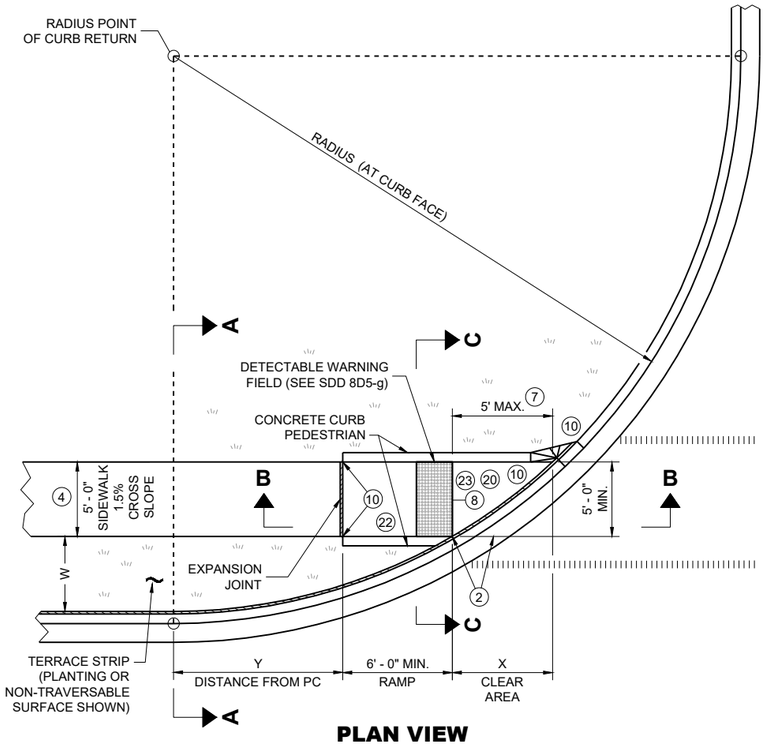
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

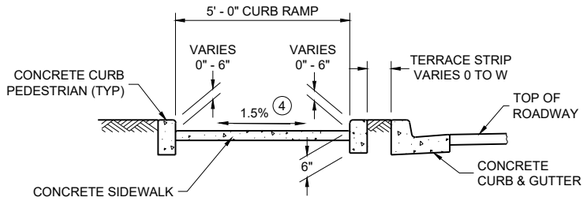
SDD 08D05-22c



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

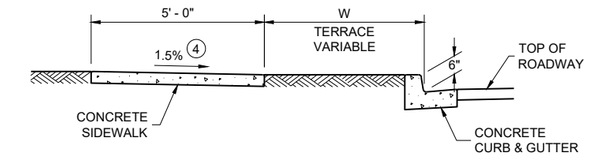
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

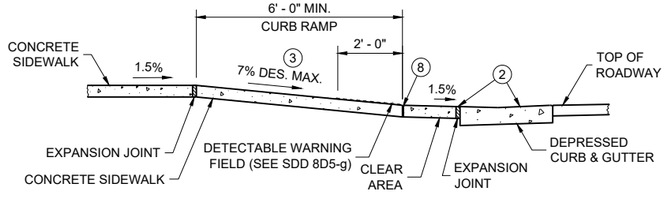
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

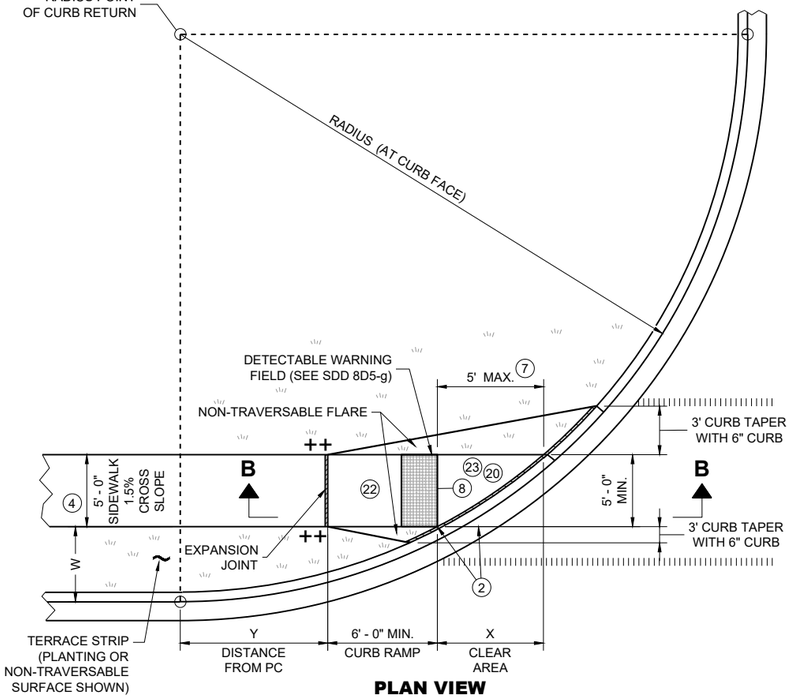
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



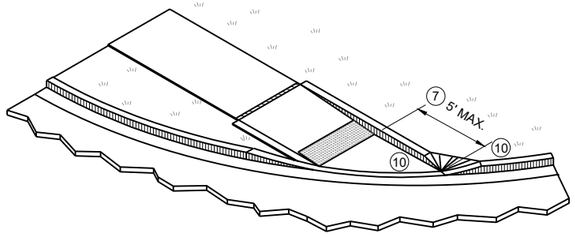
SECTION A - A FOR TYPE 4B



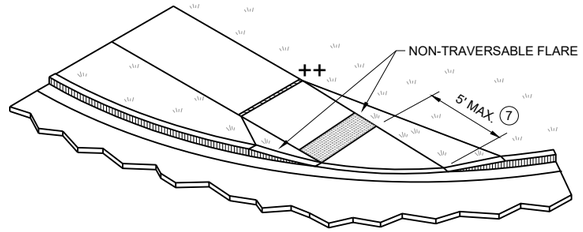
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



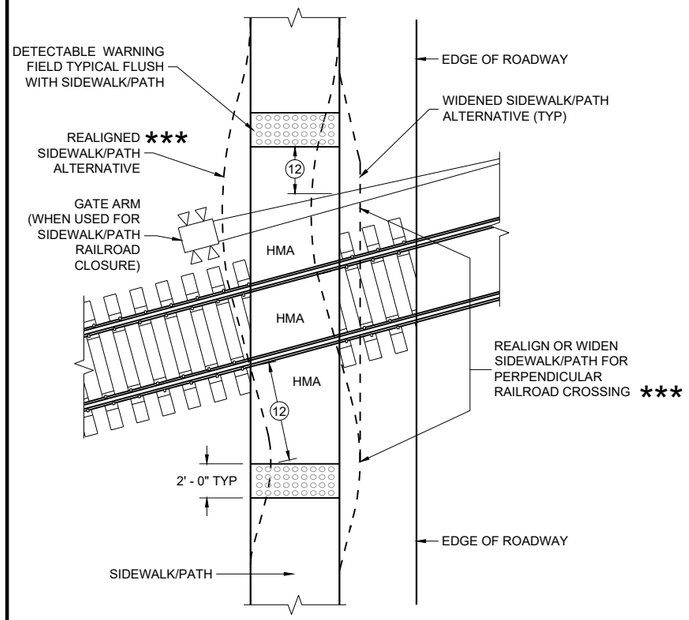
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

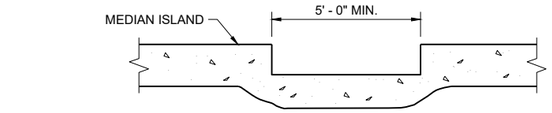
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

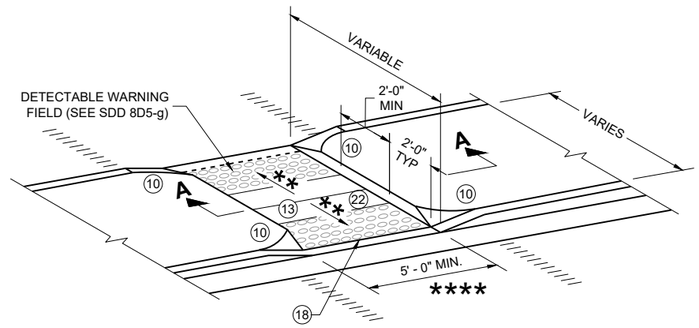


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

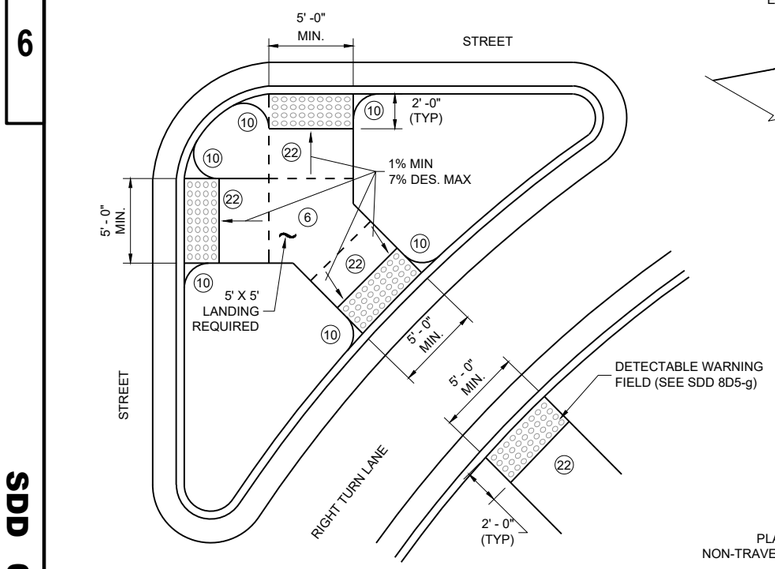
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

CURB RAMP TYPE 7A

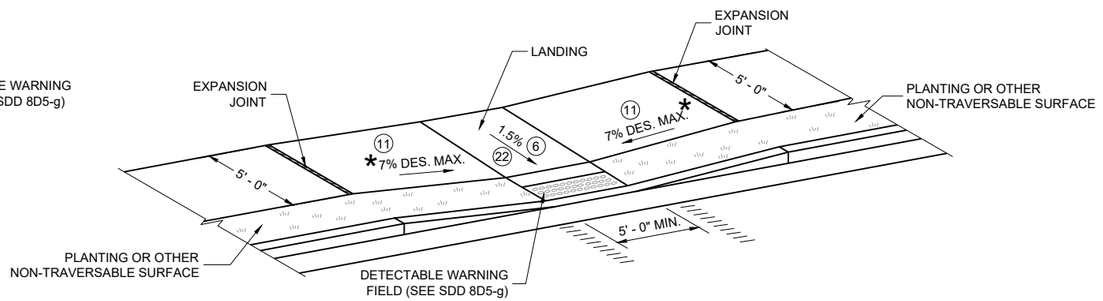
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS

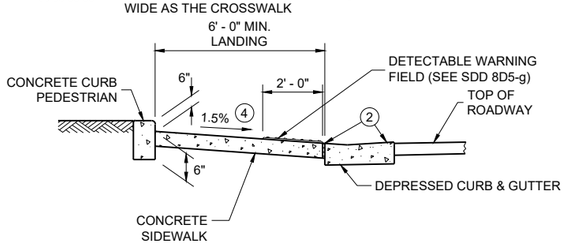


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

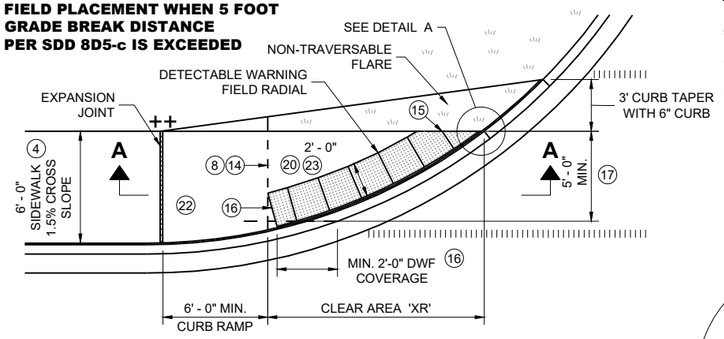


SECTION B - B FOR TYPE 7A

CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

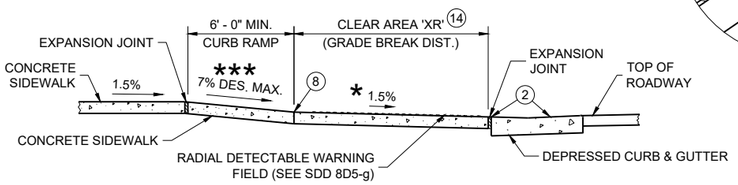
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

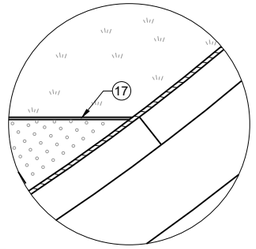
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



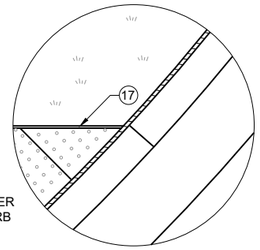
SECTION A - A FOR TYPE 4A1

LEGEND

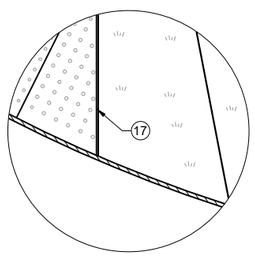
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

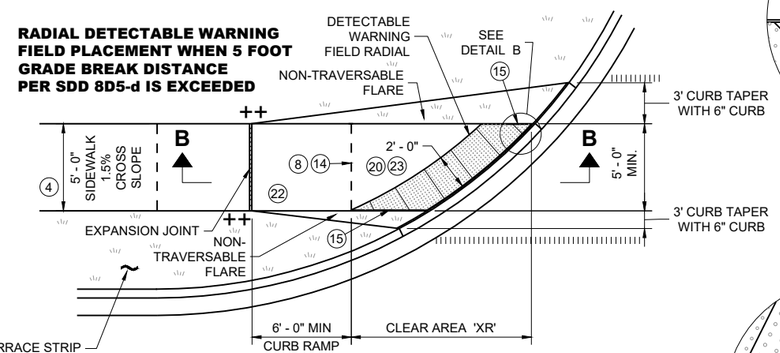
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

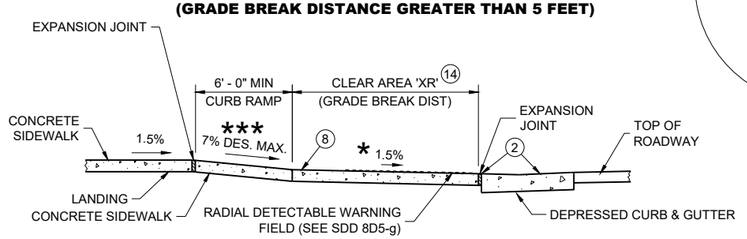
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



PLAN VIEW

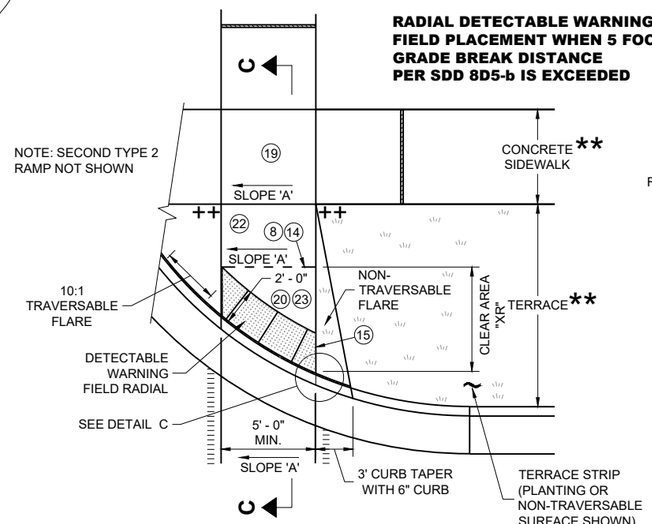
CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

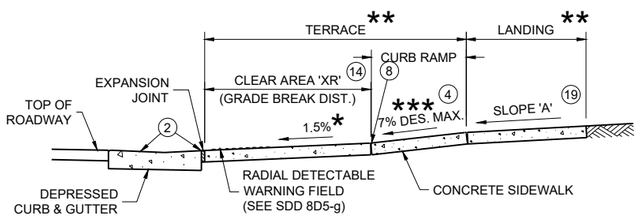


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



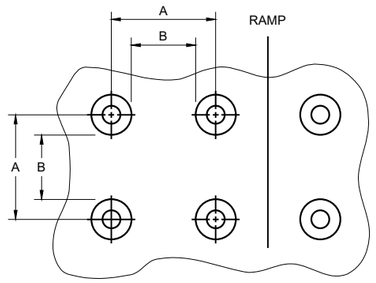
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

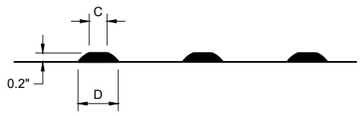
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

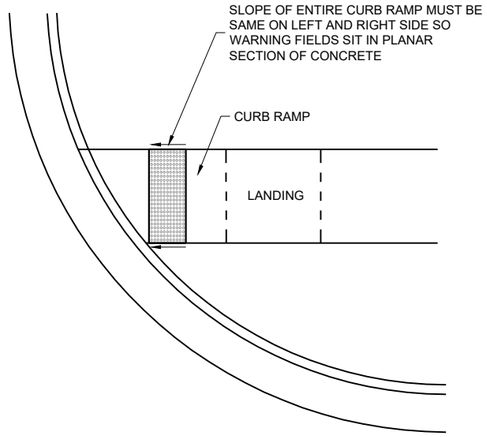
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

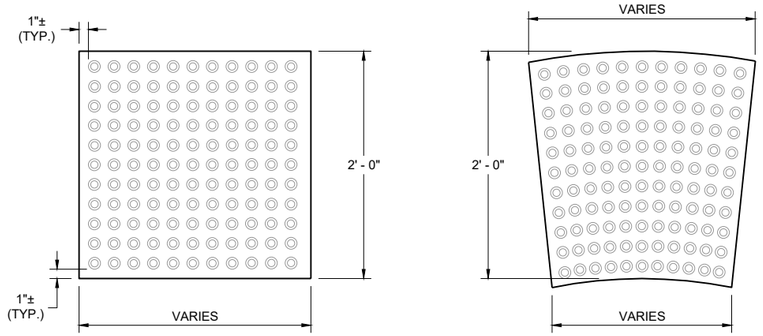
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

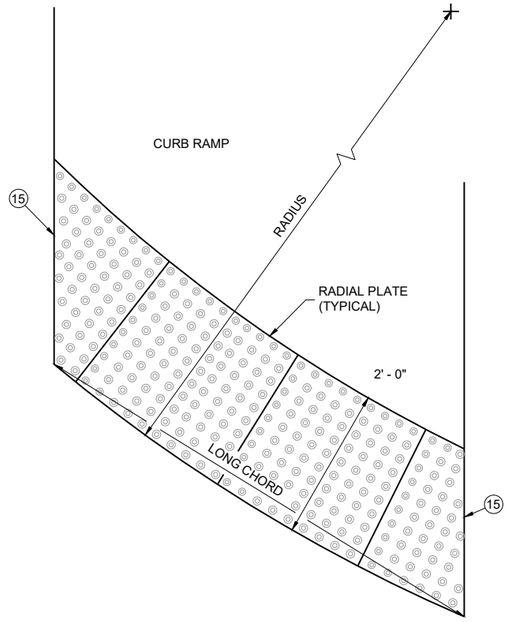
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



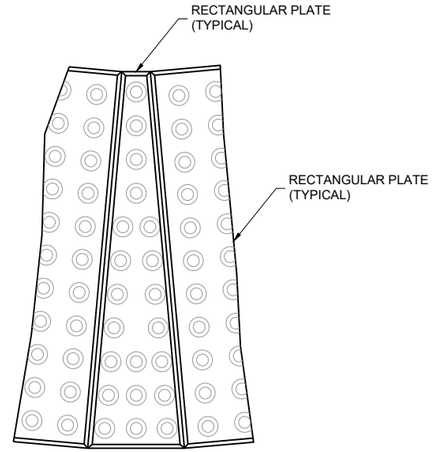
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

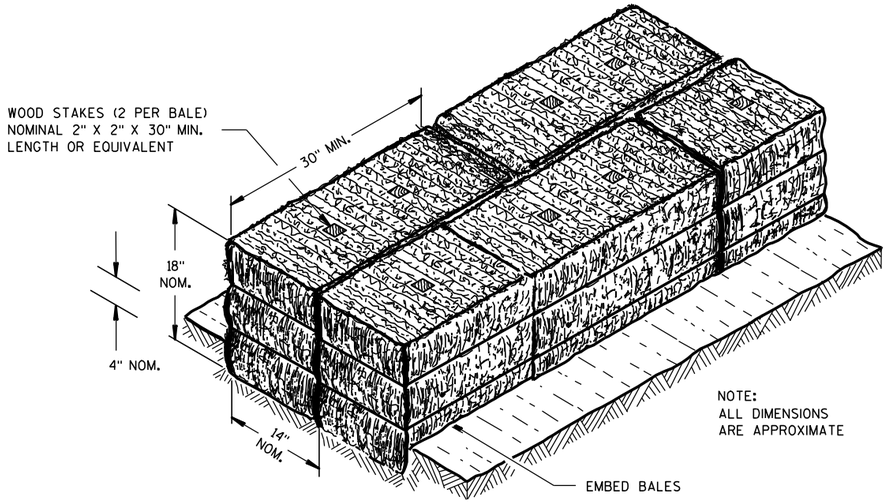
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

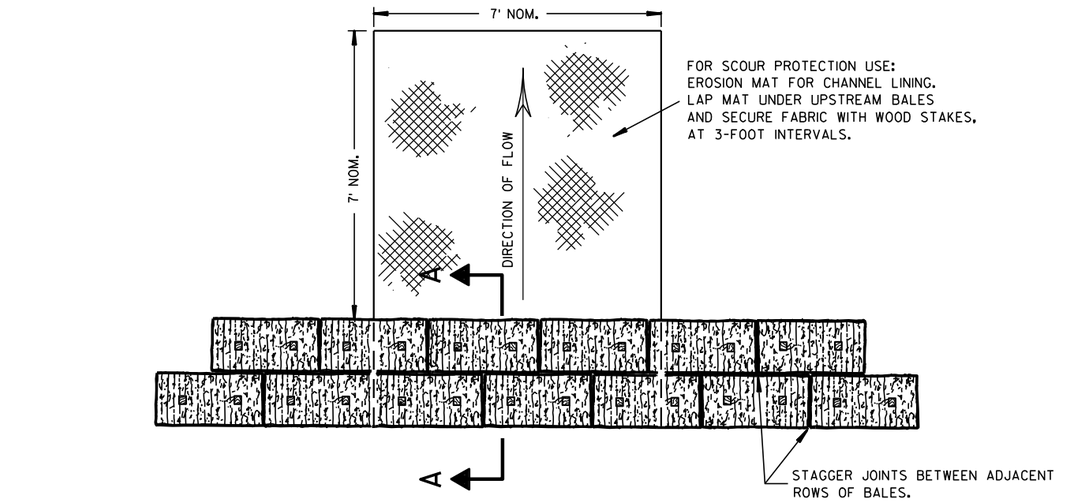
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

FHWA

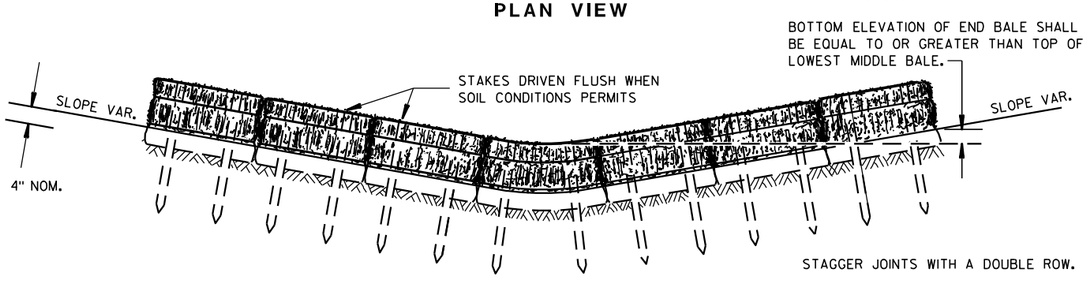
6
SDD 08D05-22g



SECTION A-A



PLAN VIEW



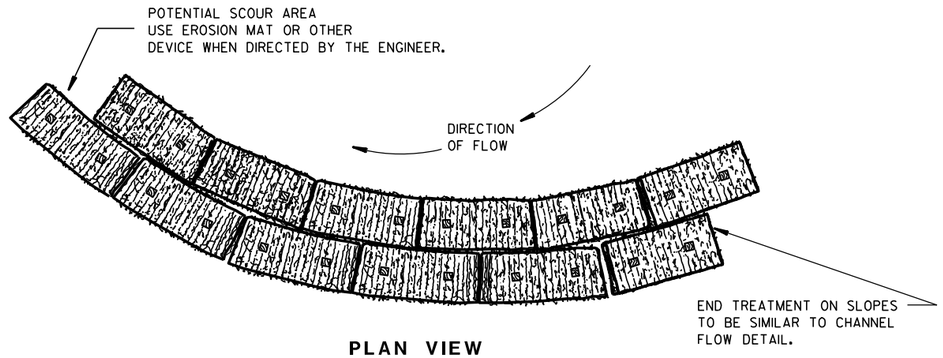
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

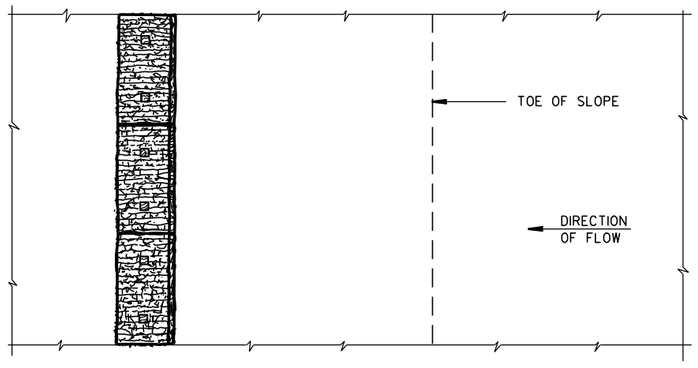
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

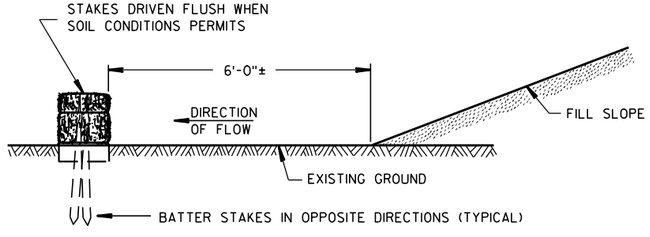


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

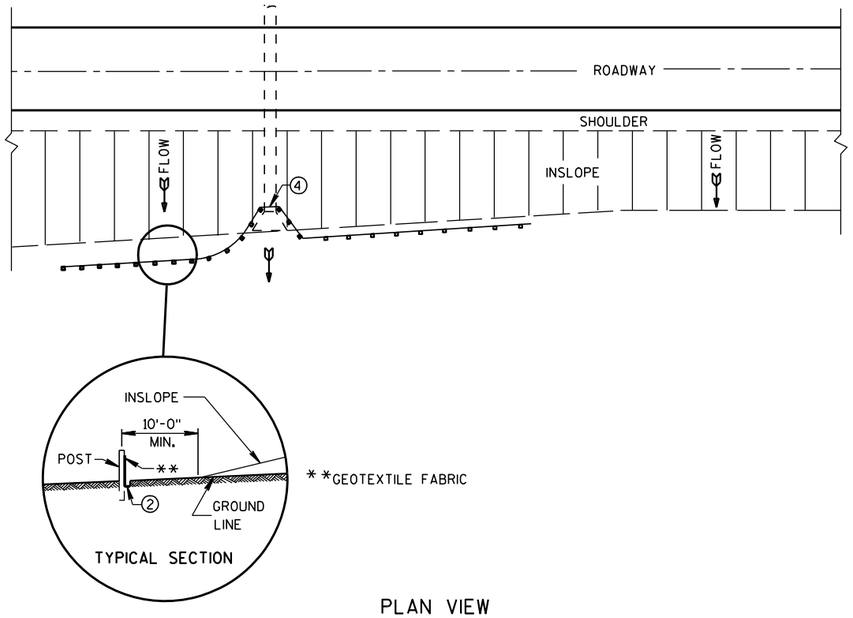
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

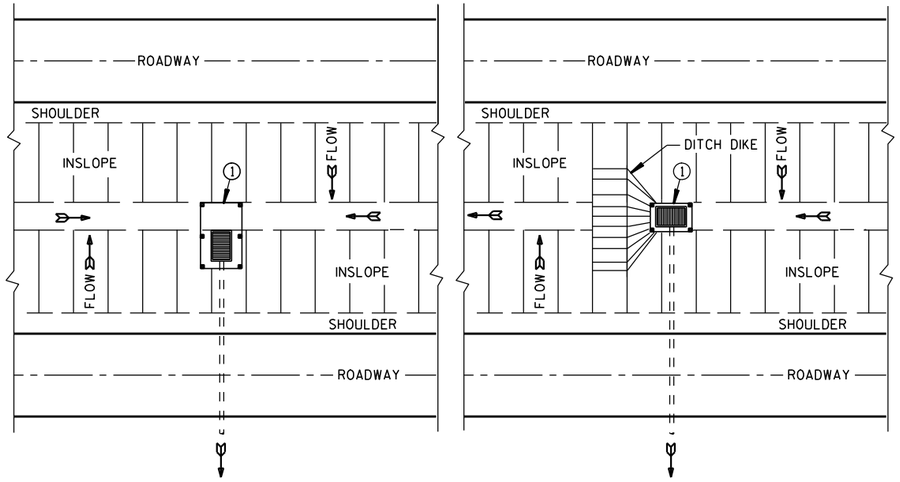
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



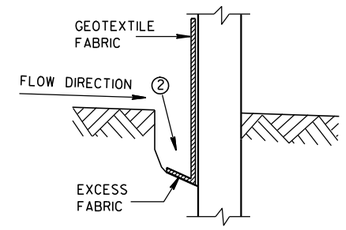
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

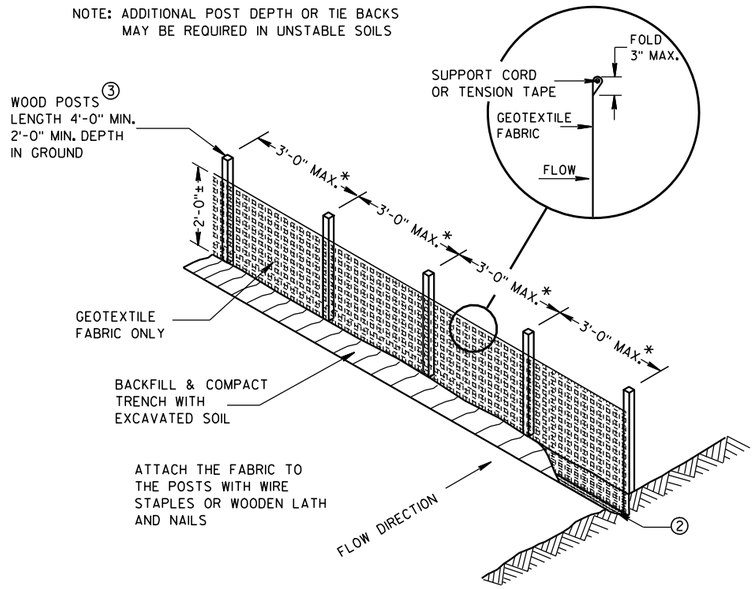
GENERAL NOTES

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

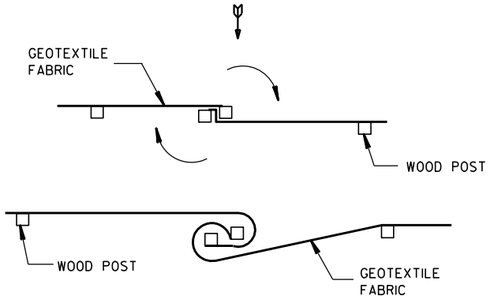
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



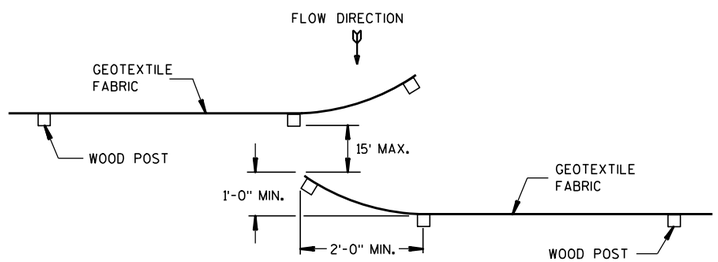
TRENCH DETAIL



SILT FENCE

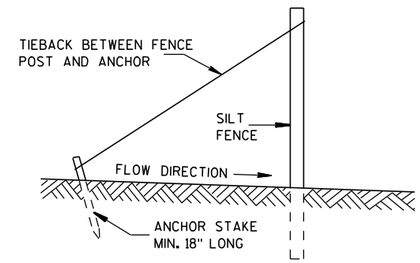


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

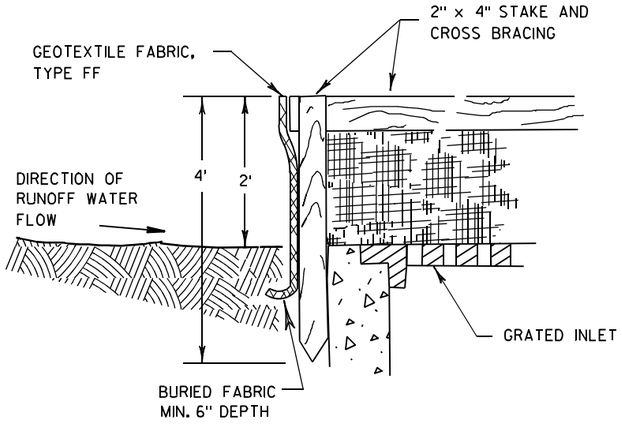
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

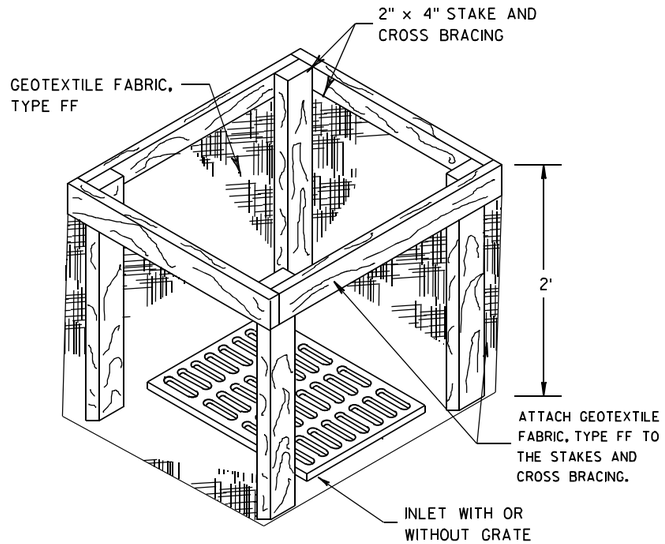
6

S.D.D. 8 E 9-6

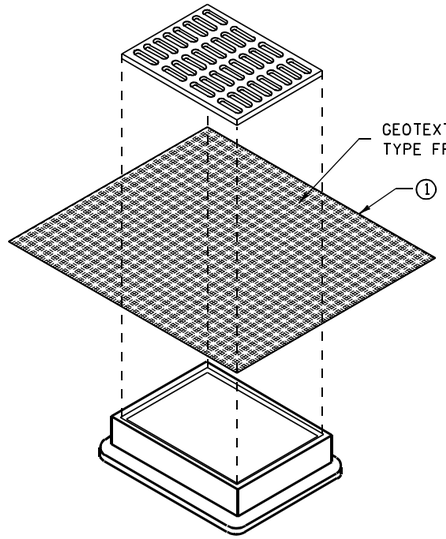
6

S.D.D. 8 E 9-6



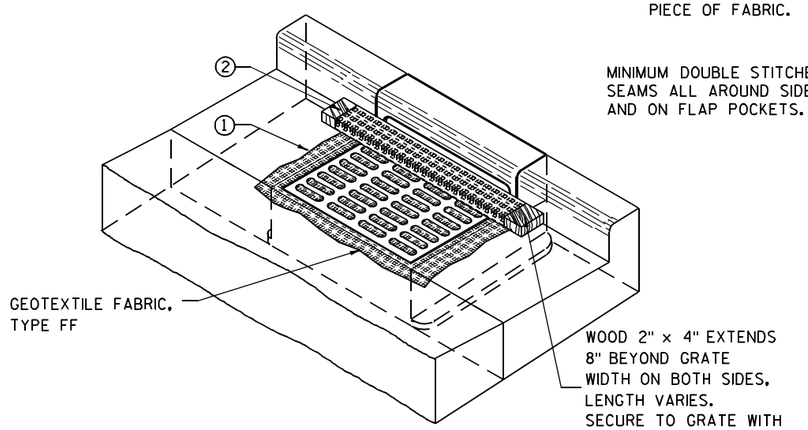


INLET PROTECTION, TYPE A

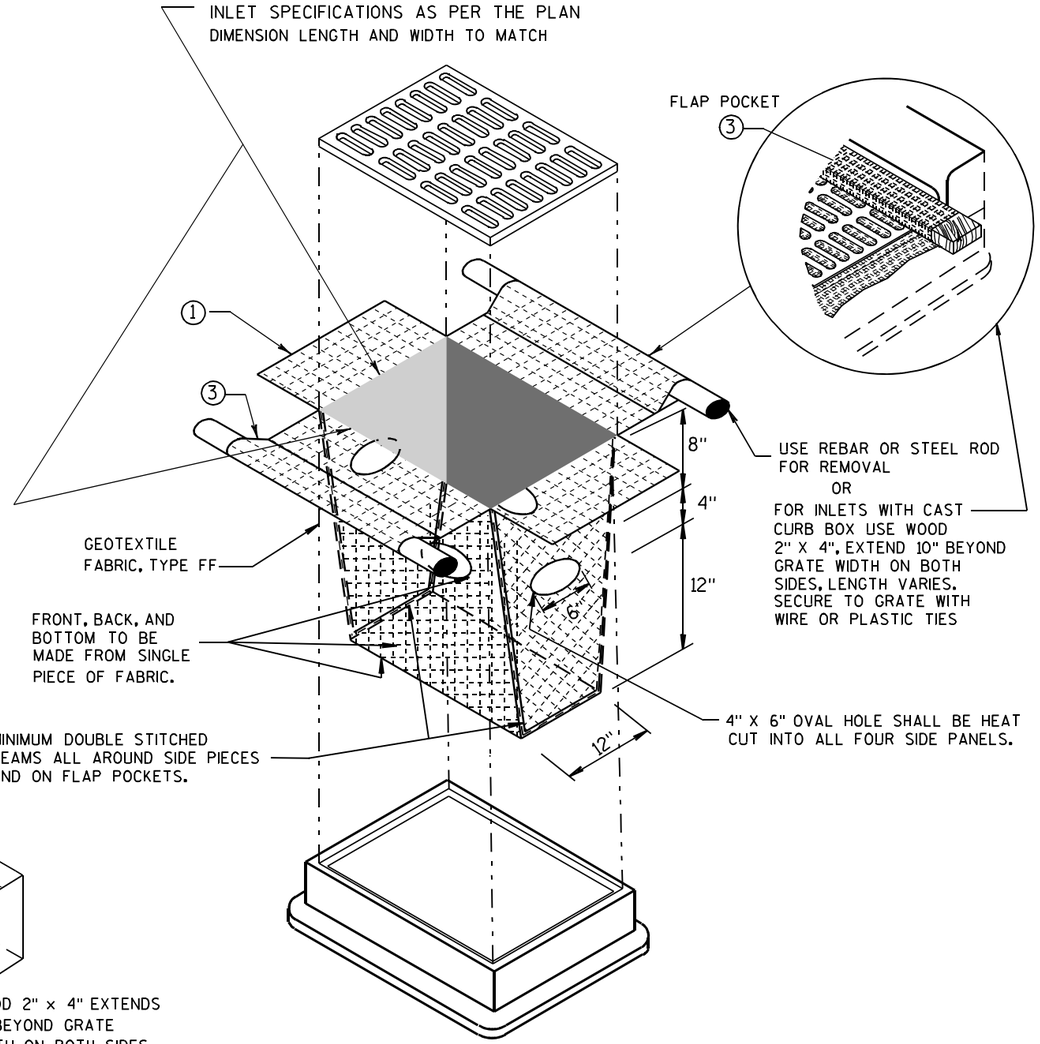


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

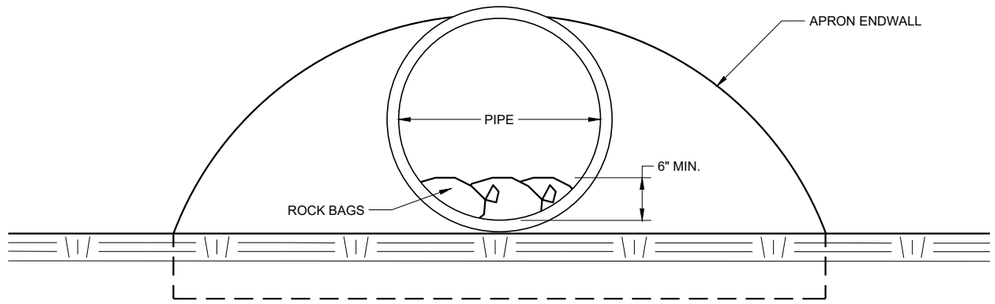
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

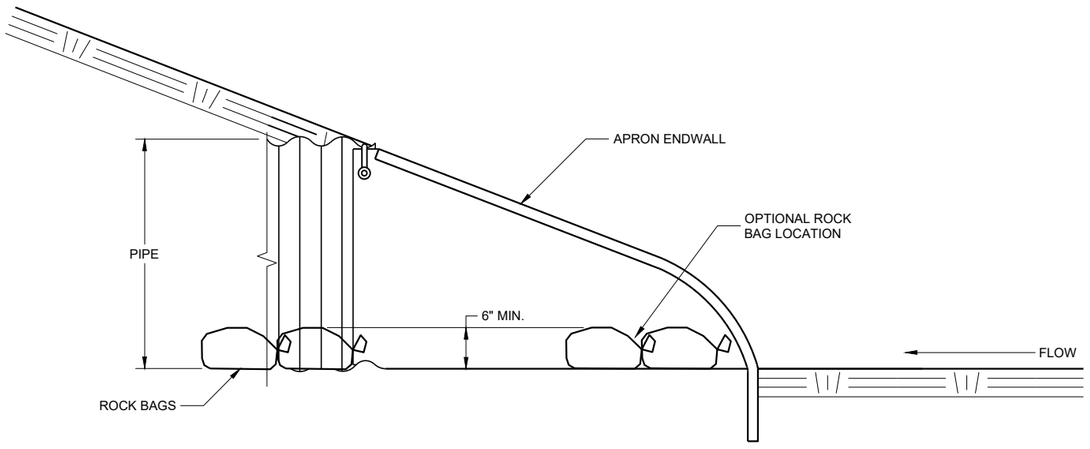
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 E 10-2



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

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SDD 08E15 - 01

METAL APRON ENDWALLS

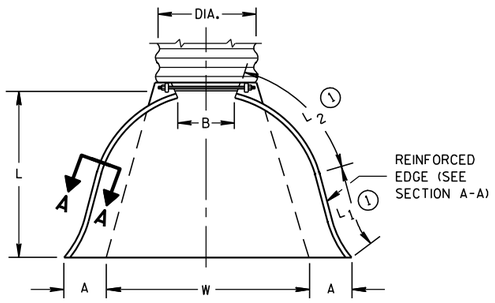
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

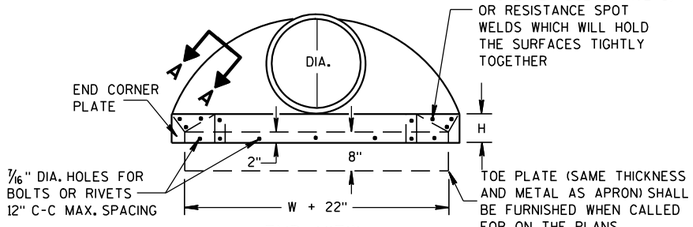
REINFORCED CONCRETE APRON ENDWALLS

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

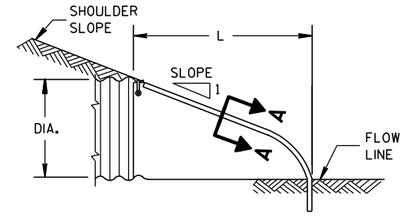
*MINIMUM
**MAXIMUM



PLAN VIEW

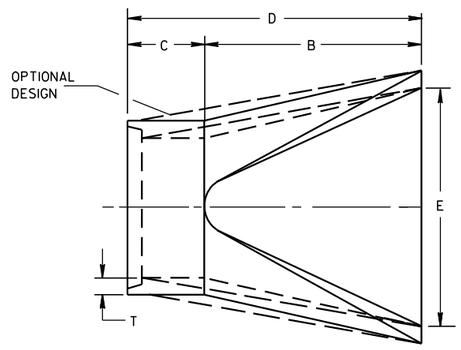


END VIEW

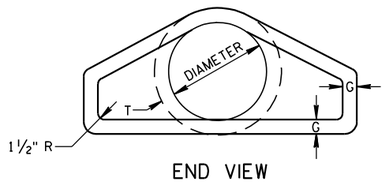


SIDE ELEVATION

METAL ENDWALLS



PLAN



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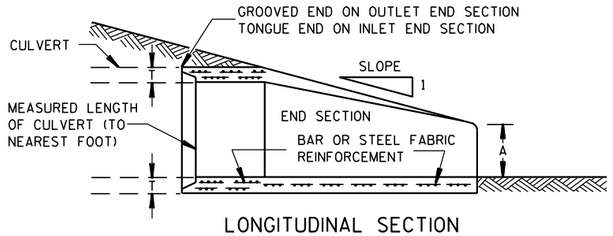
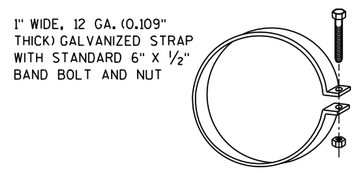


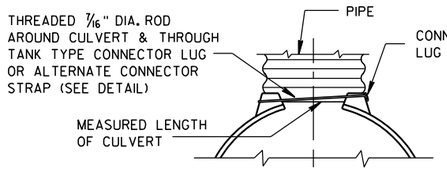
LONGITUDINAL SECTION

CONCRETE ENDWALLS

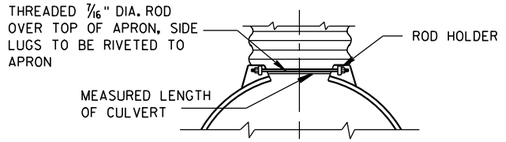


ALTERNATE FOR TYPE 1 CONNECTION

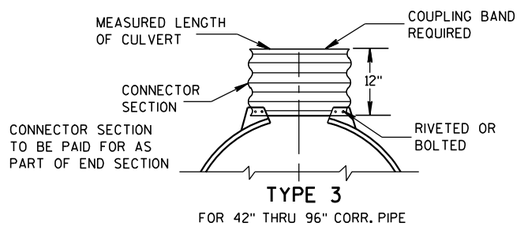
END SECTION CONNECTOR STRAP



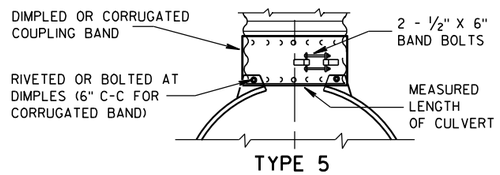
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

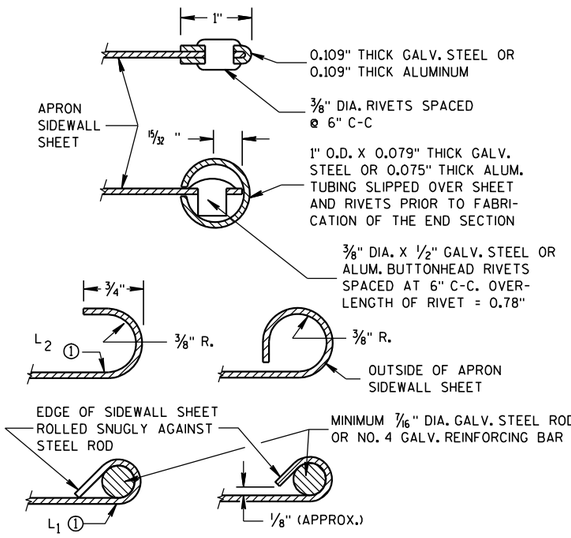
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

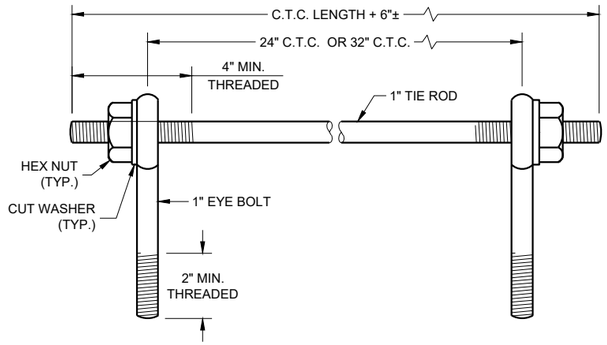
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

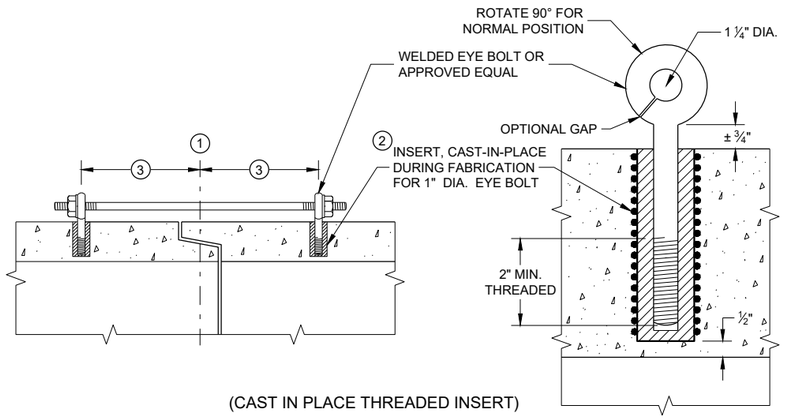
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

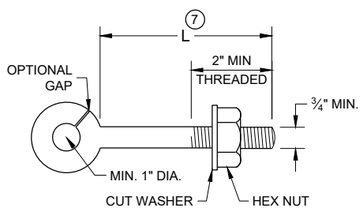
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

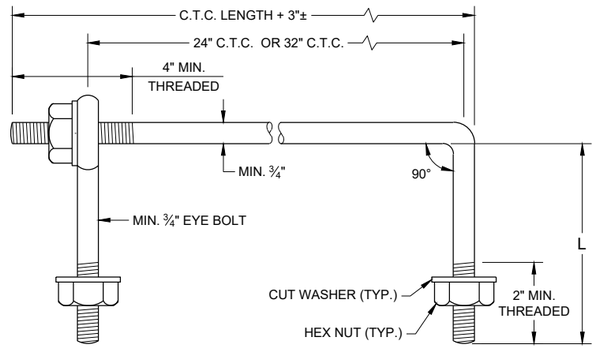
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

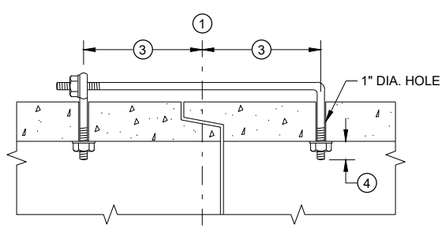


EYE BOLT (7)

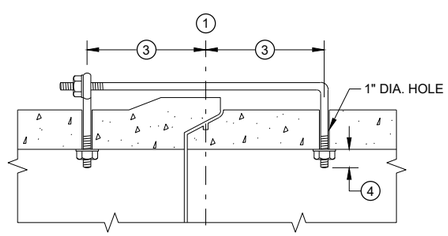
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

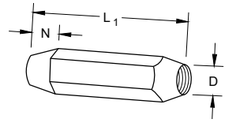
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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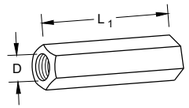
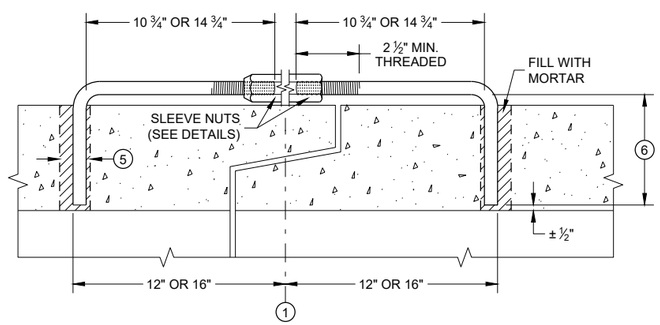


PLAIN

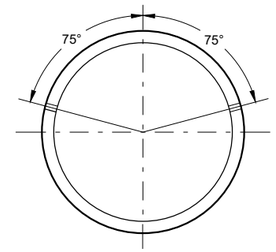
RIGHT AND LEFT THREADS

SLEEVE NUTS



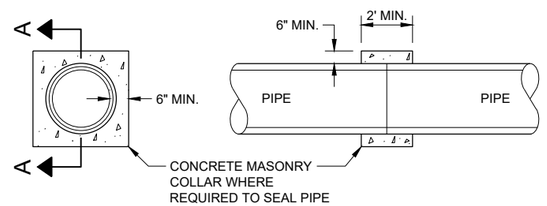
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 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

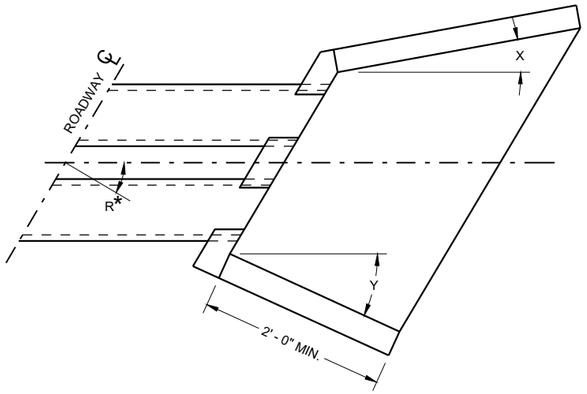
(5) FOUNDATION AND TRENCH BACKFILL ARE MATERIALS INCLUDED IN PAYMENT FOR CULVERT PIPE, PIPE ARCH, CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPSE OR CONCRETE MASONRY ENDWALLS.

(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

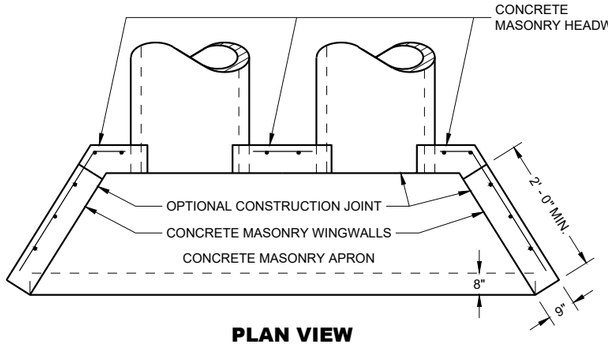
FOUNDATION BACKFILL



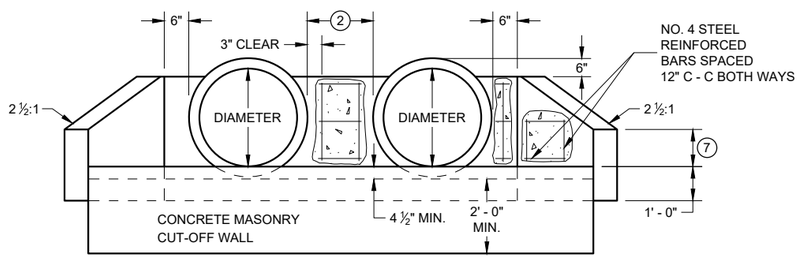
WINGWALL ANGLE DETAILS

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

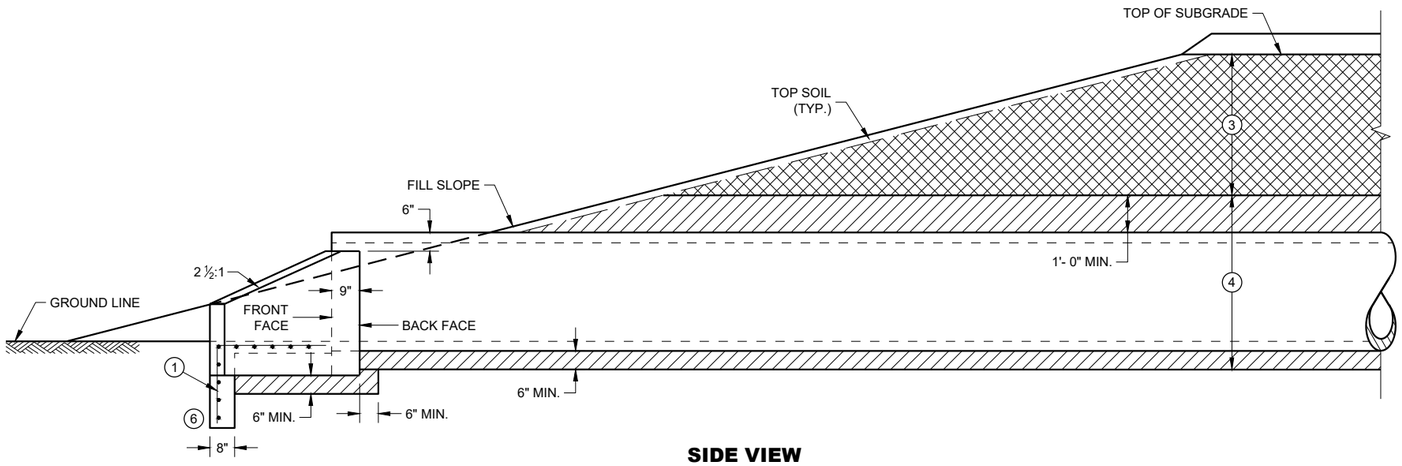


PLAN VIEW



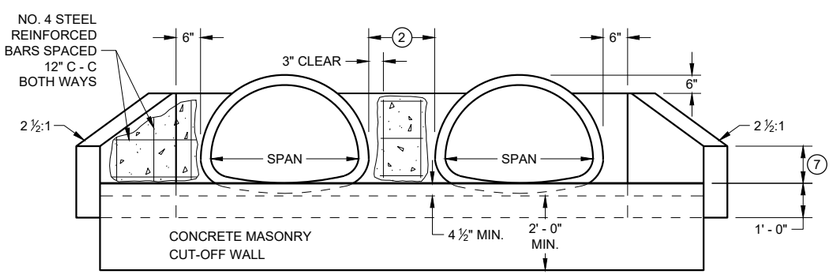
END VIEW

CIRCULAR PIPE



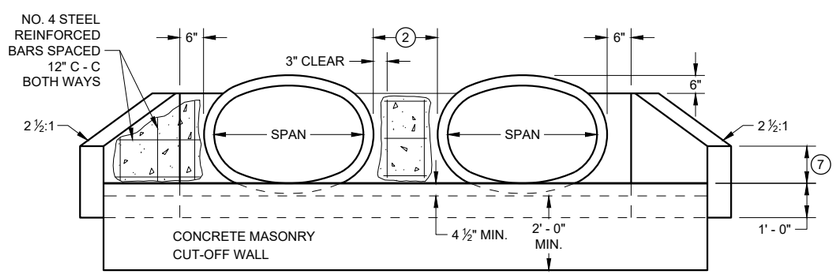
SIDE VIEW

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

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SDD 08F10 - 02

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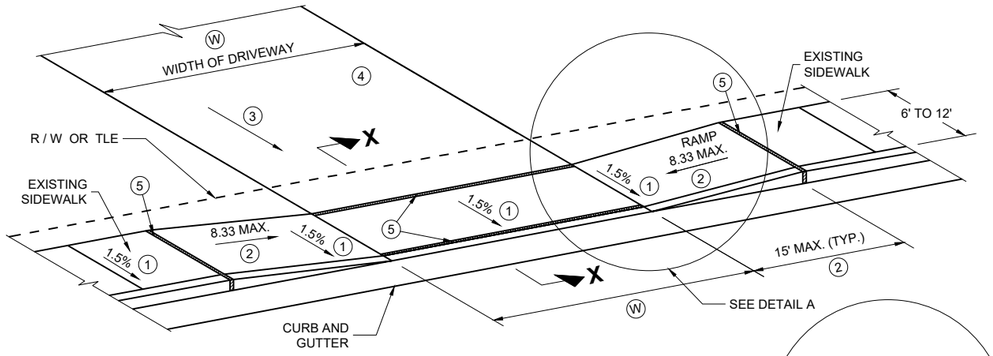
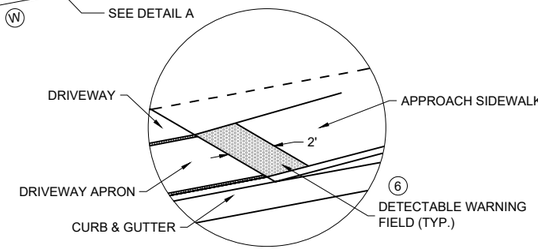
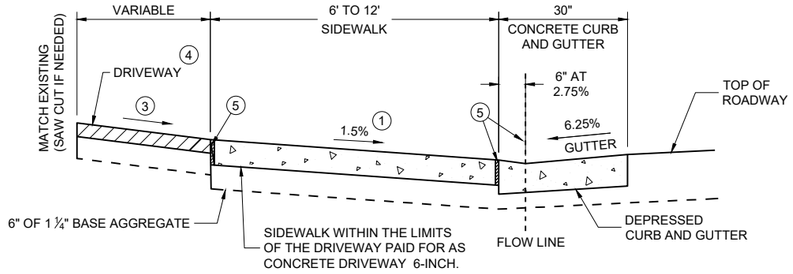
SDD 08F10 - 02



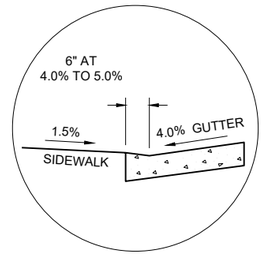
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X

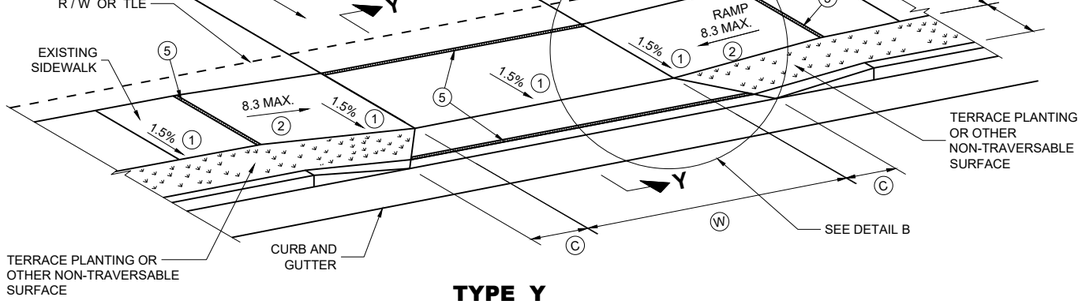


SECTION X - X
4% GUTTER SLOPE

Ⓦ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.

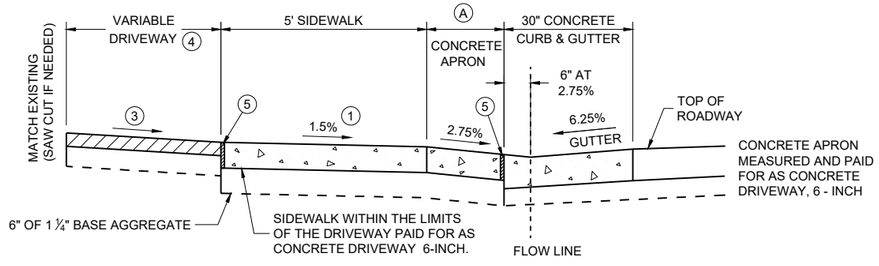
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



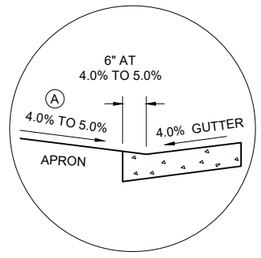
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

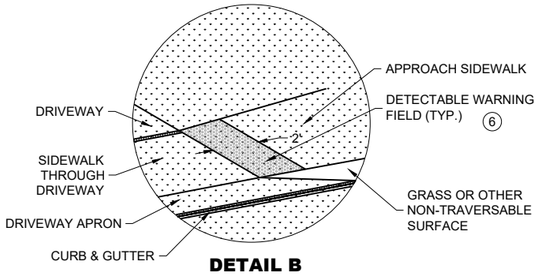
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
* 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
* 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
* 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ 1/2" EXPANSION JOINT FILLER

⑥ DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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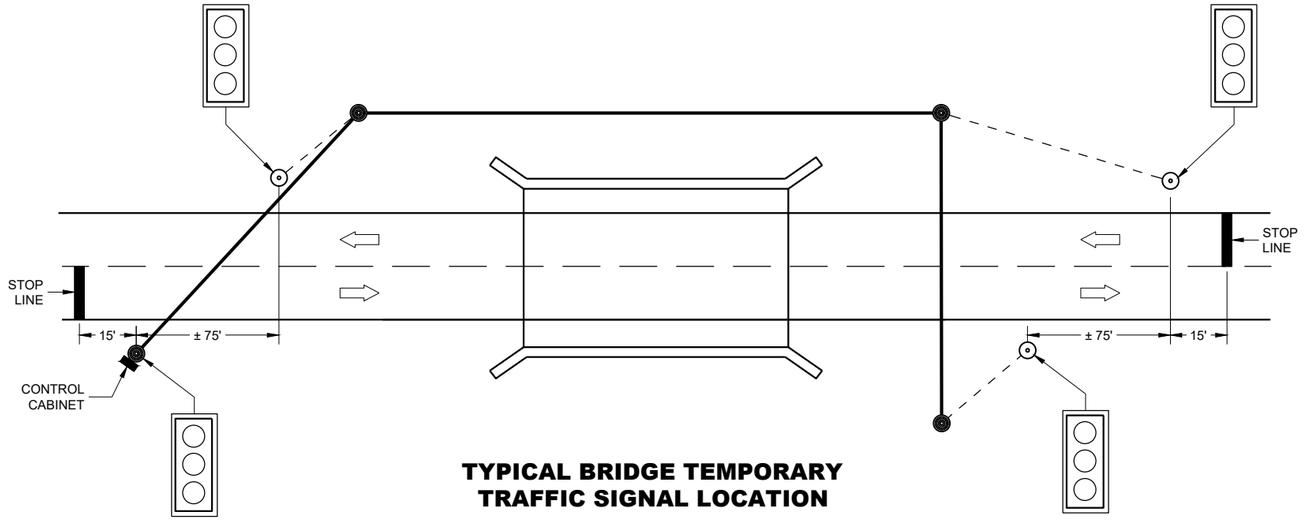
SDD 09A11-01



TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

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

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

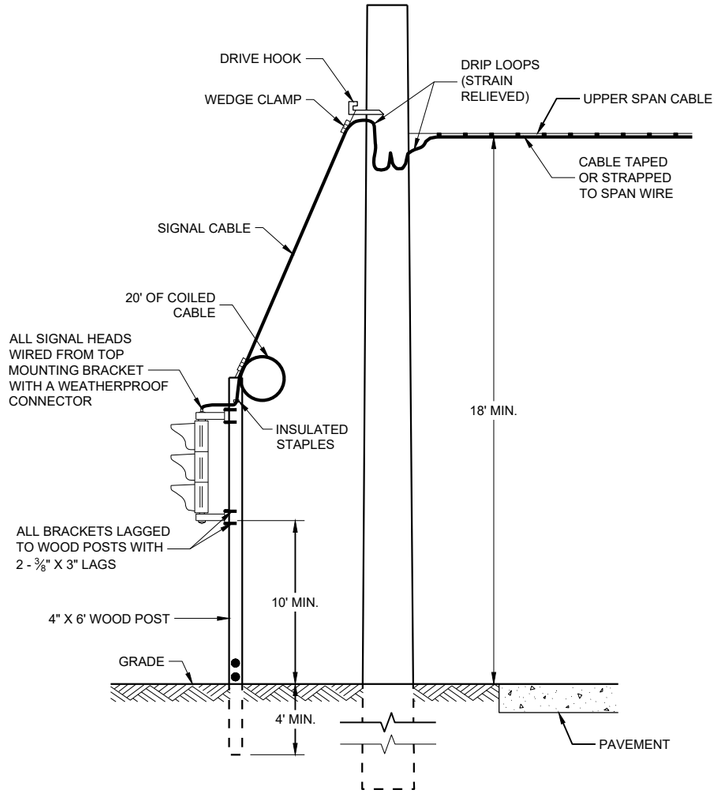
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

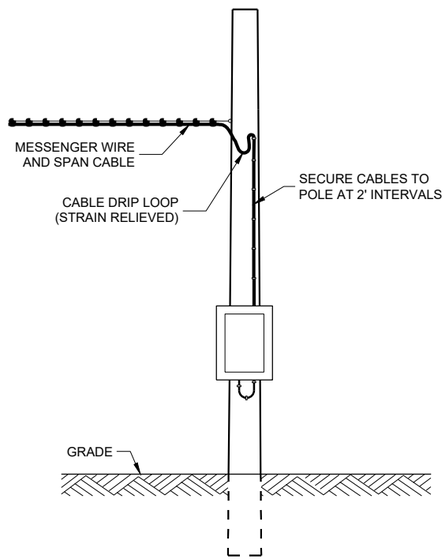
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

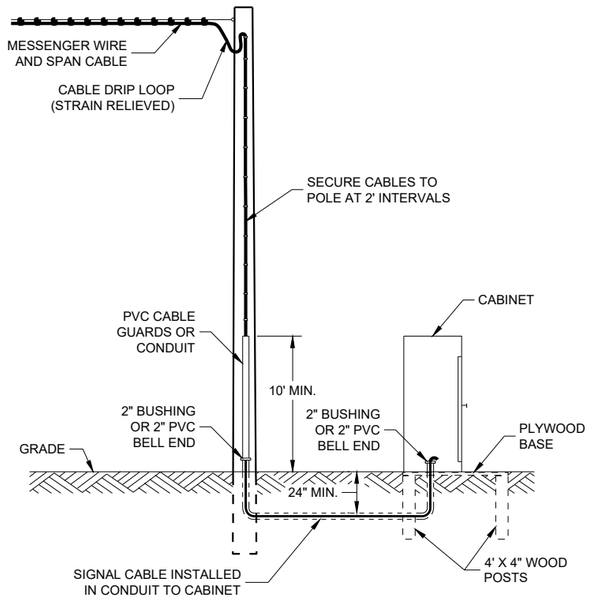
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD09G02 - 05a

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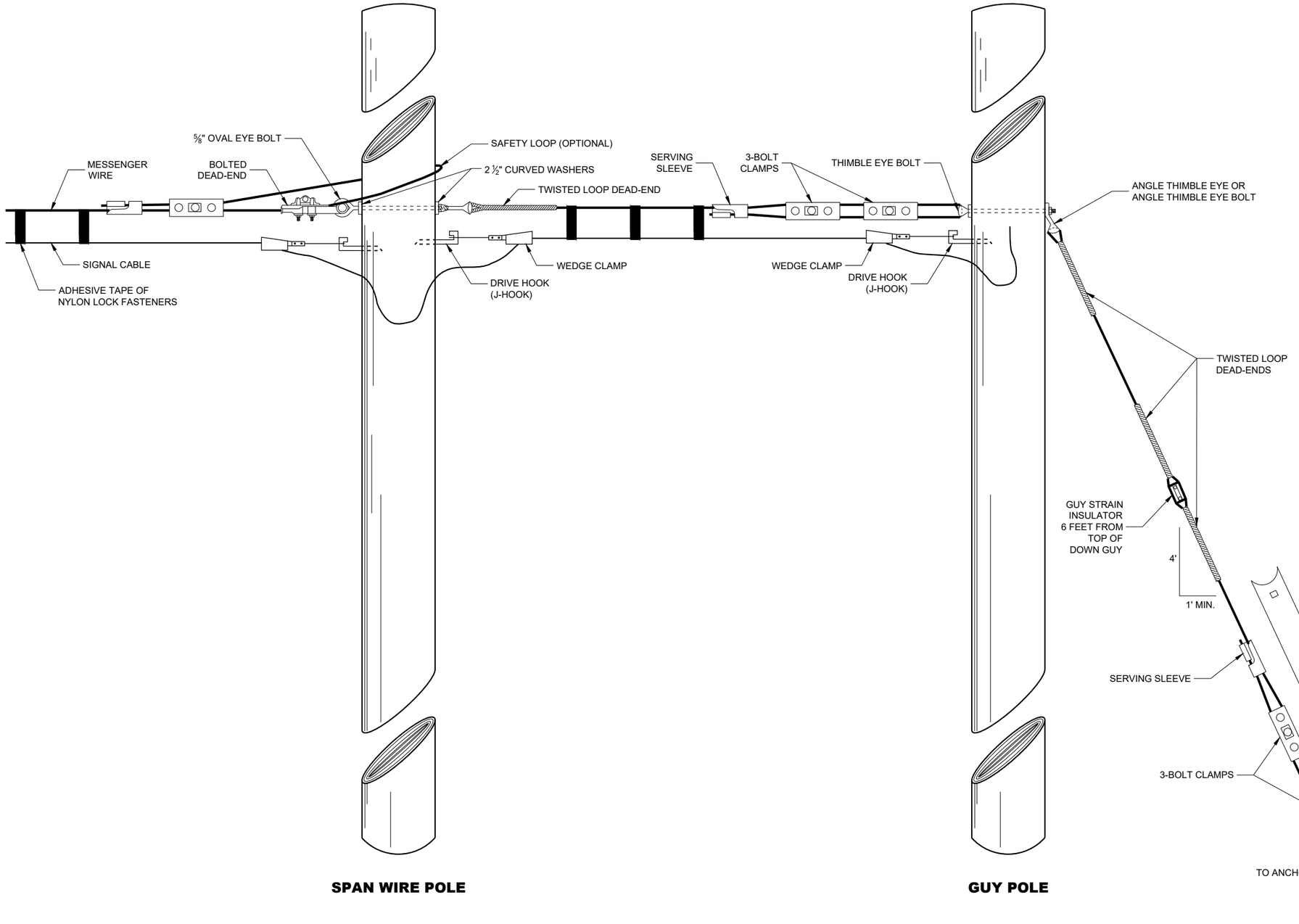
SDD09G02 - 05a

GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD09G02 - 05b

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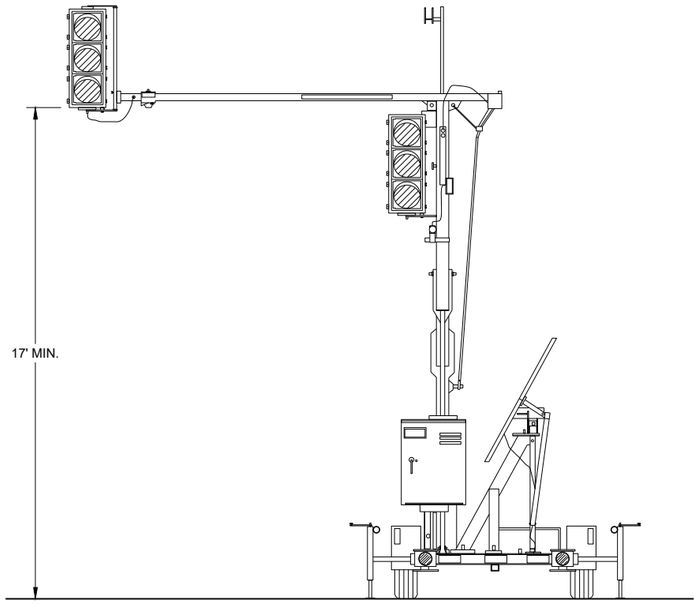
SDD09G02 - 05b

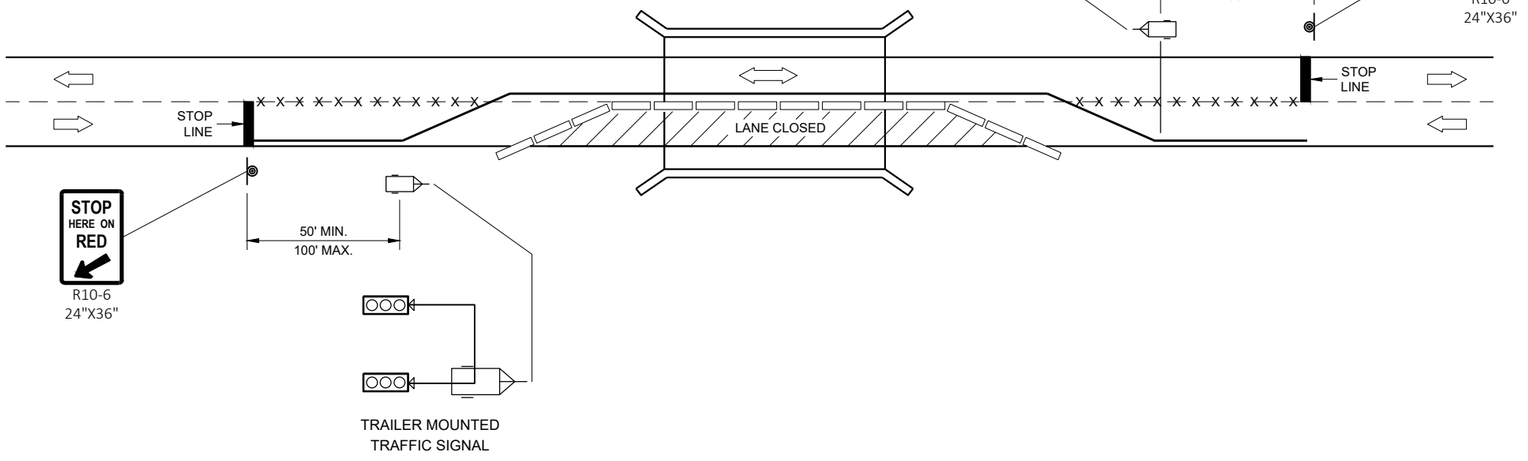


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD09G02 - 05c

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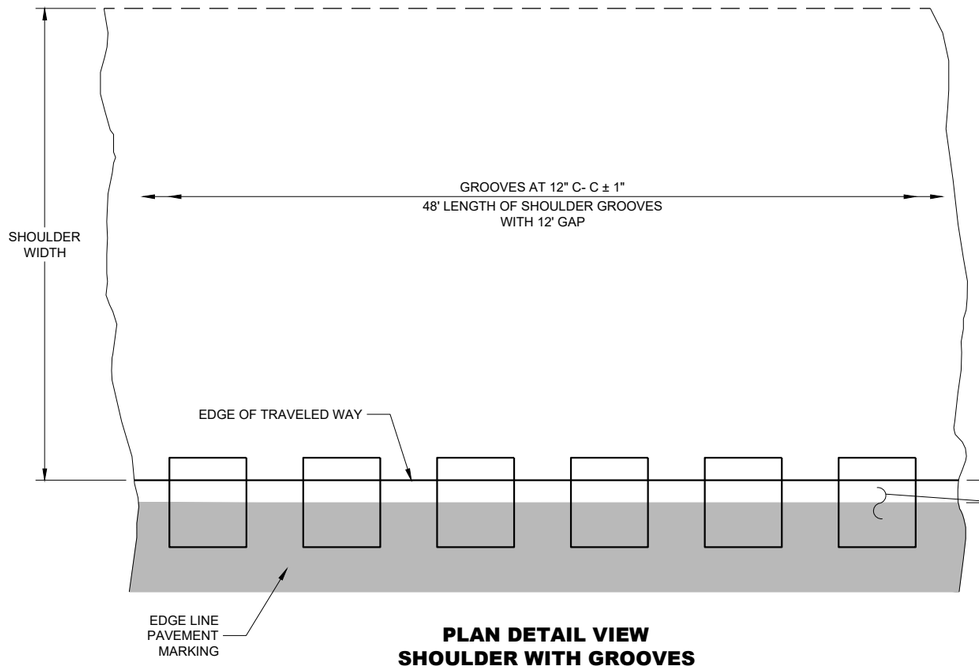
SDD09G02 - 05c

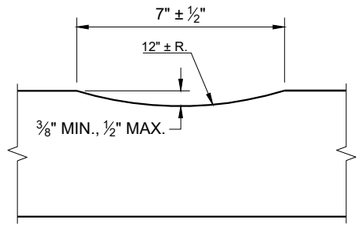
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

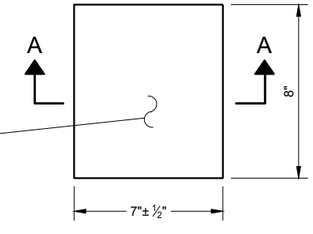
SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



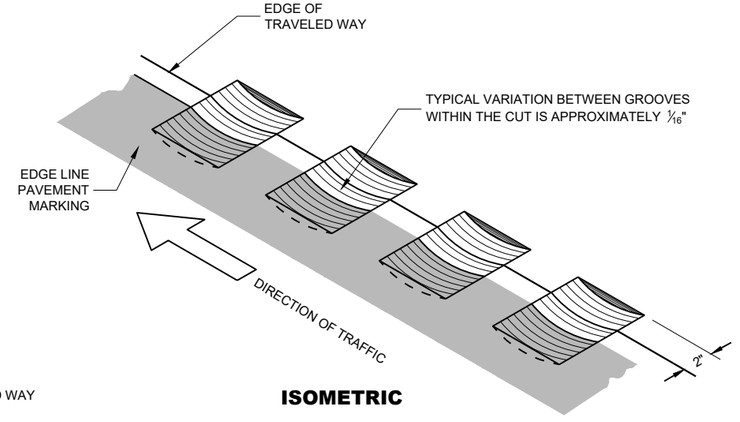
PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A



PLAN VIEW
(SINGLE GROOVE)



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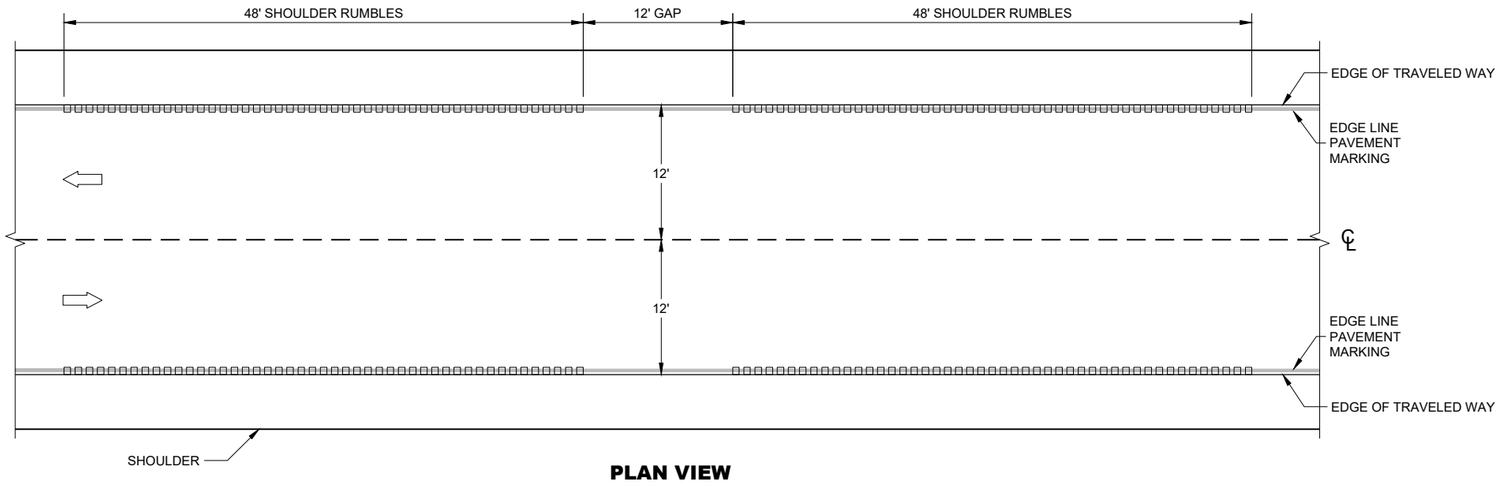

PLAN VIEW

EDGE LINE RUMBLE STRIPS - ASPHALT

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SDD 13A10 - 03e

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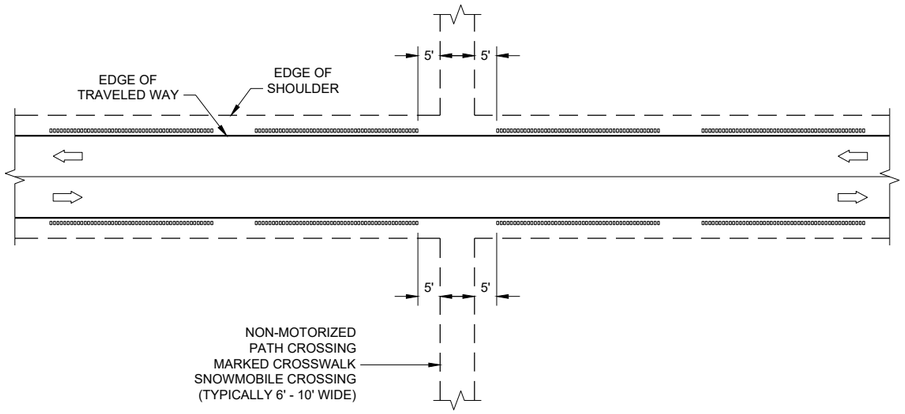
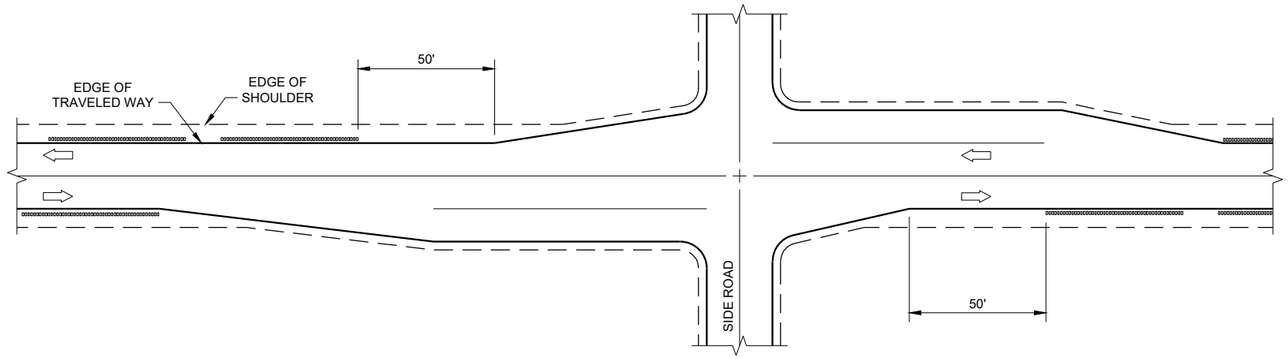
SDD13A10 - 03e

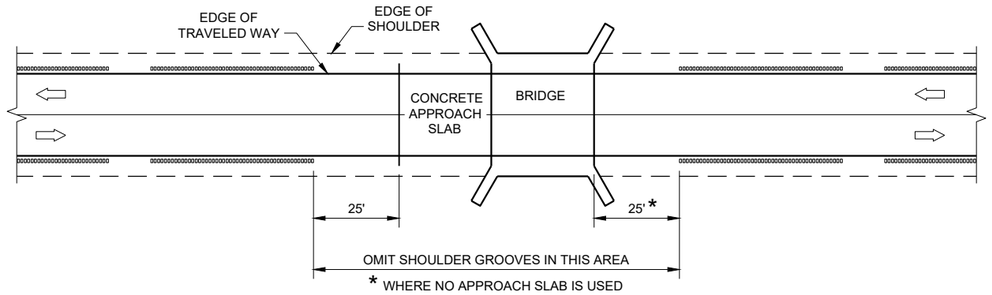
EDGE LINE RUMBLE STRIPS - ASPHALT



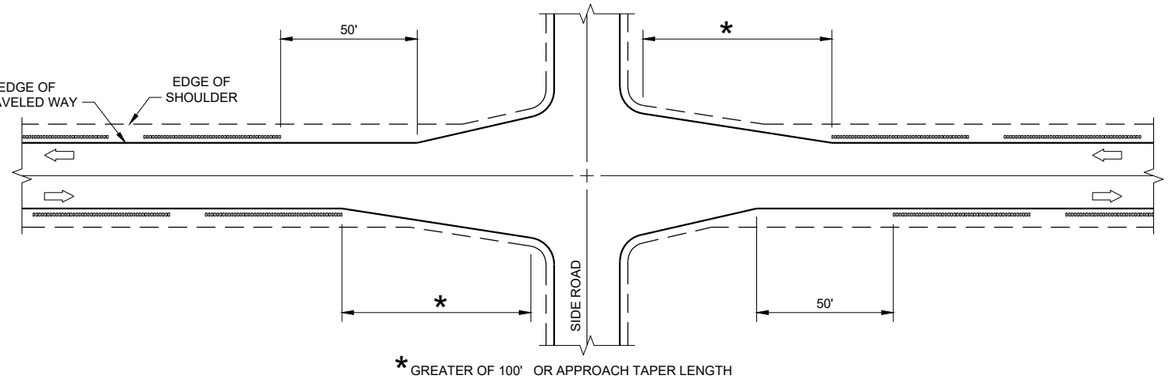
GROOVES AT MISCELLANEOUS CROSSINGS



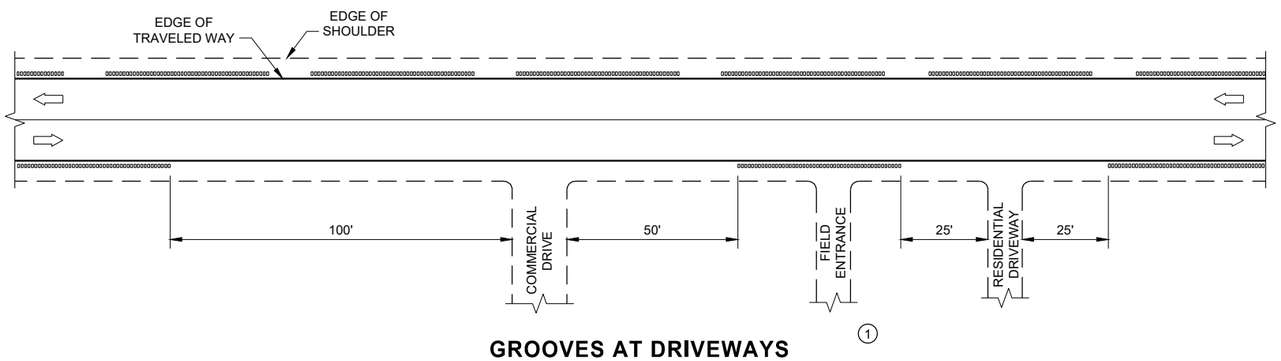
GROOVES AT RIGHT TURN LANE



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 TRANSPORTA

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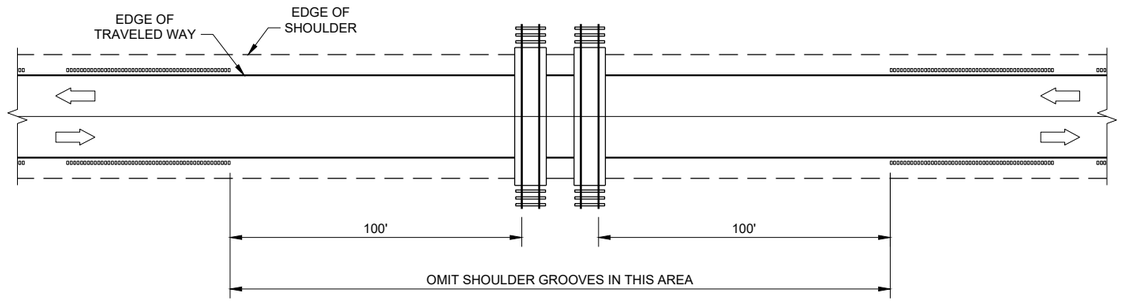
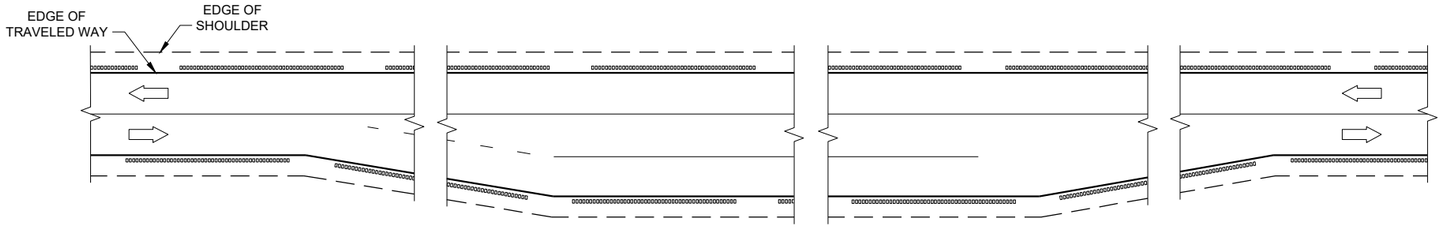
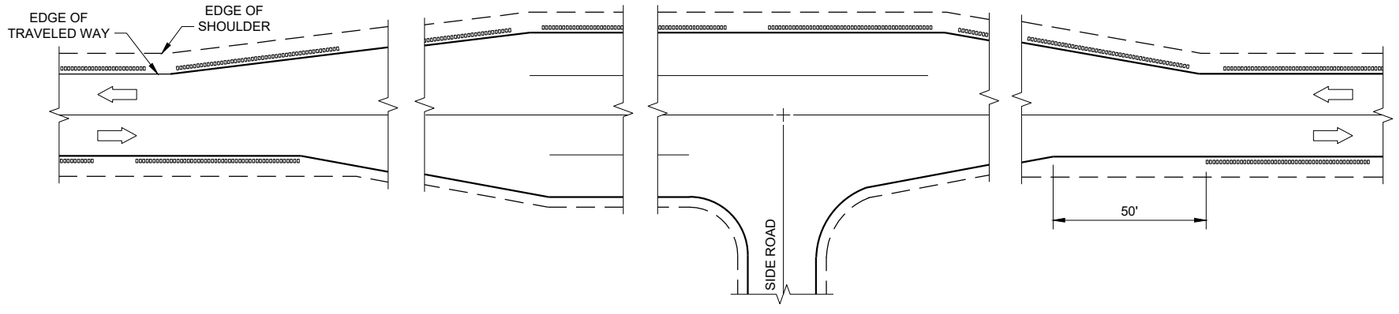
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

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

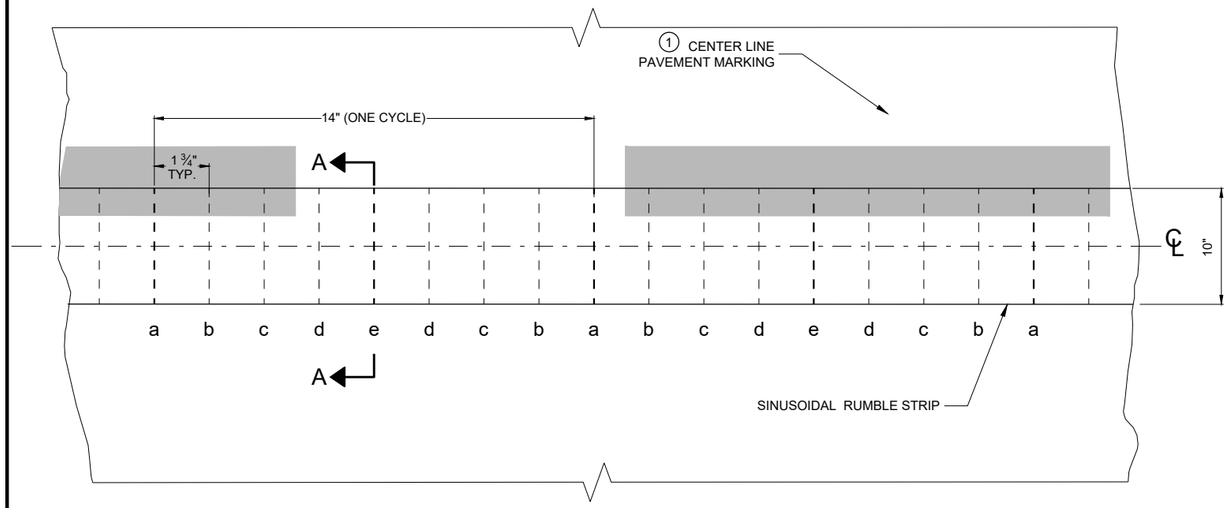
SDD13A10 - 03h

GENERAL NOTES

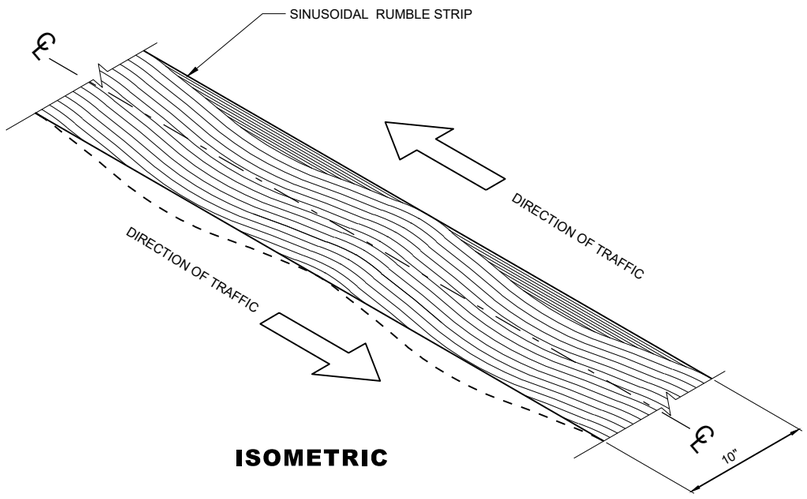
SDD 13A11, SHEET "d" SHOWS THE LOCATIONS OF RUMBLE STRIPS AT INTERSECTIONS, INTERSECTIONS WITH LEFT TURN LANES, BRIDGES, COMMERCIAL AND RESIDENTIAL DRIVEWAYS AND RAILROAD CROSSINGS.

SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.

(1) CENTERLINE PAVEMENT MARKINGS SHALL BE PLACED PARTIALLY IN RUMBLE STRIP GROOVE AND PARTIALLY OUT OF THE RUMBLE STRIP GROOVE.



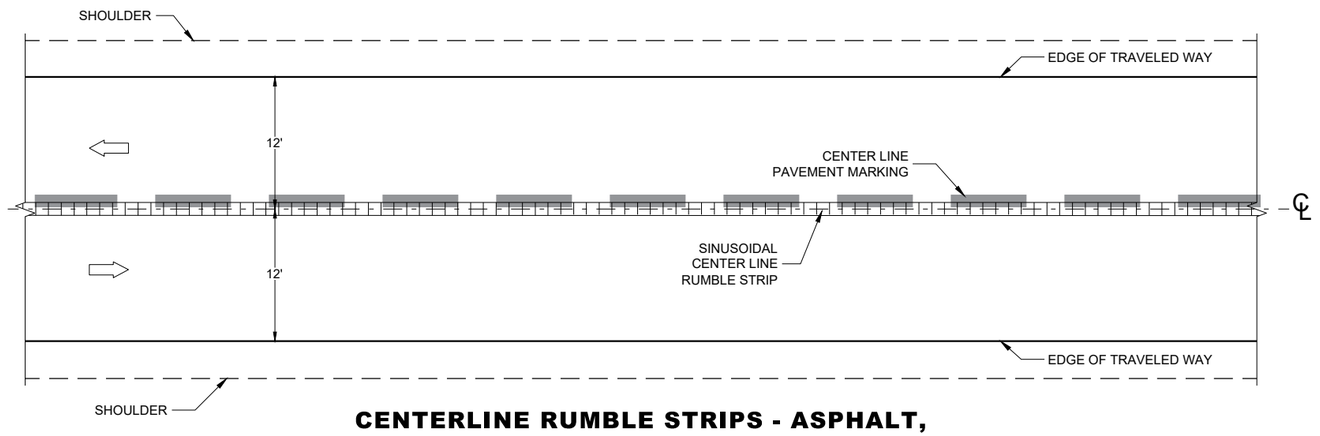
PLAN DETAIL VIEW



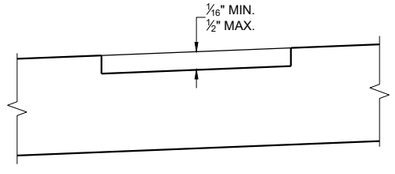
ISOMETRIC

PROFILE VIEW
SINUSOIDAL CENTERLINE RUMBLE STRIPS

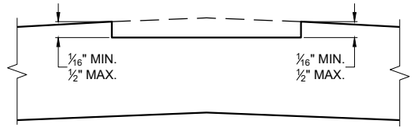
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL



SECTION A - A
SUPERELEVATED ROADWAY



SECTION A - A
CROWNED ROADWAY

CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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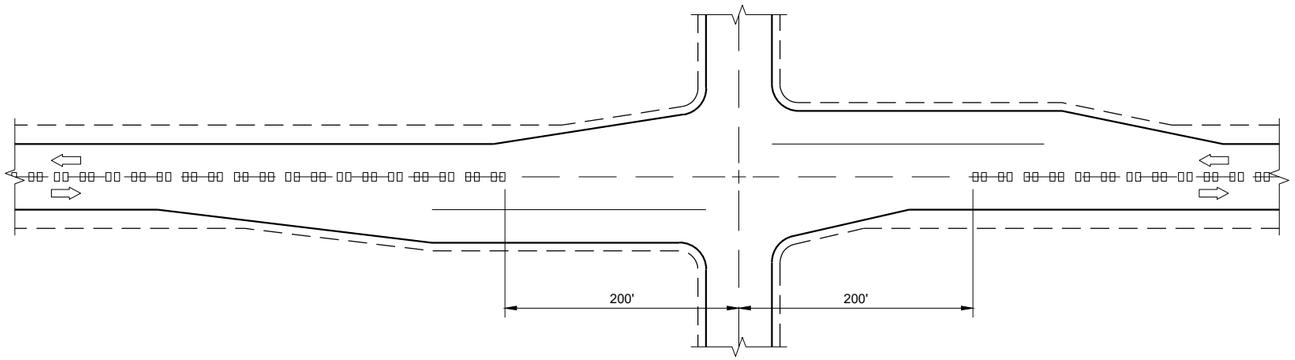
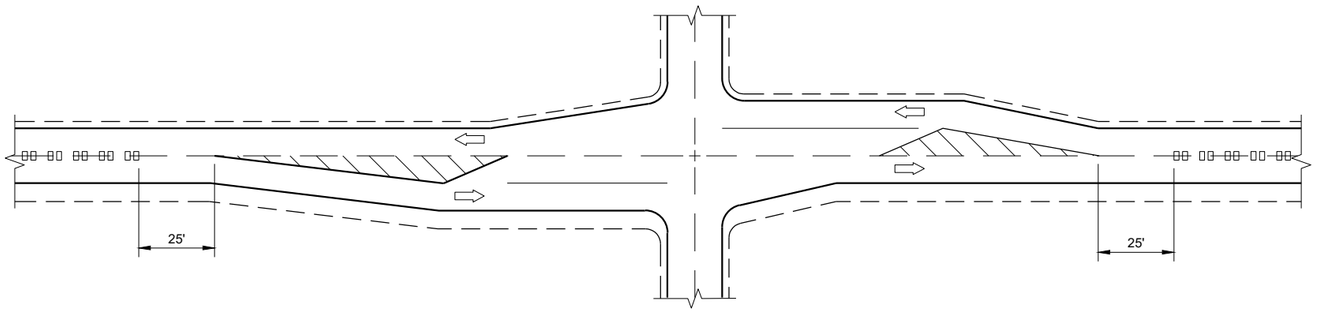
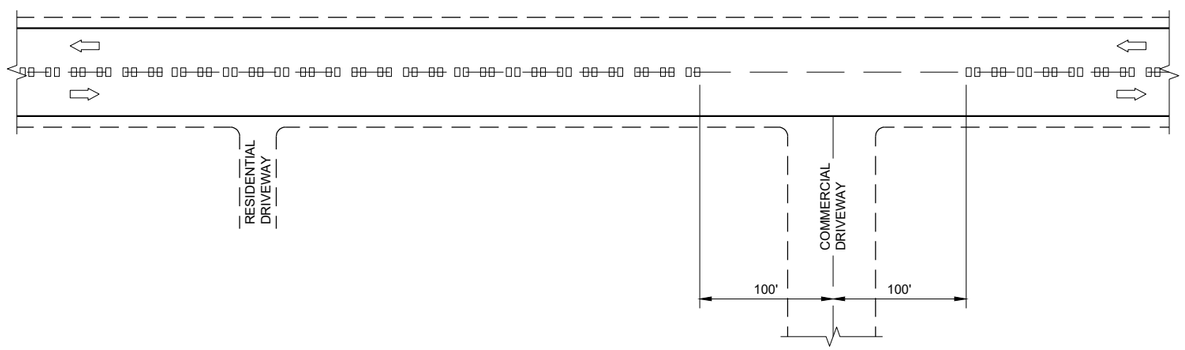
SDD 13A11 - 04c



CENTERLINE GROOVES AT INTERSECTIONS



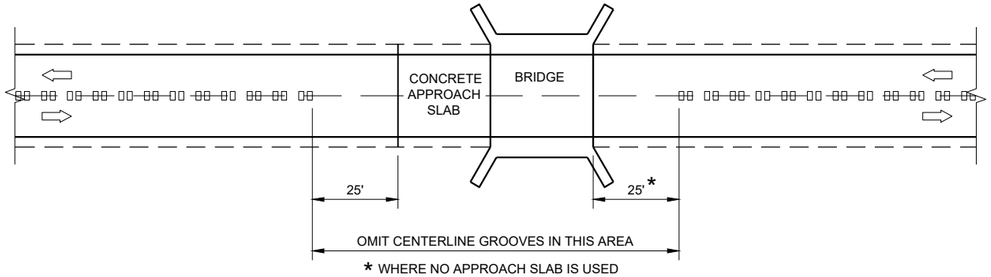
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



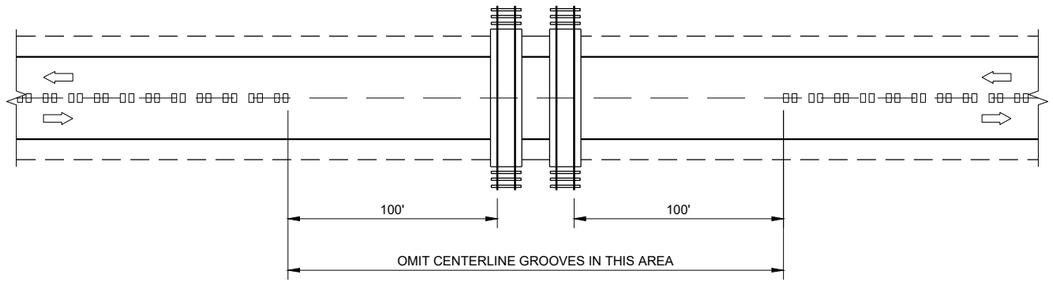
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 13A11 - 04d

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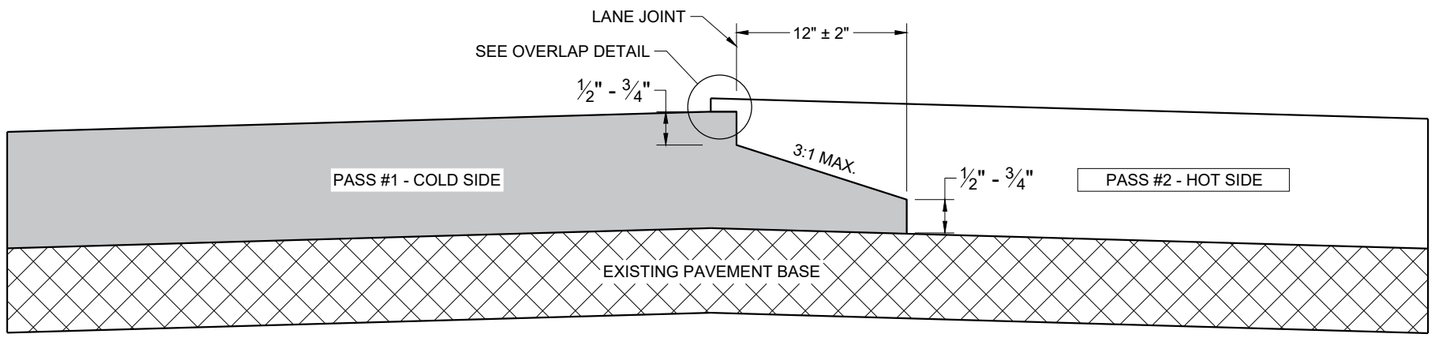
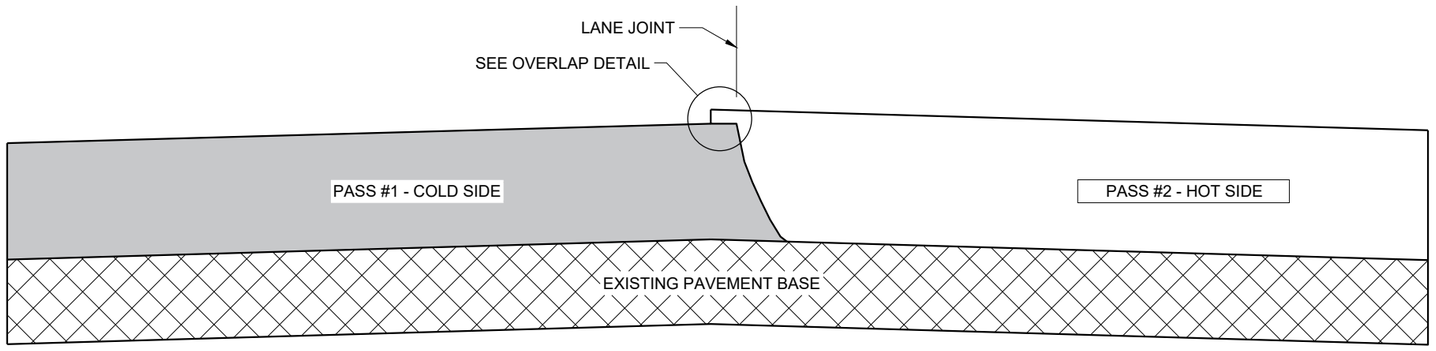
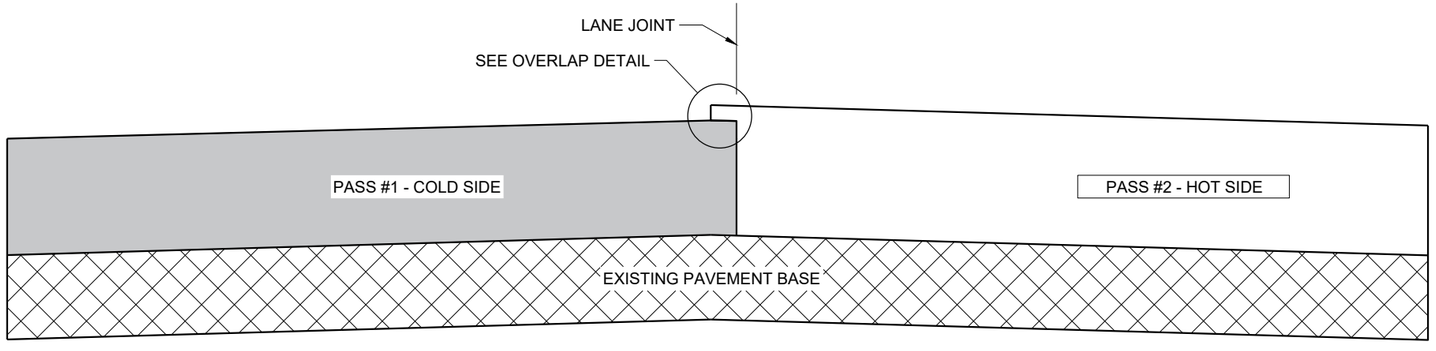
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

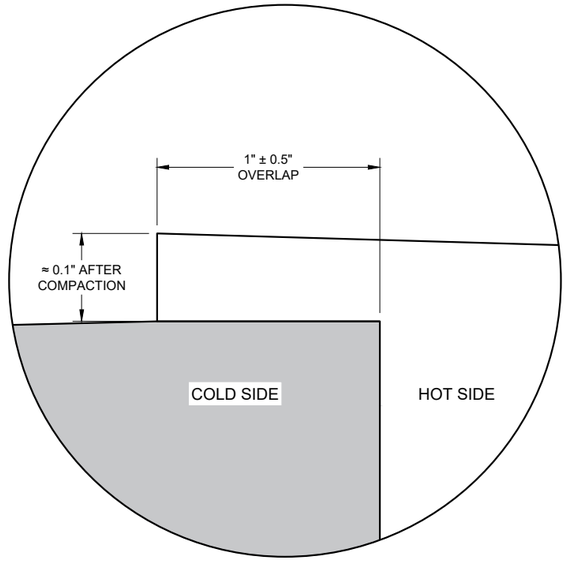
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

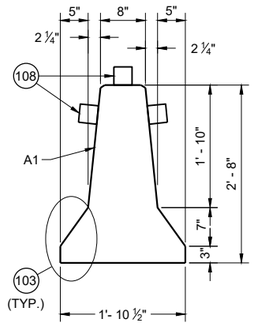
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

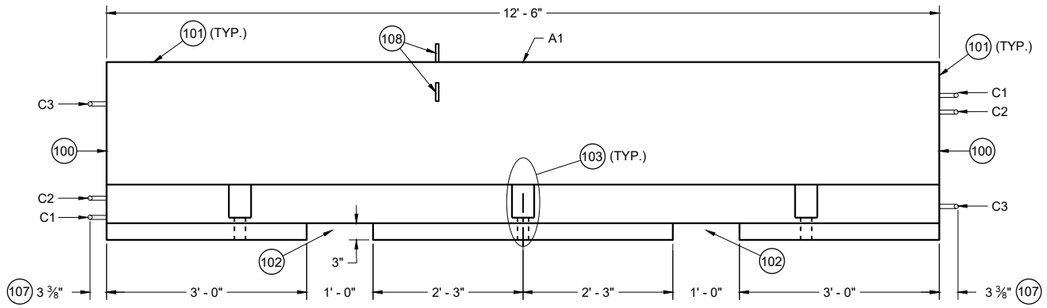
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



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

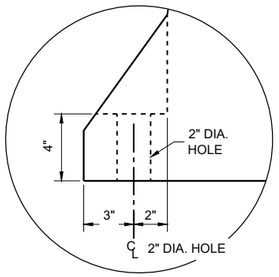
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

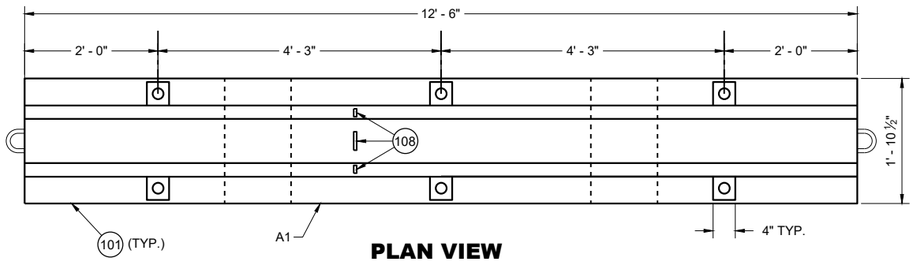
(106) 1" MIN. CLEAR COVER

(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.

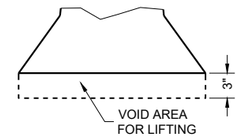


ANCHOR BLOCK DETAIL

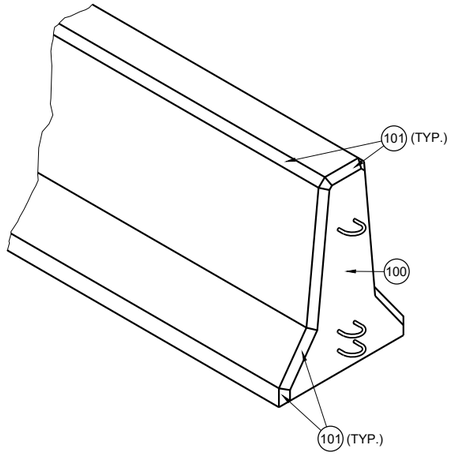


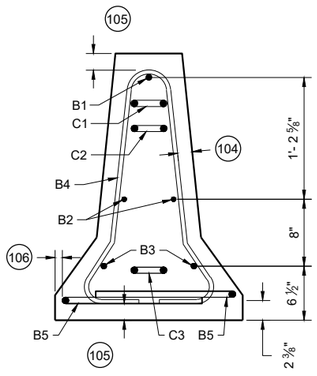
PLAN VIEW

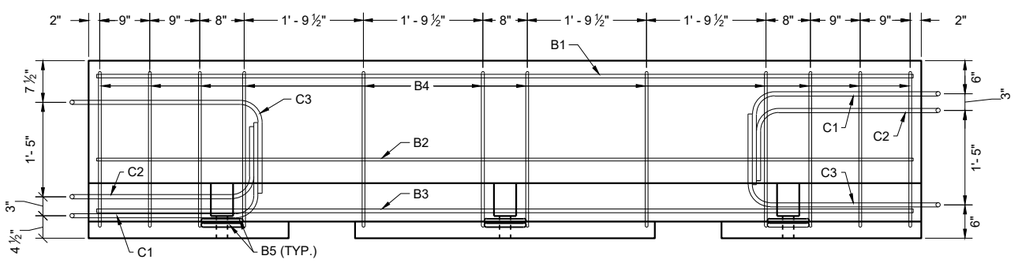
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







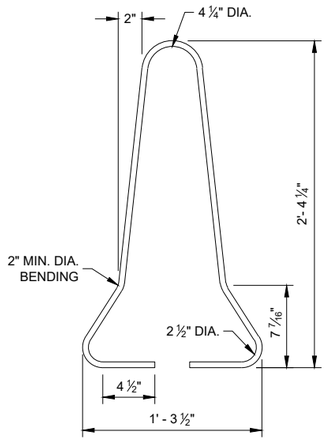
PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

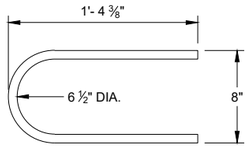
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

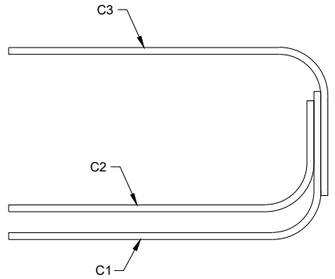
6
SDD 14B07-16a



B4 BAR DETAIL

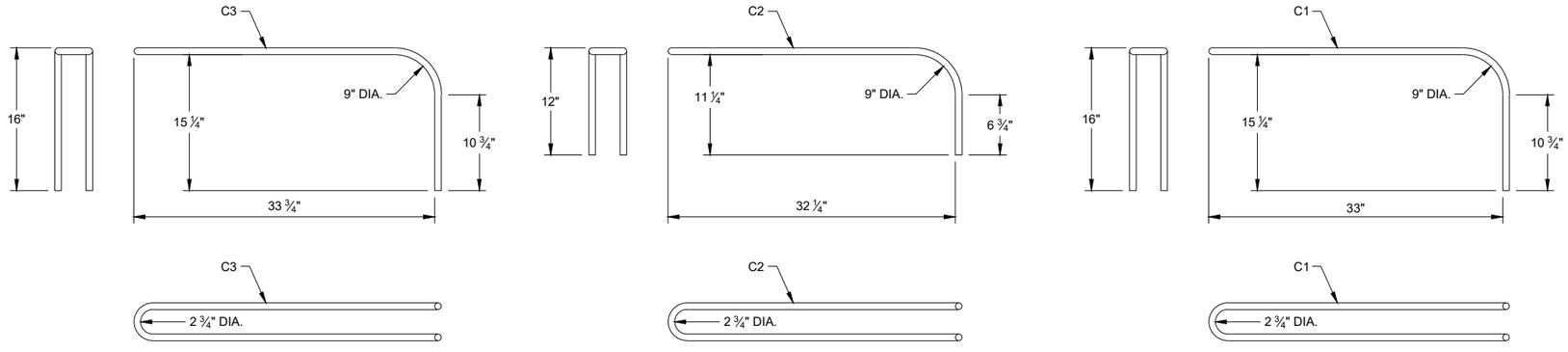


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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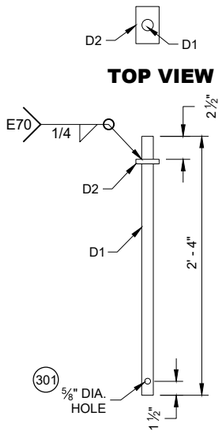
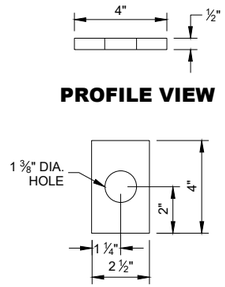
SDD 14B07-16b



TOP VIEW

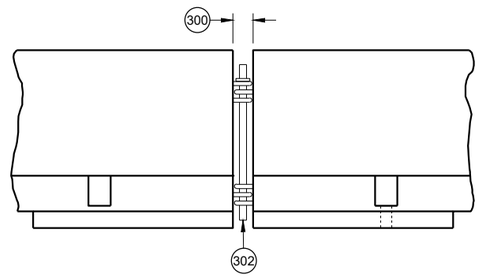
PROFILE VIEW

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.

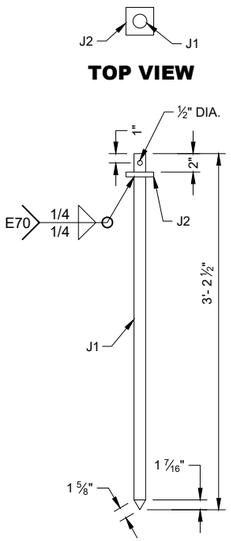
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

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"

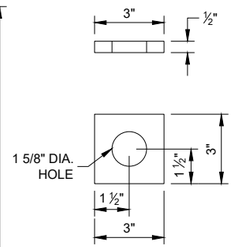
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



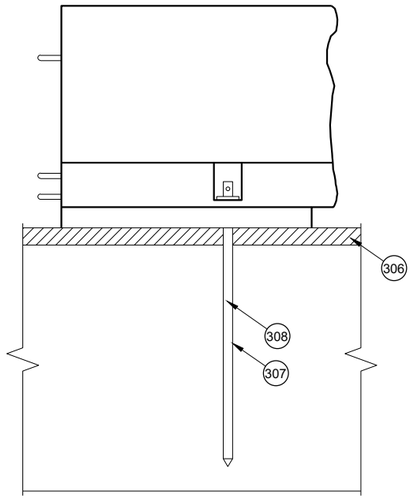
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

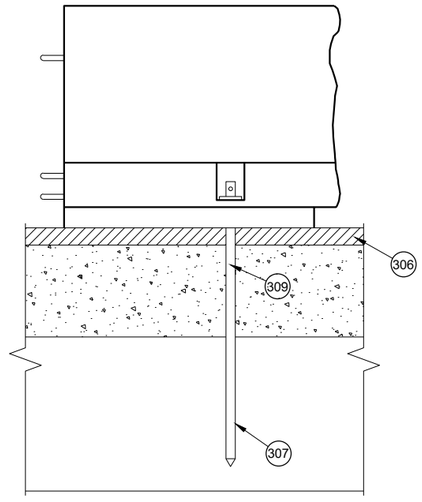


TOP VIEW J2



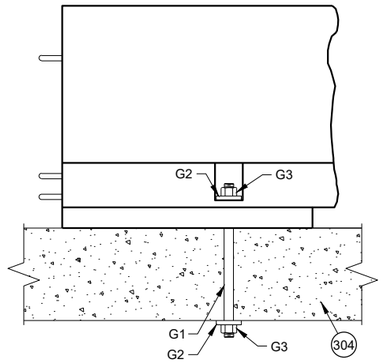
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



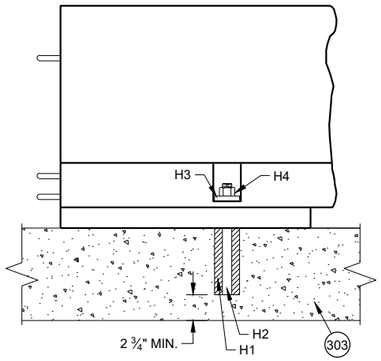
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

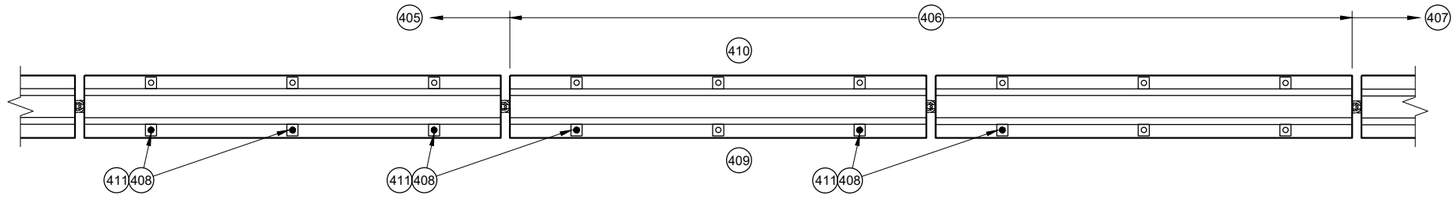
THROUGH BOLT ANCHOR INSTALLATION (305)



SIDE VIEW

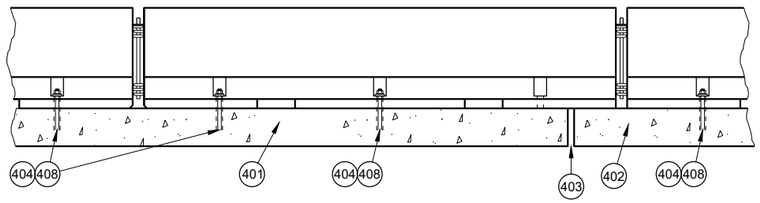
ADHESIVE ANCHOR INSTALLATION (305)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



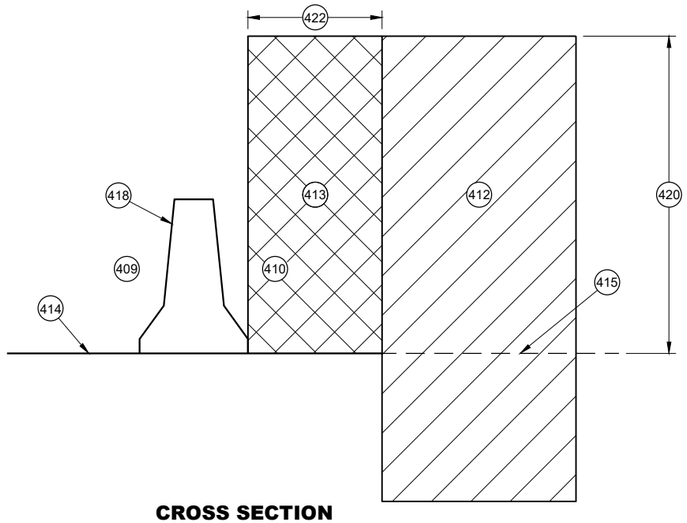
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



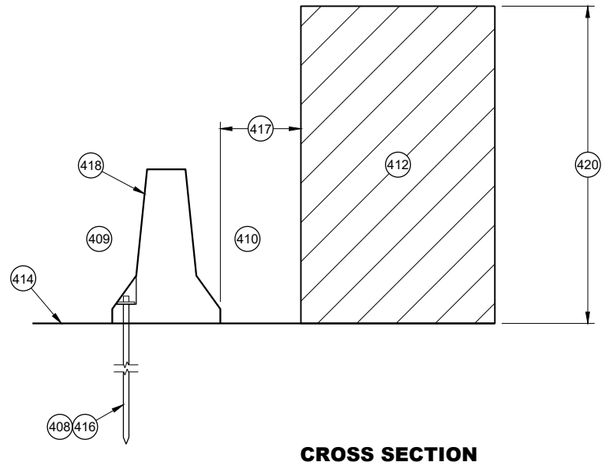
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



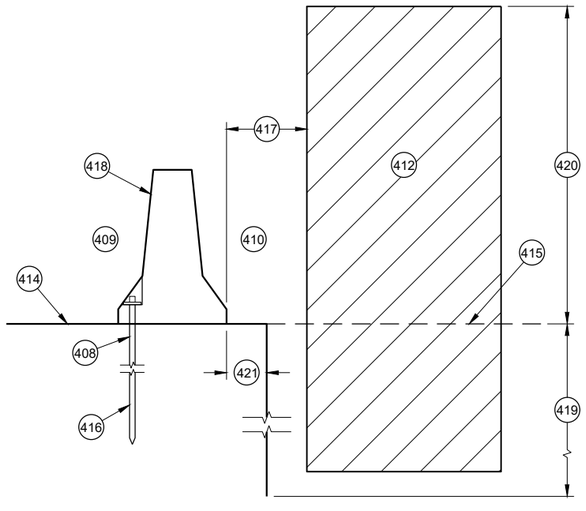
CROSS SECTION

FREE STANDING BARRIER



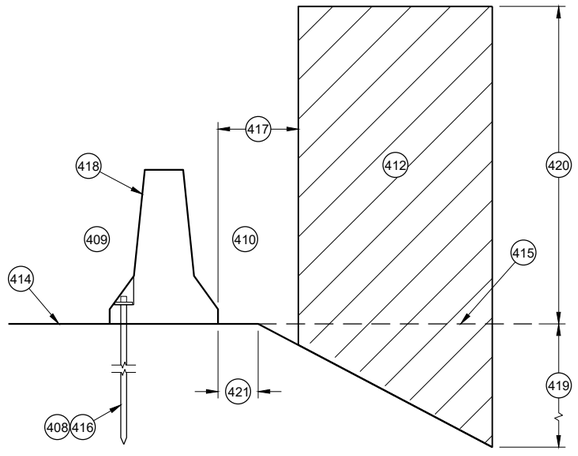
CROSS SECTION

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
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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

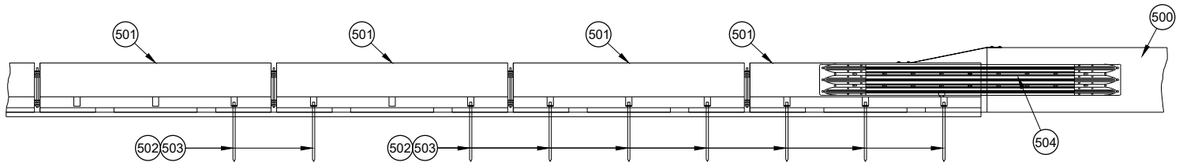
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

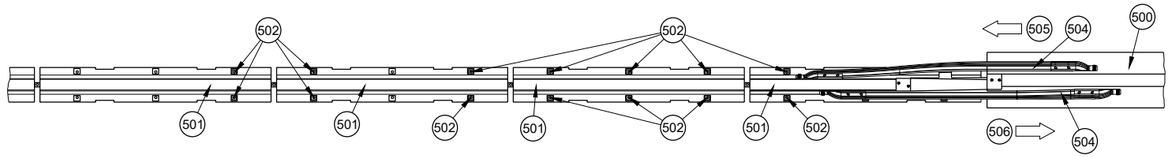
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

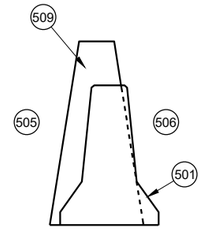
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



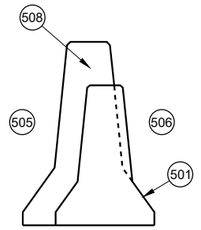
PROFILE VIEW



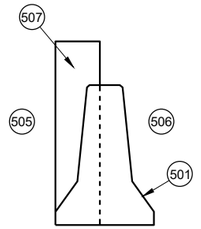
PLAN VIEW
TRANSITION TO RIGID BARRIER



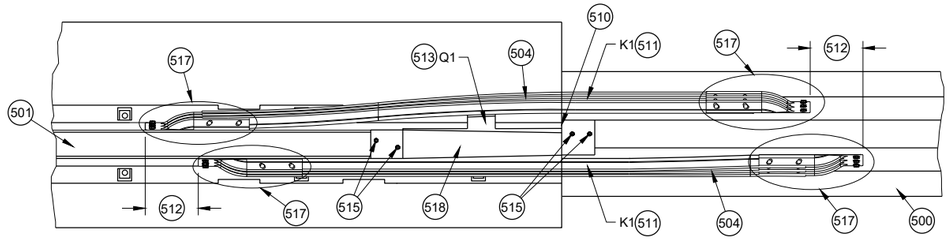
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



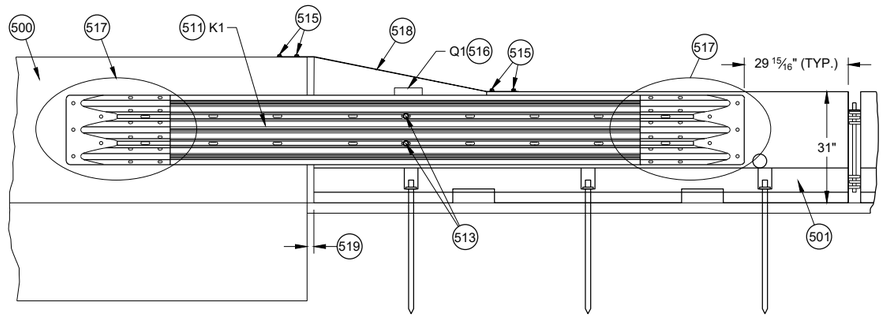
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



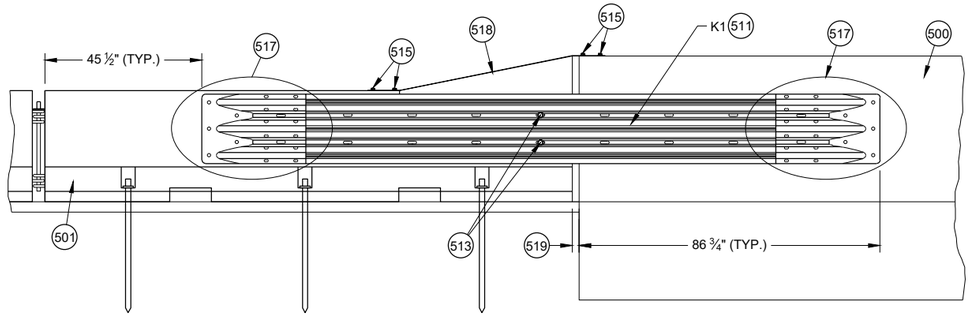
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



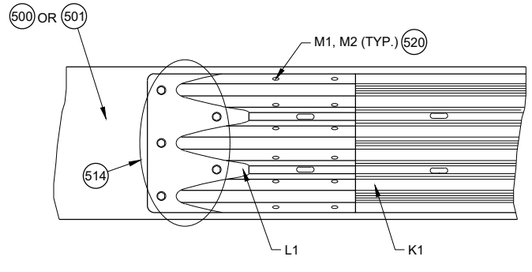
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT 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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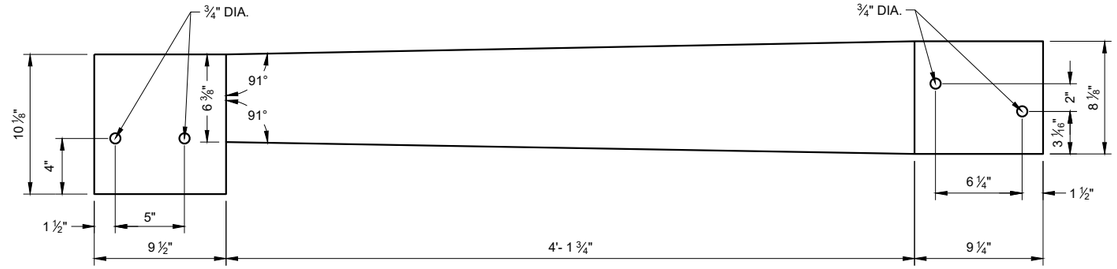
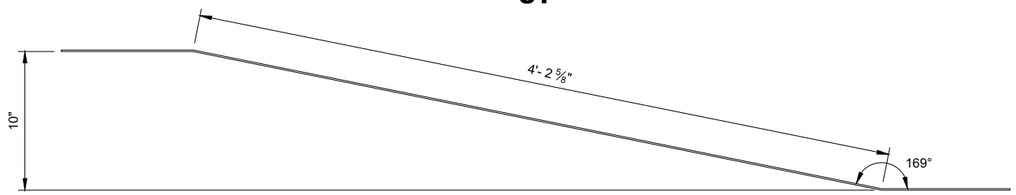


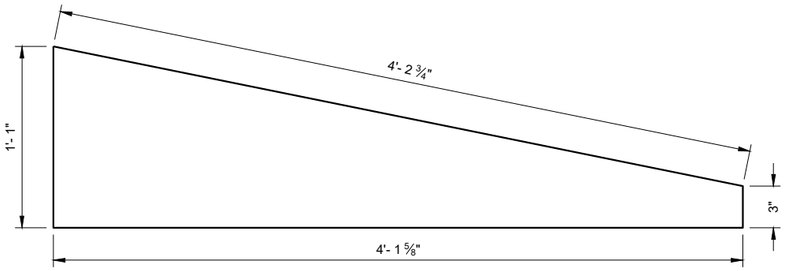
TOP VIEW

S1



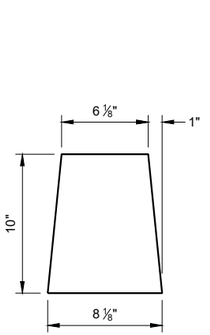
ELEVATION VIEW

S1

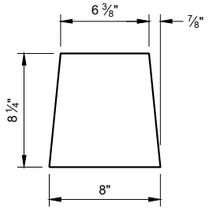


SIDE VIEW

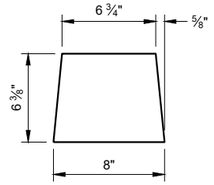
S3



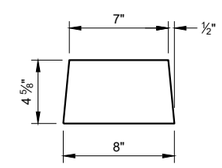
S2



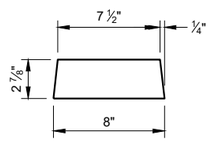
S4



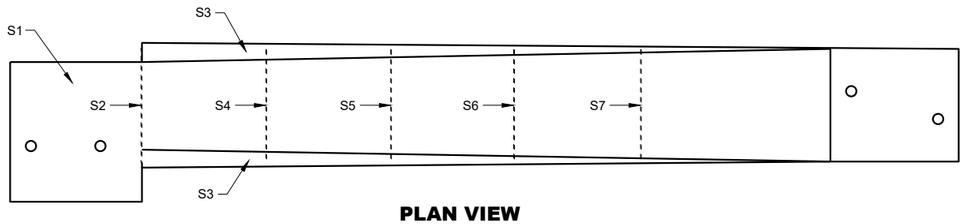
S5



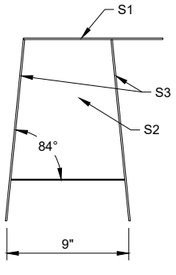
S6



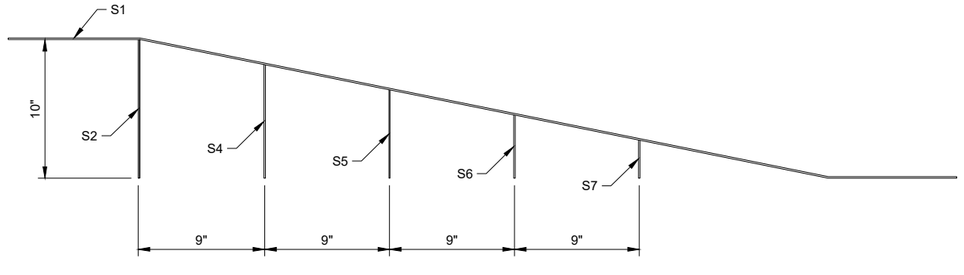
S7



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 TRANSPORTA

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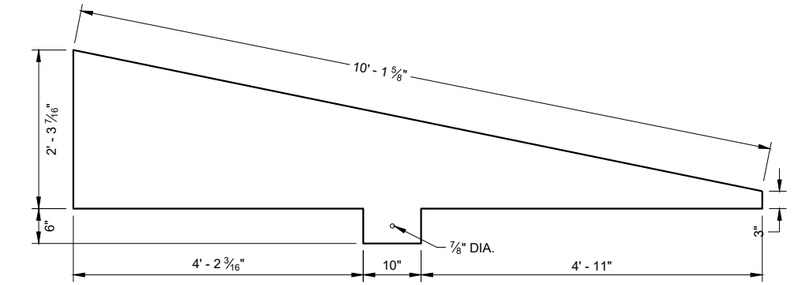
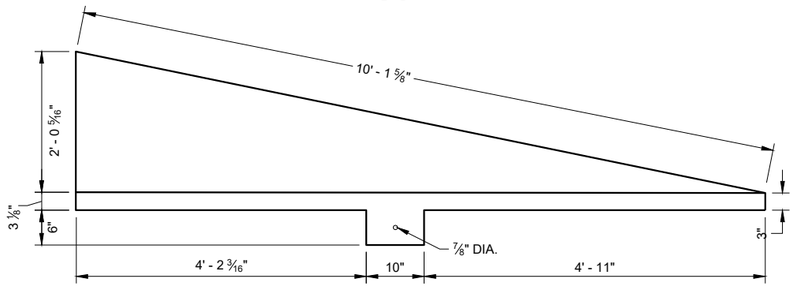


SIDE VIEW
T4

END VIEW



SIDE VIEW
T3

END VIEW

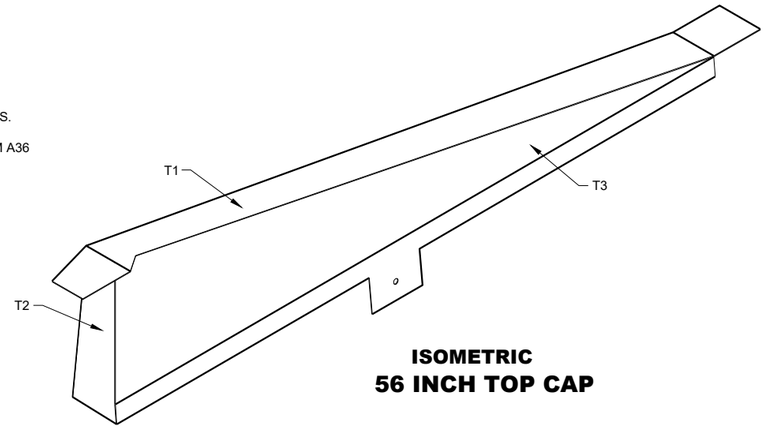
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

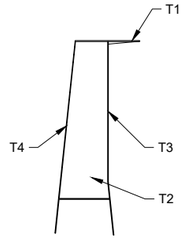
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

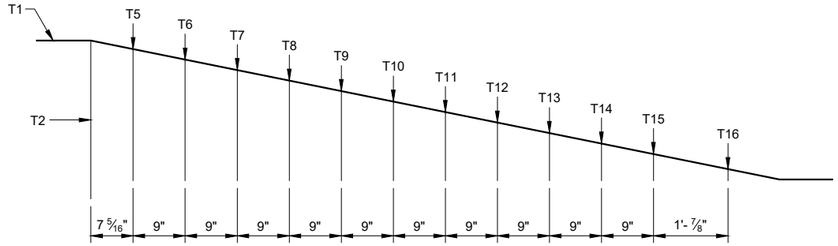
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



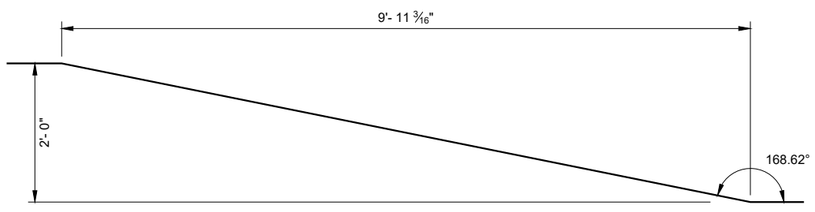
ISOMETRIC
56 INCH TOP CAP



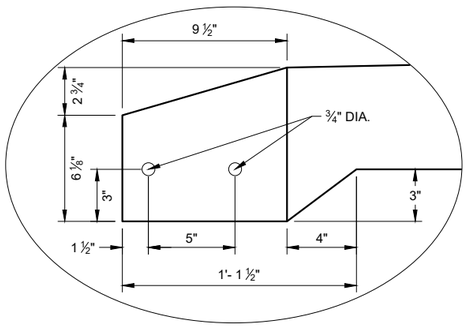
END VIEW
56 INCH TOP CAP



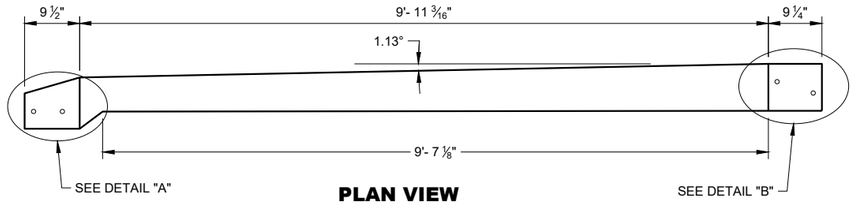
SIDE VIEW (700)
56 INCH TOP CAP



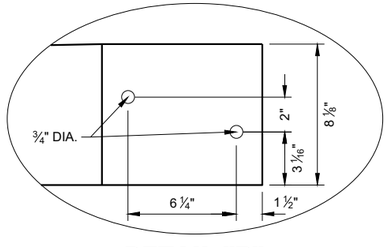
SIDE VIEW
TOP PLATE T1



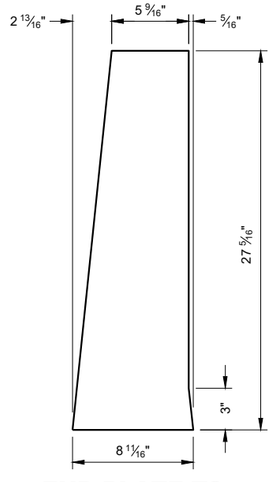
DETAIL "A"



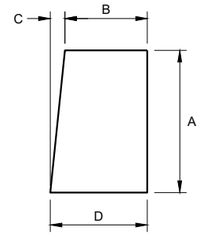
PLAN VIEW
TOP PLATE T1



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

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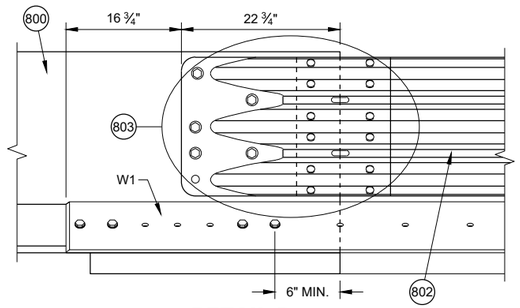
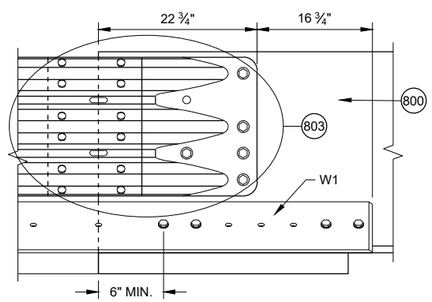
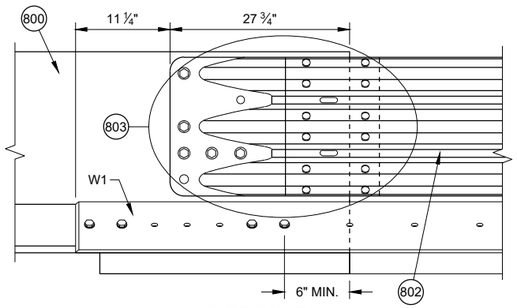
SDD 14B07-16g



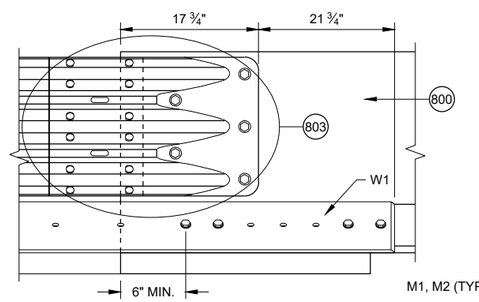
DETAIL D



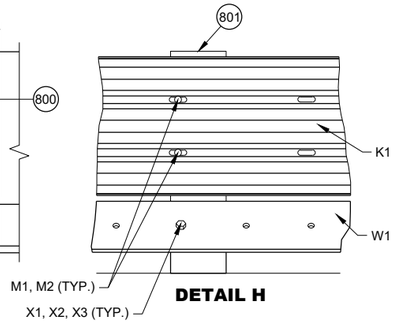
DETAIL E



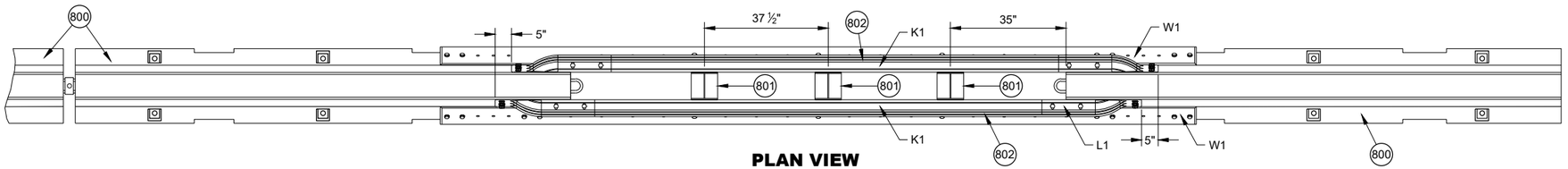
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

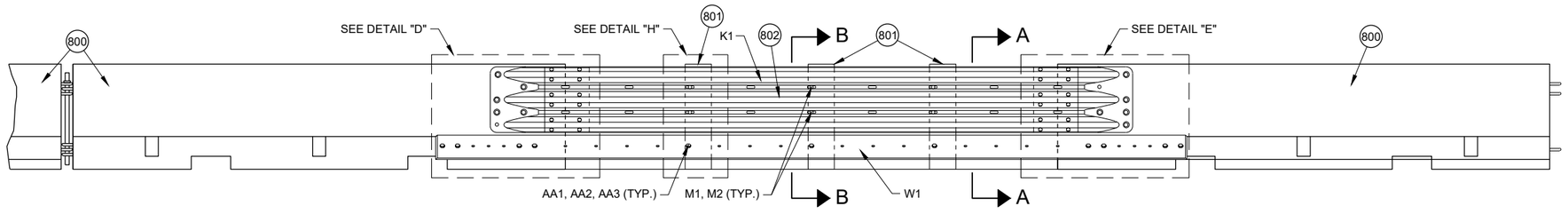
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

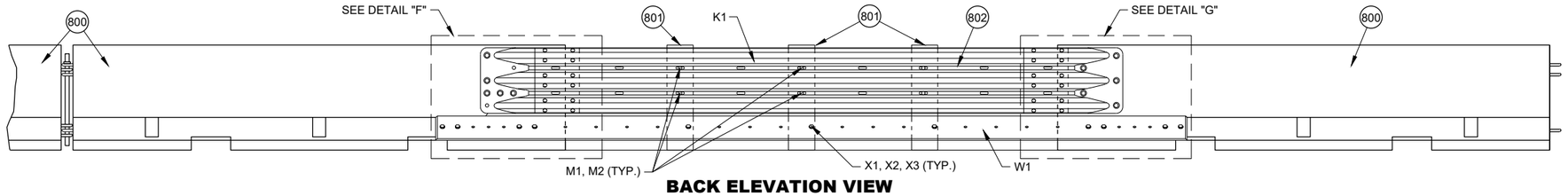
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



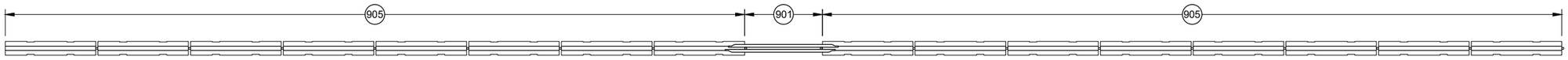
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

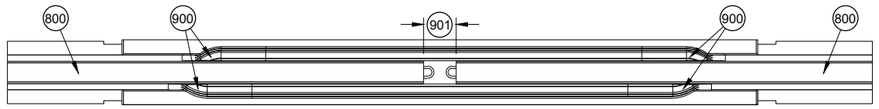
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16h



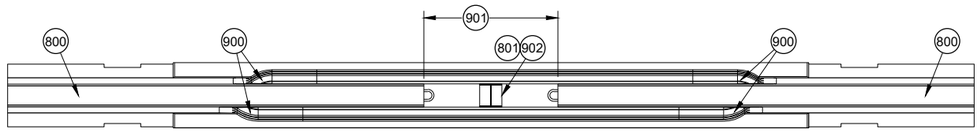
PLAN VIEW
GAP WITHIN SPACING



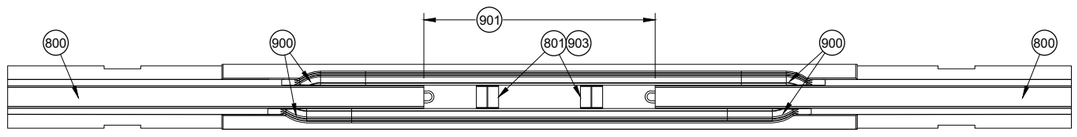
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

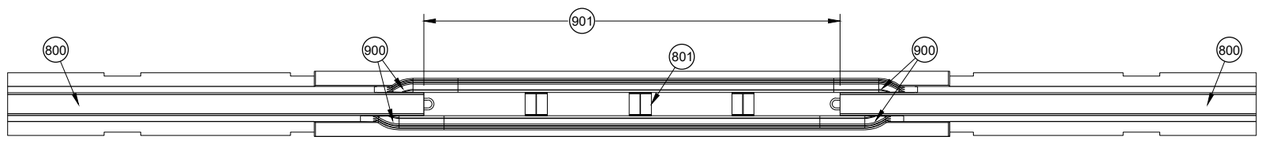
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)

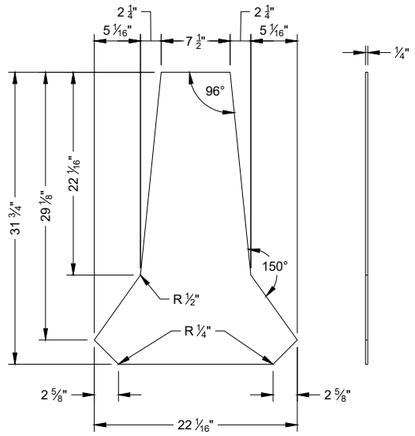


PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)



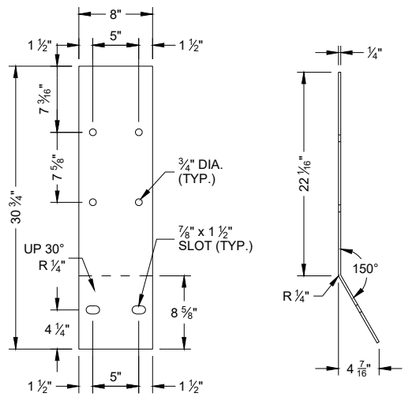
PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



PROFILE VIEW SIDE VIEW

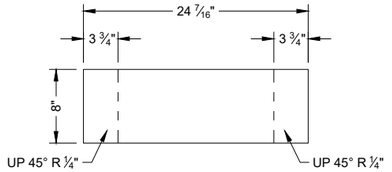
STIFFENER ASSEMBLY CENTER PANEL U1



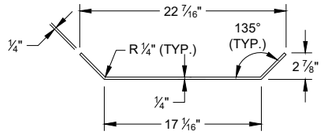
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

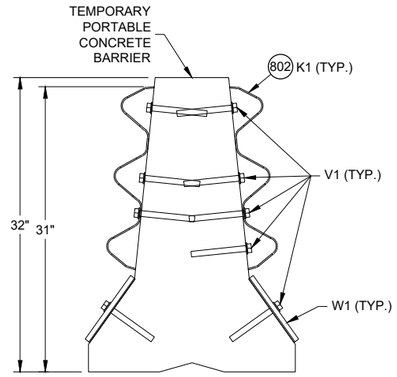


FLAT PATTERN

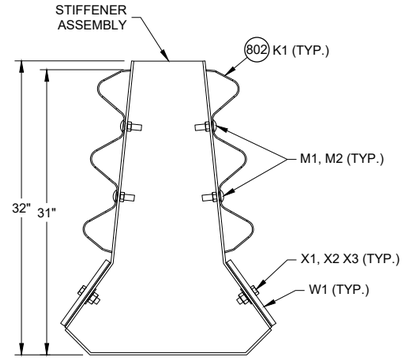


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

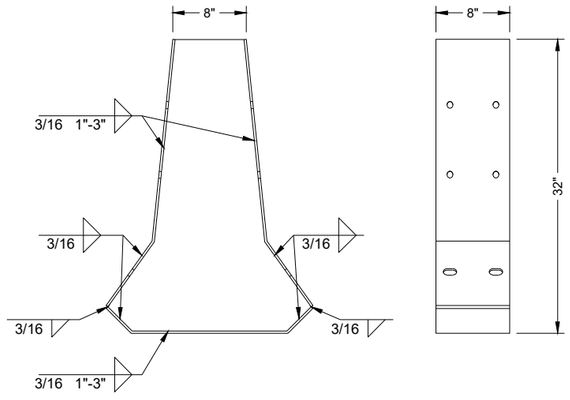


SECTION A - A



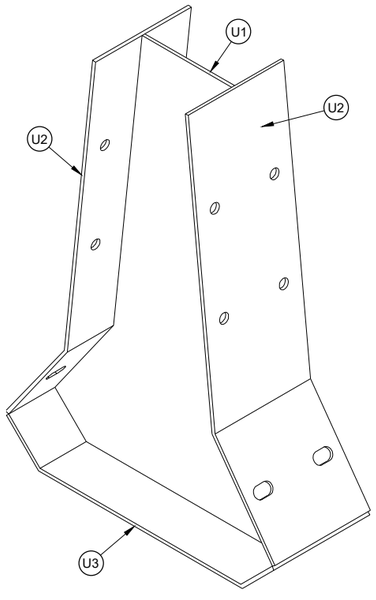
SECTION B - B

PLAN VIEW



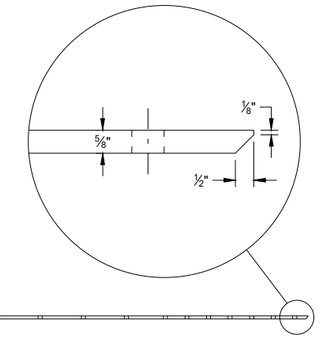
PROFILE VIEW

SIDE VIEW

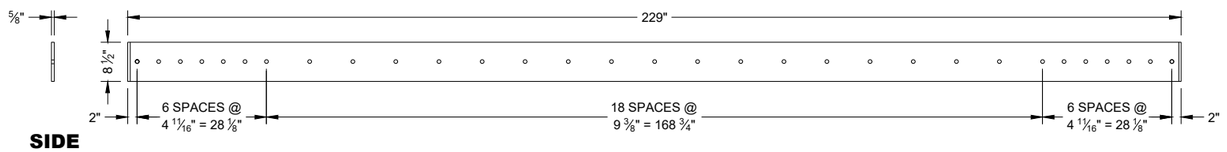


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

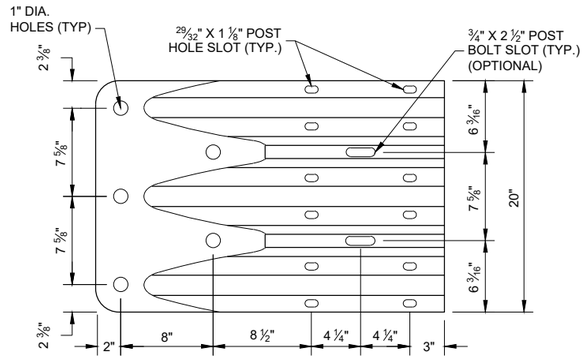
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

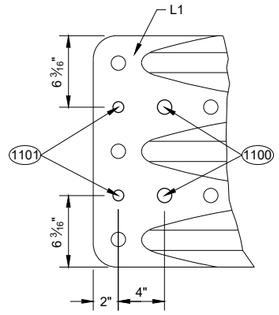
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16j



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

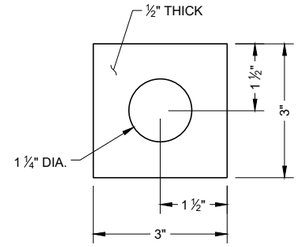


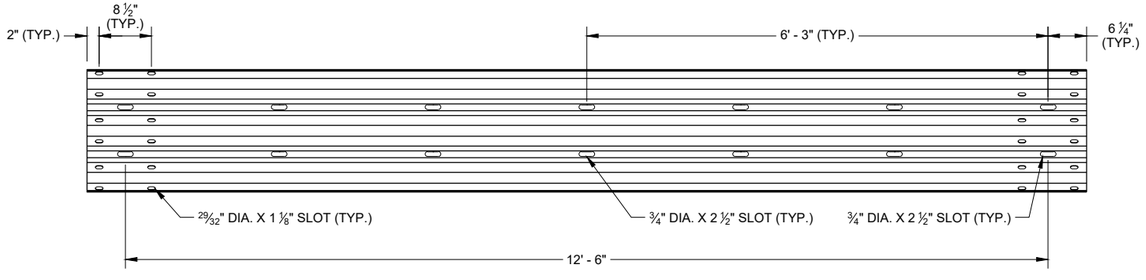
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

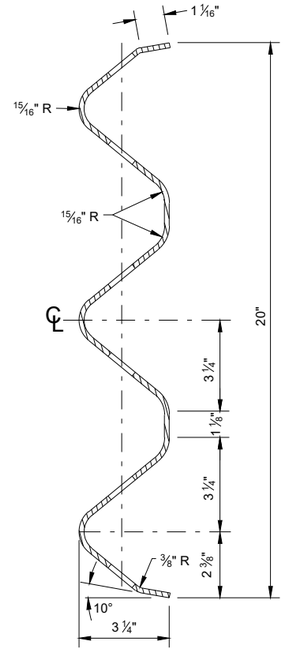
(1100) 1" DIA. HOLE

(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.

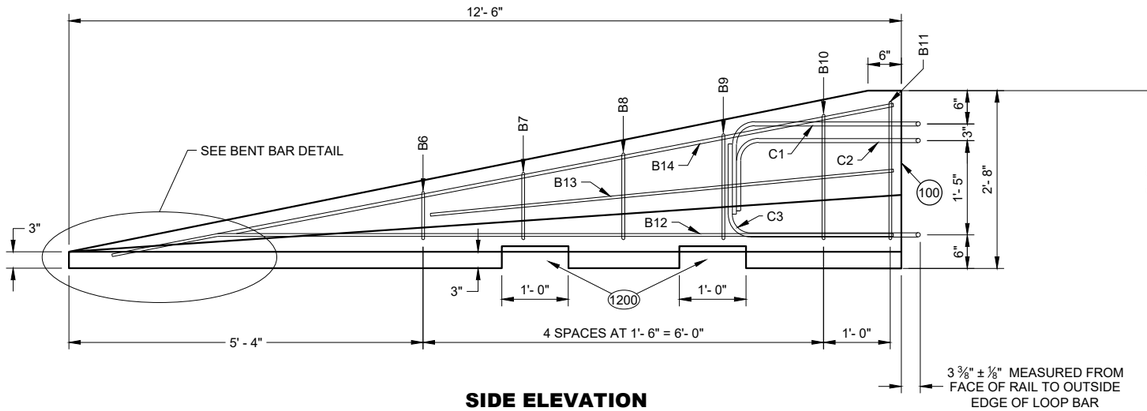


SLOTTED THRIE BEAM RAIL K1

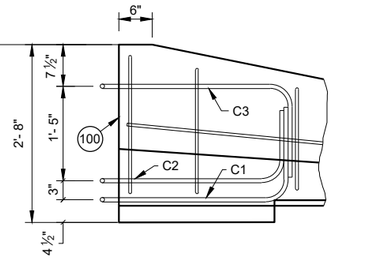


SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



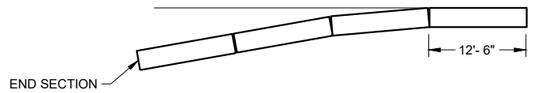
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

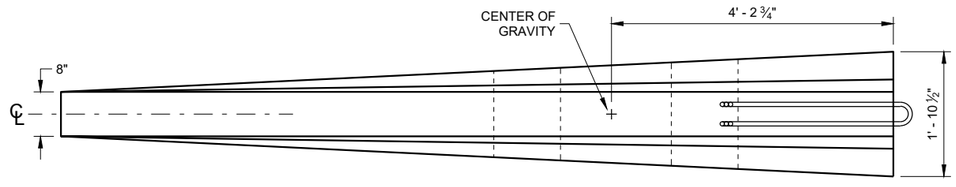
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

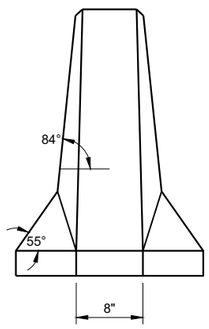


FLARE AT BARRIER END

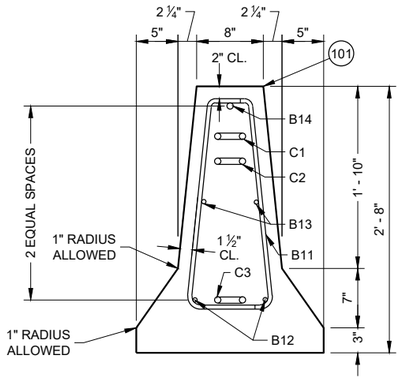
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



PLAN VIEW

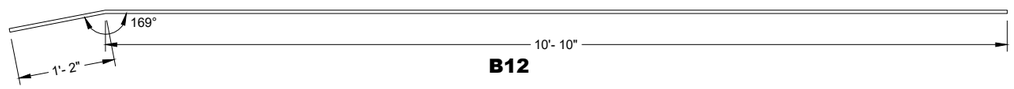


FRONT ELEVATION

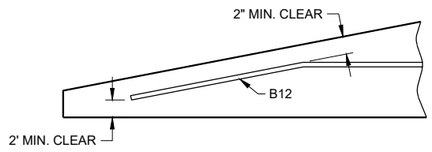


END SECTION

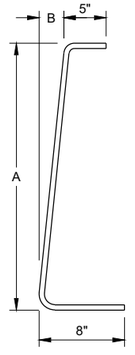
DETAILS OF BARRIER TAPER SECTION



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

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

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

SDD 14B15a Steel Plate Beam Guard, Class "A", Installation and Elements

GENERAL NOTES

1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6"X8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS. DO NOT MIX STEEL AND WOOD POSTS IN A SINGLE INSTALLATION.

2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGE SPELTER COATING ON GALVANIZED POSTS.

3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

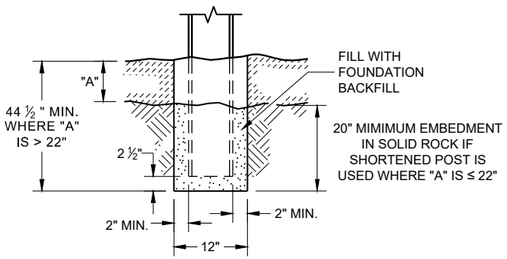
5. IF THE DISTACE FROM BACK OF POST TO SHOULDER HIGHE POINT IS LESS THAN 2 FEET, INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCHES IN DIAMETER POST HOLE 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 ADEQUATELY.

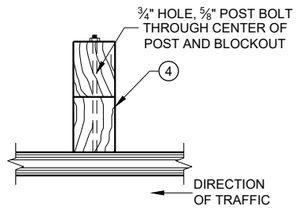
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS, INSTALL FOUR 16d GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

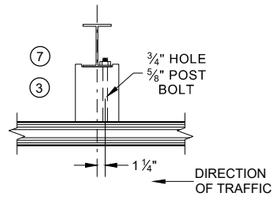
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



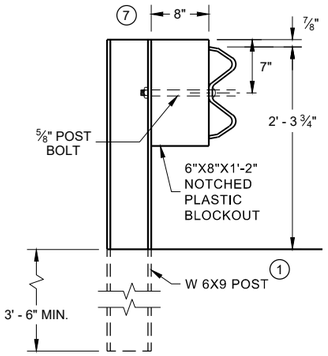
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



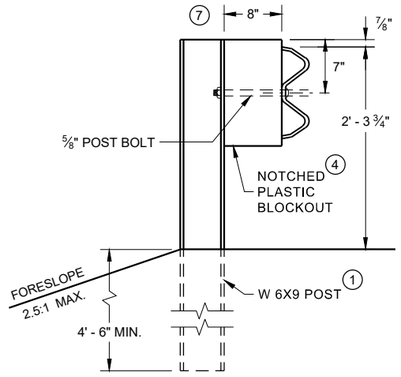
PLAN VIEW
WOOD POST, BLOCKOUT AND BEAM



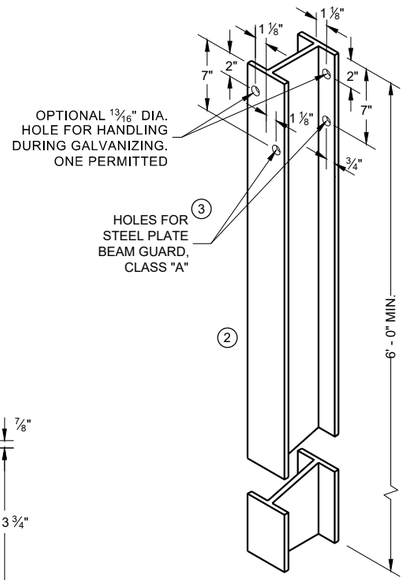
PLAN VIEW
WOOD POST, BLOCKOUT AND BEAM



END VIEW
STEEL POST AND NOTCHED PLASTIC BLOCKOUT ALTERNATIVE STANDARD INSTALLATION

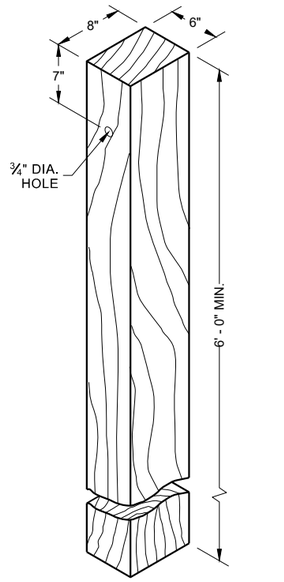


END VIEW
LONGER POST AT HALF POST SPACING W BEAM (LHW)

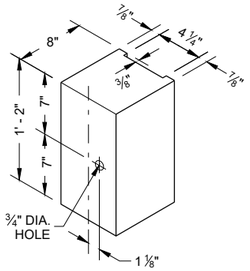


STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)

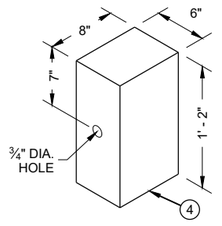
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



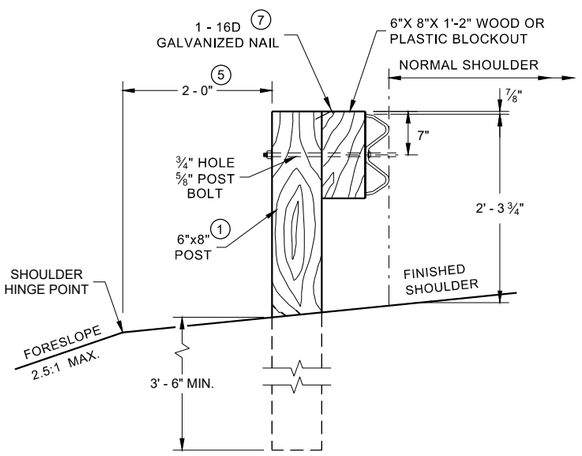
WOOD POST (6" X 8") NOMINAL (1)



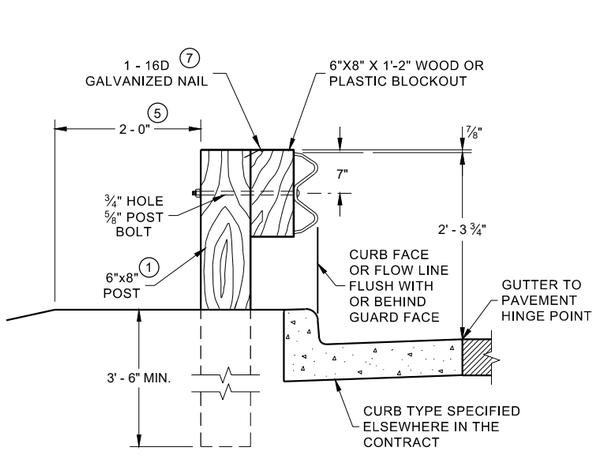
TYPICAL NOTCHED PLASTIC BLOCKOUT FOR STEEL POSTS



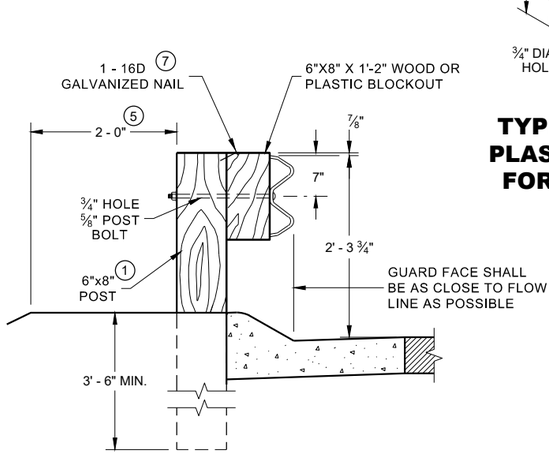
WOOD OR PLASTIC BLOCKOUT FOR WOOD POSTS



END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



END VIEW
LOCATED ALONG A CURBED ROADWAY

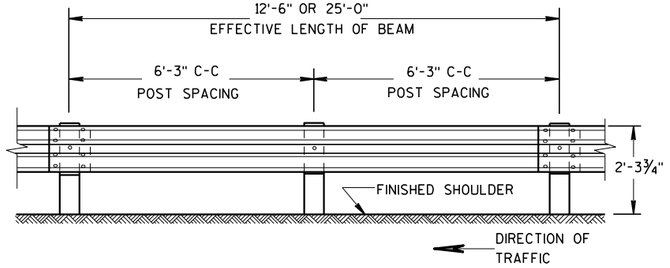


END VIEW
LOCATED ALONG A MOUNTABLE CURBED ROADWAY

STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION AND ELEMENTS

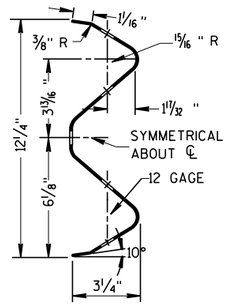
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B15 -11a

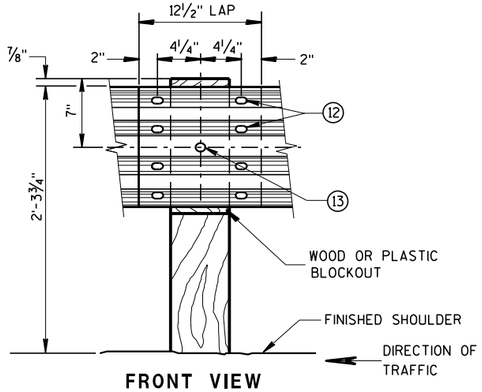


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

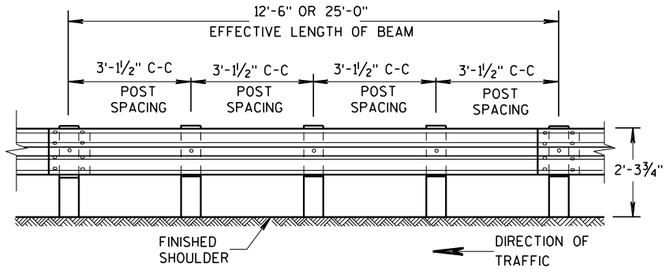
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

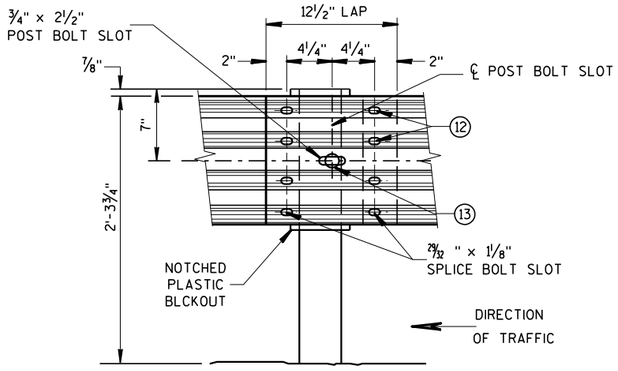
(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

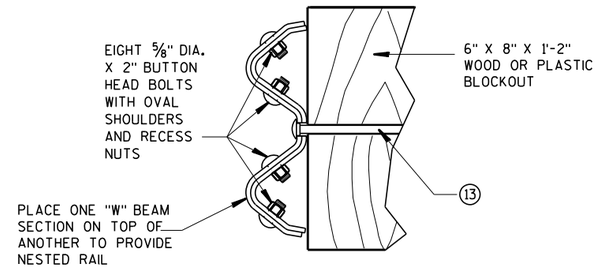
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

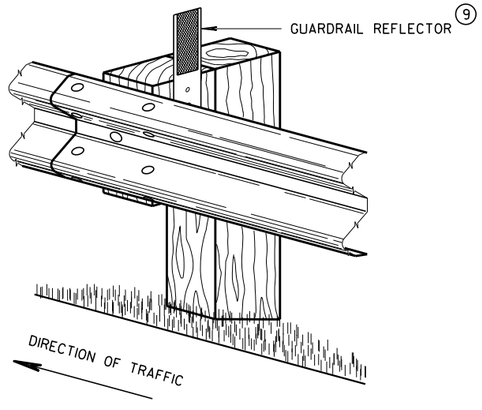
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



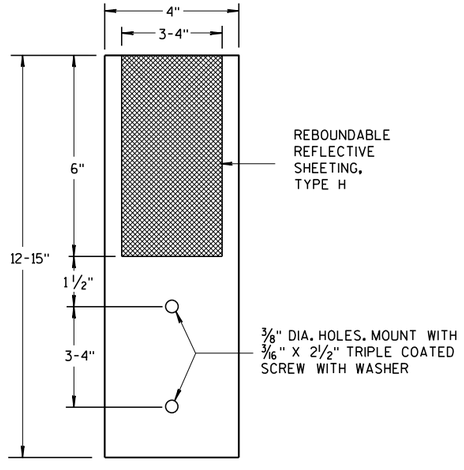
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

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DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 15-11b

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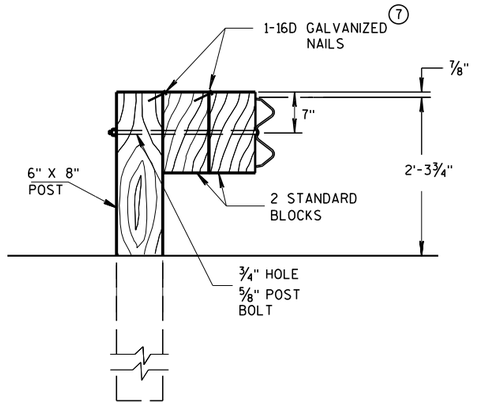
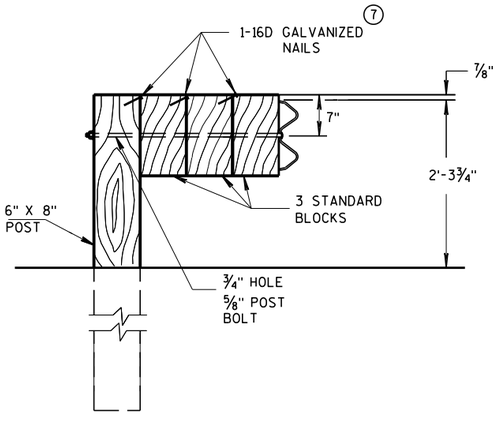


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

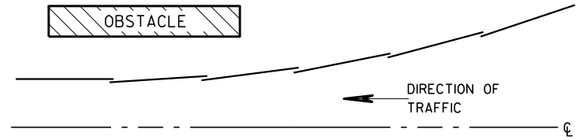


DETAIL FOR TRIPLE BLOCKS

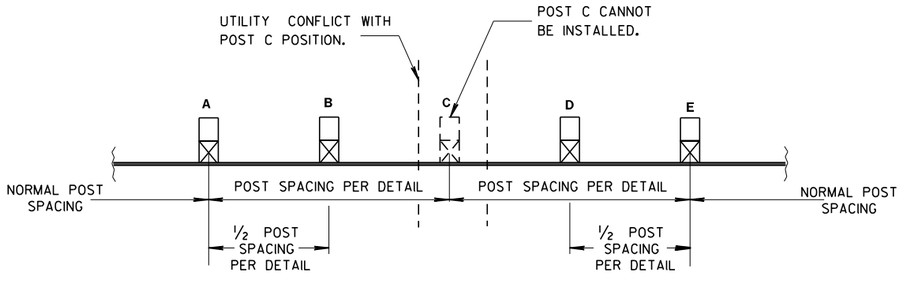
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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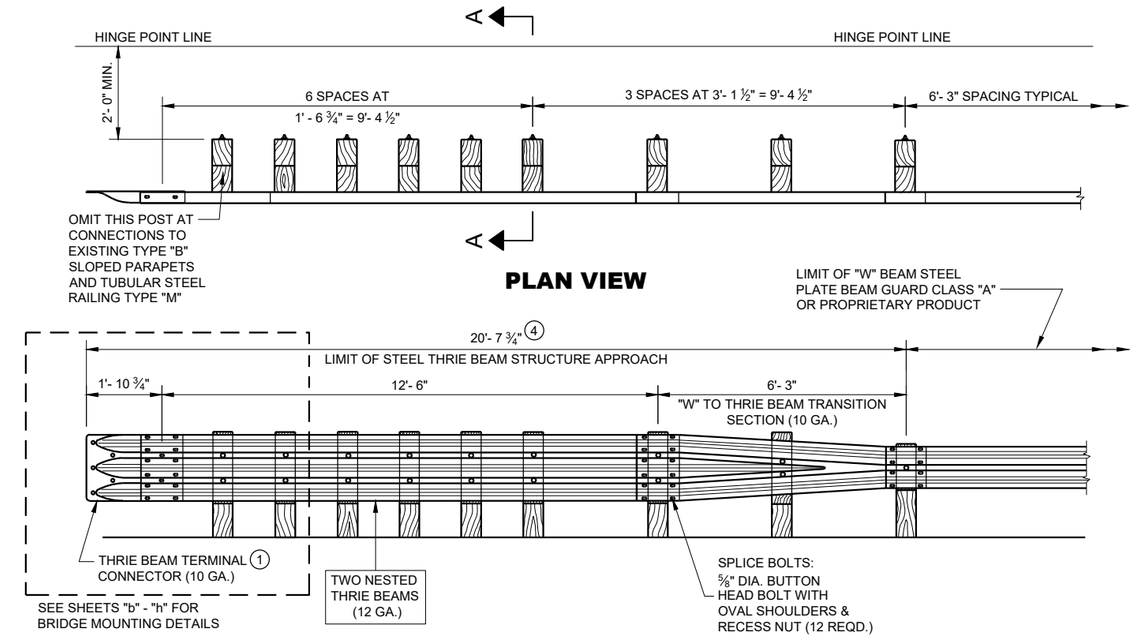


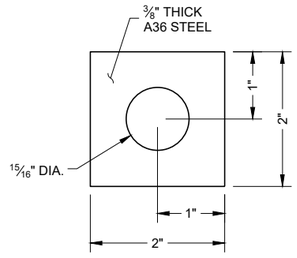


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

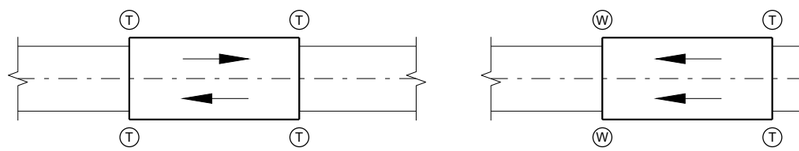
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

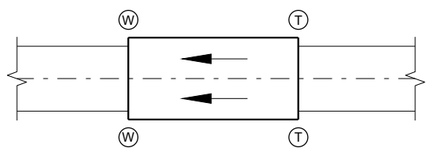
(2) MINIMUM EMBEDMENT SHALL BE 4'- 0".

(3) POST BOLTS ARE ⅝" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A ⅝" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

(4) ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



TWO WAY TRAFFIC

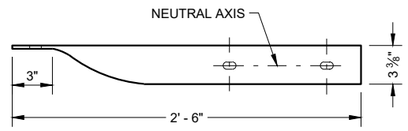


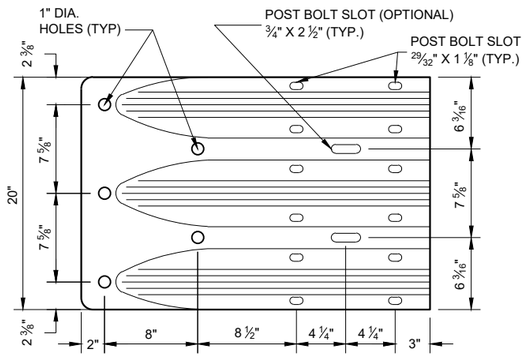
ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

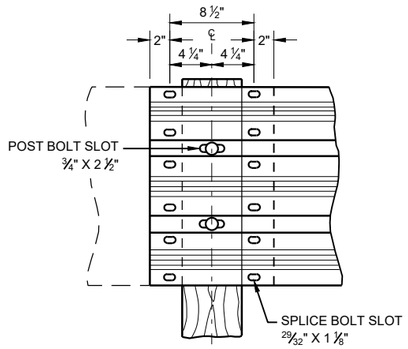
(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

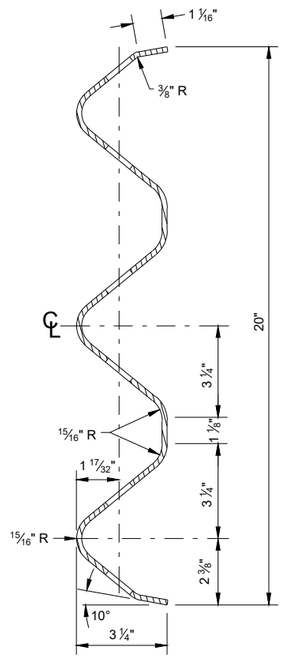




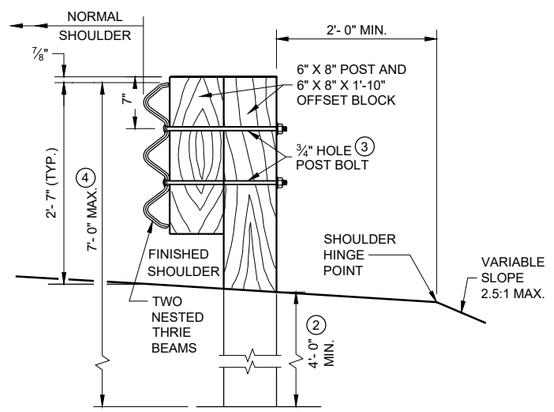
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU BEAM RAIL ELEMENT



SECTION A-A

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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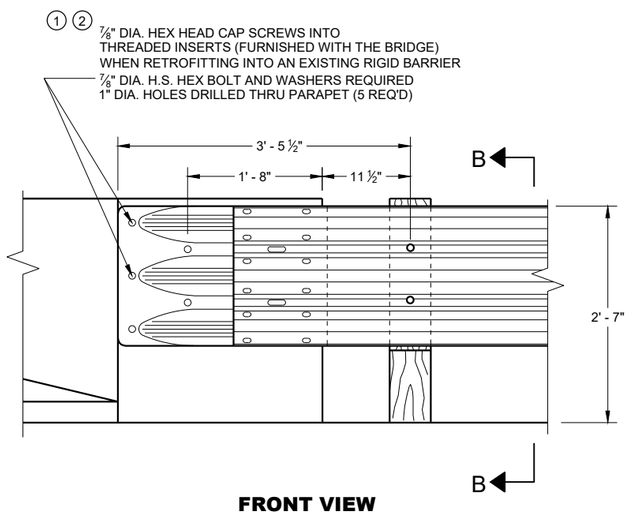
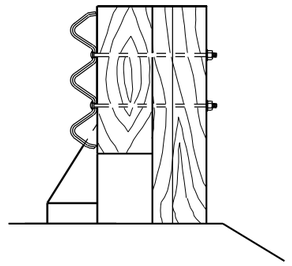


FRONT VIEW



SECTION B - B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

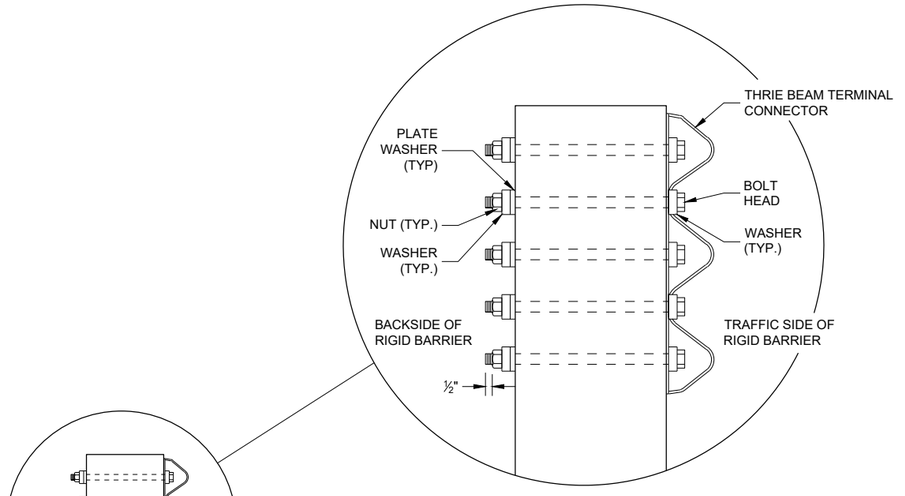
1. DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

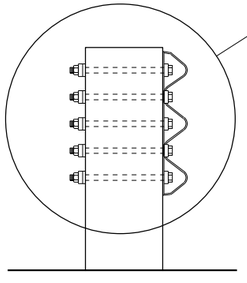
2. BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

3. 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".

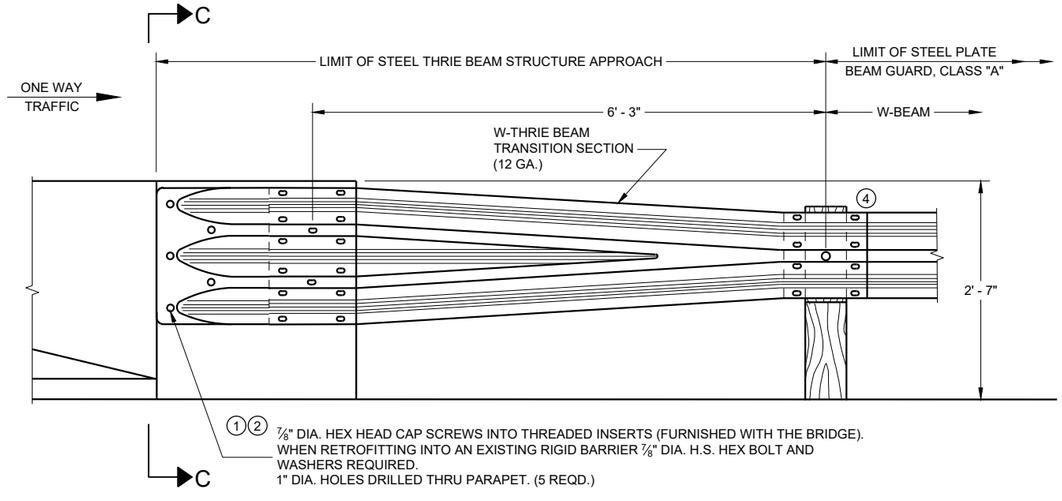
4. W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





SECTION C - C



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGE)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

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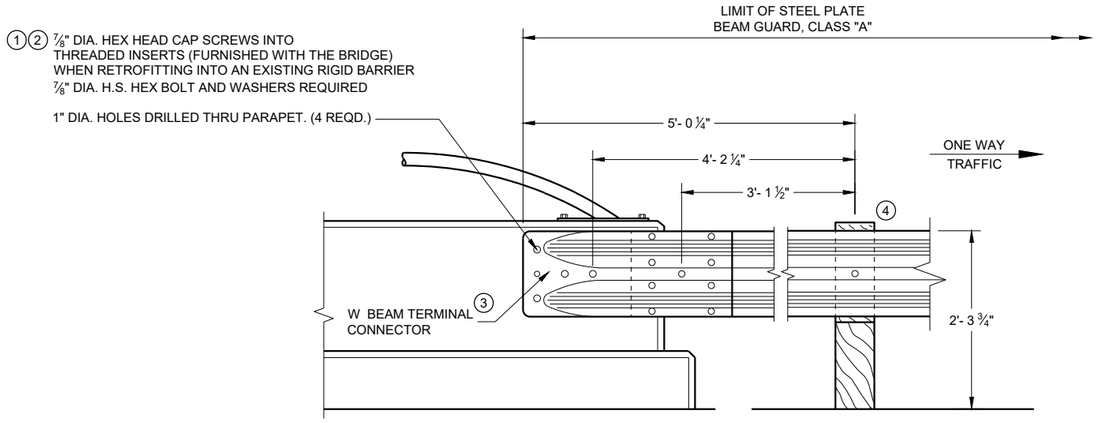
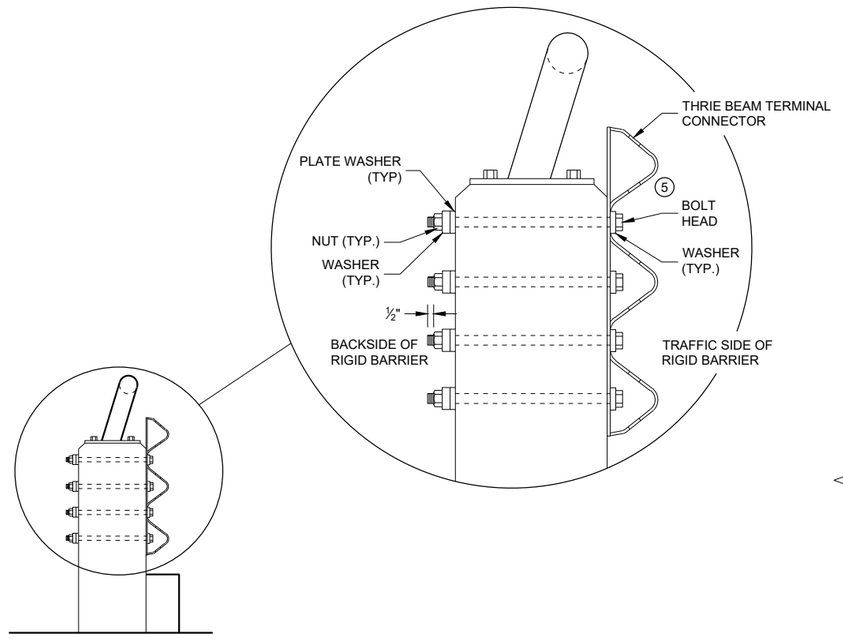
(5) BOLT, NUT AND WASHERS NO REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PARAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE THE EDGE OF PARAPET.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

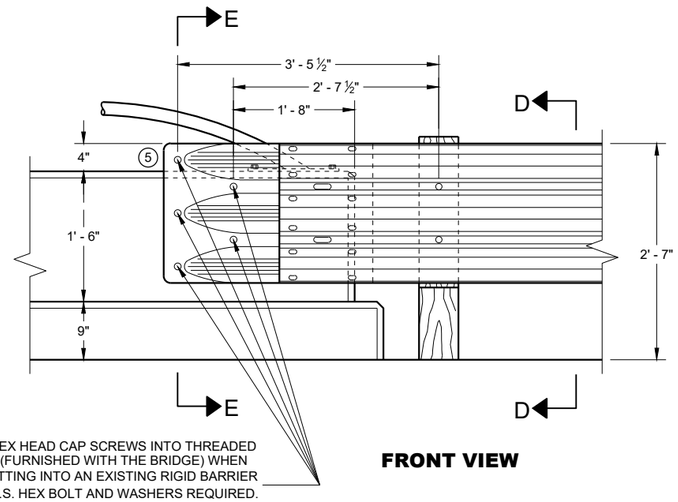


FRONT VIEW

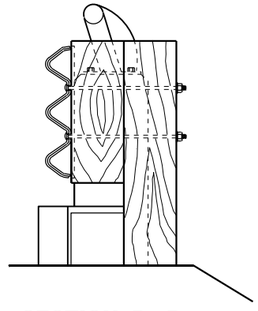
W BEAM CONNECTION TO VERTICAL FACE PARAPET
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



SECTION E - E



FRONT VIEW



SECTION D - D

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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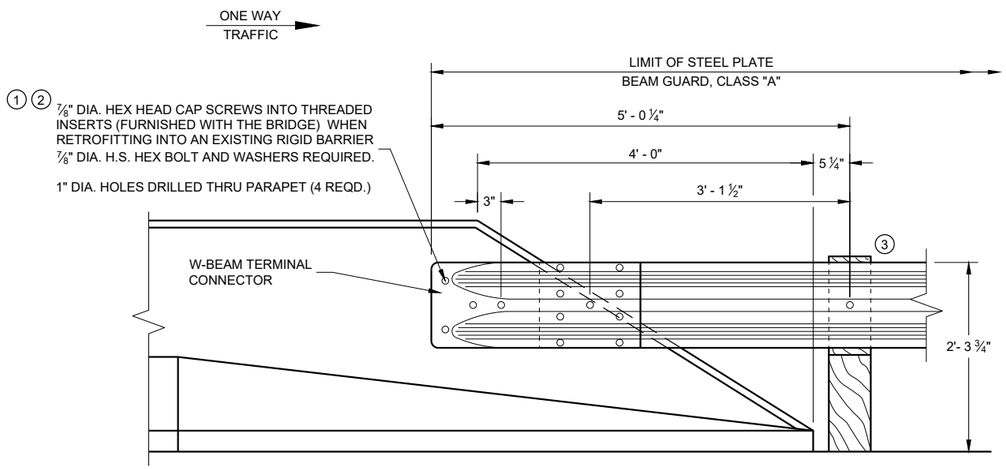

FRONT VIEW

W BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

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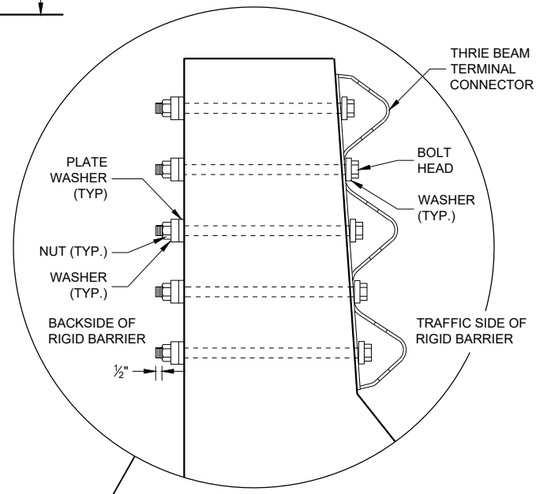
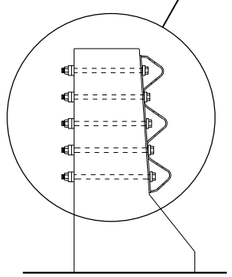
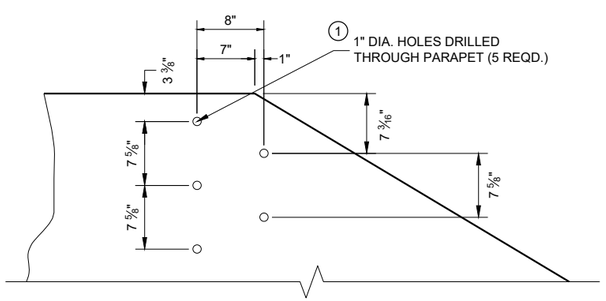
   DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

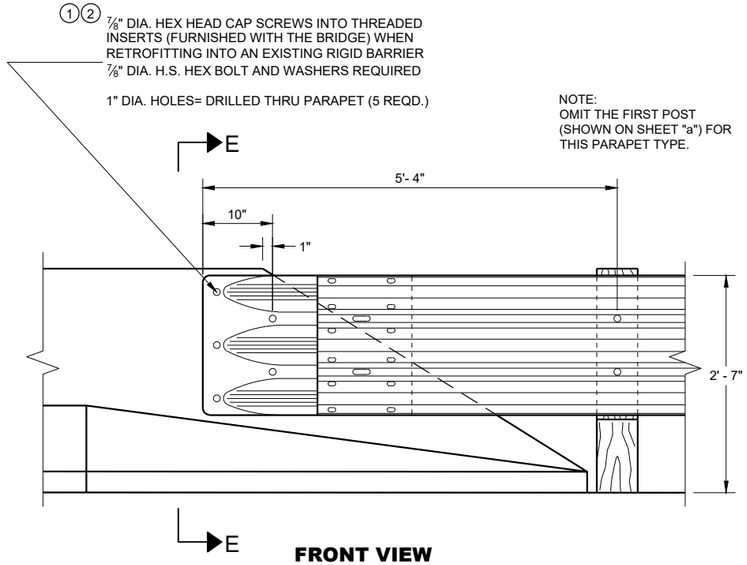




SECTION E - E



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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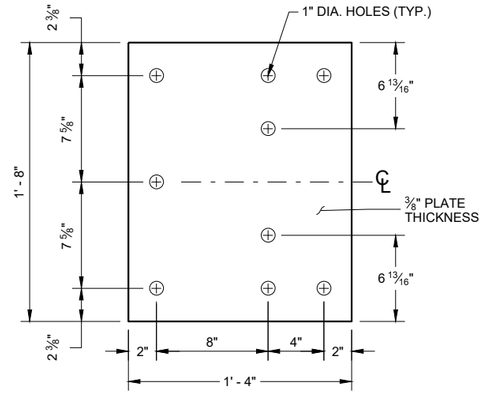
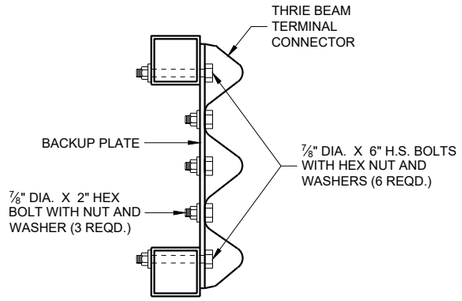
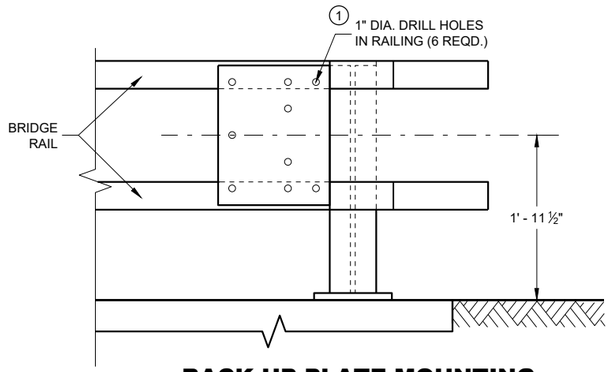
SDD 14B20 - 12d



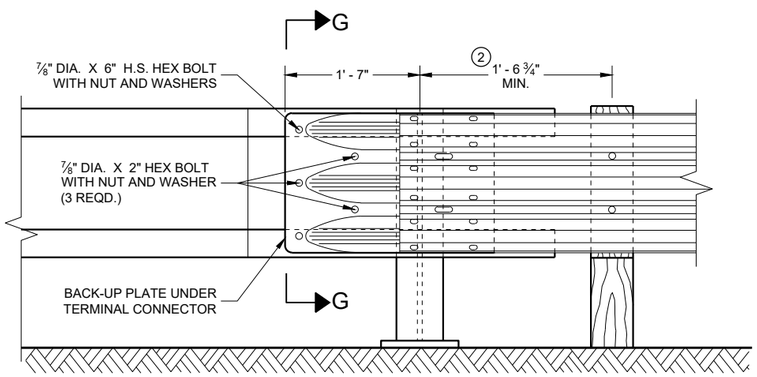
BACK-UP PLATE DETAIL



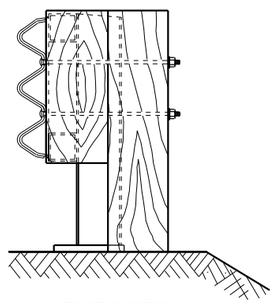
SECTION G - G



BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING



FRONT VIEW



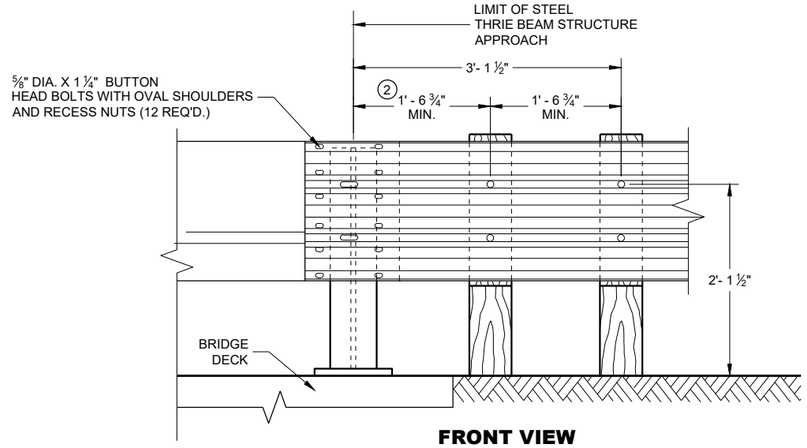
END VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

GENERAL NOTES

BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325 AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

1. DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.
2. VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL AS CLOSE AS FEASIBLE TO THE STEEL END POST.



FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" & "W"

STATE OF WISCONSIN
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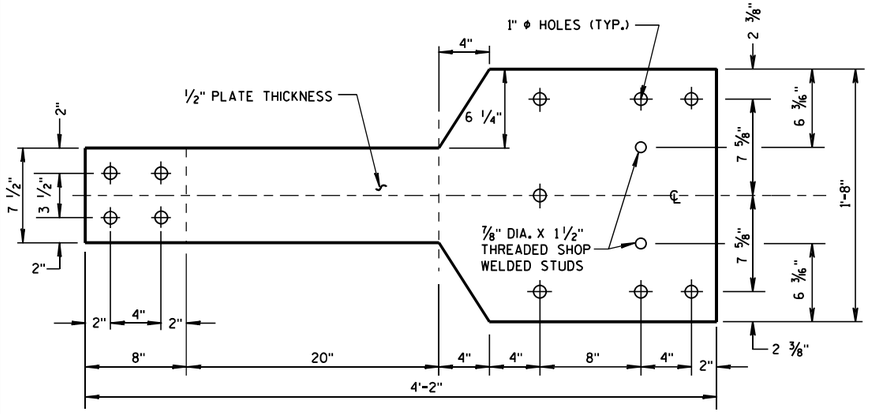
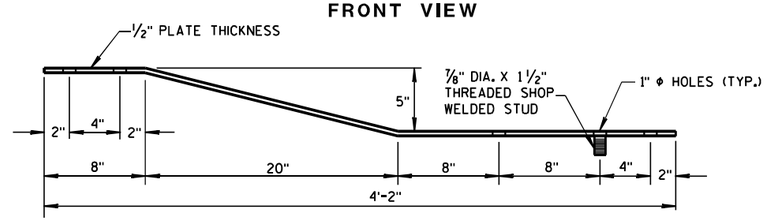
GENERAL NOTES

① VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL BE AS CLOSE AS FEASIBLE TO THE STEEL END POST.

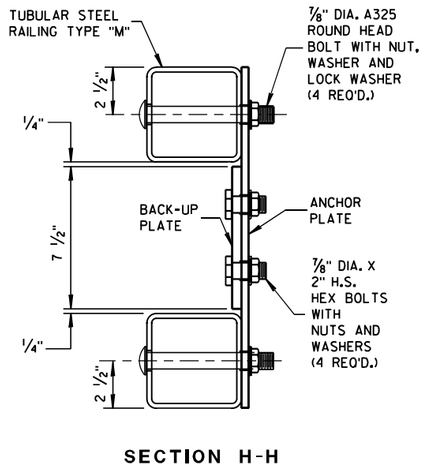


FRONT VIEW

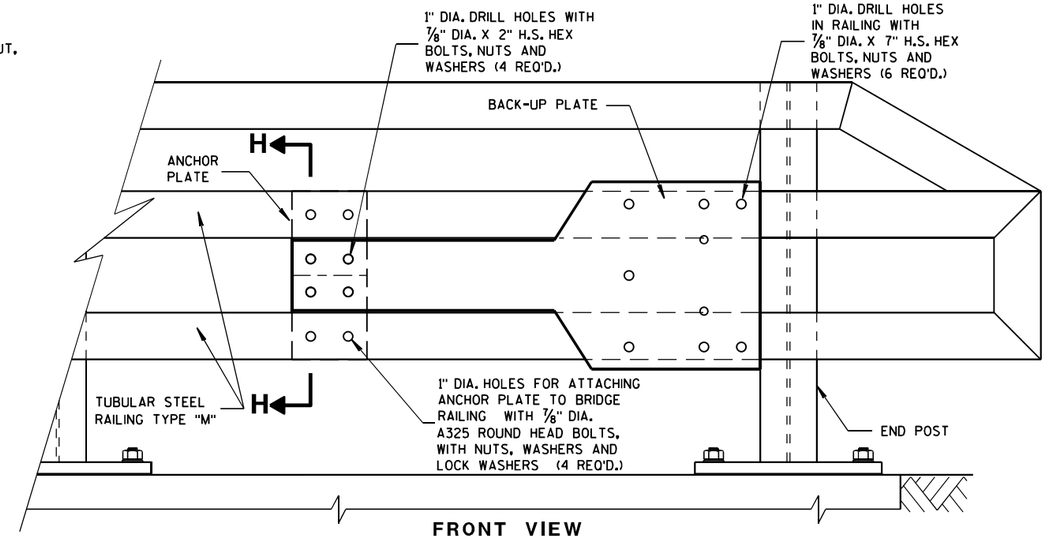


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

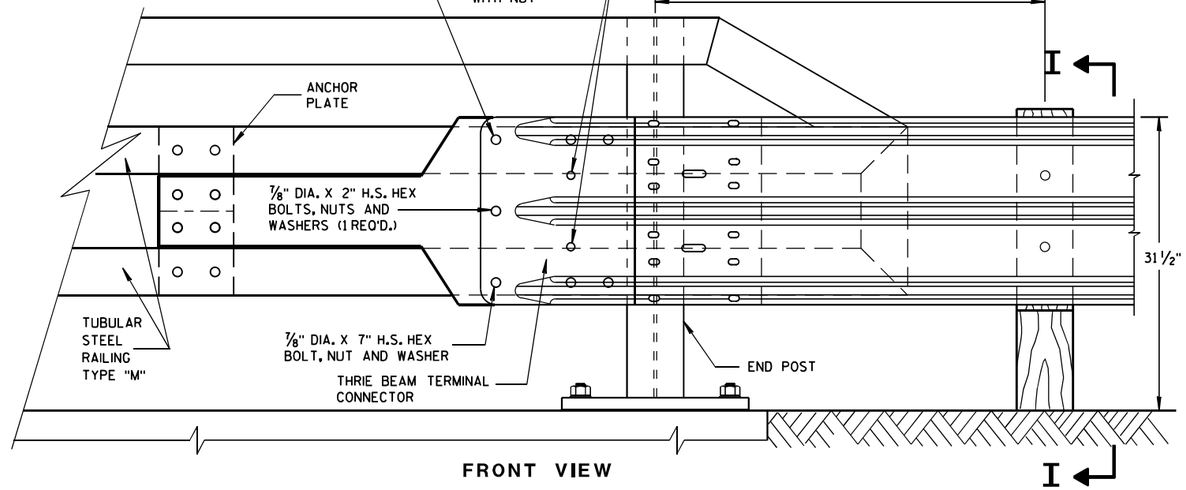


SECTION H-H

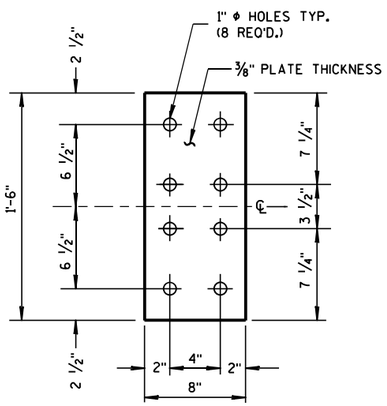


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

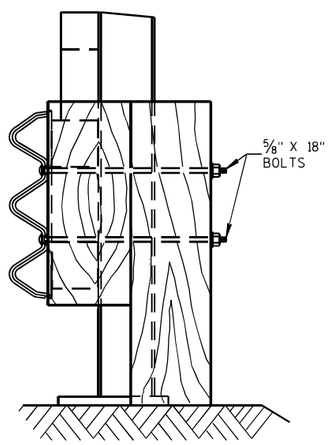


FRONT VIEW

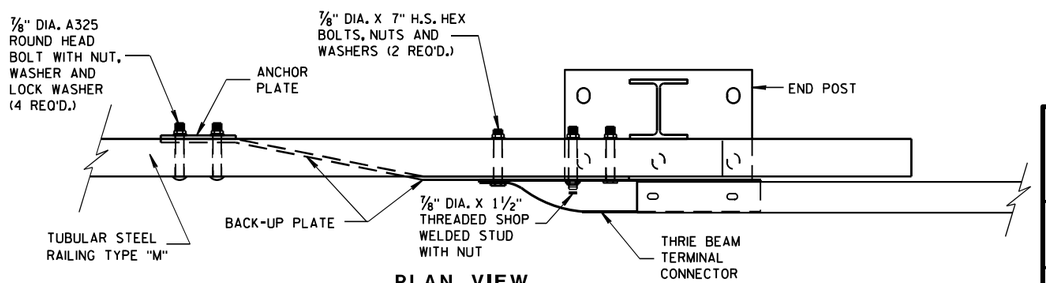


FRONT VIEW

ANCHOR PLATE DETAIL, TYPE "M"



SECTION I-I



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"

STATE OF WISCONSIN
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/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

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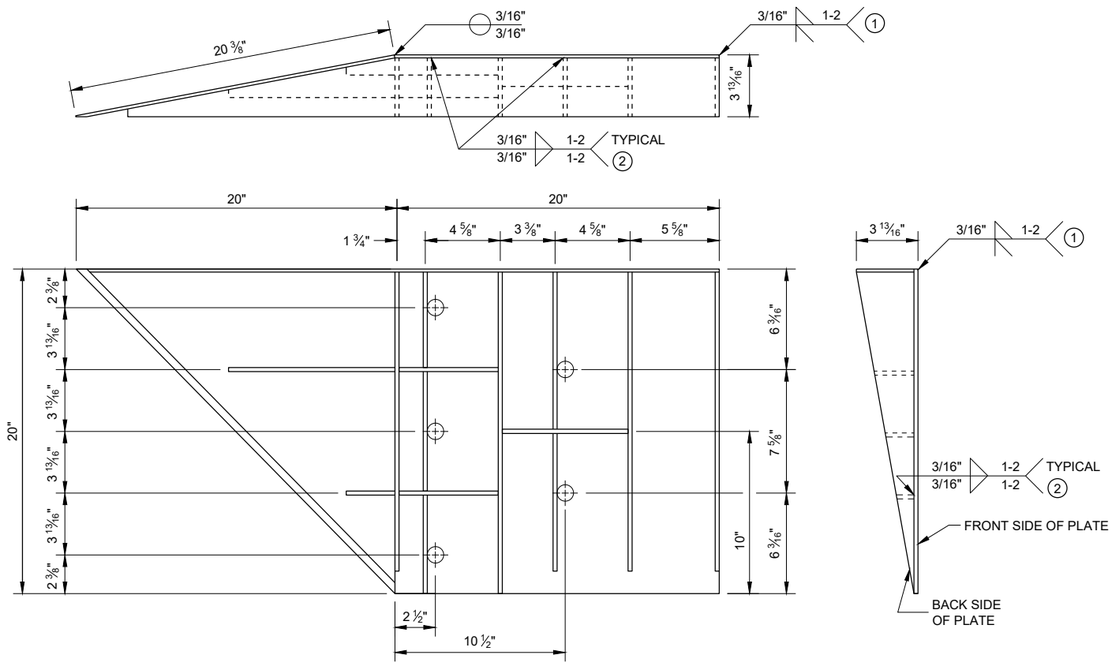

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

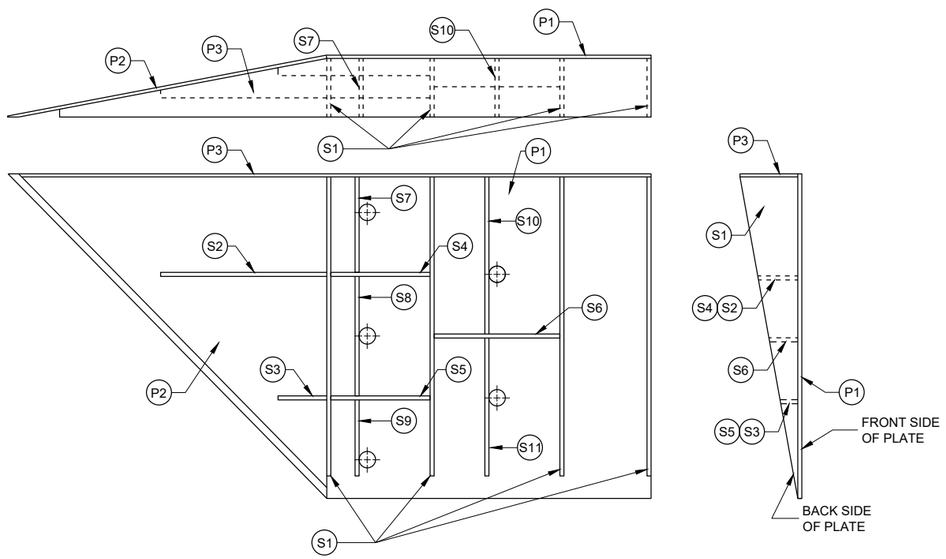

PLATE AND STIFFENER IDENTIFICATION

(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.

(1) 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.

(2) 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 PLATED 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 1/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL

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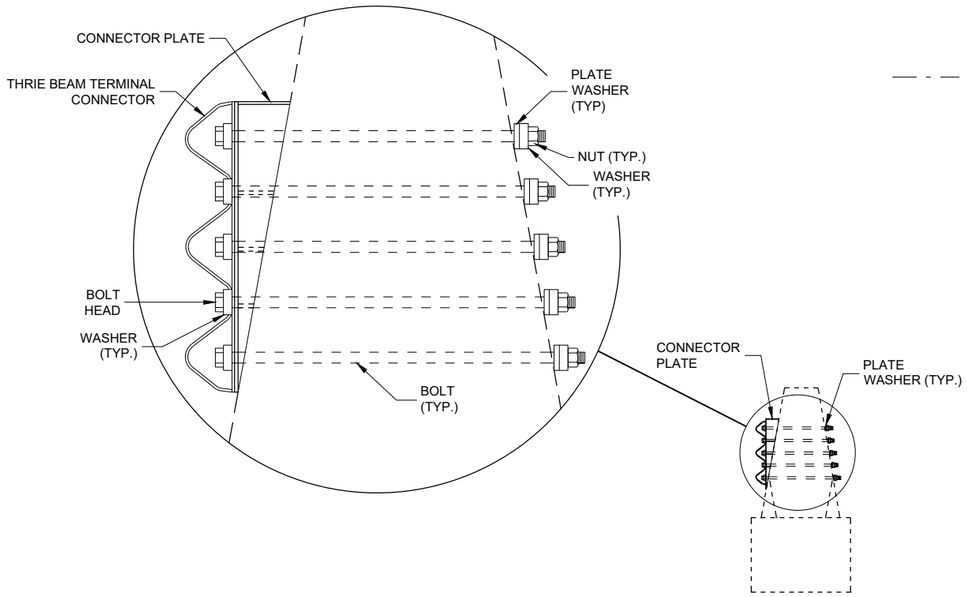
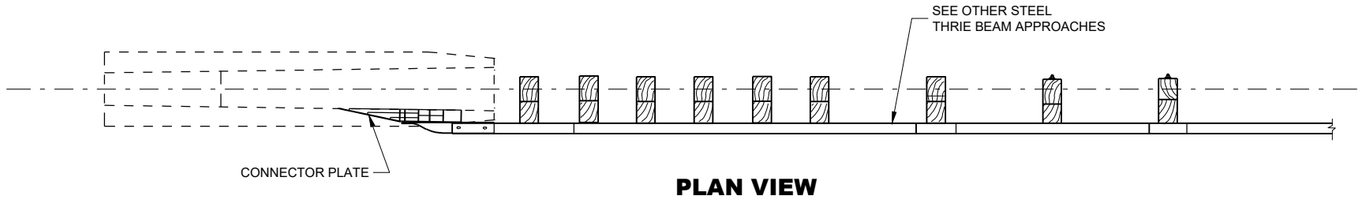
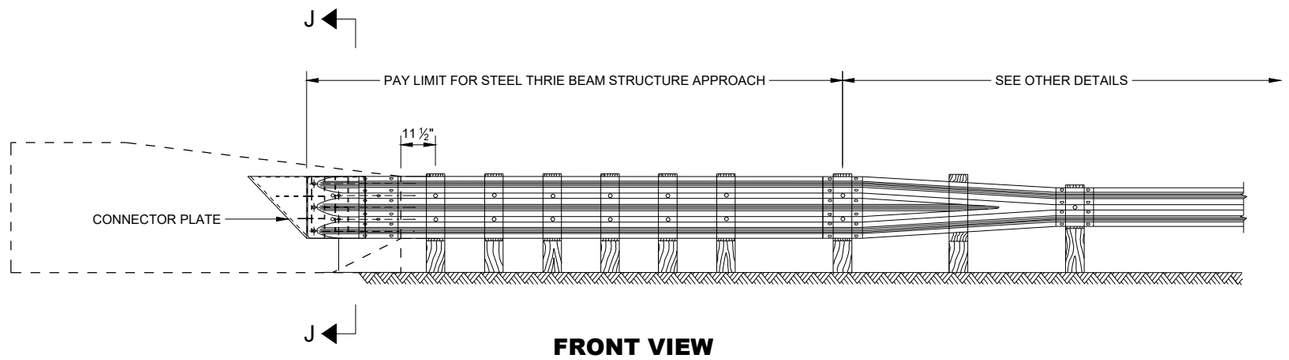


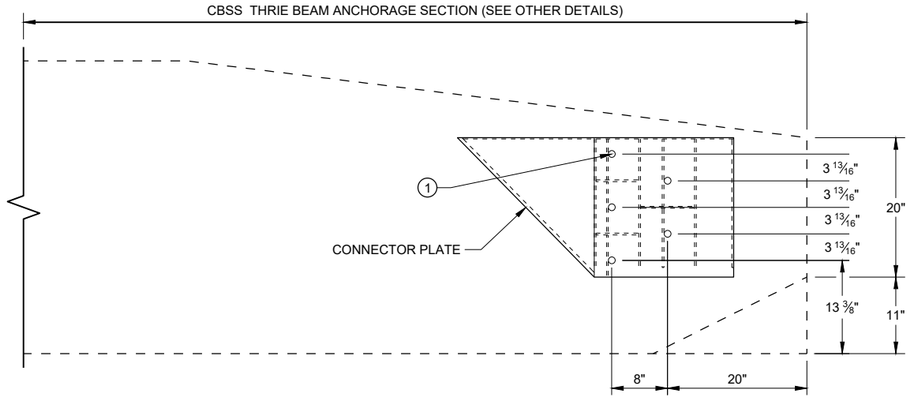
SECTION J - J



PLAN VIEW



FRONT VIEW



CONNECTOR PLATE PLACEMENT

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 614.

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) 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 TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

STEEL THRIE BEAM STRUCTURE APPROACH

MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

STATE OF WISCONSIN
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BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

(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.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

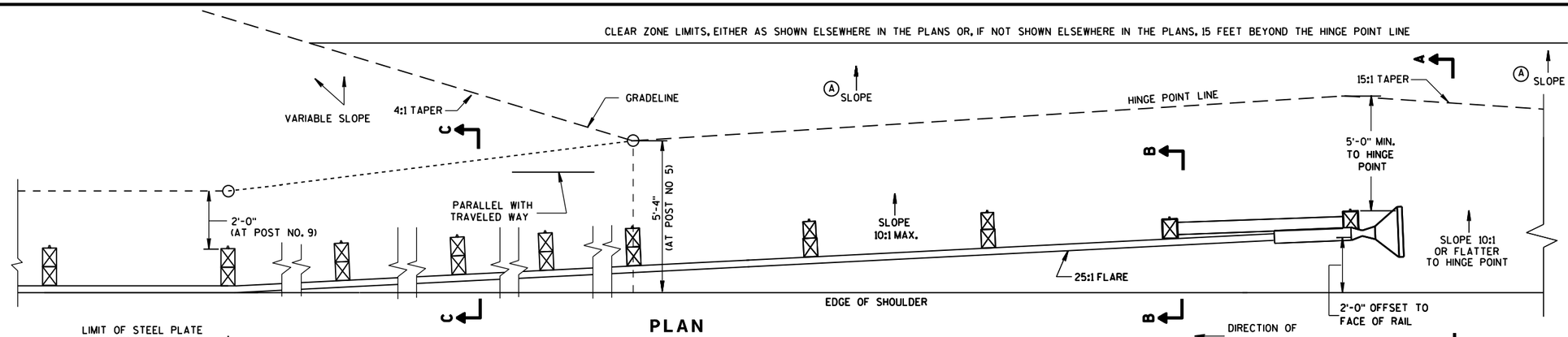
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

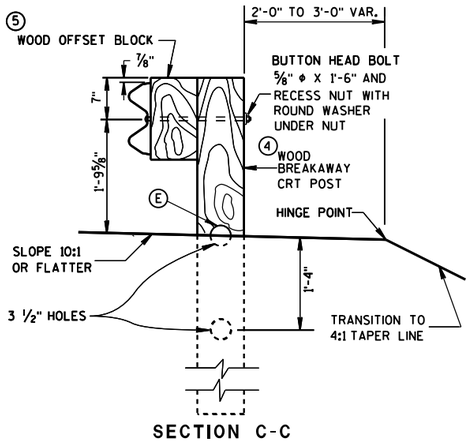
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

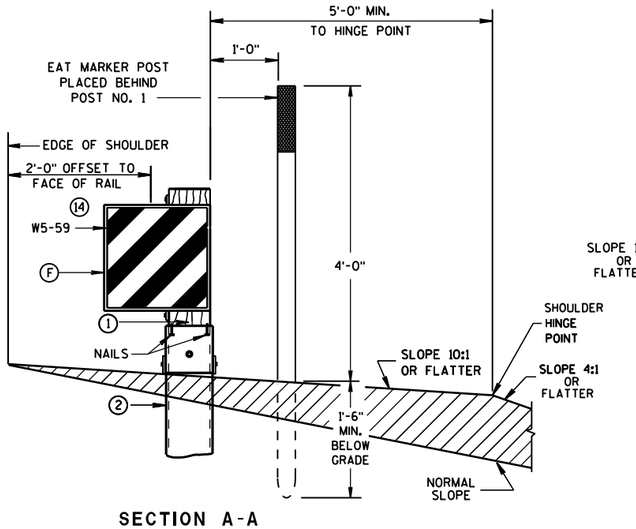
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

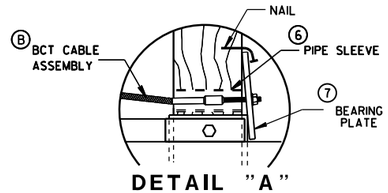
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

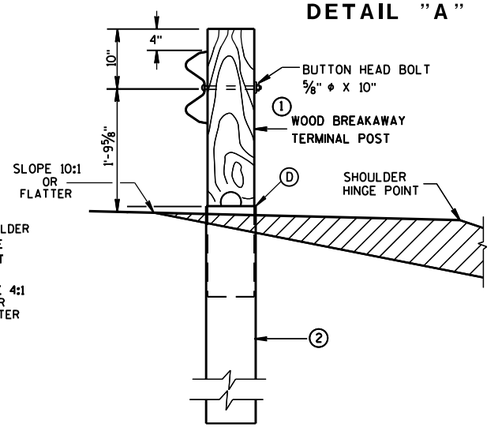
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

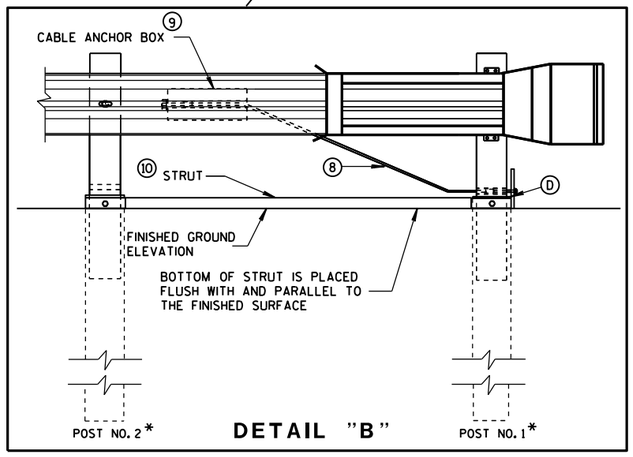












STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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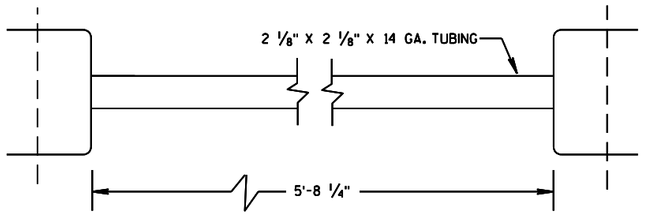
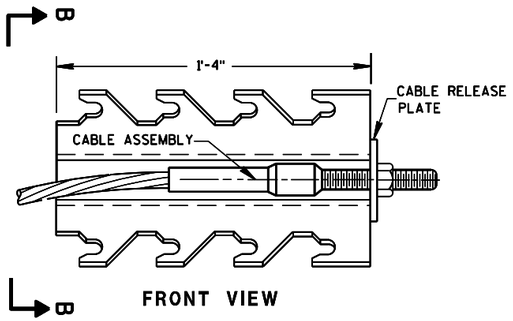
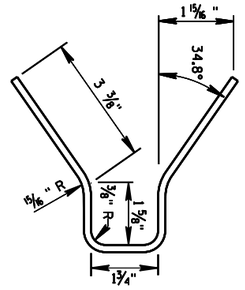
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL

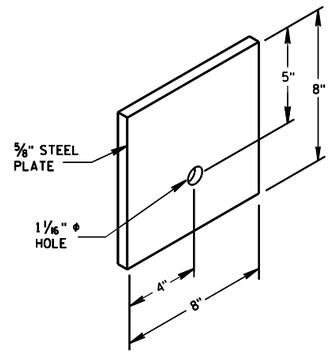


FRONT VIEW



SECTION B-B

⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

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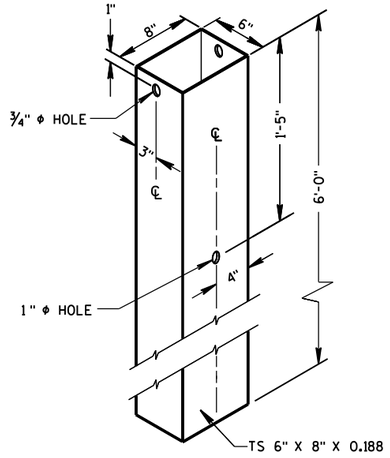
S.D.D. 14 B 24-9b

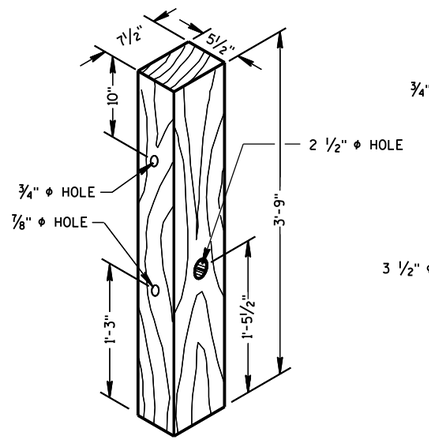
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

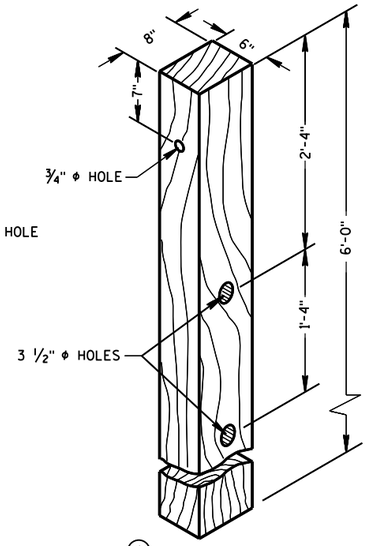
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

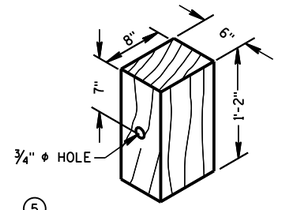


④ CRT POST
(POSTS NO'S 5-8)

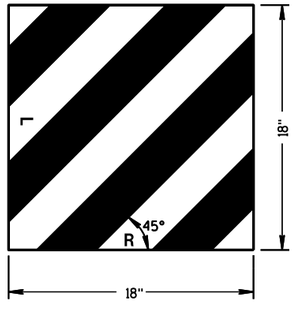
WOOD BREAKAWAY POSTS

GENERAL NOTES

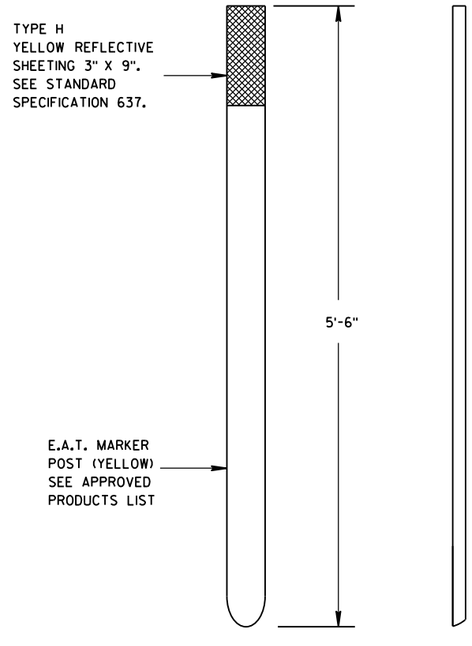
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
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S.D.D. 14 B 24-9c

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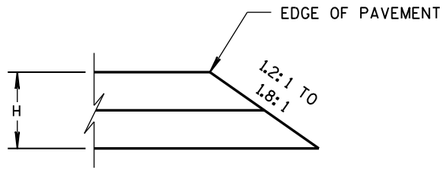
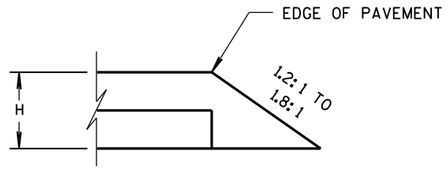
S.D.D. 14 B 24-9c



CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



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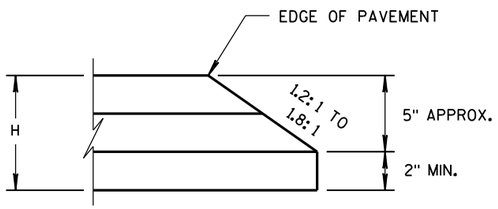

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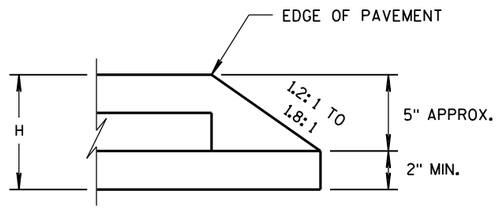
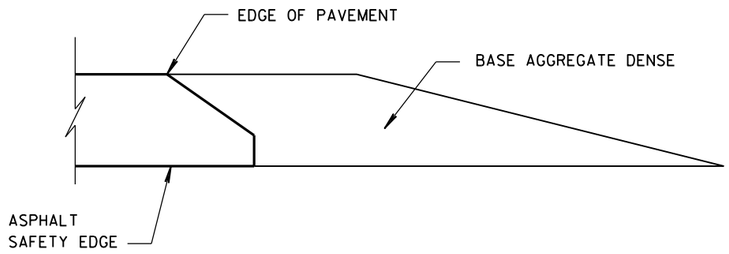
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

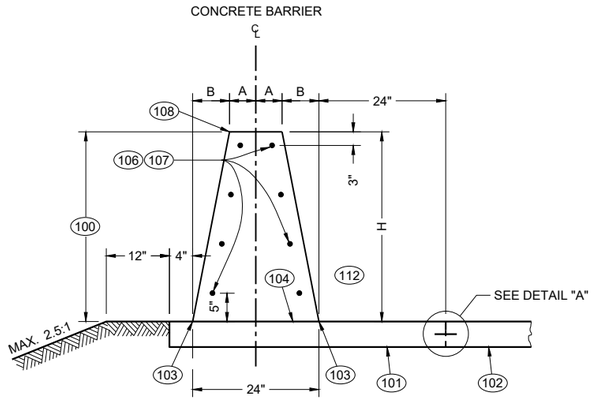
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

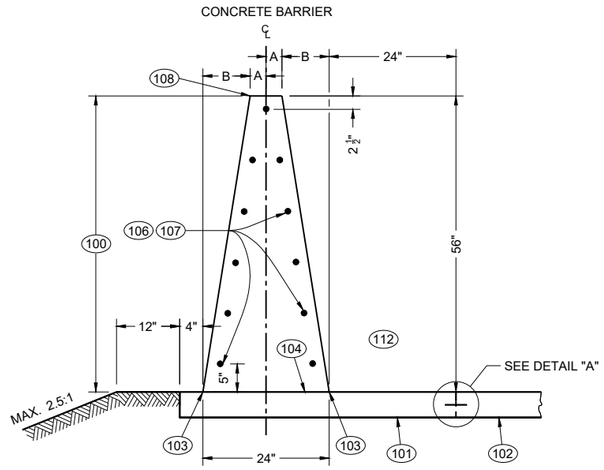
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



32 - INCH, 36 - INCH OR 42 - INCH SINGLE SLOPE CONCRETE BARRIER

(TYPE S32, TYPE S36, TYPE S42)

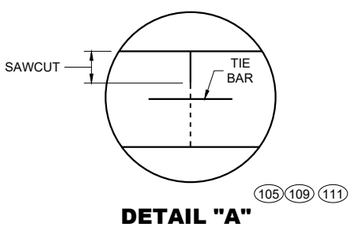


56 - INCH SINGLE SLOPE CONCRETE BARRIER

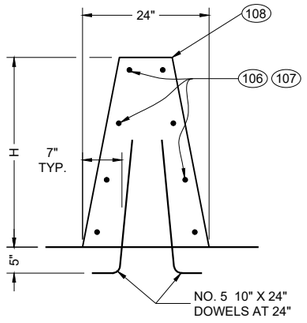
(TYPE S56)

TABLE "A"

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6 ¼	5 ¾	8
42	5 ¼	6 ¾	10
56	3	9	11

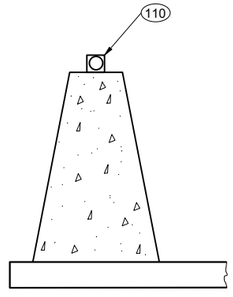


DETAIL "A"



SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

(NON OUTER PARAPET APPLICATION)



DELINEATION

GENERAL NOTES

WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.

LOCATE EXPANSION JOINTS IN CONCRETE BARRIER SHALL AT ALL DECK AND PRINCIPAL WALL JOINTS. FILL EXPANSION JOINT WITH EXPANSION JOINT MATERIAL. SEAL THE EXPANSION JOINT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.

2" CLEAR COVER TYPICAL

ANCHORS ARE REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN IN THIS SDD OR DETAIL SHOWN ON SDD 14B33. ANCHORS INCIDENTAL TO CBSS.

PROVIDE A 1" DEEP CONTRACTION JOINT IN BARRIER PAD AND BARRIER. JOINT IS TO MATCH ADJACENT CONCRETE JOINTS. NO DOWEL BARS ARE REQUIRED FOR BARRIER PAD. IF ADJACENT TO ASPHALT, CONTRACTION JOINT IS REQUIRED EVERY 15'.

ALL REBAR SHALL BE EPOXY COATED M31 TYPE S. SEE STANDARD SPECIFICATION 505.

CONCRETE BARRIER, UPPER CONCRETE BARRIER, LOWER CONCRETE BARRIER, CONCRETE BARRIER PAD, AND FOOTINGS ARE TERMS USED TO DESCRIBE PARTS OF SINGLE SLOPE CONCRETE BARRIER BID ITEMS. THESE PARTS ARE INCIDENTAL TO THE SINGLE SLOPE CONCRETE BARRIER BID ITEMS.

(100) CONCRETE BARRIER

(101) CONCRETE BARRIER PAD

(102) PAVEMENT

(103) WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1 ½", USE TYPE A SINGLE SLOPE BARRIER.

(104) OPTIONAL CONSTRUCTION JOINT.

(105) CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAT 10'.

(106) STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL IS 2' BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.

(107) NO. 5 CONTINUOUS BARS EVENLY SPACED (SEE TABLE "A").

(108) USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

(109) CONCRETE BARRIER PAD UNDER CBSS MAY BE PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED ⅓ DEPTH. CONCRETE BARRIER PAD AND SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE BARRIER PAD MINIMUM DEPTH IS 6", OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

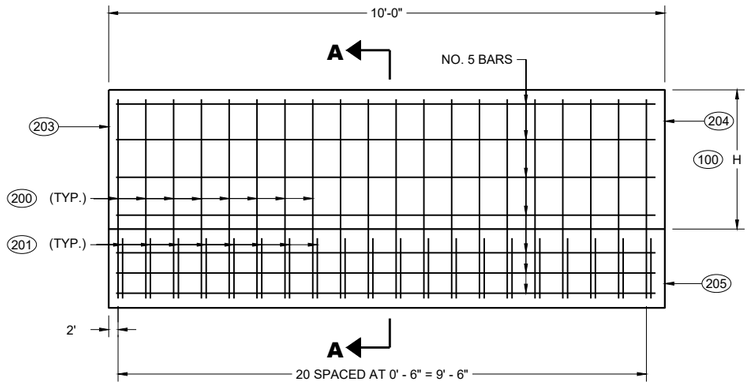
(110) SEE SDD 15A04 FOR DELINEATOR DETAILS AND SPACING.

(111) SEE SDD 13C01 FOR DETAILS TYPING CONCRETE BARRIER TO ADJACENT CONCRETE

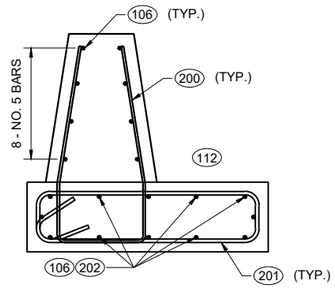
(112) TRAFFIC SIDE

CONCRETE BARRIER SINGLE SLOPE (CBSS)

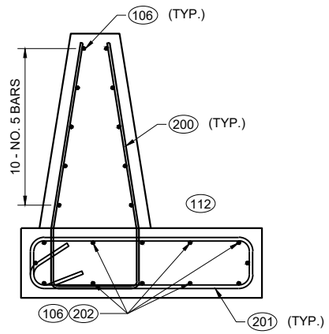
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



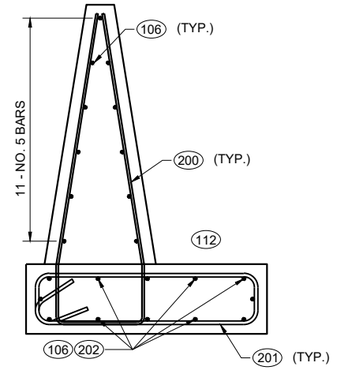
END ANCHOR SINGLE
SLOPE CONCRETE BARRIER



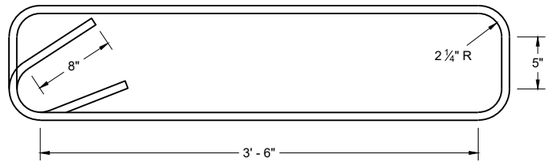
32" AND 36" CBSS



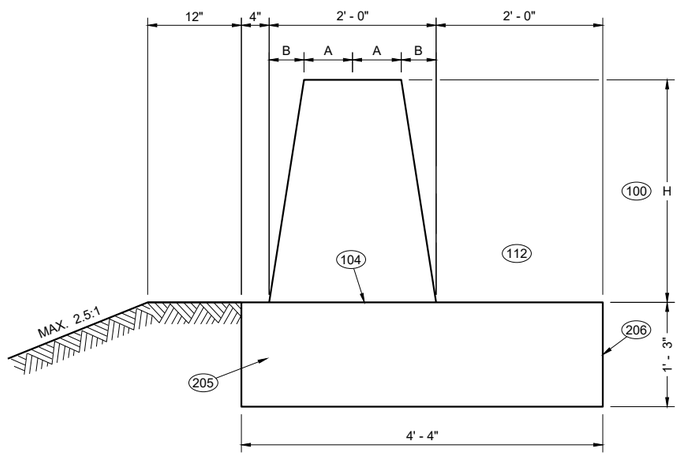
42" CBSS



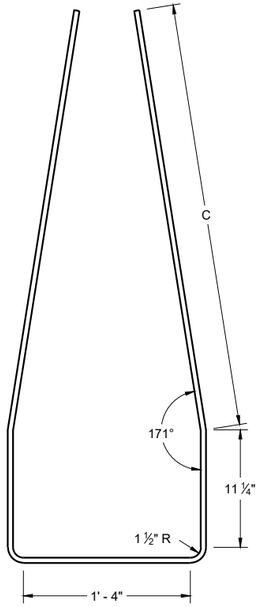
56" CBSS



STIRRUP BAR
BENDING DETAIL



SECTION A - A



V1 BAR
BENDING DETAIL

TABLE "B"

BARRIER HEIGHT H INCHES	C INCHES
32	2' - 6"
36	2' - 11"
42	3' - 4"
56	4' - 6 ½"

GENERAL NOTES

200 V1 BARS ARE NO. 5 BARS. (SEE BAR BENDING DETAIL)

201 STIRRUPS ARE NO. 6 BARS. (SEE BAR BENDING DETAIL)

202 TWELVE (12) NO. 5 BARS EVENLY SPACED

203 END OF INSTALLATION OR EXPANSION JOINT.

204 SEE COLD JOINT DETAIL TO CONNECT END ANCHOR SINGLE SLOPE CONCRETE BARRIER TO SINGLE SLOPE CONCRETE BARRIER.

205 FOOTING

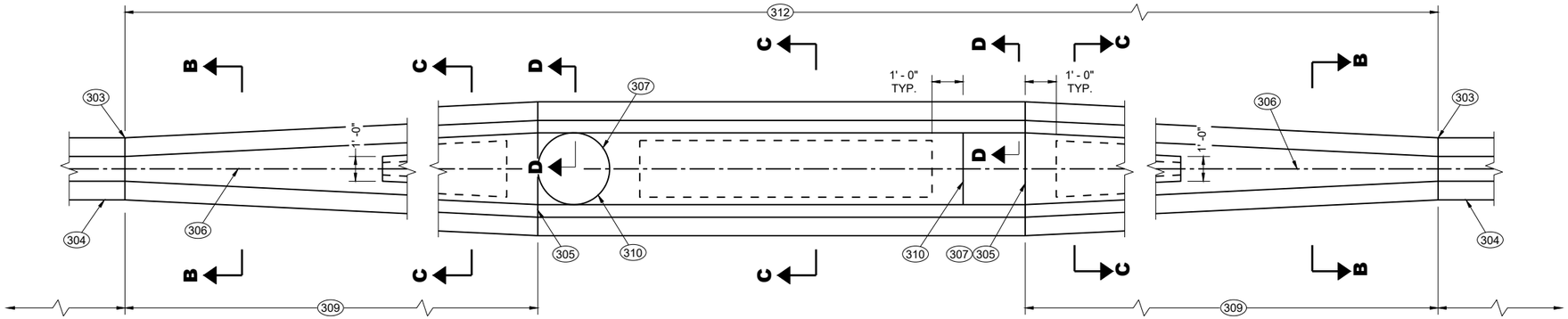
206 DO NOT TIE TO FOOTING TO ADJACENT PAVEMENT.

6

SDD 14B32-11b

CONCRETE BARRIER
SINGLE SLOPE (CBSS)

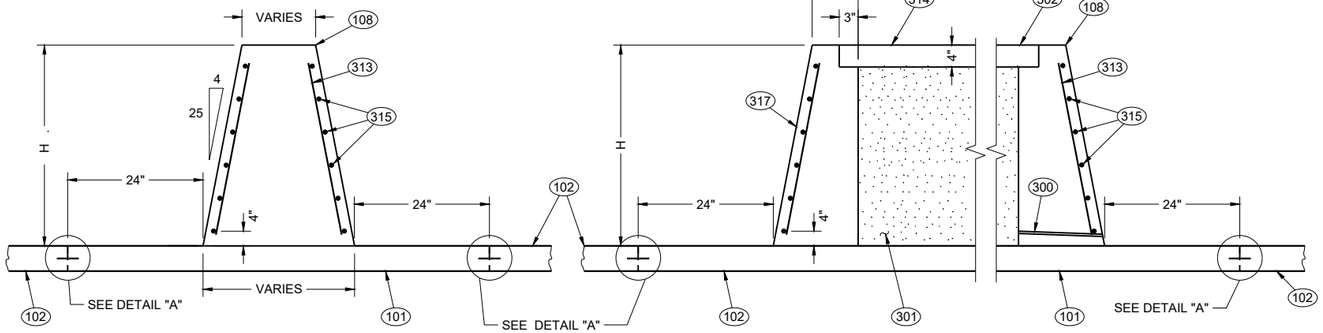
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



LARGE FIXED OBJECTS PROTECTION
(TYPE S32, TYPE S36, TYPE S42, TYPE S56)

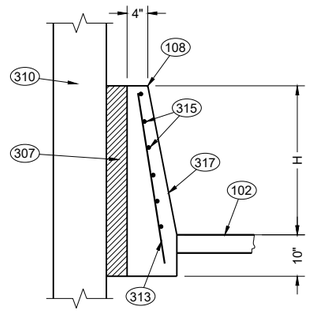
TABLE "C"

BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	6

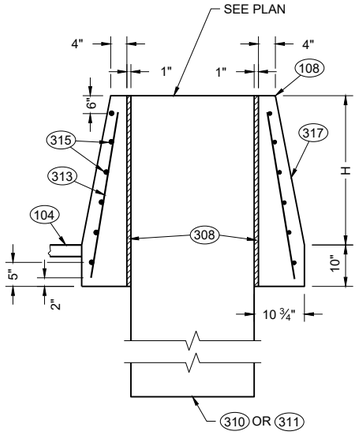


SECTION B - B

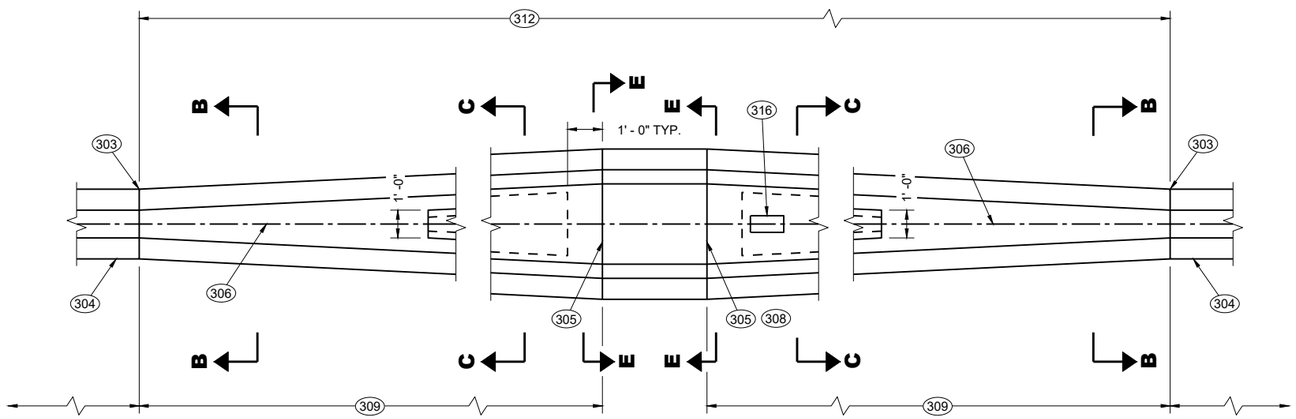
SECTION C - C



SECTION D - D



SECTION E - E



SMALL FIXED OBJECTS PROTECTION
(TYPE S32, TYPE S36, TYPE S42, TYPE S56)

GENERAL NOTES

(300) INSTALL 1 INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B -B. MINIMUM ONE DRAIN CAVITY.

(301) BETWEEN CONCRETE BARRIER WALLS FILL WITH FOUNDATION BACKFILL.

(302) LEVEL THE TOP OF CONCRETE BARRIER CAP ACROSS TOP OF BARRIER. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.

(303) USE COLD JOINTS BETWEEN FIXED OBJECT PROTECTION AND CONCRETE BARRIER ANCHOR.

(304) INSTALL END ANCHOR SINGLE SLOPE CONCRETE BARRIER.

(305) SEE COLD JOINT DETAIL

(306) CENTERLINE OF CONCRETE BARRIER.

(307) INSTALL 4" EXPANDED POLYSTYRENE BETWEEN COLUMN AND CONCRETE BARRIER.

(308) INSTALL 1" EXPANDED POLYSTYRENE BETWEEN PEDESTAL AND CONCRETE BARRIER.

(309) 20:1 MIN. TRANSITION.

(310) COLUMN

(311) PEDESTAL

(312) LIMITS OF PAYMENT FOR LARGE FIXED OBJECT PROTECTION (SEE PLAN)

(313) NO. 4 BARS SPACED 12" CENTER TO CENTER (TYP.)

(314) USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.

(315) SEE TABLE "C" FOR BAR INFORMATION

(316) ELECTRICAL PULL BOX FOR SIGN FLUSH WITH TOP OF CONCRETE BARRIER.

(317) VARIABLE SLOPE

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

(400) END ANCHOR SINGLE SLOPE CONCRETE BARRIER.

(401) PARAPET, SIGN BRIDGE BASE, LIGHT POLE BASE OR OTHER OBJECT SINGLE SLOPE CONCRETE BARRIER CANNOT TIE INTO.

(402) JOINT SEAL CONFORMING TO STANDARD SPECIFICATION 415.2.6

(403) EXPANSION JOINT MATERIAL.

(404) INLET (SEE PLAN)

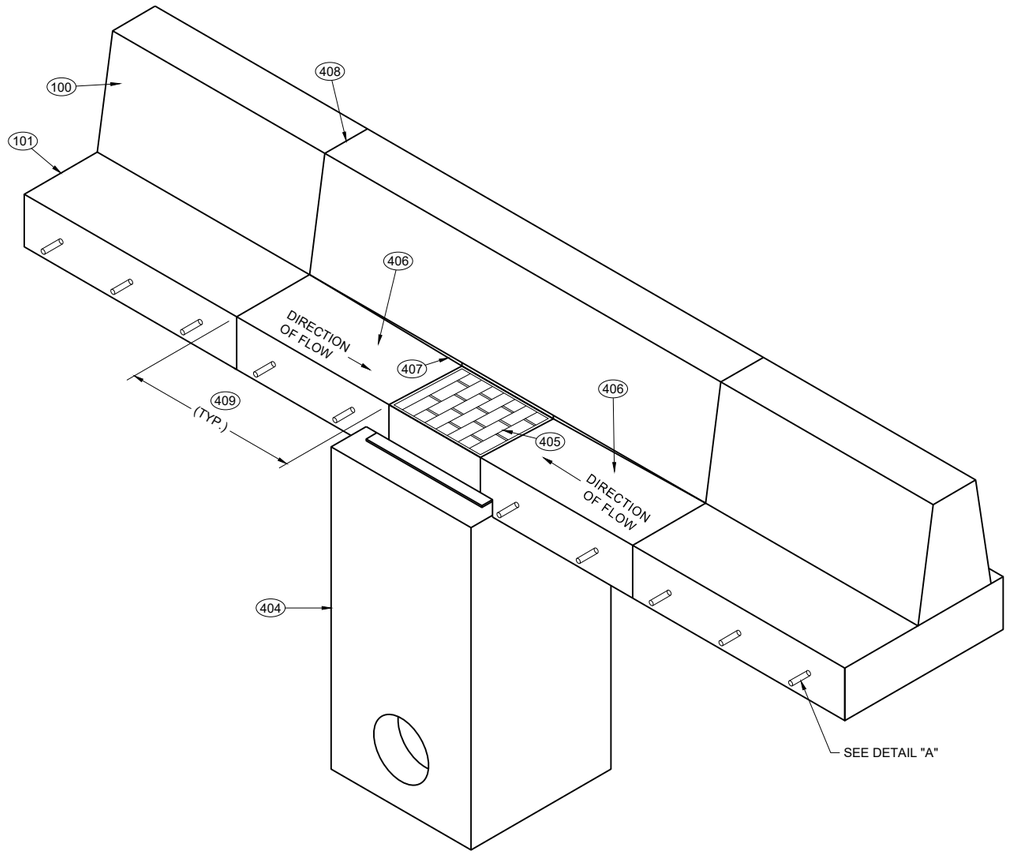
(405) INLET COVER BW (SEE PLAN)

(406) WARP PAN TO MATCH INLET COVER.

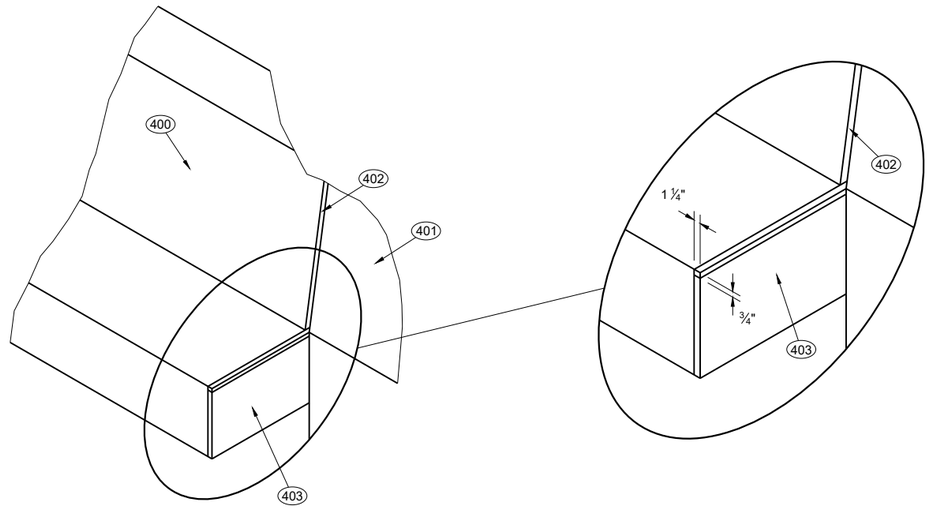
(407) EXTEND BARRIER SLOPE TO INLET. SEE PLAN FOR THE LENGTH OF EXTENSION.

(408) CONTRACTION JOINT.

(409) WHEN ADJACENT TO CONCRETE PAVEMENT OR SHOULDER, JOINT SHOULD MATCH CONCRETE JOINTS. OTHERWISE, 3' (TYP.). SEE SDD 13C18 FOR MORE INFORMATION.



DRAINAGE DETAIL



EXPANSION JOINT DETAIL

6

SDD 14B32-11d

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B32-11d

GENERAL NOTES

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

(500) SEE TABLE "A" FOR DIMENSIONS

(501) SEE TABLE "D"

(502) MULTIPLE HEIGHT TRANSITION MAY BE USED IN SEQUENCE TO GET APPROPRIATE HEIGHT.

(503) COLD JOINT

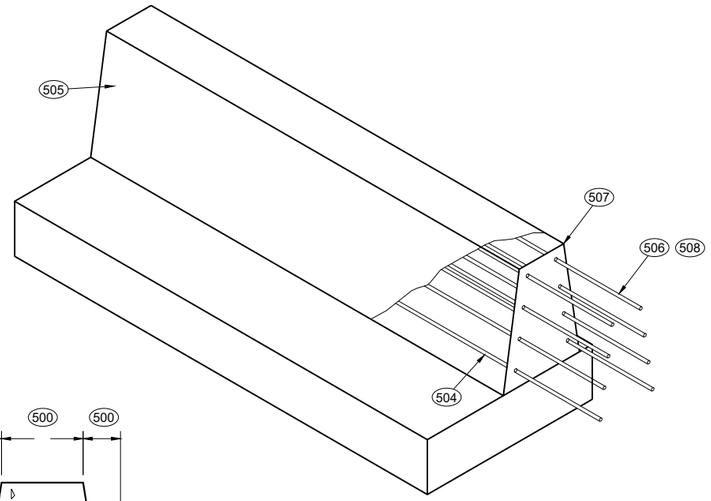
(504) BARRIER REBAR (SEE OTHER DETAILS FOR BAR SIZE, QUANTITY AND LOCATION). SINGLE SLOPE BARRIER SHOWN. SIMILAR DETAIL CAN BE USED FOR COLD JOINT IN

(505) END ANCHORS AND TRANSITIONS.

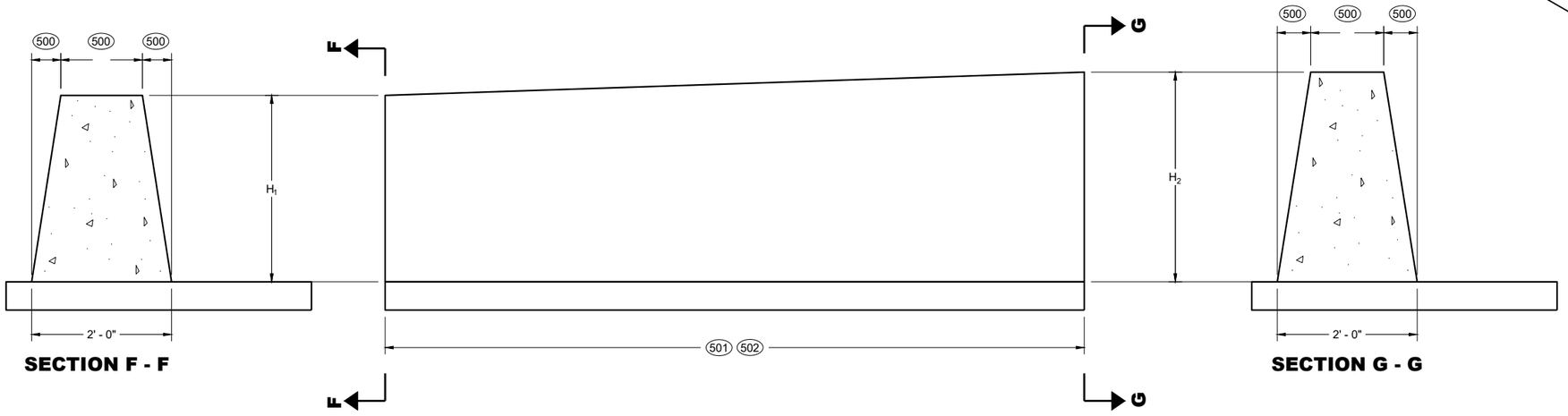
(506) NO. 5 REBAR FOR SPLICE. 3' OF SPLICE REBAR IS LAPPED AND TIED TO BARRIER REBAR. EXTEND 3' OF SPLICE REBAR BEYOND END OF POUR. ALL BARS ARE FIRMLY TIED OR CONNECTED. EVERY REBAR IN THE BARRIER SECTION REQUIRES A SPLICE BAR.

(507) END OF POUR.

(508) LAP AND TIE 3' OF NEXT POUR'S REBAR TO SPLICE REBAR.



COLD JOINT DETAIL



SECTION F - F

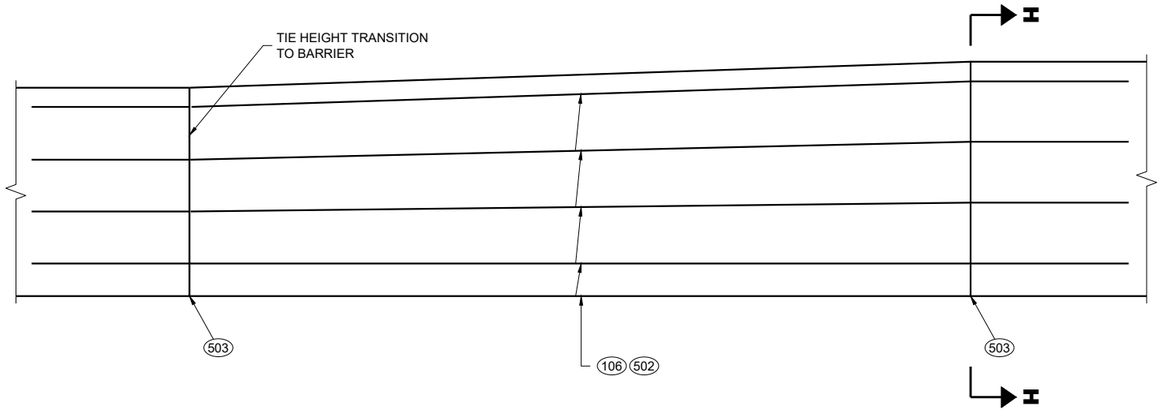
SECTION G - G

DOUBLE COLD JOINT HEIGHT TRANSITION

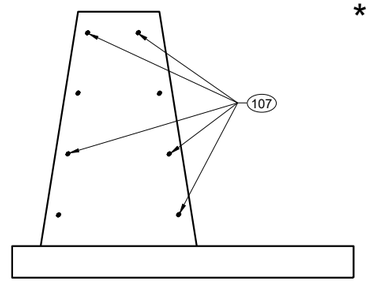
TABLE "D"

H_1	H_2	L *	NUMBER OF NO. 5 BARS
32"	36"	10' - 0"	8
36"	42"	10' - 6"	10
42"	56"	24' - 6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



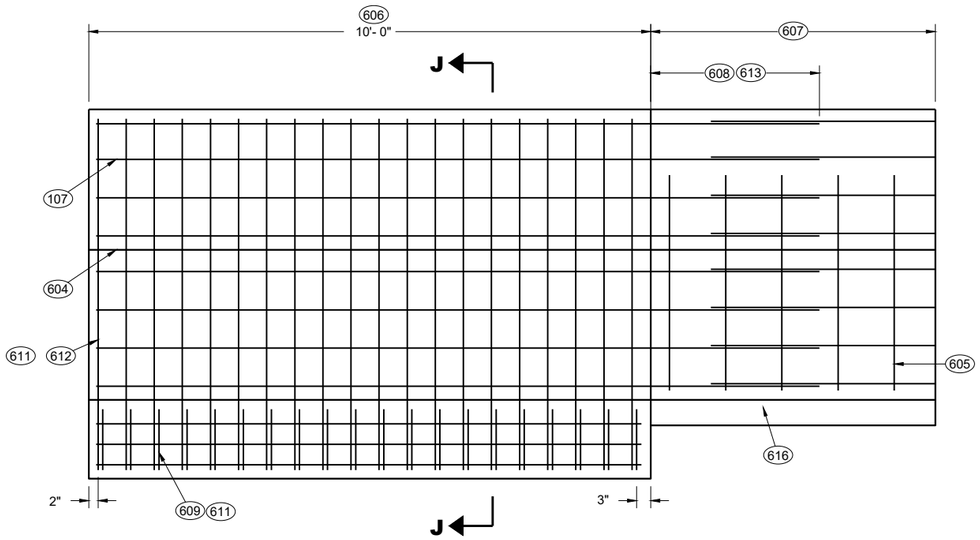
STEEL REINFORCEMENT DETAIL



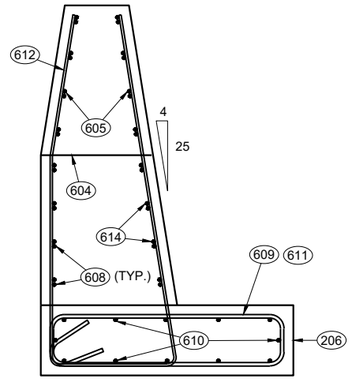
SECTION H - H

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END ANCHOR MEDIAN BARRIER AND RETAINING WALL



SECTION J - J
END ANCHOR AND MEDIAN WALL END ANCHOR REINFORCEMENT DETAIL

GENERAL NOTES

600 UPPER CONCRETE BARRIER

601 LOWER CONCRETE BARRIER

602 MAX HEIGHT 36".

603 VERTICAL OFFSET FROM TOP ROADWAY SURFACES

604 OPTIONAL CONSTRUCTION JOINT WHEN HEIGHT IS GREATER THAN 1 ½".

605 NO. 4 BARRIER LOOP BARS ARE NOT REQUIRED FOR ROADWAY OFFSETS ARE LESS THAN 1'- 0", EXCEPT WHEN USED IN ANCHORS. BARRIER LOOP BARS ARE SPACED 12" CENTER TO CENTER OUTSIDE OF MEDIAN BARRIER AND RETAINING WALL END ANCHOR.

606 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL ANCHOR

607 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (SEE OTHER DETAILS)

608 NO. 5 REBAR 3' OF LAP OF LONGITUDINAL STEEL.

609 NO. 6 REBAR END ANCHOR FOOTING LOOP

610 TWELVE (12) NO. 5 BARS EVENLY SPACED.

611 SS ANCHOR END LOOP AND END ANCHOR FOOTING LOOP ARE SPACED 6" CENTER TO CENTER.

612 END ANCHOR LOOP BAR IS NO. 5 REBAR.

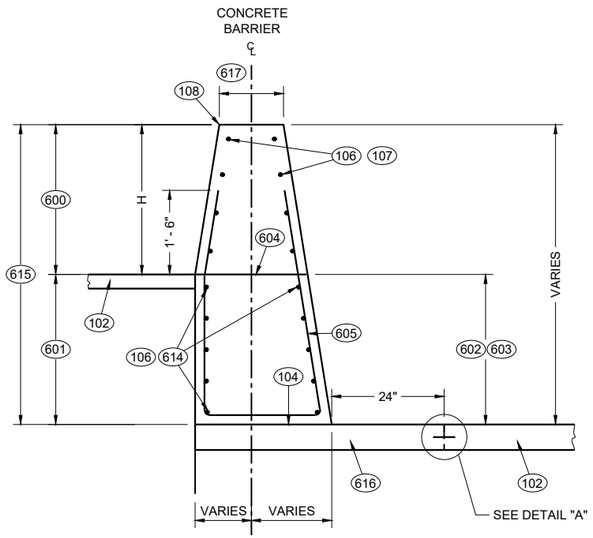
613 SEE COLD JOINT DETAIL.

614 SEE TABLE "E" FOR REQUIRED REBAR

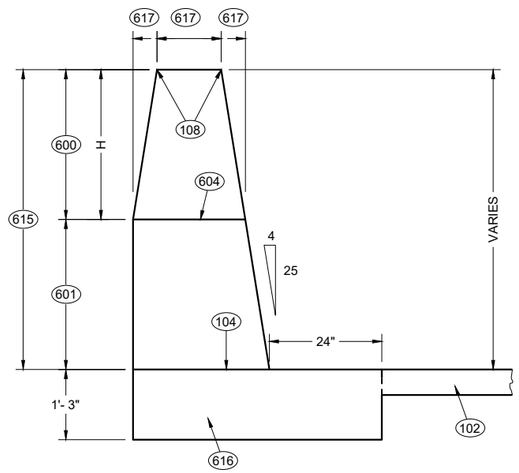
615 TOTAL BARRIER HEIGHT (SEE PLAN FOR HEIGHT)

616 FOR SOME LOCATIONS, NO PAN IS NEEDED. SEE OTHER DETAILS.

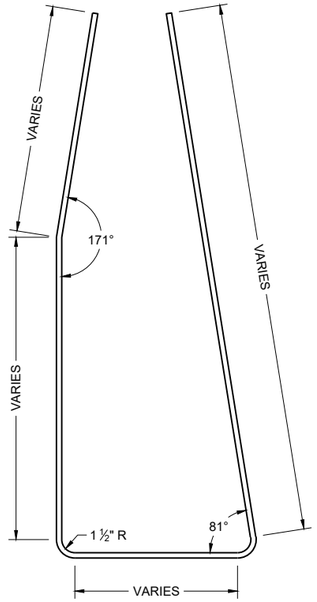
617 SEE TABLE "A" FOR DIMENSIONS



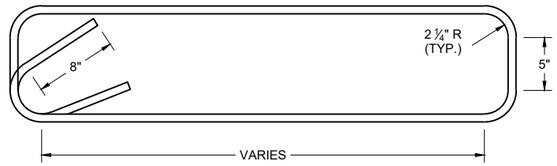
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A) (BETWEEN ADJACENT ROADWAYS)



SECTION J - J MEDIAN BARRIER AND RETAINING WALL END ANCHOR DIMENSIONS



LOOP BAR BENDING DETAIL



END ANCHOR STIRRUP BAR BENDING DETAIL

TABLE "E"

HEIGHT BETWEEN ROADWAY	QUANTITY OF NO. 6 BARS
0 TO 3"	0
GREATER THAN 3" TO 8"	2
GREATER THAN 8" TO 12"	4
GREATER THAN 12" TO 36"	8

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B32-11f

GENERAL NOTES

700 END ANCHOR SINGLE SLOPE CONCRETE BARRIER

701 SEE EXPANSION JOINT DETAIL

702 END ANCHOR SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL

703 PAY LIMIT FOR SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL

704 SEE COLD JOINT DETAIL

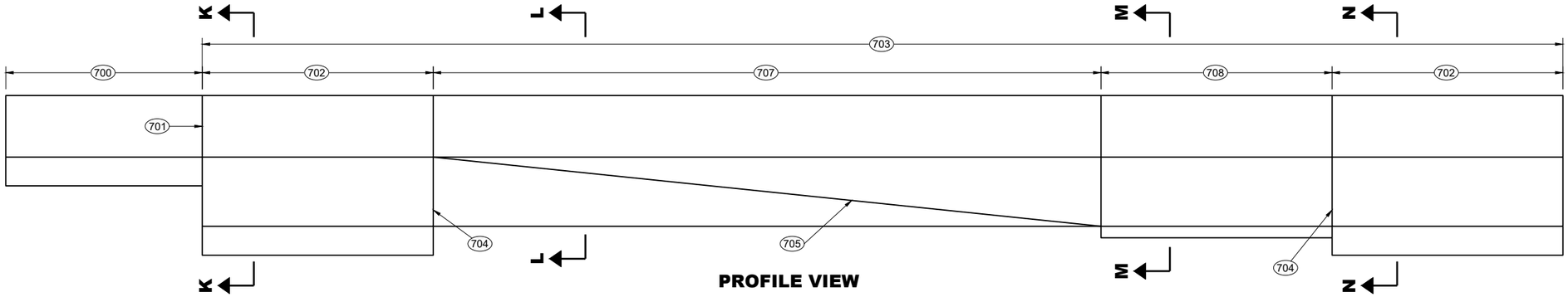
705 LOW SIDE SHOULDER

706 HIGH SIDE SHOULDER

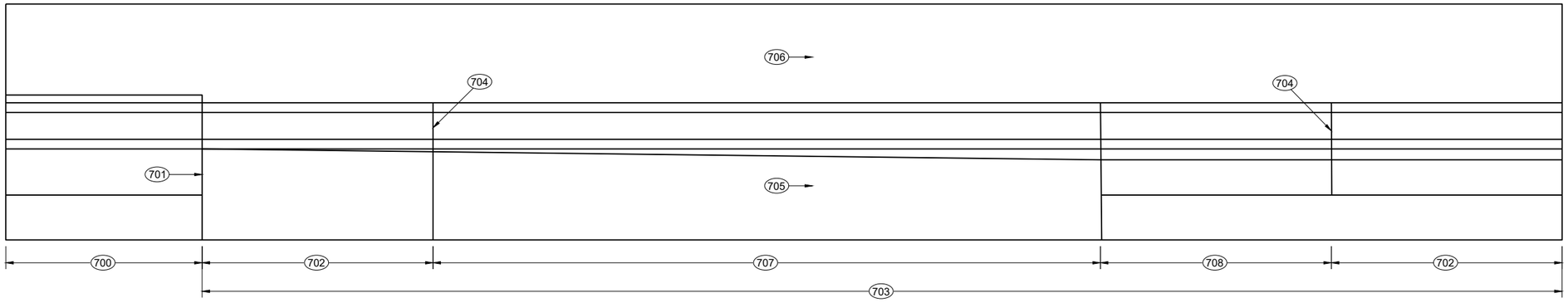
707 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL INSTALLED WITHOUT A PAN.

708 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL INSTALLED WITH A PAN.

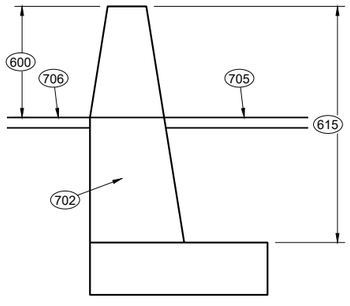
709 EXCAVATION AND COMPACTION



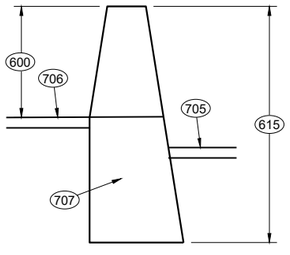
PROFILE VIEW
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL



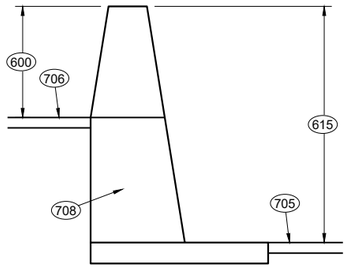
PLAN VIEW
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL



SECTION K - K



SECTION L - L



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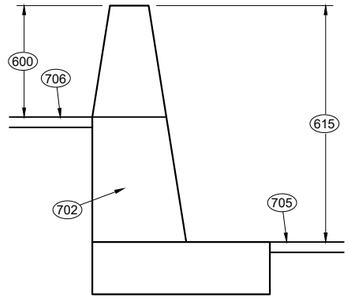
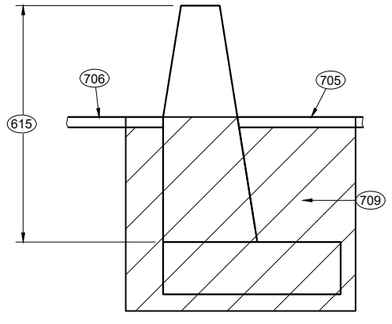


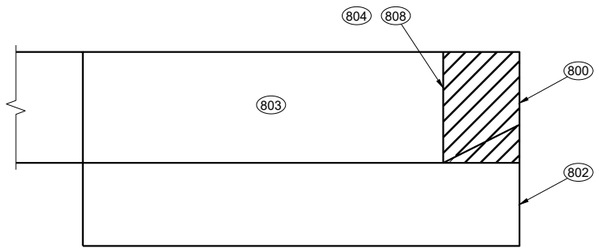
SECTION N - N



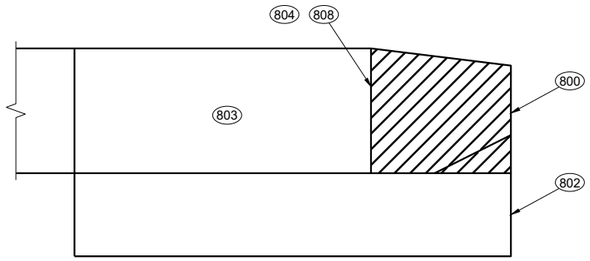
CONCRETE BARRIER
SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

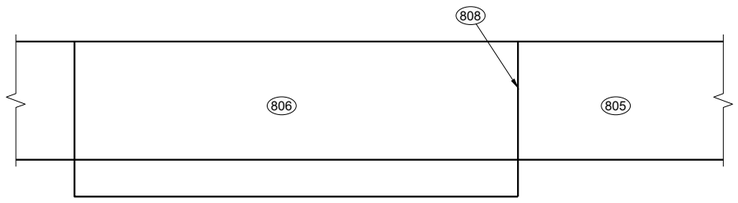
6
SDD 14B32-11g



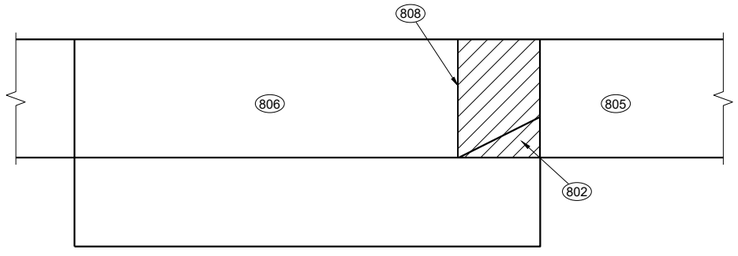
REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE



REMOVAL AREA OF CONCRETE THRIE BEAM ANCHORAGE WITH HEIGHT GREATER THAN 32"



CONCRETE BARRIER EXTENSION NEAR END ANCHORAGE



CONCRETE BARRIER EXTENSION NEAR THRIE BEAM TERMINAL

GENERAL NOTES

END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.

REMOVE THRIE BEAM ANCHORAGE AS SHOWN.

(800) AREA OF BARRIER REMOVAL AN NEW CONCRETE AND STEEL IS INSTALLED.

(801) MINIMUM LENGTH OF REMOVAL IS 15'

(802) FOOTING BELOW GROUND MAY REMAIN IN PLACE.

(803) CONCRETE BARRIER SINGLE SLOPE THRIE BEAM ANCHOR TO REMAIN.

(804) SAW CUT

(805) NEW SINGLE SLOPE CONCRETE BARRIER.

(806) CONCRETE BARRIE SINGLE SLOPE TO REMAIN.

(807) SINGLE SLOPE CONCRETE BARRIER OR CONCRETE BARRIER SINGLE SLOPE THRIE BEAM ANCHOR TO REMAIN.

(808) SEE CONNECTION DETAIL.

(809) NO. 5 CONTINUOUS BAR.

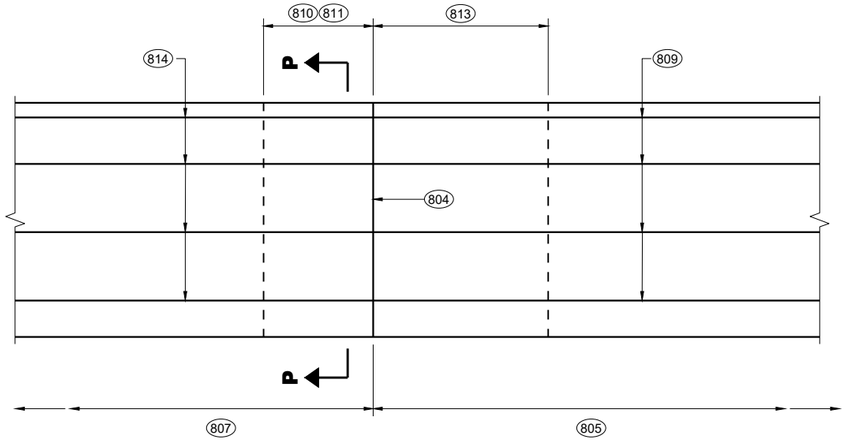
(810) 3' MIN. DRILL HOLES. USES NO. 5 ADHESIVE ANCHORS.

(811) THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF HORIZONTAL REBAR IN BARRIER. DRILL HOLES ARE TO BE A MINIMUM OF 4" FROM EDGE OF CONCRETE.

(812) EXISTING REBAR IN EXISTING BARRIER OR END ANCHOR.

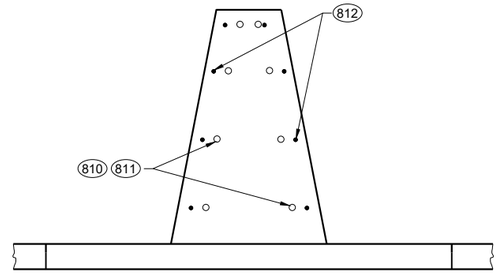
(813) 3' BAR OVERLAP

(814) EXISTING REINFORCEMENT

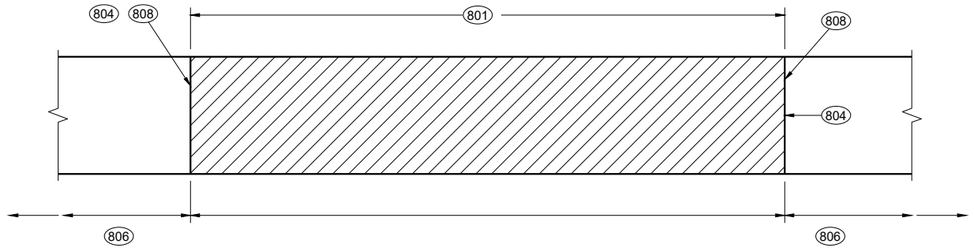


CONNECTION DETAIL

SINGLE SLOPE CONCRETE BARRIER TO
NEW SINGLE SLOPE CONCRETE BARRIER



SECTION P - P



BARRIER REMOVAL AND REPLACEMENT

RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

CONCRETE BARRIER
SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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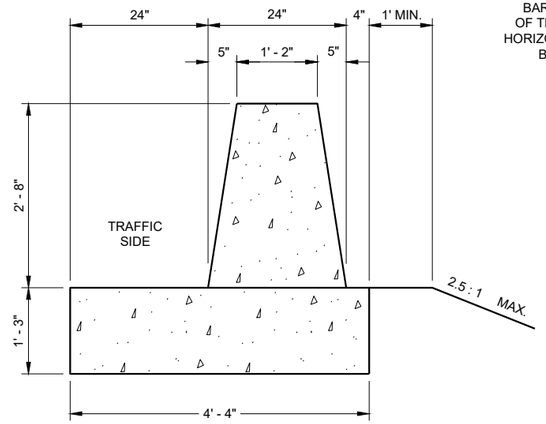
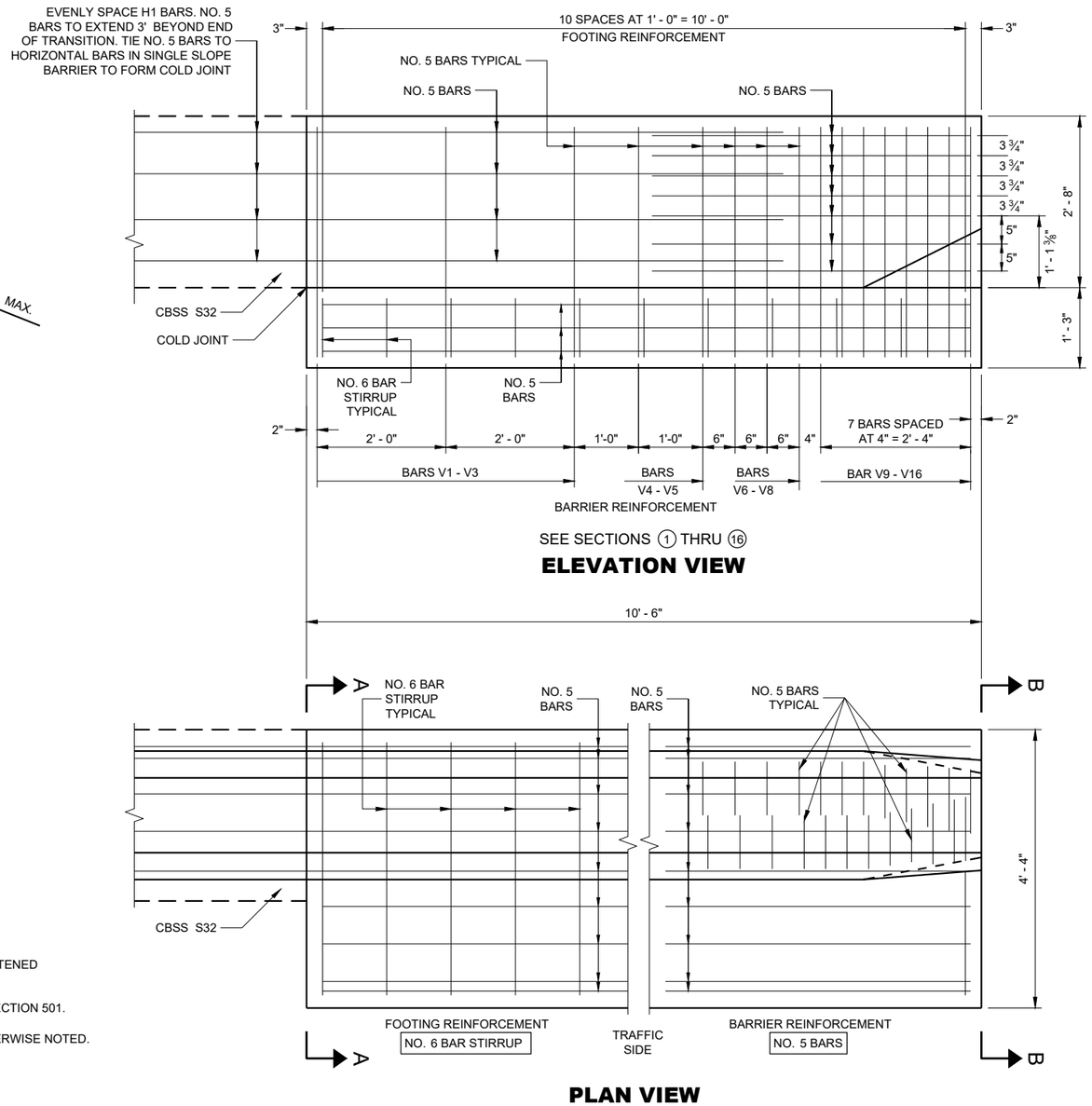
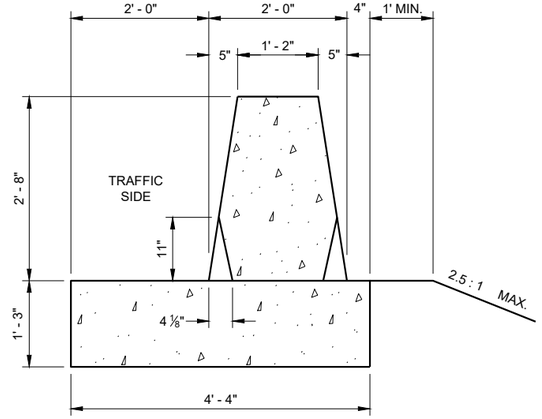
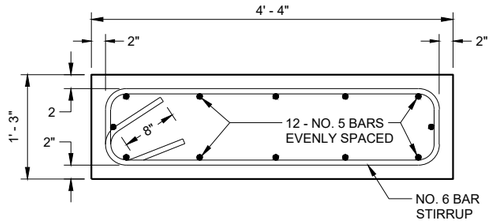
SDD 14B32-11h



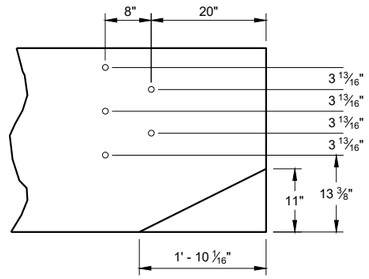




SECTION B - B



TYPICAL FOOTING



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE OF BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B33 - 02a

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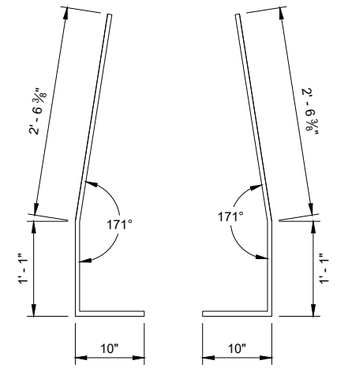
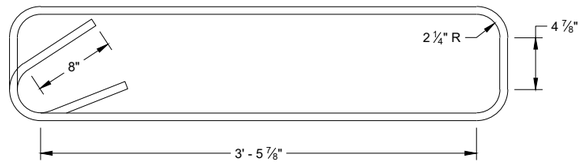
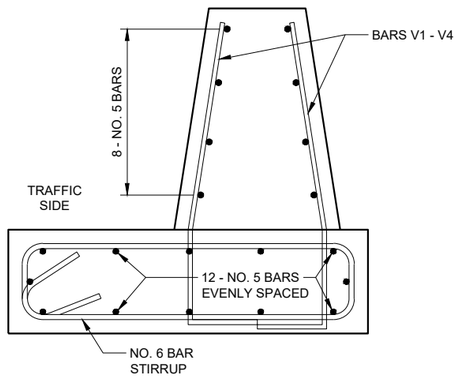
SDD 14B33 - 02a



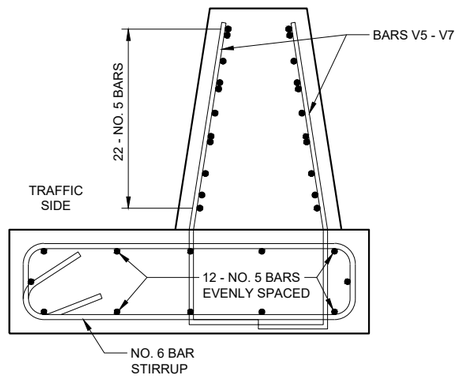
BAR BENDING DETAIL
BARS 1 - 11



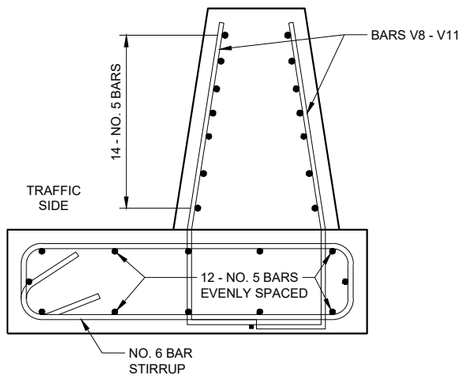
STIRRUP BAR
BENDING DETAIL



BAR DETAIL
SECTIONS 1 - 4



BAR DETAIL
SECTIONS 5 - 7



BAR DETAIL
SECTIONS 8 - 11

6

6

SDD 14B33 - 02b

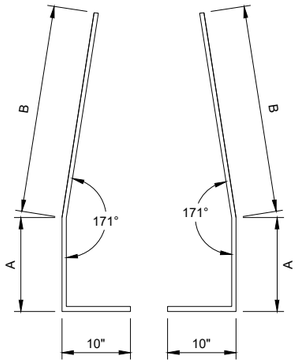
SDD 14B33 - 02b

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BAR CHART
BAR POSITIONS
12 - 13

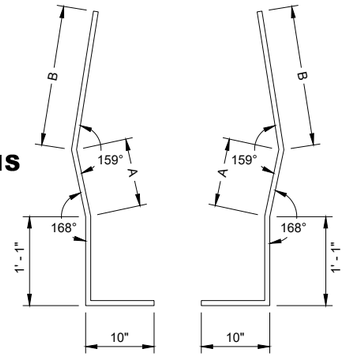
BAR	A	B
V12	1' - 3"	2' - 6"
V13	1' - 8"	2' - 1 ½"



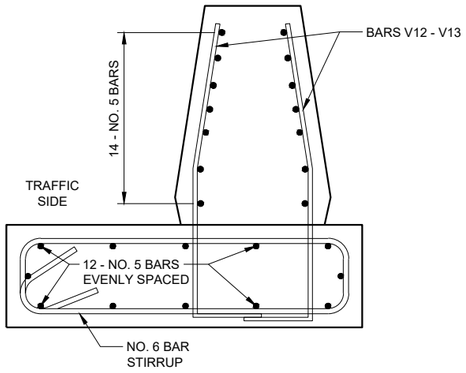
BAR BENDING DETAIL
SECTIONS V12- V13

BAR CHART
BAR POSITIONS
14 - 16

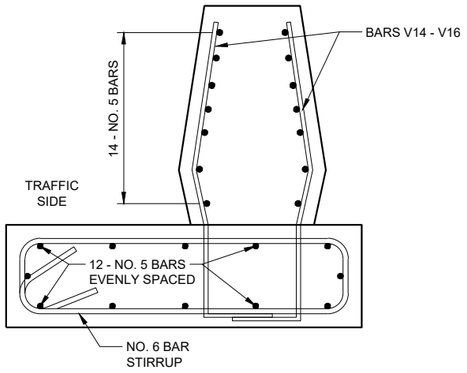
BAR	A	B
V14	6"	2' - 1"
V15	8"	1' - 11"
V16	10"	1' - 8 ½"



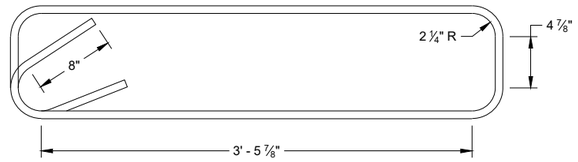
BAR BENDING DETAIL
SECTIONS V14 - V16



BAR DETAIL
SECTIONS 12 - 13



BAR DETAIL
SECTIONS 14 - 16



STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 14B33 - 02c

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

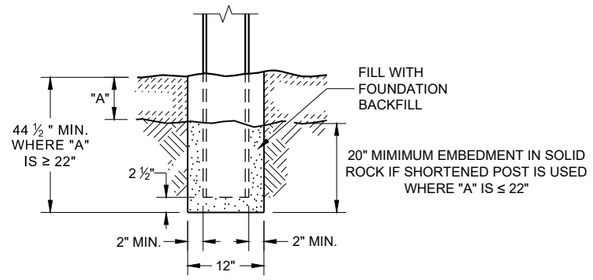
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

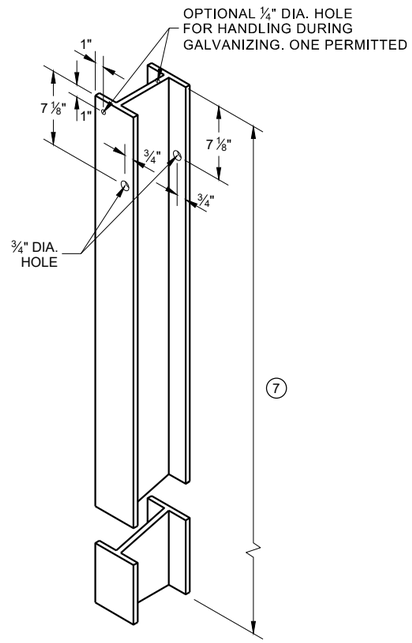
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

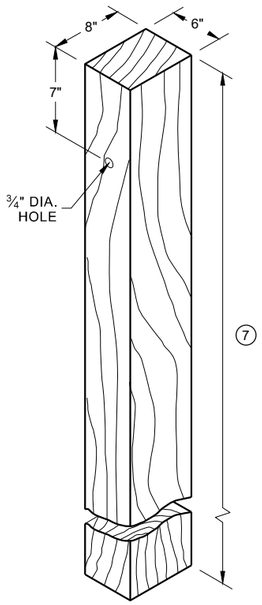
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



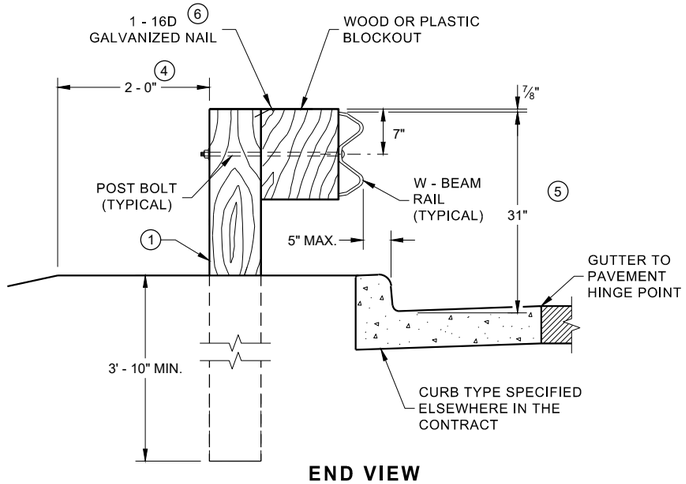
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



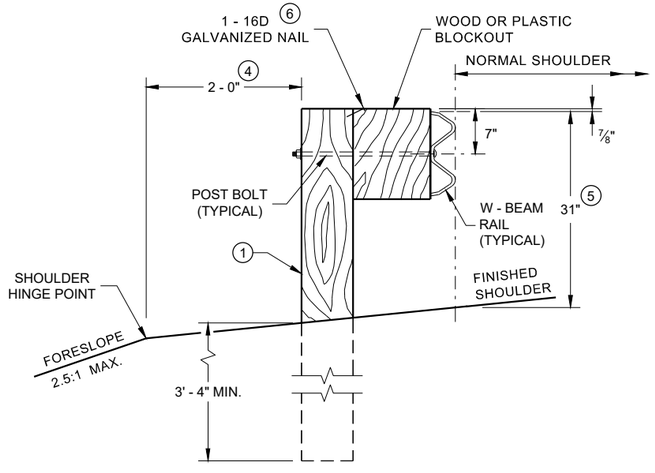
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



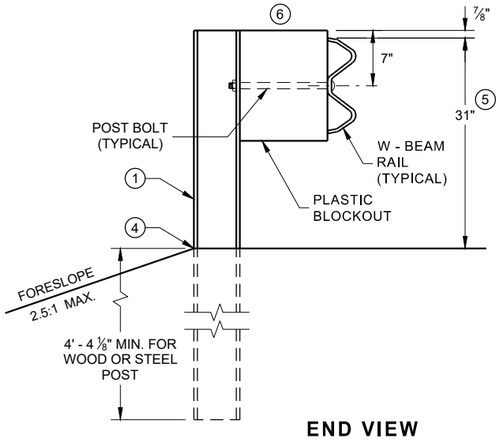
WOOD POST (6" X 8") NOMINAL (1)



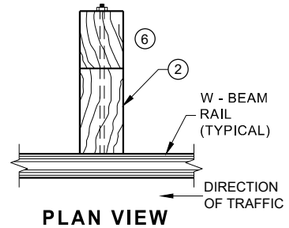
END VIEW
LOCATED ALONG A CURBED ROADWAY



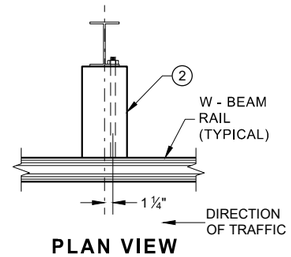
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



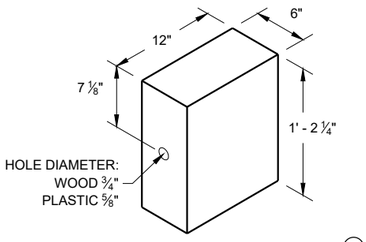
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

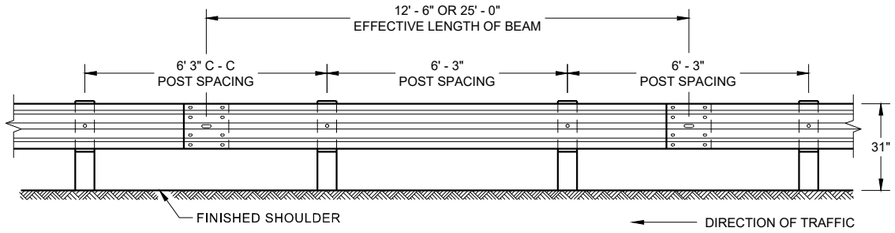
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

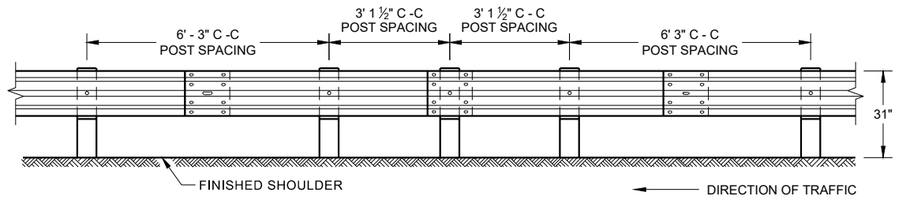
SDD 14B42 - 07a

6

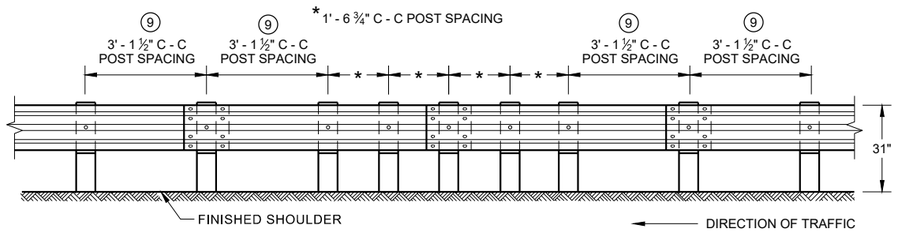
SDD 14B42 - 07a



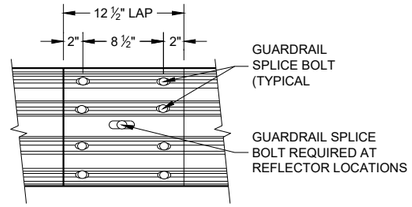
FRONT VIEW
POST SPACING STANDARD INSTALLATION



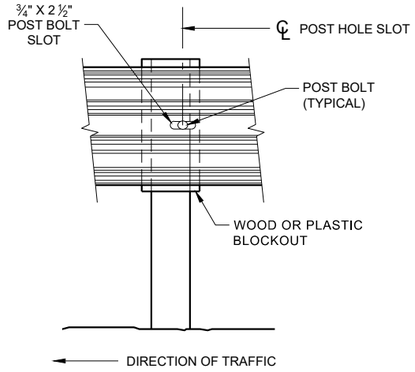
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



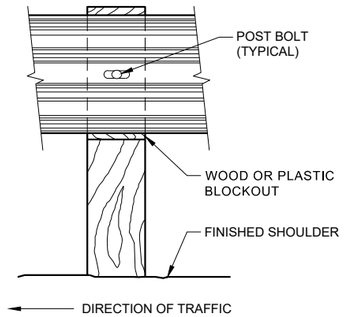
FRONT VIEW
QUARTER POST SPACING (QS)



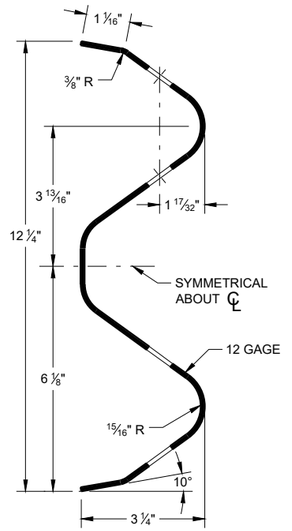
FRONT VIEW
MID-SPAN BEAM SPLICE



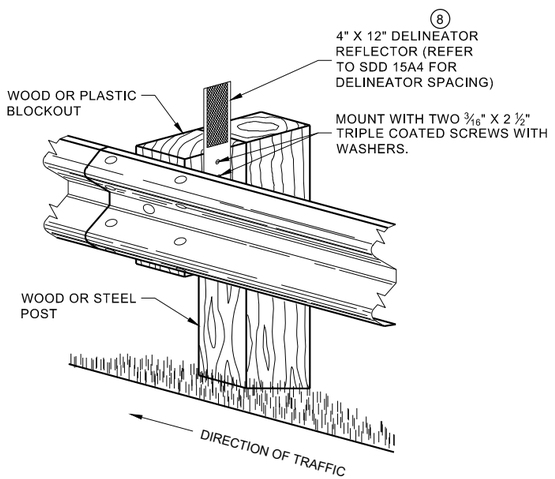
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

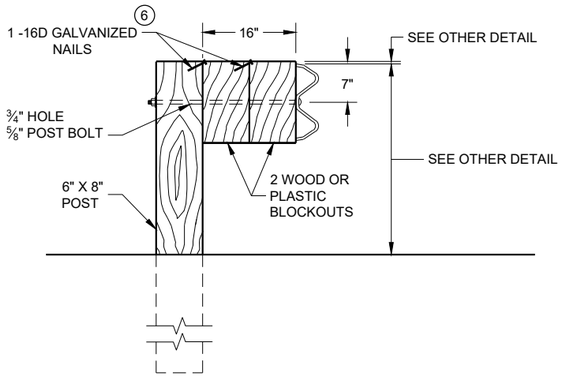
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

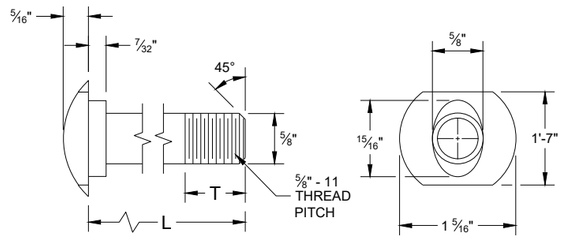


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

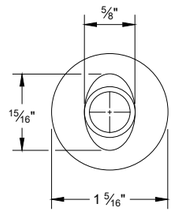
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

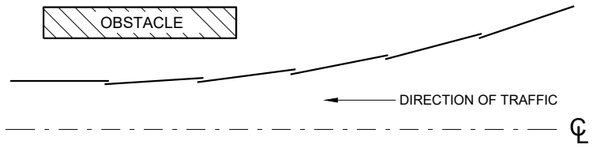


POST BOLT TABLE

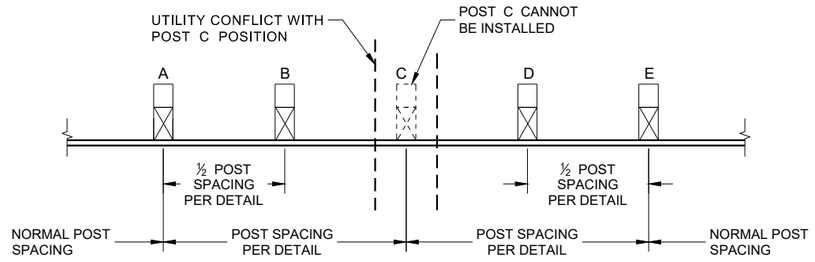
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



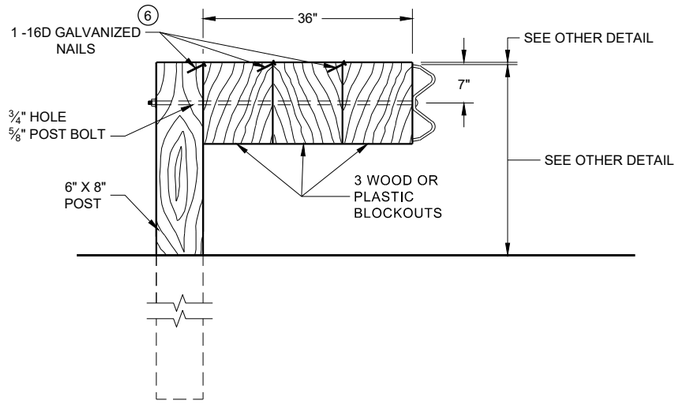
ALTERNATE BOLT HEAD



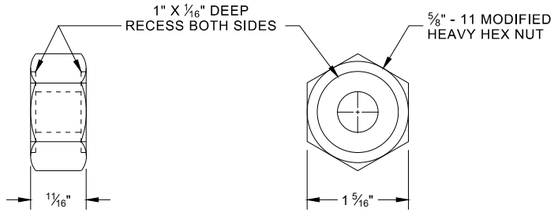
PLAN VIEW
BEAM LAPPING DETAIL



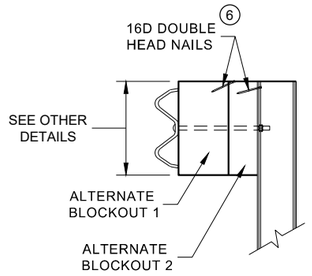
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



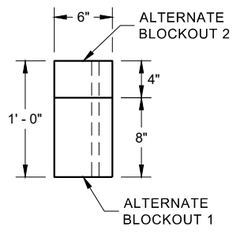
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

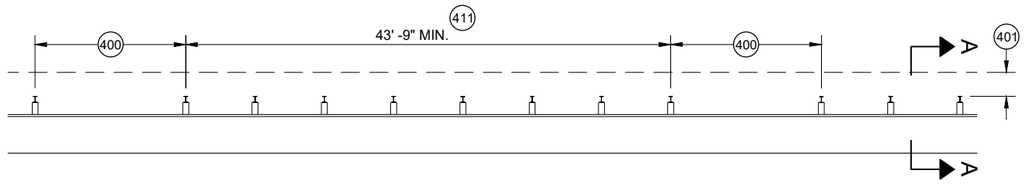
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

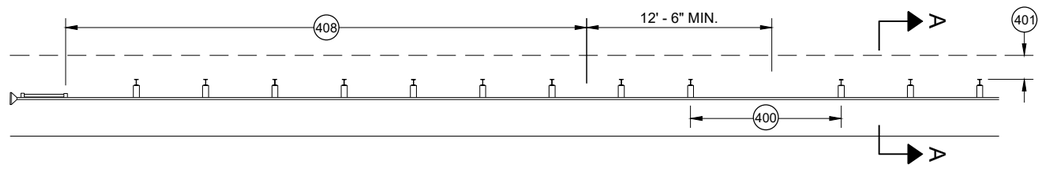
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

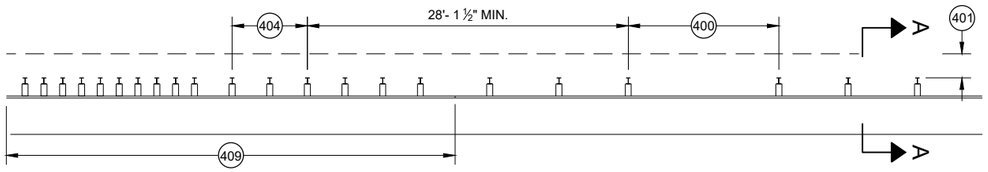
SDD 14B42 - 07c



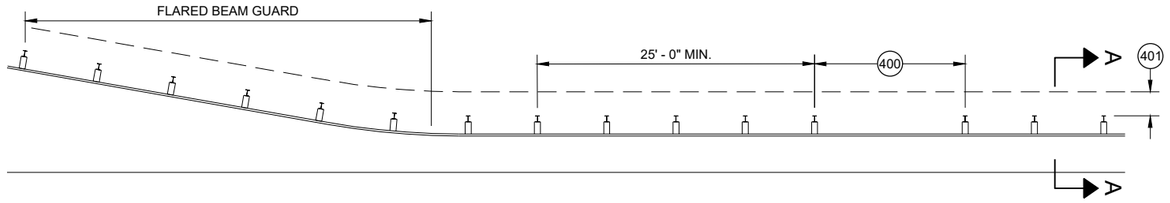
MISSING POST IN MGS GUARDRAIL



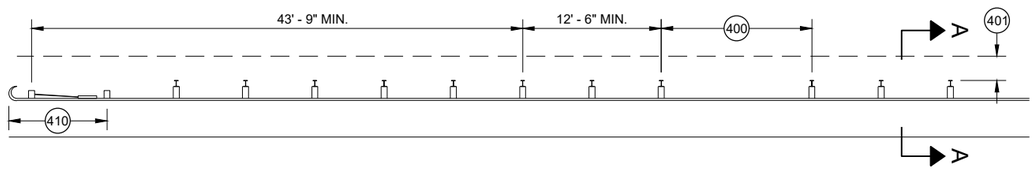
MISSING POST IN MGS GUARDRAIL NEAR EAT



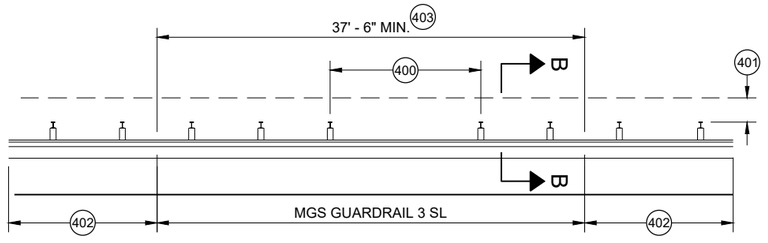
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

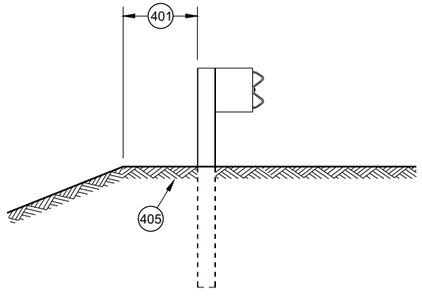


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

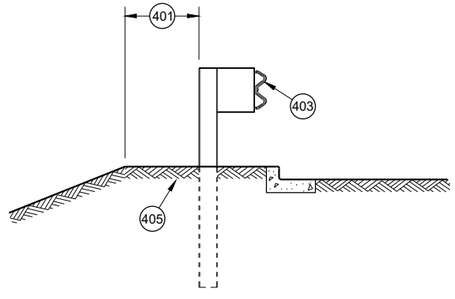


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

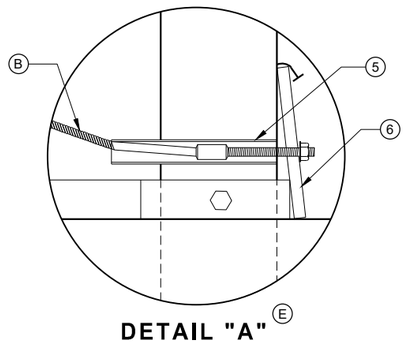
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

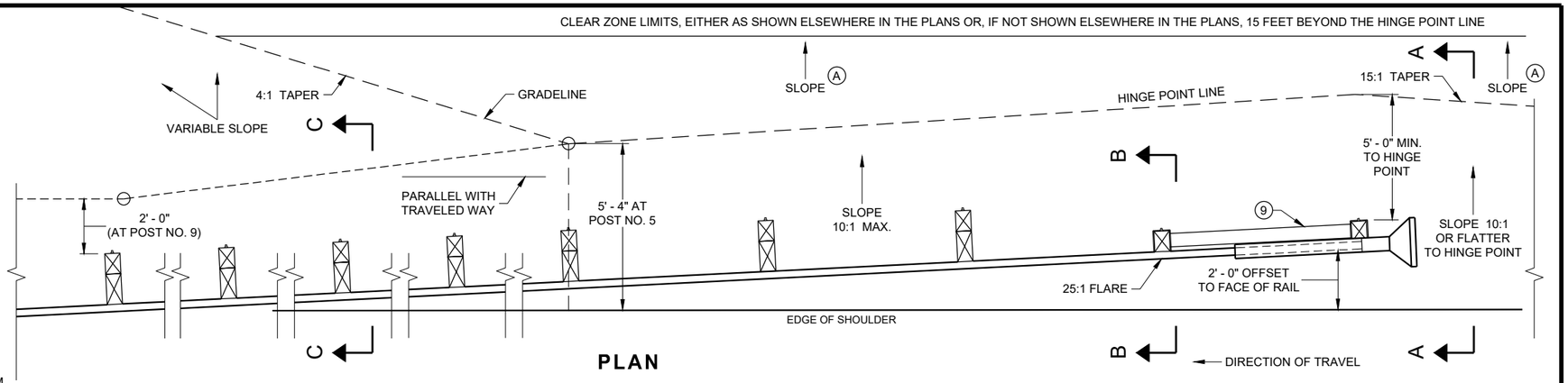
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

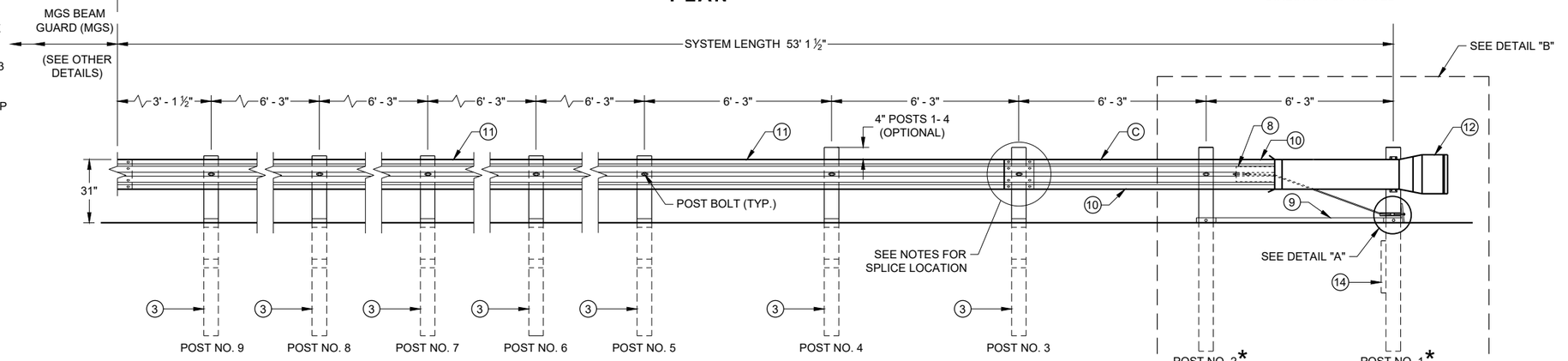
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



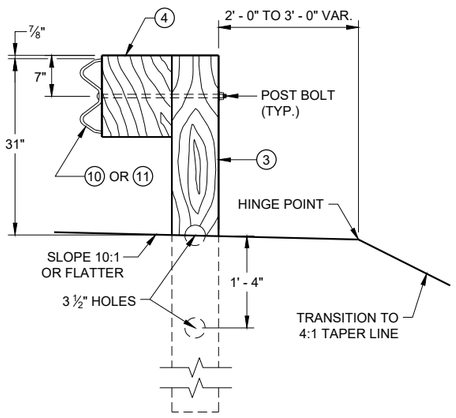
DETAIL "A" (E)



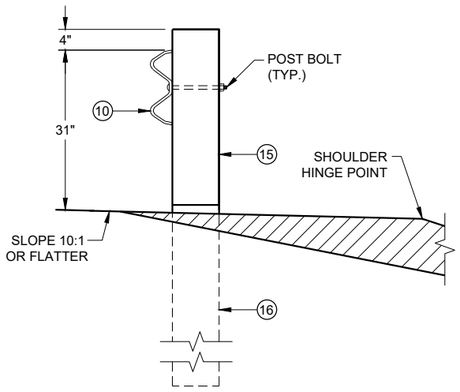
PLAN



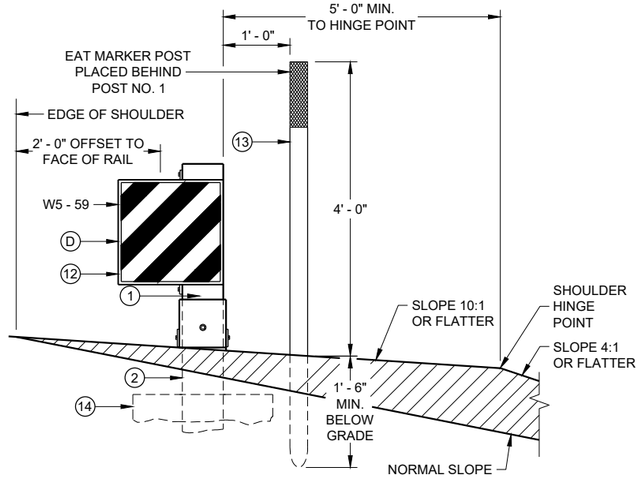
ELEVATION



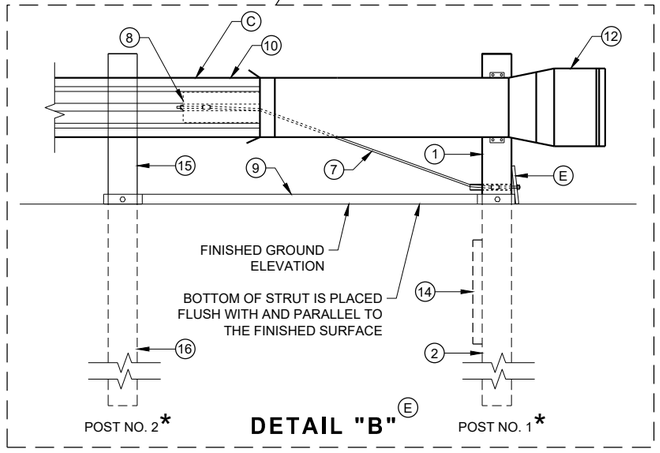
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*

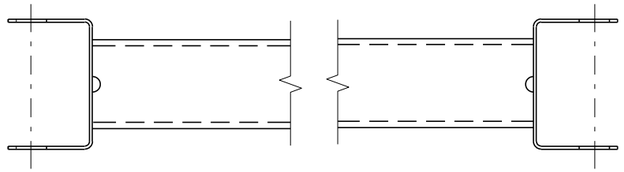


MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

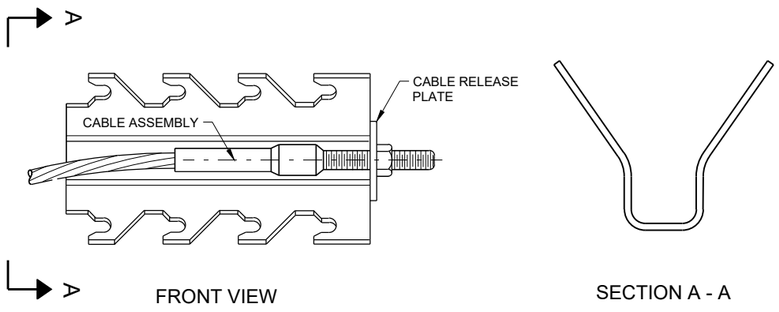
SDD 14B44 - 04a



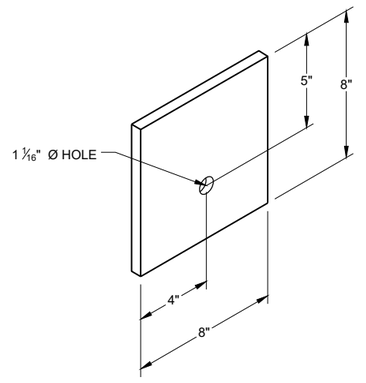
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION 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

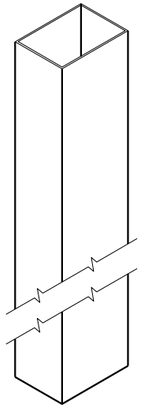
6

SDD 14B44 - 04b

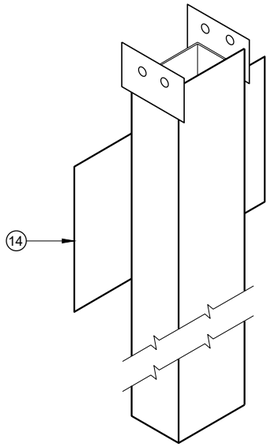
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

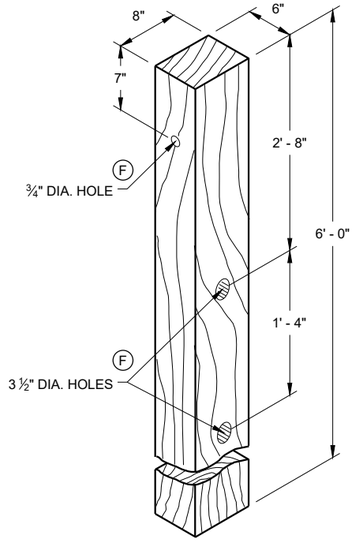
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



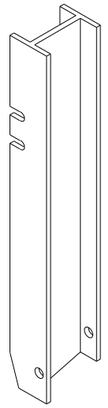
UPPER POST NO. 1 (1) (E)



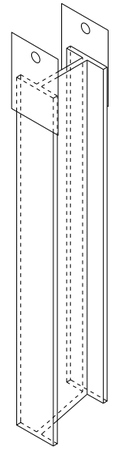
LOWER POST NO. 1 (2) (E)



WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



UPPER POST NO. 2 (15) (E)



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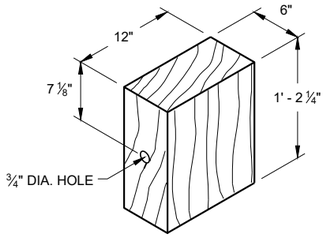
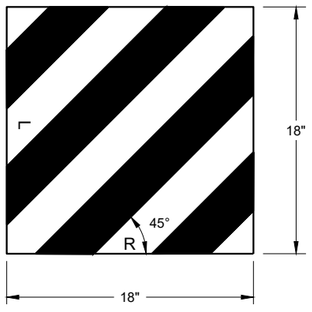
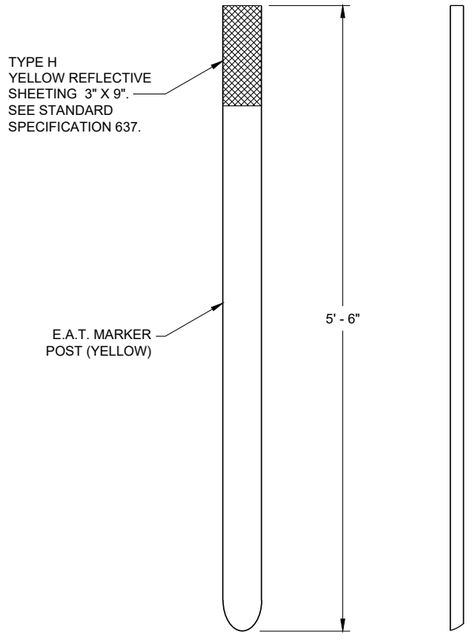


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



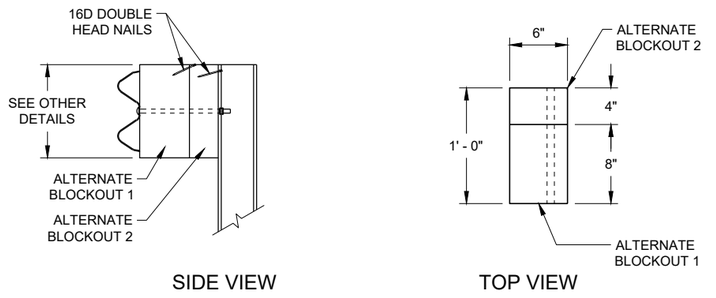
W5 - 59

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)

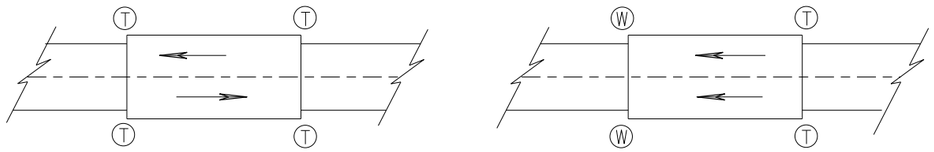
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

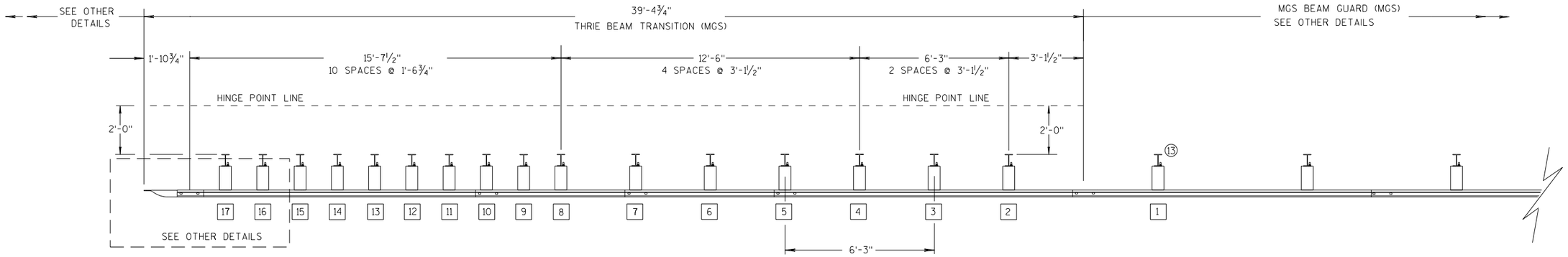
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

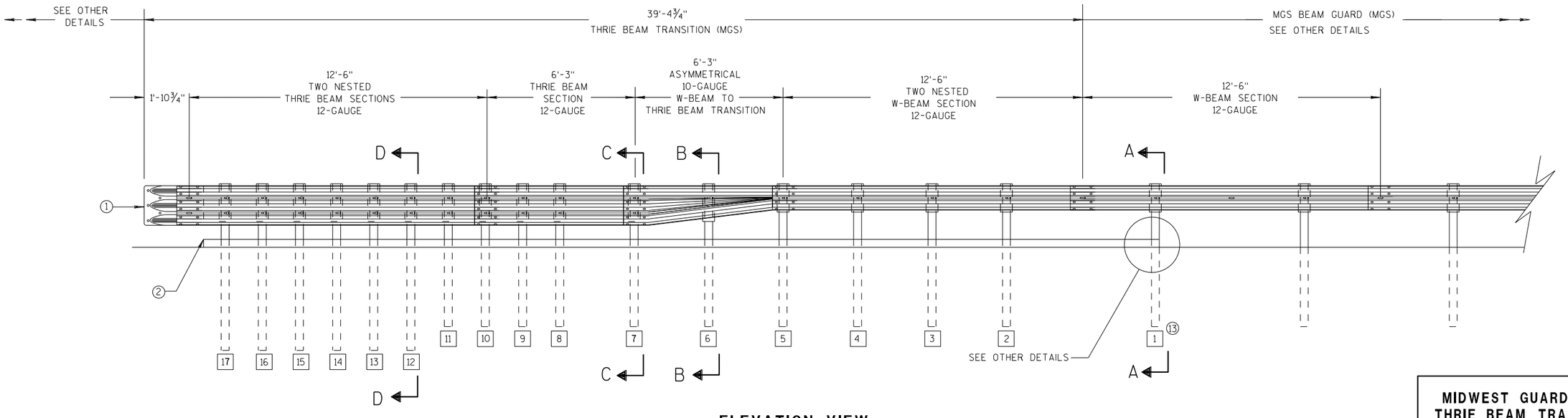
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

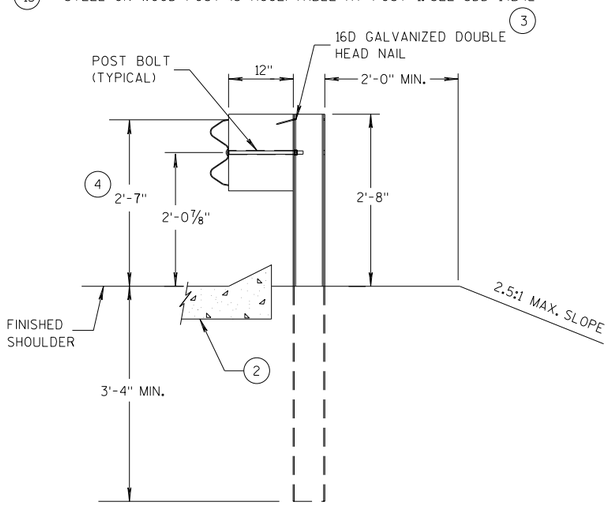
GENERAL NOTES

(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.

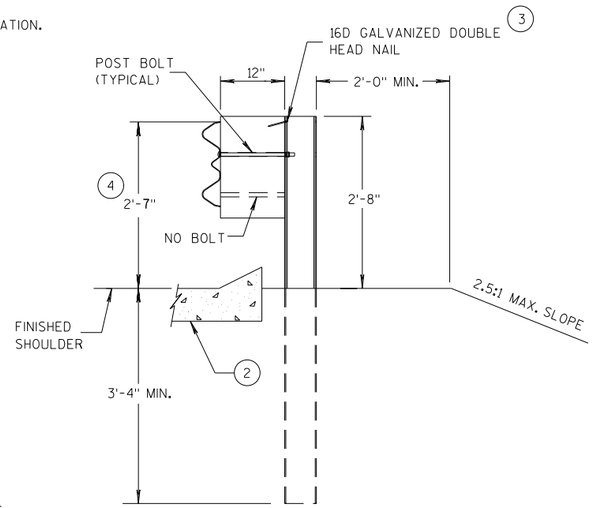
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



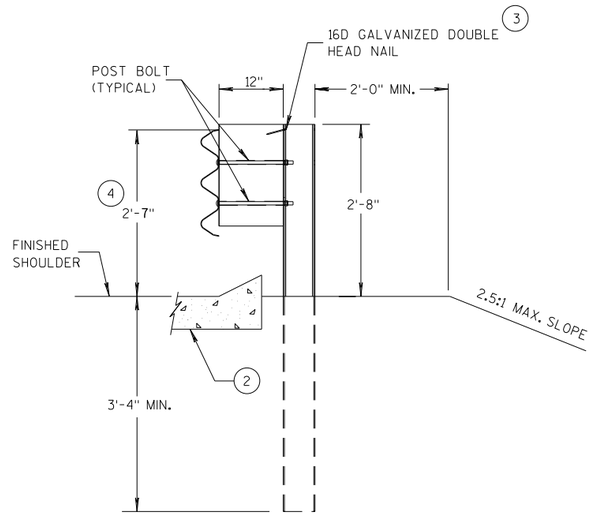
SECTION A-A (13)

POSTS 1-5



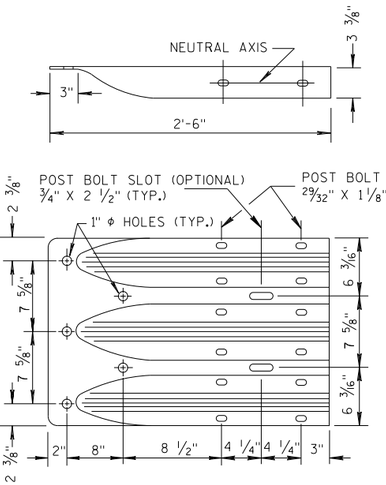
SECTION B-B

POST 6

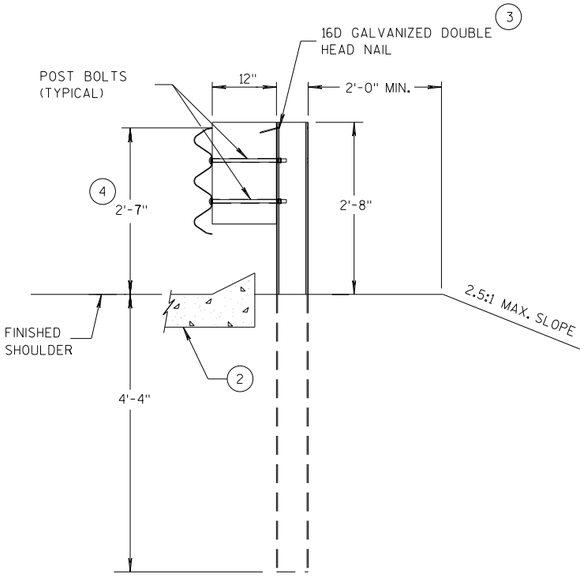


SECTION C-C

POSTS 7-11

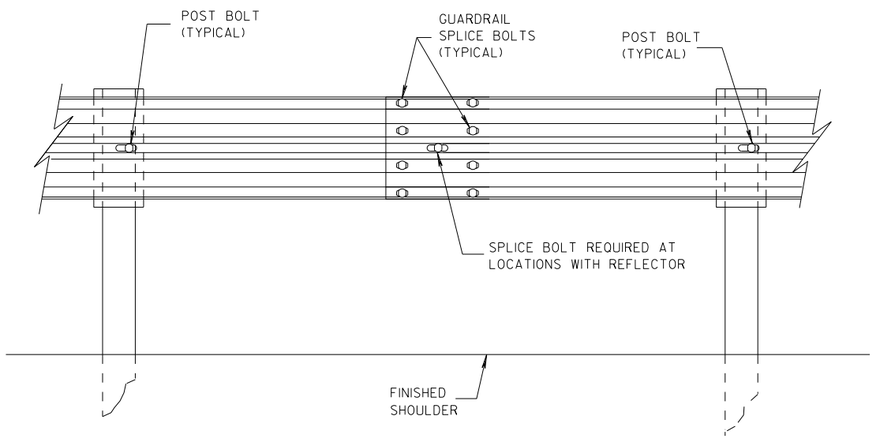


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

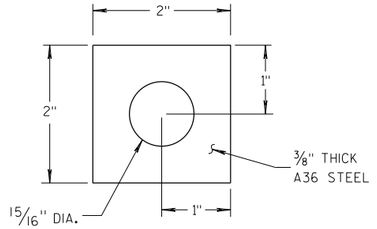
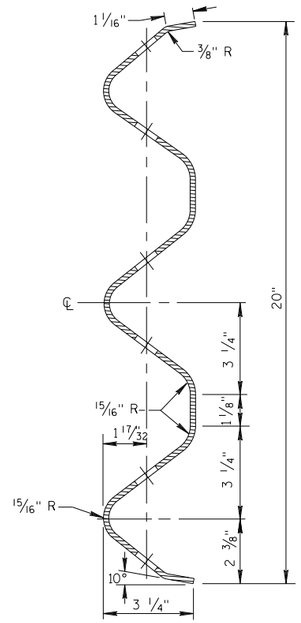


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

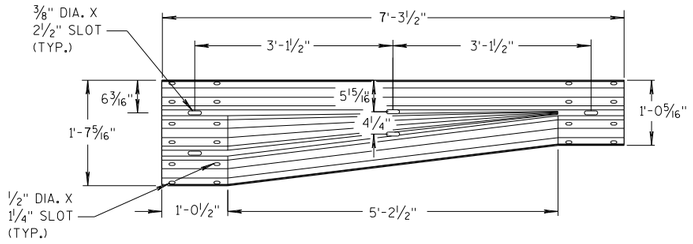
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF 235

6

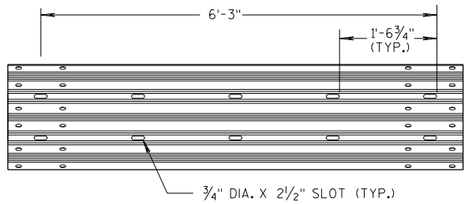
S.D.D. 14 B 45-5b

6

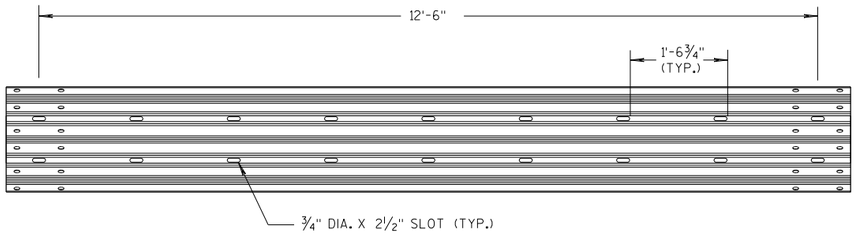
S.D.D. 14 B 45-5b



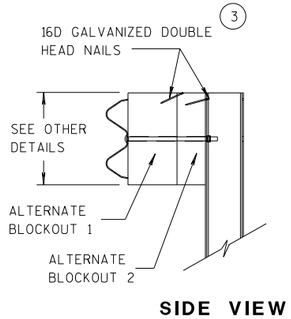
W-BEAM TO THRIE BEAM TRANSITION SECTION



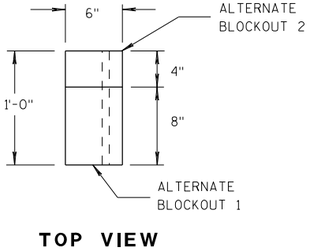
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

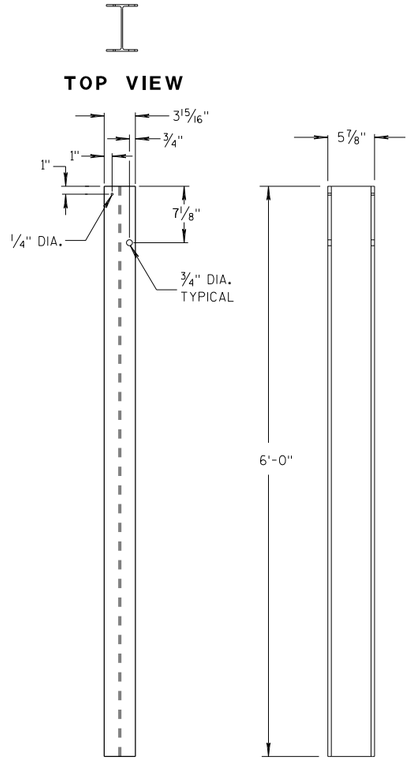


SIDE VIEW



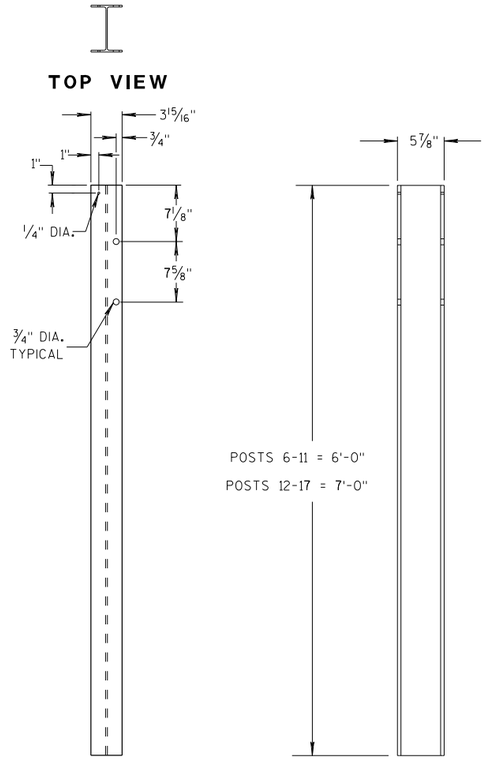
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



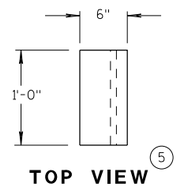
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

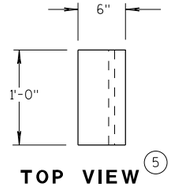


FRONT VIEW SIDE VIEW

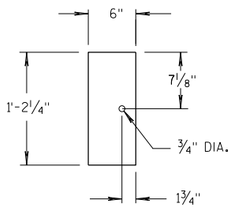
STEEL POSTS 6-17



TOP VIEW (5)

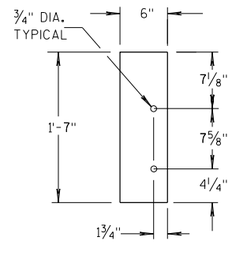


TOP VIEW (5)



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.

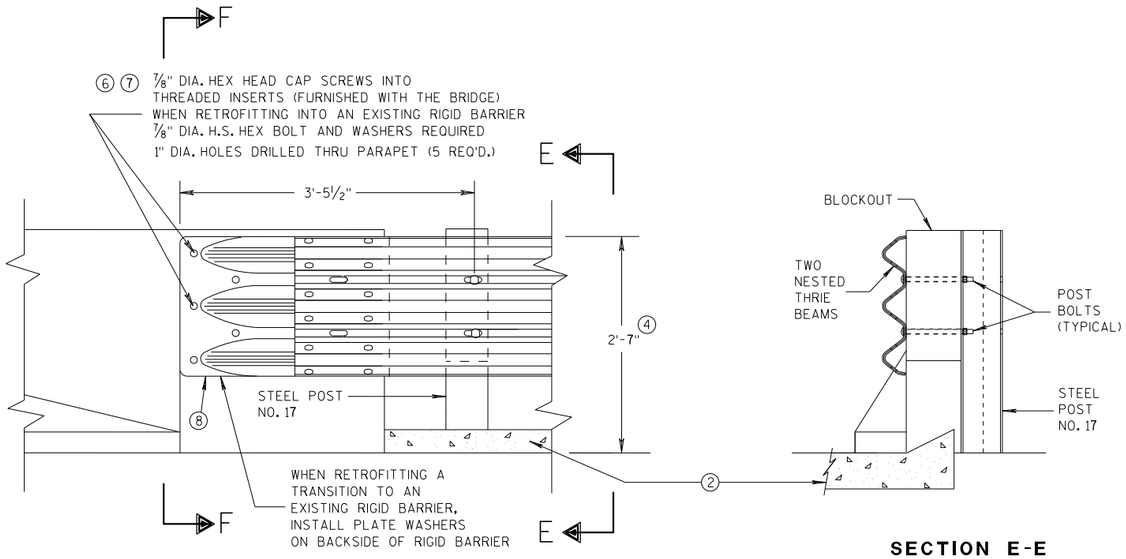
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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.

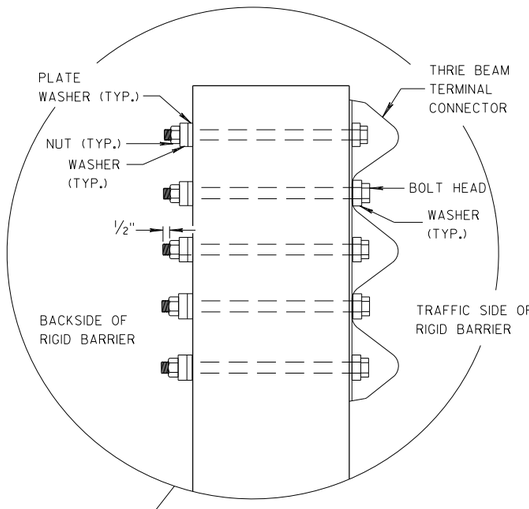
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

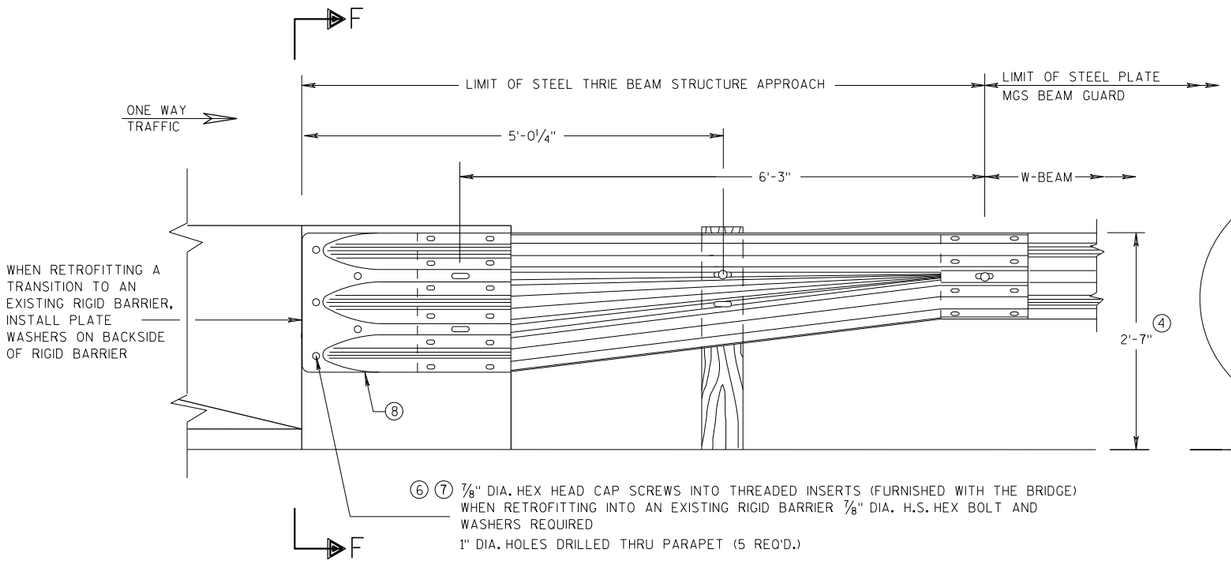
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

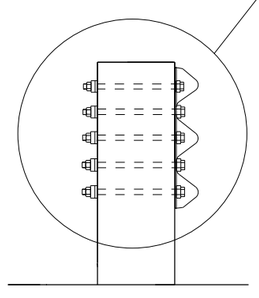
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

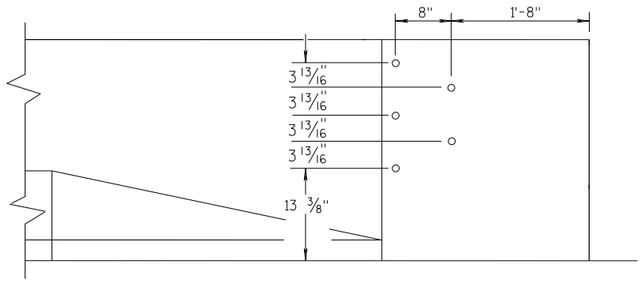




FRONT VIEW



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 SUPERVIS[...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.

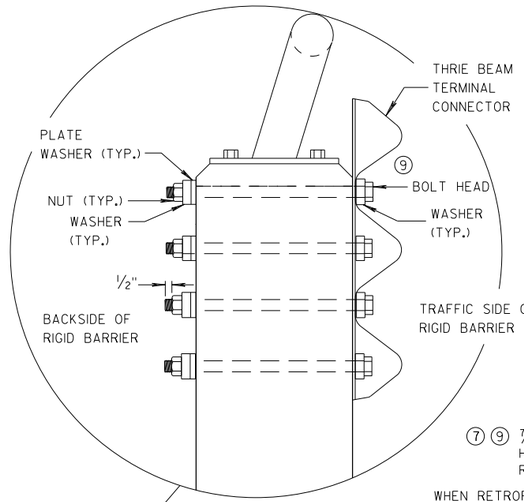
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

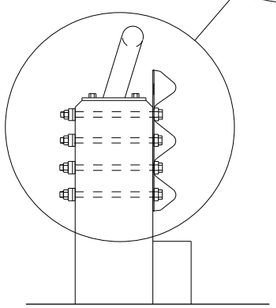
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

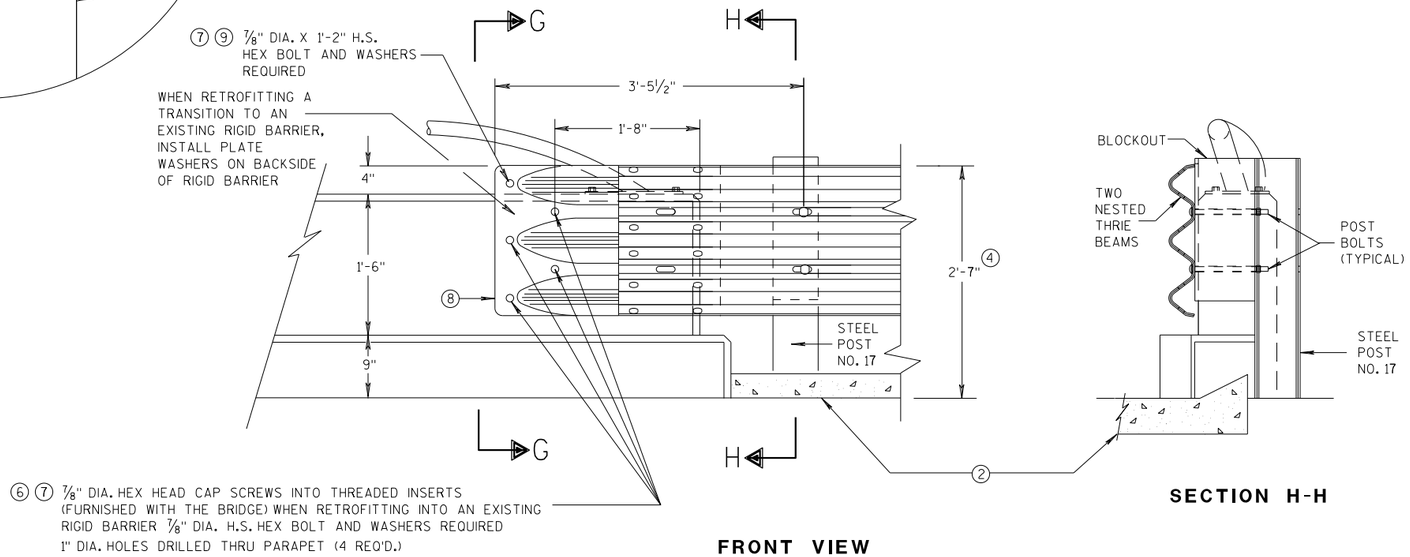
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(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.





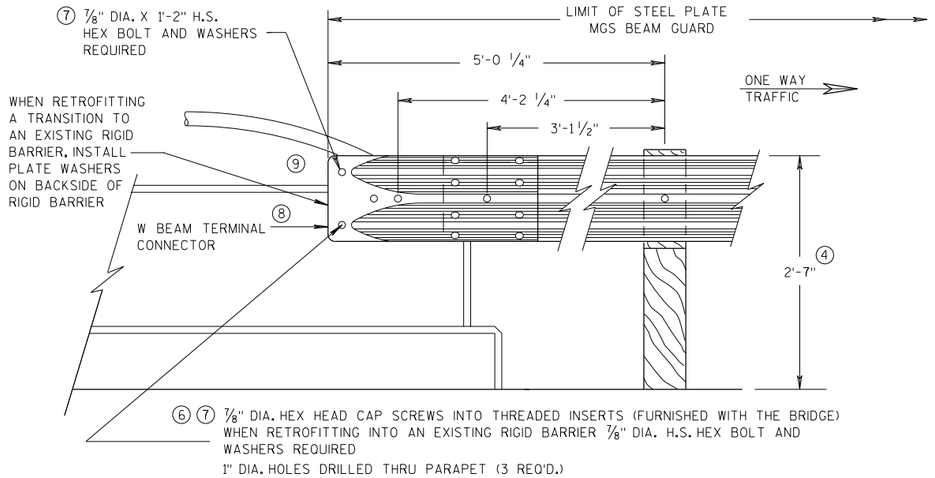
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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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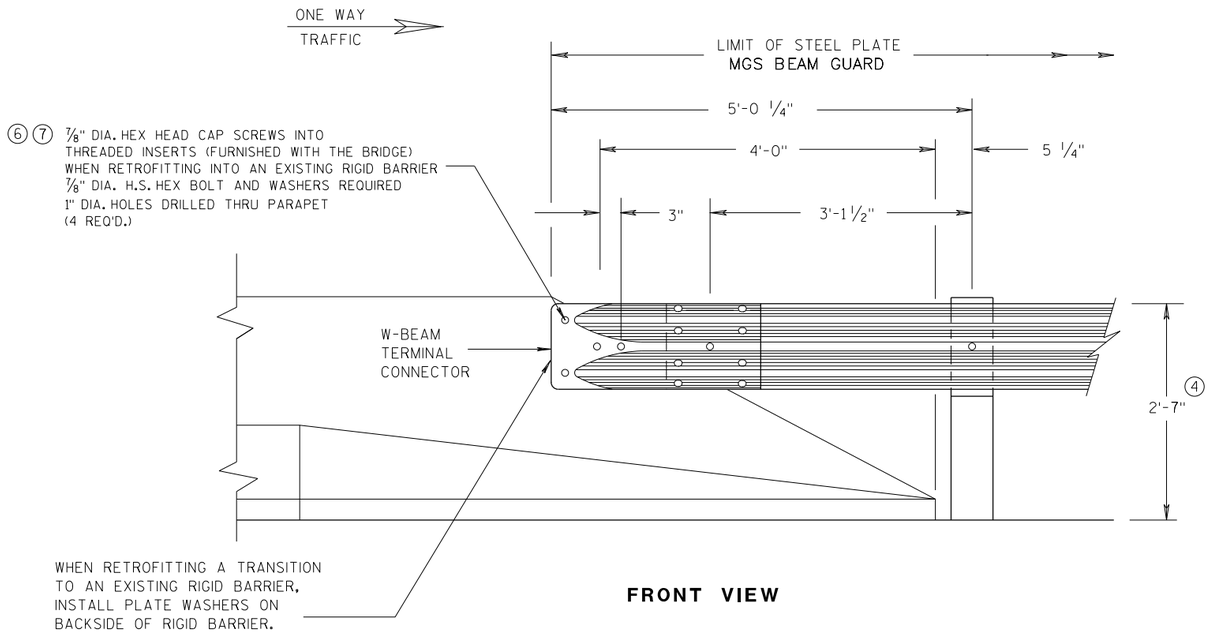
S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

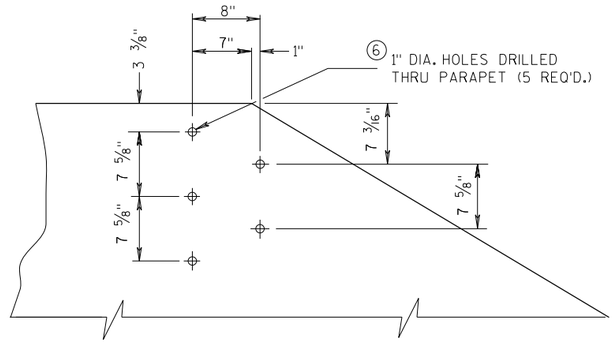
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

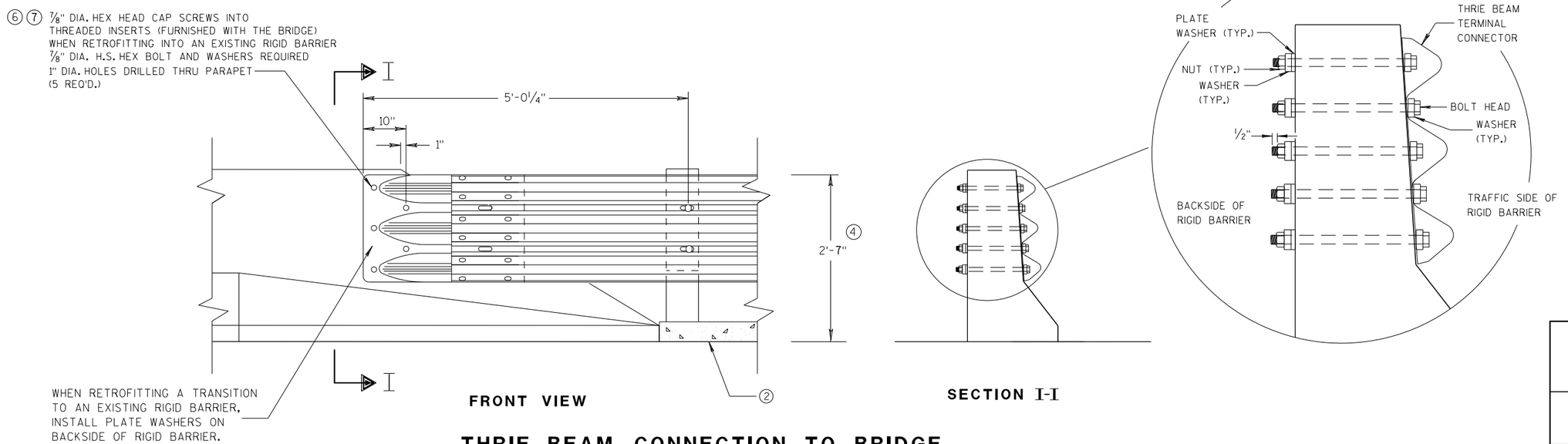
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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 [illegible] UNIT SUPERVI[illegible]ENT
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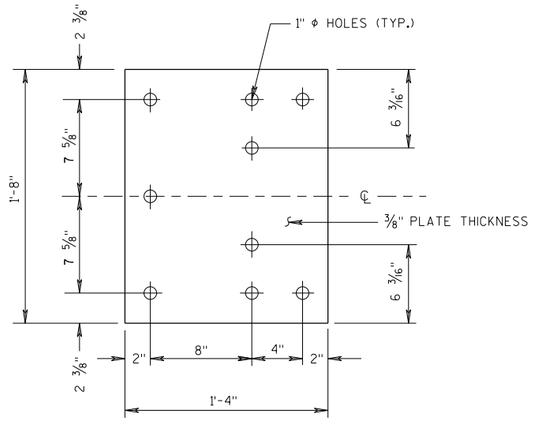
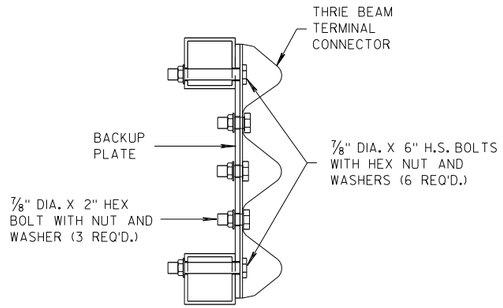
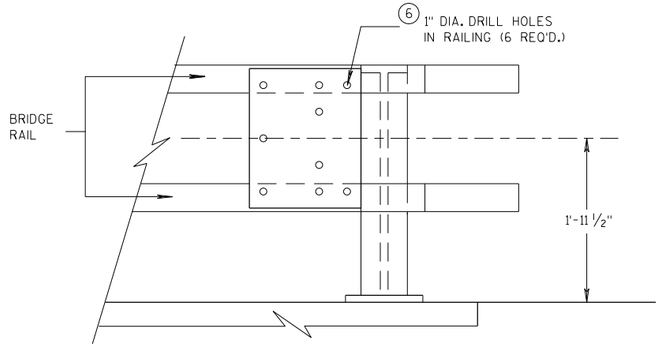


BACK-UP PLATE DETAIL



SECTION J-J

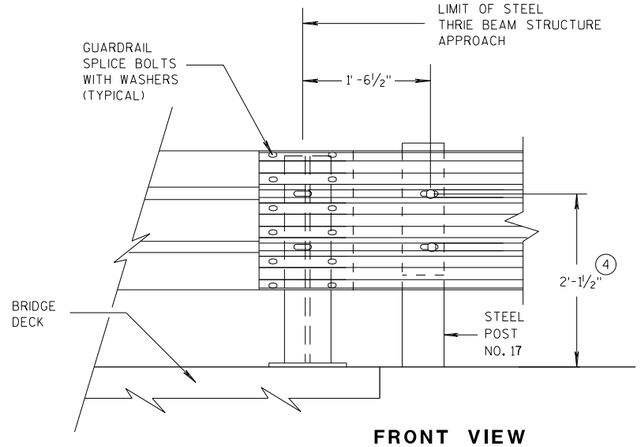


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

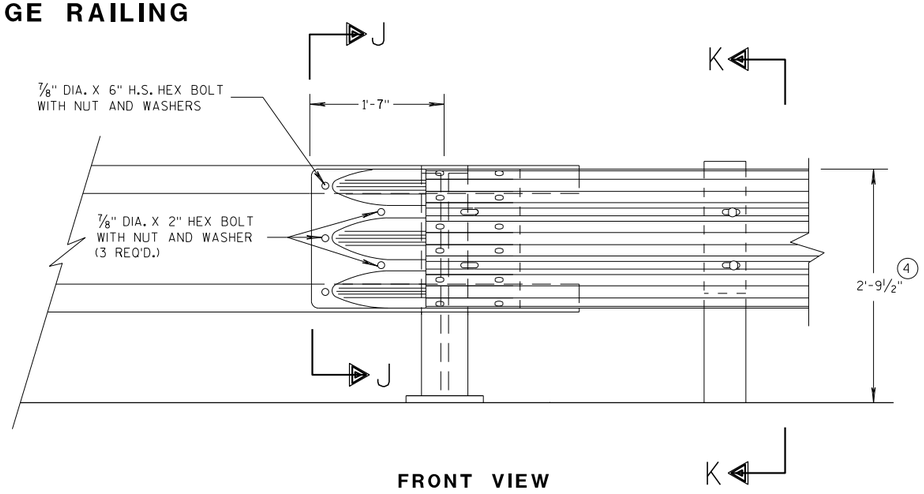
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

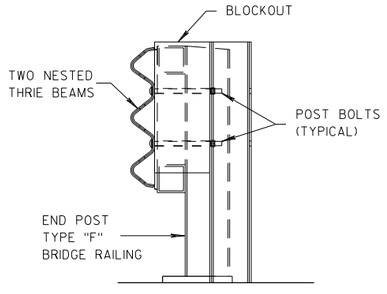


FRONT VIEW

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

APPROVED 07/2018 — DATE
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/S/ Rodney Taylor 240
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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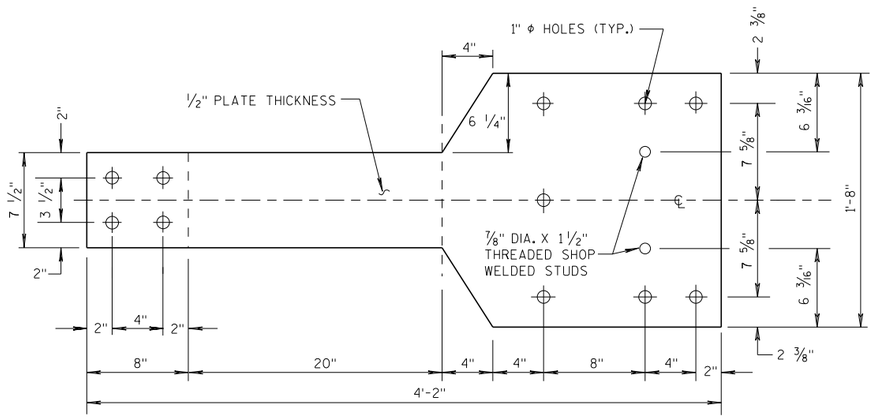
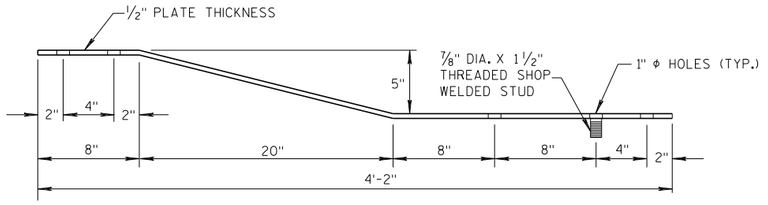
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

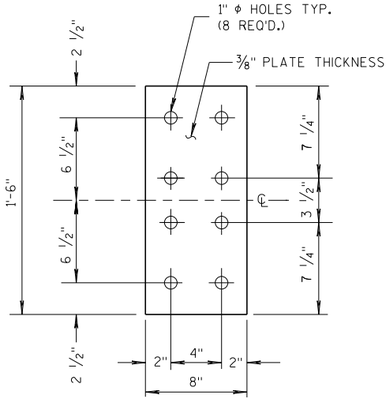


FRONT VIEW



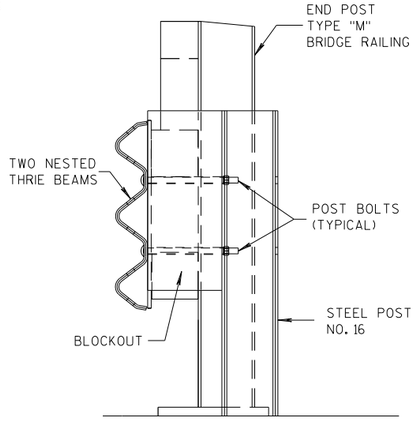
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

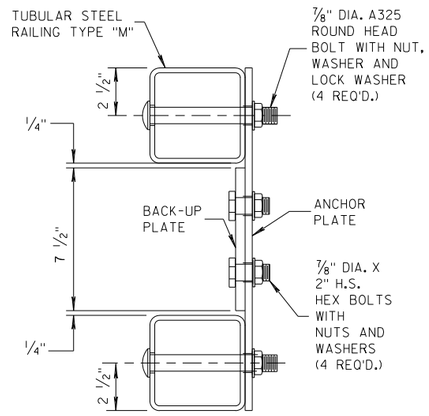


FRONT VIEW

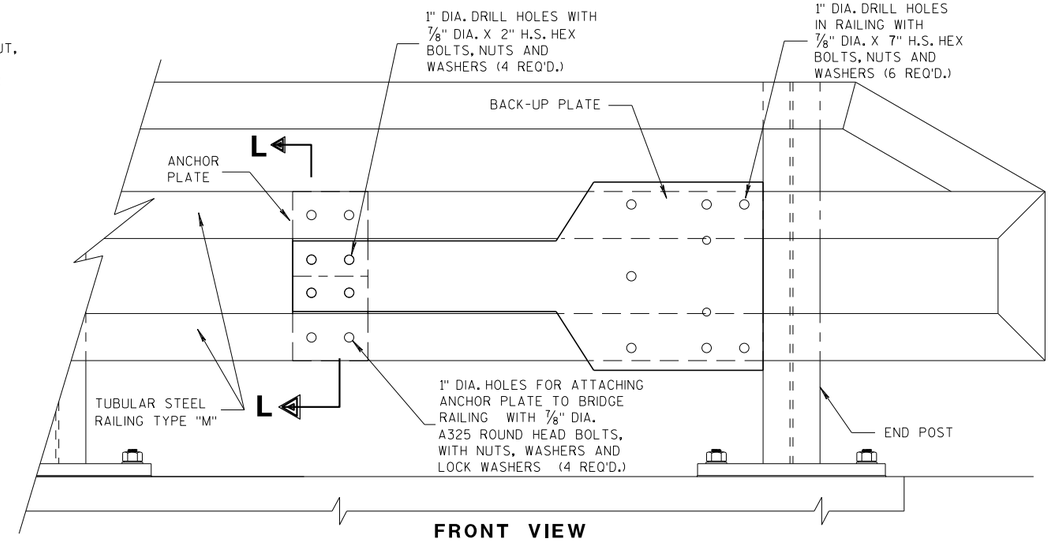
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

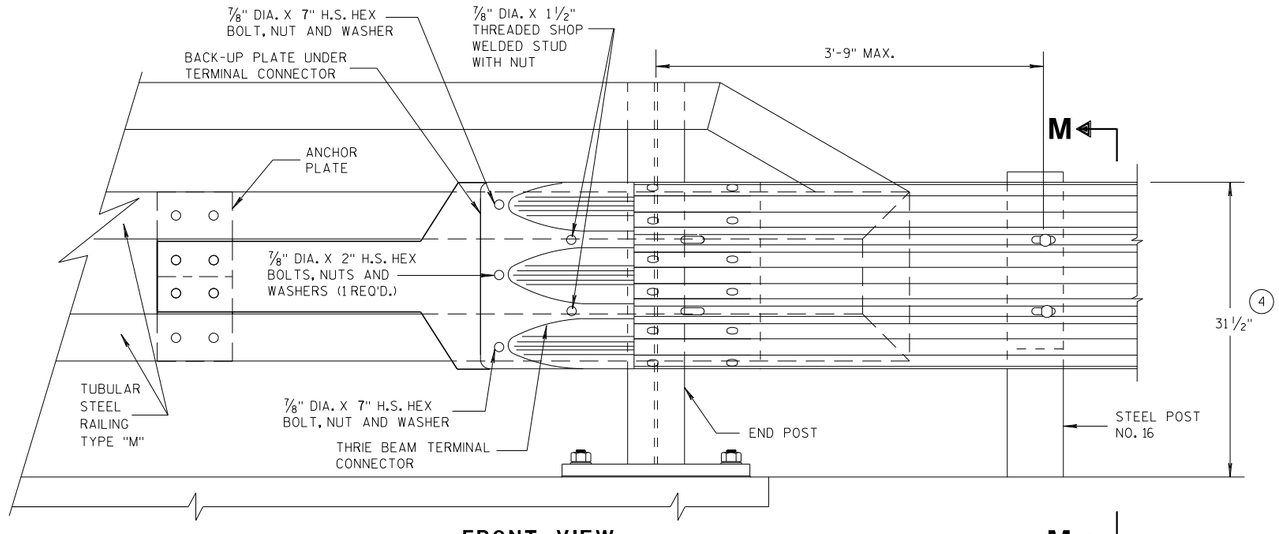


SECTION L-L

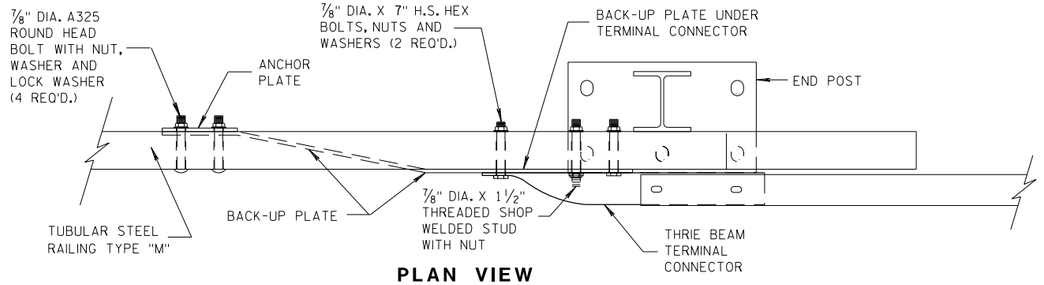


FRONT VIEW

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

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
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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.

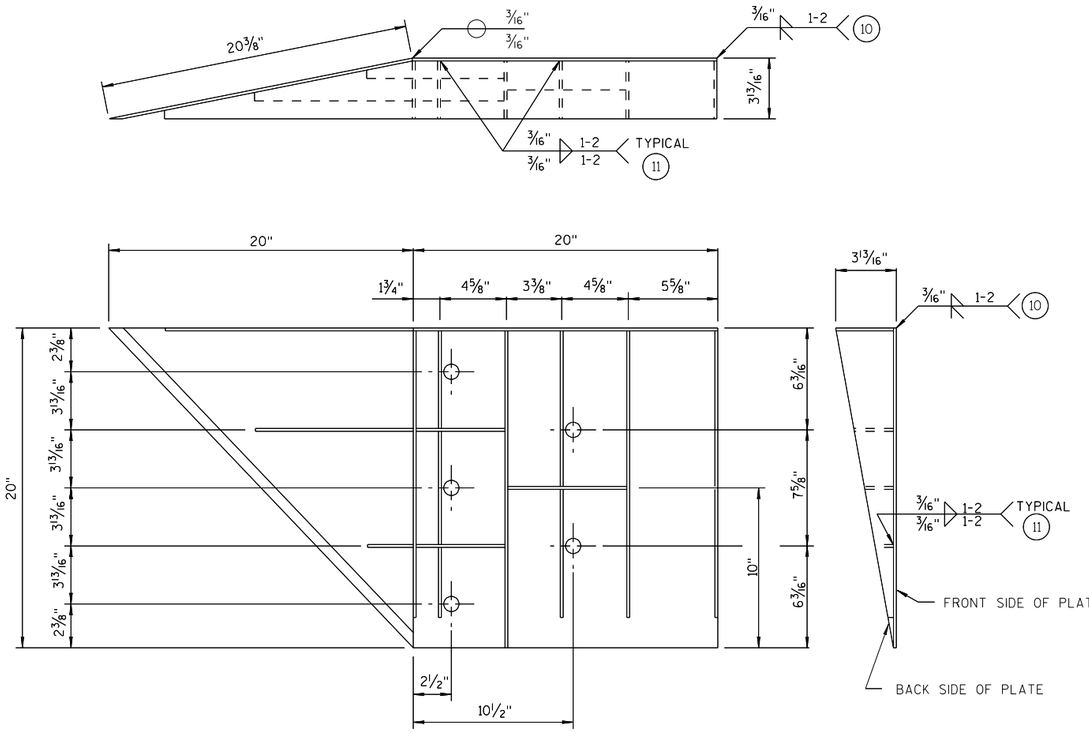
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

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".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

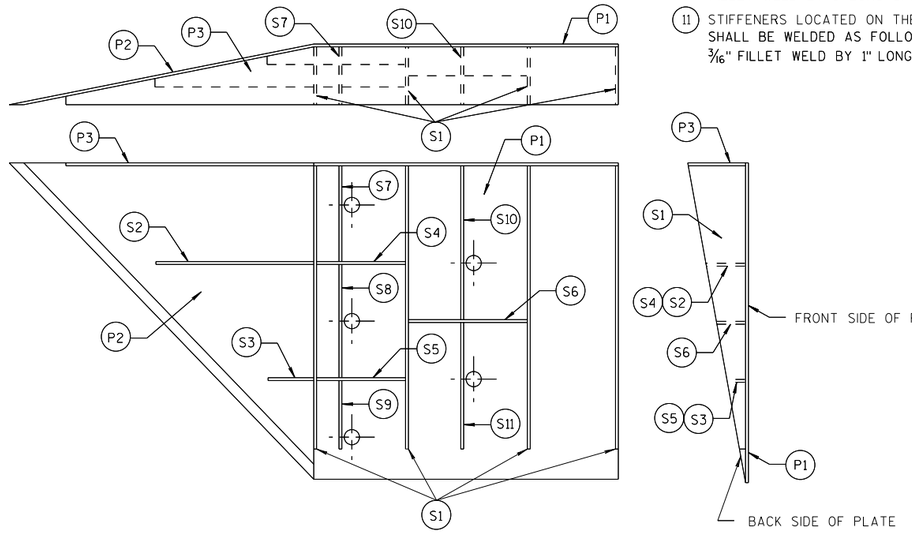


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

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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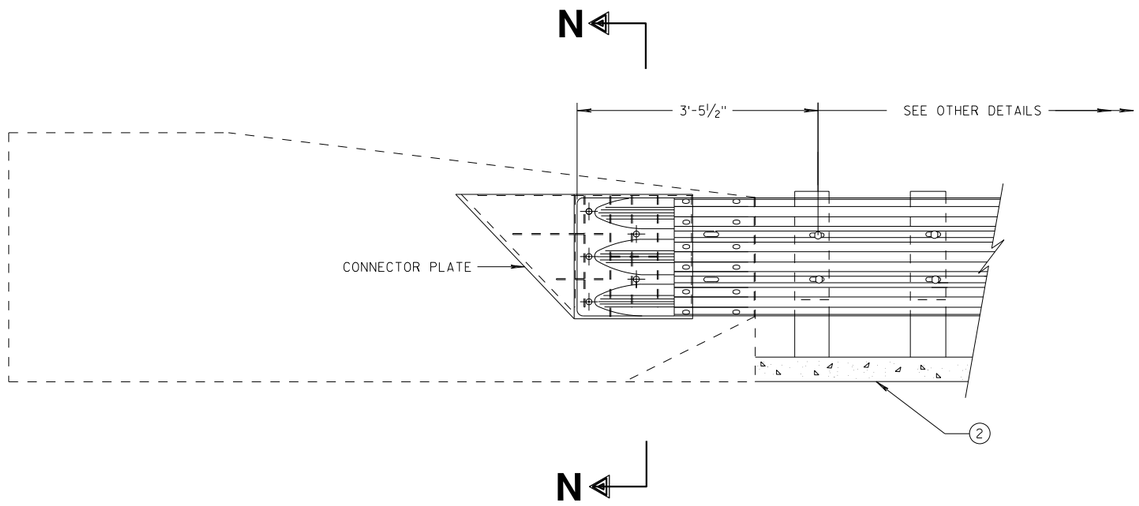
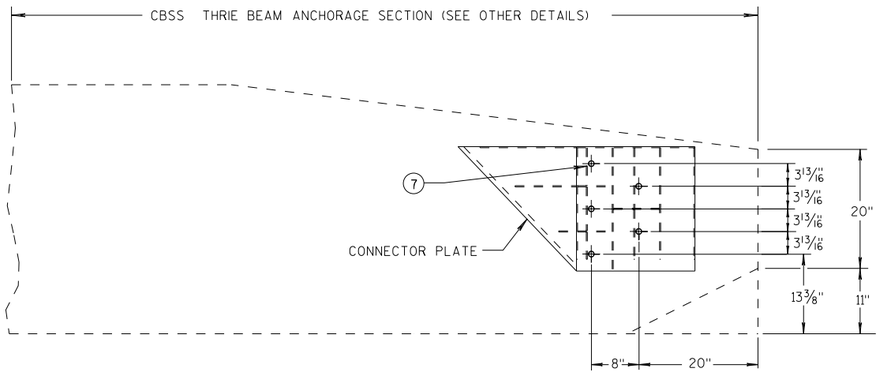


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



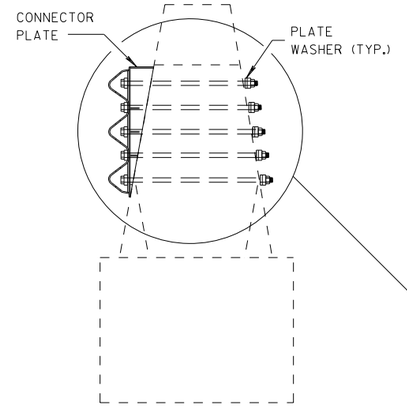
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

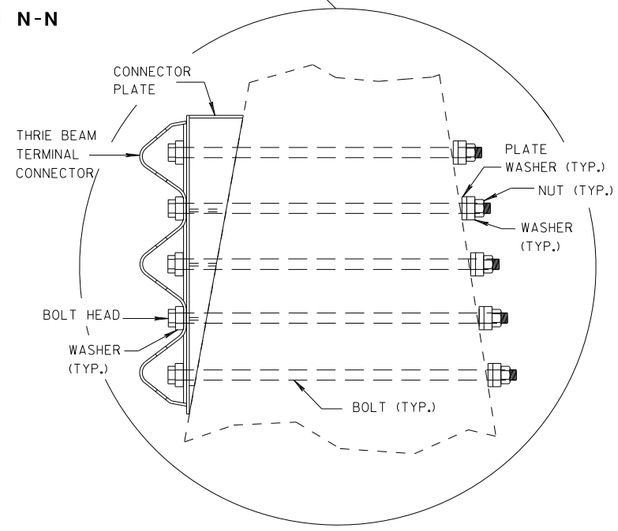
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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

APPROVED
7/2018
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ROADWAY STANDARDS DI
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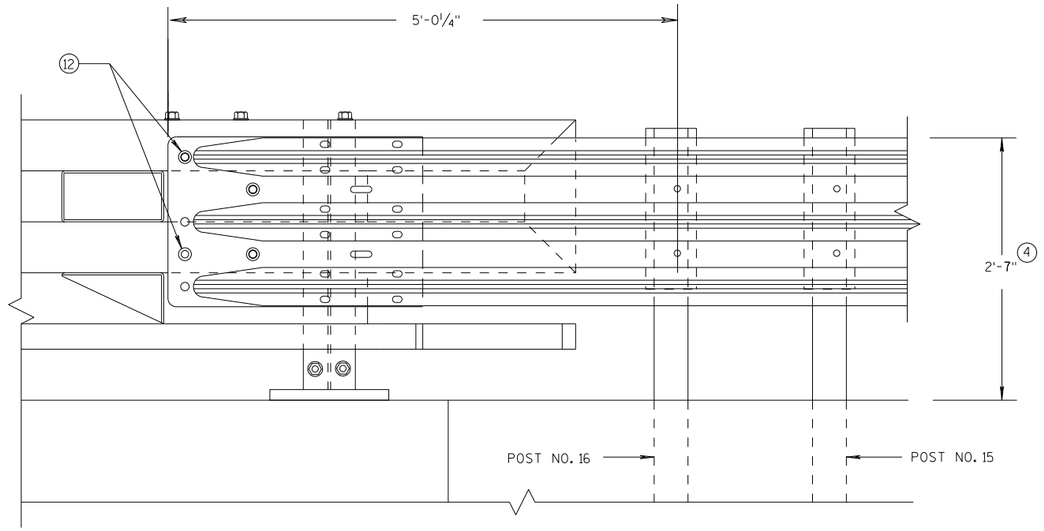
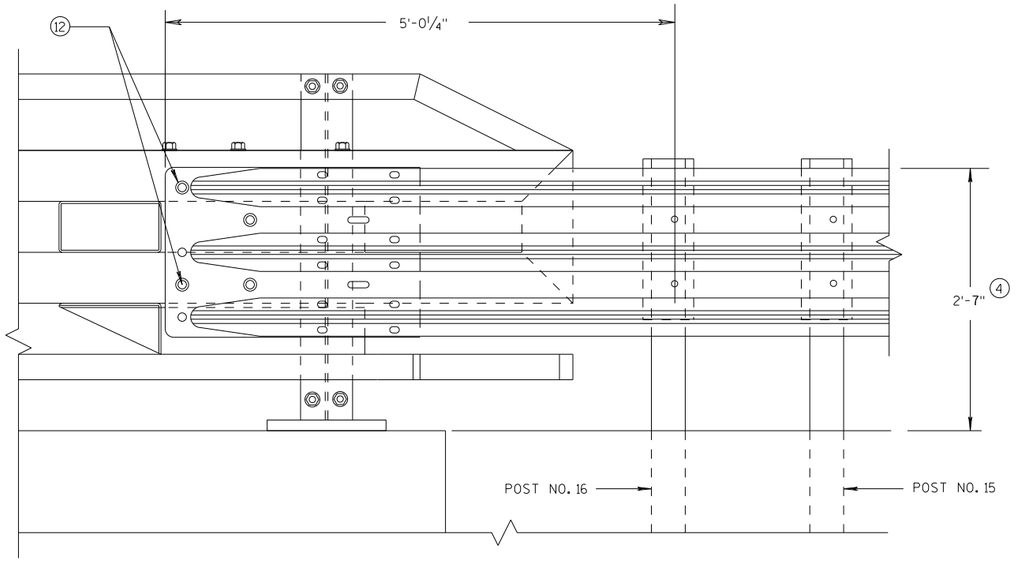


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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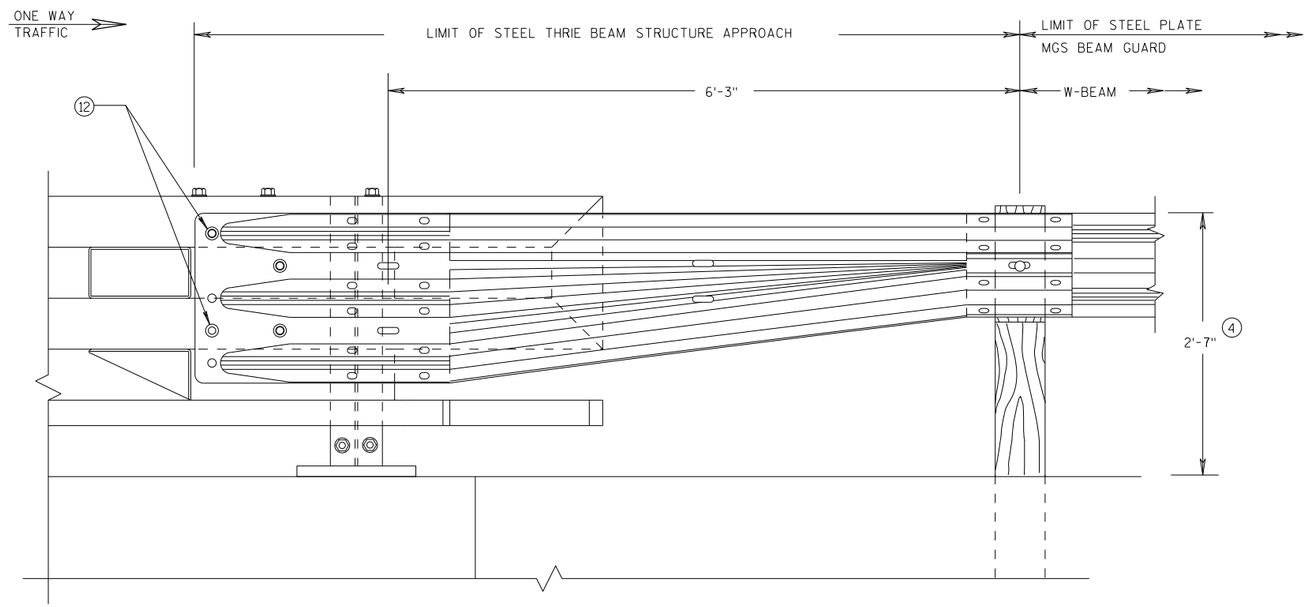


FRONT VIEW

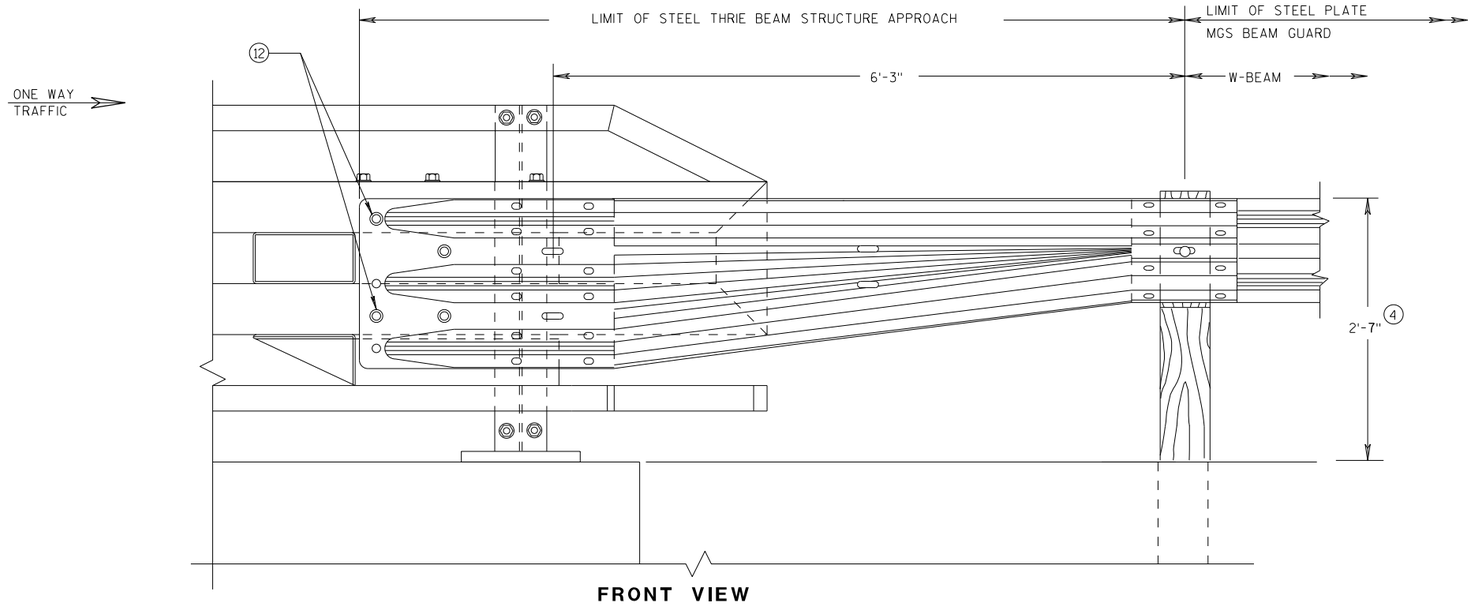
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(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

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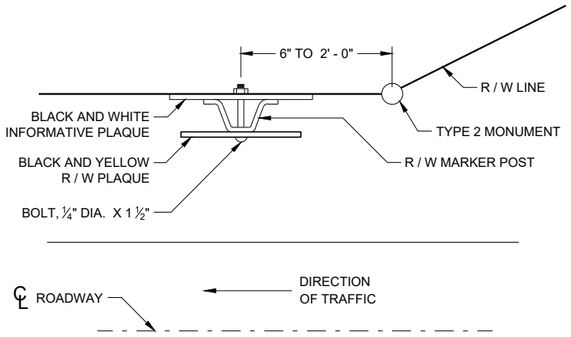
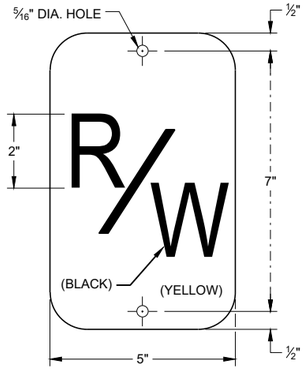
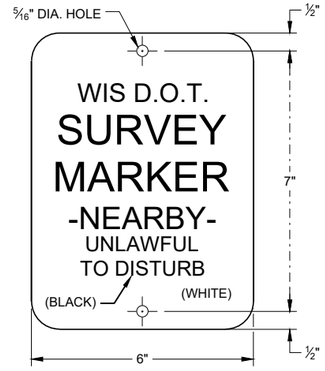


PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

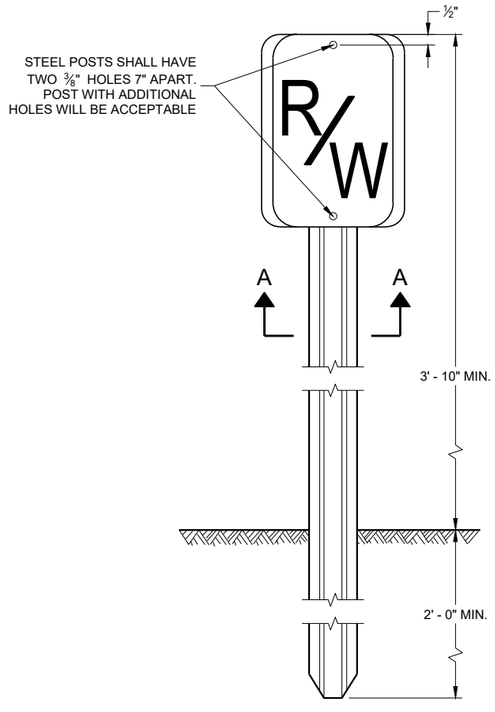
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

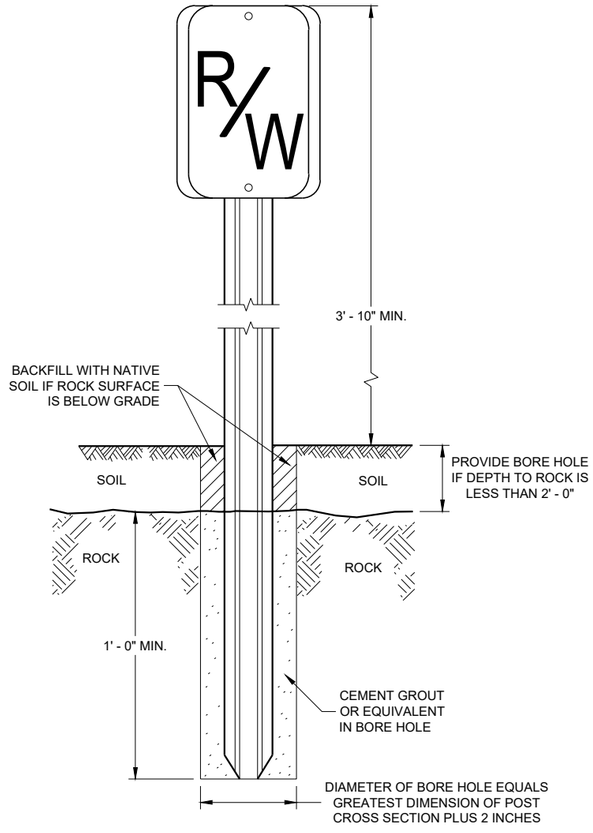
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

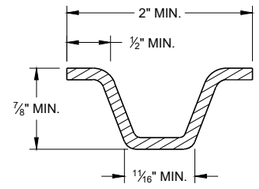
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



FRONT VIEW
STEEL MARKER POST

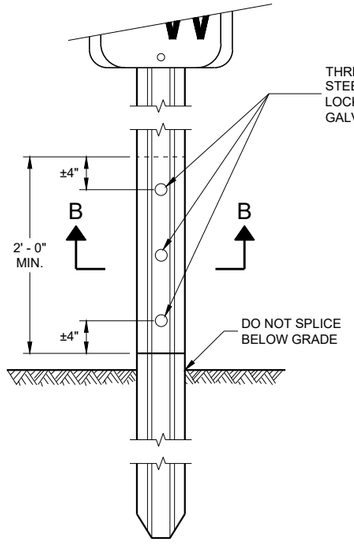


FRONT VIEW
ROCK INSTALLATION (1)

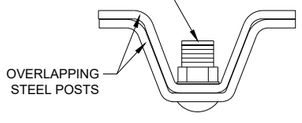


MIN. WEIGHT 1.12 LB./FT.

SECTION A - A



FRONT VIEW
SPLICE DETAIL



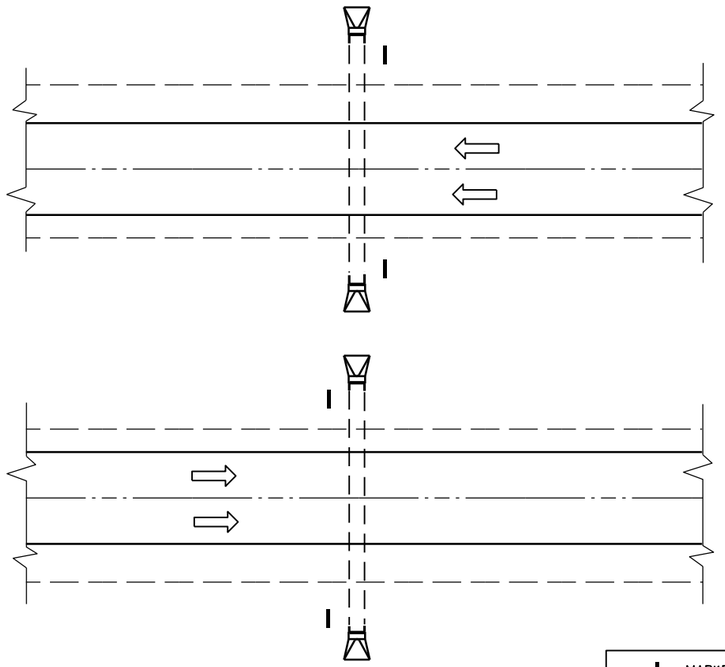
SECTION B - B

MARKER POST
FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

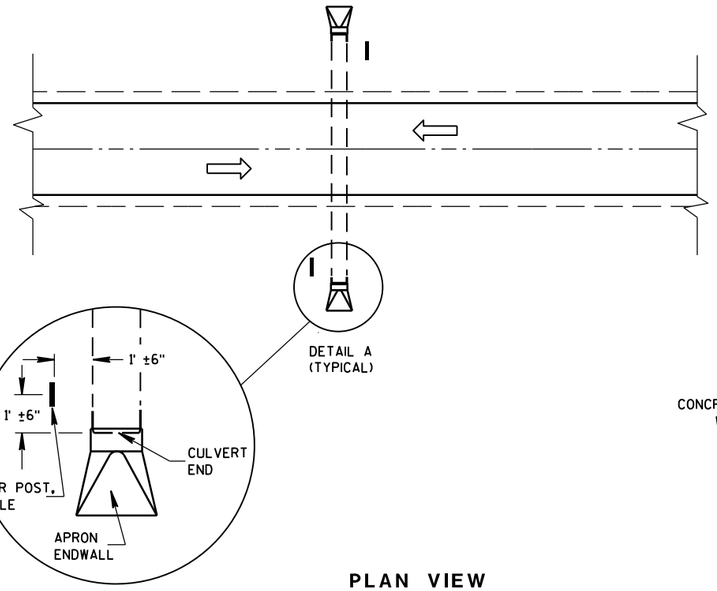
APPROVED
2/18/2016
DATE
/S/ Ray Kumapayi
CHIEF SURVEYING AND MA
ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

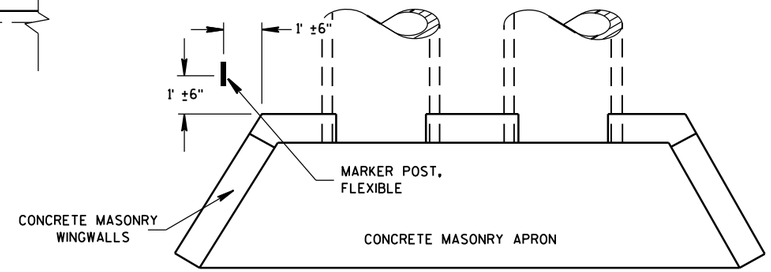
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

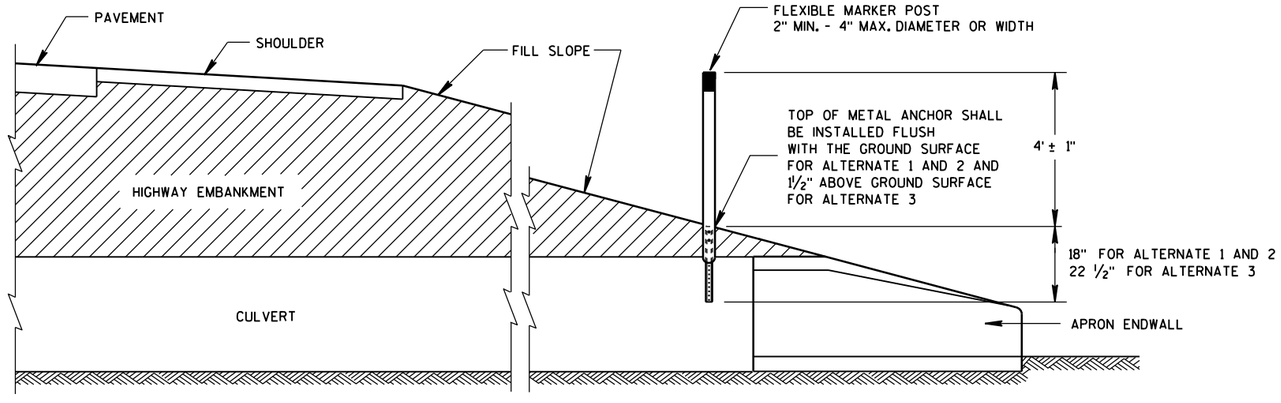
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

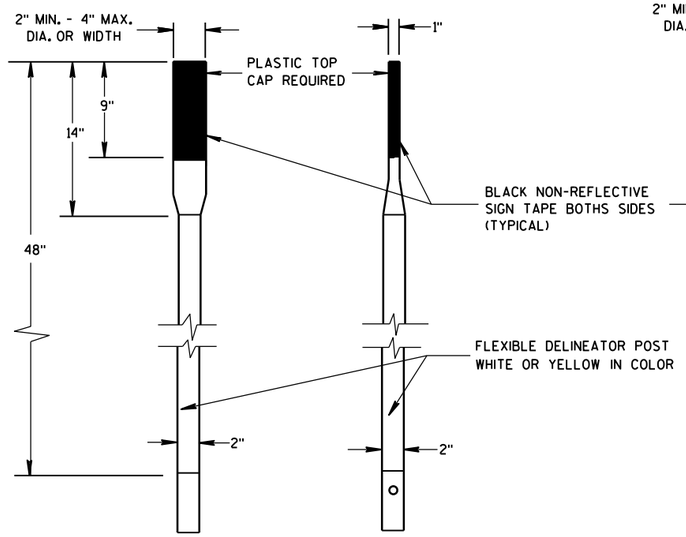
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

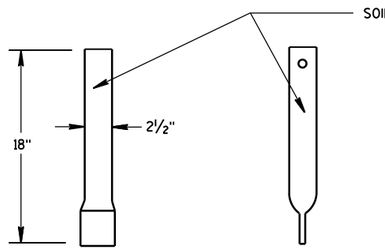
6

S.D.D. 15 A 3-2a

6

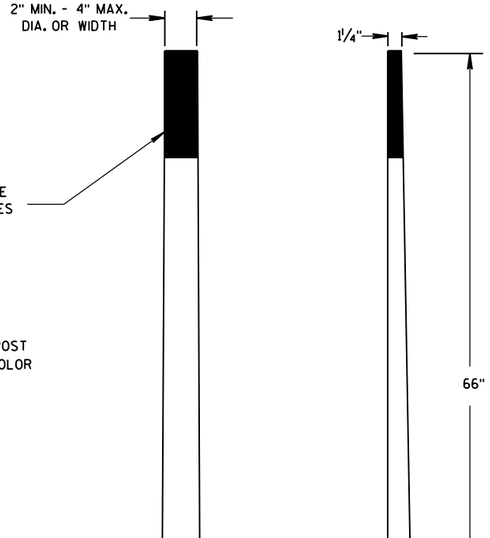
S.D.D. 15 A 3-2a





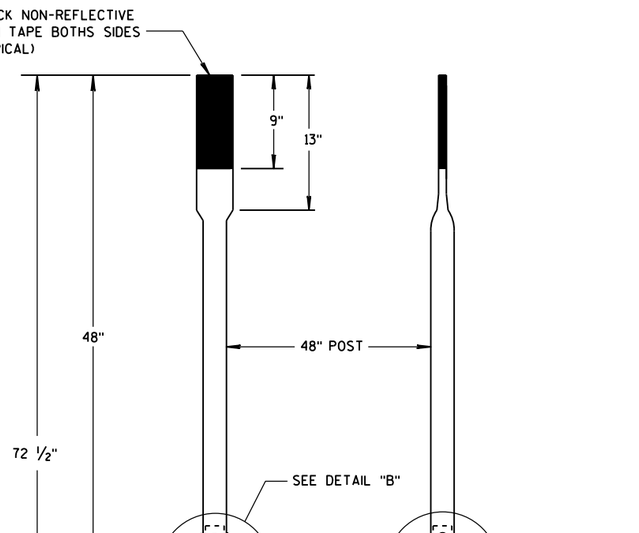
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

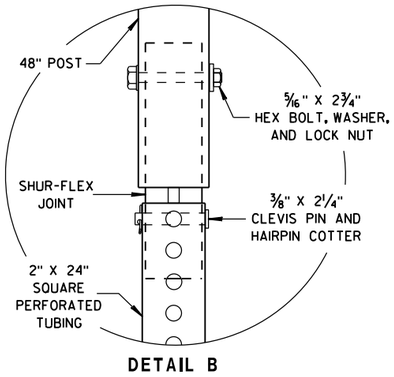
ALTERNATE 2



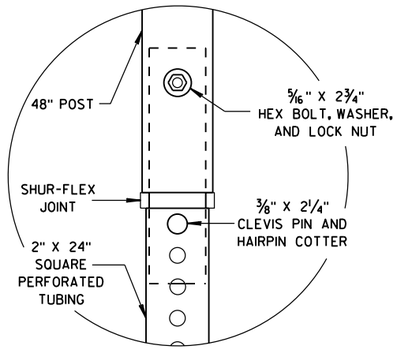
FRONT VIEW SIDE VIEW

ALTERNATE 3

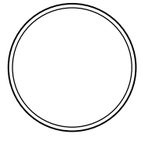
FLEXIBLE MARKER POSTS



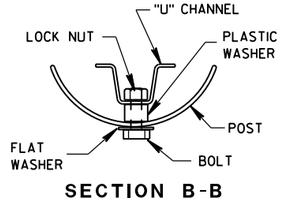
DETAIL B



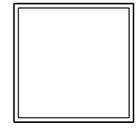
DETAIL C



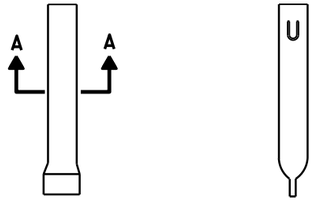
SECTION A-A



SECTION B-B

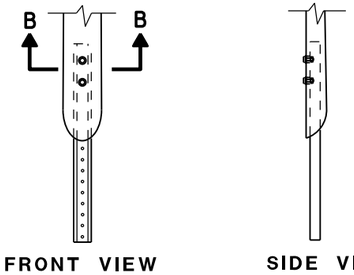


SECTION C-C



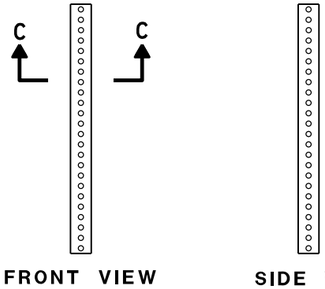
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

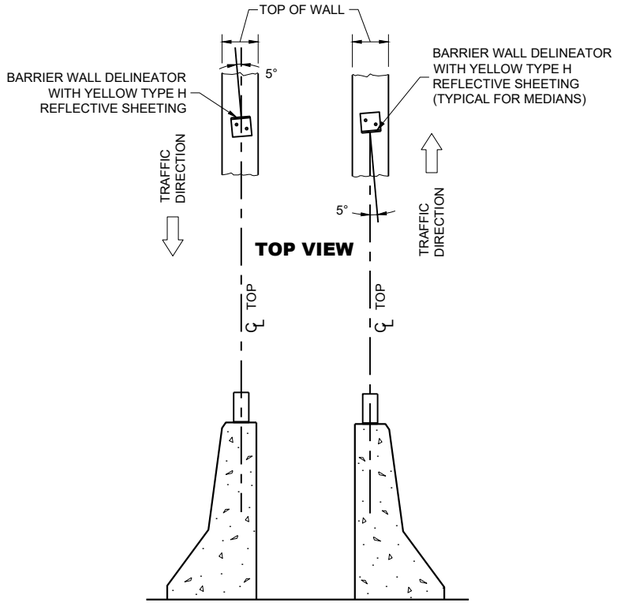
FLEXIBLE MARKER POST FOR CULVERT END	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10/1/2012 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA	

6

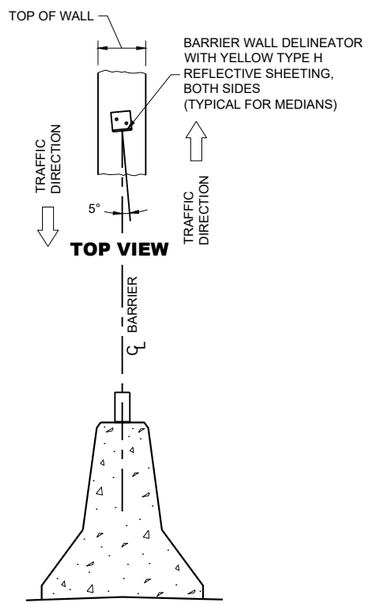
S.D.D. 15 A 3-2b

6

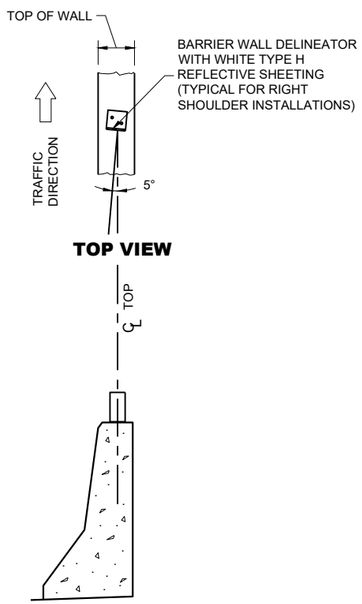
S.D.D. 15 A 3-2b



SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

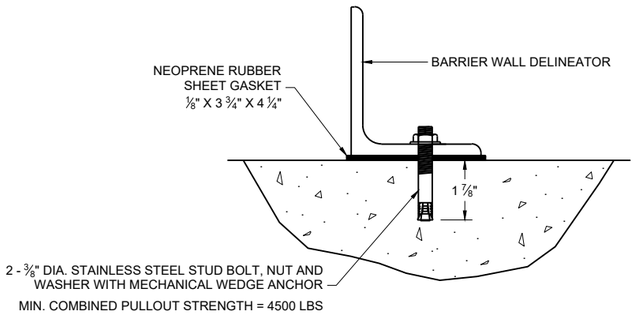


SIDE VIEW
MEDIAN BARRIER

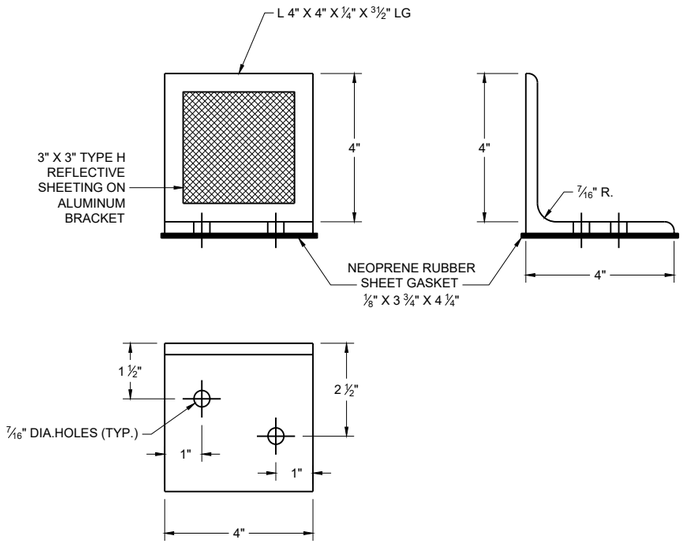


SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR
MOUNTING DETAIL



BARRIER WALL DELINEATOR

REFLECTOR SPACING TABLE

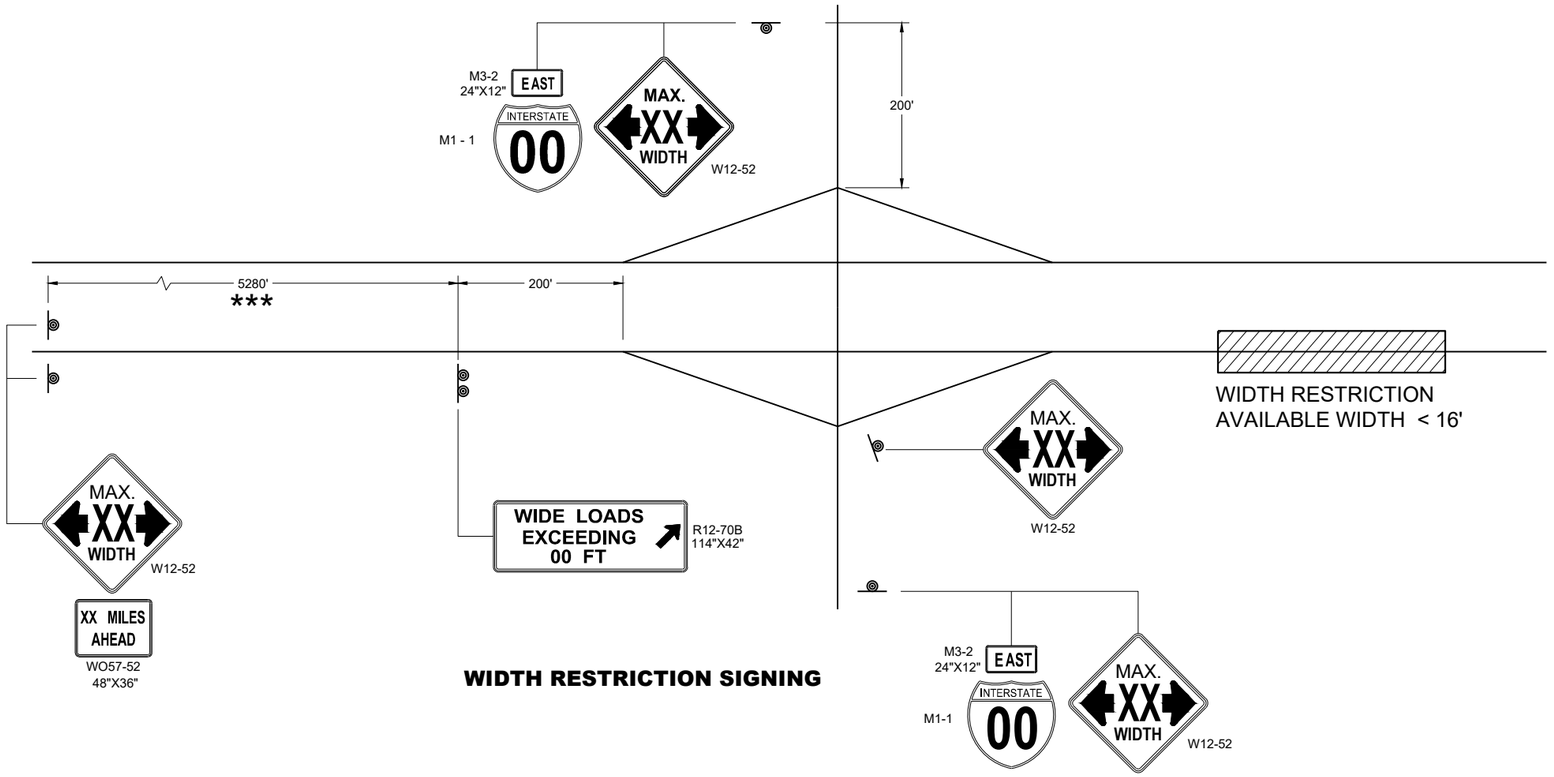
REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

SDD 15A04-08b
6



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

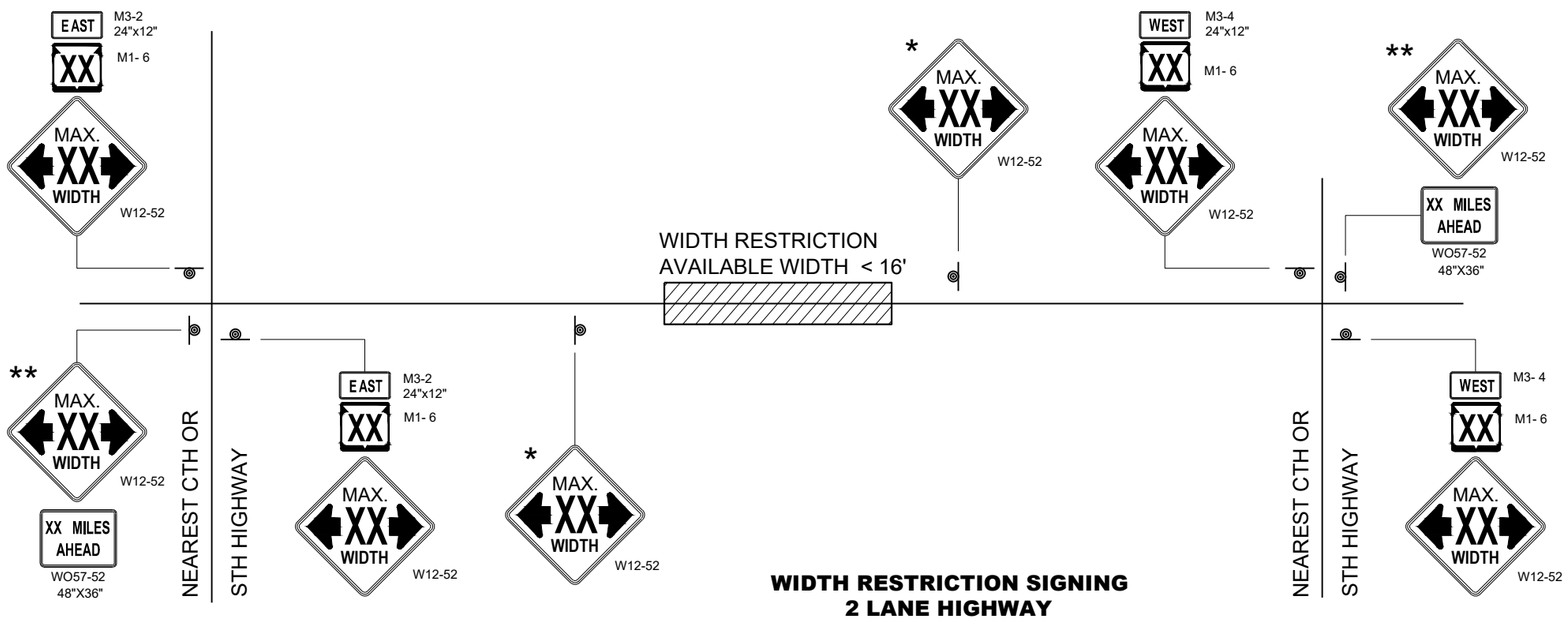
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15C02-10f

SDD 15C02-10f

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

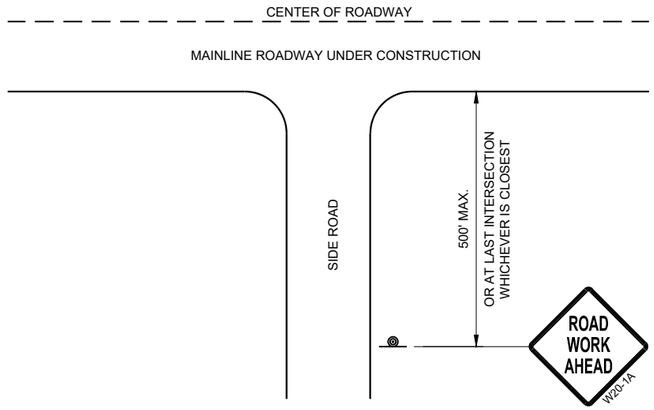
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



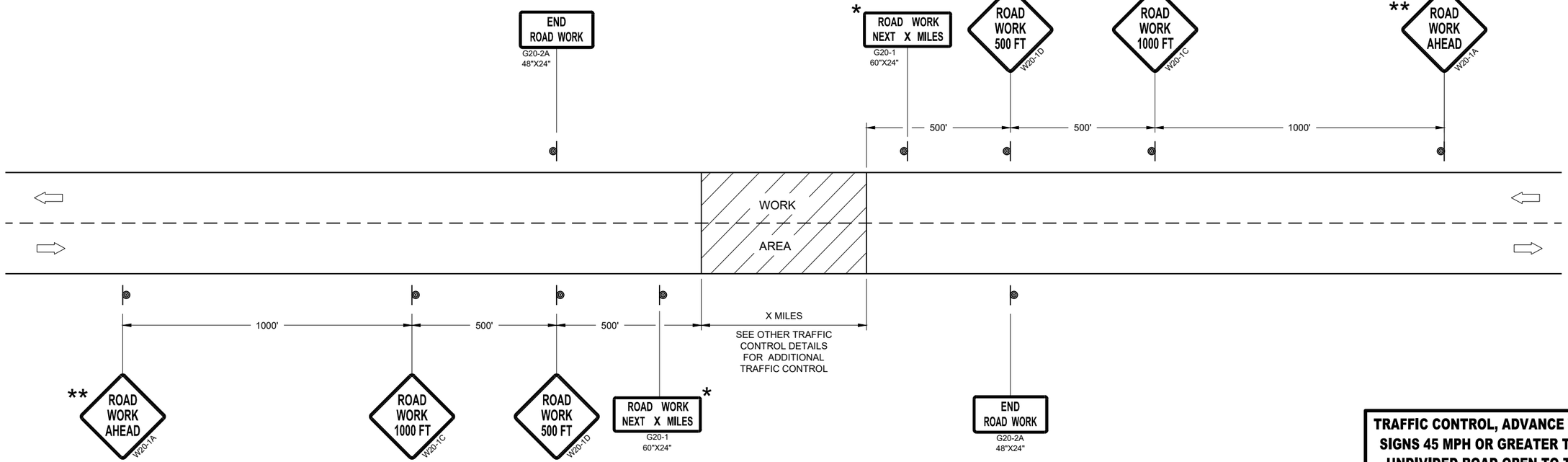
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

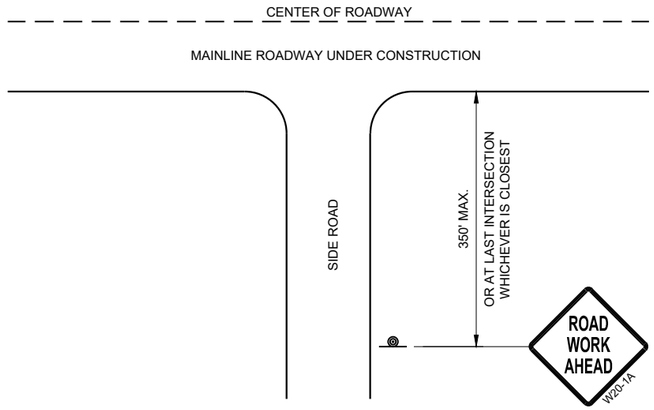
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



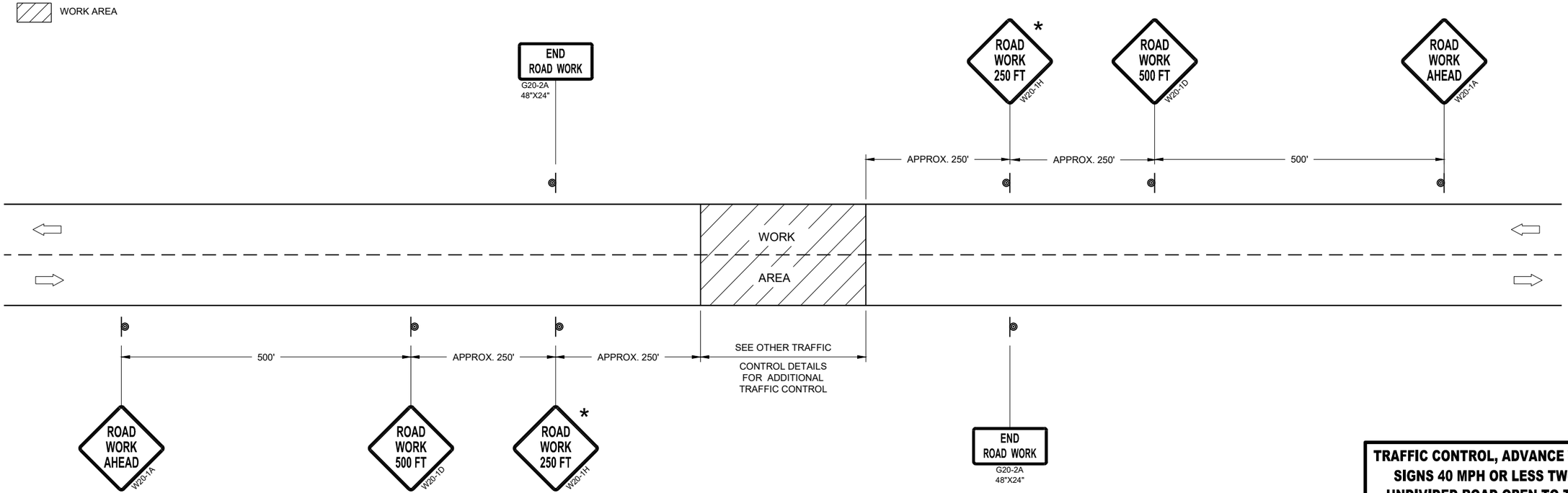
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C05 - 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.

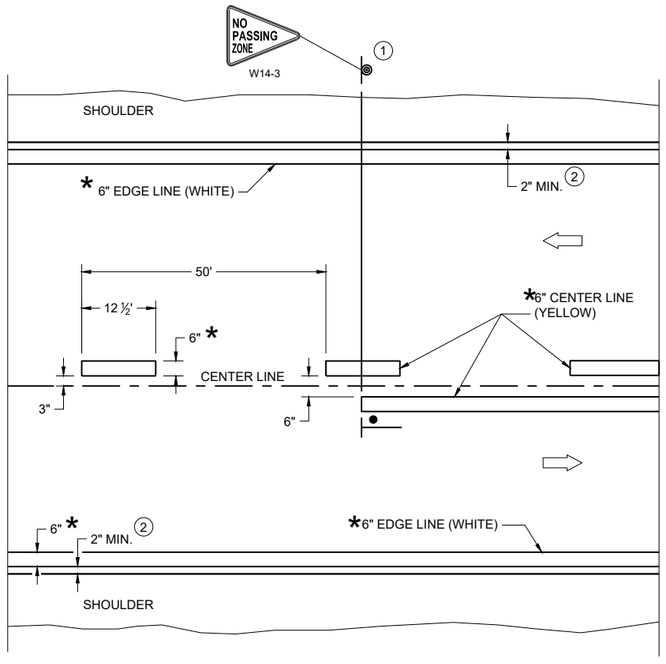
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

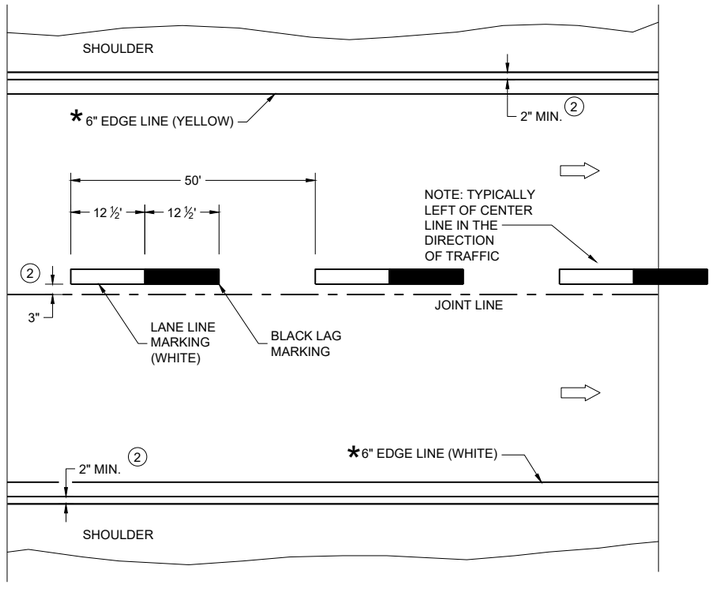
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

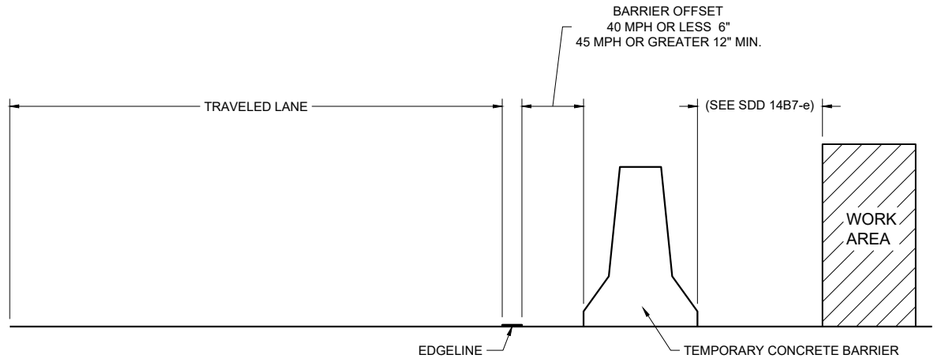
APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

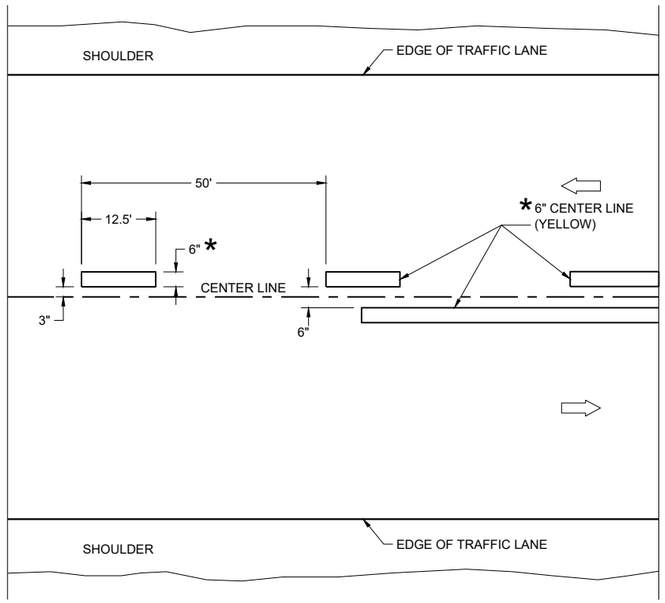
GENERAL NOTES

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

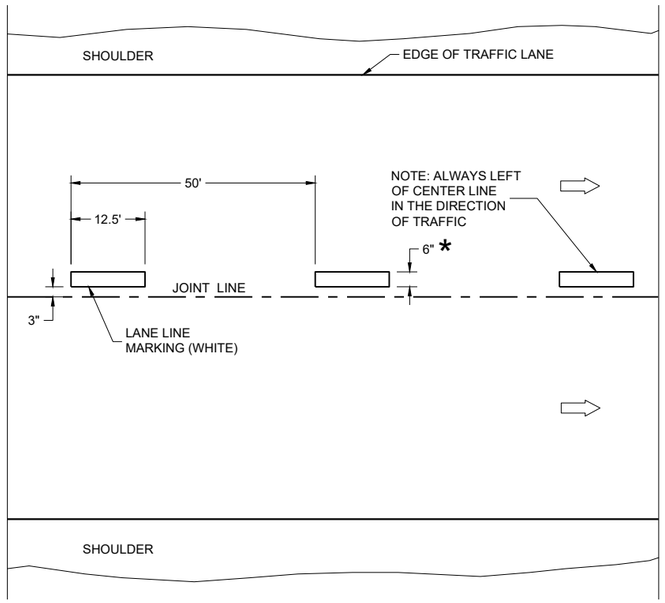
LEGEND

⇨ DIRECTION OF TRAFFIC

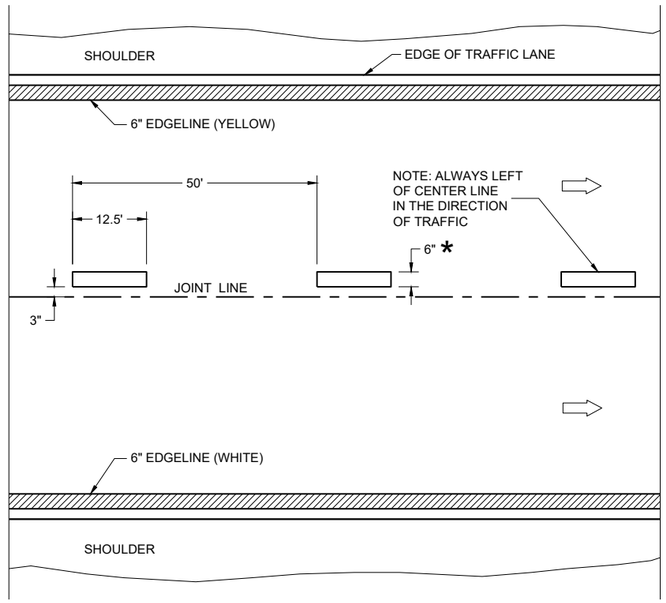
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24b

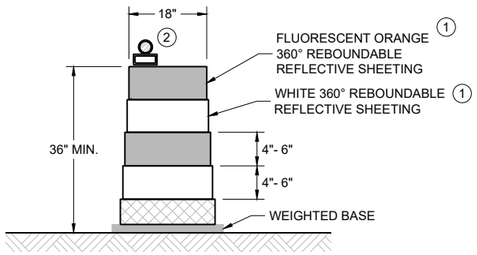
6

SDD 15C08-24b

GENERAL NOTES

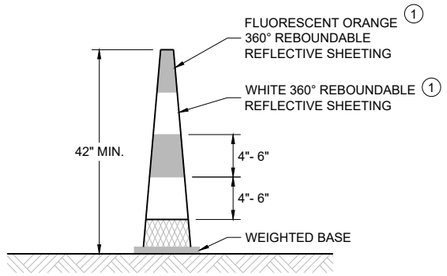
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

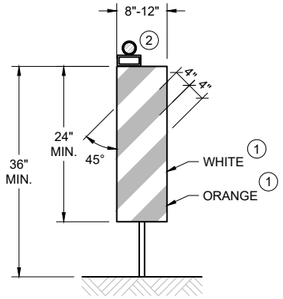
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

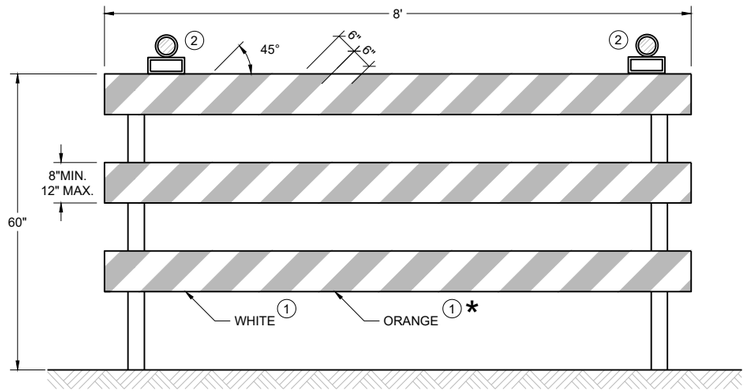
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 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
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15C11-11b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

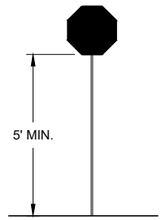
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



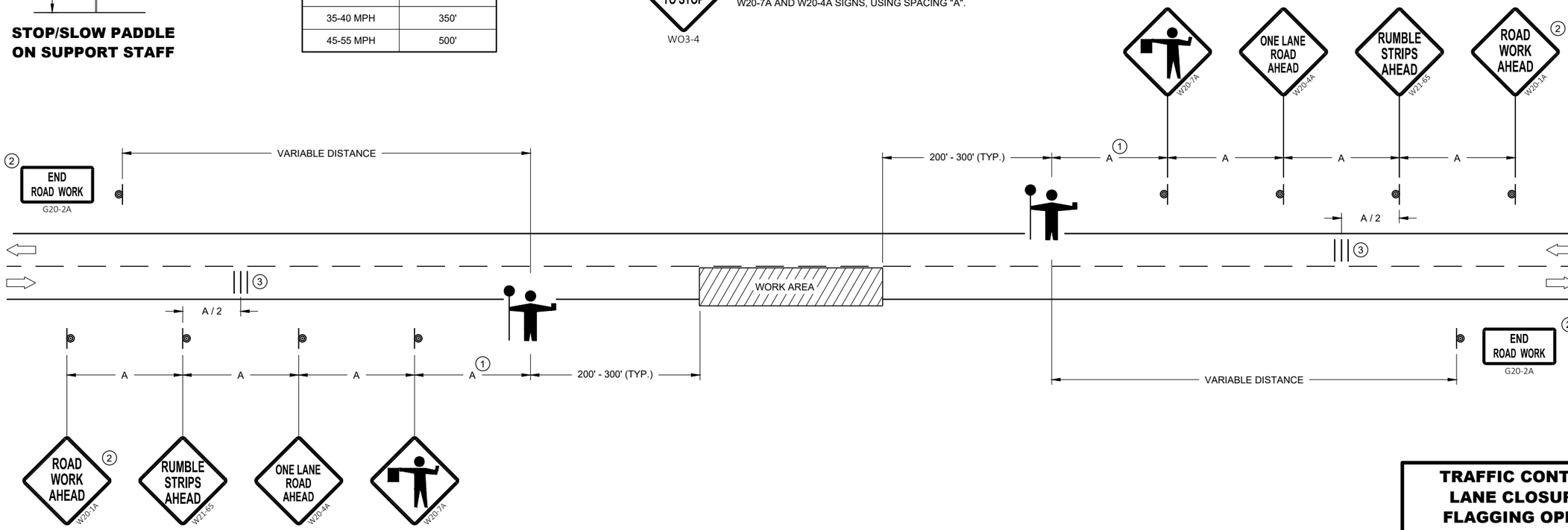
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

256

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

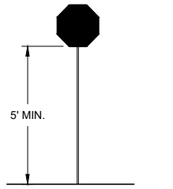
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

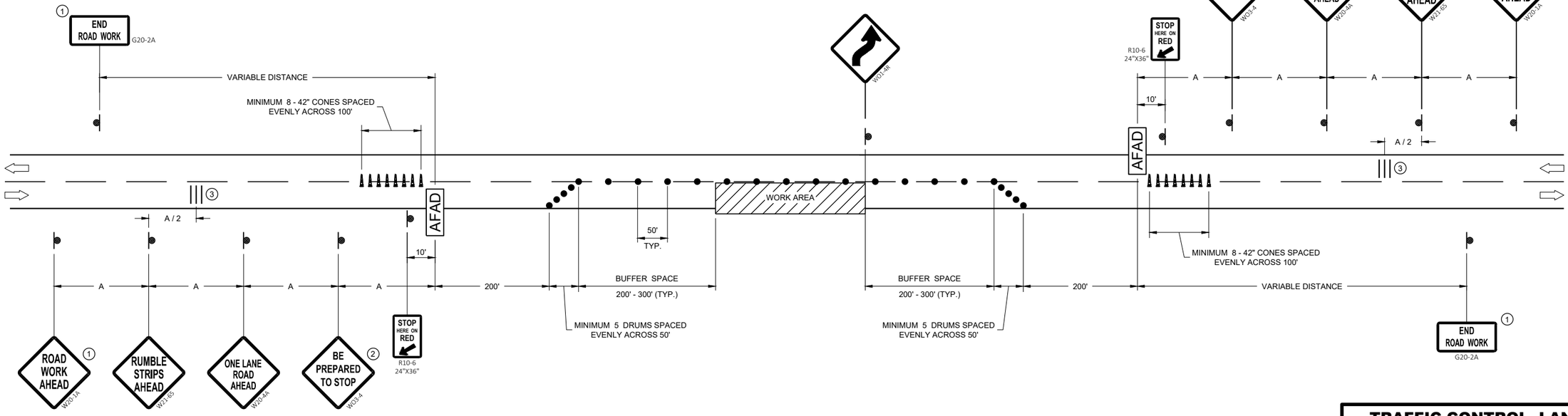
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09b

SDD 15C12 - 09b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

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 OPERATING IN CAUTION MODE. 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.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

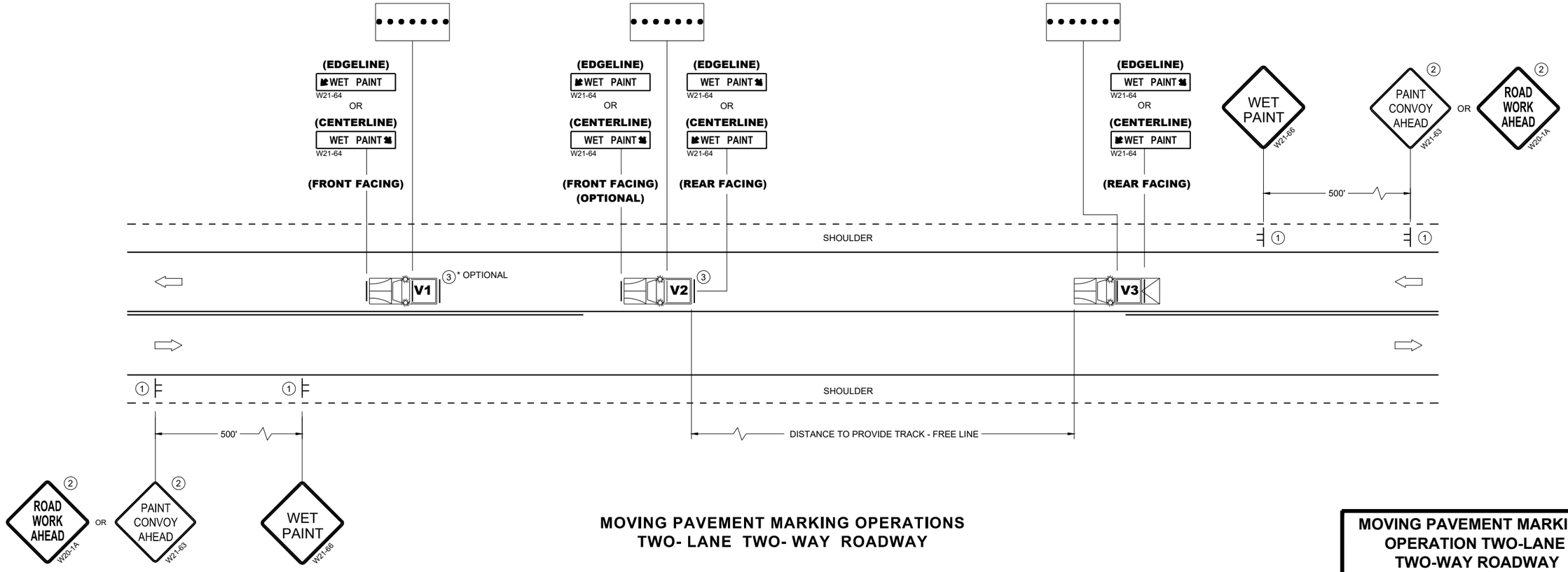
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

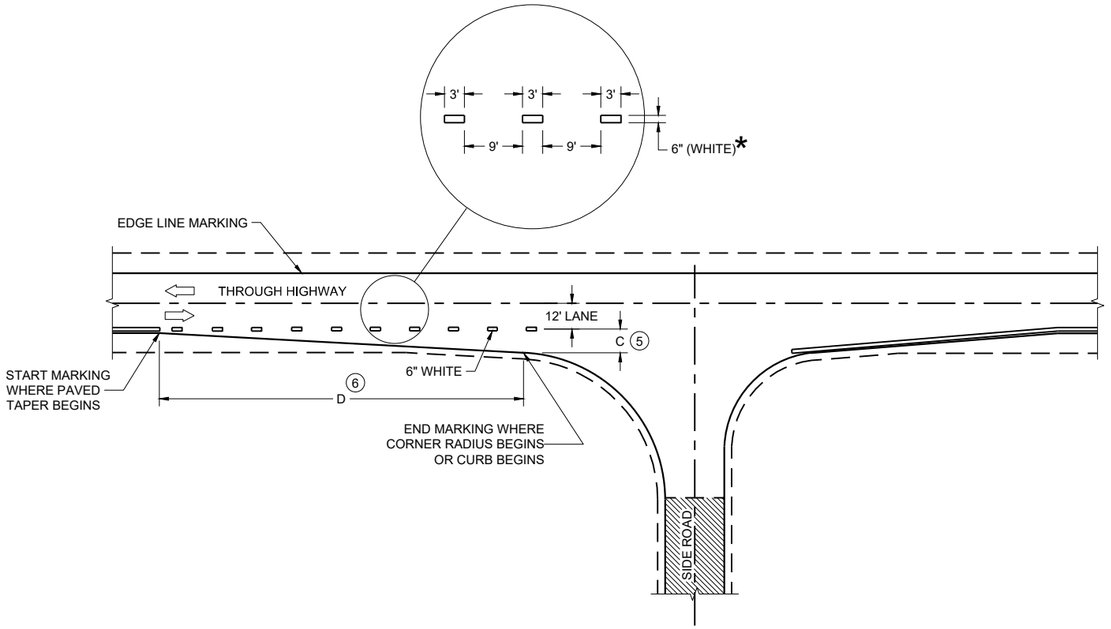
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

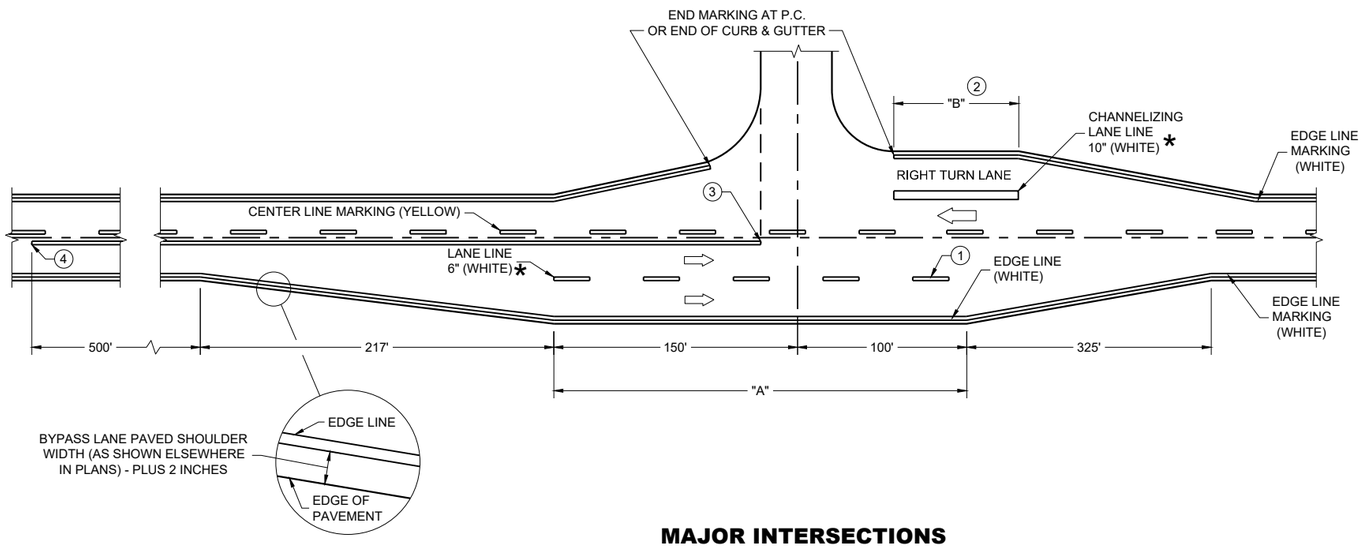
FHWA

6

SDD 15C19-11a



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

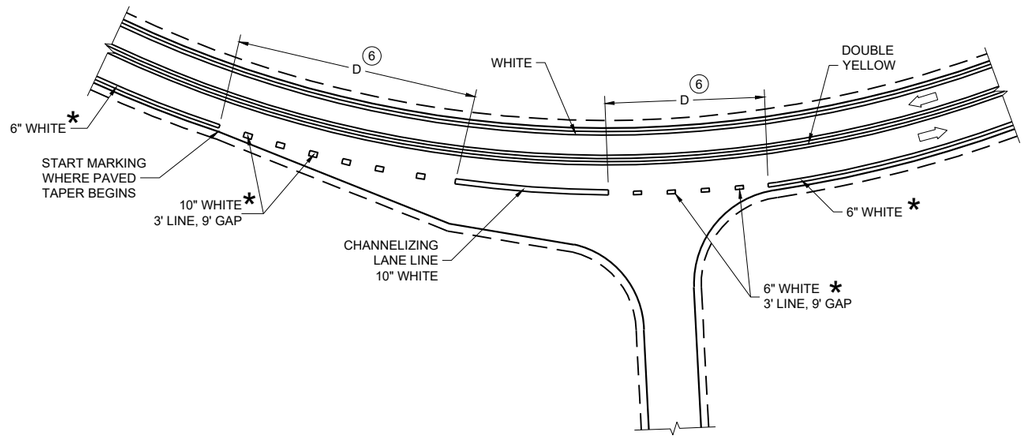
GENERAL NOTES

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.

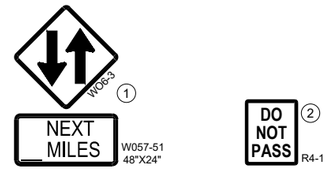
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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.

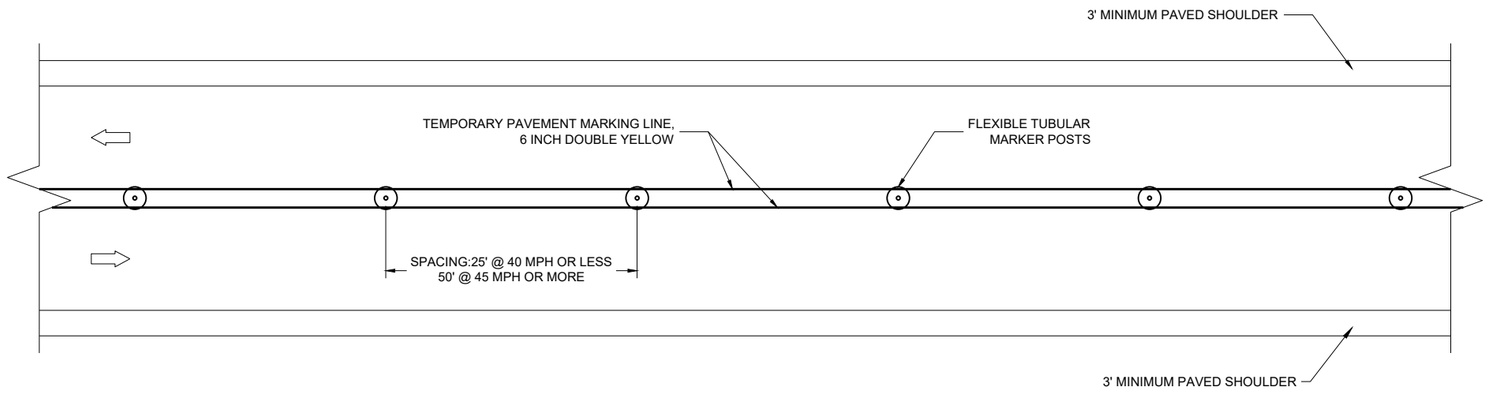
A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.



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 15D06-07

TRAFFIC CONTROL
TWO LANE TWO WAY
OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6
SDD 15D06-07

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

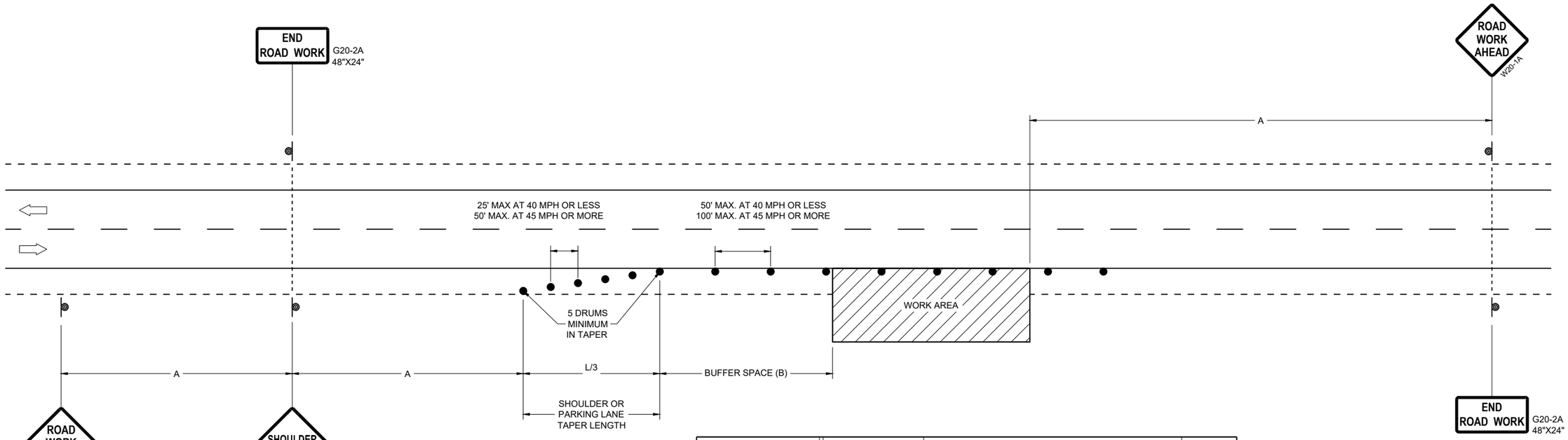
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	155
30	200'	15	20	25	30	35	40	200
35	350'	20	27	34	40	47	54	250
40	350'	26	35	44	53	62	70	305
45	500'	45	59	74	89	104	119	360
50	500'	50	66	83	99	116	132	425
55	500'	54	73	91	109	127	145	495

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

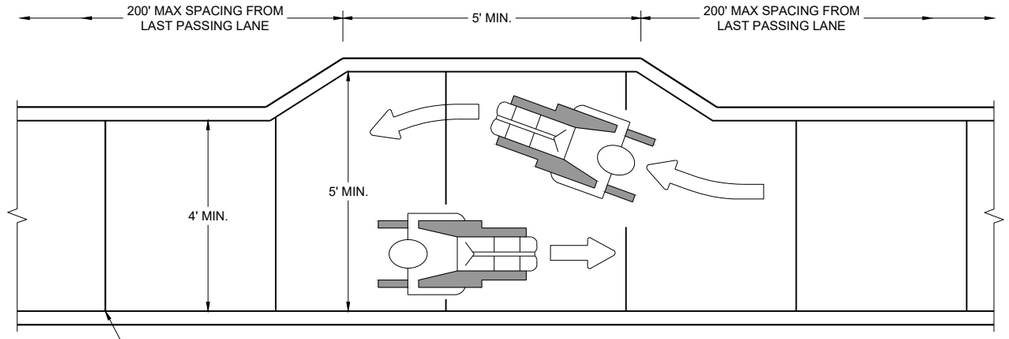
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

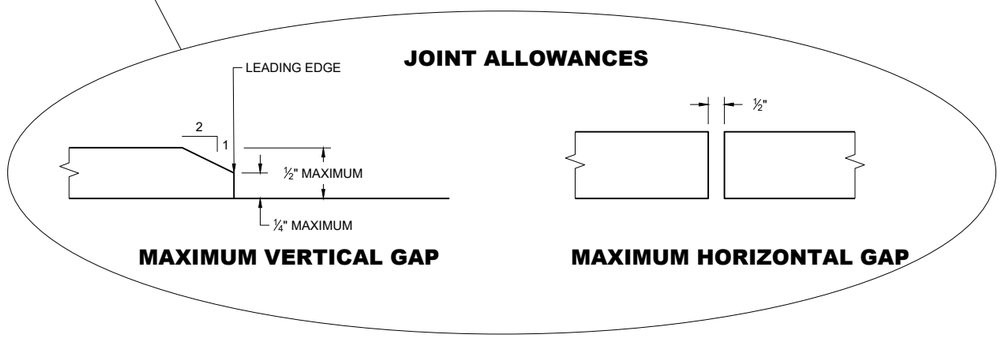
/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6
SDD 15D28-05



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

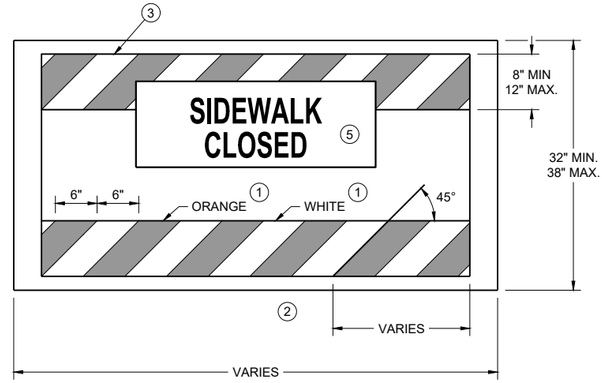
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

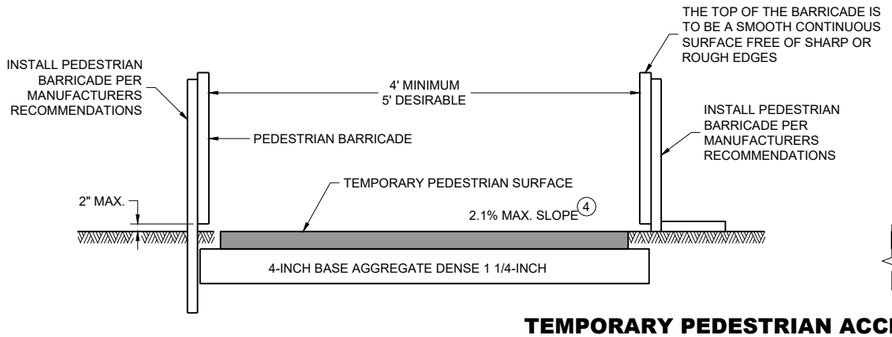
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

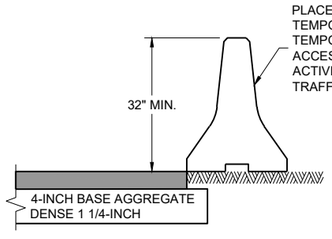
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

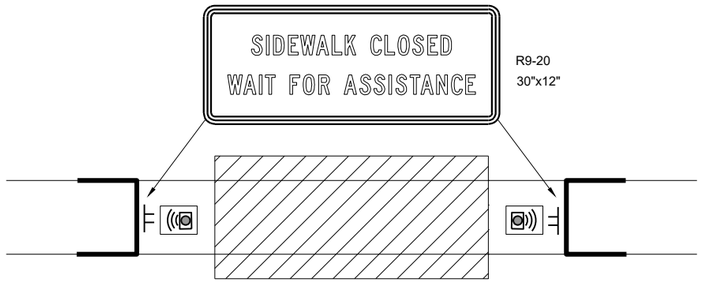


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





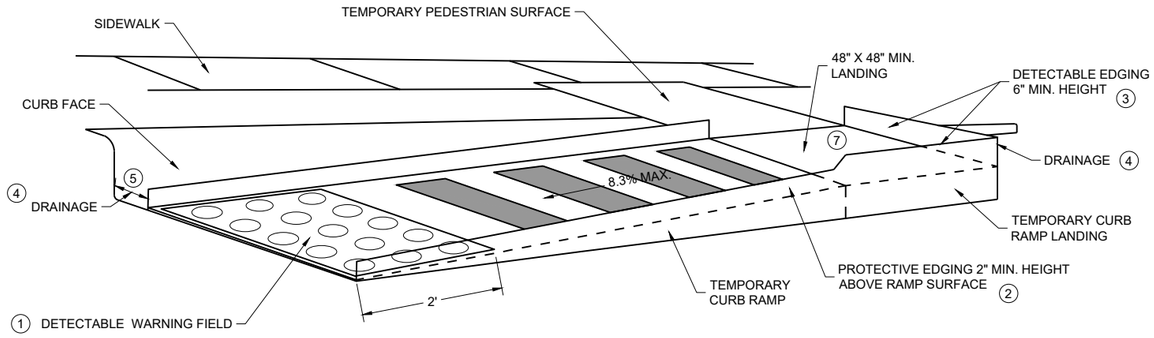
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

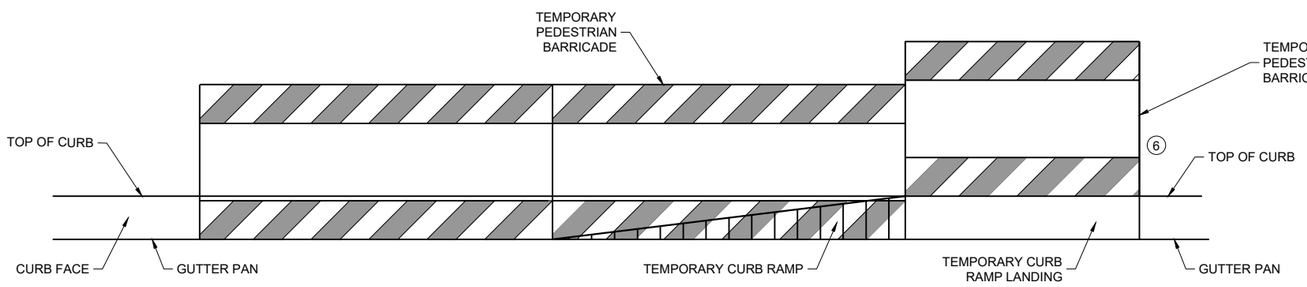
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

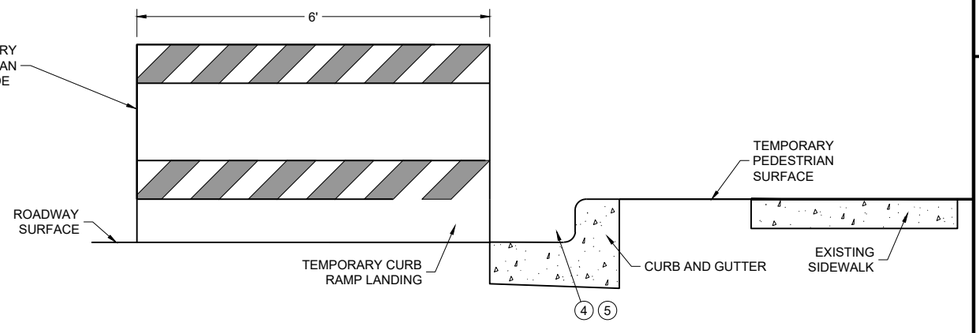
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

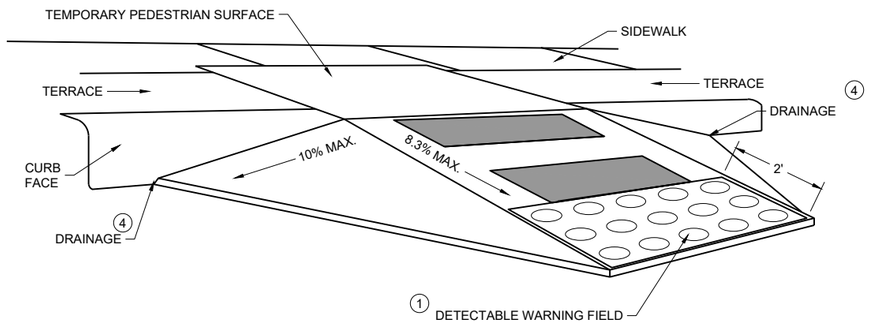
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

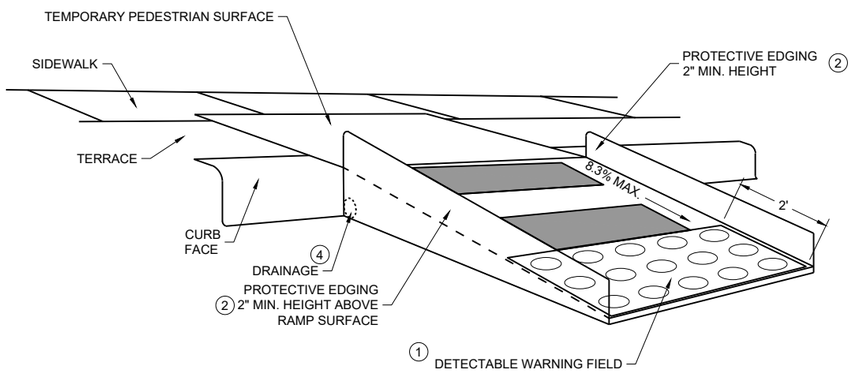
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

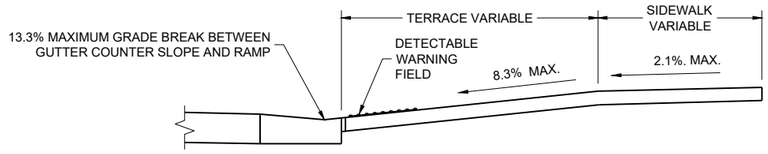
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

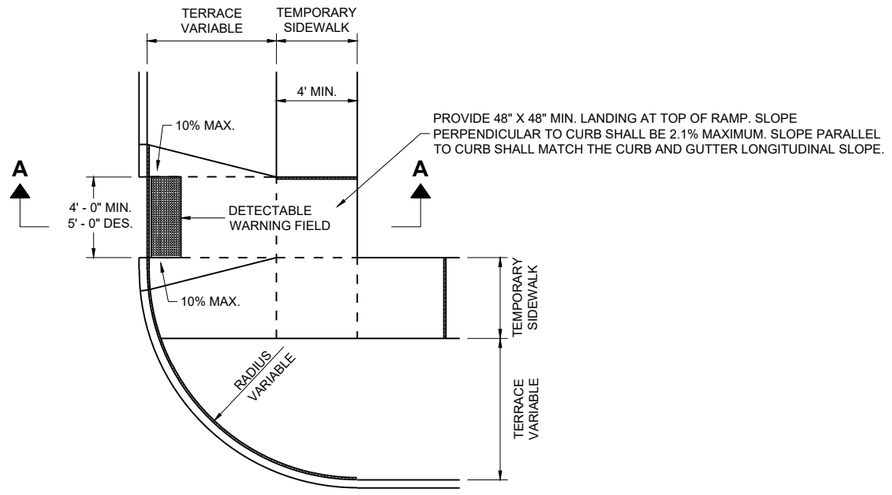
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

6

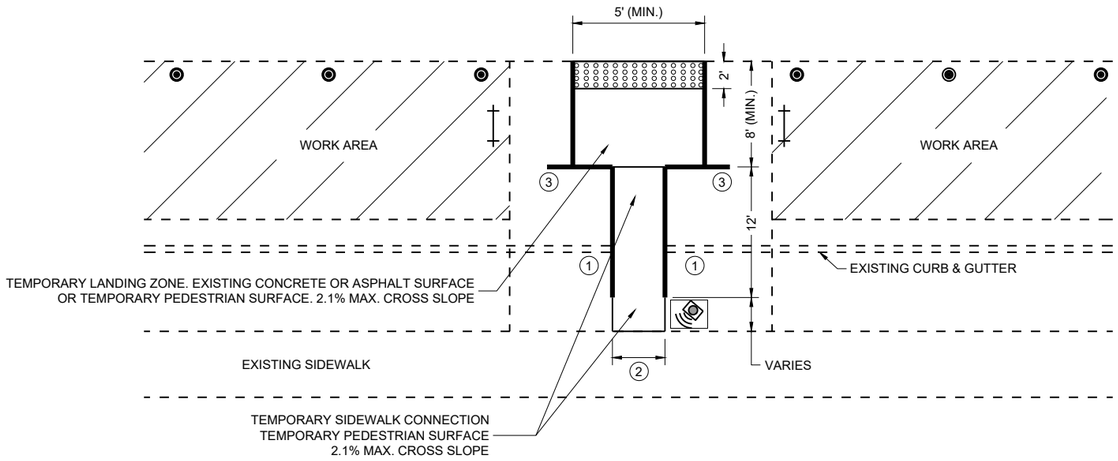
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

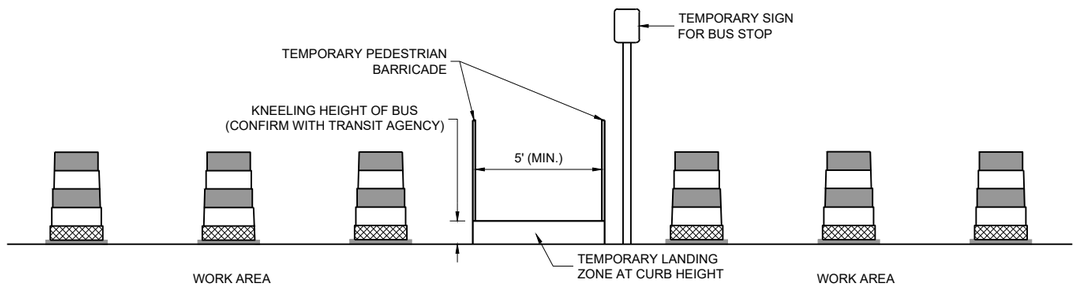
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12d



PLAN VIEW



PROFILE VIEW TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

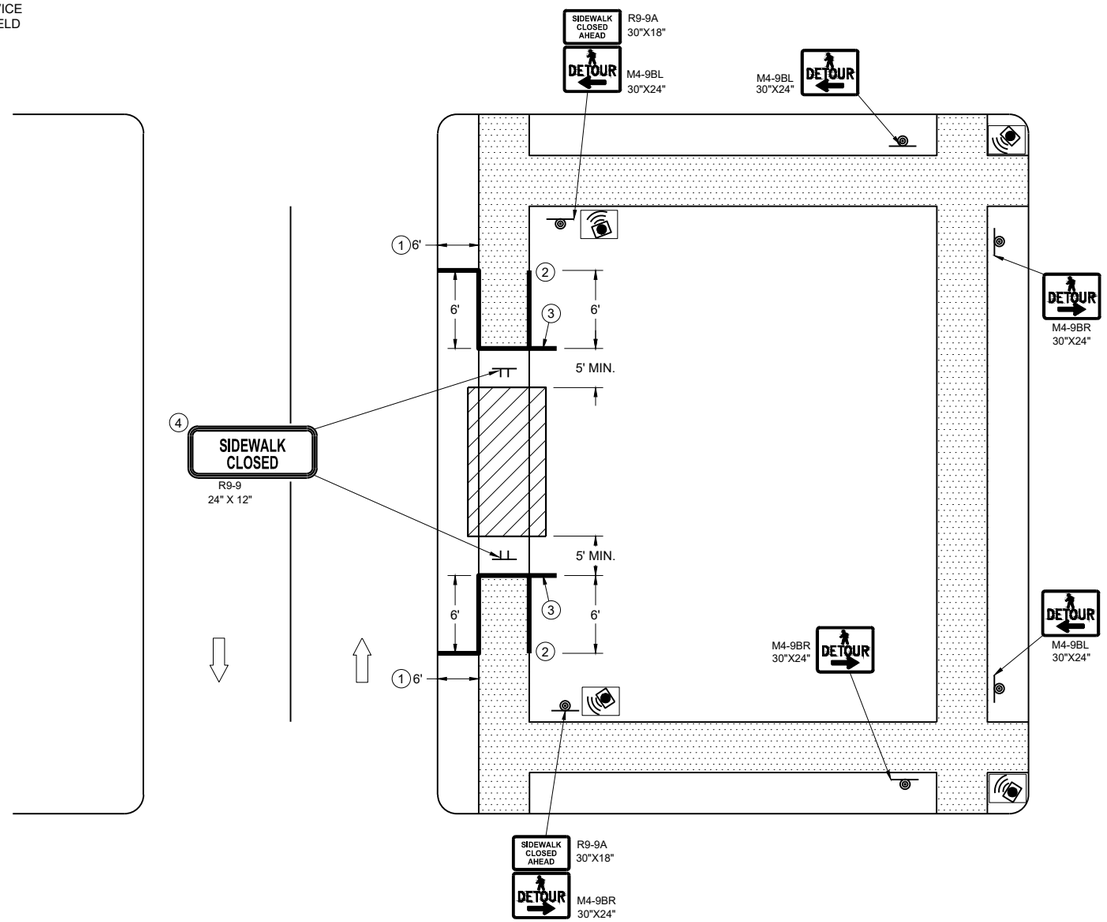
SDD 15D30-12e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

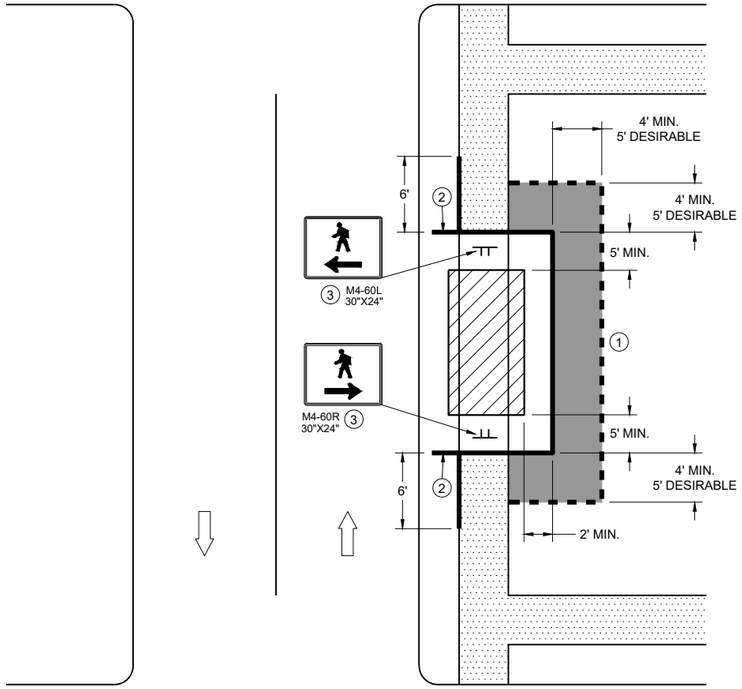
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-12g

6

SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

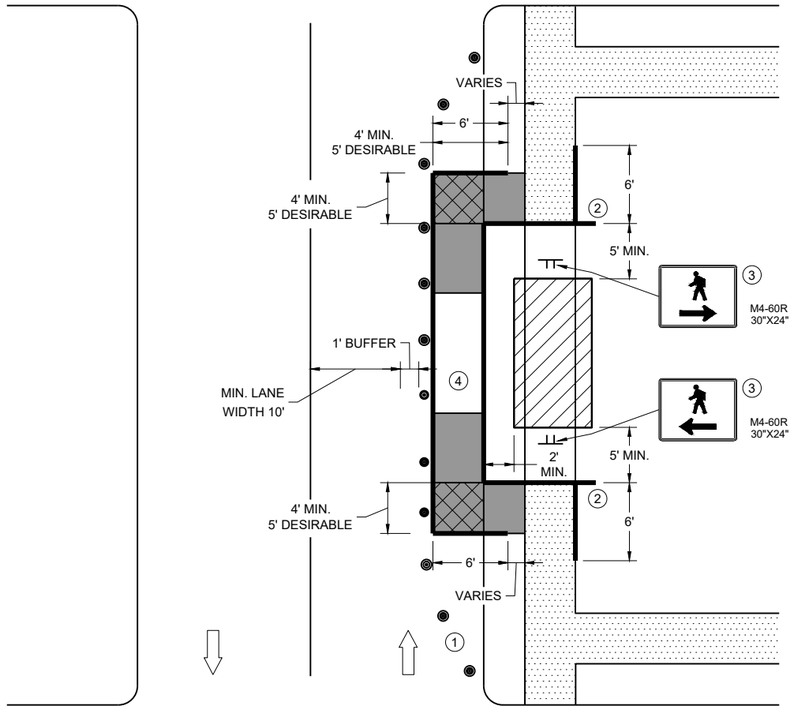
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

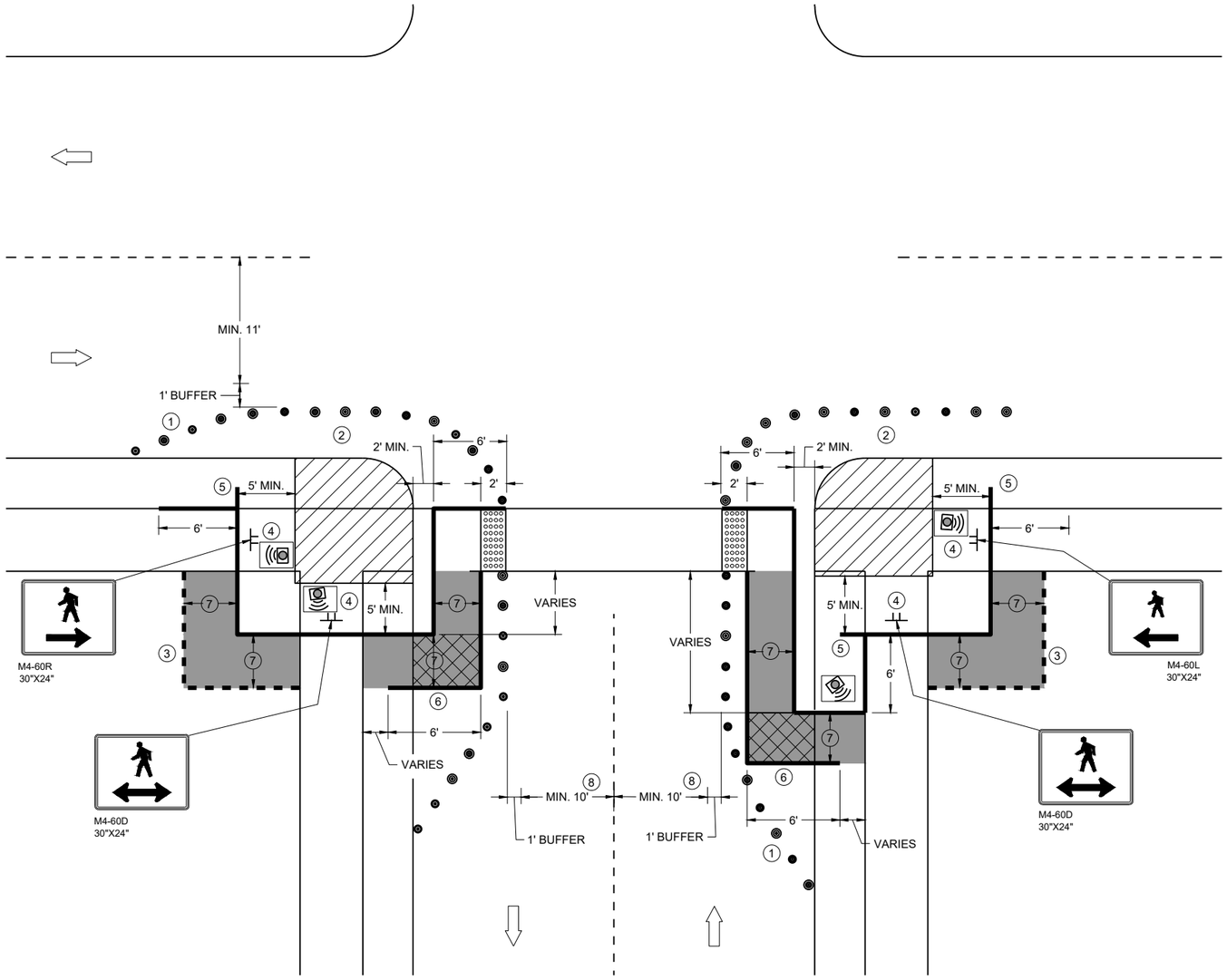
SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

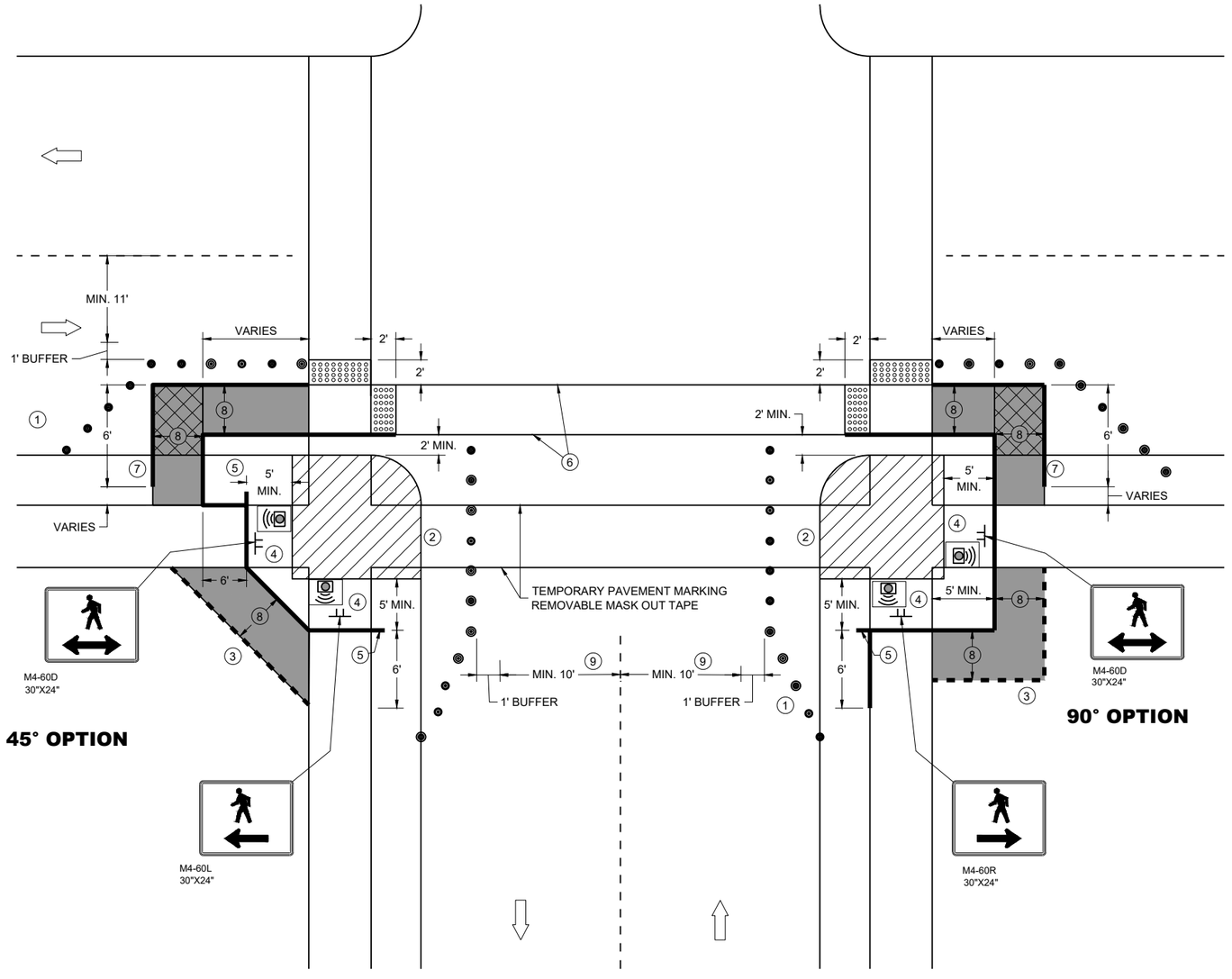
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12j

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

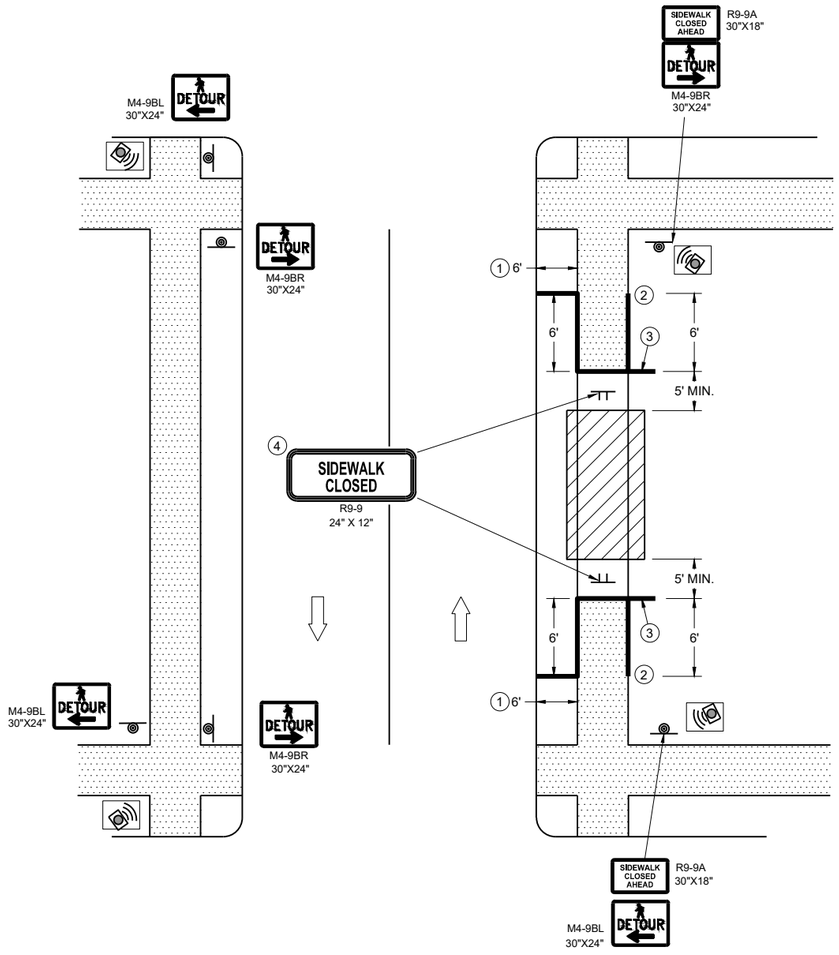
UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

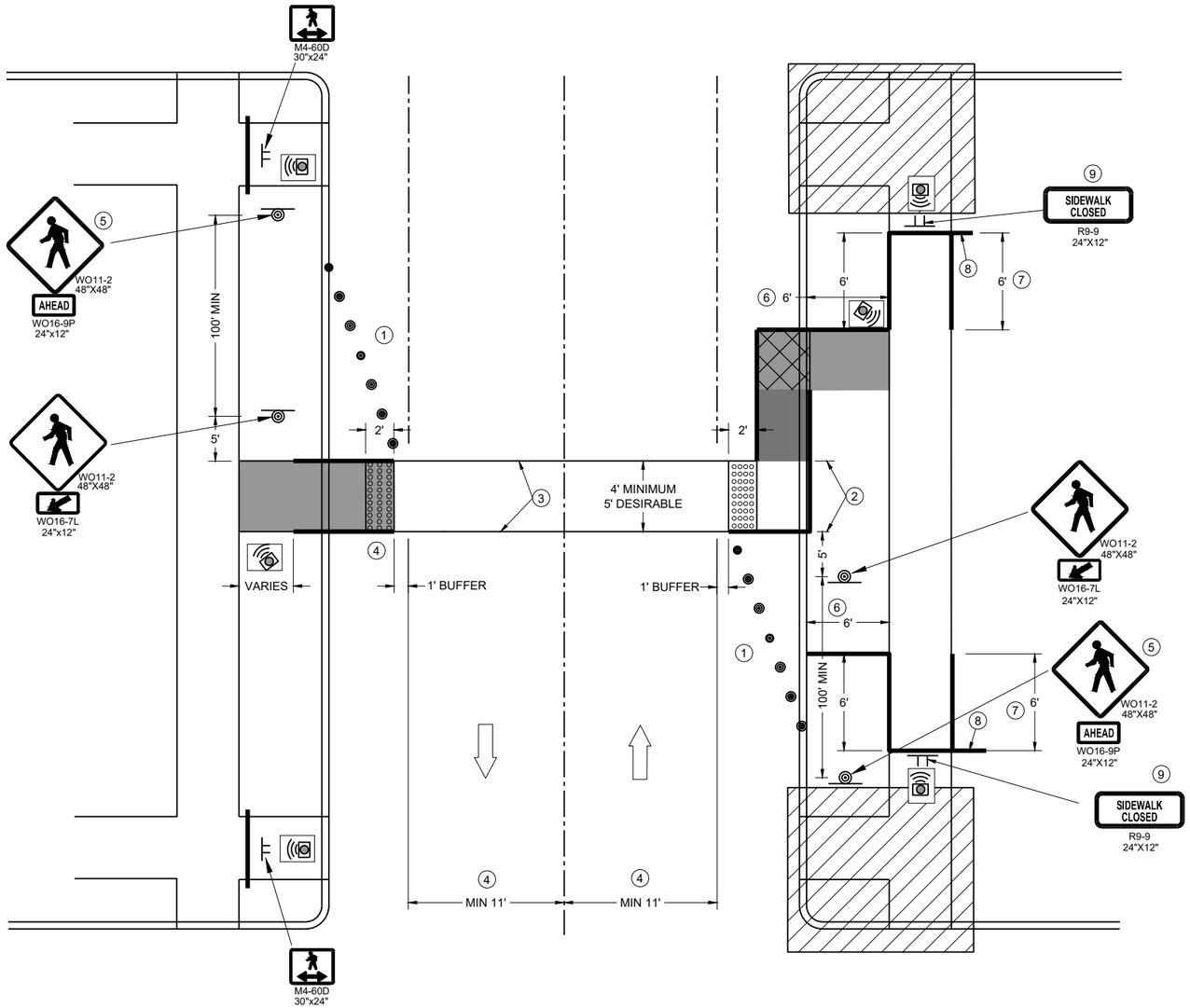
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

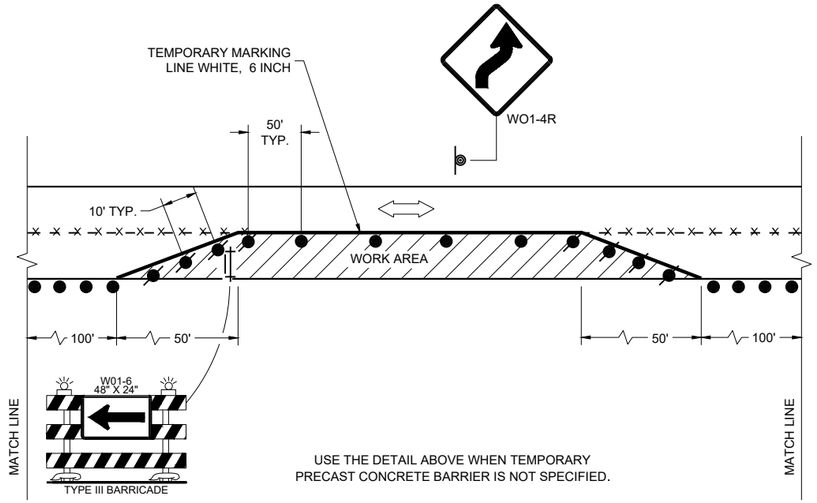
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

(1) 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY 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.

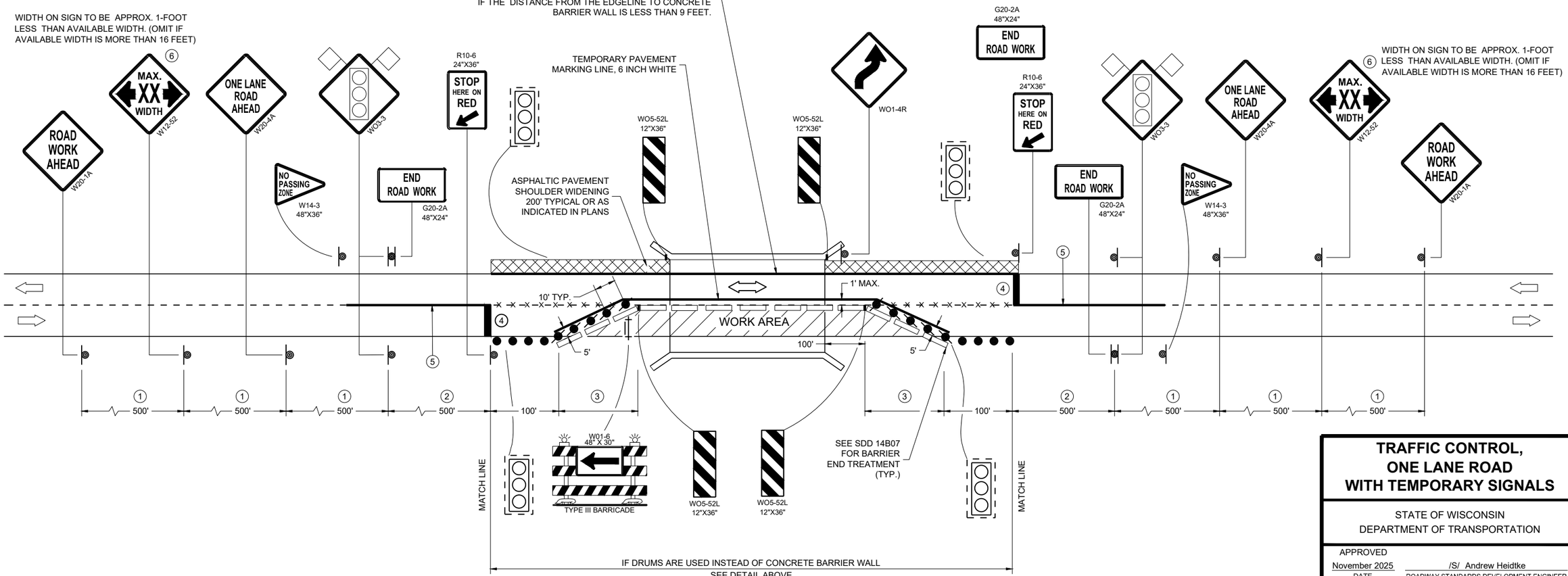
(2) USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.

(3) DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.

(4) TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.

(5) 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

(6) SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



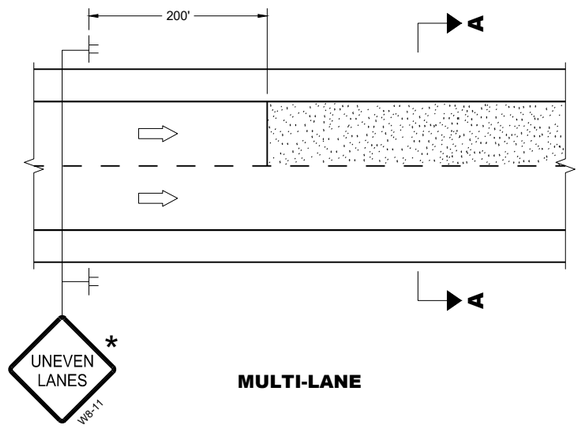
TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

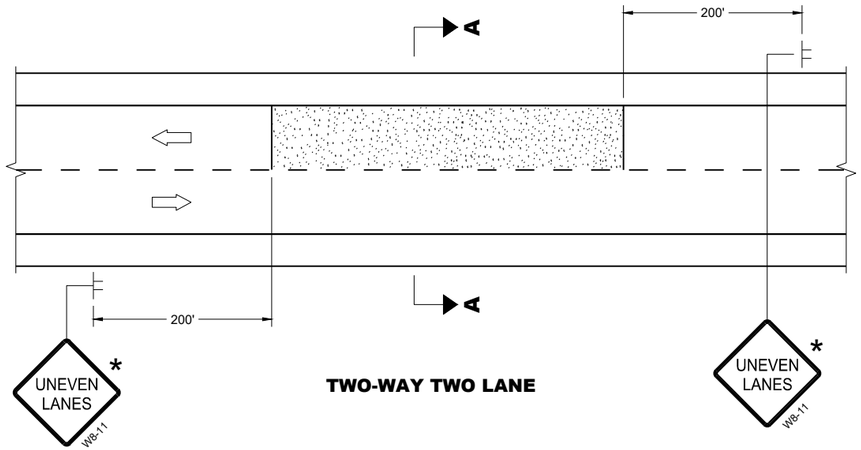
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

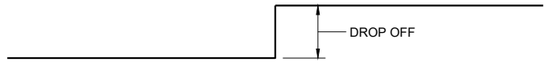
6
SDD 15D33-10a



MULTI-LANE

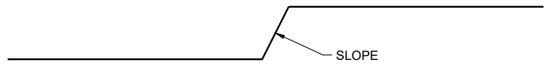


TWO-WAY TWO LANE

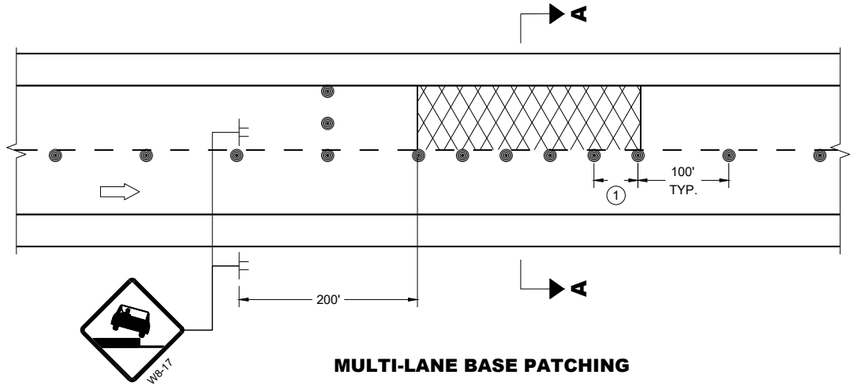


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

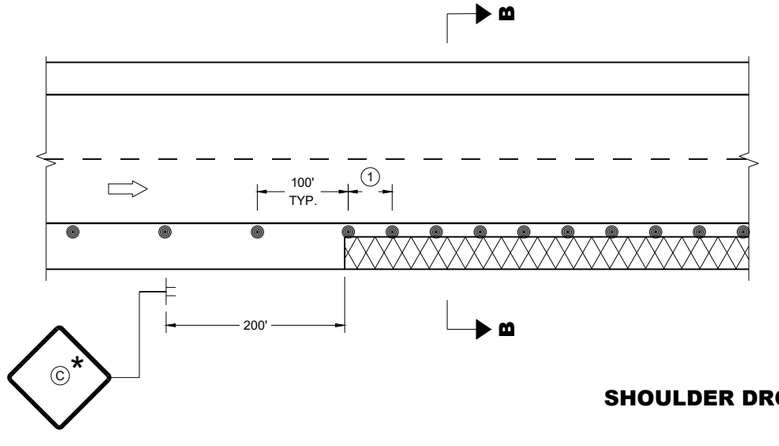
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

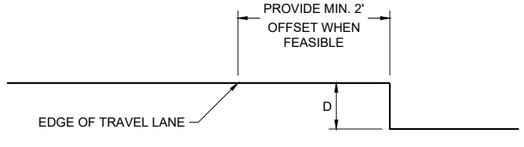
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A
	PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D39-03

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

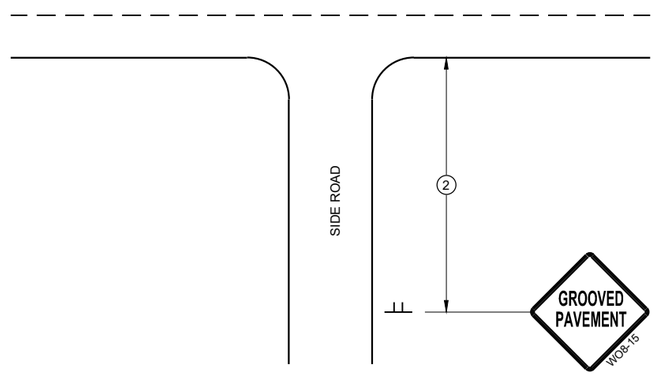
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

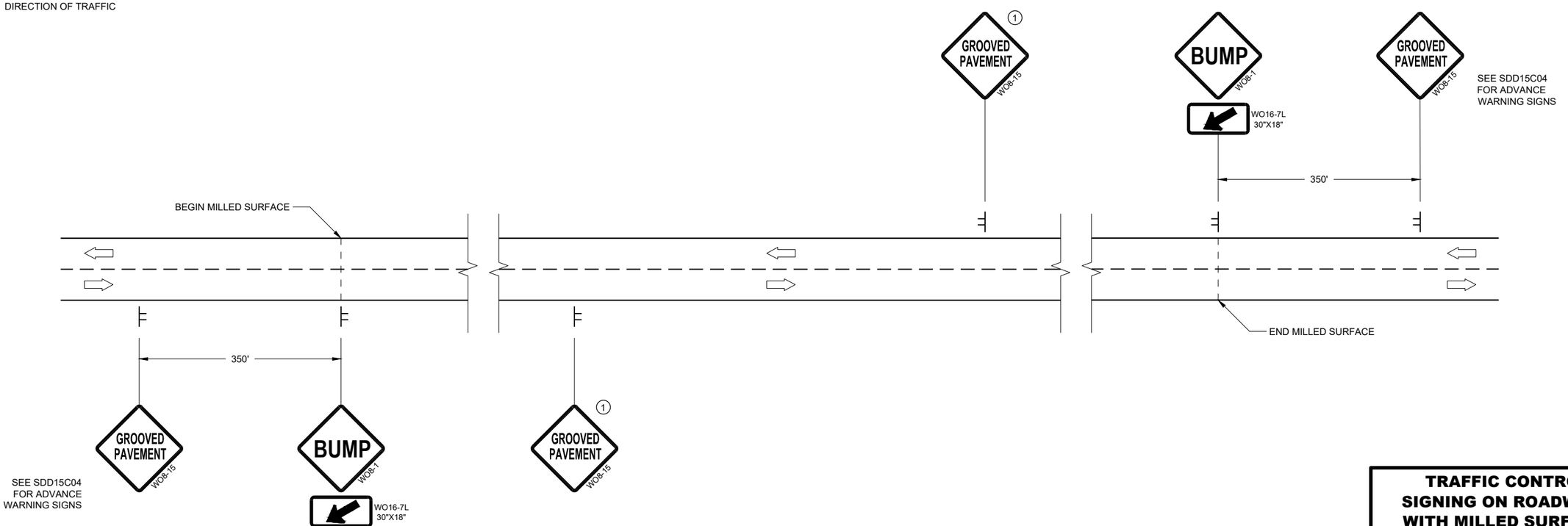
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D44 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

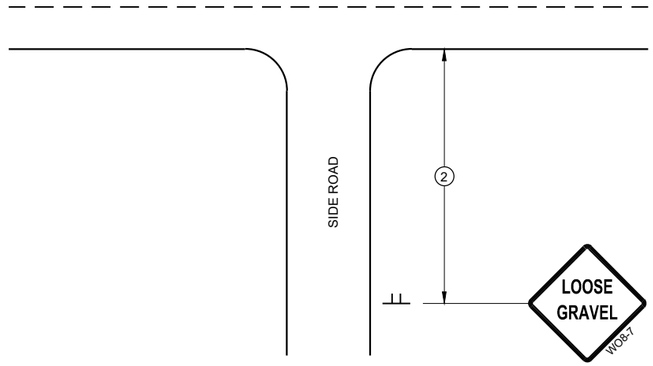
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

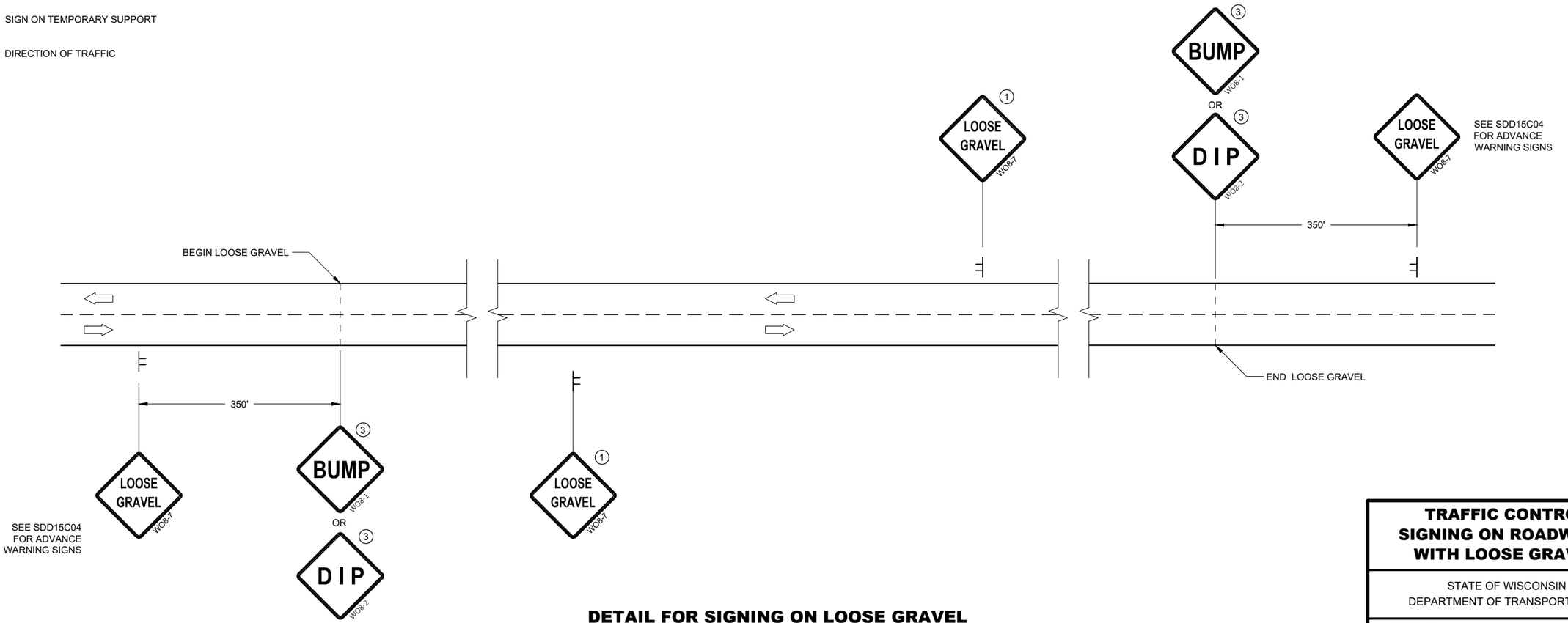
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D45 - 03

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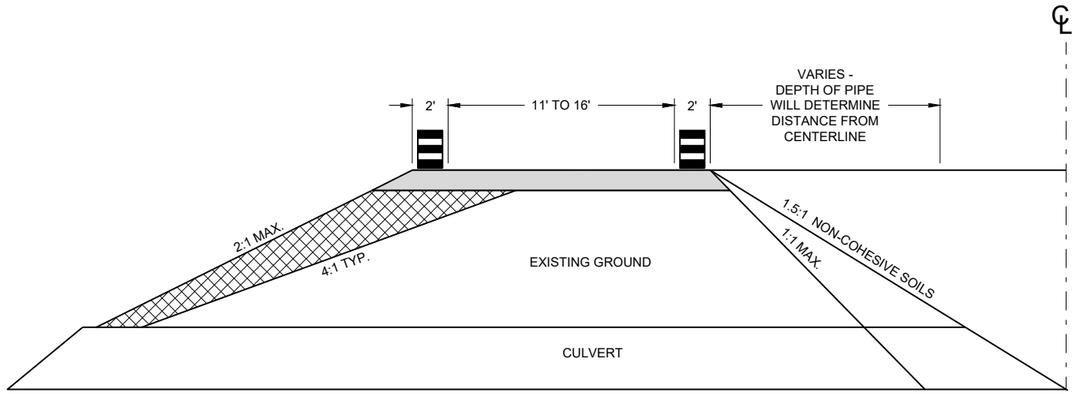
SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

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

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

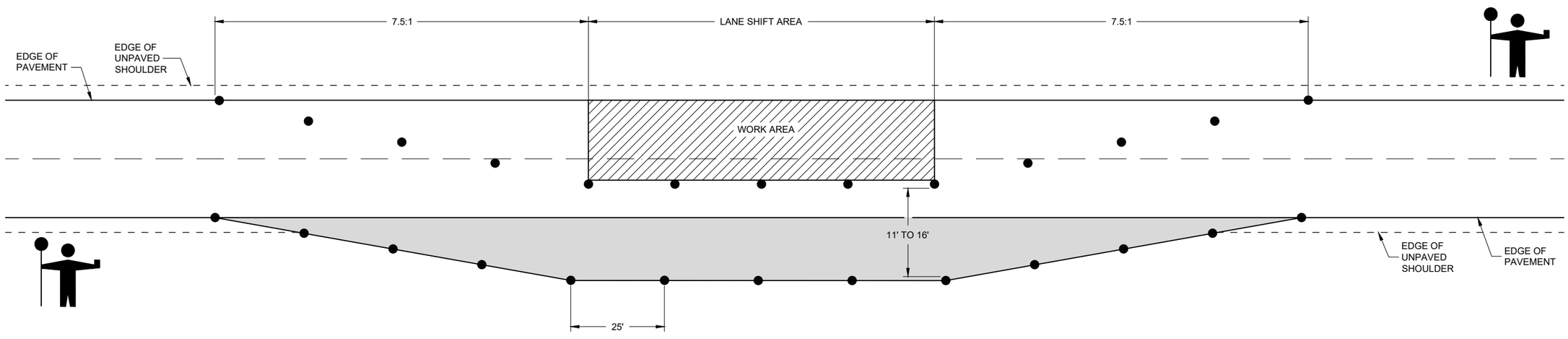
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D48 - 01

6

SDD 15D48 - 01

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

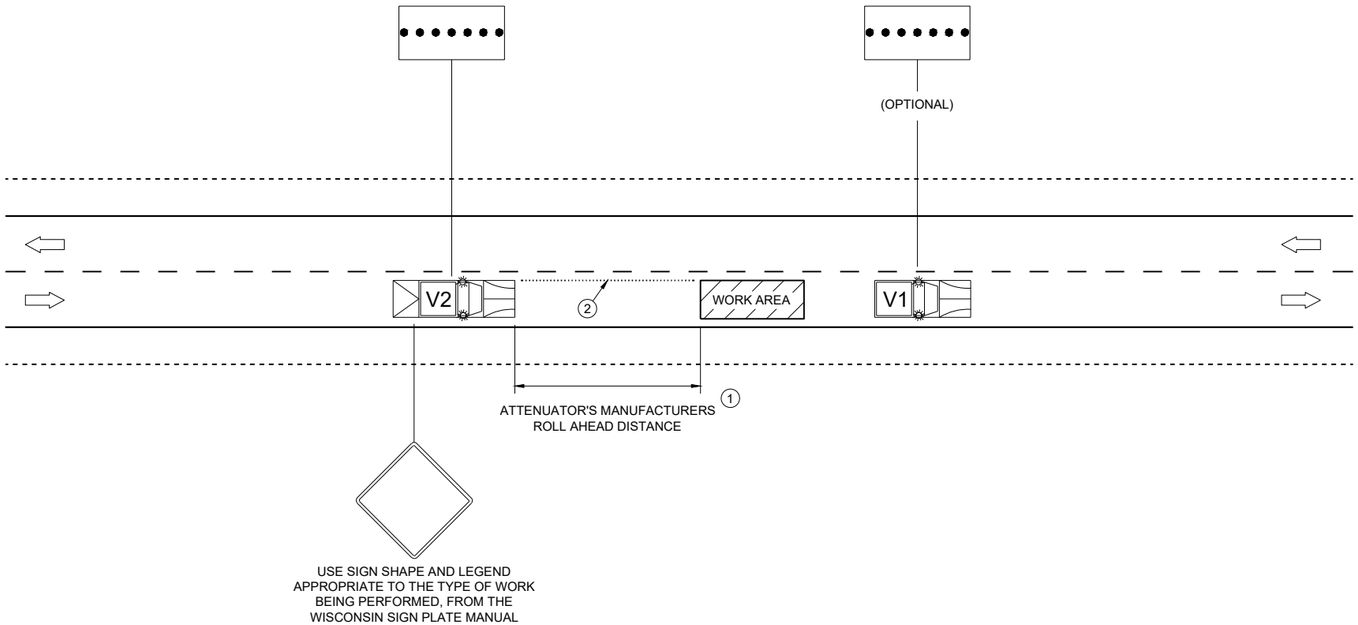
ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



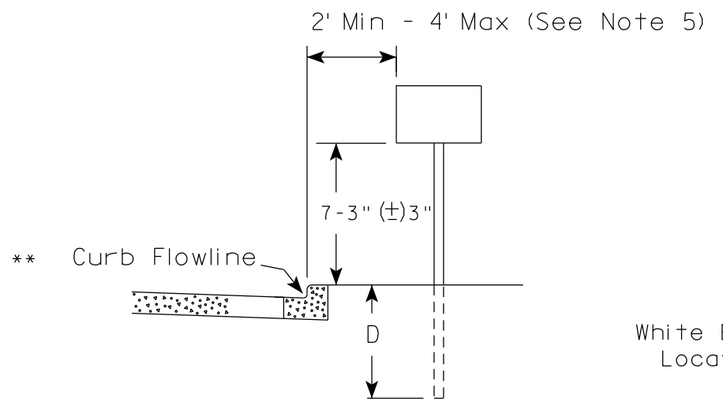
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

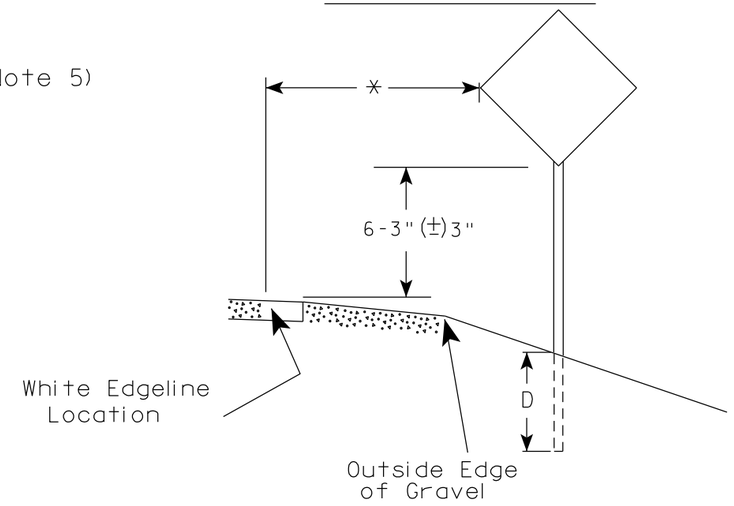
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

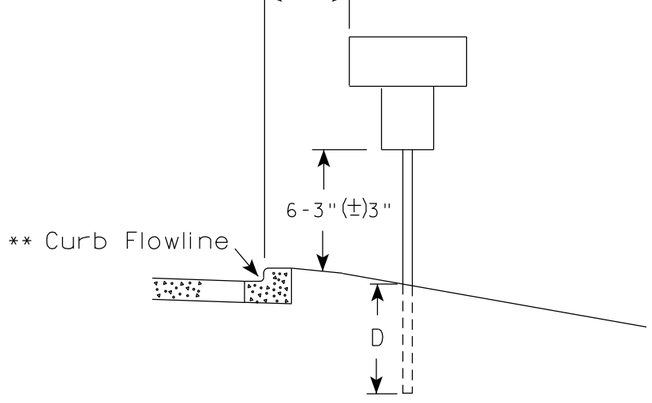
6 SDD 15D51-02

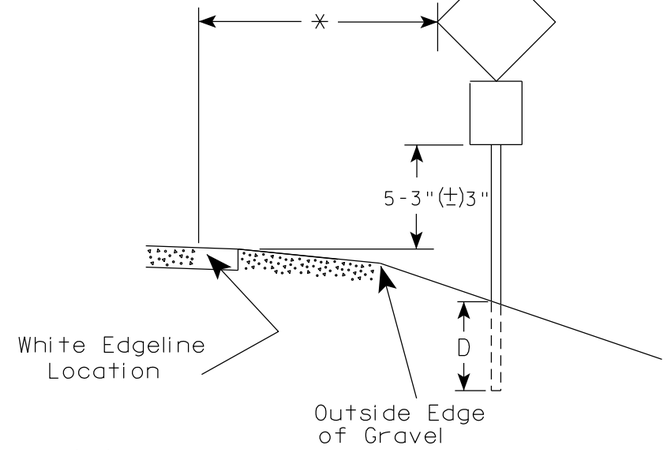
URBAN AREA



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

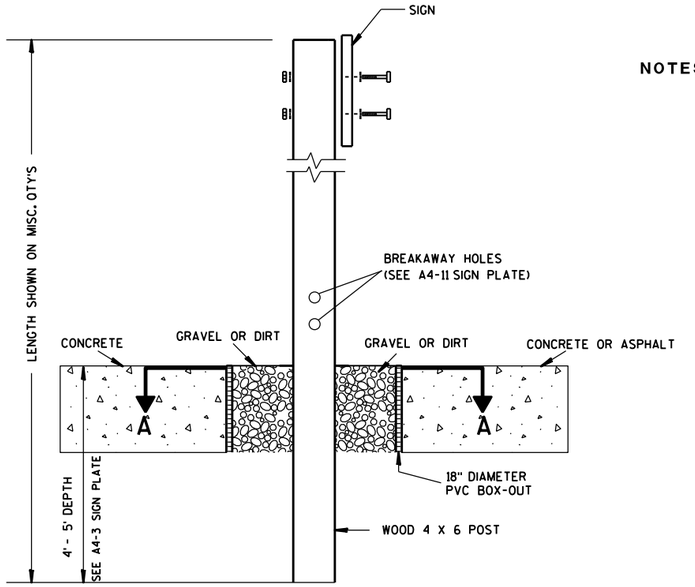
APPROVED Matthew R Rauch
for State Traffic Engineer

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

7

7

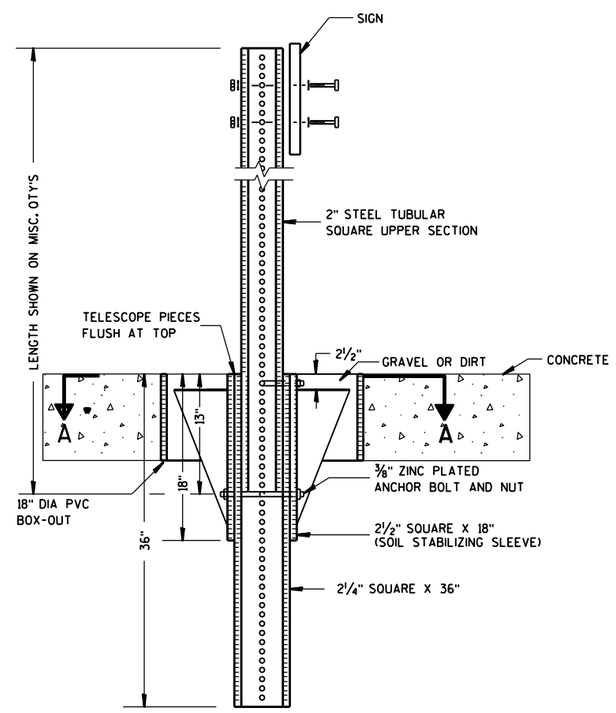
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 280	E



ELEVATION VIEW

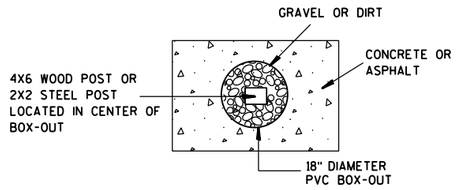
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

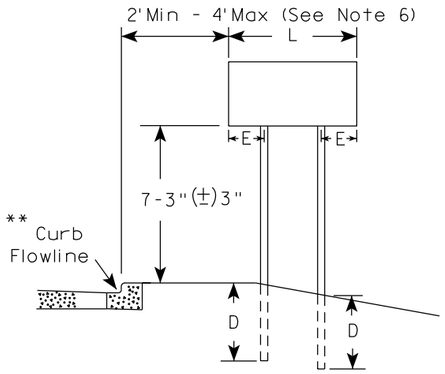
APPROVED Matthew R Rauch
for State Traffic Engineer

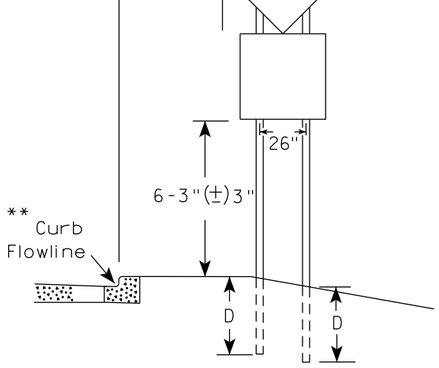
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

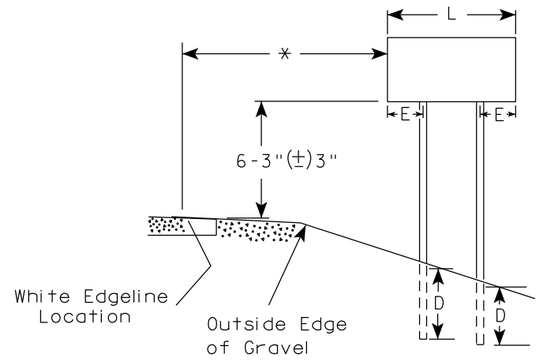
URBAN AREA

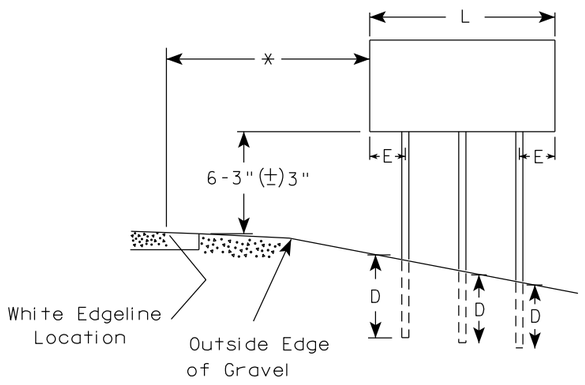


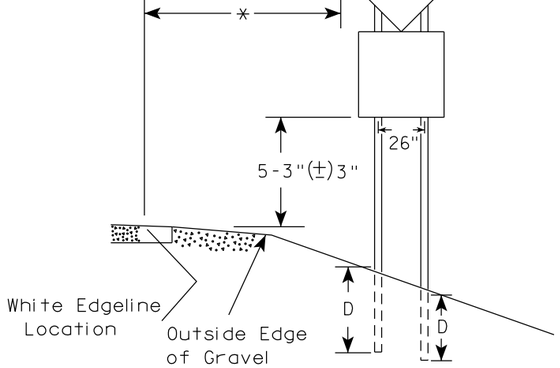


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







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'

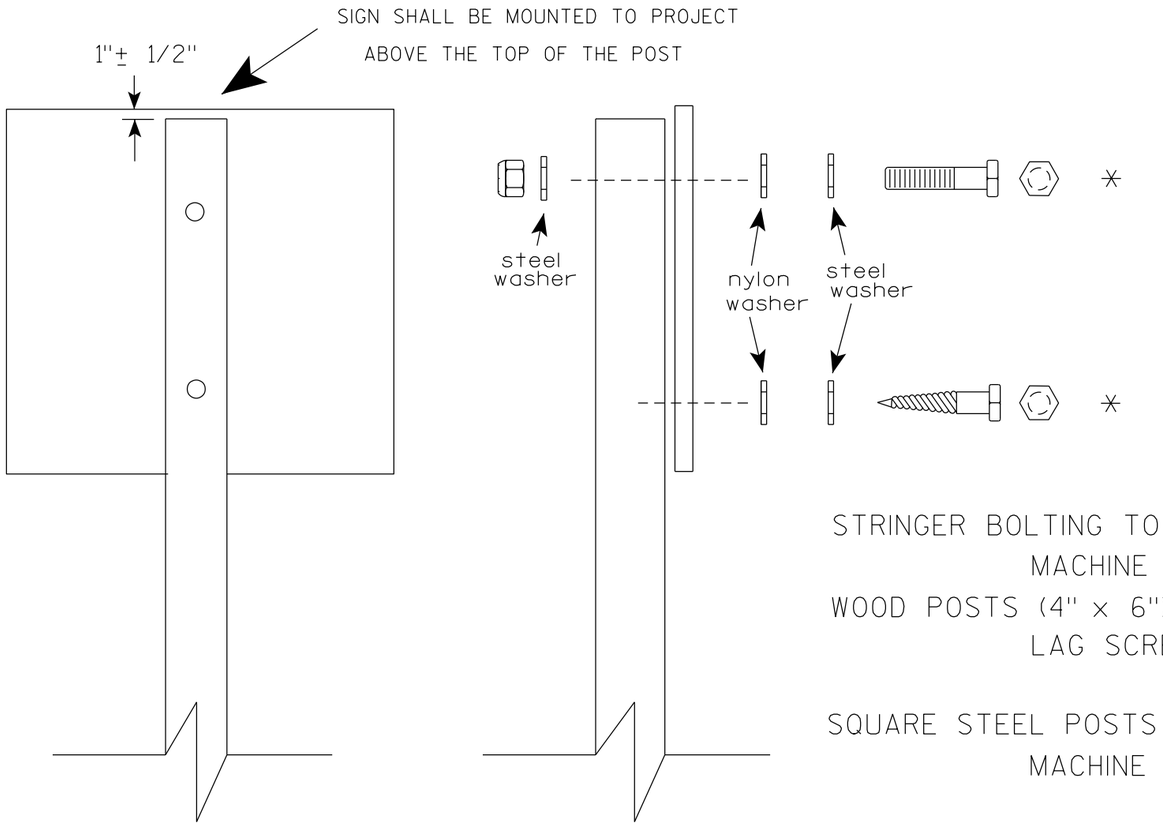
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 282	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

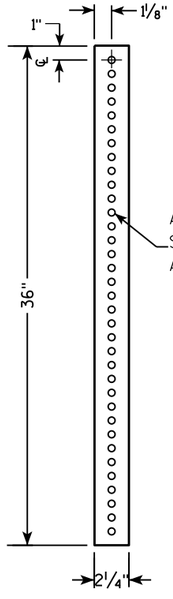
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

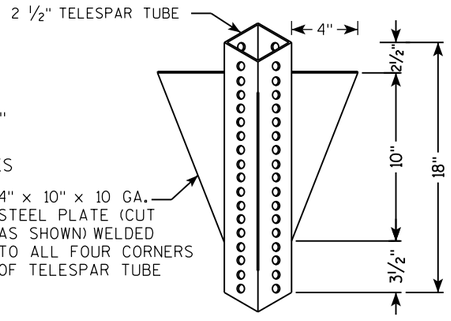
SHEET NO: 283 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

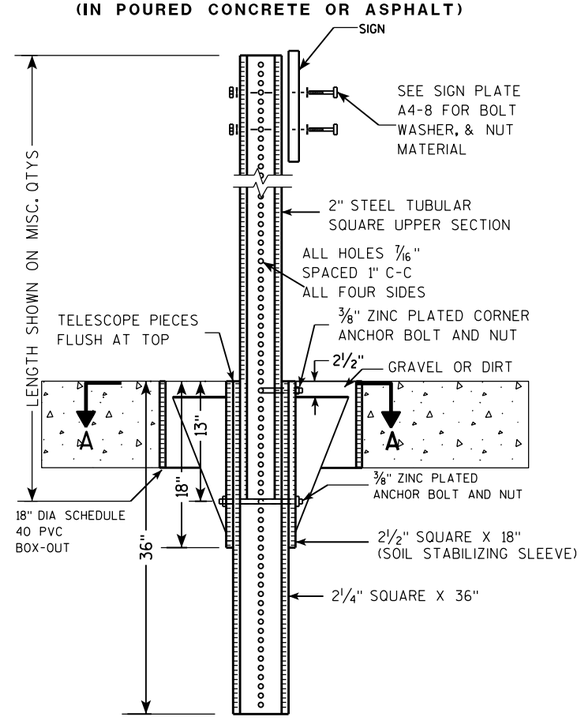
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



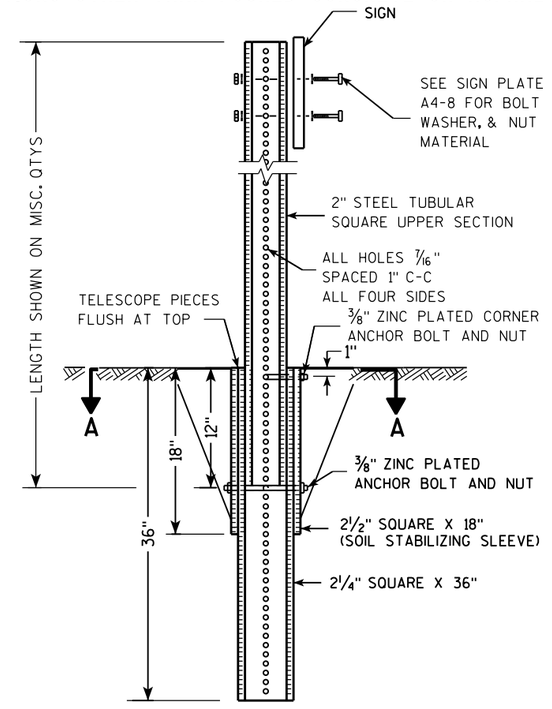
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

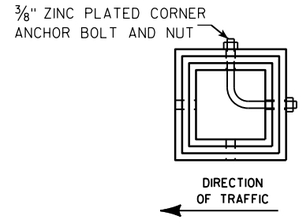


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

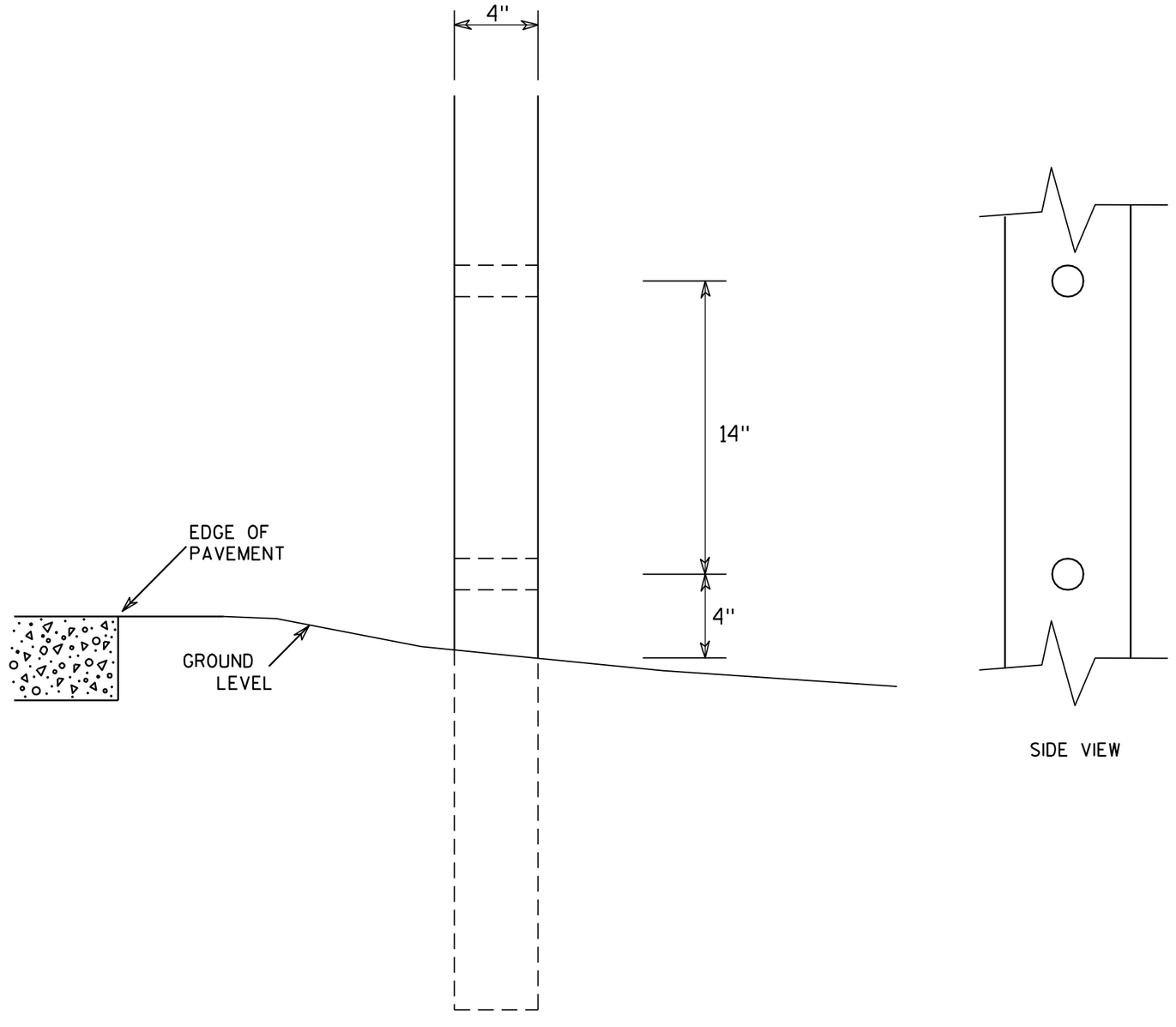
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 284 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

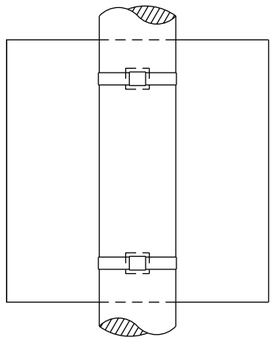
APPROVED Chester J Spang
for State Traffic Engineer

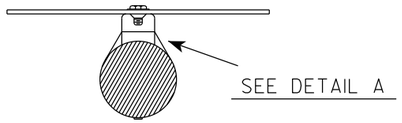
DATE 3/27/97 PLATE NO. A4-11.2

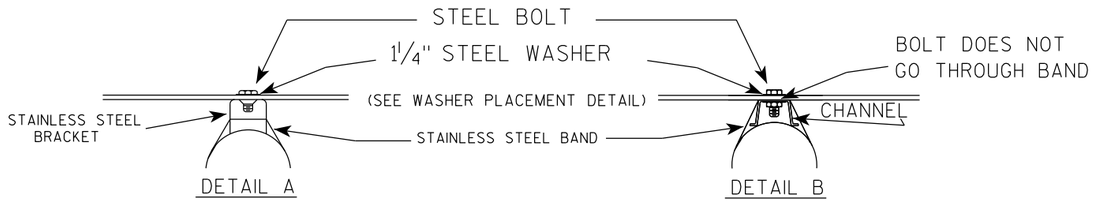
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 285	E

BANDING

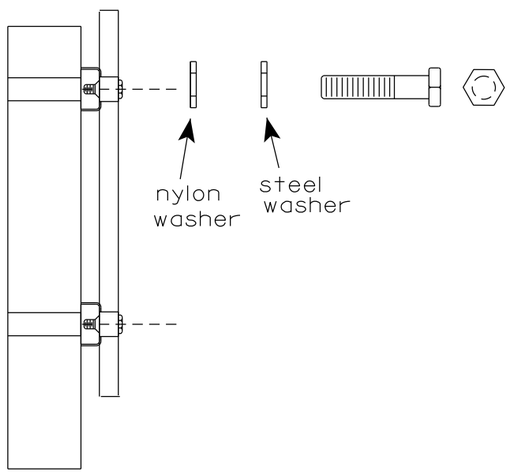
SINGLE SIGN







WASHER PLACEMENT

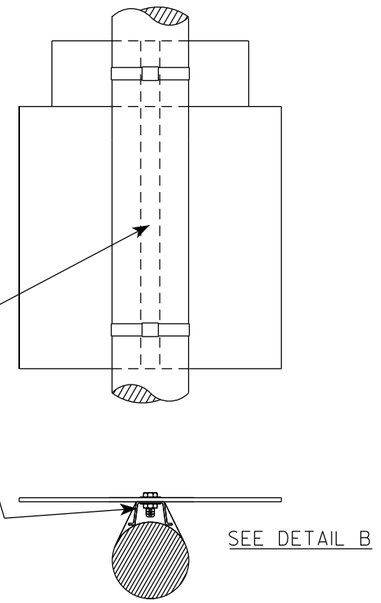


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 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



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

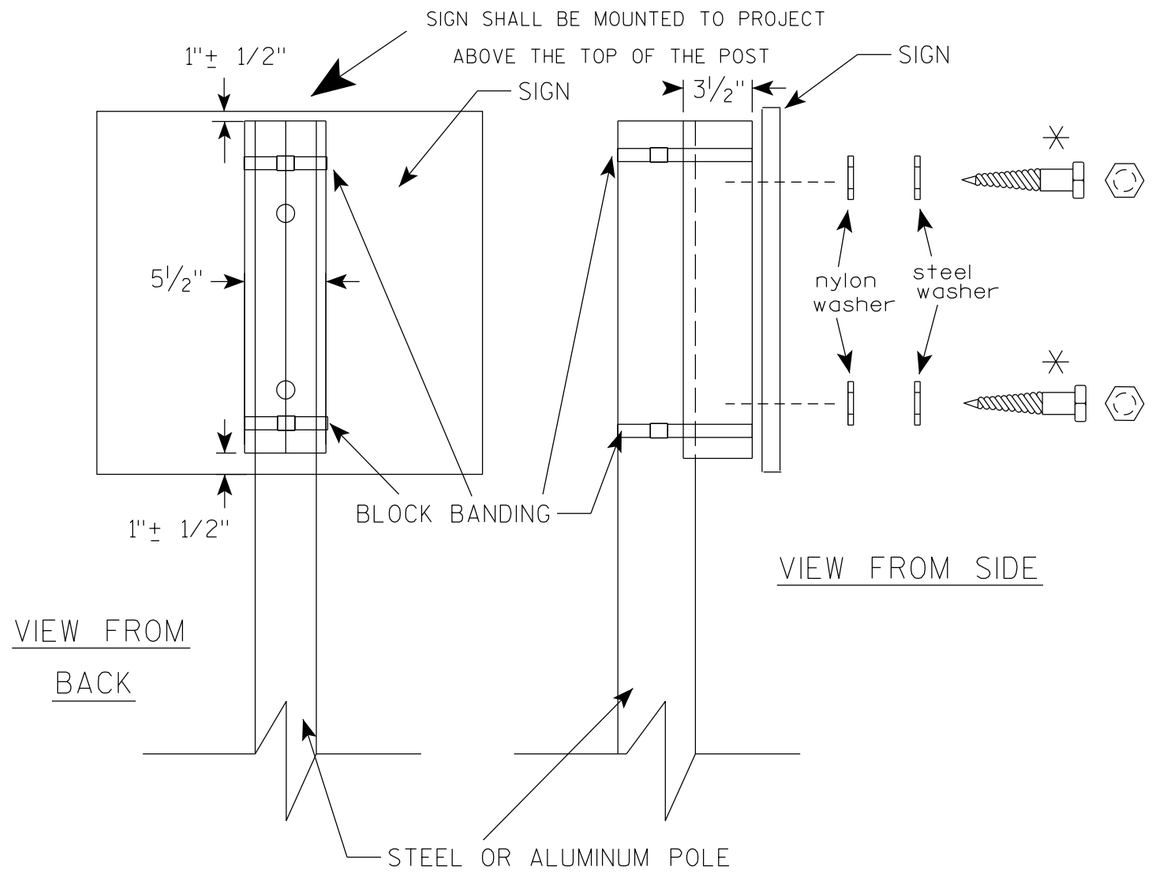
DATE 6/10/19 PLATE NO. A5-9.4

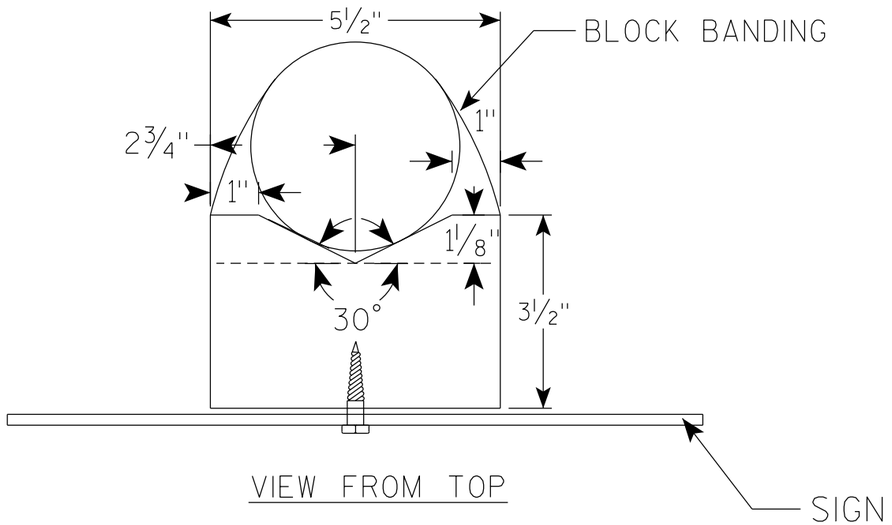
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 286	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

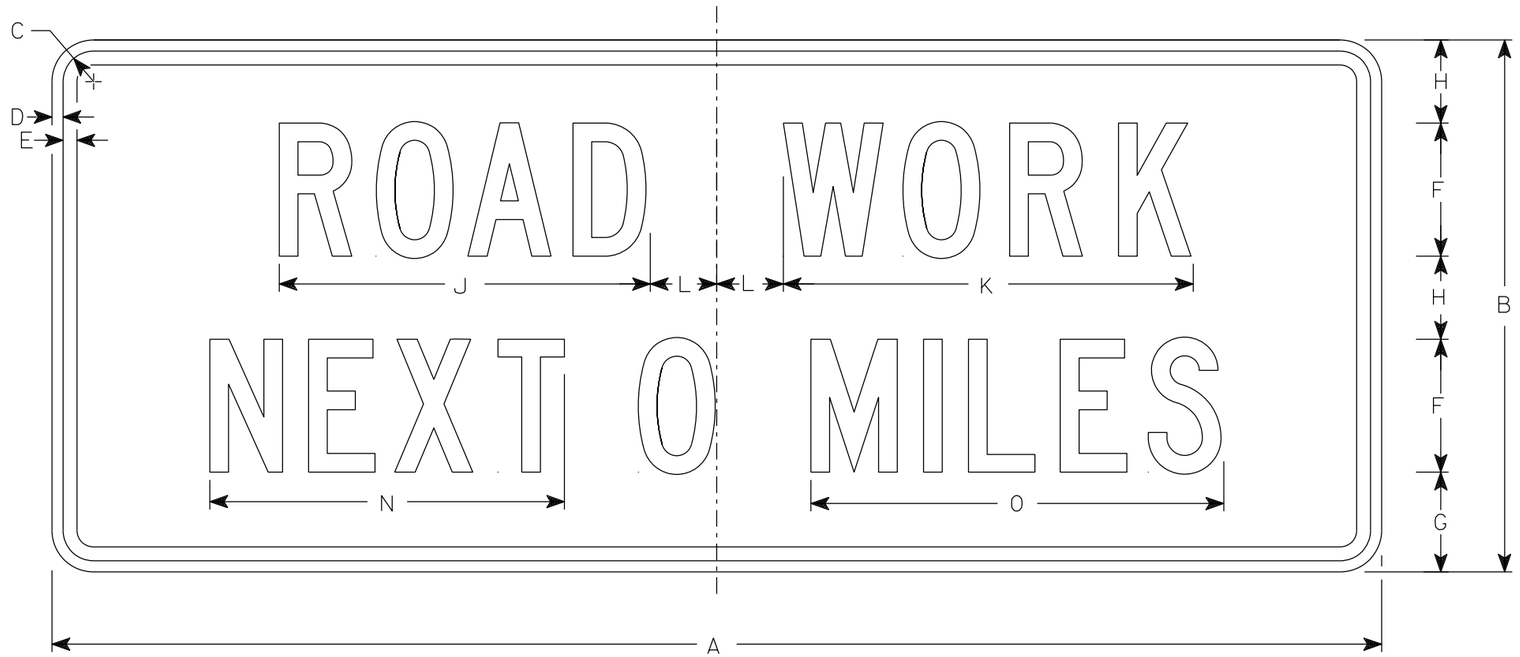
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 287 E



G20-1

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. Round distance to 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																											
2S	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0

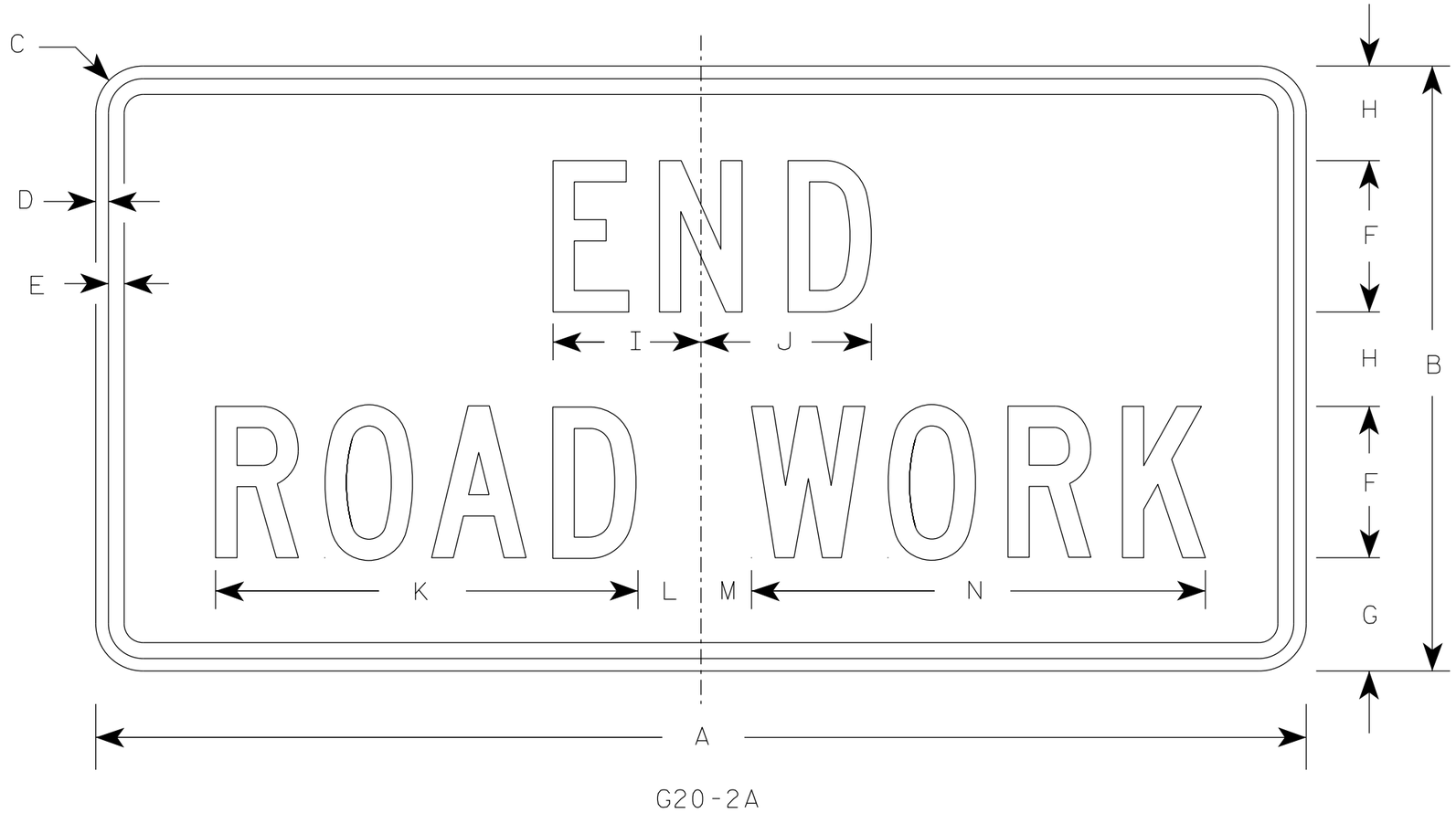
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 288	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

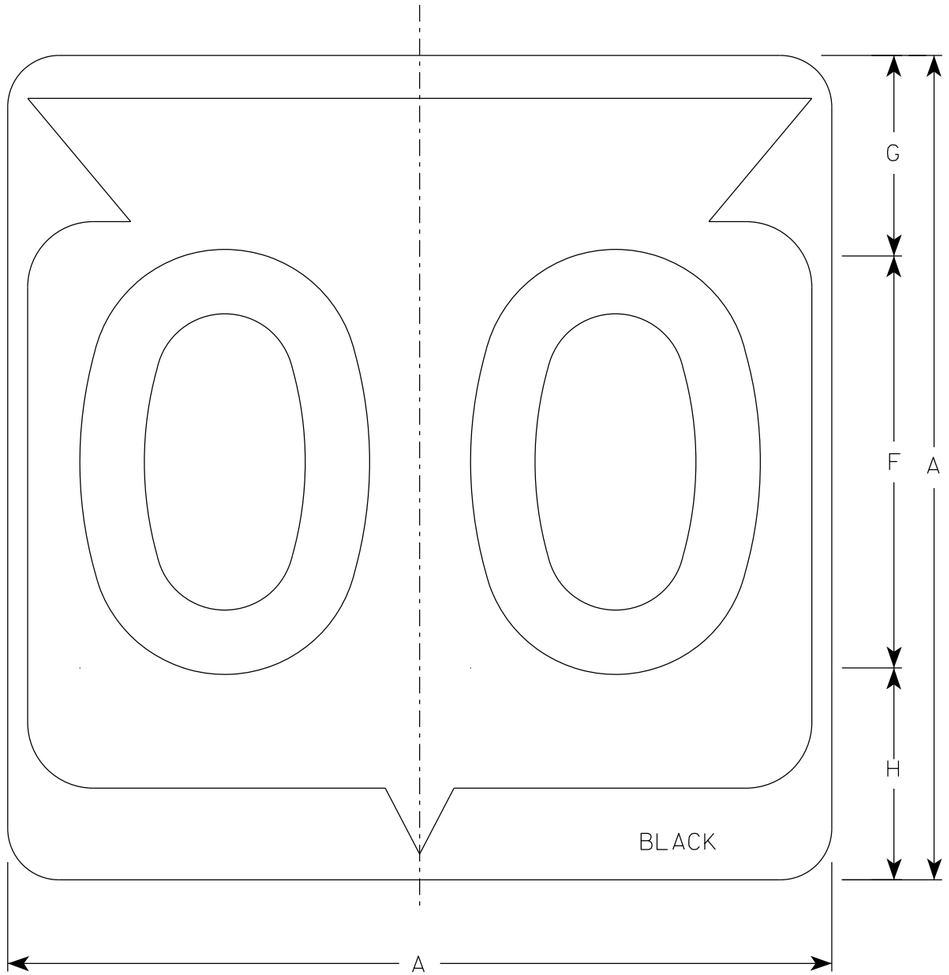
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

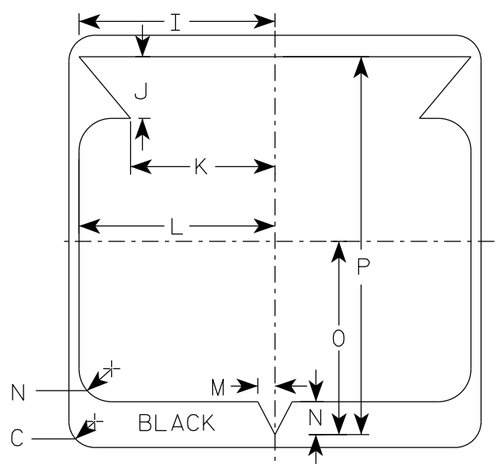
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 289 E



M1-6



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C

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

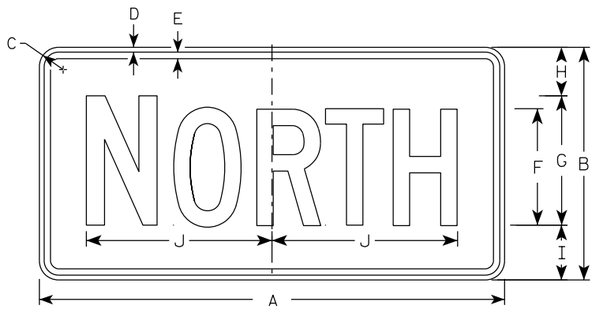
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

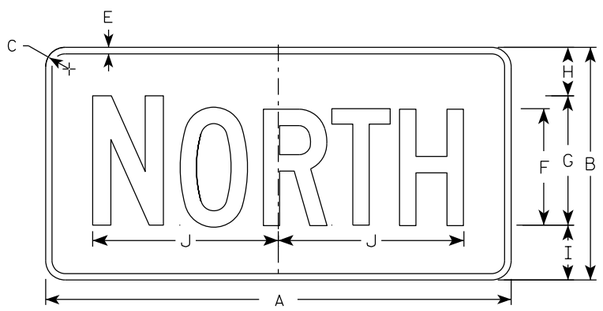
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

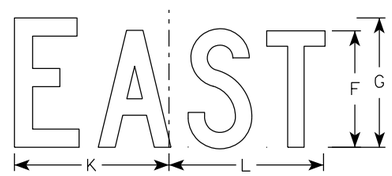
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 290	E



M3-1
MM3-1
MP3-1

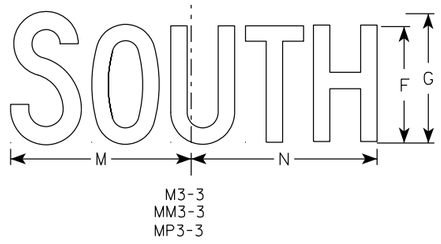


MB3-1
MK3-1
MN3-1

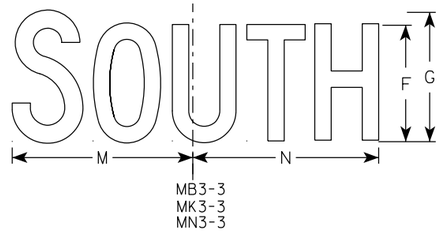


M3-2
MM3-2
MP3-2

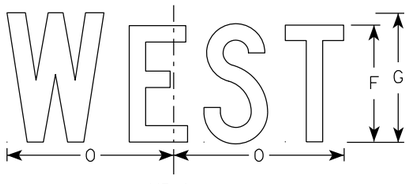
MB3-2
MK3-2
MN3-2



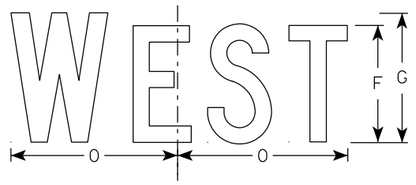
M3-3
MM3-3
MP3-3



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

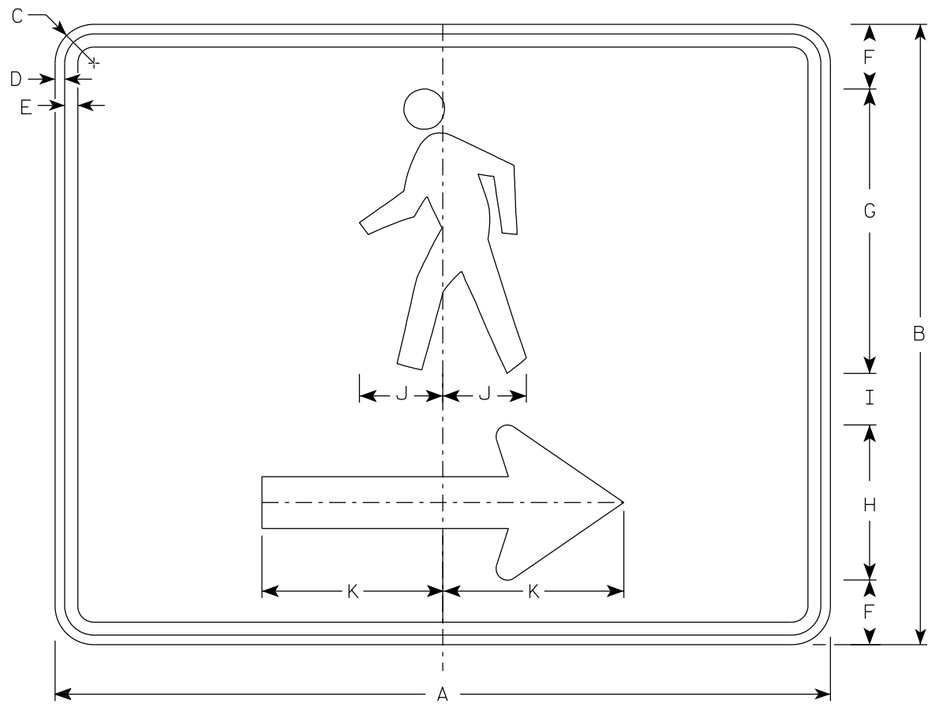
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

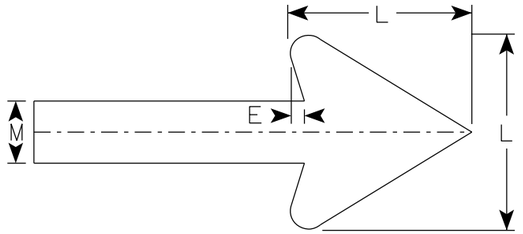
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 | E

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. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

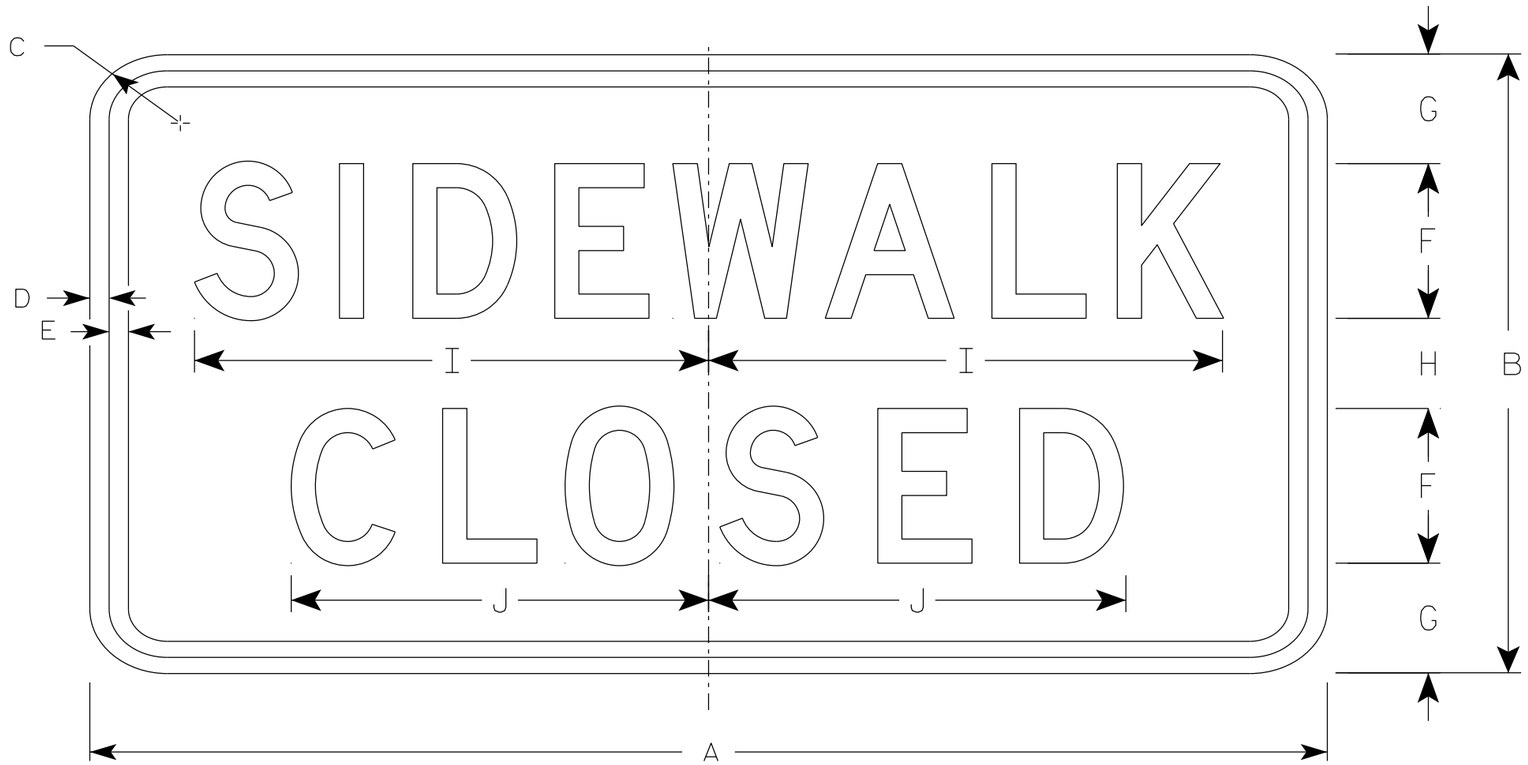
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 292 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

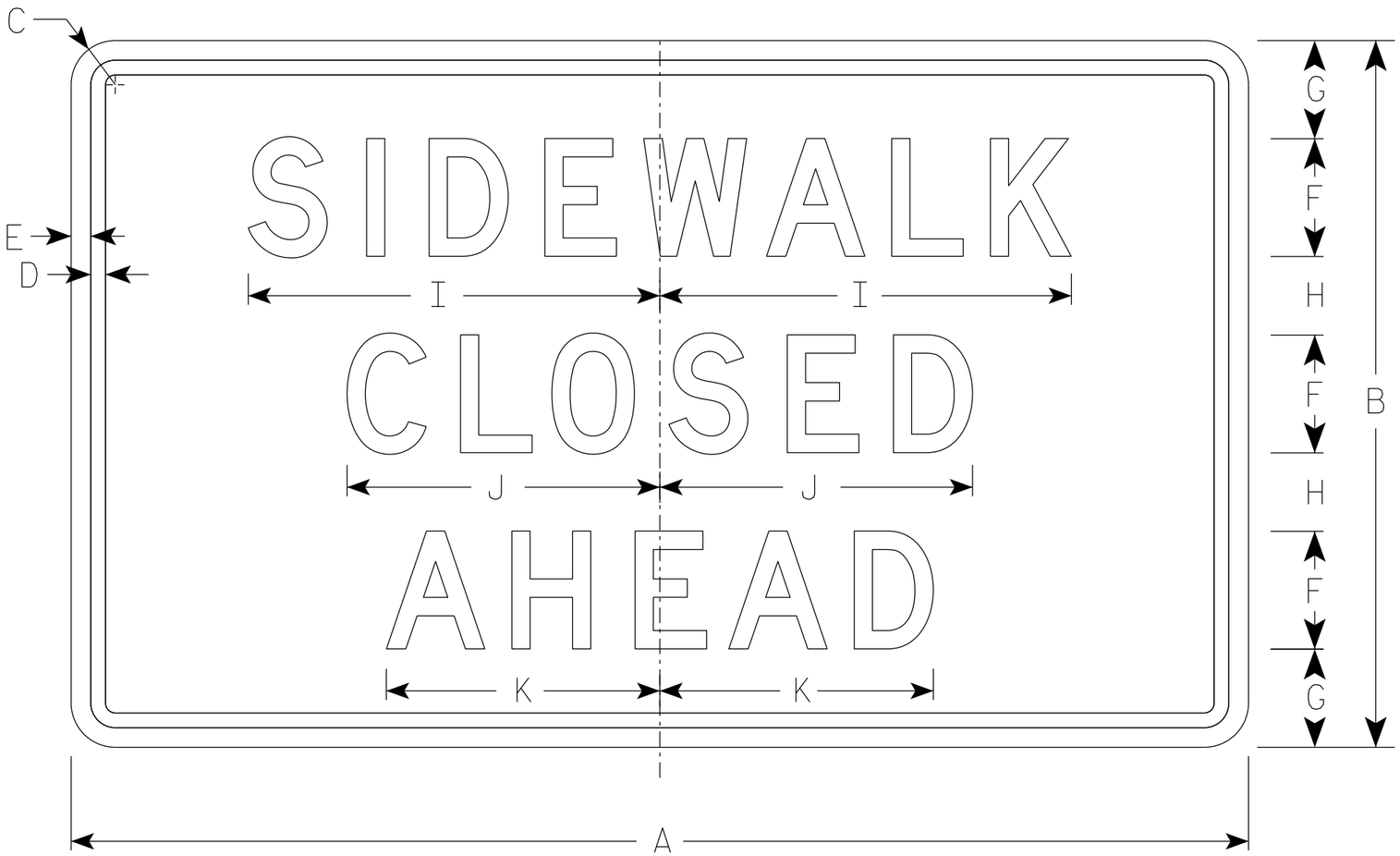
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 293 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

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	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

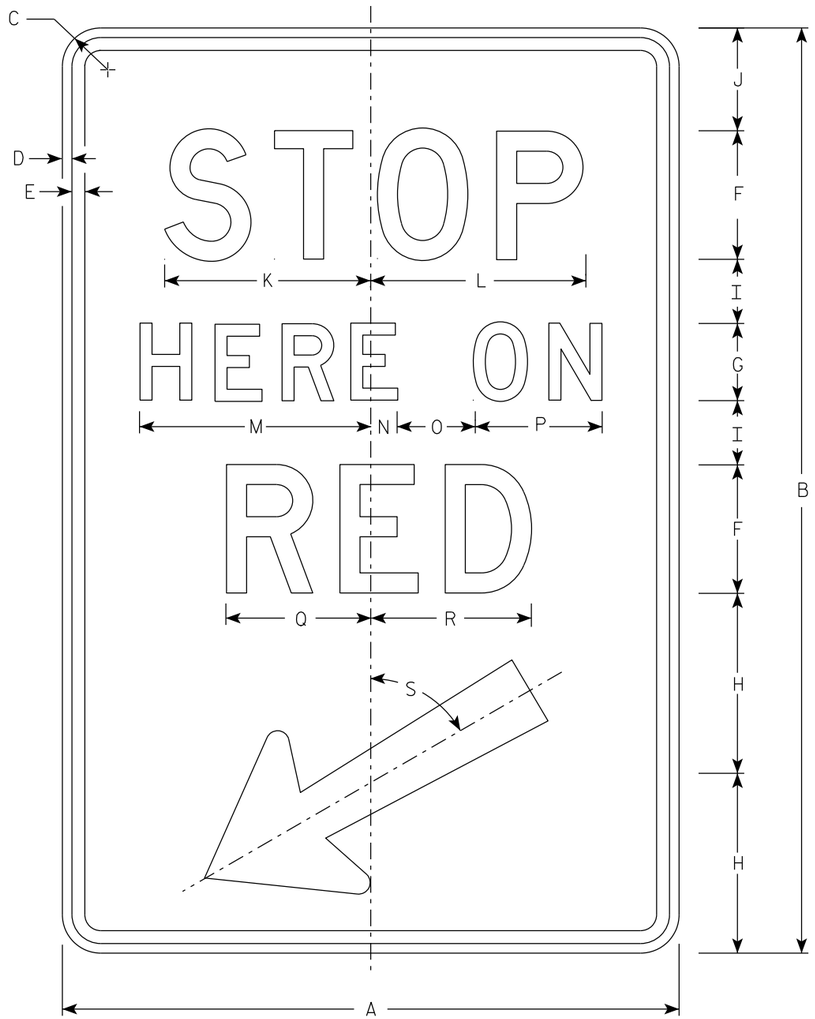
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

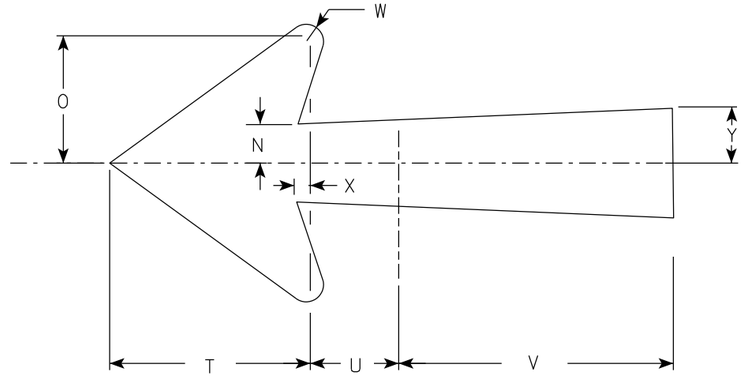
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 294 | E



R10-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



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	Areq sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/2	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

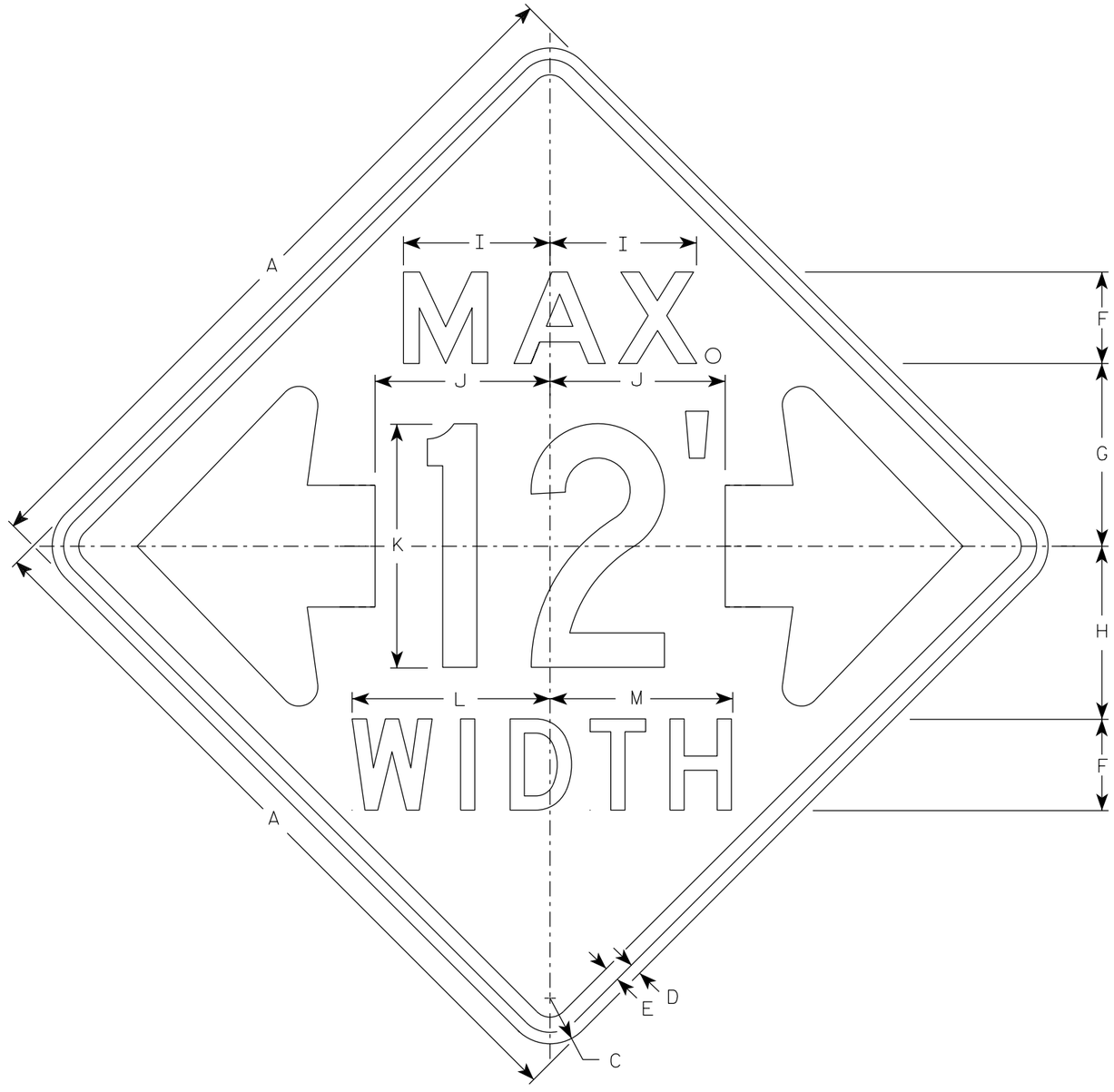
STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/24 PLATE NO. R10-6.7

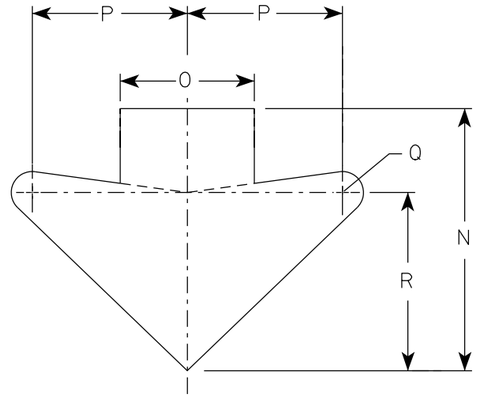
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 295	E



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																											

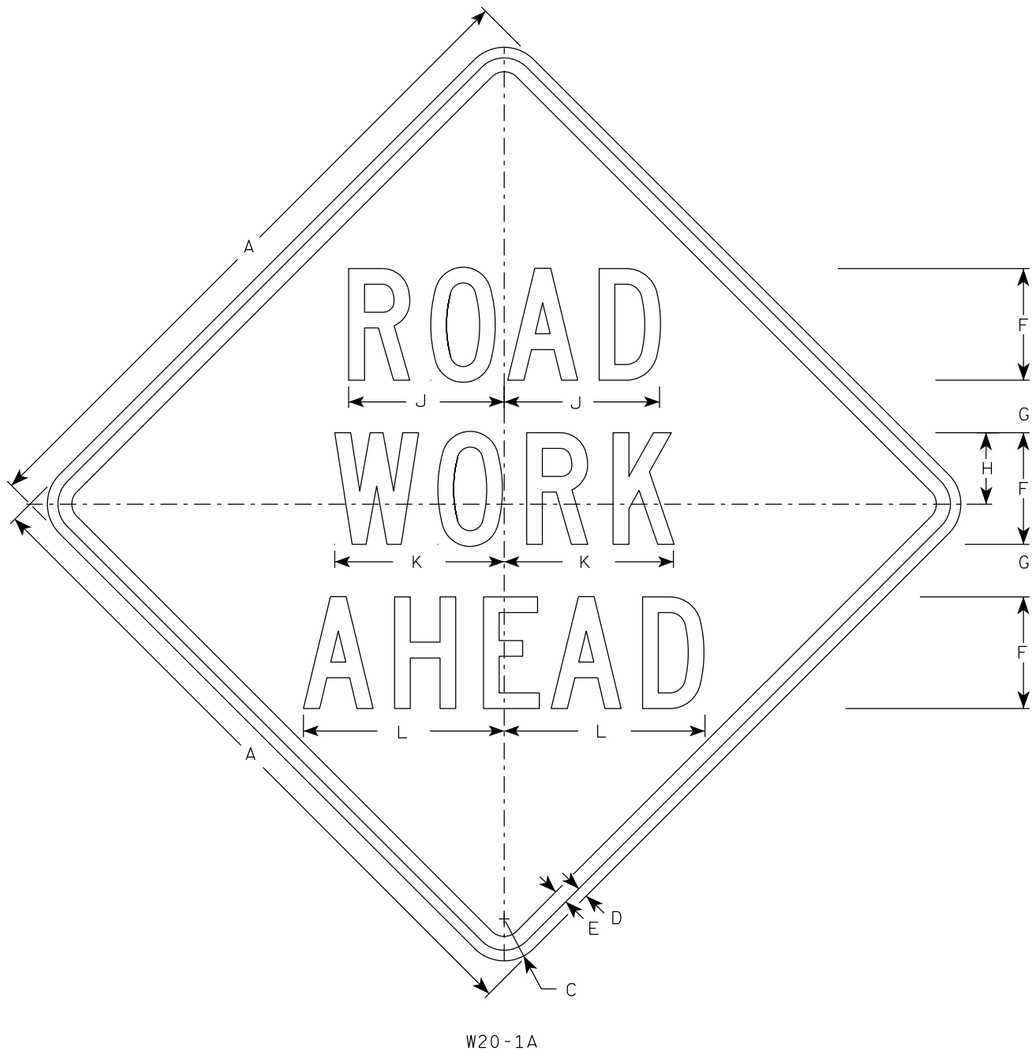
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

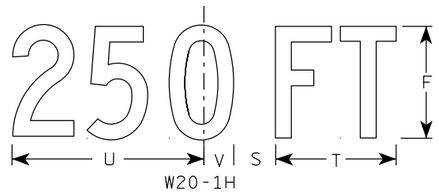
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

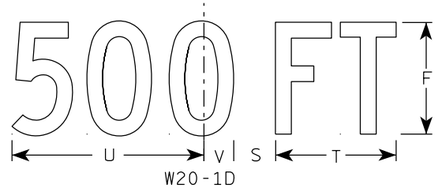
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 296 | E



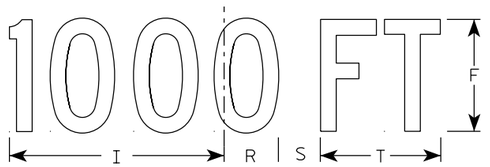
W20-1A



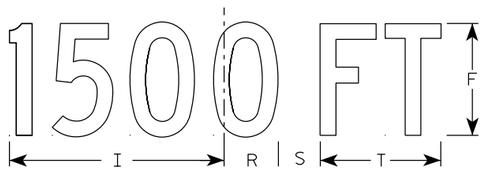
W20-1H



W20-1D



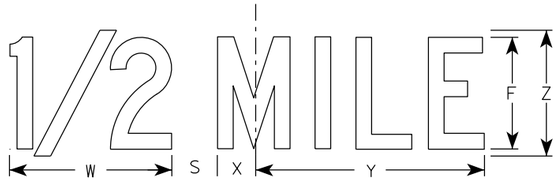
W20-1C



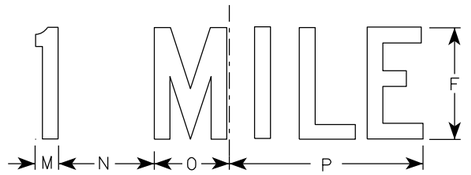
W20-1B

NOTES

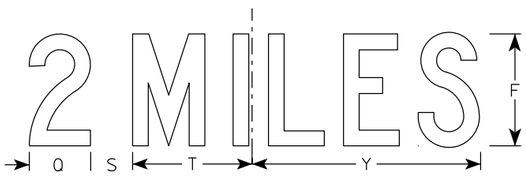
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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

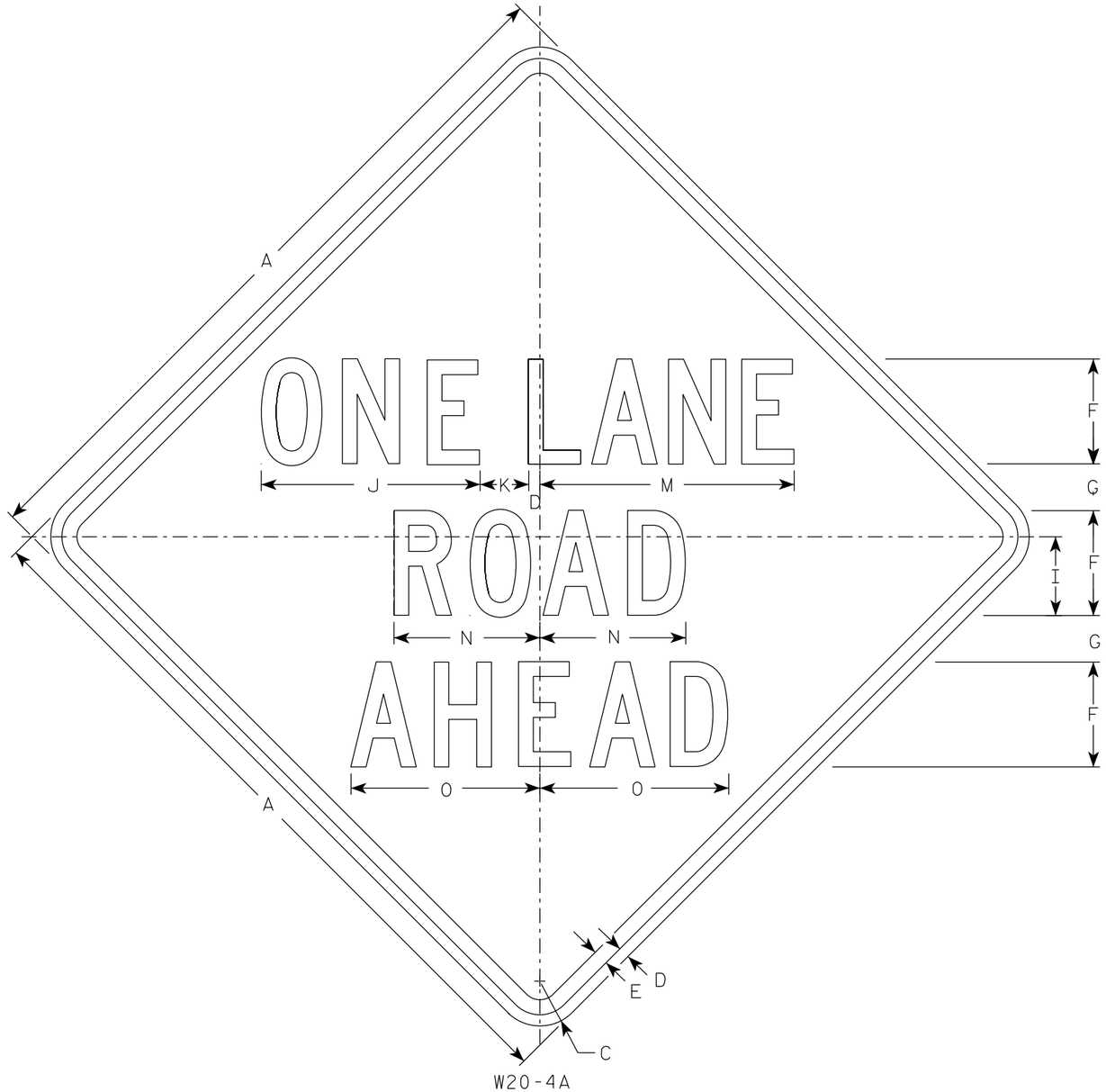
PROJECT NO:

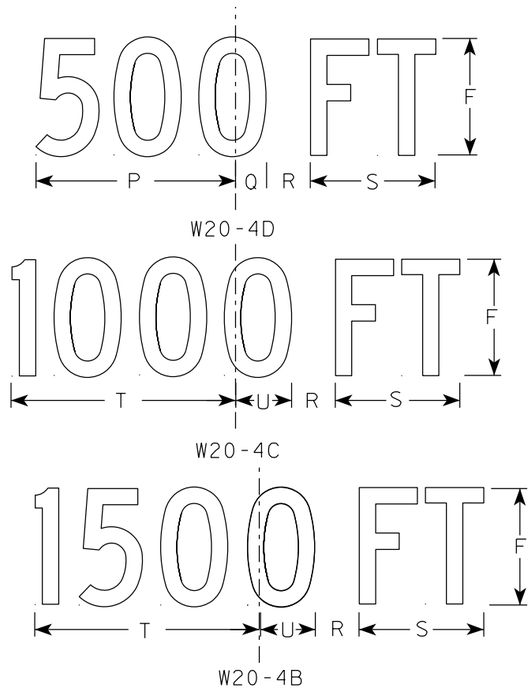
SHEET NO: 297 E

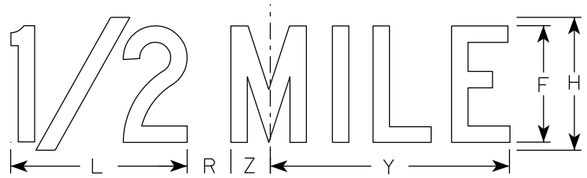
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

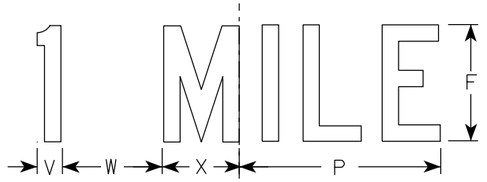
WISDOT/CADDS SHEET 42

7









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		2 1/4	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

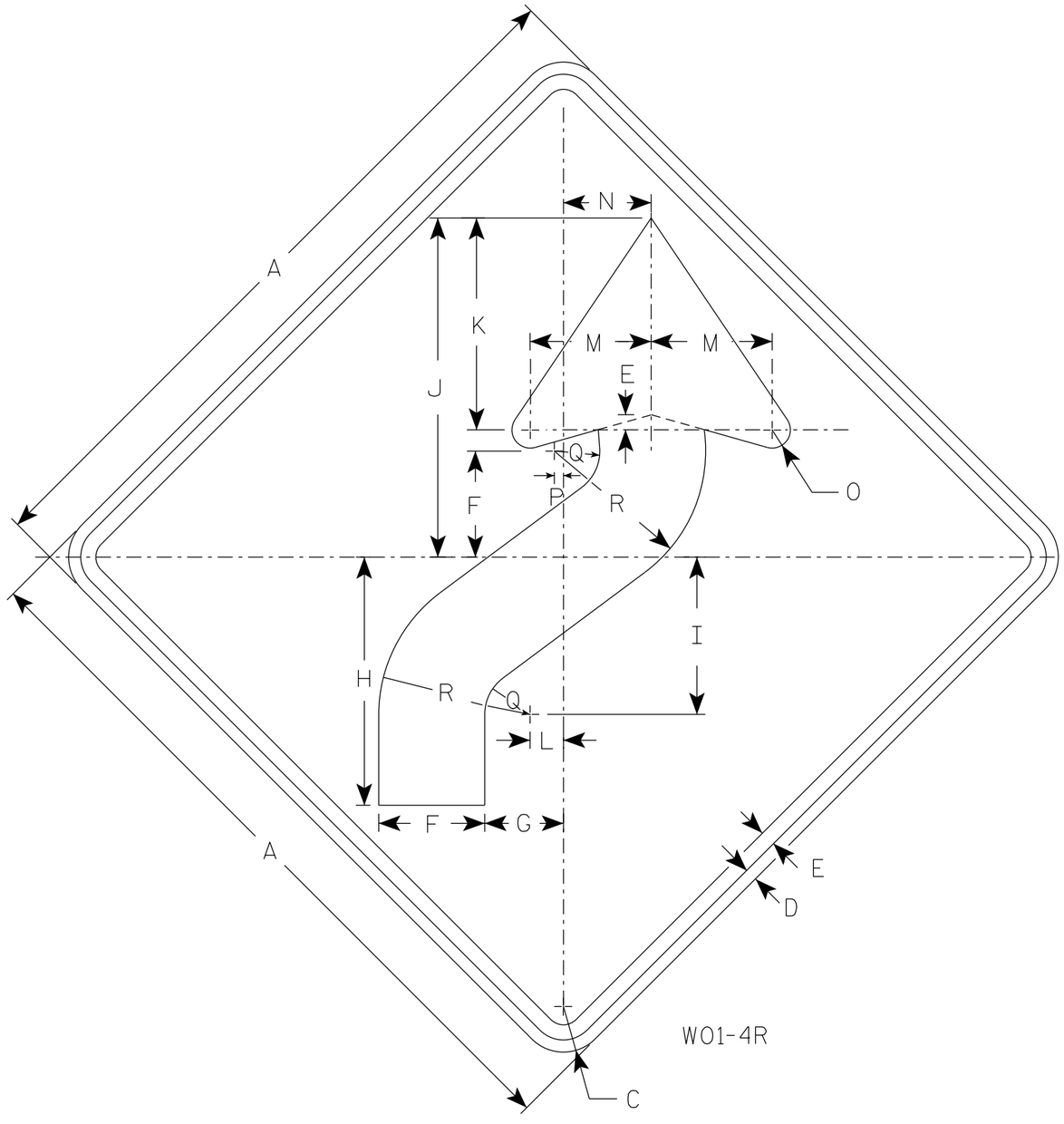
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-4.10

PROJECT NO:

SHEET NO: 298 E



W01-4R

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. W01-4L is the same as W01-4R 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

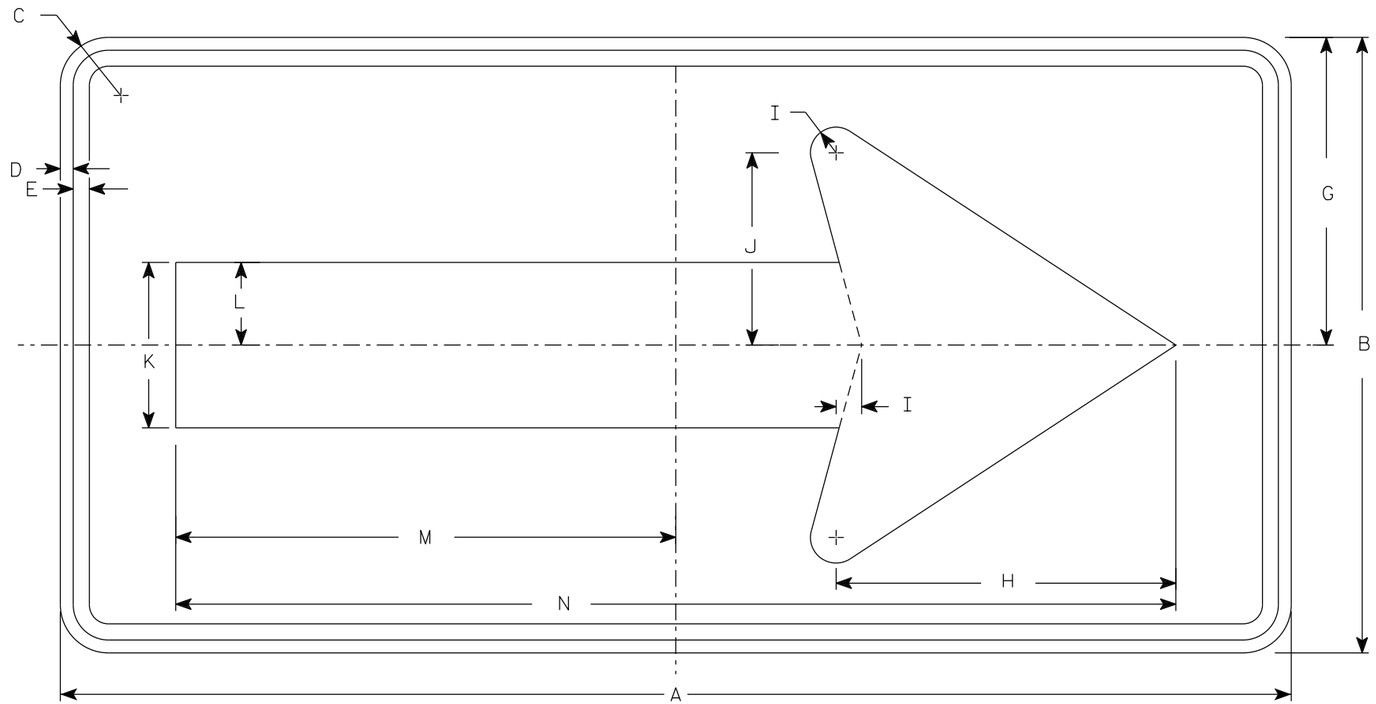
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 299 | 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

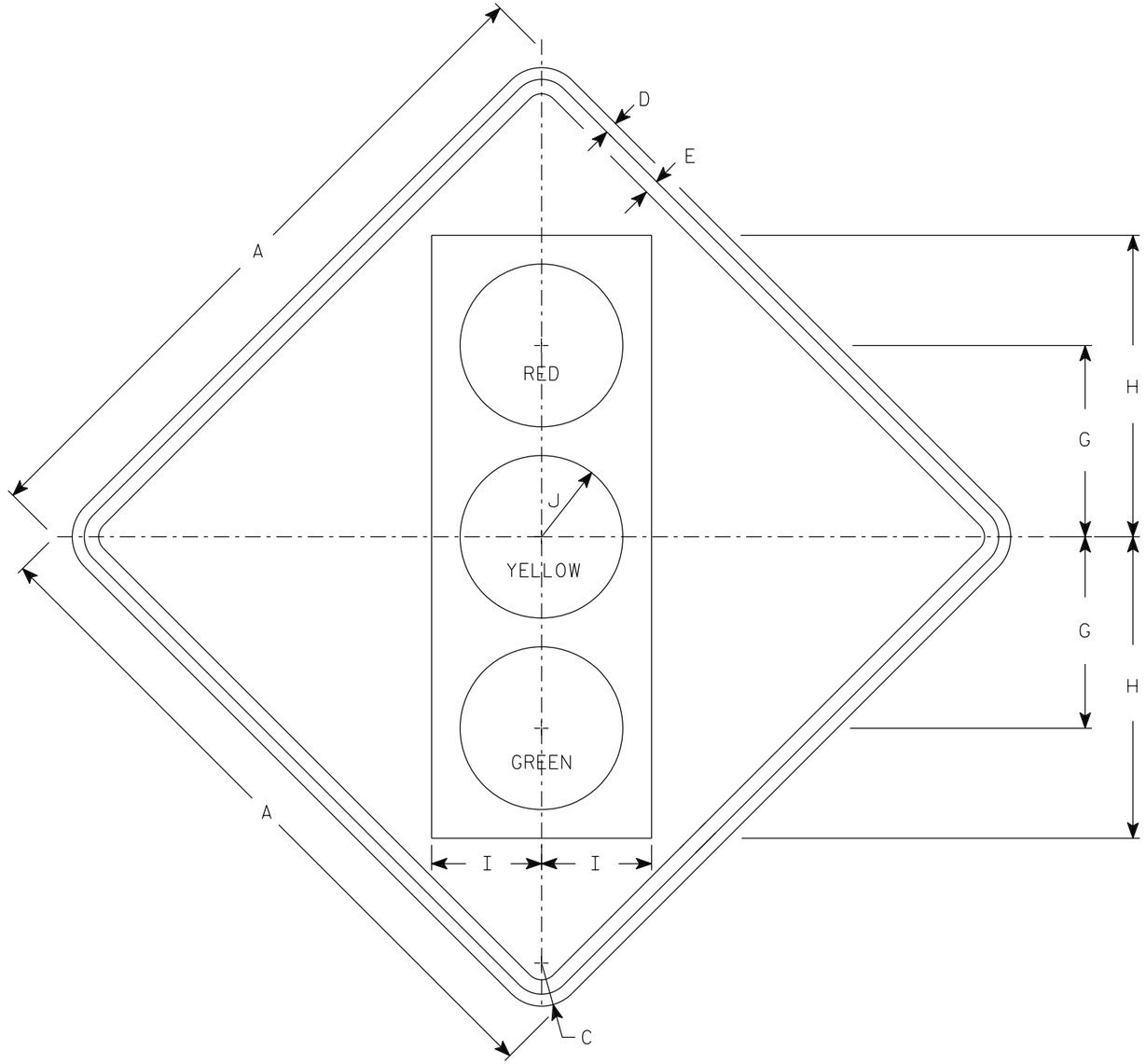
STANDARD SIGN
WO1-6

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



W03-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0

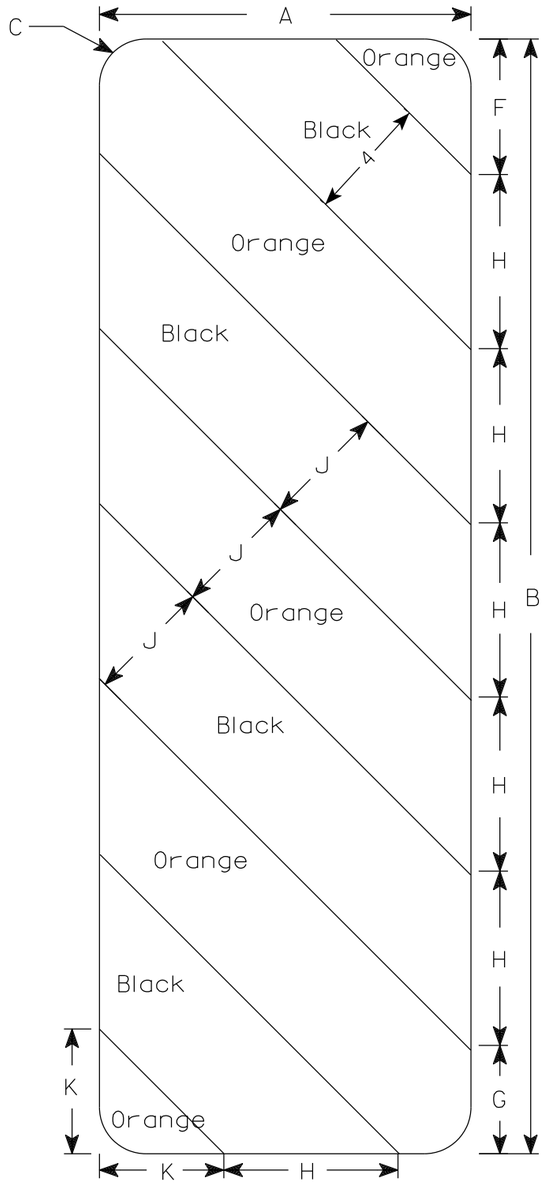
STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

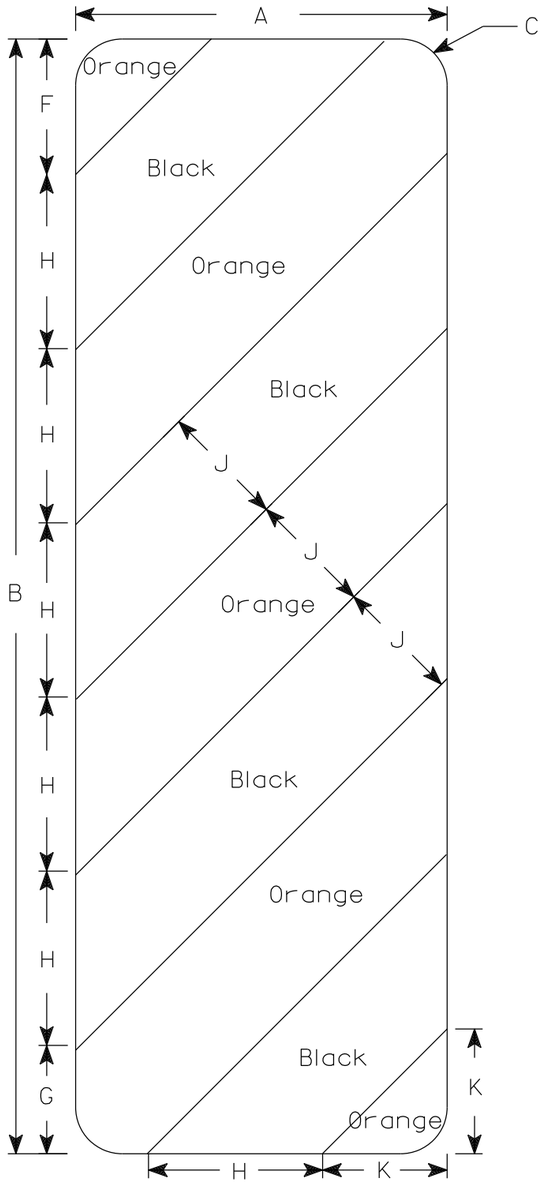
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-3.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	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 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

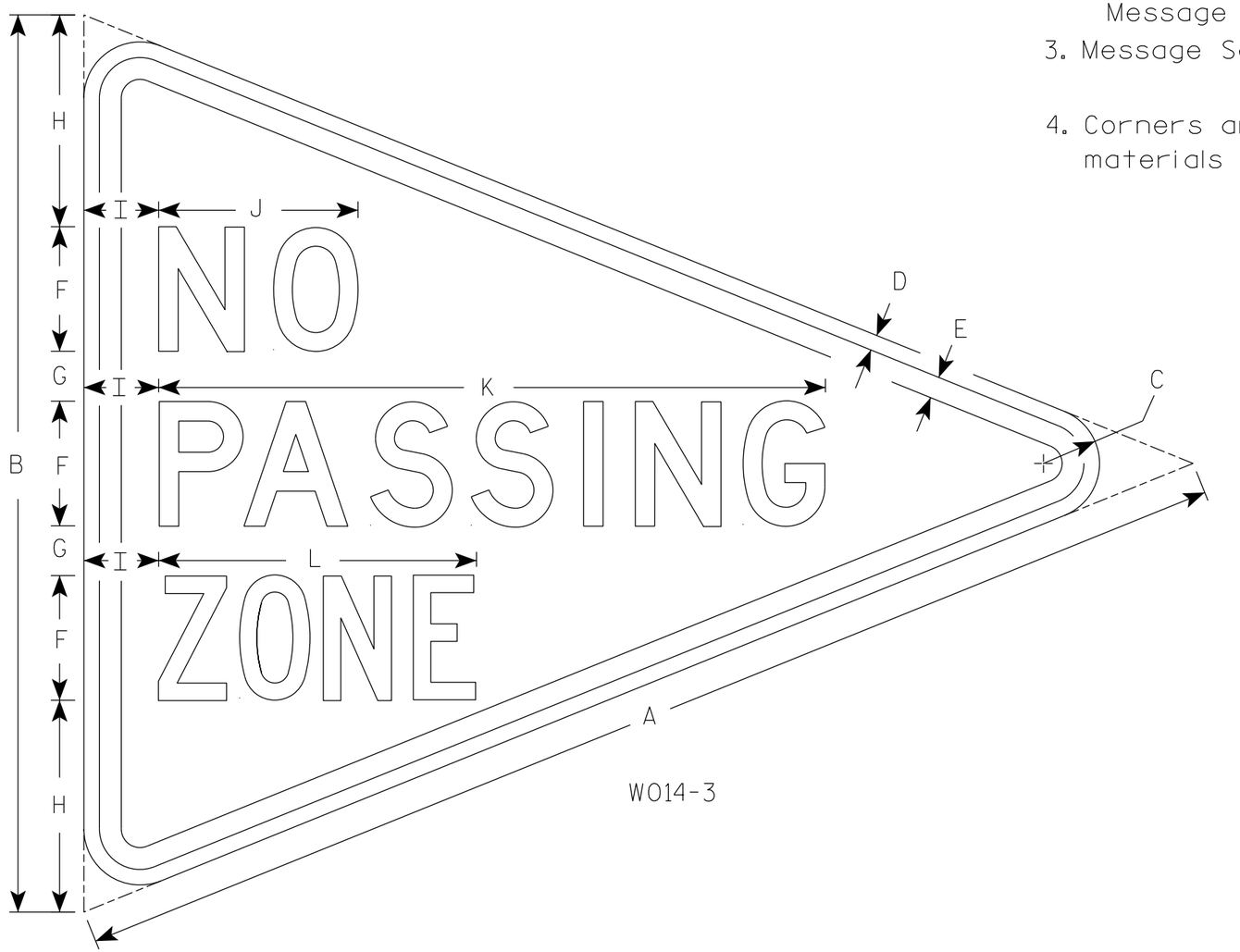
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/2024 PLATE NO. W05-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 302	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W014-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W014-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

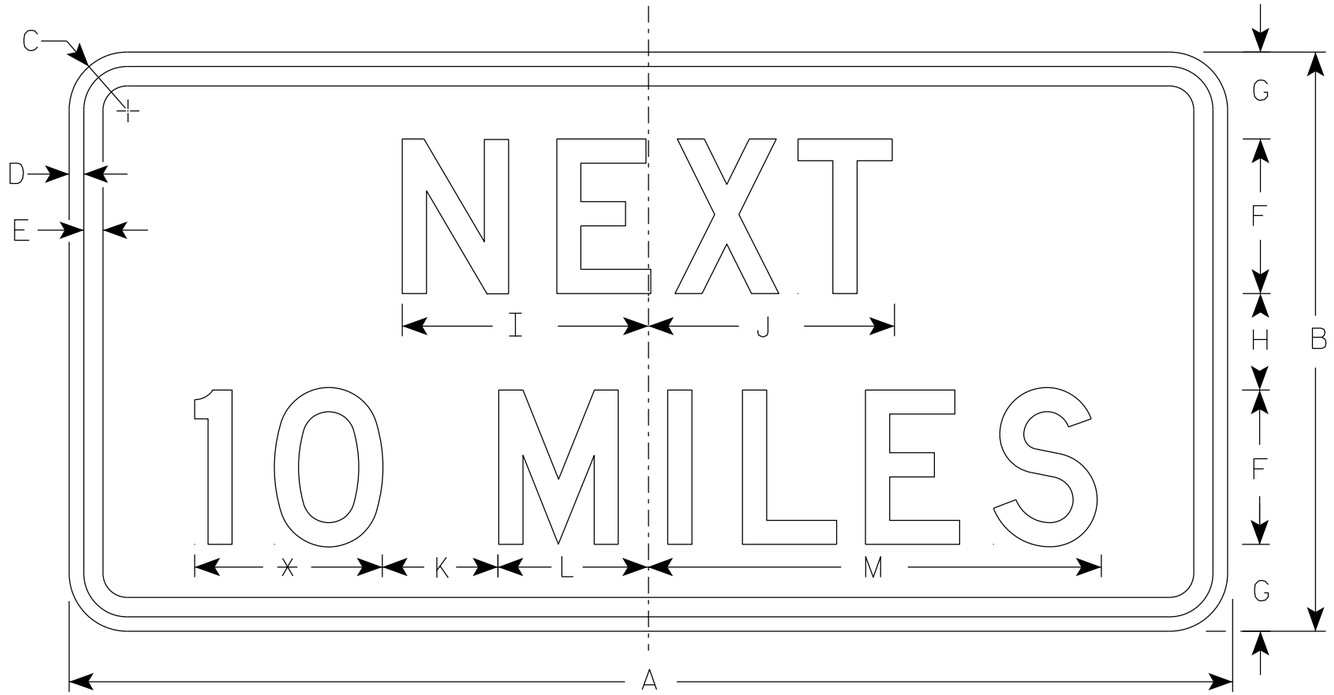
DATE 10/7/21 PLATE NO. W014-3.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0143.dgn PLOT DATE : 7-OCT 2021 10:33 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7



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

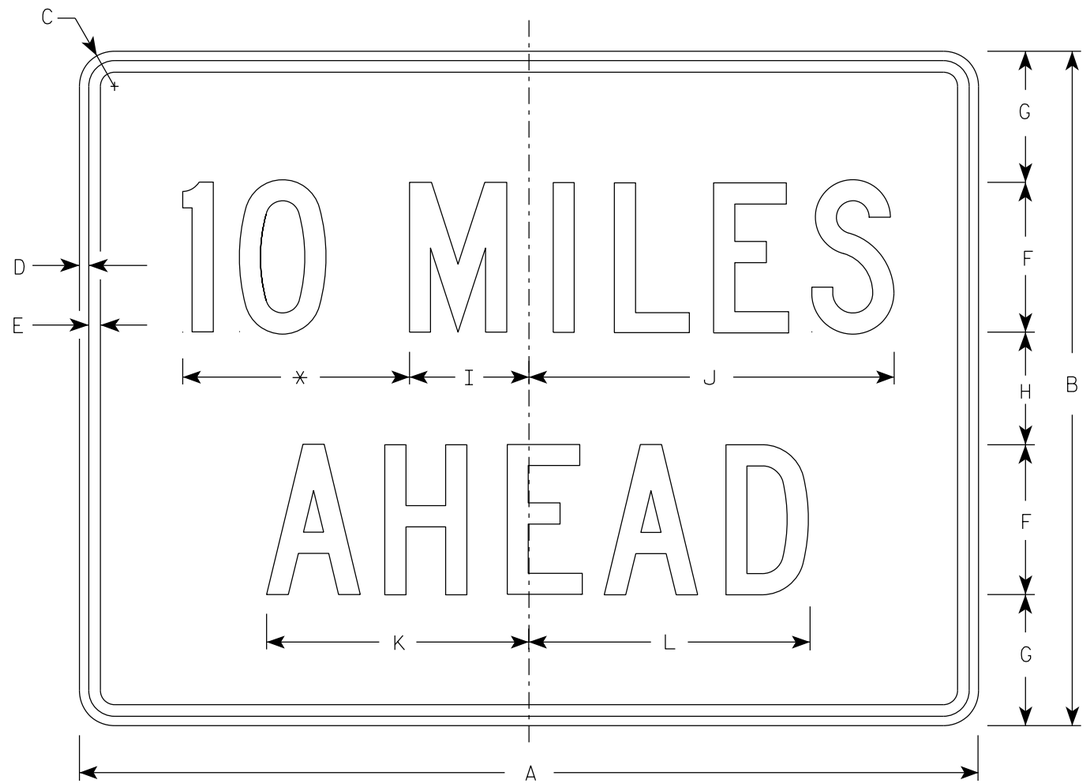
STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

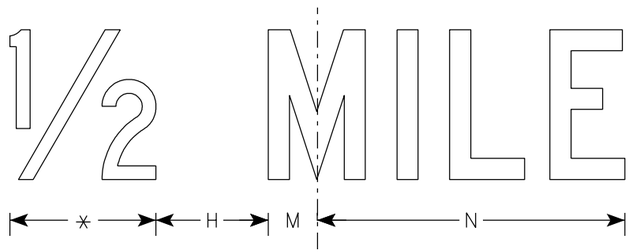
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-51.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	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

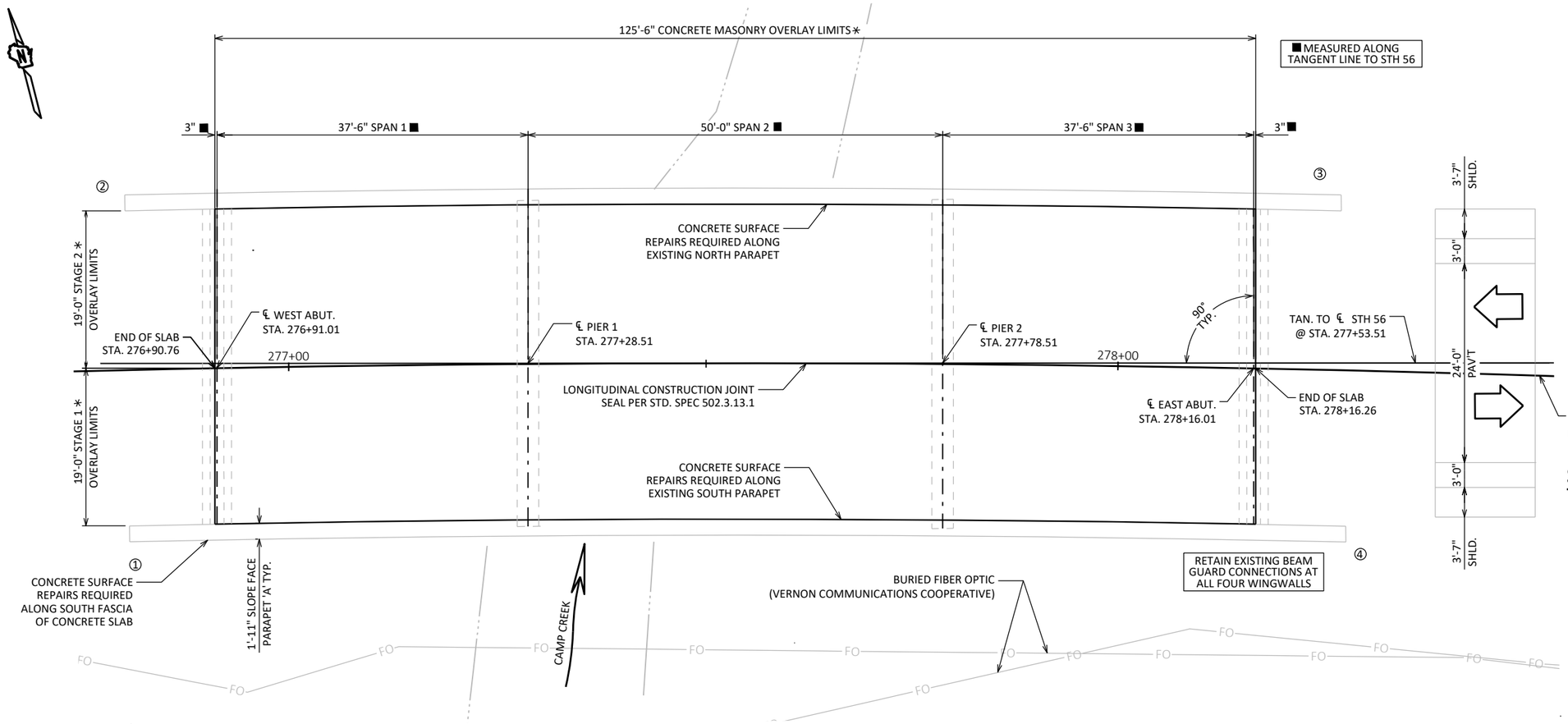
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E

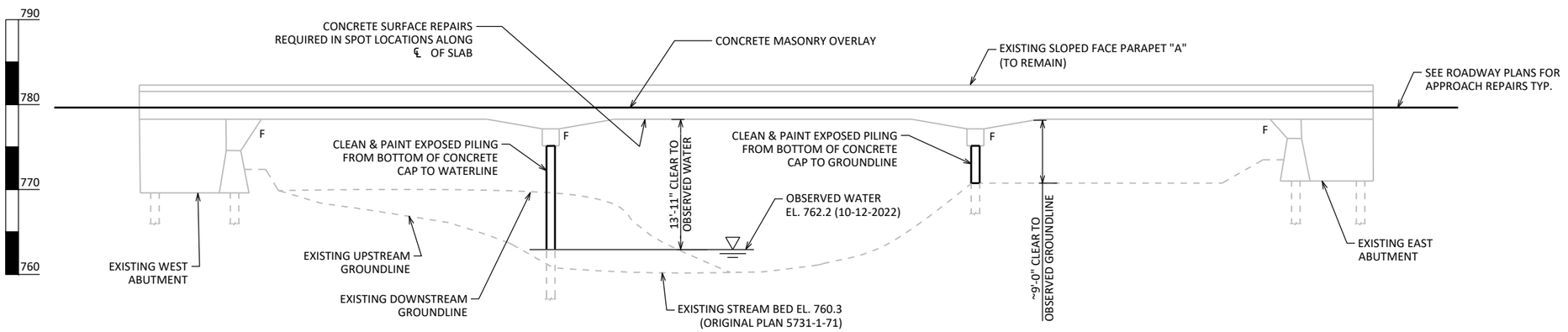
STATE PROJECT NUMBER

5730-00-64



PLAN B-52-50

(REHAB - CONCRETE MASONRY OVERLAY ON EXISTING 3 SPAN CONCRETE HAUNCHED SLAB)



ELEVATION

(LOOKING NORTH)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: H20-44
INVENTORY RATING: HS15
OPERATING RATING: HS25
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 161 (KIPS)

TRAFFIC DATA

A.A.D.T (2028) = 580
A.A.D.T (2048) = 580
DESIGN SPEED = 55 MPH

MATERIAL PROPERTIES:

CONCRETE MASONRY, OVERLAY DECKS ——— f'_c = 4,000 PSI
CONCRETE MASONRY, ALL OTHER ——— f'_c = 4,000 PSI

◯ –INDICATES WING NUMBER

∗ –INDICATES CONCRETE OVERLAY LIMITS

SCOPE OF WORK

- REMOVAL OF EXISTING CONCRETE OVERLAY AND PLACEMENT OF A NEW CONCRETE OVERLAY
- CLEAN AND PAINT STEEL PIER PILING
- CONCRETE SURFACE REPAIRS ON SLAB AND PARAPET
- REPLACEMENT OF SW APPROACH INLET (SEE ROADWAY PLANS)

LIST OF DRAWINGS:

1. REHAB GENERAL PLAN
2. CROSS SECTION, QUANTITIES & NOTES
3. DECK PREPARATION DETAILS

WISCONSIN PROFESSIONAL ENGINEER
NATHAN J KINDT
E-48663
SUAMICO
WIS.
Nathan J Kindt
2-27-2026

CONSULTANT DESIGN CONTACT:
NATHAN KINDT
(920) 392-5155

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

MSA
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 PANKRATZ STREET, MADISON WI 53704
(608) 242-7779 www.msa-ps.com

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 05/11/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-52-50

STH 56 OVER CAMP CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
RICHLAND	FOREST

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	AJN	DESIGNED CK'D	NJK	DRAWN BY	EKK	PLANS CK'D	NJK

REHAB GENERAL PLAN

SHEET 1 OF 3
306

FILE = 93699 B-52-050-01

8

8

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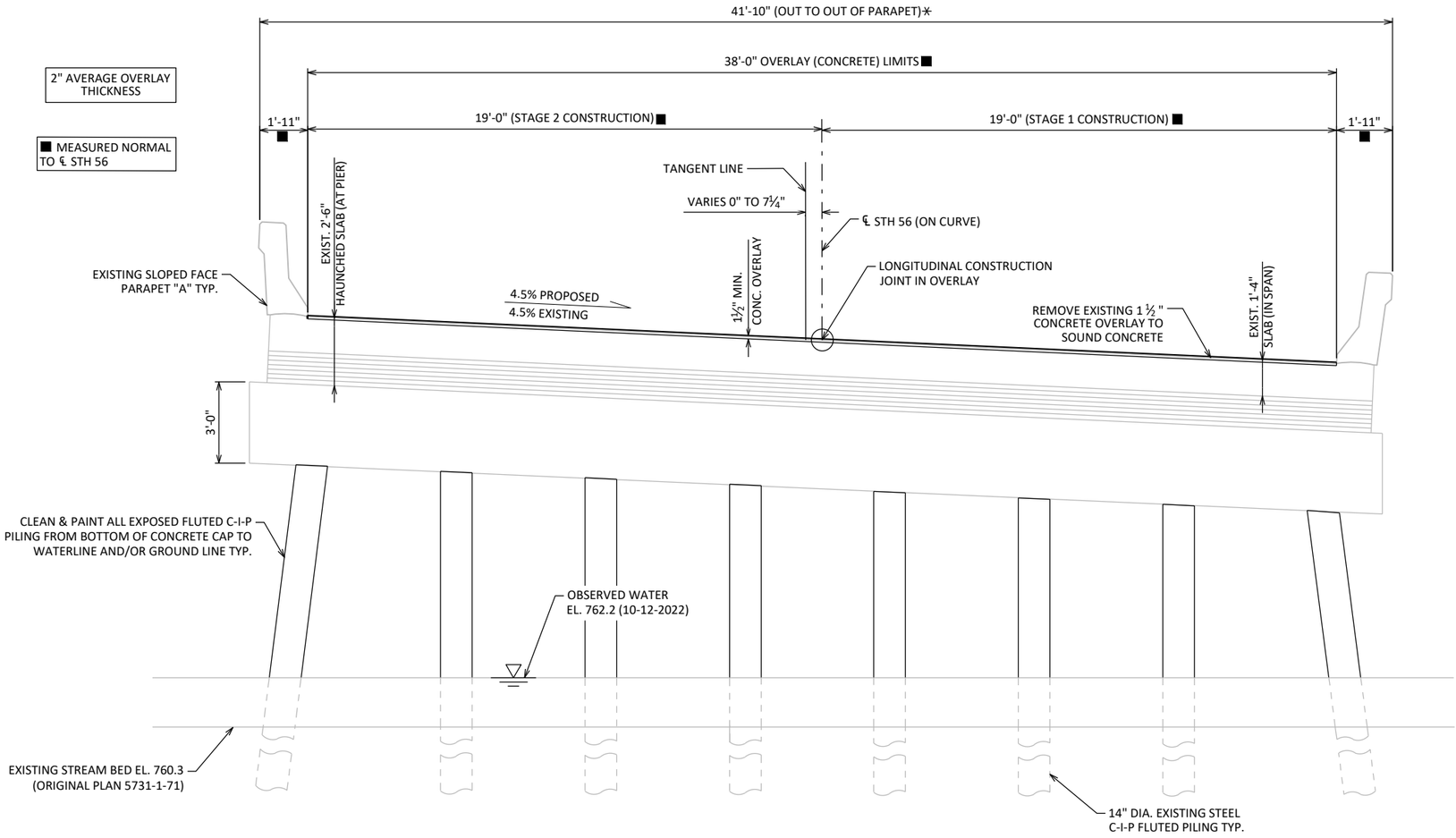
2/26/2026 4:12 PM

STATE PROJECT NUMBER

5730-00-64



CROSS SECTION THRU ROADWAY

(LOOKING EAST)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

SEE ROAD PLANS FOR TRAFFIC CONTROL. STAGING OF SIDES MAY BE SWITCHED IF APPROVED BY THE ENGINEER.

DIMENSIONS SHOWN ARE BASED ON EXISTING STRUCTURE PLANS. ORIGINAL 1975 PLANS AND 2000 REHABILITATION PLANS ARE AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

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

THIS PROJECT WILL REHABILITATE THE EXISTING STRUCTURE B-52-50, A THREE SPAN, 127 FOOT LONG, CONTINUOUS CONCRETE HAUNCHED SLAB BRIDGE. THE STRUCTURE IS FOUNDED ON THE PILE ENCASED CONCRETE ABUTMENTS AND CONCRETE PIER CAPS SUPPORTED BY STEEL C-I-P FLUTED PILING.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY.

THE EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE ENTIRE BRIDGE SLAB UNDER THE BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY B-52-50". EXISTING CONCRETE COVER (1" MIN.) SHALL BE MAINTAINED.

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½ - INCH TO ACCOUNT FOR VARIATIONS IN THE SLAB SURFACE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, AND FULL - DEPTH DECK REPAIR AREAS ARE BASED ON THE INFRARED THERMOGRAPHIC REPORT (AUGUST 2024) AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL - DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON MINIMUM OVERLAY THICKNESS OF 1 ½" PLACED ABOVE THE SLAB SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT STRUCTURES DESIGN SECTION. NO GRADE RAISE IS ANTICIPATED. FINAL GRADE SHOULD MATCH EXISTING GRADE ON BRIDGE.

DEBRIS CONTAINMENT BID ITEM IS TO BE USED ONLY FOR FULL - DEPTH DECK REPAIRS AND CONCRETE SURFACE REPAIRS OVER WATER. USE OF DEBRIS CONTAINMENT BID ITEM AT OTHER LOCATIONS SHALL NOT BE REQUIRED.

SEAL OVERLAY CONSTRUCTION JOINTS AND JOINTS BETWEEN EDGES OF OVERLAY NEAR EACH FACE OF RAILING ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

ESTIMATED C-I-P FLUTED PILING SURFACE AREA = 691 SF.

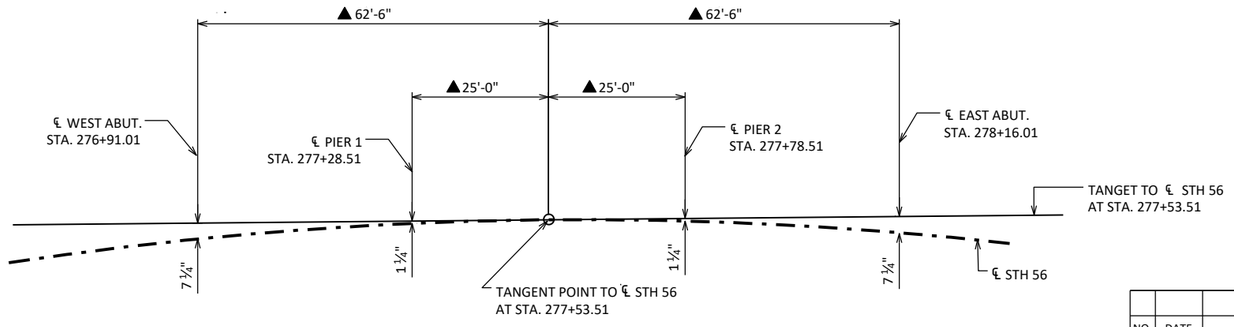
THE COLOR OF THE FINISH EPOXY TOP COAT FOR ALL STRUCTURAL STEEL AREAS SHALL BE LIGHT GRAY (FEDERAL COLOR NO. 26293).

TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
	203.0335	DEBRIS CONTAINMENT OVER WATERWAY (B-52-50)	EACH	1
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	531
⁎⁎	509.0301	PREPARATION DECKS TYPE 1	SY	237
⁎⁎	509.0302	PREPARATION DECKS TYPE 2	SY	185
	509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	531
⁎	509.1500	CONCRETE SURFACE REPAIR	SF	37
⁎⁎	509.2000	FULL - DEPTH DECK REPAIR	SY	12
	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	30
	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY (B-52-50)	SY	531
	517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-52-50	EACH	1
	SPV.0060	CLEANING AND PAINTING PILING	EACH	16

⁎ CONCRETE SURFACE REPAIR SHALL BE USED TO REPAIR AREAS OF SPALLED, DELAMINATED, OR DETERIORATED CONCRETE AT LOCATIONS ON THE SLAB EDGES AND BOTTOM AND PARAPETS AND LIMITS DETERMINED BY THE ENGINEER.

⁎ ⁎ QUANTITY LISTED IS AN ESTIMATE. COORDINATE THE FIELD IDENTIFICATION AND DETERMINATION OF ALL DECK REPAIR LOCATIONS WITH THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIR SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".



HORIZONTAL CURVE DATA

▲ DIMENSION GIVEN ALONG TANGENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-50

DRAWN BY EKK | PLANS CK'D NJK

CROSS SECTION, QUANTITIES & NOTES

SHEET 2
307

FILE = 93699 B-52-050-20

8

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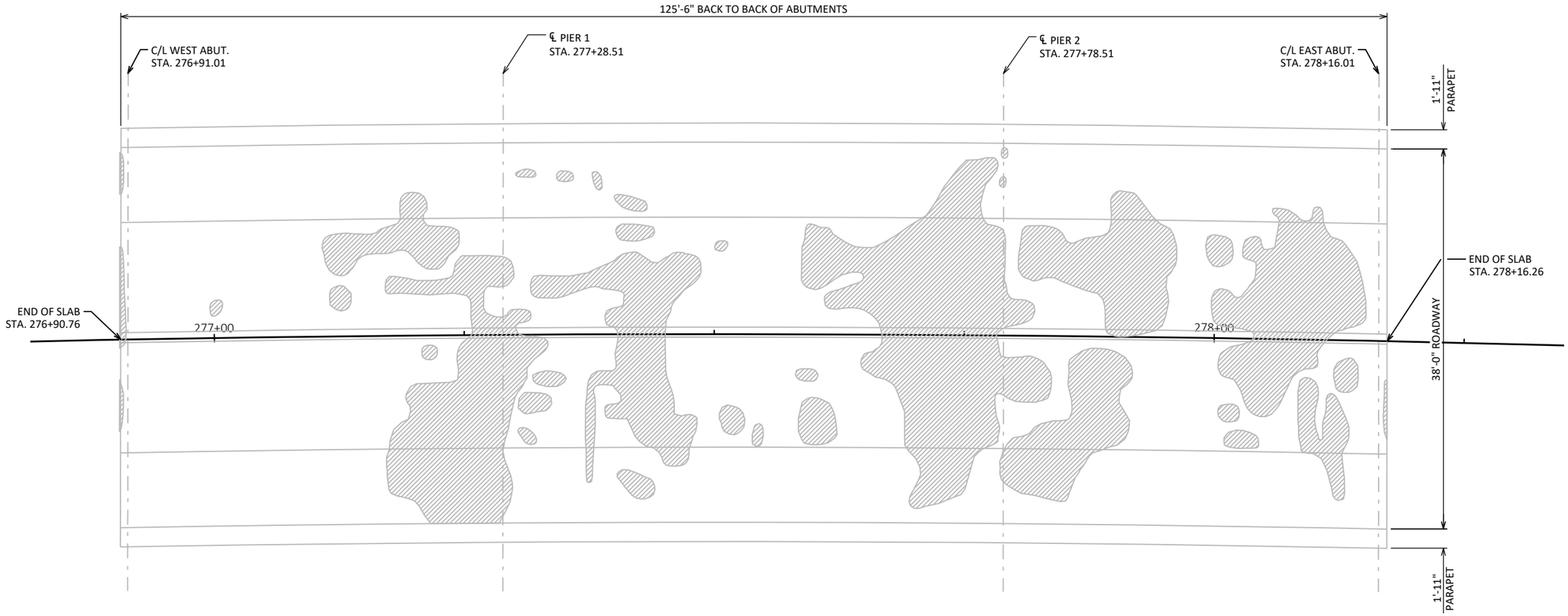
2/26/2026 4:13 PM

STATE PROJECT NUMBER
5730-00-64

FOR REFERENCE ONLY



DELAMINATION PLAN

(TOP OF EXISTING WEARING SURFACE SHOWN)

NOTES

SURVEY TYPE: INFRARED THERMOGRAPHY DELAMINATION SURVEY

SURVEY COMPLETED DATE: 8/13/2024 BY AECOM

LEGEND

DELAMINATION DETECTED BY IR
(APPROX. 1370 SQ. FT.)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-50

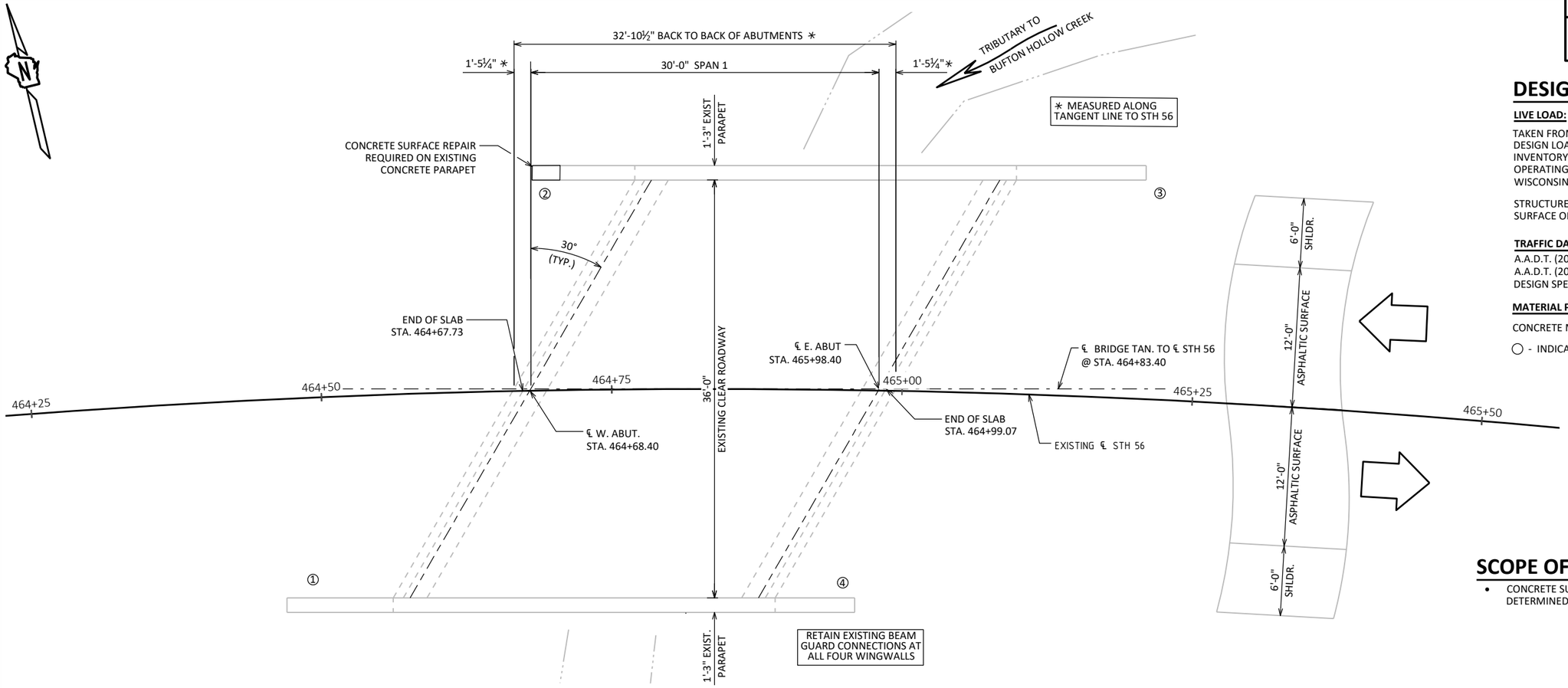
DRAWN BY	EKK	PLANS CK'D	AJN

DECK PREPARATION DETAILS

SHEET 3
308

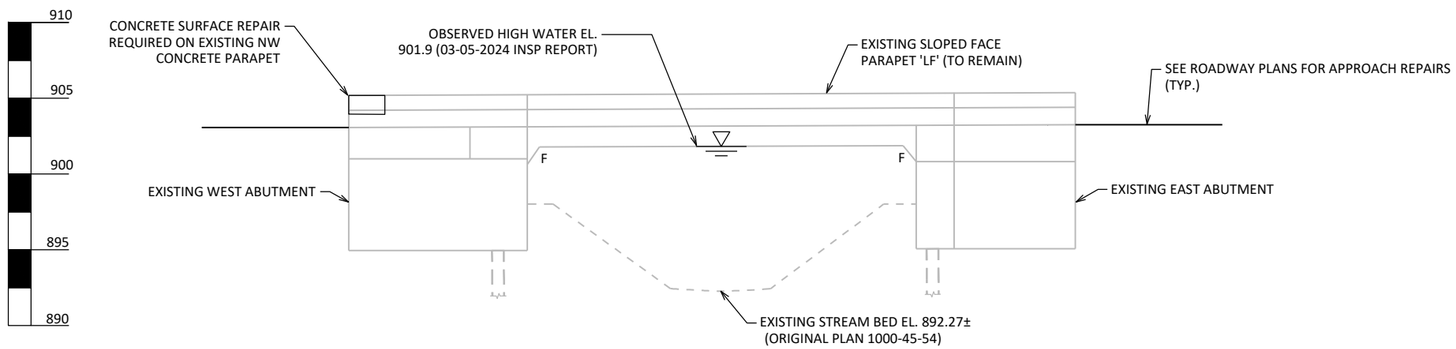
STATE PROJECT NUMBER

5730-00-64



PLAN B-52-248

(REHAB - PARAPET REPAIR ON EXISTING SINGLE SPAN CONCRETE FLAT SLAB BRIDGE)



ELEVATION

(LOOKING NORTH)

DESIGN DATA

LIVE LOAD:

TAKEN FROM HSI, 12/31/2005
DESIGN LOADING: HS20
INVENTORY RATING: HS22
OPERATING RATING: HS38
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 205 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

TRAFFIC DATA

A.A.D.T. (2028) = 580
A.A.D.T. (2048) = 580
DESIGN SPEED= 55 MPH

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'_c = 3,500 PSI

◯ - INDICATES WING NUMBER

SCOPE OF WORK

- CONCRETE SURFACE REPAIRS ON PARAPET AND OTHER AREAS AS DETERMINED BY THE ENGINEER

WISCONSIN PROFESSIONAL ENGINEER
NATHAN J KINDT
E-48663
SUAMICO
WIS.

2-27-2026

LIST OF DRAWINGS:

1. REHAB GENERAL PLAN
2. CROSS SECTION, QUANTITIES & NOTES

CONSULTANT DESIGN CONTACT:
NATHAN KINDT
(920) 392-5155

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

MSA
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 PANKRATZ STREET, MADISON WI 53704
(608) 242-7779 www.msa-ps.com

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 05/11/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-52-248

STH 56 OVER BUFTON HOLLOW CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
RICHLAND	FOREST

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
AJN	NJK	EEK	NJK

REHAB GENERAL PLAN

SHEET 1 OF 2
309

FILE = 93699 B-52-248-01

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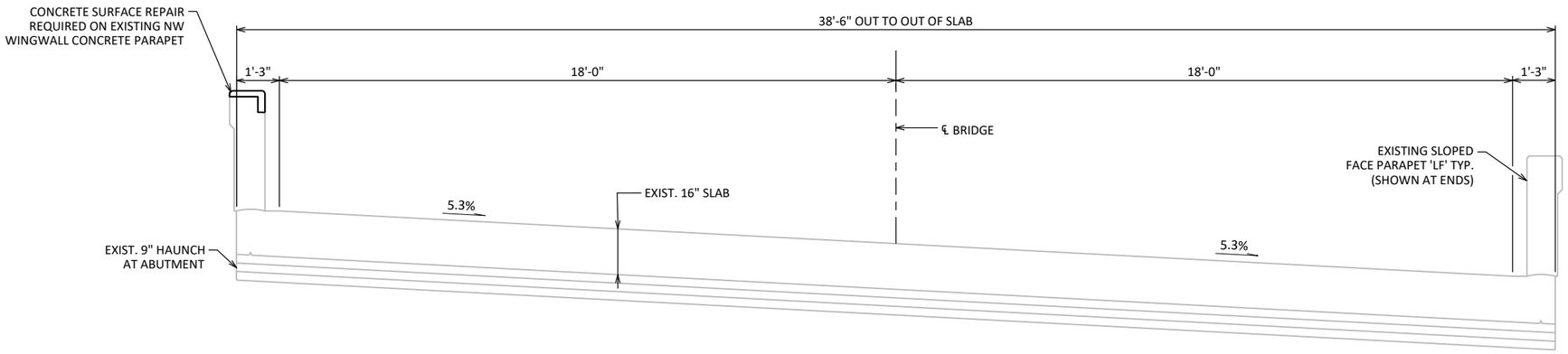
STATE PROJECT NUMBER

5730-00-64



CROSS SECTION THROUGH ROADWAY

(LOOKING EAST)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

SEE ROAD PLANS FOR TRAFFIC CONTROL.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL 2002 STRUCTURE PLANS. ORIGINAL PLANS ARE AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE NOT SHOWN.

THIS PROJECT WILL REHABILITATE THE EXISTING STRUCTURE B-52-248, A SINGLE SPAN, 32.88 FOOT LONG, CONCRETE FLAT SLAB BRIDGE SET ON CONCRETE ABUTMENTS.

LIMITS OF CONCRETE SURFACE REPAIR TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL CONCRETE REMOVAL TO BE DEFINED BY A ½" DEEP SAWCUT.

THE PORTION OF THE EXISTING THRIE BEAM AT THE CONNECTION POINT SHALL BE REMOVED DURING CONCRETE SURFACE REPAIR. COST INCIDENTAL TO BID ITEM "CONCRETE SURFACE REPAIR".

CONTRACTOR SHOULD TAKE NECESSARY PRECAUTIONS WHILE REMOVING CONCRETE AROUND EXISTING EMBEDDED THRIE BEAM ANCHORAGE AND REINFORCING STEEL. CONTRACTOR SHALL CLEAN, REALIGN, AND RETIE EXISTING EMBEDDED ANCHORAGE AND REINFORCING STEEL AS DETERMINED BY THE ENGINEER. COST INCIDENTAL TO BID ITEM "CONCRETE SURFACE REPAIR".

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.1500	CONCRETE SURFACE REPAIR	SF	5

8

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-52-248

DRAWN BY EEK | PLANS CK'D NJK

CROSS SECTION, QUANTITIES & NOTES

SHEET 2
310

FILE = 93699 B-52-248

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DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.50	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
228+17.55	0.00	11.09	0.00	0.00	0	0	0	0	0	0
228+34.31	16.76	10.91	0.00	0.00	7	0	0	7	0	7
228+49.19	14.88	11.35	0.00	0.00	6	0	0	13	0	13
228+75.00	25.81	5.30	0.00	0.11	8	0	0	21	0	21
229+12.51	37.51	8.10	0.00	0.00	9	0	0	30	0	30
				TOTAL	30	0	0			

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.50	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		
246+71.07	0.00	0.73	0.00	0.00	0	0	0	0	0	0
246+85.35	14.28	12.12	0.00	0.00	3	0	0	3	0	3
247+00.00	14.65	1.68	0.00	0.00	4	0	0	7	0	7
247+10.59	10.59	1.40	0.00	0.00	1	0	0	8	0	8
247+29.49	18.90	0.94	0.00	0.00	1	0	0	9	0	9
247+54.61	25.12	0.84	0.00	0.00	1	0	0	10	0	10
247+79.72	25.11	1.44	0.00	0.00	1	0	0	11	0	11
248+00.00	20.28	0.55	0.00	0.00	1	0	0	12	0	12
248+12.84	12.84	0.12	0.00	0.00	0	0	0	12	0	12
249+90.51	177.67	0.05	0.00	0.00				12	0	12
250+19.94	29.43	0.48	0.00	0.00	0	0	0	12	0	12
250+41.72	21.78	0.85	0.00	0.00	1	0	0	13	0	13
250+44.82	3.10	0.78	0.00	0.00	0	0	0	13	0	13
250+66.84	22.02	0.86	0.00	0.00	1	0	0	14	0	14
250+69.71	2.87	0.85	0.00	0.00	0	0	0	14	0	14
250+91.95	22.24	1.80	0.00	0.00	1	0	0	15	0	15
251+57.42	65.47	1.82	0.00	0.00	4	0	0	19	0	19
251+61.92	4.50	0.42	0.00	0.00	0	0	0	19	0	19
274+81.50	2319.58	1.01	0.00	0.00				19	0	19
275+18.58	37.08	1.71	0.00	0.00	2	0	0	21	0	21
275+54.13	35.55	2.55	0.00	17.22	3	0	11	24	17	8
275+56.36	2.23	2.23	0.00	20.48	0	0	2	24	20	5
275+79.29	22.93	0.51	0.00	19.76	1	0	17	25	45	-20
275+81.20	1.91	0.50	0.00	19.27	0	0	1	25	47	-22
276+04.45	23.25	0.42	0.00	16.43	0	0	15	25	69	-44
276+06.05	1.60	0.42	0.00	16.64	0	0	1	25	71	-46
276+84.89	78.84	5.38	0.00	22.40	8	0	57	33	156	-123
278+27.50	142.61	1.21	0.00	47.38				33	156	-123
279+00.00	72.50	10.50	0.00	13.26	16	0	81	49	278	-229
279+02.91	2.91	10.85	0.00	12.85	1	0	1	50	279	-229
279+26.68	23.77	13.12	0.00	10.63	11	0	10	61	294	-233
279+28.02	1.34	13.27	0.00	10.55	1	0	1	62	296	-234
279+50.37	22.35	50.49	0.00	17.05	26	0	11	88	312	-224
279+53.21	2.84	52.90	0.00	16.79	5	0	2	93	315	-222
280+00.00	46.79	48.82	0.00	16.70	88	0	29	181	359	-178
281+00.00	100.00	30.47	0.00	0.00	147	0	31	328	405	-77
				TOTAL	328	0	270			

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.50	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		
281+00.00	0.00	30.47	0.00	0.00	0	0	0	0	0	0
282+00.00	100.00	28.50	0.00	0.00	109	0	0	109	0	109
283+00.00	100.00	16.54	0.00	0.00	83	0	0	192	0	192
284+00.00	100.00	27.84	0.00	0.00	82	0	0	274	0	274
285+00.00	100.00	30.20	0.00	5.54	107	0	10	381	15	366
286+00.00	100.00	33.13	0.00	0.00	117	0	10	498	30	468
287+00.00	100.00	26.56	0.00	0.68	111	0	1	609	32	578
288+00.00	100.00	24.48	0.00	3.48	95	0	8	704	44	661
289+00.00	100.00	7.03	0.00	0.05	58	0	7	762	54	708
290+00.00	100.00	18.60	0.00	4.83	47	0	9	809	68	742
291+00.00	100.00	22.76	0.00	1.61	77	0	12	886	86	801
292+00.00	100.00	7.91	0.00	0.10	57	0	3	943	90	853
293+00.00	100.00	37.00	0.00	1.05	83	0	2	1,026	93	933
294+00.00	100.00	11.64	0.00	0.00	90	0	2	1,116	96	1,020
295+00.00	100.00	11.75	0.00	0.31	43	0	1	1,159	98	1,062
296+00.00	100.00	13.55	0.00	0.45	47	0	1	1,206	99	1,107
297+00.00	100.00	21.52	0.00	0.84	65	0	2	1,271	102	1,169
298+00.00	100.00	15.45	0.00	0.03	68	0	2	1,339	105	1,234
299+00.00	100.00	18.97	0.00	0.19	64	0	0	1,403	105	1,298
300+00.00	100.00	15.91	0.00	0.00	65	0	0	1,468	105	1,363
301+05.00	105.00	6.87	0.00	0.03	44	0	0	1,512	105	1,407
301+97.00	92.00	12.91	0.00	0.00	34	0	0	1,546	105	1,441
302+26.32	29.32	14.59	0.00	1.23	15	0	1	1,561	107	1,455
302+50.73	24.41	19.19	0.00	3.87	15	0	2	1,576	110	1,467
302+75.15	24.42	27.13	0.00	7.30	21	0	5	1,597	117	1,480
303+17.36	42.21	12.51	0.00	4.95	31	0	10	1,628	132	1,496
304+00.00	82.64	17.38	0.00	0.00	46	0	8	1,674	144	1,530
305+00.00	100.00	19.78	0.00	0.00	69	0	0	1,743	144	1,599
306+00.00	100.00	23.71	0.00	0.00	81	0	0	1,824	144	1,680
307+00.00	100.00	15.11	0.00	0.14	72	0	0	1,896	144	1,752
307+49.99	49.99	16.34	0.00	0.87	29	0	1	1,925	146	1,780
307+74.99	25.00	17.78	0.00	0.83	16	0	1	1,941	147	1,794
308+00.00	25.01	17.04	0.00	3.12	16	0	2	1,957	150	1,807
309+00.00	100.00	16.33	0.00	4.63	62	0	14	2,019	171	1,848
310+00.00	100.00	15.33	0.00	4.42	59	0	17	2,078	197	1,882
311+00.00	100.00	19.36	0.00	1.05	64	0	10	2,142	212	1,931
311+97.96	97.96	17.11	0.00	14.14	66	0	28	2,208	254	1,955
313+00.00	102.04	30.68	0.00	0.00	90	0	27	2,298	294	2,004
314+00.00	100.00	34.79	0.00	0.00	121	0	0	2,419	294	2,125
315+00.00	100.00	44.19	0.00	0.00	146	0	0	2,565	294	2,271
316+00.00	100.00	44.10	0.00	0.00	164	0	0	2,729	294	2,435
317+00.00	100.00	42.14	0.00	0.00	160	0	0	2,889	294	2,595
318+00.00	100.00	22.17	0.00	0.00	119	0	0	3,008	294	2,714
319+00.00	100.00	26.46	0.00	0.00	90	0	0	3,098	294	2,804
320+00.00	100.00	7.36	0.00	0.00	63	0	0	3,161	294	2,867
320+31.54	31.54	0.00	0.00	0.00	4	0	0	3,165	294	2,871
321+00.00	68.46	19.76	0.00	0.04	25	0	0	3,190	294	2,896
322+00.00	100.00	11.38	0.00	13.98	58	0	26	3,248	333	2,915
323+00.00	100.00	14.36	0.00	17.60	48	0	58	3,296	420	2,876
324+00.00	100.00	16.80	0.00	34.62	58	0	97	3,354	566	2,789
325+00.00	100.00	14.16	0.00	67.62	57	0	189	3,411	849	2,562
326+00.00	100.00	17.00	0.00	22.37	58	0	167	3,469	1,100	2,370

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DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
327+00.00	100.00	8.69	0.00	19.33	48	0	77	3,517	1,215	2,302
328+00.00	100.00	9.18	0.00	24.57	33	0	81	3,550	1,337	2,214
329+00.00	100.00	9.80	0.00	14.91	35	0	73	3,585	1,446	2,139
330+00.00	100.00	15.10	0.00	48.67	46	0	118	3,631	1,623	2,008
331+00.00	100.00	13.85	0.00	33.84	54	0	153	3,685	1,853	1,833
332+00.00	100.00	11.19	0.00	50.80	46	0	157	3,731	2,088	1,643
333+00.00	100.00	12.80	0.00	34.14	44	0	157	3,775	2,324	1,452
334+00.00	100.00	14.24	0.00	22.68	50	0	105	3,825	2,481	1,344
335+00.00	100.00	12.79	0.00	27.55	50	0	93	3,875	2,621	1,255
336+00.00	100.00	12.10	0.00	36.66	46	0	119	3,921	2,799	1,122
337+00.00	100.00	12.20	0.00	32.73	45	0	129	3,966	2,993	974
338+00.00	100.00	12.56	0.00	20.28	46	0	98	4,012	3,140	873
339+00.00	100.00	13.47	0.00	15.50	48	0	66	4,060	3,239	822
340+00.00	100.00	14.34	0.00	6.86	51	0	41	4,111	3,300	811
341+00.00	100.00	14.40	0.00	5.77	53	0	23	4,164	3,335	830
341+51.38	51.38	12.43	0.00	16.22	26	0	21	4,190	3,366	824
342+00.00	48.62	18.85	0.00	5.82	28	0	20	4,218	3,396	822
343+00.00	100.00	36.38	0.00	0.00	102	0	11	4,320	3,413	908
344+00.00	100.00	39.91	0.00	0.77	141	0	1	4,461	3,414	1,047
344+89.64	89.64	21.99	0.00	13.95	103	0	24	4,564	3,450	1,114
345+00.00	10.36	43.71	0.00	1.12	13	0	3	4,577	3,455	1,123
346+00.00	100.00	38.12	0.00	0.00	152	0	2	4,729	3,458	1,272
347+00.00	100.00	29.23	0.00	0.00	125	0	0	4,854	3,458	1,397
348+00.00	100.00	18.80	0.00	0.00	89	0	0	4,943	3,458	1,486
349+00.00	100.00	25.37	0.00	0.00	82	0	0	5,025	3,458	1,568
350+00.00	100.00	25.25	0.00	0.00	94	0	0	5,119	3,458	1,662
351+00.00	100.00	6.43	0.00	0.18	59	0	0	5,178	3,458	1,721
351+15.85	15.85	14.81	0.00	1.10	6	0	0	5,184	3,458	1,727
352+00.00	84.15	28.34	0.00	0.53	67	0	3	5,251	3,462	1,789
353+00.00	100.00	23.87	0.00	0.00	97	0	1	5,348	3,464	1,885
354+00.00	100.00	20.12	0.00	0.00	81	0	0	5,429	3,464	1,966
355+00.00	100.00	18.18	0.00	0.64	71	0	1	5,500	3,465	2,035
356+00.00	100.00	17.08	0.00	0.27	65	0	2	5,565	3,468	2,097
357+00.00	100.00	14.11	0.00	3.20	58	0	6	5,623	3,477	2,146
358+00.00	100.00	15.01	0.00	0.44	54	0	7	5,677	3,488	2,190
359+00.00	100.00	14.89	0.00	9.05	55	0	18	5,732	3,515	2,218
359+47.26	47.26	15.95	0.00	9.07	27	0	16	5,759	3,539	2,221
360+00.00	52.74	7.61	0.00	0.31	23	0	9	5,782	3,552	2,230
361+00.00	100.00	17.05	0.00	0.18	46	0	1	5,828	3,554	2,275
362+00.00	100.00	17.90	0.00	0.07	65	0	0	5,893	3,554	2,340
363+00.00	100.00	18.65	0.00	0.17	68	0	0	5,961	3,554	2,408
363+50.00	50.00	18.93	0.00	4.03	35	0	4	5,996	3,560	2,437
363+75.00	25.00	17.43	0.00	5.67	17	0	4	6,013	3,566	2,448
364+00.00	25.00	15.73	0.00	0.87	15	0	3	6,028	3,570	2,458
365+00.00	100.00	15.47	0.00	3.61	58	0	8	6,086	3,582	2,504
366+00.00	100.00	17.95	0.00	0.45	62	0	8	6,148	3,594	2,554
367+00.00	100.00	17.96	0.00	0.38	67	0	2	6,215	3,597	2,618
367+36.52	36.52	26.96	0.00	12.59	30	0	9	6,245	3,611	2,635
368+00.00	63.48	13.17	0.00	3.14	47	0	18	6,292	3,638	2,655
369+00.00	100.00	13.51	0.00	4.25	49	0	14	6,341	3,659	2,683
370+00.00	100.00	14.57	0.00	4.31	52	0	16	6,393	3,683	2,711
371+00.00	100.00	8.78	0.00	1.72	43	0	11	6,436	3,699	2,737

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
372+00.00	100.00	8.58	0.00	2.25	32	0	7	6,468	3,710	2,759
373+00.00	100.00	9.70	0.00	0.35	34	0	5	6,502	3,717	2,785
374+00.00	100.00	24.62	0.00	0.00	64	0	1	6,566	3,719	2,848
375+00.00	100.00	19.38	0.00	0.81	81	0	2	6,647	3,722	2,926
376+00.00	100.00	17.90	0.00	1.82	69	0	5	6,716	3,729	2,987
376+43.27	43.27	17.61	0.00	22.45	28	0	19	6,744	3,758	2,987
377+02.45	59.18	24.77	0.00	4.80	46	0	30	6,790	3,803	2,988
377+30.80	28.35	28.24	0.00	5.61	28	0	5	6,818	3,810	3,008
377+56.01	25.21	27.70	0.00	3.46	26	0	4	6,844	3,816	3,028
378+00.00	43.99	19.21	0.00	1.46	38	0	4	6,882	3,822	3,060
379+00.00	100.00	17.46	0.00	0.24	68	0	3	6,950	3,827	3,124
380+00.00	100.00	20.61	0.00	0.00	71	0	0	7,021	3,827	3,195
380+17.59	17.59	14.89	0.00	0.02	12	0	0	7,033	3,827	3,207
381+00.00	82.41	16.51	0.00	0.07	48	0	0	7,081	3,827	3,255
382+00.00	100.00	20.21	0.00	1.90	68	0	4	7,149	3,833	3,317
383+00.00	100.00	17.83	0.00	6.04	70	0	15	7,219	3,855	3,364
384+00.00	100.00	15.98	0.00	6.87	63	0	24	7,282	3,891	3,391
384+42.08	42.08	22.76	0.00	1.14	30	0	6	7,312	3,900	3,412
385+00.00	57.92	13.87	0.00	0.08	39	0	1	7,351	3,902	3,450
386+00.00	100.00	25.75	0.00	1.26	73	0	2	7,424	3,905	3,520
387+00.00	100.00	16.56	0.00	2.19	78	0	6	7,502	3,914	3,589
388+00.00	100.00	17.60	0.00	0.00	63	0	4	7,565	3,920	3,646
389+00.00	100.00	12.81	0.00	0.00	56	0	0	7,621	3,920	3,702
390+00.00	100.00	13.78	0.00	0.00	49	0	0	7,670	3,920	3,751
391+00.00	100.00	14.07	0.00	0.02	52	0	0	7,722	3,920	3,803
				TOTAL	7,722	0	2,613			

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
391+00.00	0.00	14.07	0.00	0.02	0	0	0	0	0	0
391+86.95	86.95	12.48	0.00	0.15	43	0	0	43	0	43
392+11.95	25.00	10.48	0.00	0.03	11	0	0	54	0	54
392+36.95	25.00	22.50	0.00	0.02	15	0	0	69	0	69
393+00.00	63.05	9.93	0.00	0.00	38	0	0	107	0	107
393+19.88	19.88	16.84	0.00	2.93	10	0	1	117	2	116
393+55.22	35.34	12.13	0.00	1.43	19	0	3	136	6	130
394+00.00	44.78	10.32	0.00	0.16	19	0	1	155	8	148
394+22.98	22.98	15.65	0.00	0.10	11	0	0	166	8	159
394+35.12	12.14	17.41	0.00	0.00	7	0	0	173	8	166
394+46.94	11.82	19.88	0.00	0.21	8	0	0	181	8	174
394+61.42	14.48	32.89	0.00	0.72	14	0	0	195	8	188
394+70.89	9.47	23.30	0.00	1.41	10	0	0	205	8	198
394+87.71	16.82	27.24	0.00	0.20	16	0	1	221	9	212
395+00.00	12.29	29.19	0.00	0.38	13	0	0	234	9	225
396+00.00	100.00	16.52	0.00	0.00	85	0	1	319	11	309
396+69.76	69.76	10.74	0.00	5.45	35	0	7	354	21	333
				TOTAL	354	0	14			

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
396+69.76	0.00	10.74	0.00	5.45	0	0	0	0	0	0
397+00.00	30.24	21.27	0.00	2.19	18	0	4	18	6	12
398+00.00	100.00	18.99	0.00	8.78	75	0	20	93	36	57
399+00.00	100.00	19.28	0.00	8.65	71	0	32	164	84	80
400+00.00	100.00	16.90	0.00	2.67	67	0	21	231	116	116
400+91.11	91.11	16.45	0.00	0.61	56	0	6	287	125	163
402+00.00	108.89	16.90	0.00	4.74	67	0	11	354	141	213
403+00.00	100.00	17.34	0.00	6.25	63	0	20	417	171	246
404+00.00	100.00	15.90	0.00	0.16	62	0	12	479	189	290
405+00.00	100.00	15.98	0.00	4.04	59	0	8	538	201	337
406+00.00	100.00	15.98	0.00	8.86	59	0	24	597	237	360
407+00.00	100.00	6.53	0.00	0.08	42	0	17	639	263	377
408+00.00	100.00	24.85	0.00	0.00	58	0	0	697	263	435
409+00.00	100.00	17.86	0.00	1.40	79	0	3	776	267	509
409+25.00	25.00	17.14	0.00	0.16	16	0	1	792	269	524
409+50.08	25.08	16.28	0.00	9.74	16	0	5	808	276	532
410+00.00	49.92	14.44	0.00	1.14	28	0	10	836	291	545
411+00.00	100.00	15.80	0.00	2.85	56	0	7	892	302	591
412+00.00	100.00	23.35	0.00	1.09	72	0	7	964	312	652
413+00.00	100.00	18.09	0.00	0.57	77	0	3	1,041	317	725
413+53.52	53.52	13.76	0.00	0.35	32	0	1	1,073	318	755
414+00.00	46.48	9.87	0.00	0.01	20	0	0	1,093	318	775
414+51.55	51.55	14.99	0.00	0.00	24	0	0	1,117	318	799
414+76.00	24.45	16.32	0.00	0.14	14	0	0	1,131	318	813
415+00.00	24.00	15.91	0.00	0.59	14	0	0	1,145	318	827
416+00.00	100.00	21.29	0.00	0.00	69	0	1	1,214	320	895
417+00.00	100.00	7.53	0.00	0.00	53	0	0	1,267	320	948
418+00.00	100.00	3.53	0.00	0.62	20	0	1	1,287	321	966
418+24.40	24.40	3.79	0.00	0.00	3	0	0	1,290	321	969
418+51.84	27.44	4.06	0.00	0.00	4	0	0	1,294	321	973
419+07.00	55.16	2.65	0.00	0.00	7	0	0	1,301	321	980
420+00.00	93.00	10.25	0.00	2.00	22	0	3	1,323	326	998
420+20.25	20.25	5.33	0.00	2.81	6	0	2	1,329	329	1,001
421+00.00	79.75	14.59	0.00	0.68	29	0	5	1,358	336	1,022
422+00.00	100.00	12.96	0.00	0.79	51	0	3	1,409	341	1,069
423+00.00	100.00	14.03	0.00	0.36	50	0	2	1,459	344	1,116
424+00.00	100.00	14.08	0.00	0.31	52	0	1	1,511	345	1,166
425+00.00	100.00	14.39	0.00	0.71	53	0	2	1,564	348	1,216
425+81.27	81.27	14.72	0.00	14.46	44	0	23	1,608	383	1,226
426+06.55	25.28	15.77	0.00	18.98	14	0	16	1,622	407	1,216
426+31.83	25.28	18.27	0.00	8.14	16	0	13	1,638	426	1,212
427+00.00	68.17	17.60	0.00	2.57	45	0	14	1,683	447	1,236
427+90.41	90.41	25.78	0.00	0.00	73	0	4	1,756	453	1,303
428+00.00	9.59	6.42	0.00	0.00	6	0	0	1,762	453	1,309
429+00.00	100.00	10.40	0.00	0.00	31	0	0	1,793	453	1,340
430+00.00	100.00	15.81	0.00	4.63	49	0	9	1,842	467	1,376
431+00.00	100.00	17.28	0.00	1.20	61	0	11	1,903	483	1,420
432+00.00	100.00	16.29	0.00	1.80	62	0	6	1,965	492	1,473
433+00.00	100.00	15.71	0.00	1.29	59	0	6	2,024	501	1,523
434+00.00	100.00	26.53	0.00	2.12	78	0	6	2,102	510	1,592
435+00.00	100.00	22.02	0.00	1.06	90	0	6	2,192	519	1,673
436+00.00	100.00	20.37	0.00	4.40	79	0	10	2,271	534	1,737

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
437+00.00	100.00	29.07	0.00	20.60	92	0	46	2,363	603	1,760
438+00.00	100.00	14.55	0.00	22.38	81	0	80	2,444	723	1,721
439+00.00	100.00	14.43	0.00	10.55	54	0	61	2,498	815	1,684
440+00.00	100.00	26.62	0.00	0.35	76	0	20	2,574	845	1,730
441+00.00	100.00	29.61	0.00	0.00	104	0	1	2,678	846	1,832
442+00.00	100.00	26.98	0.00	0.00	105	0	0	2,783	846	1,937
443+00.00	100.00	21.19	0.00	0.00	89	0	0	2,872	846	2,026
444+02.32	102.32	13.81	0.00	6.45	66	0	12	2,938	864	2,074
445+00.00	97.68	10.87	0.00	9.26	45	0	28	2,983	906	2,077
446+00.00	100.00	14.58	0.00	5.11	47	0	27	3,030	947	2,084
447+00.00	100.00	14.28	0.00	11.85	53	0	31	3,083	993	2,090
448+00.00	100.00	15.19	0.00	10.89	55	0	42	3,138	1,056	2,082
449+00.00	100.00	14.96	0.00	0.00	56	0	20	3,194	1,086	2,108
450+00.00	100.00	21.54	0.00	0.00	68	0	0	3,262	1,086	2,176
450+95.14	95.14	10.63	0.00	22.36	57	0	39	3,319	1,145	2,175
452+00.00	104.86	15.69	0.00	0.17	51	0	44	3,370	1,211	2,160
453+00.00	100.00	27.07	0.00	0.33	79	0	1	3,449	1,212	2,237
454+00.00	100.00	25.06	0.00	0.00	97	0	1	3,546	1,214	2,333
455+00.00	100.00	22.09	0.00	4.16	87	0	8	3,633	1,226	2,408
455+25.00	25.00	20.00	0.00	2.74	19	0	3	3,652	1,230	2,422
455+50.00	25.00	17.88	0.00	2.63	18	0	2	3,670	1,233	2,437
456+00.00	50.00	12.97	0.00	19.99	29	0	21	3,699	1,265	2,435
457+00.00	100.00	11.49	0.00	23.54	45	0	81	3,744	1,386	2,358
458+00.00	100.00	11.53	0.00	14.55	43	0	71	3,787	1,493	2,295
459+00.00	100.00	13.94	0.00	23.18	47	0	70	3,834	1,598	2,237
459+79.11	79.11	16.21	0.00	13.63	44	0	54	3,878	1,679	2,200
460+04.11	25.00	17.67	0.00	15.84	16	0	14	3,894	1,700	2,195
460+29.11	25.00	18.54	0.00	13.11	17	0	13	3,911	1,719	2,192
461+00.00	70.89	17.50	0.00	3.57	47	0	22	3,958	1,752	2,206
462+00.00	100.00	9.49	0.00	0.00	50	0	7	4,008	1,763	2,246
					TOTAL	4,008	0	1,175		

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
462+00.00	0.00	9.49	0.00	0.00	0	0	0	0	0	0
463+00.00	100.00	13.19	0.00	1.74	42	0	3	42	5	38
463+55.56	55.56	17.97	0.00	0.00	32	0	2	74	8	67
463+81.13	25.57	1.07	0.00	0.00	9	0	0	83	8	76
464+00.00	18.87	4.02	0.00	0.00	2	0	0	85	8	78
464+00.66	0.66	1.90	0.00	0.00	0	0	0	85	8	78
464+06.71	6.05	1.23	0.00	0.00	0	0	0	85	8	78
464+25.14	18.43	1.34	0.00	0.00	1	0	0	86	8	79
464+50.21	25.07	0.74	0.00	0.00	1	0	0	87	8	80
465+19.74	69.53	19.73	0.00	31.37				87	8	80
465+39.00	19.26	17.03	0.00	0.78	13	0	11	100	24	76
465+58.57	19.57	33.52	0.00	0.14	18	0	0	118	24	94
465+64.58	6.01	34.08	0.00	0.35	8	0	0	126	24	102
465+83.20	18.62	19.04	0.00	6.38	18	0	2	144	27	117
465+89.79	6.59	20.60	0.00	5.82	5	0	1	149	29	121
466+08.20	18.41	29.14	0.00	0.16	17	0	2	166	32	135
467+00.00	91.80	13.46	0.00	2.47	72	0	4	238	38	201
468+00.00	100.00	22.51	0.00	0.00	67	0	5	305	45	260
				TOTAL	305	0	30			

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
485+00.00	0.00	3.91	0.00	0.00	0	0	0	0	0	0
486+00.00	100.00	0.00	0.00	0.00	7	0	0	7	0	7
486+18.00	18.00	0.00	0.00	0.00	0	0	0	7	0	7
486+82.93	64.93	0.00	0.00	0.00				7	0	7
487+00.00	17.07	0.00	0.00	0.00	0	0	0	7	0	7
488+00.00	100.00	2.69	0.00	0.00	5	0	0	12	0	12
				TOTAL	12	0	0			

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
468+00.00	0.00	22.51	0.00	0.00	0	0	0	0	0	0
469+00.00	100.00	14.73	0.00	0.00	69	0	0	69	0	69
470+00.00	100.00	15.51	0.00	2.29	56	0	4	125	6	119
470+75.00	75.00	15.11	0.00	11.86	43	0	20	168	36	132
471+00.00	25.00	16.01	0.00	9.72	14	0	10	182	51	131
471+25.00	25.00	15.70	0.00	3.87	15	0	6	197	60	137
472+00.00	75.00	13.00	0.00	0.15	40	0	6	237	69	168
473+00.00	100.00	11.74	0.00	2.23	46	0	4	283	75	208
474+00.00	100.00	10.54	0.00	2.24	41	0	8	324	87	237
475+00.00	100.00	12.19	0.00	1.67	42	0	7	366	98	269
476+00.00	100.00	13.40	0.00	1.67	47	0	6	413	107	307
477+00.00	100.00	10.04	0.00	3.73	43	0	10	456	122	335
478+00.00	100.00	13.86	0.00	1.44	44	0	10	500	137	364
478+39.74	39.74	18.44	0.00	3.48	24	0	4	524	143	382
479+00.00	60.26	9.20	0.00	2.50	31	0	7	555	153	402
480+00.00	100.00	8.91	0.00	0.84	34	0	6	589	162	427
481+00.00	100.00	10.36	0.00	3.66	36	0	8	625	174	451
482+00.00	100.00	12.68	0.00	2.21	43	0	11	668	191	478
482+86.86	86.86	16.50	0.00	4.47	47	0	11	715	207	508
483+11.86	25.00	17.93	0.00	9.15	16	0	6	731	216	515
483+36.86	25.00	19.46	0.00	7.86	17	0	8	748	228	520
484+00.00	63.14	16.21	0.00	0.00	42	0	9	790	242	549
485+00.00	100.00	3.91	0.00	0.00	37	0	0	827	242	586
				TOTAL	827	0	161			

PROJECT NO: 5730-00-64 | HWY: STH 56 | COUNTY: RICHLAND | EARTHWORK DATA | SHEET: 314 | E

FILE NAME : G:\00\00093\00093719\CADD\C3D\53400004\sheets\090101-ew.pptx PLOT DATE : June 23, 2026 PLOT BY : MSA PLOT NAME : PLOT SCALE : 1:1

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
488+00.00	0.00	2.69	0.00	0.00	0	0	0	0	0	0
489+00.00	100.00	9.17	0.00	0.00	22	0	0	22	0	22
490+00.00	100.00	9.31	0.00	0.03	34	0	0	56	0	56
491+00.00	100.00	9.85	0.00	0.00	35	0	0	91	0	91
492+00.00	100.00	10.48	0.00	0.00	38	0	0	129	0	129
493+00.00	100.00	13.52	0.00	0.00	44	0	0	173	0	173
494+00.00	100.00	11.54	0.00	0.00	46	0	0	219	0	219
495+00.00	100.00	17.63	0.00	0.00	54	0	0	273	0	273
496+00.00	100.00	34.04	0.00	0.00	96	0	0	369	0	369
497+00.00	100.00	36.26	0.00	0.02	130	0	0	499	0	499
498+00.00	100.00	34.46	0.00	0.00	131	0	0	630	0	630
499+00.00	100.00	30.15	0.00	0.00	120	0	0	750	0	750
500+00.00	100.00	32.90	0.00	0.00	117	0	0	867	0	867
501+00.00	100.00	33.94	0.00	0.00	124	0	0	991	0	991
502+00.00	100.00	26.86	0.00	0.00	113	0	0	1,104	0	1,104
503+00.00	100.00	14.23	0.00	0.04	76	0	0	1,180	0	1,180
504+00.00	100.00	12.29	0.00	2.45	49	0	5	1,229	8	1,222
505+00.00	100.00	13.44	0.00	3.23	48	0	11	1,277	24	1,253
506+00.00	100.00	11.56	0.00	5.41	46	0	16	1,323	48	1,275
507+00.00	100.00	15.45	0.00	0.21	50	0	10	1,373	63	1,310
508+00.00	100.00	41.21	0.00	0.00	105	0	0	1,478	63	1,415
509+00.00	100.00	32.55	0.00	0.01	137	0	0	1,615	63	1,552
510+00.00	100.00	47.47	0.00	0.44	148	0	1	1,763	65	1,699
510+39.46	39.46	19.41	0.00	4.14	49	0	3	1,812	69	1,743
511+00.00	60.54	16.80	0.00	1.87	41	0	7	1,853	80	1,774
512+00.00	100.00	19.58	0.00	0.27	67	0	4	1,920	86	1,835
513+00.00	100.00	21.20	0.00	1.02	76	0	2	1,996	89	1,908
514+00.00	100.00	21.07	0.00	0.04	78	0	2	2,074	92	1,983
515+00.00	100.00	1.94	0.00	0.00	43	0	0	2,117	92	2,026
516+00.00	100.00	2.07	0.00	0.00	7	0	0	2,124	92	2,033
517+00.00	100.00	28.44	0.00	0.00	57	0	0	2,181	92	2,090
518+25.00	125.00	25.49	0.00	0.00	125	0	0	2,306	92	2,215
519+00.00	75.00	20.32	0.00	0.00	64	0	0	2,370	92	2,279
520+00.00	100.00	17.67	0.00	0.09	70	0	0	2,440	92	2,349
521+00.00	100.00	17.03	0.00	0.29	64	0	1	2,504	93	2,411
521+67.59	67.59	29.72	0.00	2.50	59	0	3	2,563	98	2,466
522+00.00	32.41	32.83	0.00	0.00	38	0	1	2,601	99	2,502
523+00.00	100.00	18.19	0.00	0.06	94	0	0	2,695	99	2,596
524+00.00	100.00	23.37	0.00	0.63	77	0	1	2,772	101	2,672
525+00.00	100.00	22.67	0.00	0.14	85	0	1	2,857	102	2,755
525+92.23	92.23	21.40	0.00	0.00	75	0	0	2,932	102	2,830
527+00.00	107.77	15.84	0.00	0.23	74	0	0	3,006	102	2,904
528+00.00	100.00	15.02	0.00	2.30	57	0	5	3,063	110	2,954
529+00.00	100.00	17.90	0.00	1.50	61	0	7	3,124	120	3,004
530+00.00	100.00	18.44	0.00	0.12	67	0	3	3,191	125	3,067
530+53.27	53.27	17.38	0.00	0.00	35	0	0	3,226	125	3,102
531+00.00	46.73	9.15	0.00	0.36	23	0	0	3,249	125	3,125
532+00.00	100.00	17.33	0.00	7.94	49	0	15	3,298	147	3,151
533+00.00	100.00	17.50	0.00	1.40	65	0	17	3,363	173	3,191
534+00.00	100.00	16.74	0.00	0.16	63	0	3	3,426	177	3,249
535+00.00	100.00	15.49	0.00	0.00	60	0	0	3,486	177	3,309
536+00.00	100.00	16.71	0.00	0.00	60	0	0	3,546	177	3,369

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.50	
537+00.00	100.00	23.09	0.00	0.00	74	0	0	3,620	177	3,443
538+00.00	100.00	20.25	0.00	0.03	80	0	0	3,700	177	3,523
539+00.00	100.00	24.94	0.00	0.58	84	0	1	3,784	179	3,606
539+50.00	50.00	35.98	0.00	1.60	56	0	2	3,840	182	3,659
539+75.00	25.00	39.47	0.00	2.85	35	0	2	3,875	185	3,691
540+00.00	25.00	14.69	0.00	4.86	25	0	4	3,900	191	3,710
541+00.00	100.00	11.24	0.00	19.35	48	0	45	3,948	258	3,690
542+00.00	100.00	15.95	0.00	5.87	50	0	47	3,998	329	3,670
543+00.00	100.00	19.23	0.00	3.97	65	0	18	4,063	356	3,708
544+00.00	100.00	15.58	0.00	0.32	64	0	8	4,127	368	3,760
544+75.51	75.51	21.68	0.00	4.59	52	0	7	4,179	378	3,801
545+00.00	24.49	20.13	0.00	1.43	19	0	3	4,198	383	3,816
545+79.39	79.39	18.77	0.00	6.83	57	0	12	4,255	401	3,855
545+95.38	15.99	21.22	0.00	2.44	12	0	3	4,267	405	3,862
546+20.38	25.00	28.74	0.00	1.43	23	0	2	4,290	408	3,882
546+45.38	25.00	36.30	0.00	0.10	30	0	1	4,320	410	3,911
547+00.00	54.62	20.36	0.00	0.01	57	0	0	4,377	410	3,968
548+00.00	100.00	20.18	0.00	1.53	75	0	3	4,452	414	4,038
549+00.00	100.00	13.32	0.00	0.00	62	0	3	4,514	419	4,096
550+00.00	100.00	8.25	0.00	0.00	40	0	0	4,554	419	4,136
551+00.00	100.00	10.09	0.00	0.00	34	0	0	4,588	419	4,170
552+00.00	100.00	12.63	0.00	0.00	42	0	0	4,630	419	4,212
553+00.00	100.00	26.78	0.00	0.00	73	0	0	4,703	419	4,285
554+00.00	100.00	8.08	0.00	0.00	65	0	0	4,768	419	4,350
555+00.00	100.00	8.25	0.00	0.00	30	0	0	4,798	419	4,380
556+00.00	100.00	10.48	0.00	0.00	35	0	0	4,833	419	4,415
557+00.00	100.00	8.80	0.00	0.00	36	0	0	4,869	419	4,451
558+00.00	100.00	10.86	0.00	0.08	36	0	0	4,905	419	4,487
559+00.00	100.00	12.70	0.00	0.41	44	0	1	4,949	420	4,529
560+00.00	100.00	14.25	0.00	1.34	50	0	3	4,999	425	4,575
561+00.00	100.00	19.58	0.00	2.76	63	0	8	5,062	437	4,626
562+00.00	100.00	24.91	0.00	0.00	82	0	5	5,144	444	4,700
563+00.00	100.00	23.59	0.00	0.00	90	0	0	5,234	444	4,790
564+00.00	100.00	20.44	0.00	0.00	82	0	0	5,316	444	4,872
565+00.00	100.00	19.93	0.00	0.25	75	0	0	5,391	444	4,947
565+26.45	26.45	17.51	0.00	3.09	18	0	2	5,409	447	4,962
566+00.00	73.55	20.42	0.00	2.58	52	0	8	5,461	459	5,002
567+00.00	100.00	13.46	0.00	3.01	63	0	10	5,524	474	5,050
567+30.37	30.37	16.29	0.00	3.28	17	0	4	5,541	480	5,061
568+00.00	69.63	25.82	0.00	8.40	54	0	15	5,595	503	5,093
568+69.68	69.68	9.32	0.00	0.00	45	0	11	5,640	519	5,121
569+00.00	30.32	15.01	0.00	0.00	14	0	0	5,654	519	5,135
570+00.00	100.00	14.78	0.00	0.18	55	0	0	5,709	519	5,190
571+00.00	100.00	14.07	0.00	0.15	53	0	1	5,762	521	5,242
572+00.00	100.00	23.32	0.00	0.14	69	0	1	5,831	522	5,309
573+00.00	100.00	39.33	0.00	0.00	116	0	0	5,947	522	5,425
574+00.00	100.00	39.95	0.00	0.00	147	0	0	6,094	522	5,572
575+00.00	100.00	10.39	0.00	0.33	93	0	1	6,187	524	5,664
576+00.00	100.00	20.12	0.00	0.23	56	0	1	6,243	525	5,718
577+00.00	100.00	14.29	0.00	3.51	64	0	7	6,307	536	5,772
578+00.00	100.00	14.76	0.00	4.08	54	0	14	6,361	557	5,805
579+00.00	100.00	13.87	0.00	1.58	53	0	10	6,414	572	5,843

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DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.50	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		
580+00.00	100.00	17.88	0.00	8.64	59	0	19	6,473	600	5,873
580+27.47	27.47	23.99	0.00	7.41	21	0	8	6,494	612	5,882
581+00.00	72.53	32.68	0.00	32.15	76	0	53	6,570	692	5,879
582+00.00	100.00	23.32	0.00	17.48	104	0	92	6,674	830	5,845
583+00.00	100.00	22.20	0.00	0.00	84	0	32	6,758	878	5,881
584+00.00	100.00	19.57	0.00	0.92	77	0	2	6,835	881	5,955
585+00.00	100.00	18.30	0.00	0.23	70	0	2	6,905	884	6,022
586+00.00	100.00	4.80	0.00	26.27	43	0	49	6,948	957	5,991
586+34.76	34.76	19.44	0.00	103.12	16	0	83	6,964	1,082	5,883
587+00.00	65.24	10.39	0.00	54.40	36	0	190	7,000	1,367	5,634
588+00.00	100.00	12.21	0.00	20.34	42	0	138	7,042	1,574	5,469
589+00.00	100.00	14.97	0.00	1.77	50	0	41	7,092	1,635	5,457
590+00.00	100.00	18.17	0.00	1.63	61	0	6	7,153	1,644	5,509
591+00.00	100.00	18.59	0.00	0.32	68	0	4	7,221	1,650	5,571
591+25.36	25.36	20.67	0.00	0.00	18	0	0	7,239	1,650	5,589
592+00.00	74.64	15.08	0.00	1.25	49	0	2	7,288	1,653	5,635
593+00.00	100.00	21.75	0.00	1.09	68	0	4	7,356	1,659	5,697
594+00.00	100.00	12.87	0.00	7.70	64	0	16	7,420	1,683	5,737
595+00.00	100.00	12.07	0.00	16.42	46	0	45	7,466	1,751	5,716
596+00.00	100.00	12.50	0.00	7.58	45	0	44	7,511	1,817	5,695
597+00.00	100.00	13.91	0.00	11.49	49	0	35	7,560	1,869	5,691
598+00.00	100.00	22.11	0.00	1.47	67	0	24	7,627	1,905	5,722
599+00.00	100.00	17.11	0.00	2.17	73	0	7	7,700	1,916	5,785
600+00.00	100.00	21.00	0.00	0.00	71	0	4	7,771	1,922	5,850
601+00.00	100.00	28.53	0.00	0.00	92	0	0	7,863	1,922	5,942
602+00.00	100.00	26.86	0.00	0.00	103	0	0	7,966	1,922	6,045
603+00.00	100.00	20.61	0.00	0.00	88	0	0	8,054	1,922	6,133
604+00.00	100.00	9.42	0.00	0.00	56	0	0	8,110	1,922	6,189
605+00.00	100.00	9.16	0.00	0.00	34	0	0	8,144	1,922	6,223
606+00.00	100.00	20.31	0.00	0.00	55	0	0	8,199	1,922	6,278
607+00.00	100.00	29.01	0.00	0.00	91	0	0	8,290	1,922	6,369
608+00.00	100.00	27.29	0.00	0.00	104	0	0	8,394	1,922	6,473
609+00.00	100.00	30.28	0.00	0.00	107	0	0	8,501	1,922	6,580
609+54.78	54.78	24.27	0.00	0.00	55	0	0	8,556	1,922	6,635
610+00.00	45.22	28.97	0.00	0.00	45	0	0	8,601	1,922	6,680
611+00.00	100.00	30.38	0.00	0.00	110	0	0	8,711	1,922	6,790
612+00.00	100.00	9.07	0.00	0.00	73	0	0	8,784	1,922	6,863
613+00.00	100.00	17.51	0.00	0.00	49	0	0	8,833	1,922	6,912
614+00.00	100.00	15.91	0.00	0.00	62	0	0	8,895	1,922	6,974
615+00.00	100.00	15.04	0.00	0.00	57	0	0	8,952	1,922	7,031
615+33.02	33.02	15.50	0.00	0.68	19	0	0	8,971	1,922	7,050
616+00.00	66.98	16.40	0.00	0.00	40	0	1	9,011	1,923	7,088
617+00.00	100.00	19.51	0.00	0.00	67	0	0	9,078	1,923	7,155
618+00.00	100.00	44.26	0.00	0.29	118	0	1	9,196	1,925	7,272
619+00.00	100.00	15.49	0.00	1.66	111	0	4	9,307	1,931	7,377
620+00.00	100.00	15.54	0.00	1.79	57	0	6	9,364	1,940	7,425
621+00.00	100.00	14.20	0.00	3.11	55	0	9	9,419	1,953	7,466
622+00.00	100.00	14.81	0.00	2.70	54	0	11	9,473	1,970	7,504
623+00.00	100.00	15.39	0.00	1.96	56	0	9	9,529	1,983	7,546
624+00.00	100.00	17.07	0.00	2.00	60	0	7	9,589	1,994	7,596
625+00.00	100.00	15.76	0.00	5.10	61	0	13	9,650	2,013	7,637
625+67.69	67.69	27.06	0.00	0.26	54	0	7	9,704	2,024	7,681

CONTINUED IN NEXT COLUMN

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DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.50	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		
626+00.00	32.31	21.42	0.00	0.07	29	0	0	9,733	2,024	7,710
627+00.00	100.00	20.38	0.00	0.71	77	0	1	9,810	2,025	7,785
628+00.00	100.00	19.11	0.00	1.76	73	0	5	9,883	2,033	7,851
629+00.00	100.00	14.60	0.00	4.60	62	0	12	9,945	2,051	7,895
630+00.00	100.00	13.61	0.00	6.21	52	0	20	9,997	2,081	7,917
630+57.60	57.60	17.42	0.00	6.02	33	0	13	10,030	2,100	7,930
631+00.00	42.40	16.79	0.00	13.34	27	0	15	10,057	2,123	7,935
632+00.00	100.00	16.26	0.00	1.81	61	0	28	10,118	2,165	7,954
633+00.00	100.00	18.99	0.00	0.25	65	0	4	10,183	2,171	8,013
634+00.00	100.00	24.36	0.00	0.00	80	0	0	10,263	2,171	8,093
635+00.00	100.00	20.86	0.00	0.88	84	0	2	10,347	2,174	8,174
636+00.00	100.00	16.18	0.00	1.35	69	0	4	10,416	2,180	8,237
637+00.00	100.00	14.74	0.00	3.29	57	0	9	10,473	2,193	8,280
637+82.93	82.93	7.89	0.00	0.00	35	0	5	10,508	2,201	8,308
638+00.00	17.07	11.19	0.00	0.00	6	0	0	10,514	2,201	8,314
639+00.00	100.00	17.19	0.00	1.05	53	0	2	10,567	2,204	8,364
640+00.00	100.00	15.06	0.00	5.76	60	0	13	10,627	2,223	8,404
641+00.00	100.00	17.11	0.00	0.00	60	0	11	10,687	2,240	8,448
642+00.00	100.00	16.29	0.00	3.68	62	0	7	10,749	2,250	8,499
643+00.00	100.00	16.52	0.00	0.17	61	0	7	10,810	2,261	8,550
644+00.00	100.00	7.04	0.00	9.56	44	0	18	10,854	2,288	8,567
645+00.00	100.00	8.23	0.00	7.39	28	0	31	10,882	2,334	8,548
646+00.00	100.00	21.07	0.00	1.25	54	0	16	10,936	2,358	8,578
647+00.00	100.00	20.77	0.00	0.04	77	0	2	11,013	2,361	8,652
647+43.67	43.67	20.33	0.00	0.00	33	0	0	11,046	2,361	8,685
648+00.00	56.33	16.29	0.00	5.62	38	0	6	11,084	2,370	8,714
649+00.00	100.00	15.64	0.00	3.13	59	0	16	11,143	2,394	8,749
650+12.32	112.32	20.31	0.00	0.20	75	0	7	11,218	2,405	8,814
651+00.00	87.68	13.57	0.00	6.34	55	0	11	11,273	2,421	8,852
652+00.00	100.00	10.85	0.00	6.34	45	0	23	11,318	2,456	8,863
653+00.00	100.00	12.99	0.00	2.38	44	0	16	11,362	2,480	8,883
654+00.00	100.00	17.69	0.00	5.82	57	0	15	11,419	2,502	8,917
655+00.00	100.00	22.58	0.00	1.57	75	0	14	11,494	2,523	8,971
656+00.00	100.00	17.83	0.00	1.07	75	0	5	11,569	2,531	9,039
657+00.00	100.00	22.14	0.00	0.91	74	0	4	11,643	2,537	9,107
657+49.43	49.43	24.61	0.00	0.00	43	0	1	11,686	2,538	9,148
658+00.00	50.57	24.34	0.00	0.02	46	0	0	11,732	2,538	9,194
659+00.00	100.00	22.71	0.00	0.00	87	0	0	11,819	2,538	9,281
660+00.00	100.00	26.75	0.00	0.00	92	0	0	11,911	2,538	9,373
661+00.00	100.00	14.00	0.00	0.00	75	0	0	11,986	2,538	9,448
662+00.00	100.00	16.08	0.00	0.00	56	0	0	12,042	2,538	9,504
663+00.00	100.00	33.42	0.00	0.00	92	0	0	12,134	2,538	9,596
663+74.29	74.29	31.17	0.00	0.00	89	0	0	12,223	2,538	9,685
664+00.00	25.71	14.65	0.00	0.00	22	0	0	12,245	2,538	9,707
665+00.00	100.00	28.18	0.00	0.00	79	0	0	12,324	2,538	9,786
666+00.00	100.00	16.61	0.00	0.00	83	0	0	12,407	2,538	9,869
666+70.23	70.23	22.59	0.00	0.00	51	0	0	12,458	2,538	9,920
667+00.00	29.77	15.76	0.00	0.35	21	0	0	12,479	2,538	9,941
667+83.57	83.57	15.91	0.00	8.37	49	0	13	12,528	2,558	9,971
668+08.57	25.00	15.89	0.00	13.32	15	0	10	12,543	2,573	9,971
668+33.57	25.00	18.20	0.00	17.62	16	0	14	12,559	2,594	9,966
669+00.00	66.43	15.80	0.00	2.67	42	0	25	12,601	2,631	9,970

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DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.50	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		
670+00.00	100.00	5.95	0.00	8.11	40	0	20	12,641	2,661	9,980
671+00.00	100.00	11.12	0.00	11.06	32	0	36	12,673	2,715	9,958
672+00.00	100.00	12.50	0.00	3.61	44	0	27	12,717	2,756	9,962
672+73.27	73.27	17.60	0.00	0.11	41	0	5	12,758	2,763	9,995
673+36.29	63.02	18.76	0.00	0.00	42	0	0	12,800	2,763	10,037
674+00.00	63.71	14.20	0.00	1.34	39	0	2	12,839	2,766	10,073
675+00.00	100.00	13.74	0.00	0.91	52	0	4	12,891	2,772	10,119
676+00.00	100.00	4.69	0.00	8.42	34	0	17	12,925	2,798	10,128
677+00.00	100.00	15.43	0.00	9.31	37	0	33	12,962	2,847	10,115
677+20.92	20.92	16.74	0.00	55.55	12	0	25	12,974	2,885	10,090
677+45.46	24.54	15.97	0.00	95.78	15	0	69	12,989	2,988	10,001
677+70.00	24.54	17.51	0.00	26.63	15	0	56	13,004	3,072	9,932
678+00.00	30.00	9.01	0.00	0.00	15	0	15	13,019	3,095	9,925
678+48.79	48.79	16.00	0.00	4.70	23	0	4	13,042	3,101	9,942
678+73.34	24.55	13.28	0.00	4.94	13	0	4	13,055	3,107	9,949
678+97.97	24.63	12.52	0.00	1.81	12	0	3	13,067	3,111	9,956
680+25.00	127.03	18.36	0.00	0.27	73	0	5	13,140	3,119	10,022
681+00.00	75.00	15.49	0.00	5.17	47	0	8	13,187	3,131	10,057
682+00.00	100.00	15.19	0.00	0.51	57	0	11	13,244	3,147	10,097
683+00.00	100.00	13.86	0.00	1.64	54	0	4	13,298	3,153	10,145
684+00.00	100.00	9.90	0.00	4.10	44	0	11	13,342	3,170	10,173
684+27.19	27.19	14.06	0.00	8.55	12	0	6	13,354	3,179	10,176
684+52.19	25.00	18.27	0.00	13.90	15	0	10	13,369	3,194	10,176
684+77.19	25.00	13.59	0.00	19.42	15	0	15	13,384	3,216	10,168
685+00.00	22.81	15.01	0.00	15.81	12	0	15	13,396	3,239	10,158
685+62.95	62.95	12.28	0.00	0.00	32	0	18	13,428	3,266	10,163
686+00.00	37.05	22.60	0.00	6.56	24	0	5	13,452	3,273	10,179
687+00.00	100.00	12.92	0.00	18.38	66	0	46	13,518	3,342	10,176
688+00.00	100.00	14.36	0.00	2.75	51	0	39	13,569	3,401	10,169
689+00.00	100.00	14.69	0.00	0.00	54	0	5	13,623	3,408	10,215
690+00.00	100.00	15.37	0.00	44.25	56	0	82	13,679	3,531	10,148
691+00.00	100.00	10.32	0.00	52.79	48	0	180	13,727	3,801	9,926
692+00.00	100.00	10.68	0.00	25.96	39	0	146	13,766	4,020	9,746
693+00.00	100.00	10.51	0.00	91.49	39	0	217	13,805	4,346	9,460
694+00.00	100.00	11.73	0.00	115.95	41	0	384	13,846	4,922	8,925
695+00.00	100.00	11.14	0.00	71.77	42	0	348	13,888	5,444	8,445
696+00.00	100.00	11.66	0.00	15.03	42	0	161	13,930	5,685	8,245
697+00.00	100.00	13.26	0.00	8.67	46	0	44	13,976	5,751	8,225
698+08.53	108.53	20.30	0.00	5.39	67	0	28	14,043	5,793	8,250
699+00.00	91.47	11.66	0.00	10.85	54	0	28	14,097	5,835	8,262
700+00.00	100.00	12.10	0.00	55.00	44	0	122	14,141	6,018	8,123
701+00.00	100.00	11.49	0.00	85.82	44	0	261	14,185	6,410	7,776
702+00.00	100.00	12.85	0.00	45.97	45	0	244	14,230	6,776	7,455
703+00.00	100.00	13.47	0.00	29.83	49	0	140	14,279	6,986	7,294
704+00.00	100.00	9.45	0.00	4.02	42	0	63	14,321	7,080	7,241
705+00.00	100.00	15.76	0.00	2.38	47	0	12	14,368	7,098	7,270
706+00.00	100.00	16.53	0.00	3.67	60	0	11	14,428	7,115	7,314
707+00.00	100.00	18.67	0.00	6.23	65	0	18	14,493	7,142	7,352
708+00.00	100.00	17.32	0.00	1.84	67	0	15	14,560	7,164	7,396
709+00.00	100.00	2.09	0.00	0.00	36	0	3	14,596	7,169	7,428
710+00.00	100.00	3.14	0.00	0.00	10	0	0	14,606	7,169	7,438
710+26.09	26.09	4.10	0.00	0.01	3	0	0	14,609	7,169	7,441

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.50	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		
710+35.91	9.82	1.96	0.00	0.00	1	0	0	14,610	7,169	7,442
711+00.00	64.09	1.33	0.00	0.00	4	0	0	14,614	7,169	7,446
712+00.00	100.00	18.86	0.00	0.43	37	0	1	14,651	7,170	7,481
713+00.00	100.00	11.43	0.00	47.30	56	0	88	14,707	7,302	7,405
714+00.00	100.00	10.99	0.00	129.65	42	0	328	14,749	7,794	6,955
715+00.00	100.00	9.52	0.00	136.46	38	0	493	14,787	8,534	6,254
716+00.00	100.00	11.66	0.00	191.21	39	0	607	14,826	9,444	5,382
717+00.00	100.00	12.74	0.00	148.96	45	0	630	14,871	10,389	4,482
718+00.00	100.00	12.25	0.00	103.41	46	0	467	14,917	11,090	3,828
719+00.00	100.00	12.47	0.00	85.37	46	0	350	14,963	11,615	3,349
720+00.00	100.00	11.39	0.00	111.68	44	0	365	15,007	12,162	2,845
721+00.00	100.00	11.27	0.00	111.64	42	0	414	15,049	12,783	2,266
722+00.00	100.00	12.48	0.00	57.51	44	0	313	15,093	13,253	1,841
723+00.00	100.00	14.70	0.00	43.07	50	0	186	15,143	13,532	1,612
724+00.00	100.00	13.13	0.00	21.33	52	0	119	15,195	13,710	1,485
725+00.00	100.00	13.84	0.00	3.59	50	0	46	15,245	13,779	1,466
726+00.00	100.00	16.77	0.00	0.36	57	0	7	15,302	13,790	1,513
727+00.00	100.00	16.58	0.00	3.82	62	0	8	15,364	13,802	1,563
728+00.00	100.00	10.27	0.00	0.63	50	0	8	15,414	13,814	1,601
728+52.48	52.48	1.15	0.00	0.00	11	0	1	15,425	13,815	1,610
729+00.00	47.52	7.82	0.00	0.00	8	0	0	15,433	13,815	1,618
730+00.00	100.00	19.71	0.00	3.16	51	0	6	15,484	13,824	1,660
731+00.00	100.00	16.60	0.00	0.00	67	0	6	15,551	13,833	1,718
732+00.00	100.00	18.14	0.00	0.72	64	0	1	15,615	13,835	1,781
733+00.00	100.00	14.02	0.00	0.86	60	0	3	15,675	13,839	1,836
734+00.00	100.00	12.77	0.00	3.17	50	0	7	15,725	13,850	1,876
735+00.00	100.00	11.95	0.00	3.90	46	0	13	15,771	13,869	1,902
736+00.00	100.00	10.52	0.00	1.46	42	0	10	15,813	13,884	1,929
737+00.00	100.00	9.34	0.00	2.26	37	0	7	15,850	13,895	1,956
738+00.00	100.00	10.85	0.00	4.17	37	0	12	15,887	13,913	1,975
739+00.00	100.00	12.39	0.00	3.83	43	0	15	15,930	13,935	1,995
740+00.00	100.00	11.01	0.00	4.49	43	0	15	15,973	13,958	2,016
741+00.00	100.00	11.86	0.00	17.31	42	0	40	16,015	14,018	1,998
742+00.00	100.00	12.62	0.00	9.03	45	0	49	16,060	14,091	1,969
743+00.00	100.00	18.18	0.00	2.82	57	0	22	16,117	14,124	1,993
744+00.00	100.00	24.58	0.00	0.00	79	0	5	16,196	14,132	2,065
745+00.00	100.00	19.23	0.00	2.22	81	0	4	16,277	14,138	2,140
746+00.00	100.00	19.48	0.00	6.46	72	0	16	16,349	14,162	2,188
					TOTAL	16,349	0	9,441		

FILE NAME : G:\00\00093\00093719\CADD\C3D\53400004\sheets\090101-ew.pptx PLOT DATE : June 23, 2026 PLOT BY : MSA PLOT NAME : PLOT SCALE : 1:1

DIVISION 1 - STH 56

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.50	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		
746+00.00	0.00	19.48	0.00	6.46	0	0	0	0	0	0
747+08.11	108.11	19.88	0.00	5.78	79	0	25	79	38	42
747+33.11	25.00	34.23	0.00	1.22	25	0	3	104	42	62
747+58.11	25.00	27.75	0.00	3.06	29	0	2	133	45	88
748+07.32	49.21	31.88	0.00	9.94	54	0	12	187	63	124
748+32.32	25.00	23.15	0.00	0.23	25	0	5	212	71	142
748+57.32	25.00	18.35	0.00	0.01	19	0	0	231	71	161
748+86.24	28.92	18.51	0.00	0.16	20	0	0	251	71	181
				TOTAL	251	0	47			

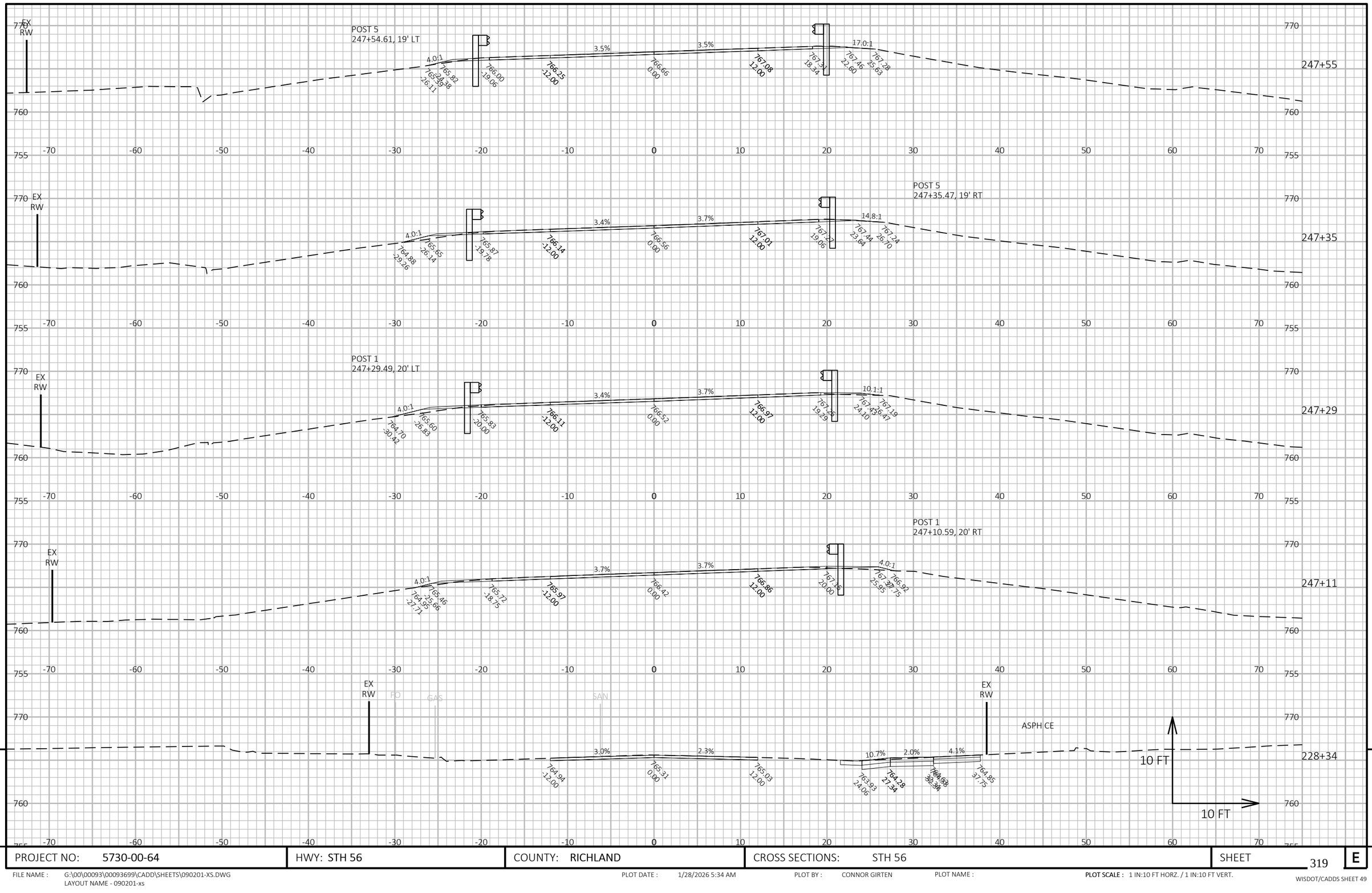
NOTES:	
1 - CUT	SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT. MILLINGS AND RELAID MATERIAL ARE NOT INCLUDED IN CUT.
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	EARTHWORK DATA	SHEET: 318	E

FILE NAME : G:\00\00093\00093719\CADD\C3D\53400004\sheets\090101-ew.pptx PLOT DATE : June 23, 2026 PLOT BY : MSA PLOT NAME : PLOT SCALE : 1:1

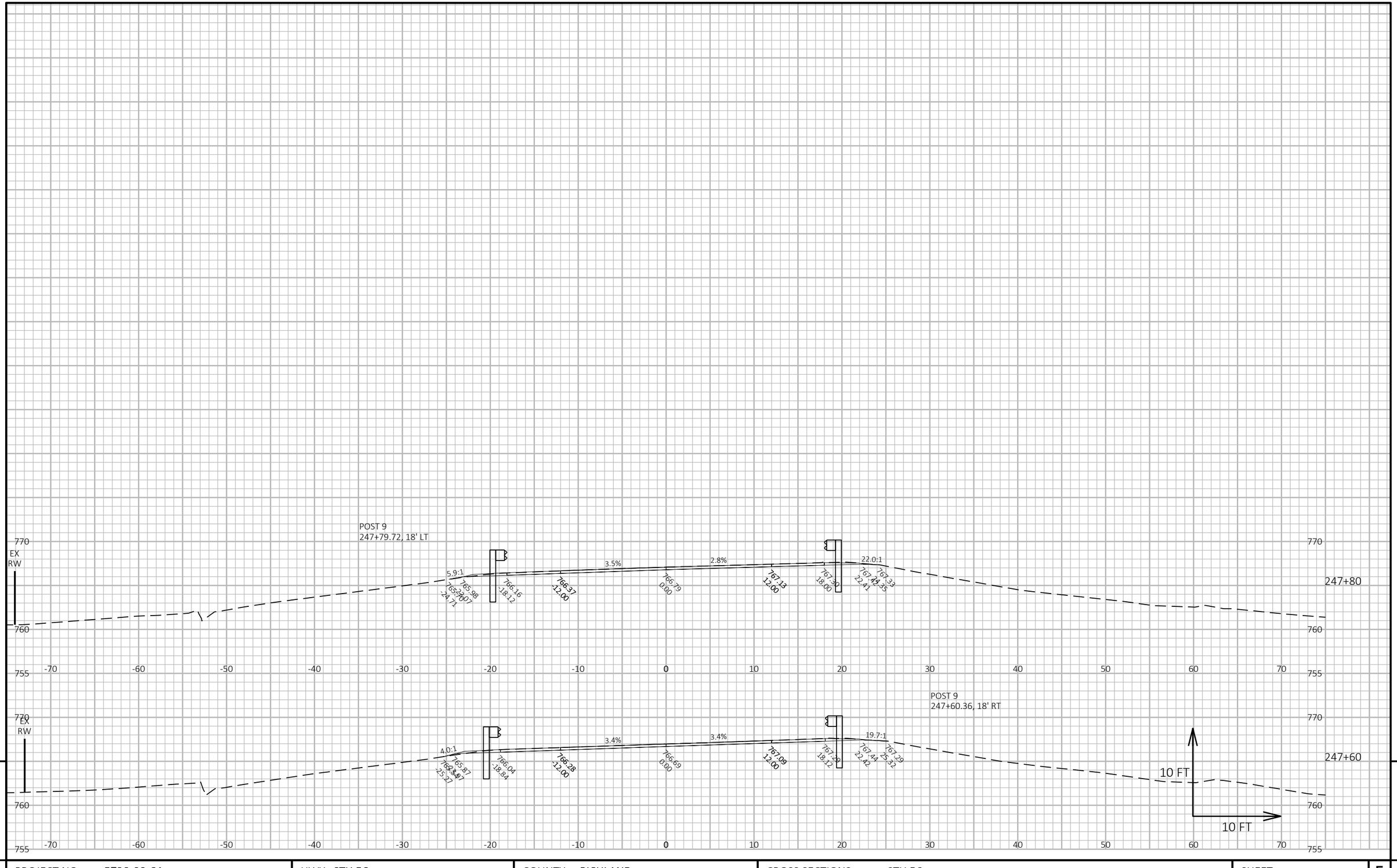


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 319	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090201-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 1/28/2026 5:34 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



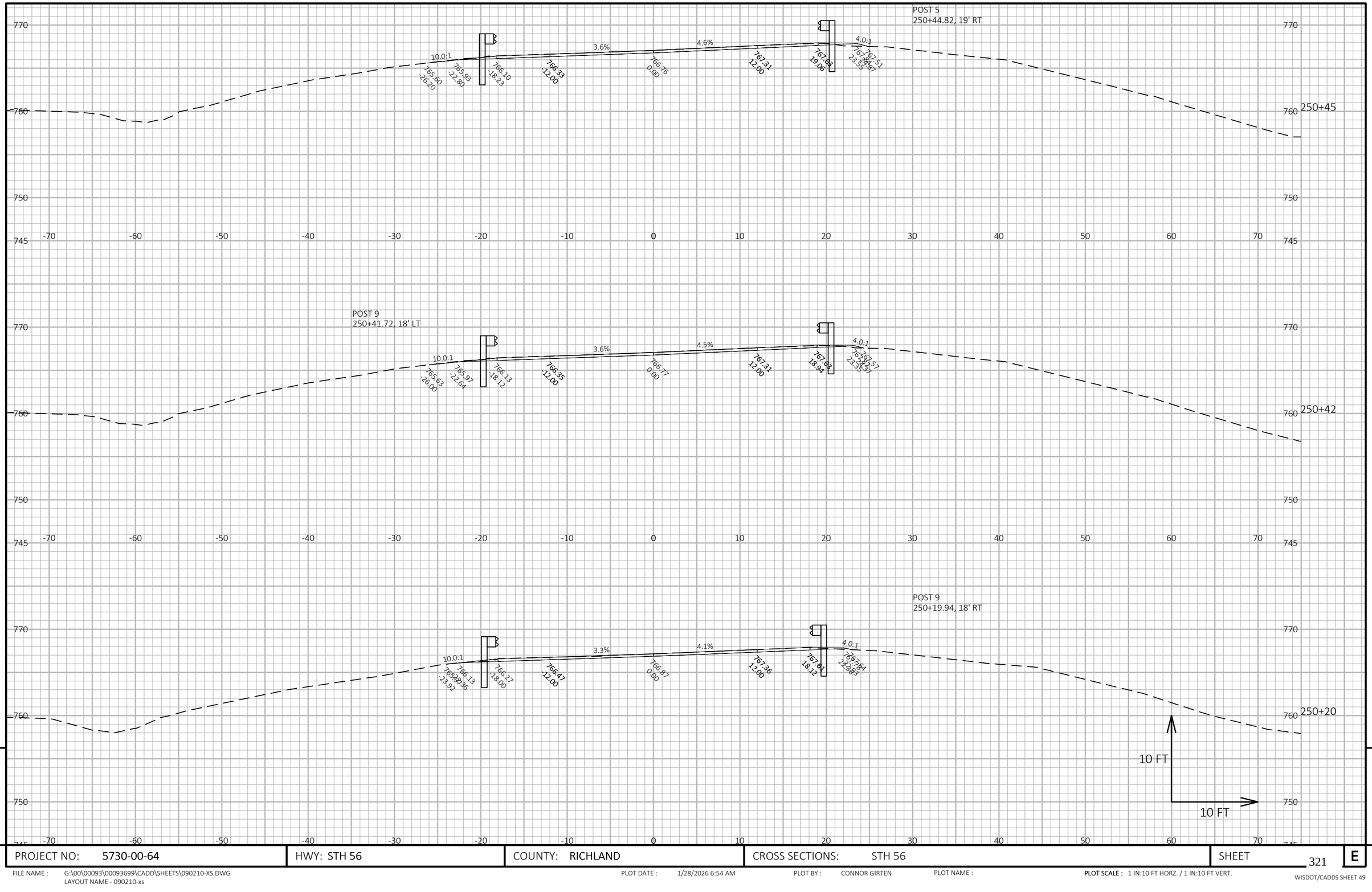
9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 320	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090201-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 1/28/2026 5:34 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 321	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090210-XS.DWG
LAYOUT NAME - 090210-xs

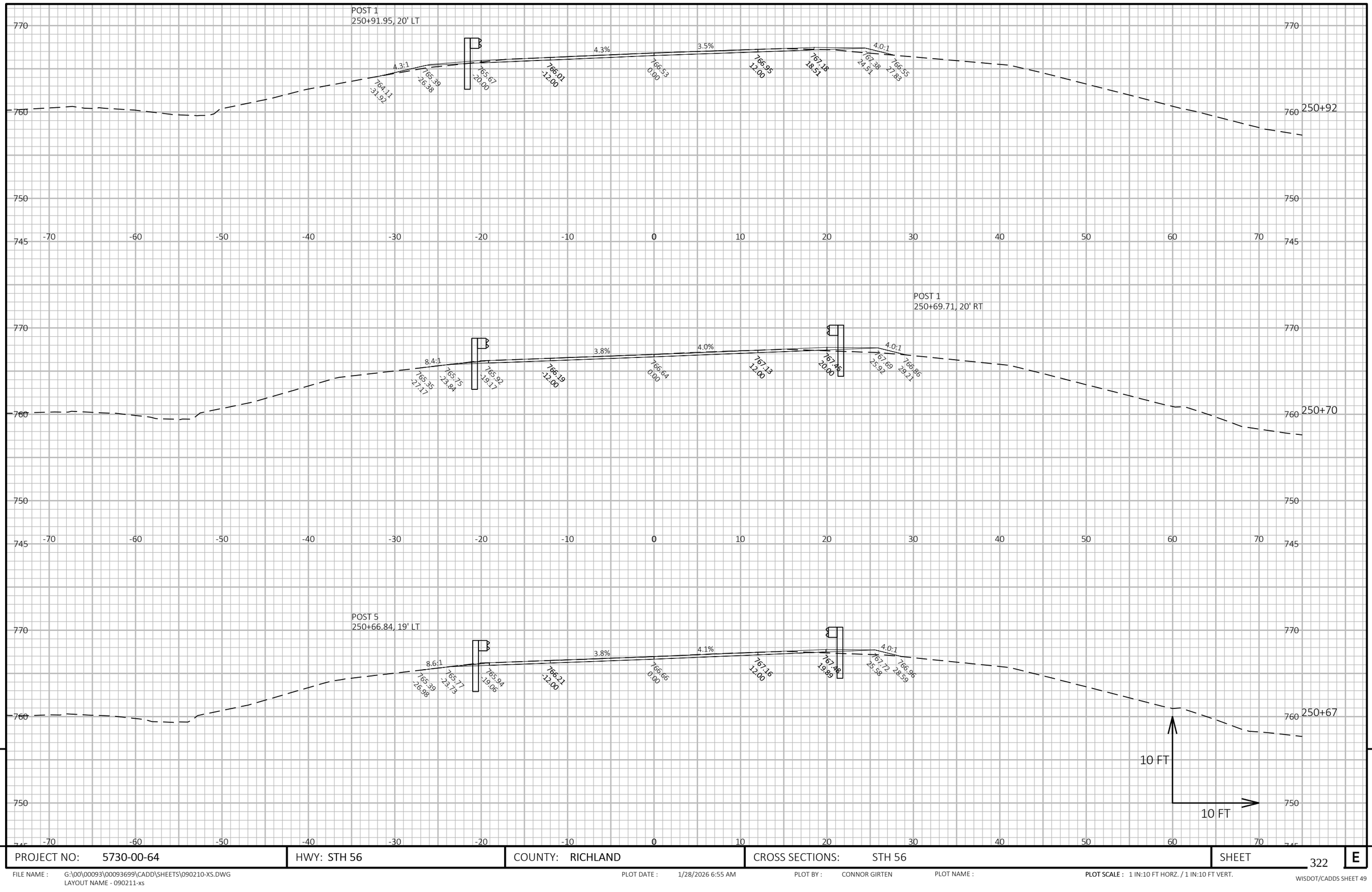
PLOT DATE : 1/28/2026 6:54 AM

PLOT BY : CONNOR GIRTEN

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: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 322	E

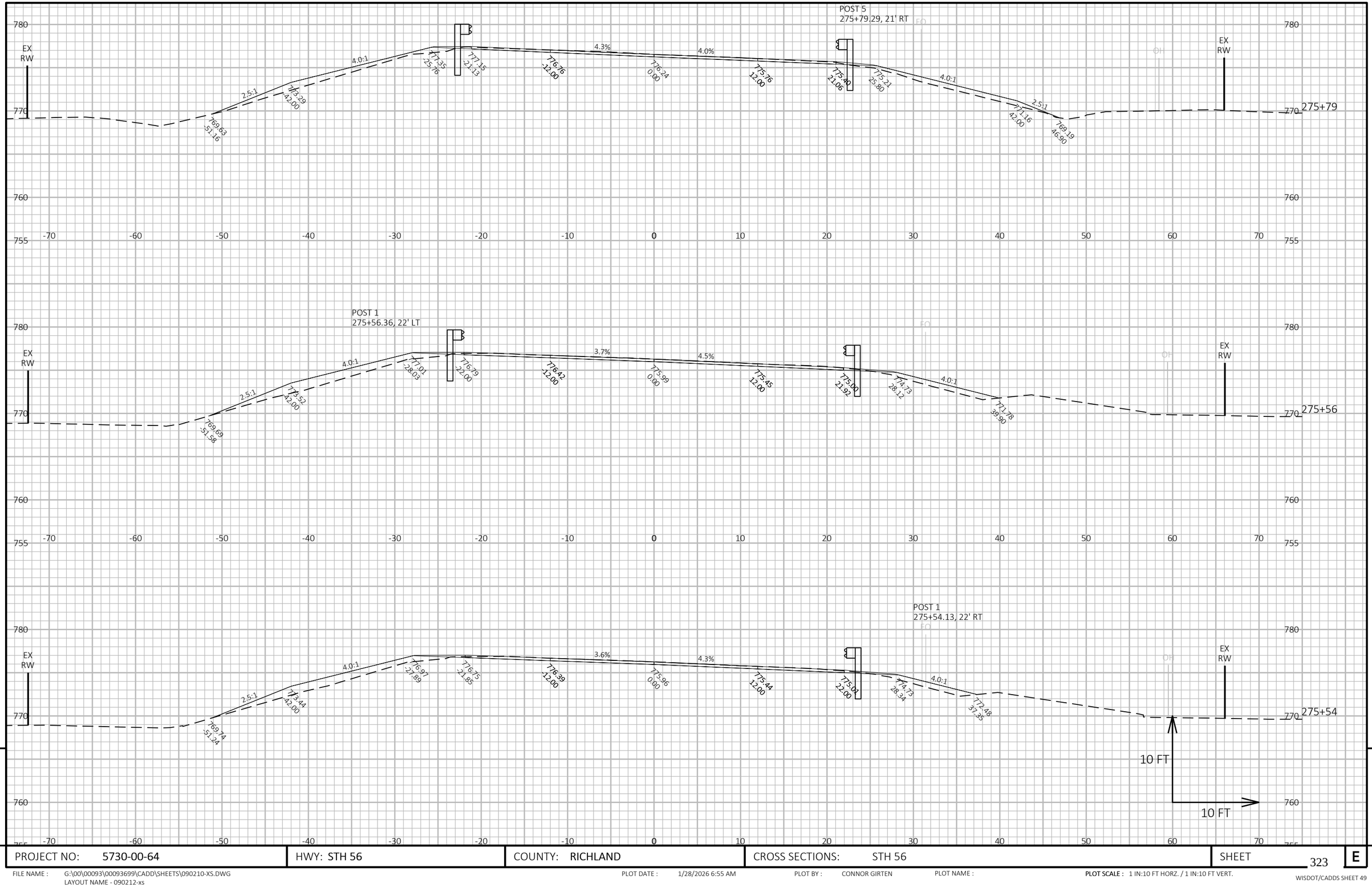
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090210-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 1/28/2026 6:55 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

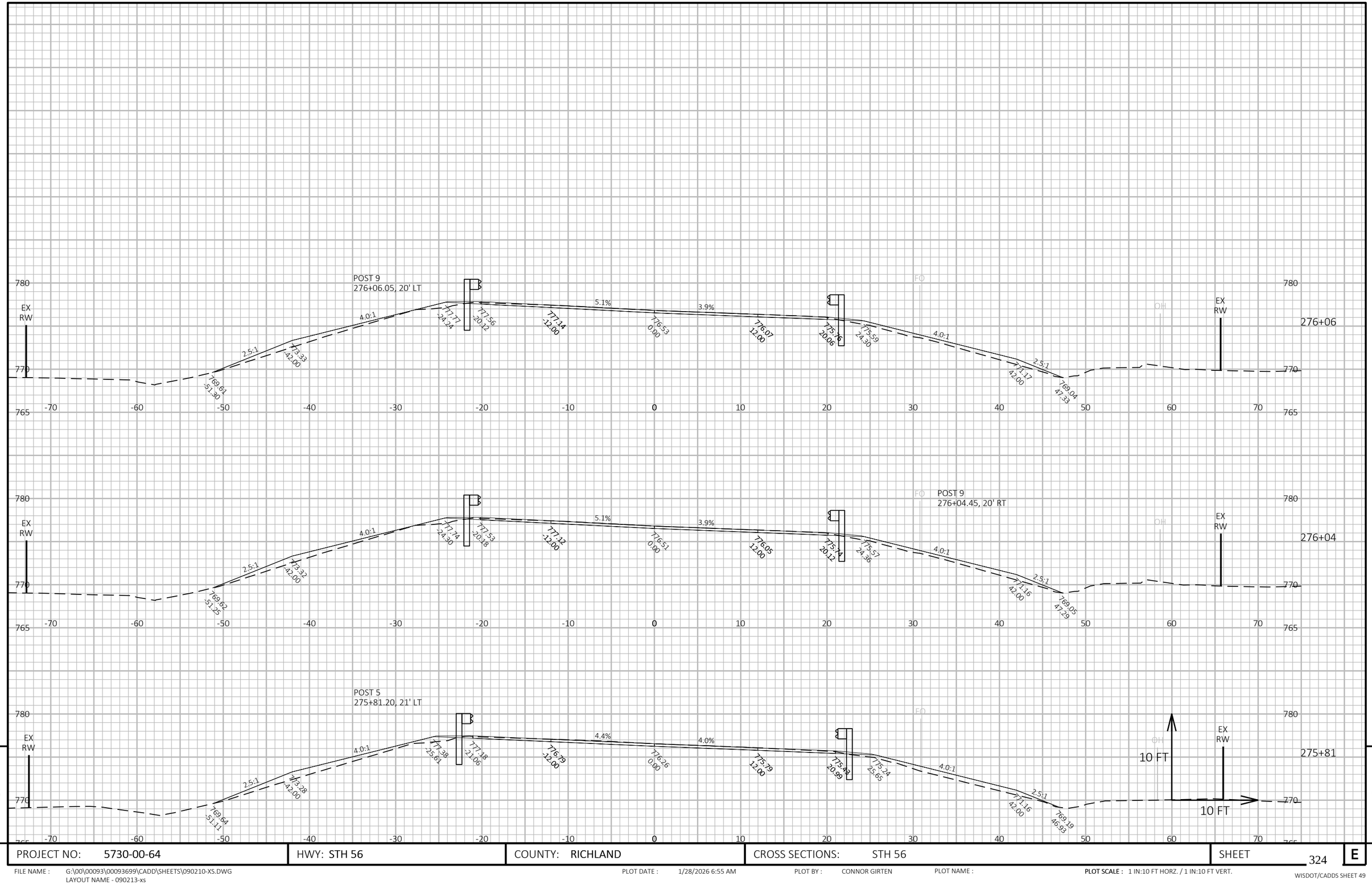
9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 323	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090210-XS.DWG
LAYOUT NAME - 090212-xs

PLOT DATE : 1/28/2026 6:55 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 324	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090210-XS.DWG
LAYOUT NAME - 090213-xs

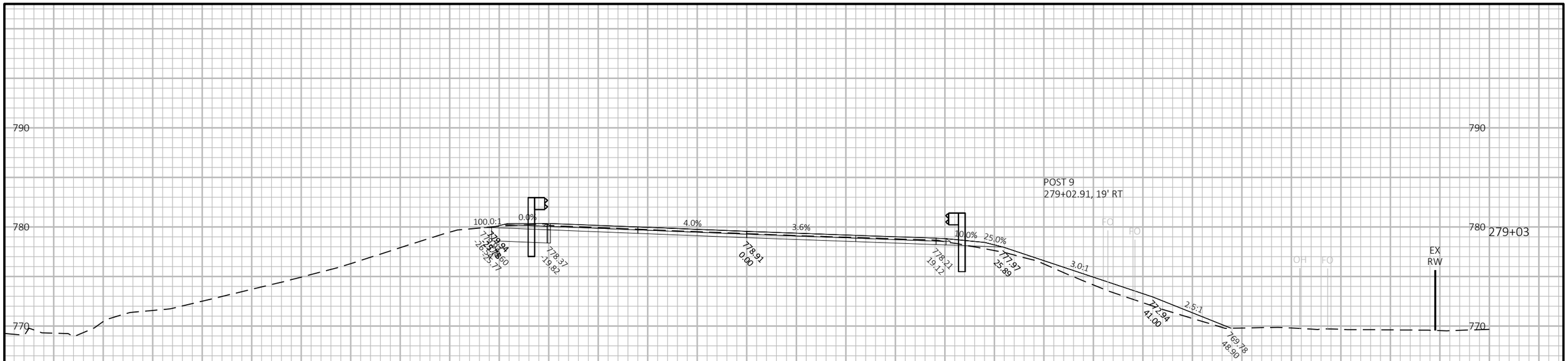
PLOT DATE : 1/28/2026 6:55 AM

PLOT BY : CONNOR GIRTEN

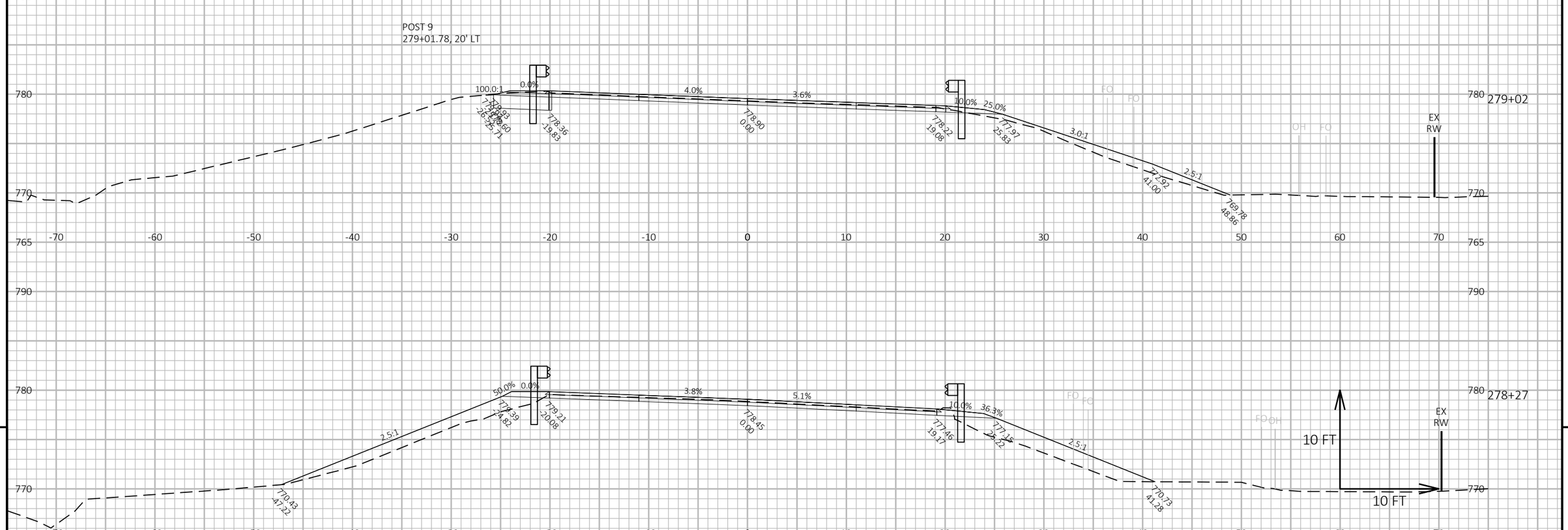
PLOT NAME :

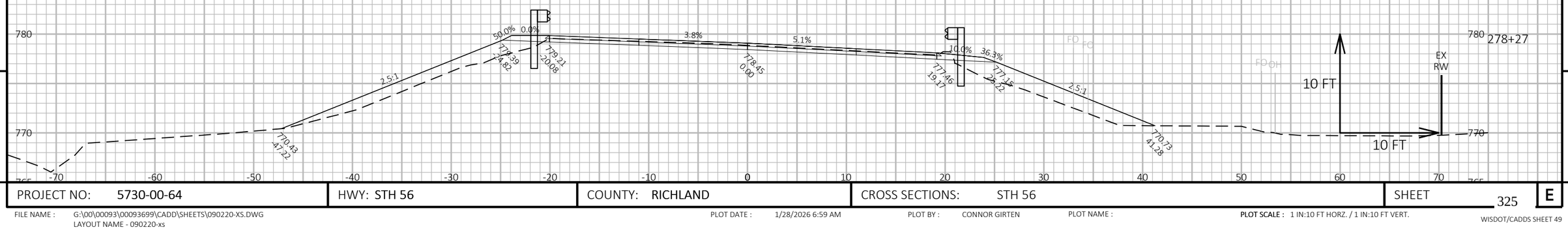
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

POST 9
279+02.91, 19' RT



POST 9
279+01.78, 20' LT





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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 325	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090220-xs

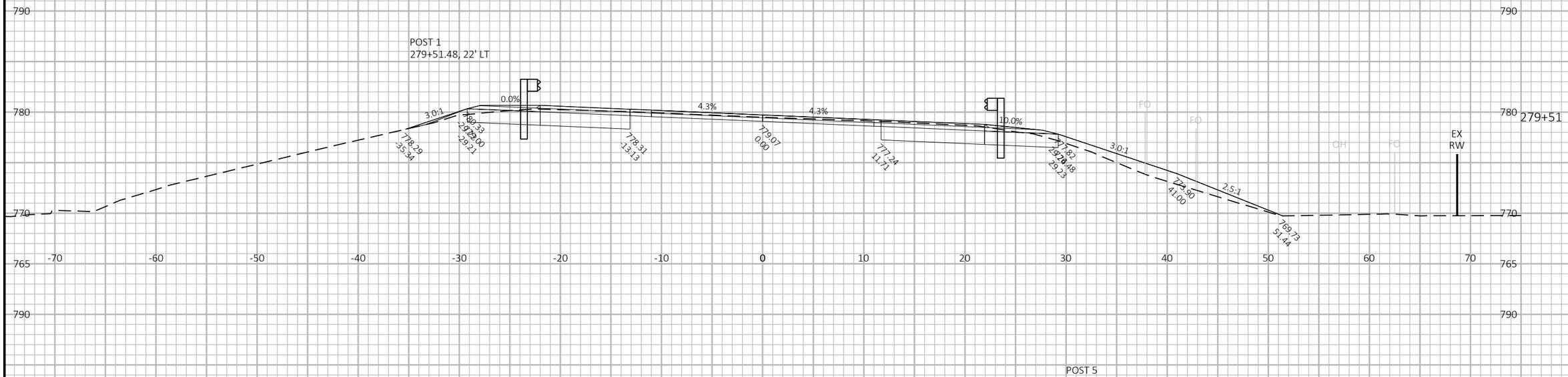
PLOT DATE : 1/28/2026 6:59 AM

PLOT BY : CONNOR GIRTEN

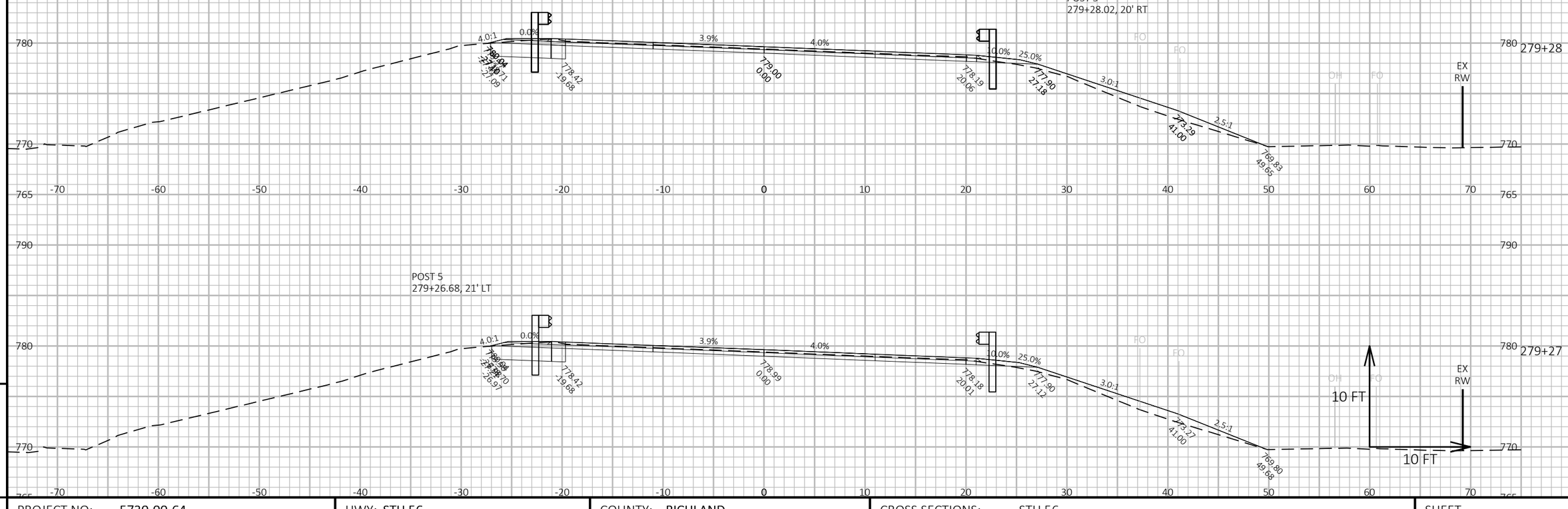
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

POST 1
279+51.48, 22' LT



POST 5
279+28.02, 20' RT



POST 5
279+26.68, 21' LT

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 326	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090221-xs

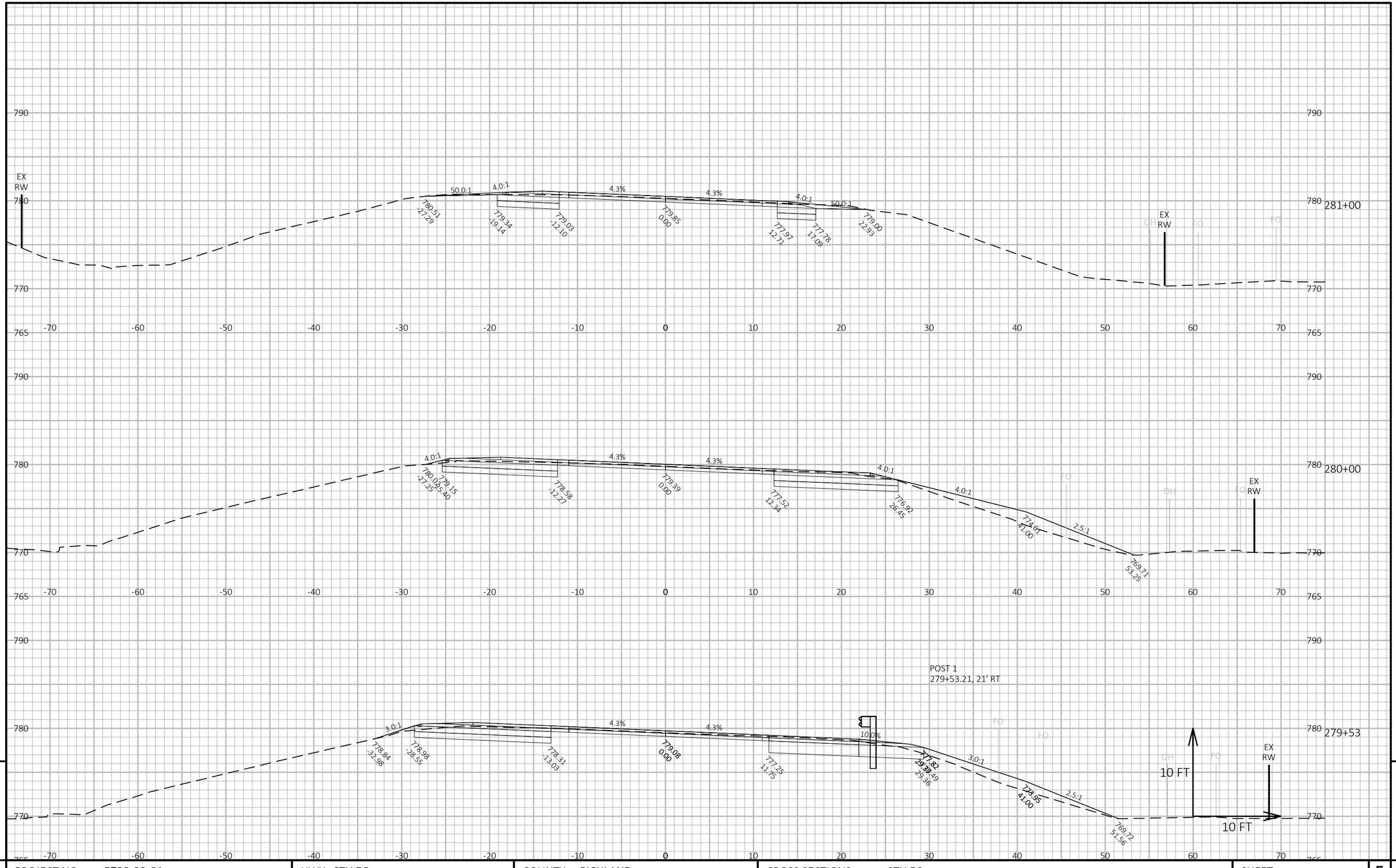
PLOT DATE : 1/28/2026 6:59 AM

PLOT BY : CONNOR GIRTEN

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: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 327	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090222-xs

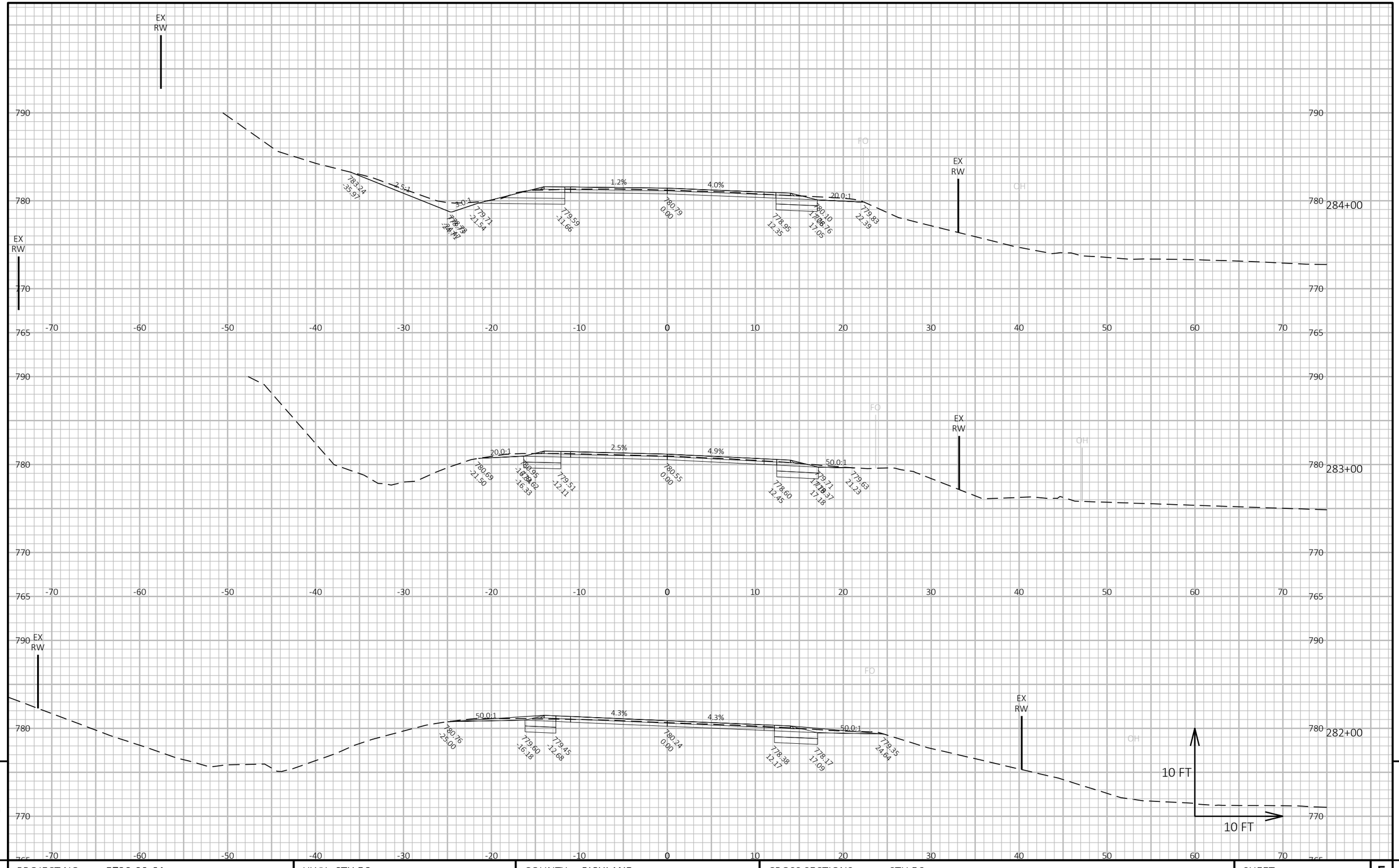
PLOT DATE : 1/28/2026 6:59 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

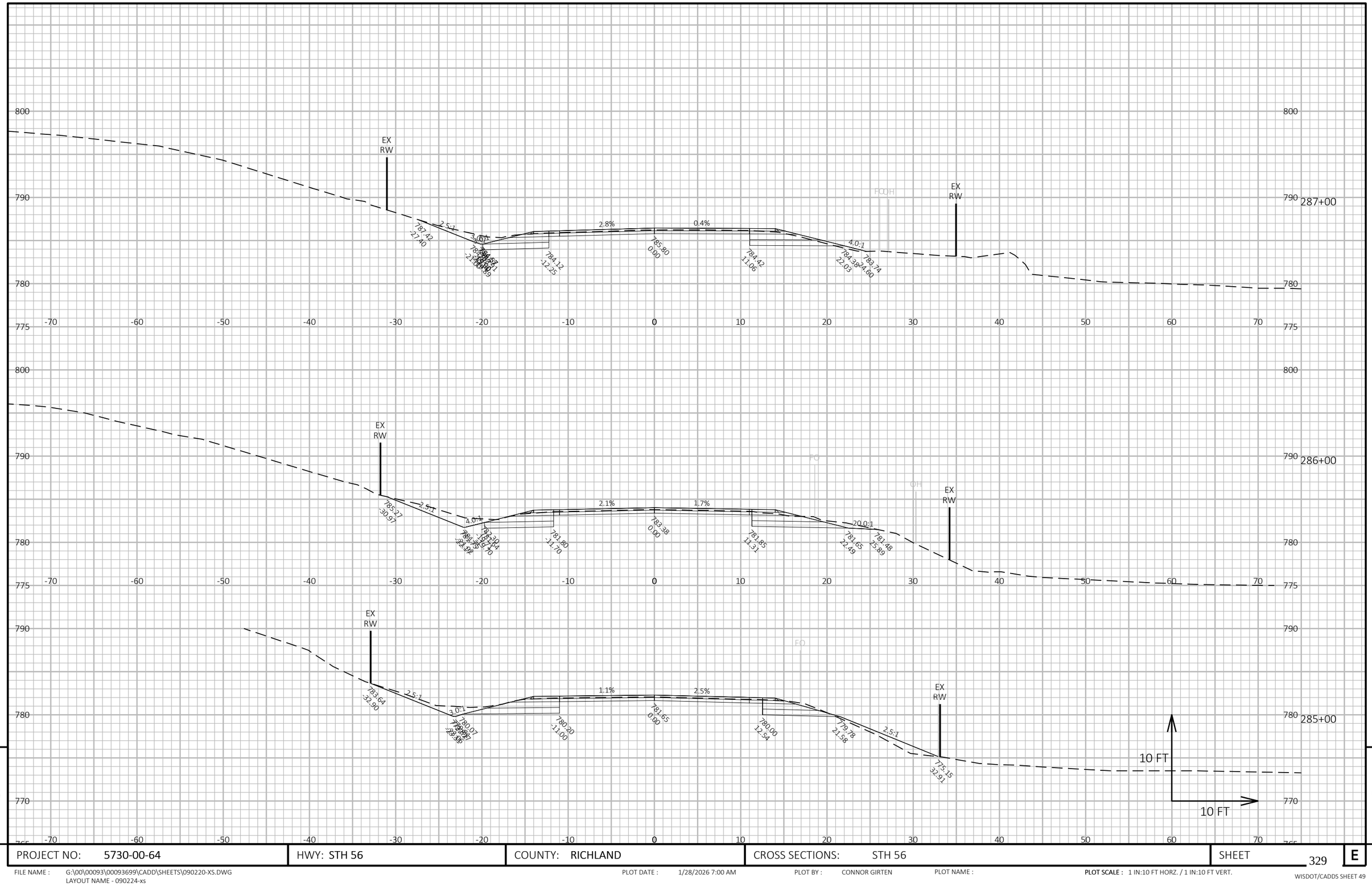


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 328	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 1/28/2026 6:59 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

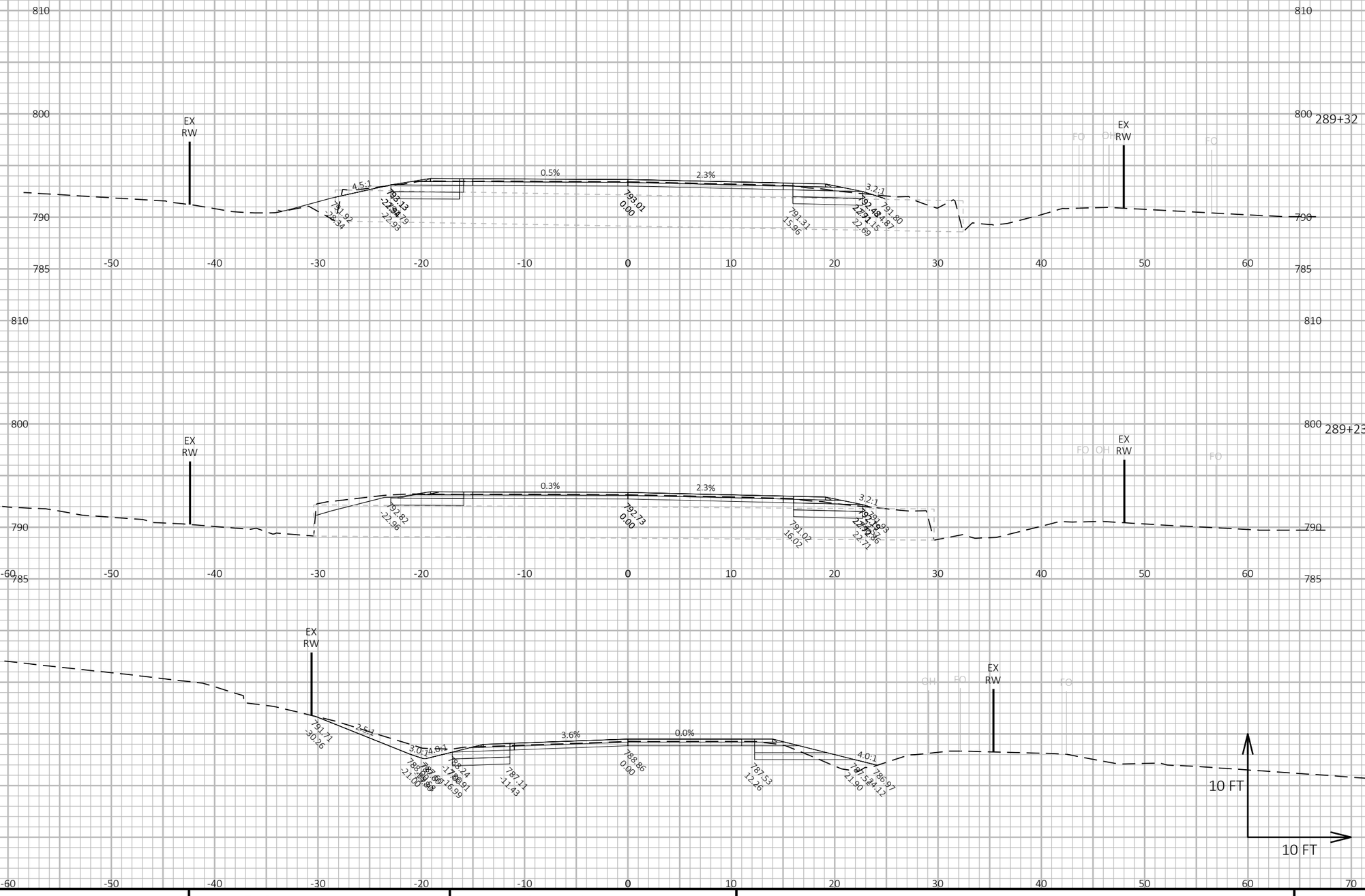


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 329	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090224-xs

PLOT DATE : 1/28/2026 7:00 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 330	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090225-xs

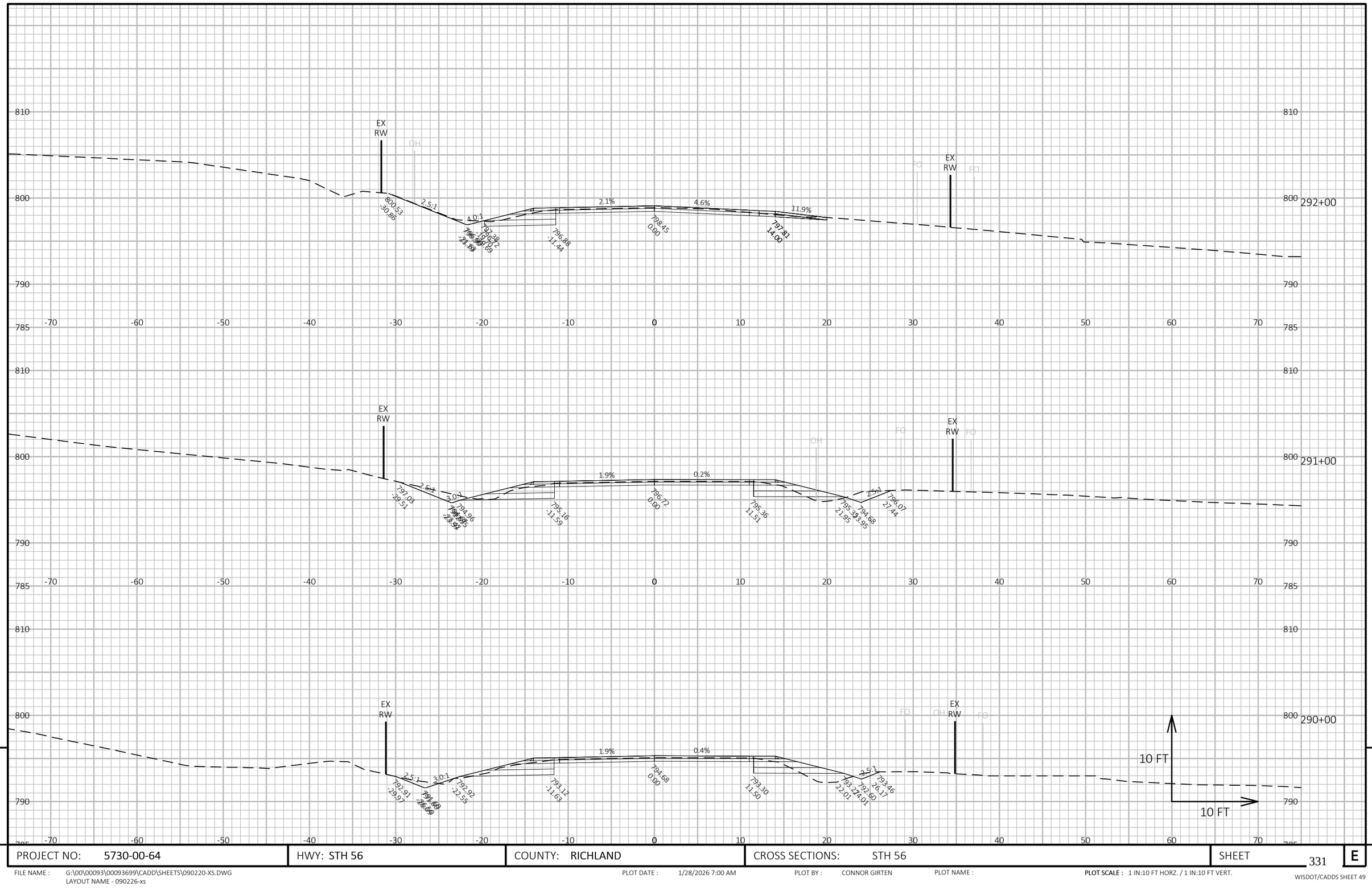
PLOT DATE : 1/28/2026 7:00 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 331	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090226-xs

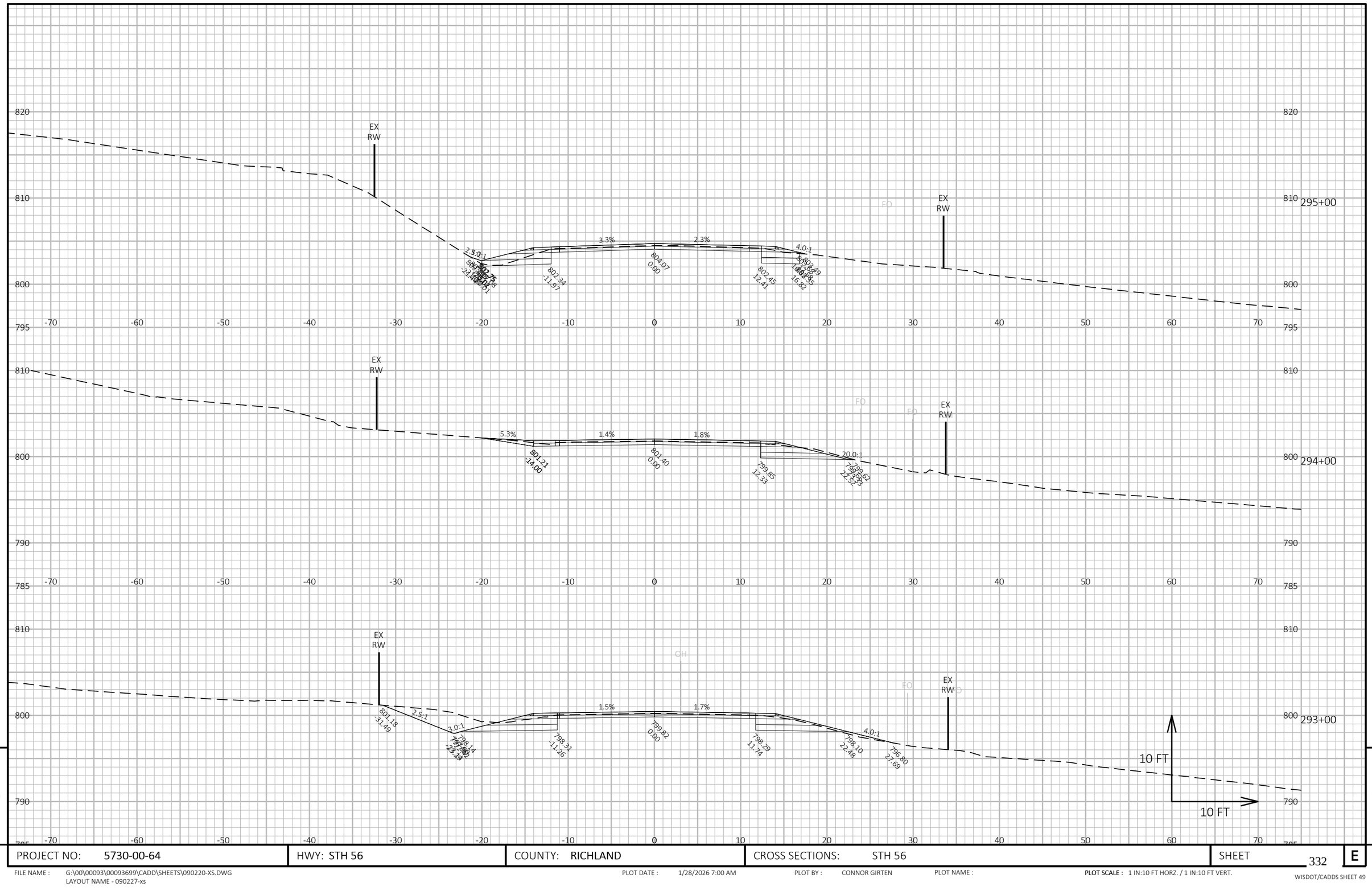
PLOT DATE : 1/28/2026 7:00 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 332	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090227-xs

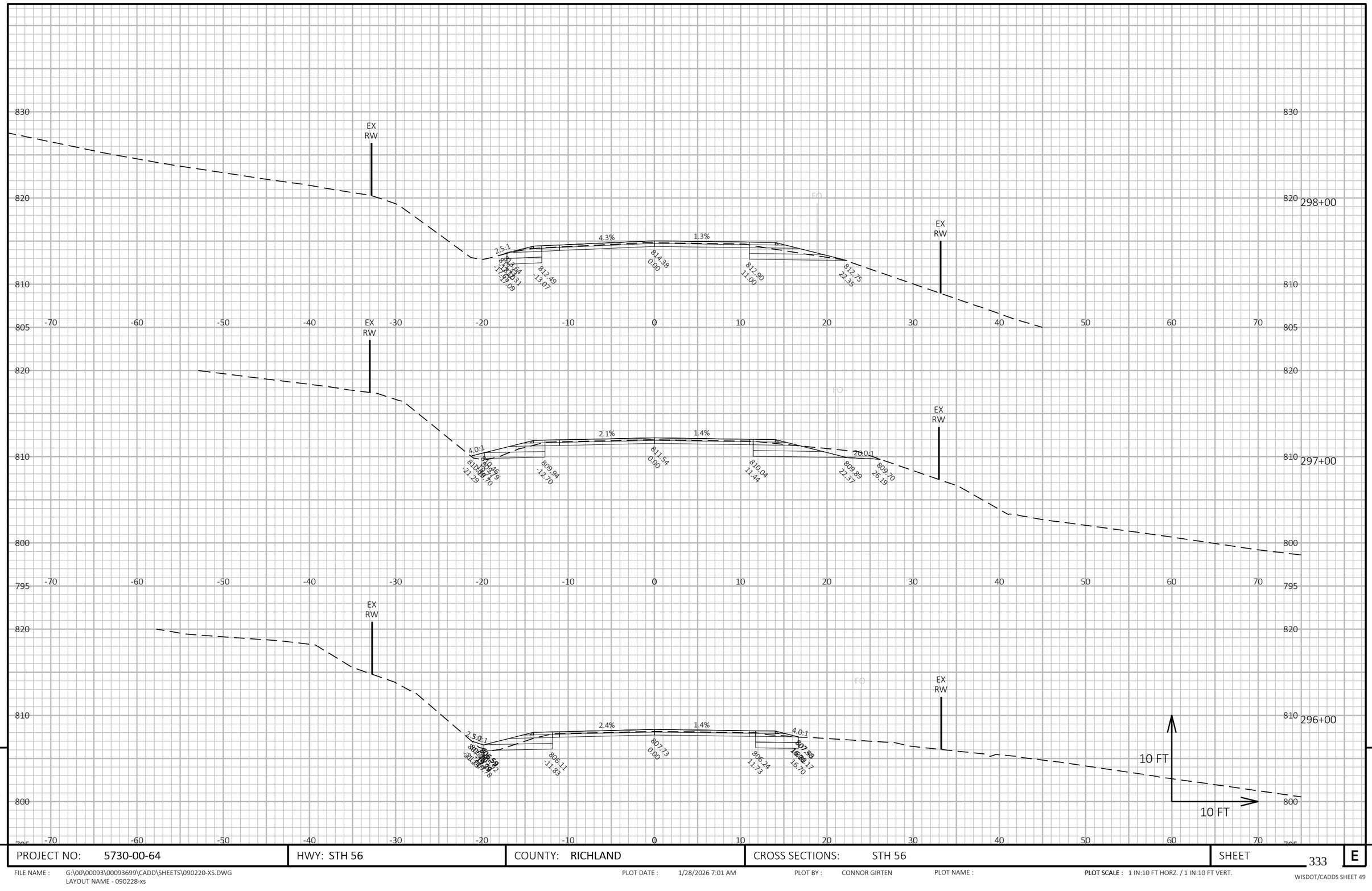
PLOT DATE : 1/28/2026 7:00 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 333	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090228-xs

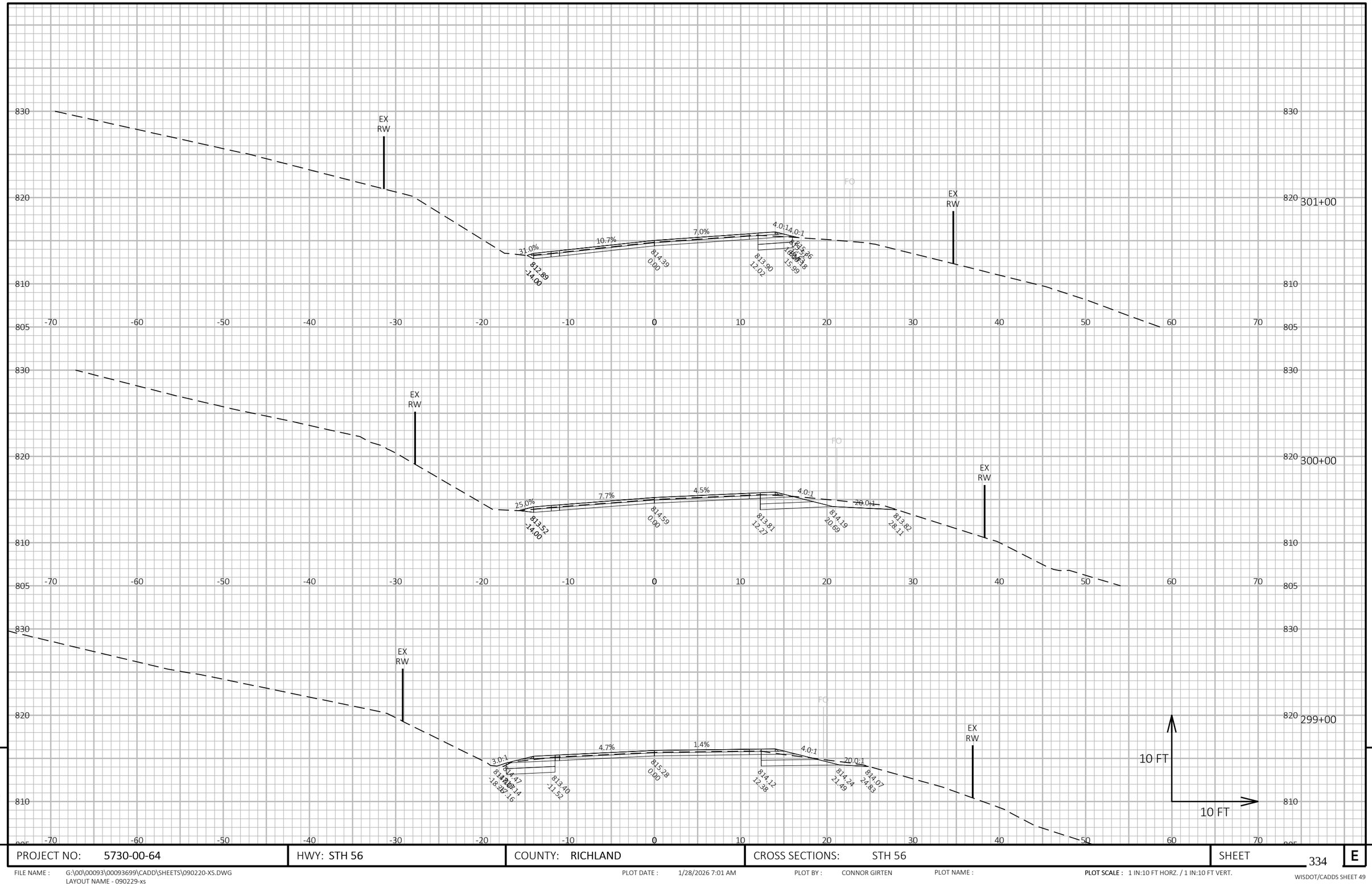
PLOT DATE : 1/28/2026 7:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 334 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090229-xs

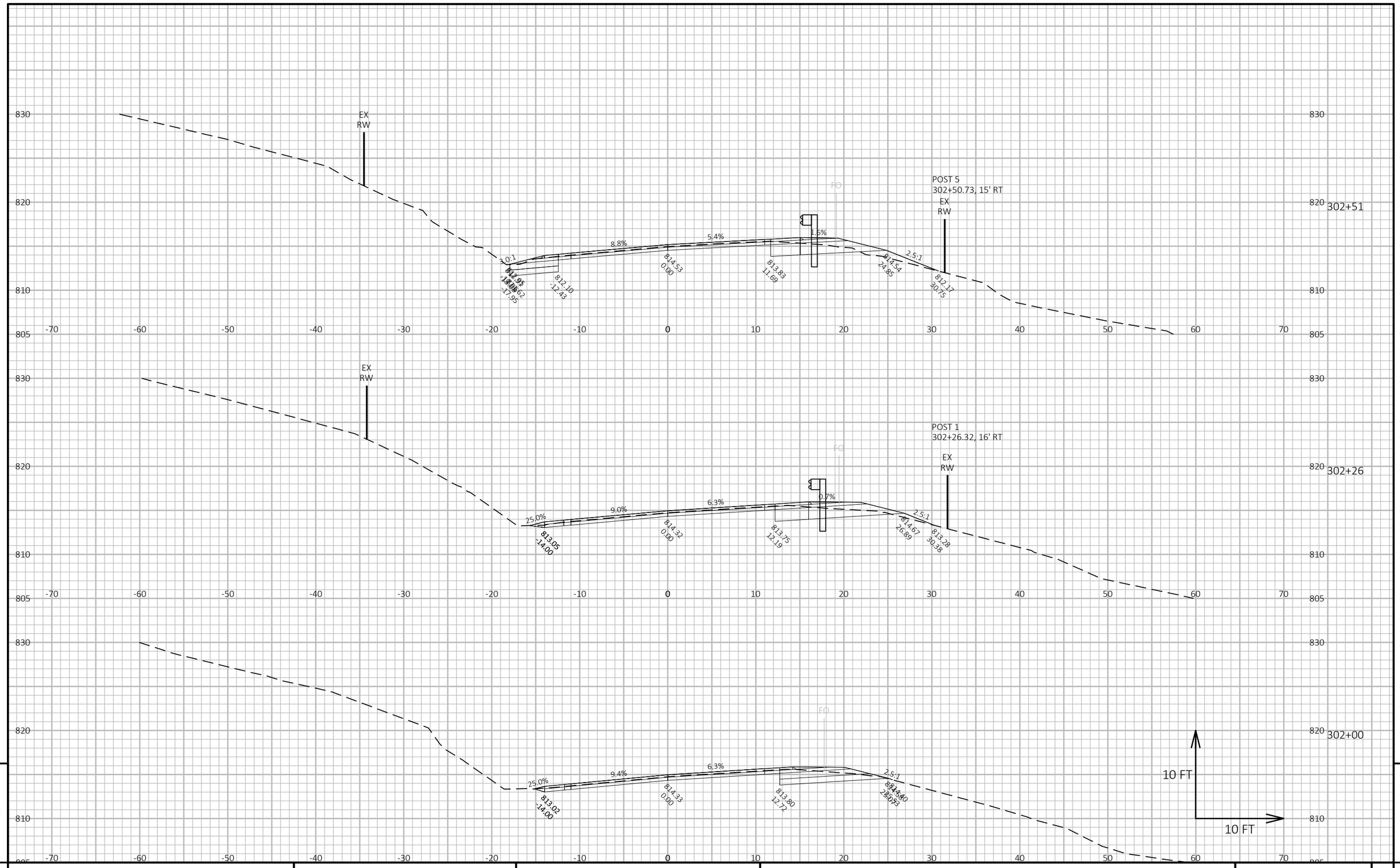
PLOT DATE : 1/28/2026 7:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 335	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090230-xs

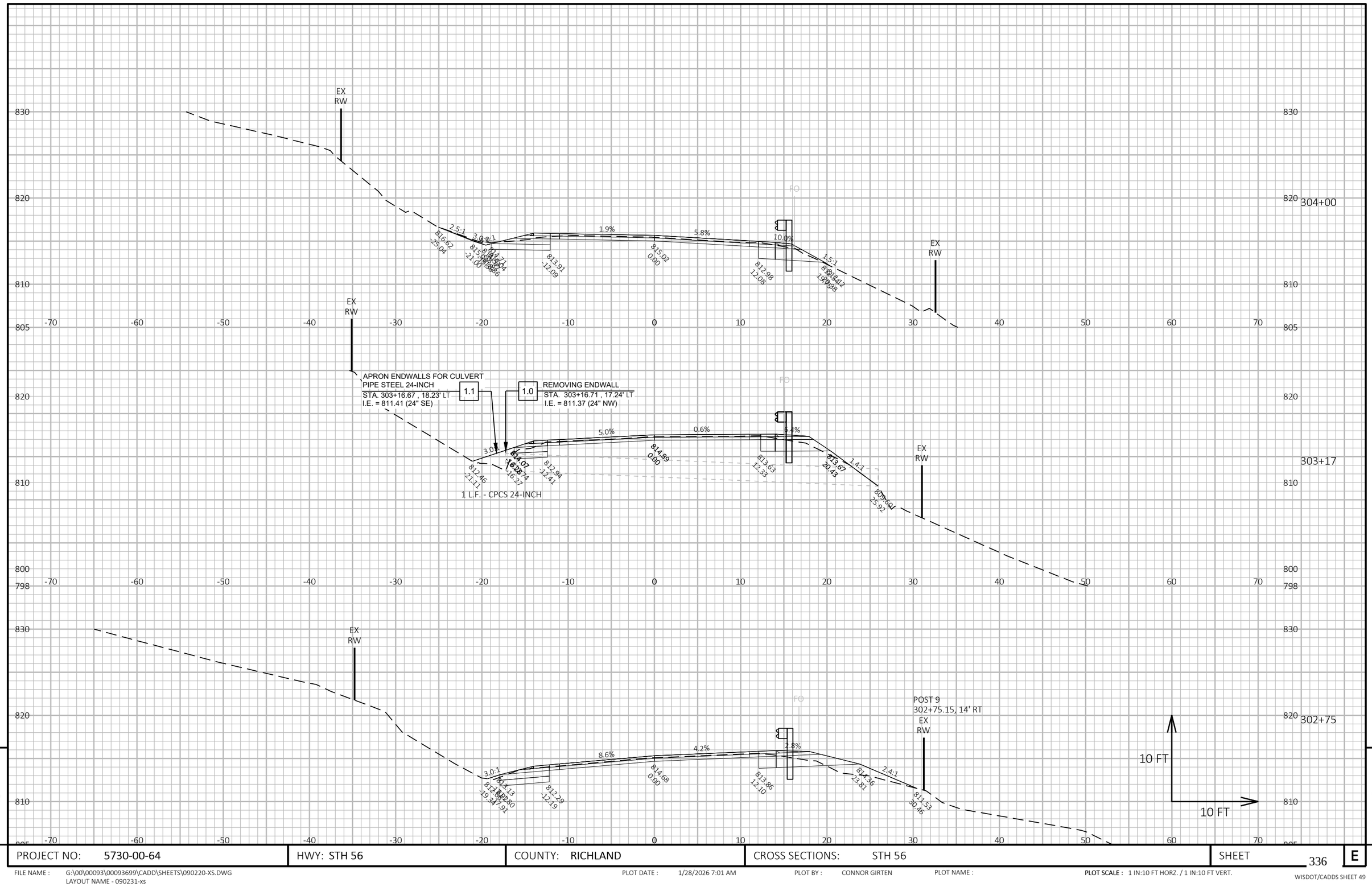
PLOT DATE : 1/28/2026 7:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 336	E

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FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090231-xs

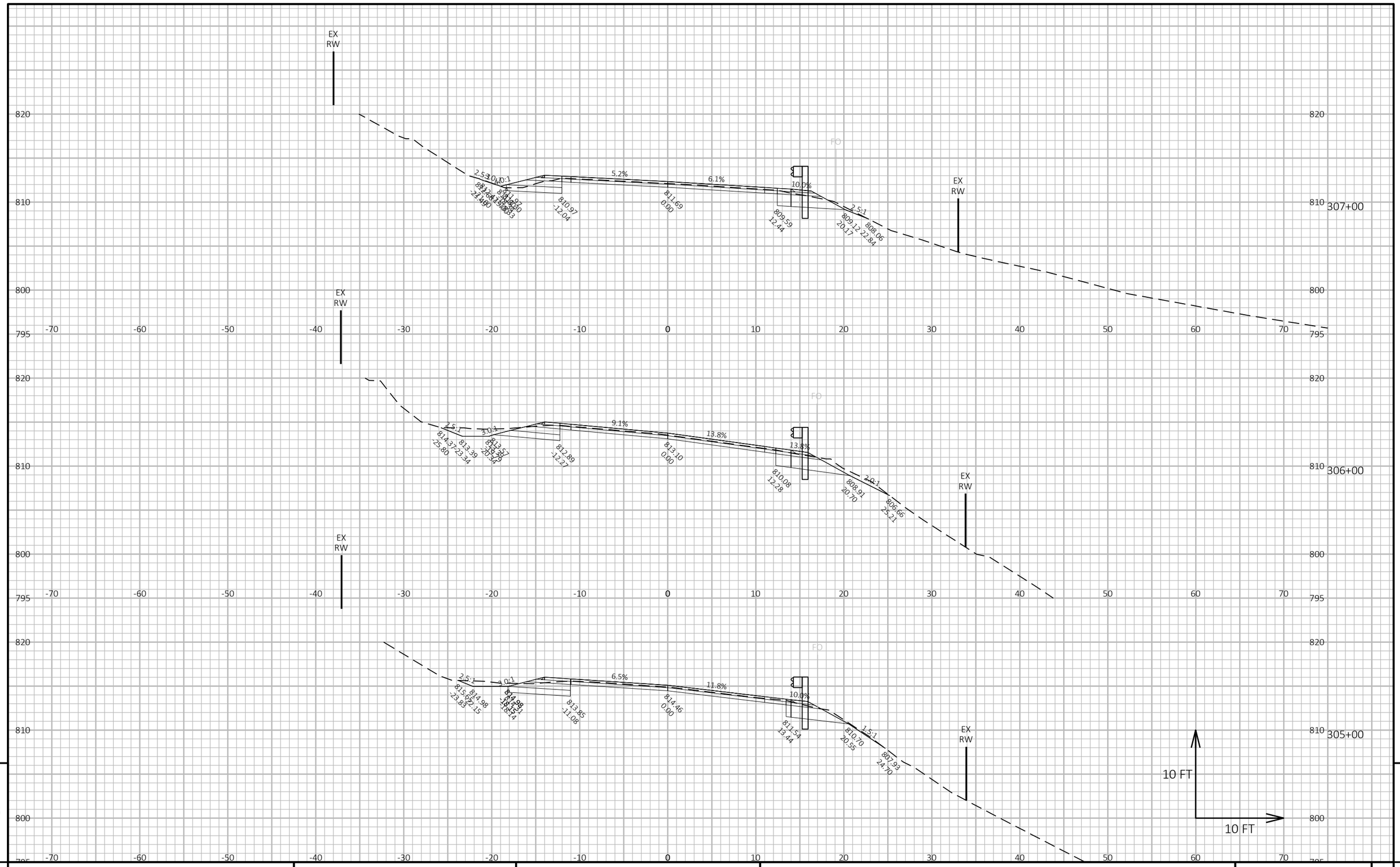
PLOT DATE : 1/28/2026 7:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 337	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090232-xs

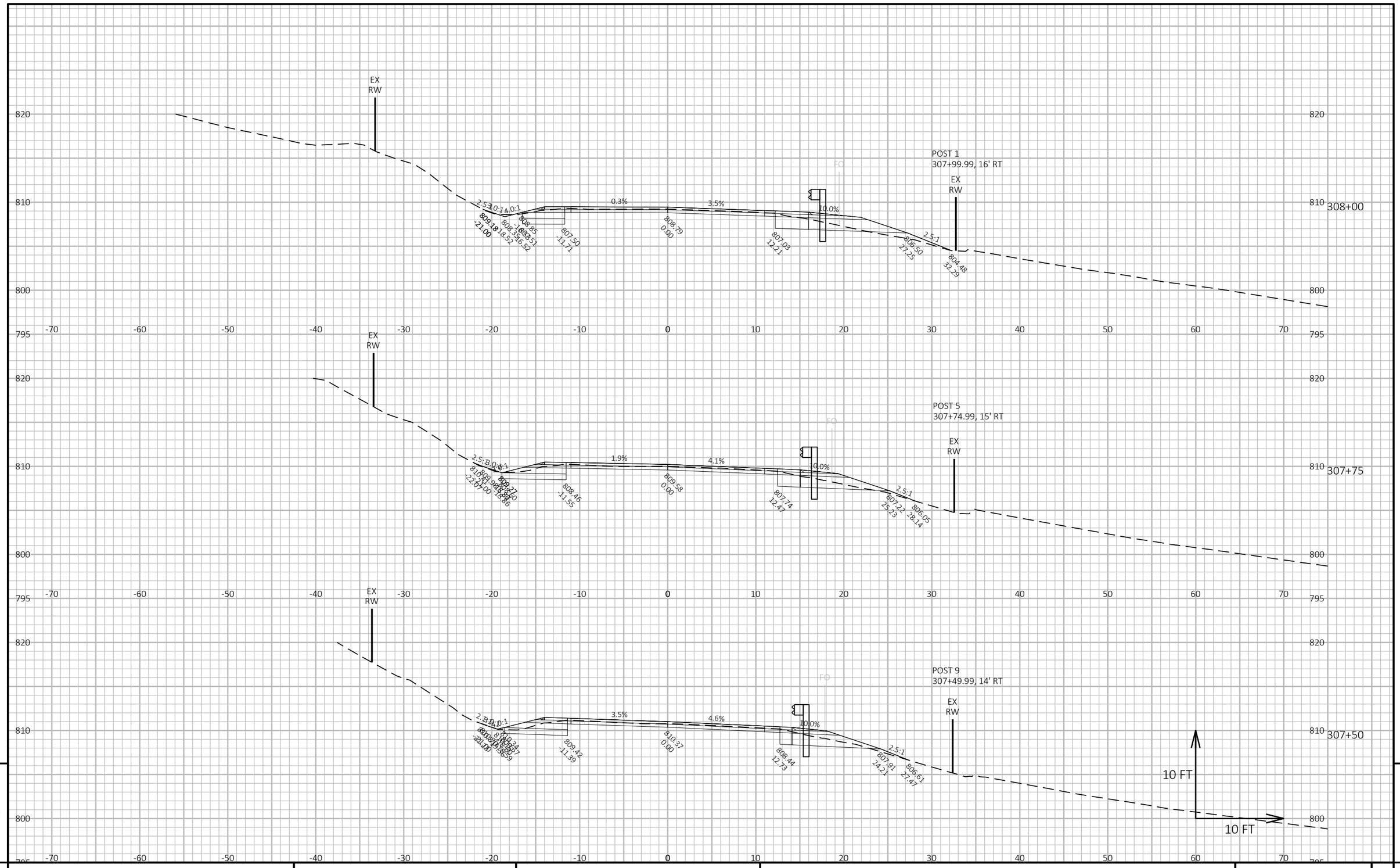
PLOT DATE : 1/28/2026 7:02 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 338	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090233-xs

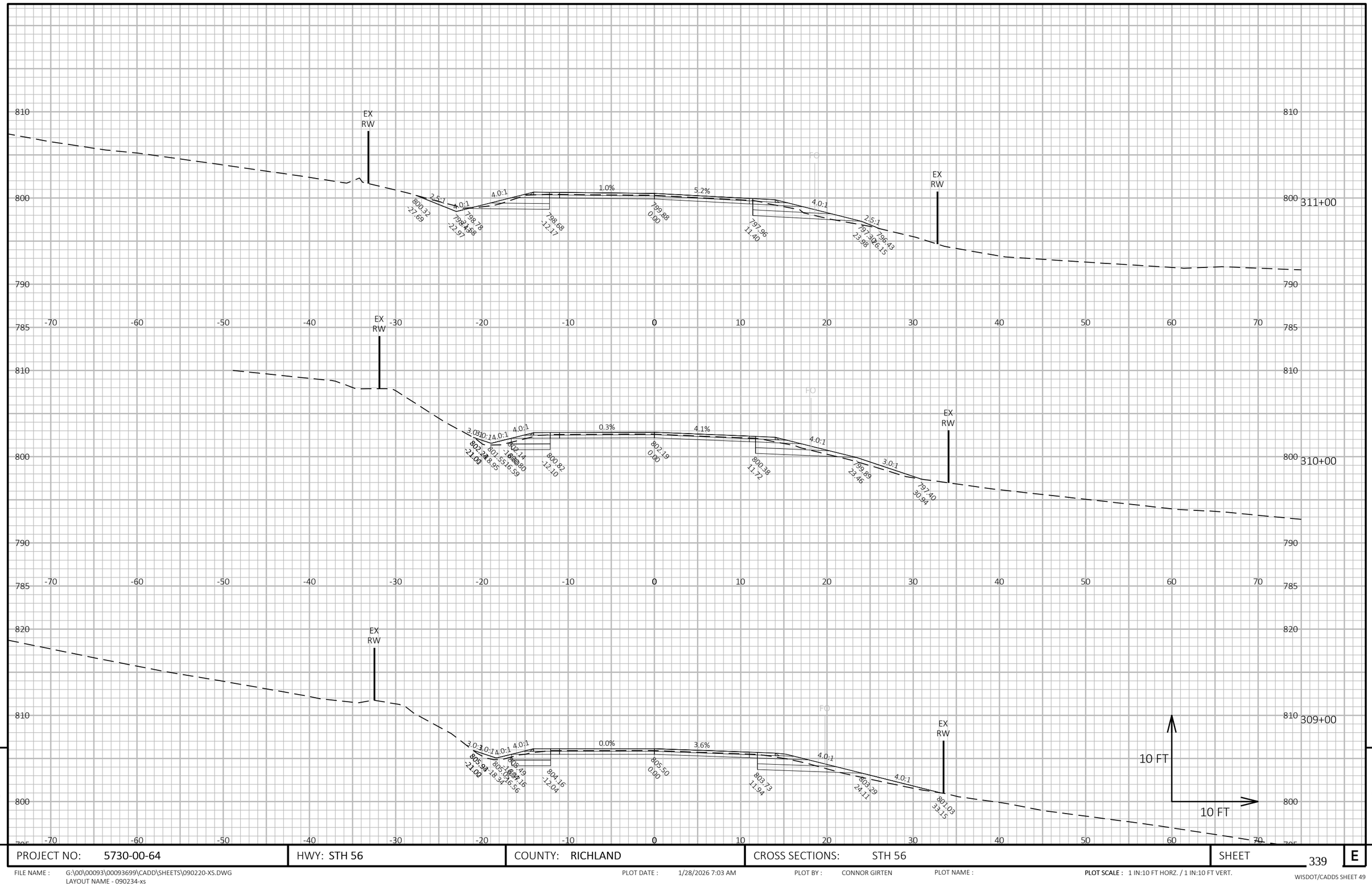
PLOT DATE : 1/28/2026 7:02 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 339	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090234-xs

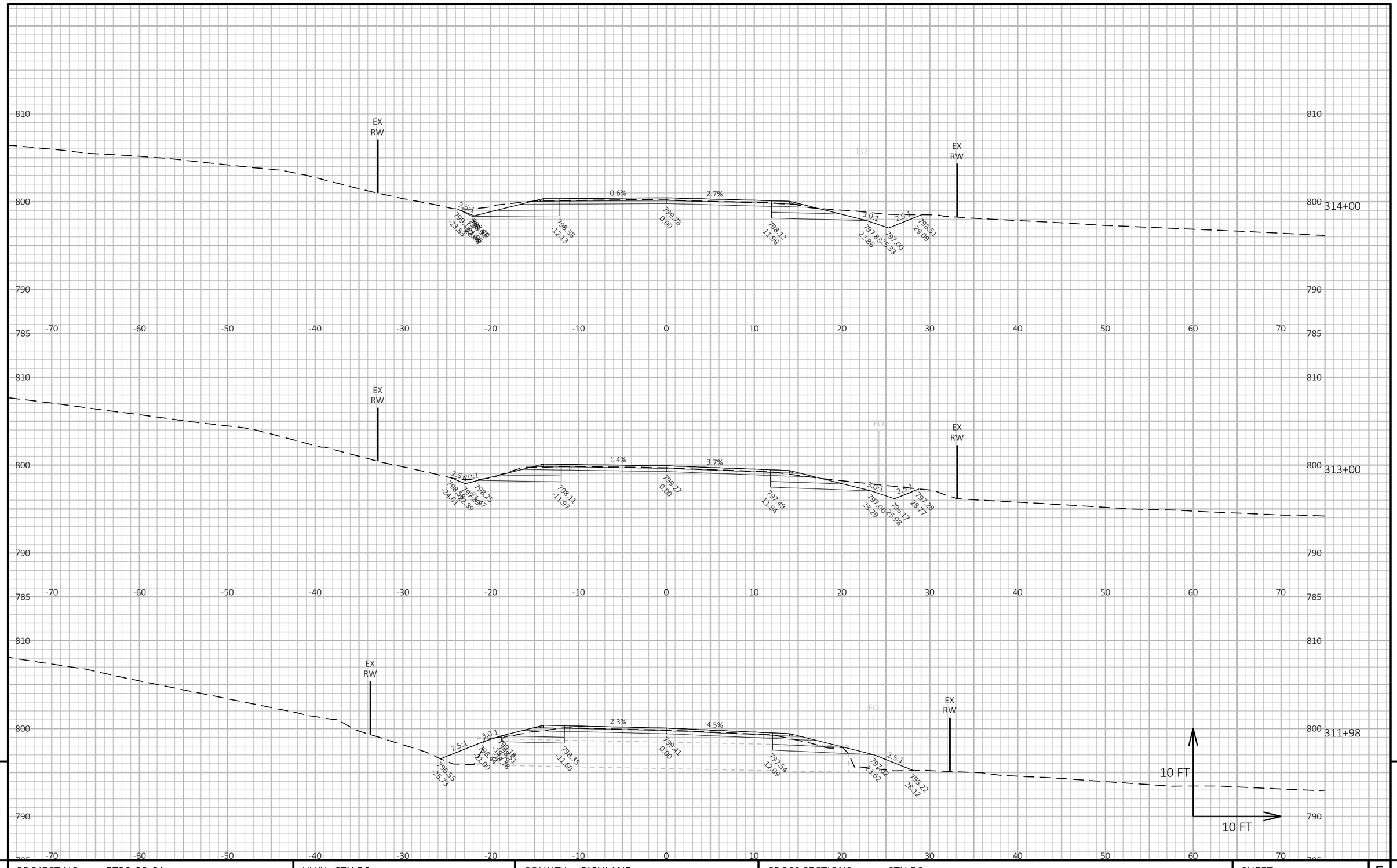
PLOT DATE : 1/28/2026 7:03 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 340	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090235-xs

PLOT DATE : 1/28/2026 7:03 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 341	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090236-xs

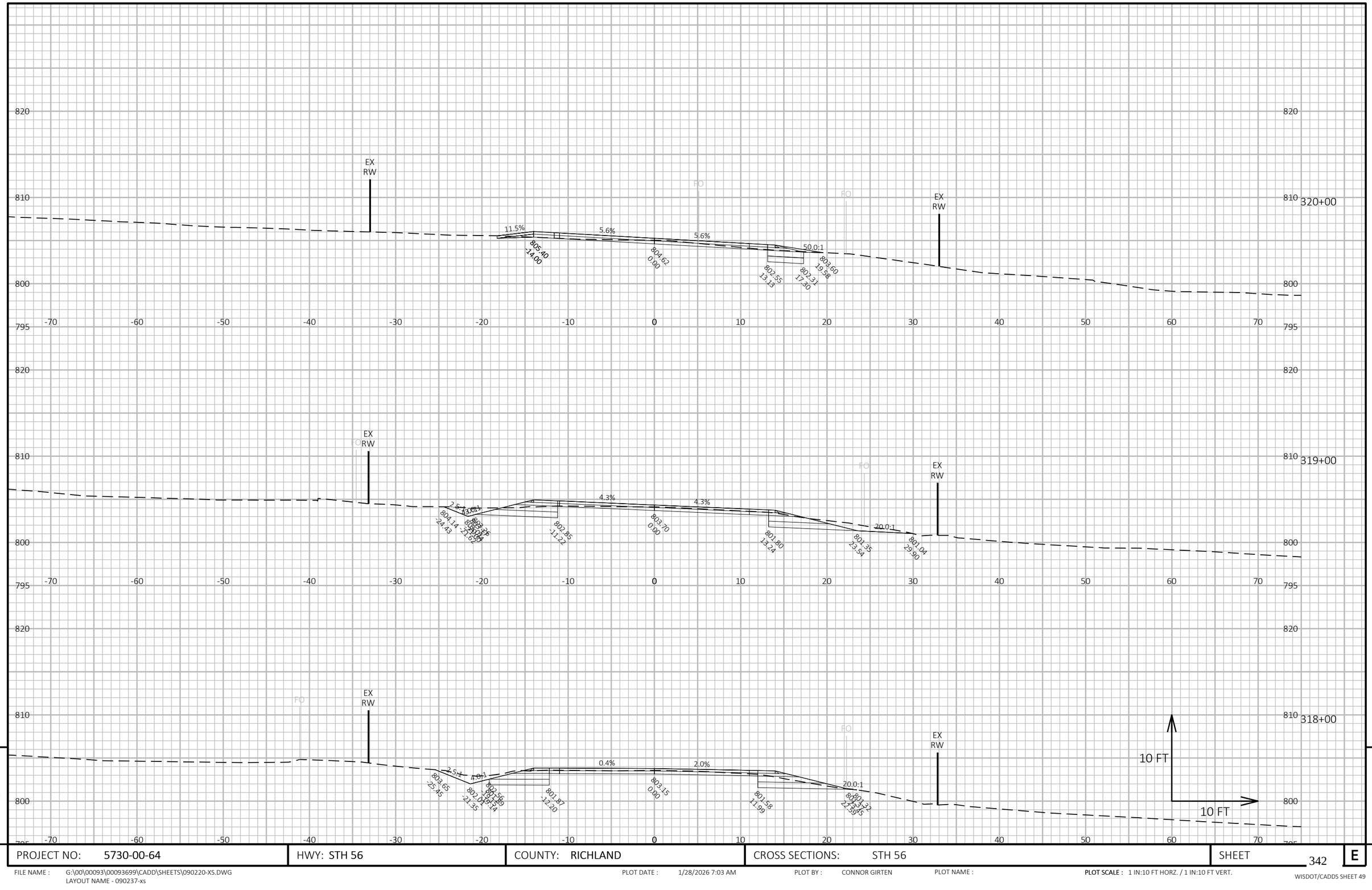
PLOT DATE : 1/28/2026 7:03 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 342	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090237-xs

PLOT DATE : 1/28/2026 7:03 AM

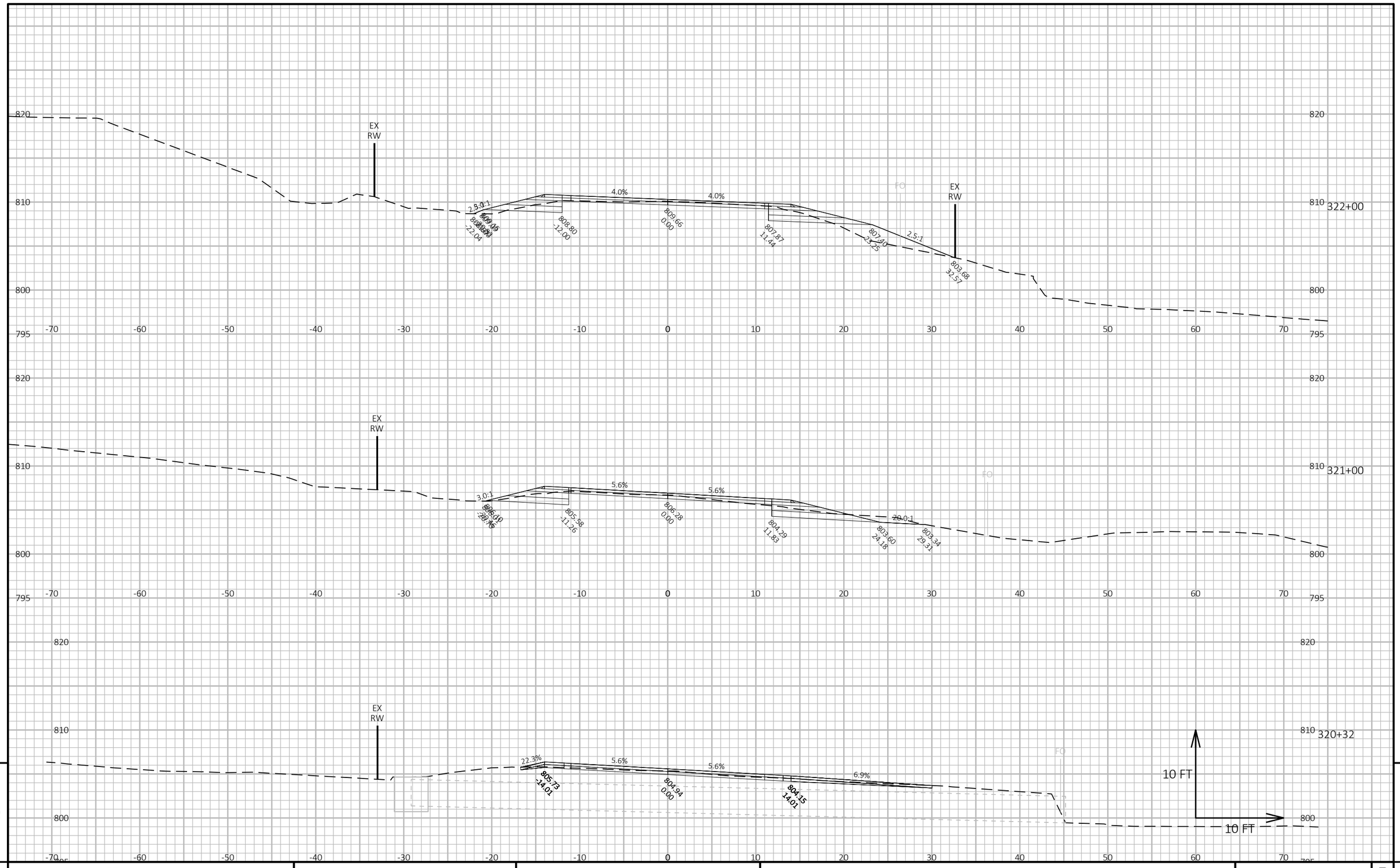
PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

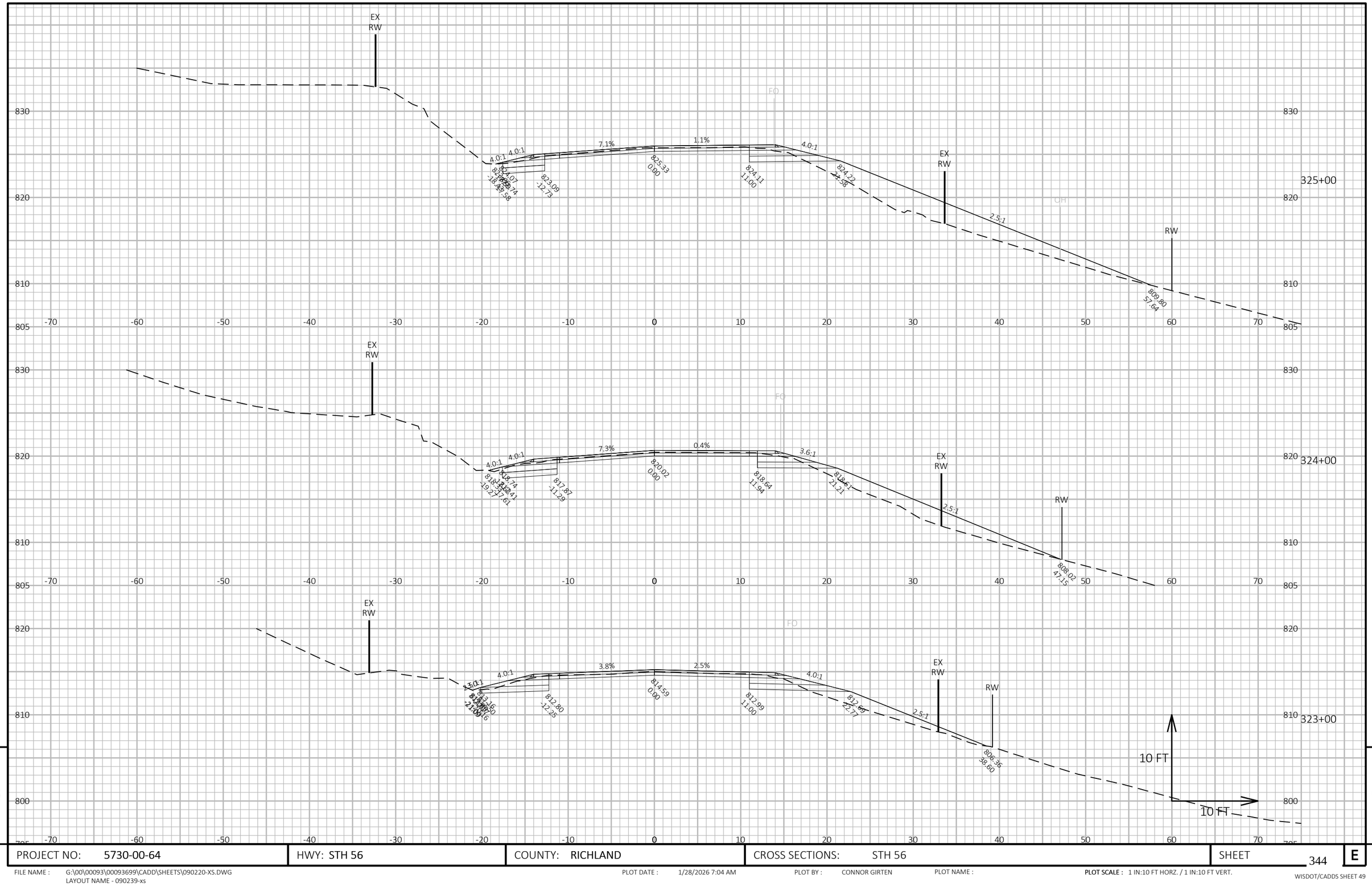


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 343	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090238-xs

PLOT DATE : 1/29/2026 10:15 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 344 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090239-xs

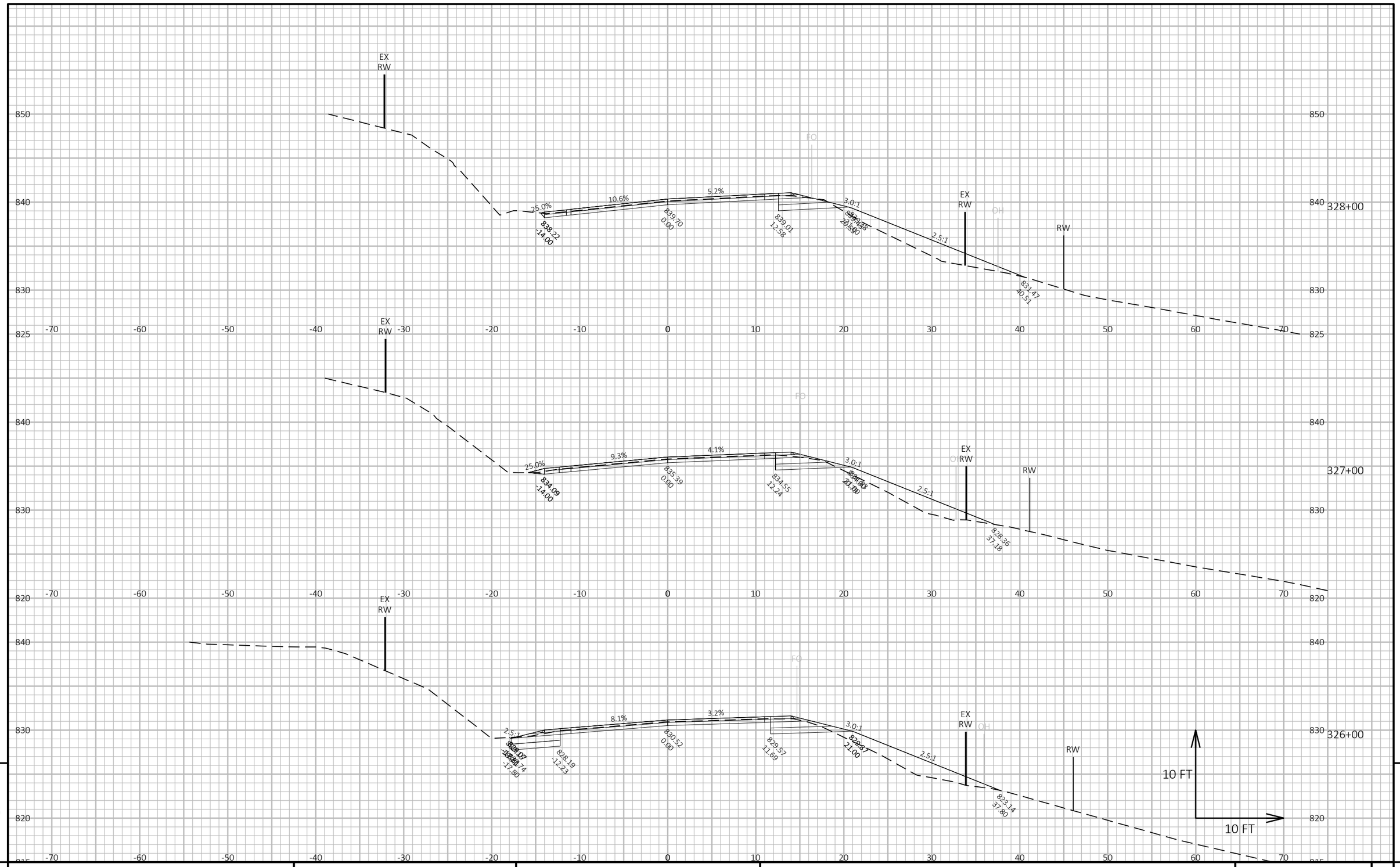
PLOT DATE : 1/28/2026 7:04 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 345	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090240-xs

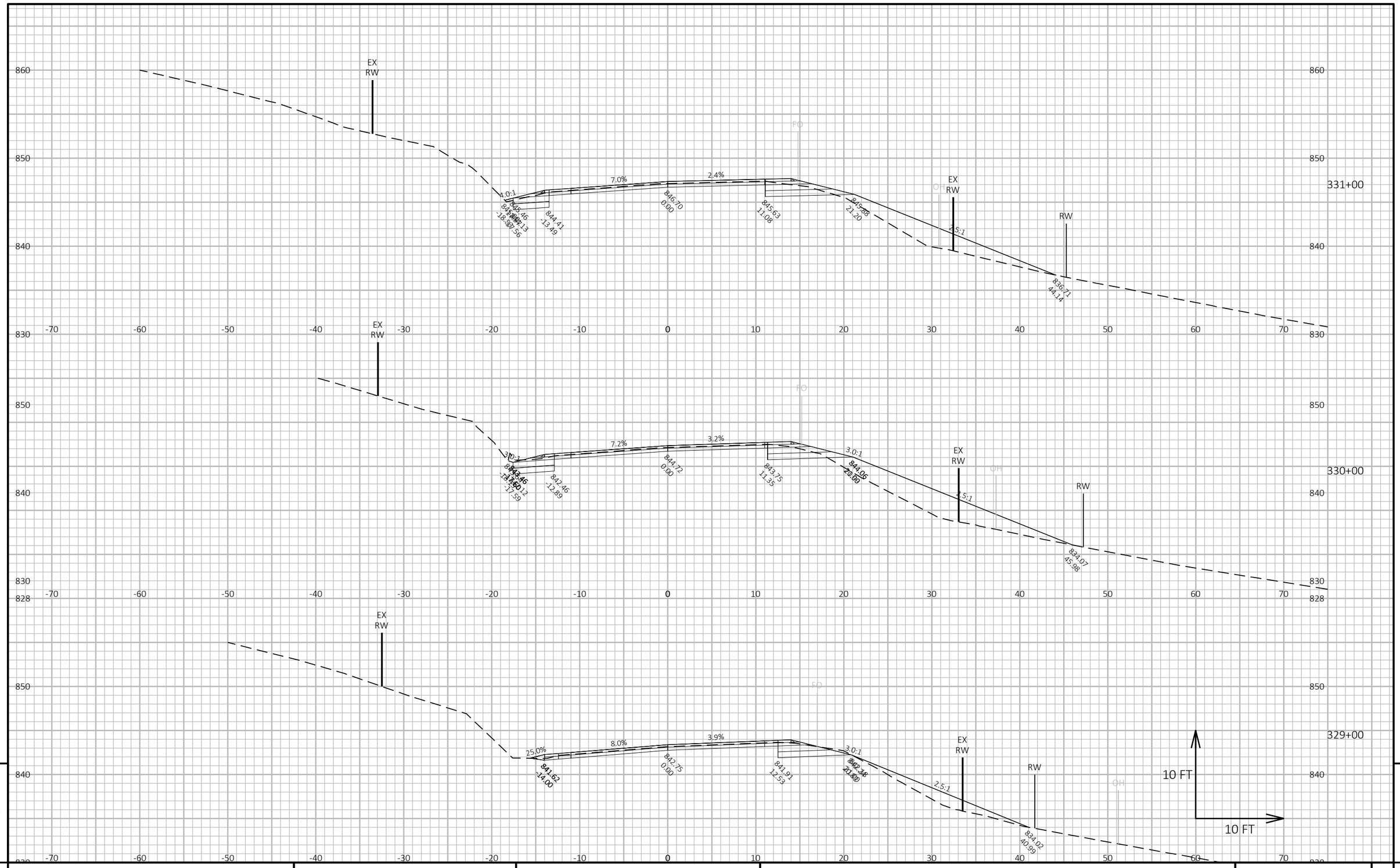
PLOT DATE : 1/28/2026 7:04 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 346	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090241-xs

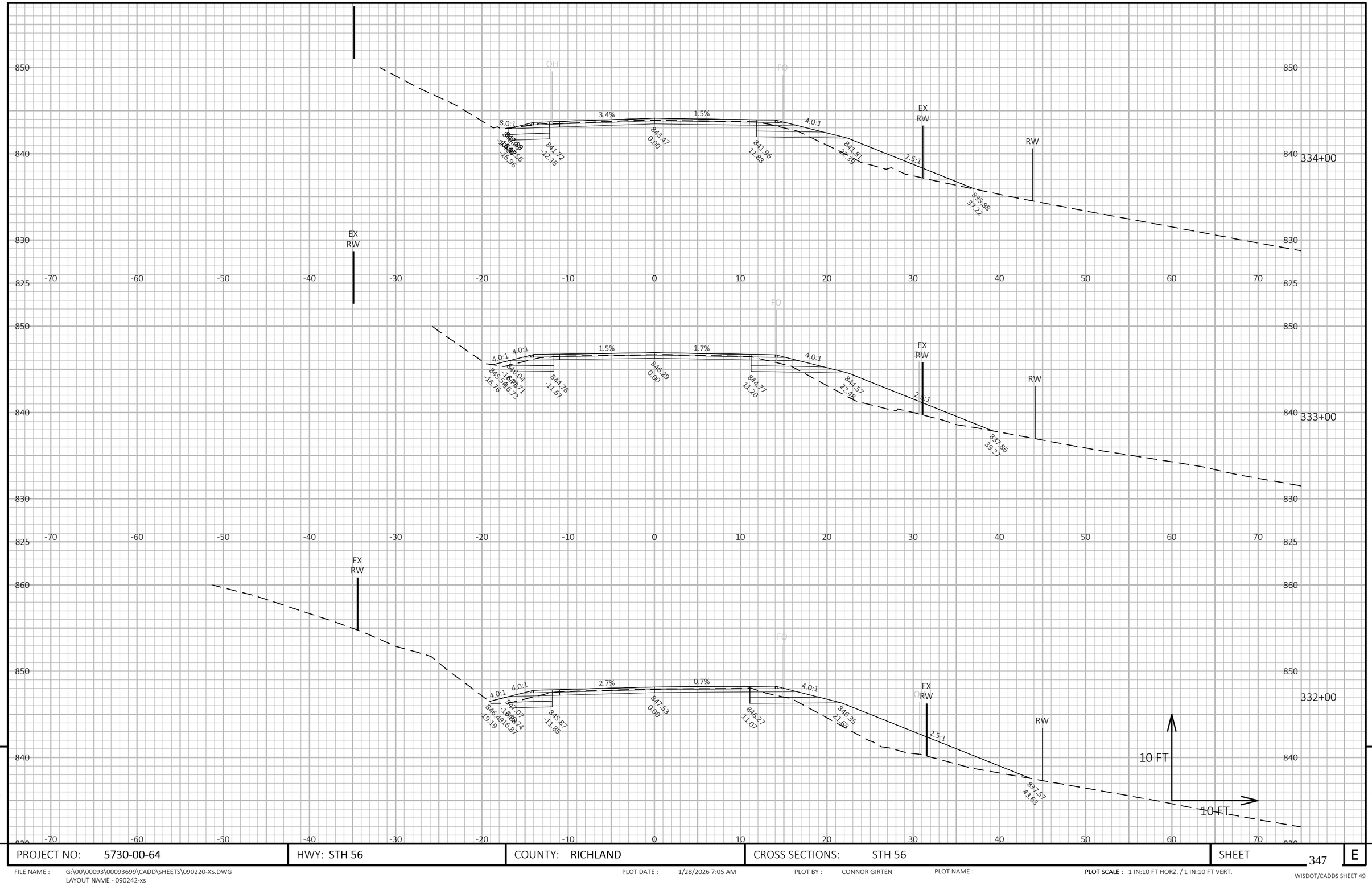
PLOT DATE : 1/28/2026 7:05 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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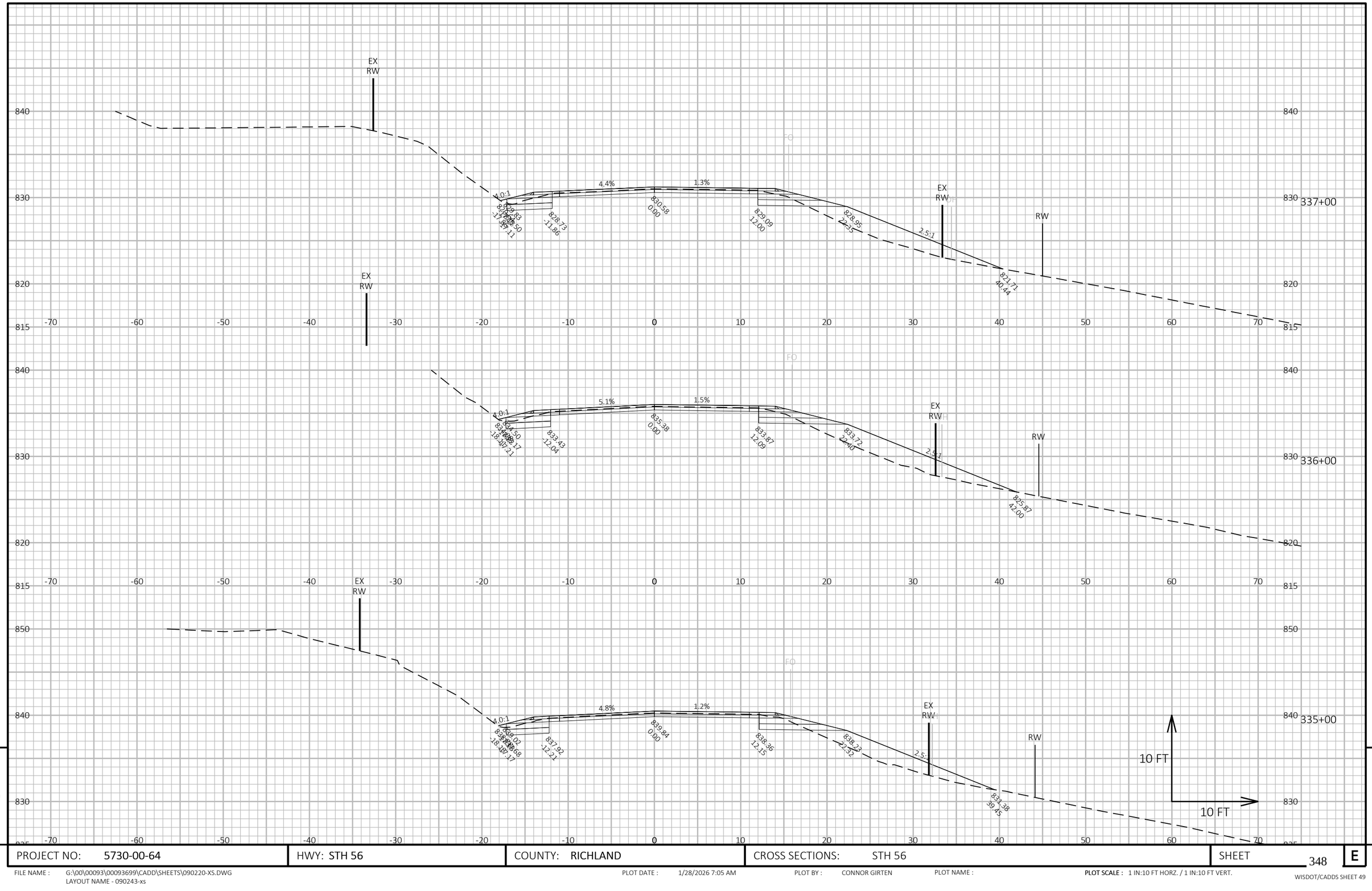
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 347	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090242-xs

PLOT DATE : 1/28/2026 7:05 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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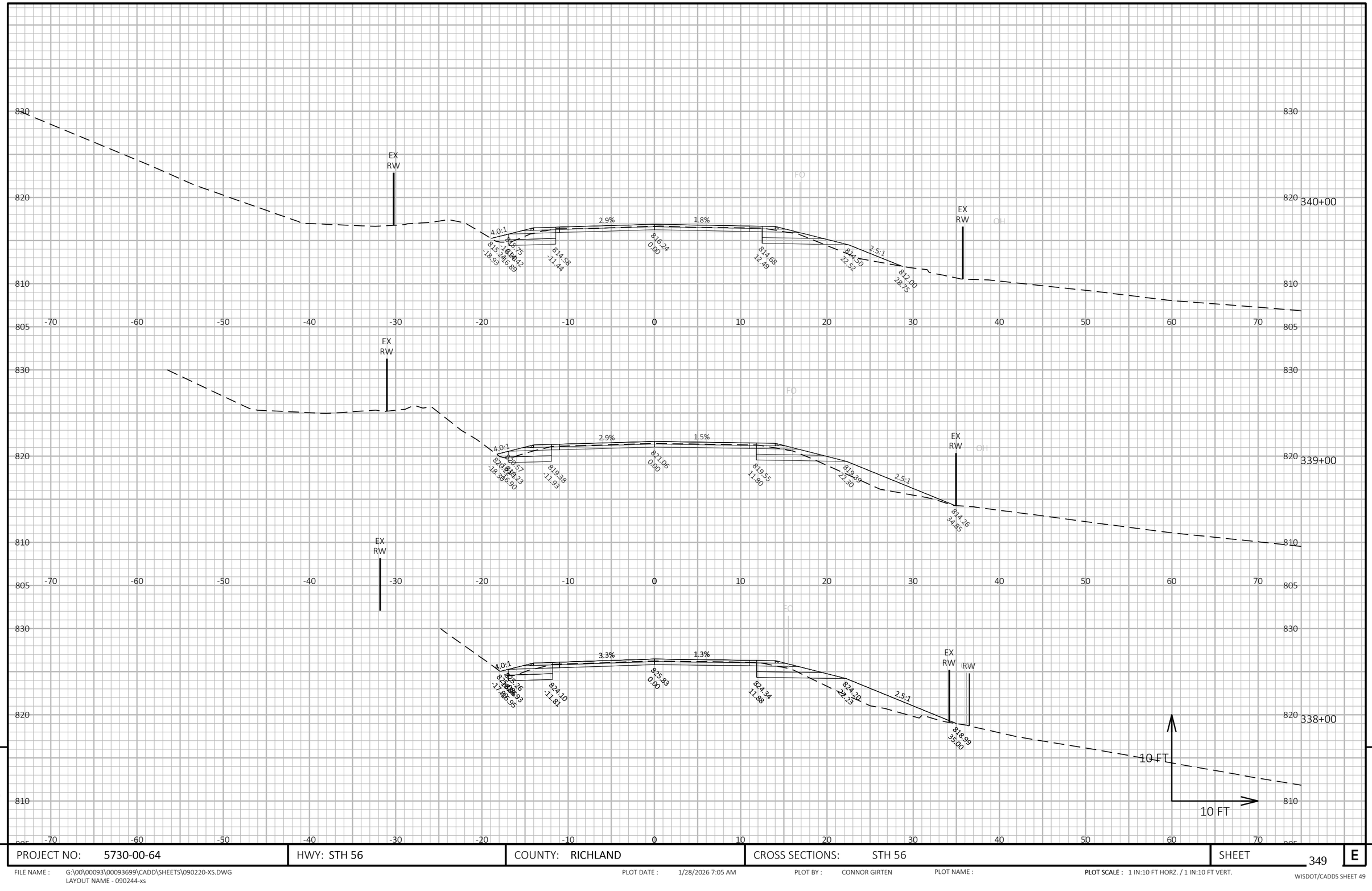
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 348	E

9

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090243-xs

PLOT DATE : 1/28/2026 7:05 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 349 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090244-xs

PLOT DATE : 1/28/2026 7:05 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

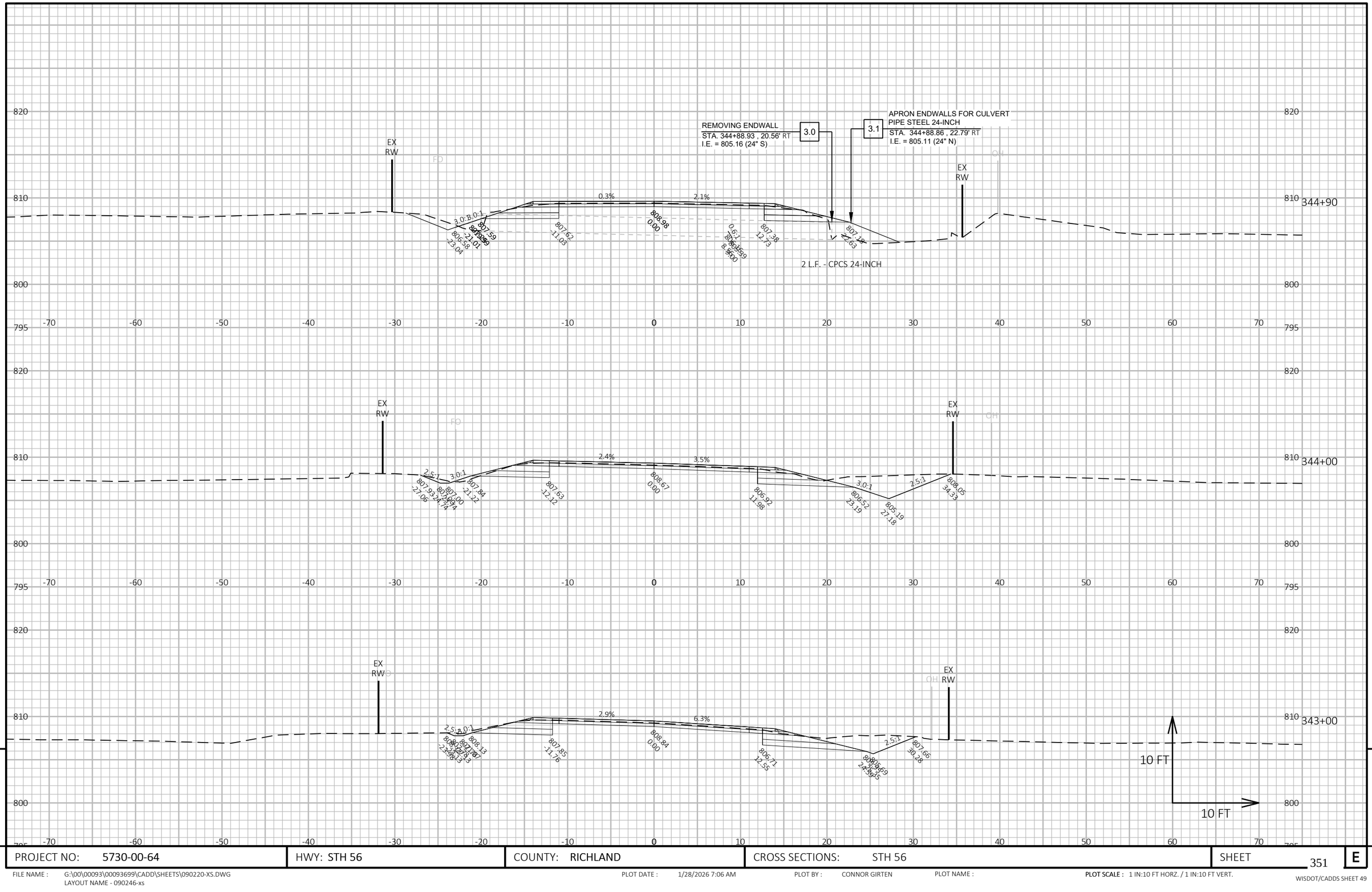
WISDOT/CADDS SHEET 49

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 350	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090245-xs

PLOT DATE : 1/28/2026 7:06 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 351 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090246-xs

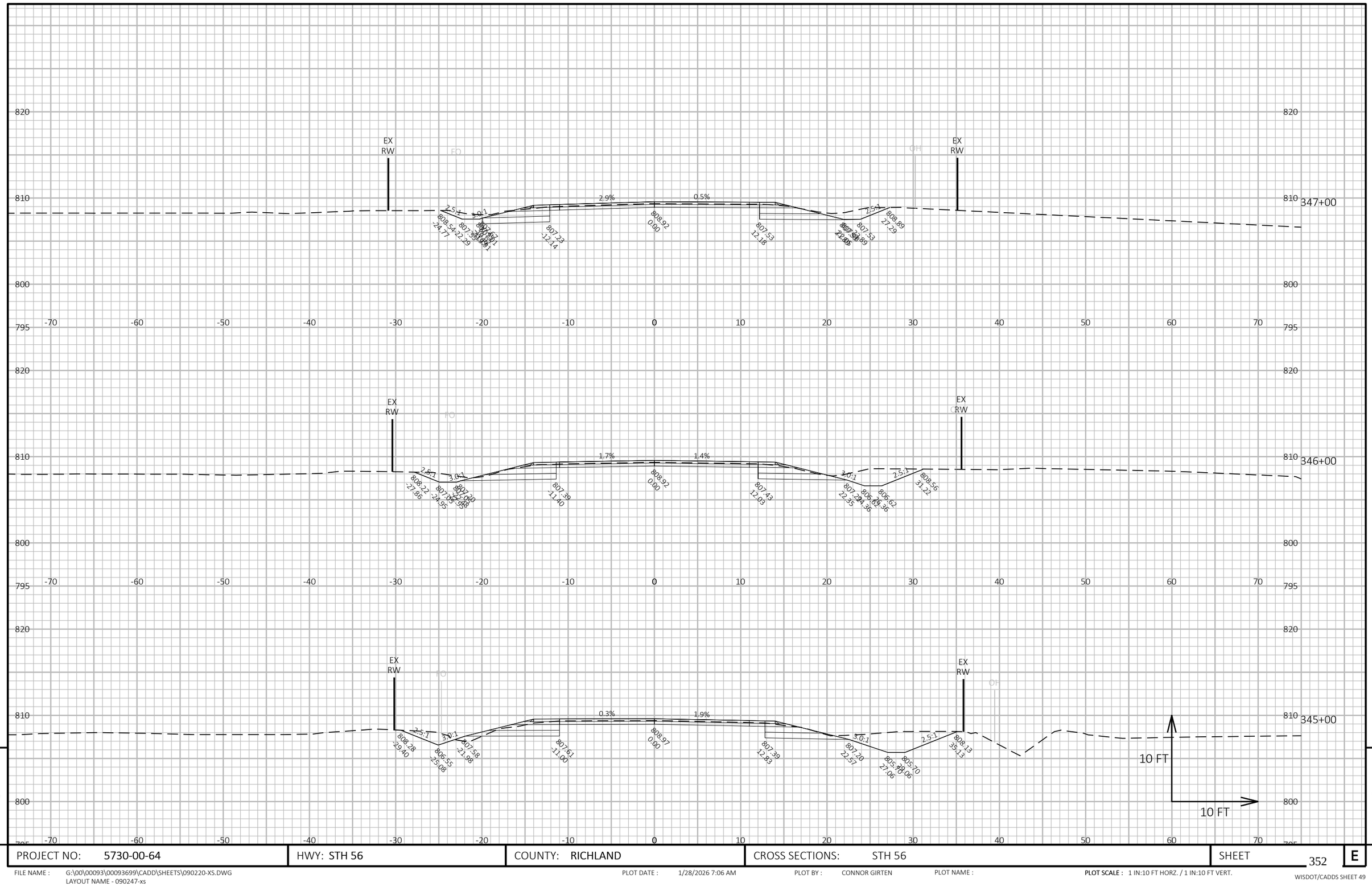
PLOT DATE : 1/28/2026 7:06 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 352	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090247-xs

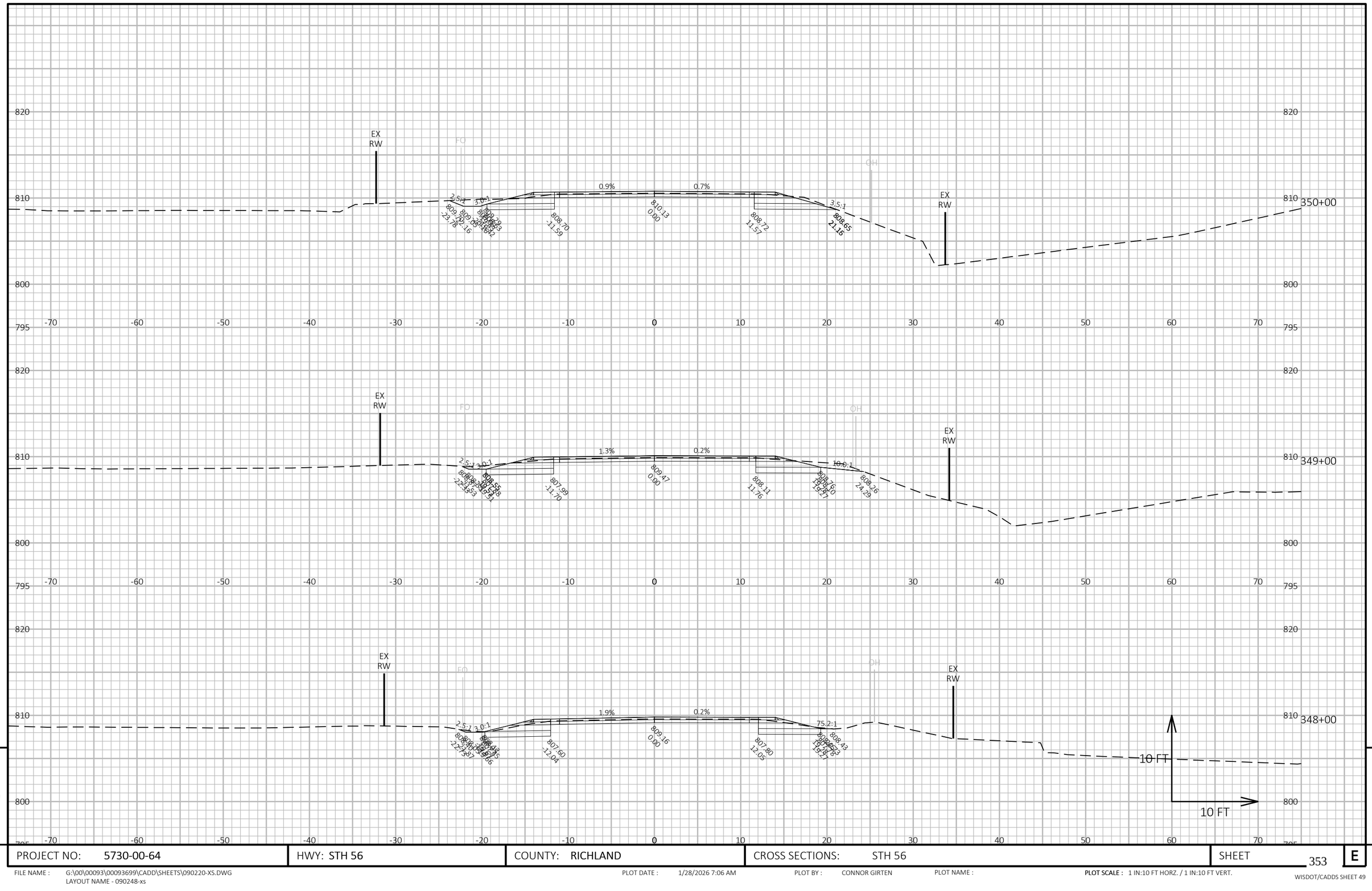
PLOT DATE : 1/28/2026 7:06 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 353	E

9

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090248-xs

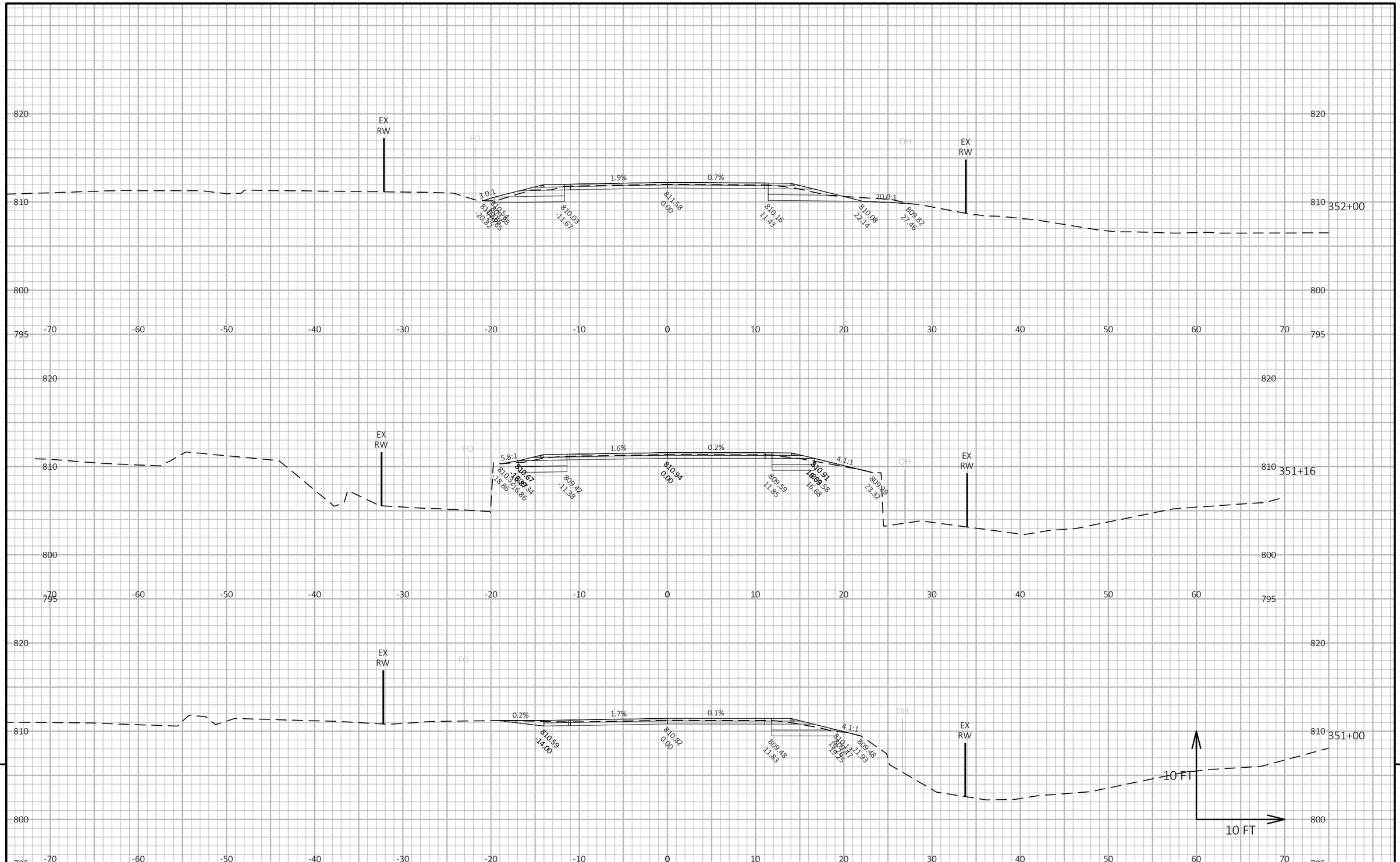
PLOT DATE : 1/28/2026 7:06 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 354	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090249-xs

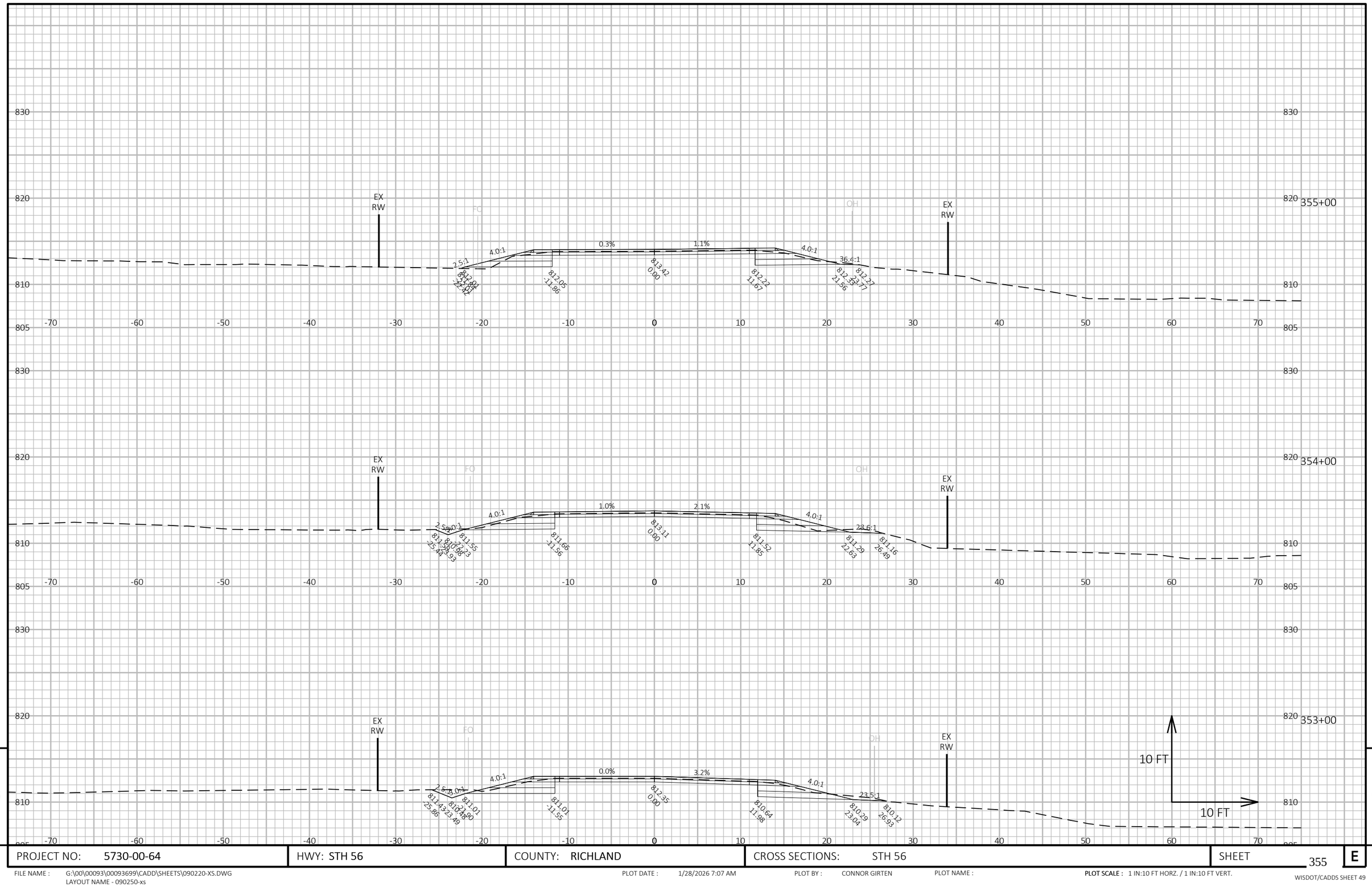
PLOT DATE : 1/28/2026 7:07 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 355	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090250-xs

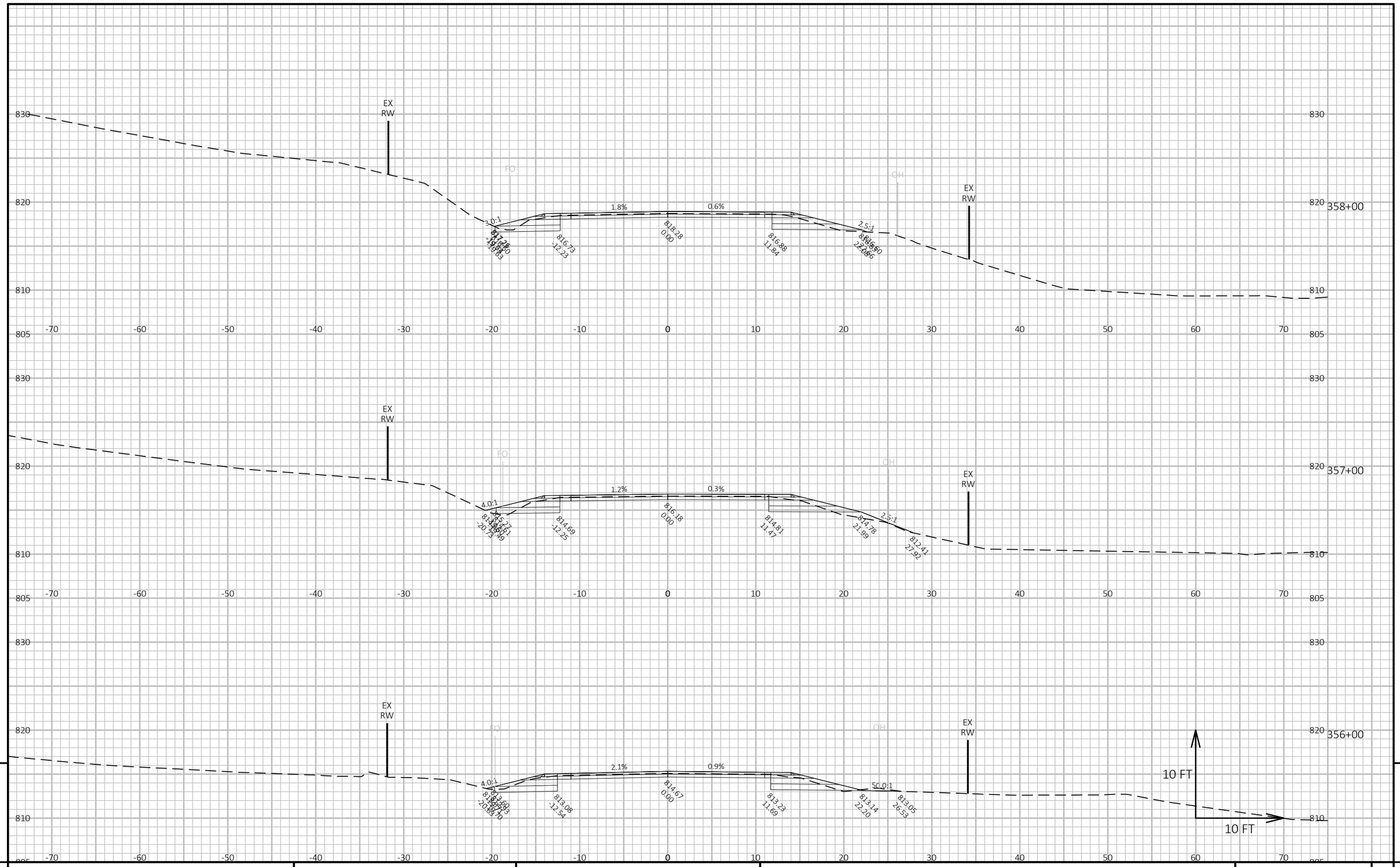
PLOT DATE : 1/28/2026 7:07 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 356	E

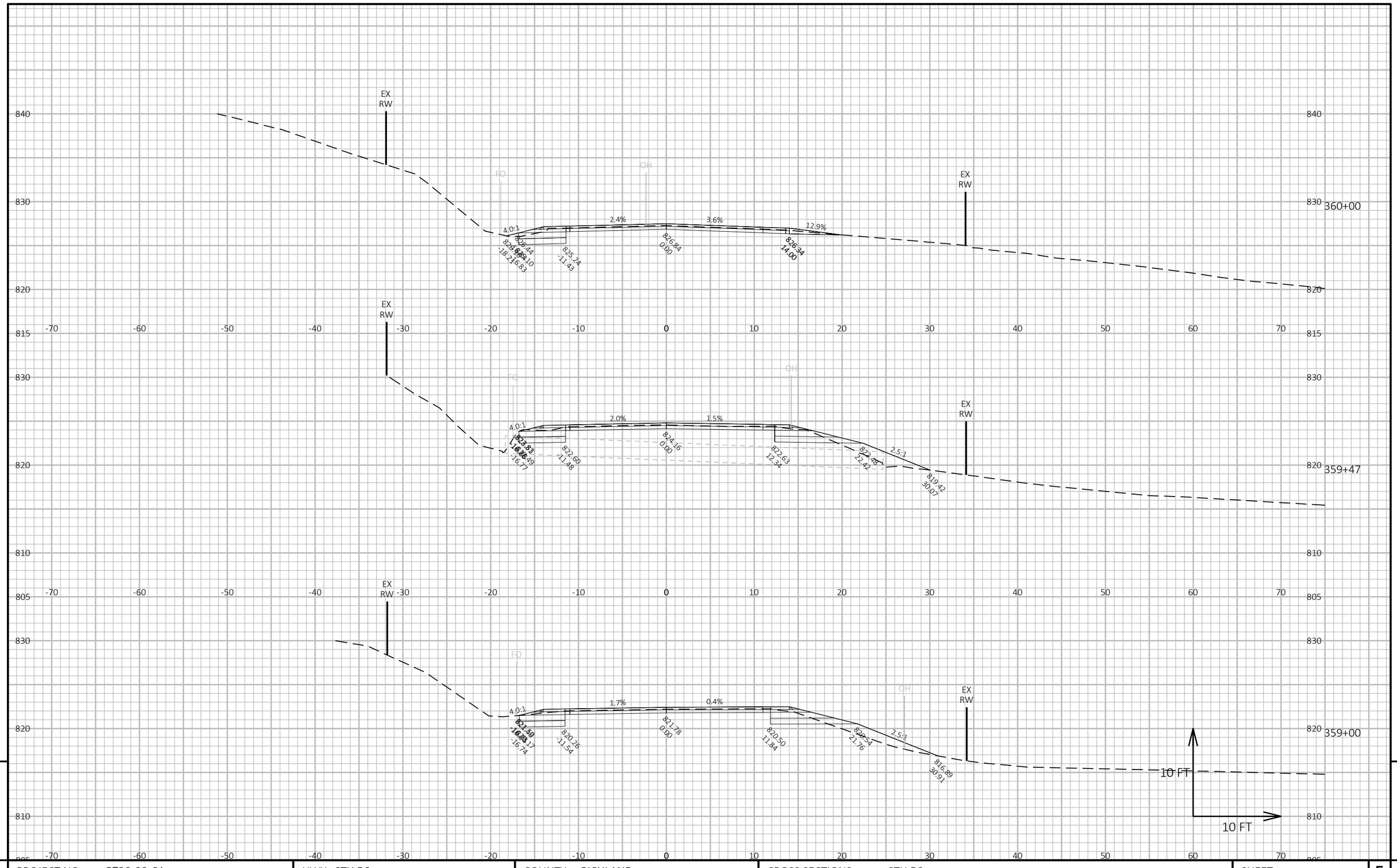
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090251-xs

PLOT DATE : 1/28/2026 7:07 AM PLOT BY : CONNOR GIRTEN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9 9



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 357	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090252-xs

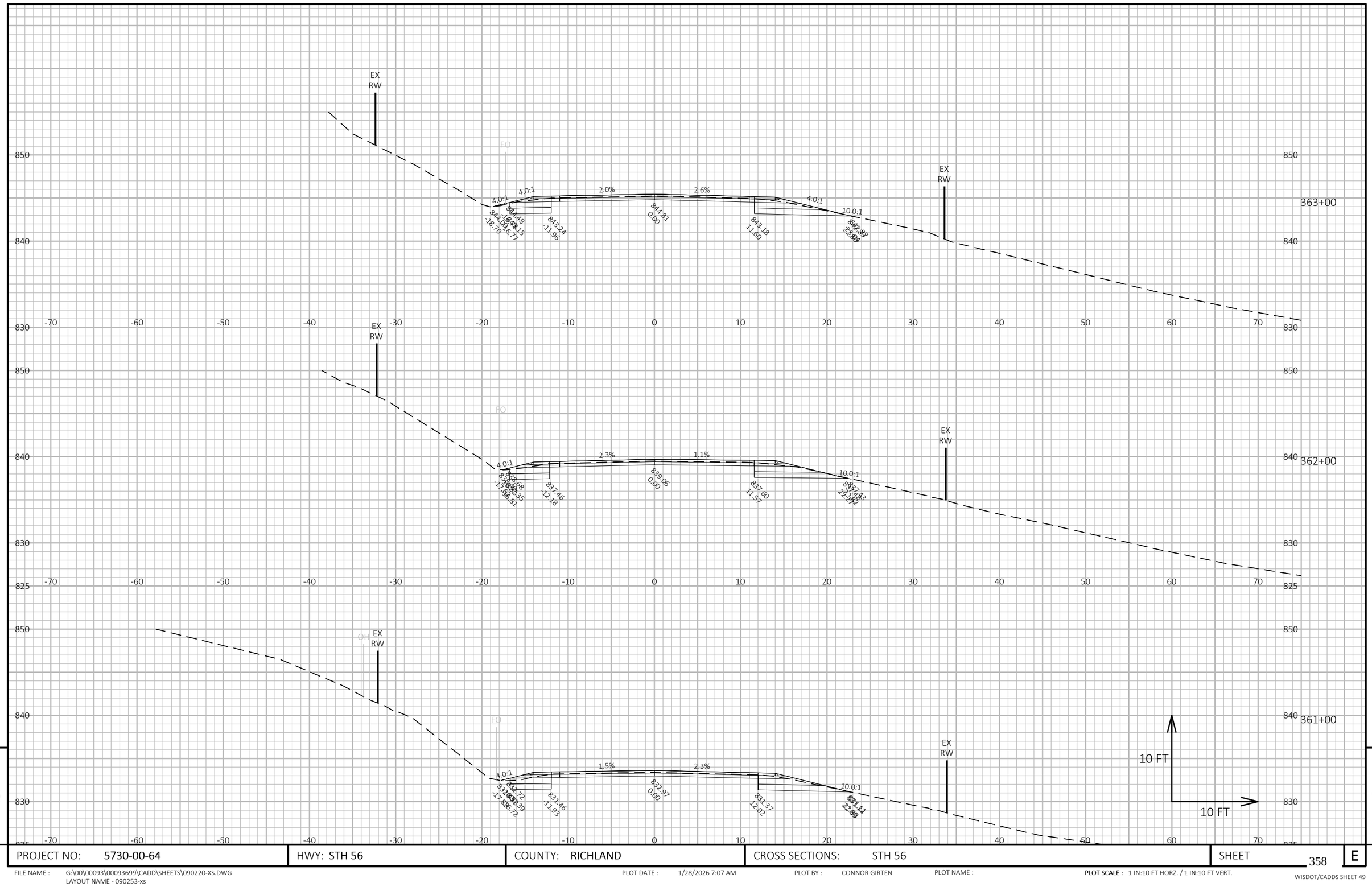
PLOT DATE : 1/28/2026 7:07 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 358	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090253-xs

PLOT DATE : 1/28/2026 7:07 AM

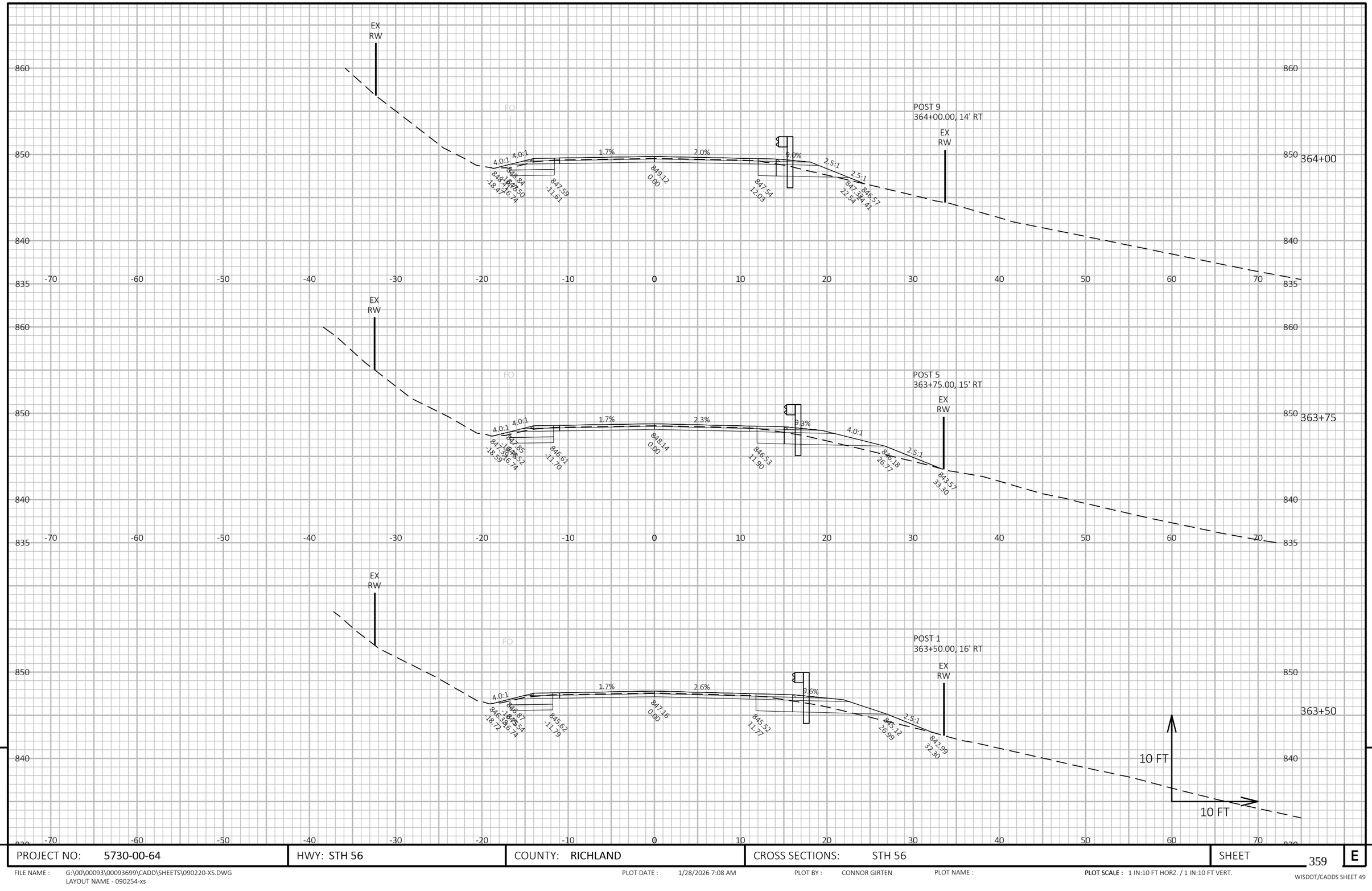
PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9



9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 359	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090254-xs

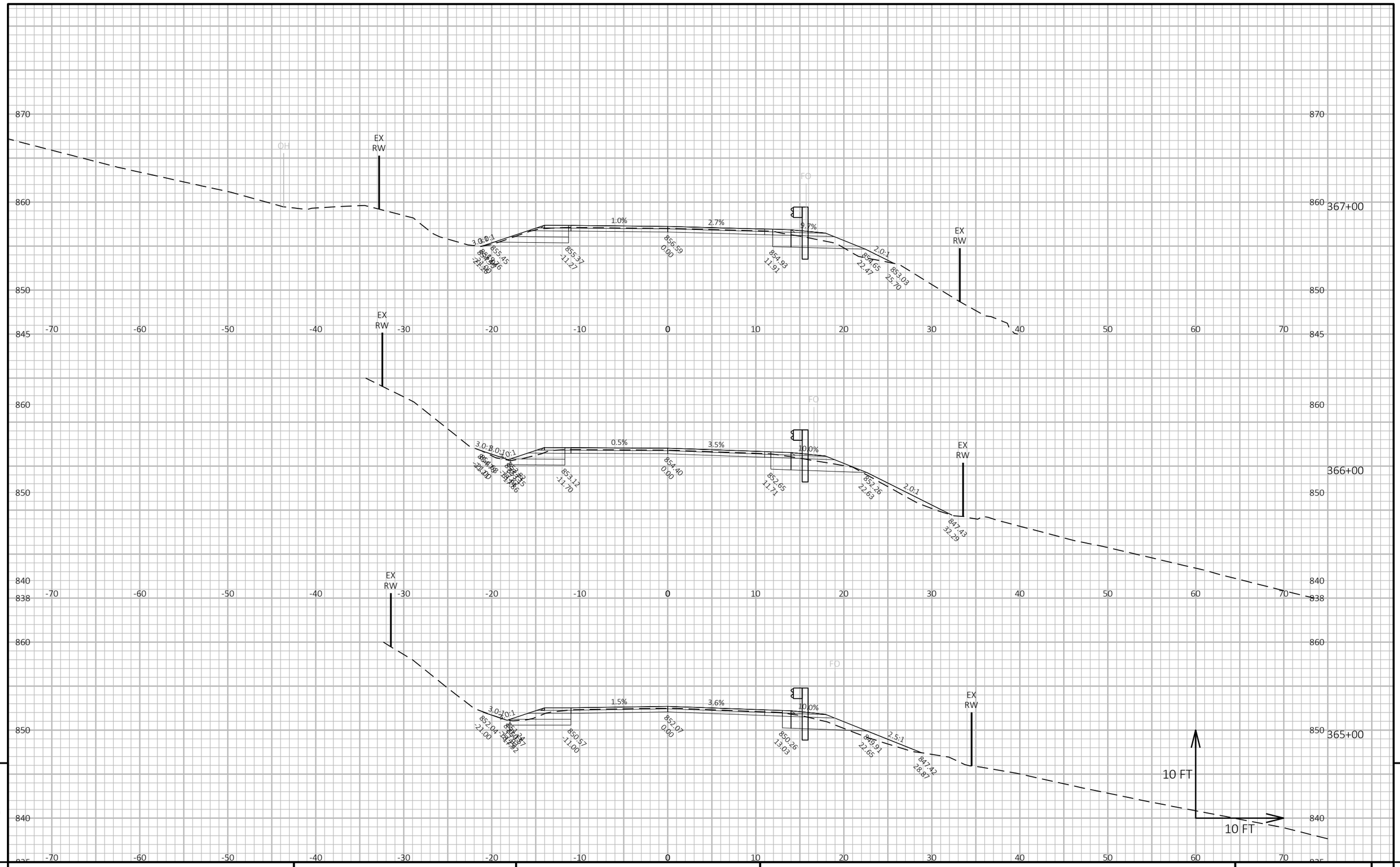
PLOT DATE : 1/28/2026 7:08 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 360	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090255-xs

PLOT DATE : 1/28/2026 7:08 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

EX RW

870
860
850
845

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

4.0:1 4.0:1 3.0% 1.0% 6.0% 2.5:1 1.5:1

860.64 -18.45
860.14 -16.90
859.95 -12.02
861.65 0.00
860.43 12.03
860.54 22.03
855.04 30.30

EX RW

369+00

OH

EX RW

3.0:1 3.0:1 0.3% 0.7% 7.7% 2.0:1 2.0:1

857.68 -21.47
857.71 -12.26
859.08 0.00
857.67 11.21
857.61 21.35
851.91 32.73

EX RW

368+00

REMOVING ENDWALL
STA. 367+36.34 , 22.22' RT
I.E. = 853.15 (24" S)

4.0

4.1

APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH
STA. 367+36.33 , 22.93' RT
I.E. = 853.13 (24" N)

EX RW

3.0:1 3.0:1 3.0:1 1.0% 2.5% 9.6% 2.5:1 1.5:1

855.75 -25.62
854.75 -24.19
856.23 -21.00
856.15 -11.84
857.37 0.00
855.75 11.31
855.47 22.44
848.49 32.91

1 L.F. - CPCS 24-INCH

10 FT
10 FT

367+37

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 361	E

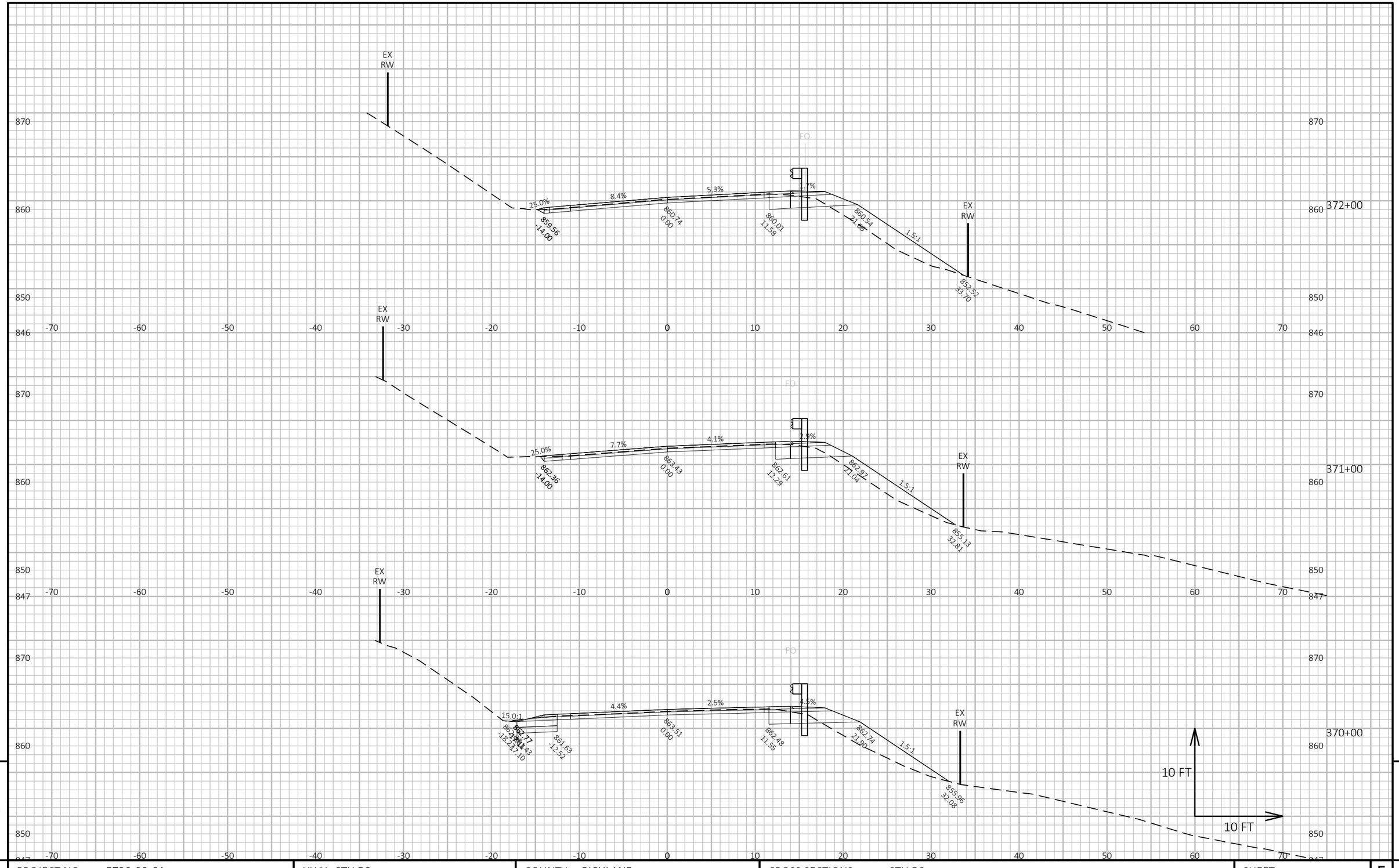
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090256-xs

PLOT DATE : 1/28/2026 7:08 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 362	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090257-xs

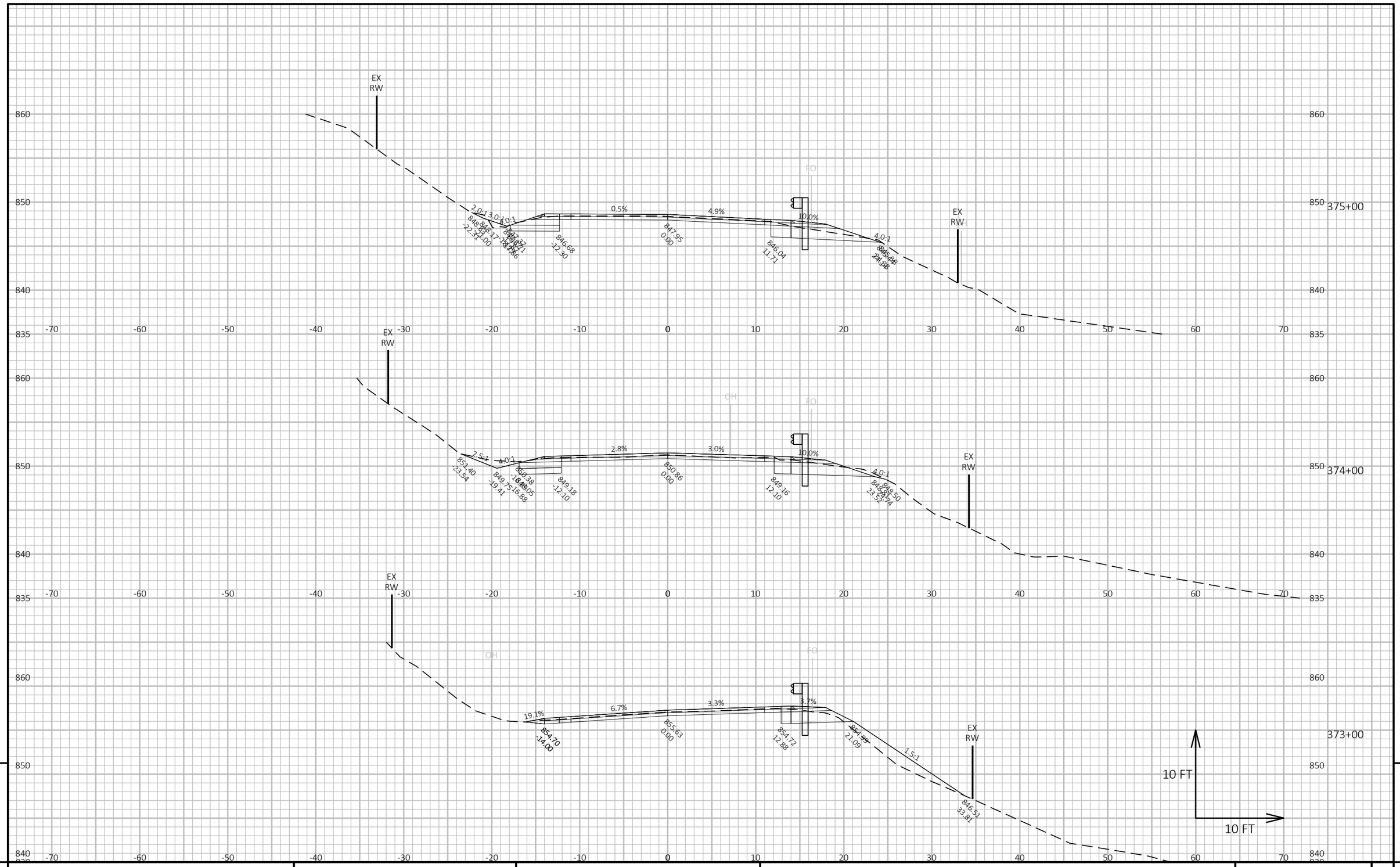
PLOT DATE : 1/28/2026 7:08 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 363	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090258-xs

PLOT DATE : 1/28/2026 7:08 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

377+02

EX RW

POST 9
377+05.60, 14' RT

EX RW

FO

OH

12.9:1 12.9:1 1.0% 5.7% 10.0% 10.0:1

845.96 -27.16 | 845.51 -21.31 | 845.88 -16.46 | 845.55 -16.46 | 844.50 -11.34 | 845.72 0.00 | 843.68 12.27 | 843.05 23.24 | 842.70 26.73

860 850 840 835

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

376+43

EX RW

5.1 INLETS MEDIAN 2G-MS
STA. 376+43.37 , 20.74' LT
GRATE = 845.21'
I.E. = 842.62 (24" S)

5.0 REMOVING ENDWALL
STA. 376+43.37 , 20.56' LT
I.E. = 842.60 (24" N)

0 L.F. - CPCS 24-INCH

4.0:1 3.0:1 1.4% 8.0% 10.0% 4.0:1

845.37 -24.57 | 845.37 -18.74 | 845.37 -14.76 | 844.79 -11.83 | 845.96 0.00 | 843.67 11.98 | 842.67 24.84

860 850 840 835

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

376+00

EX RW

4.0:1 0.9% 7.2% 10.0% 4.0:1

845.60 -21.00 | 845.60 -17.82 | 845.24 -11.14 | 846.47 0.00 | 844.23 12.69 | 843.19 23.58

10 FT

10 FT

860 850 840 835

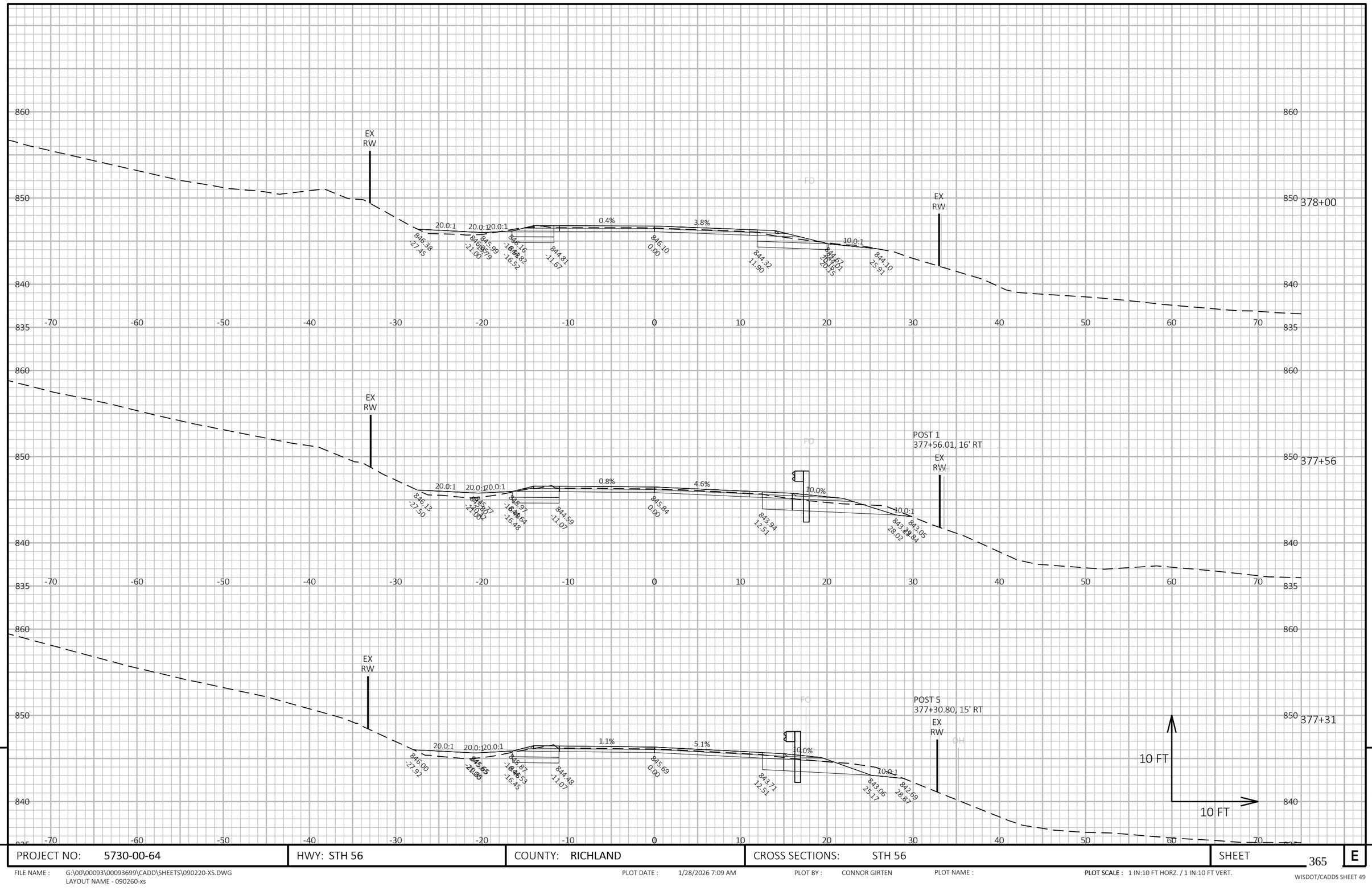
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9 9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 364	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090259-xs

PLOT DATE : 1/28/2026 7:09 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 365	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090260-xs

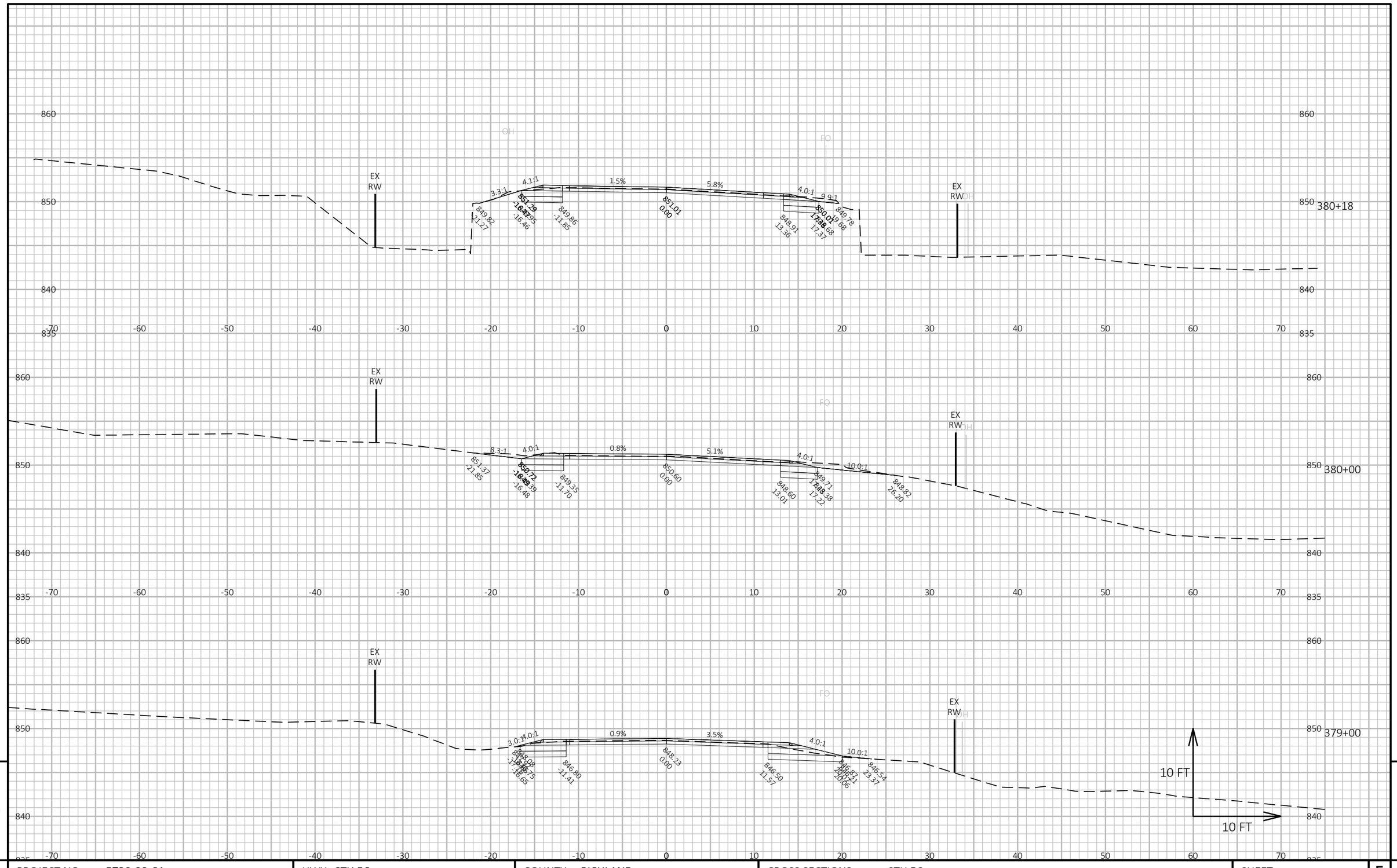
PLOT DATE : 1/28/2026 7:09 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 366	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090261-xs

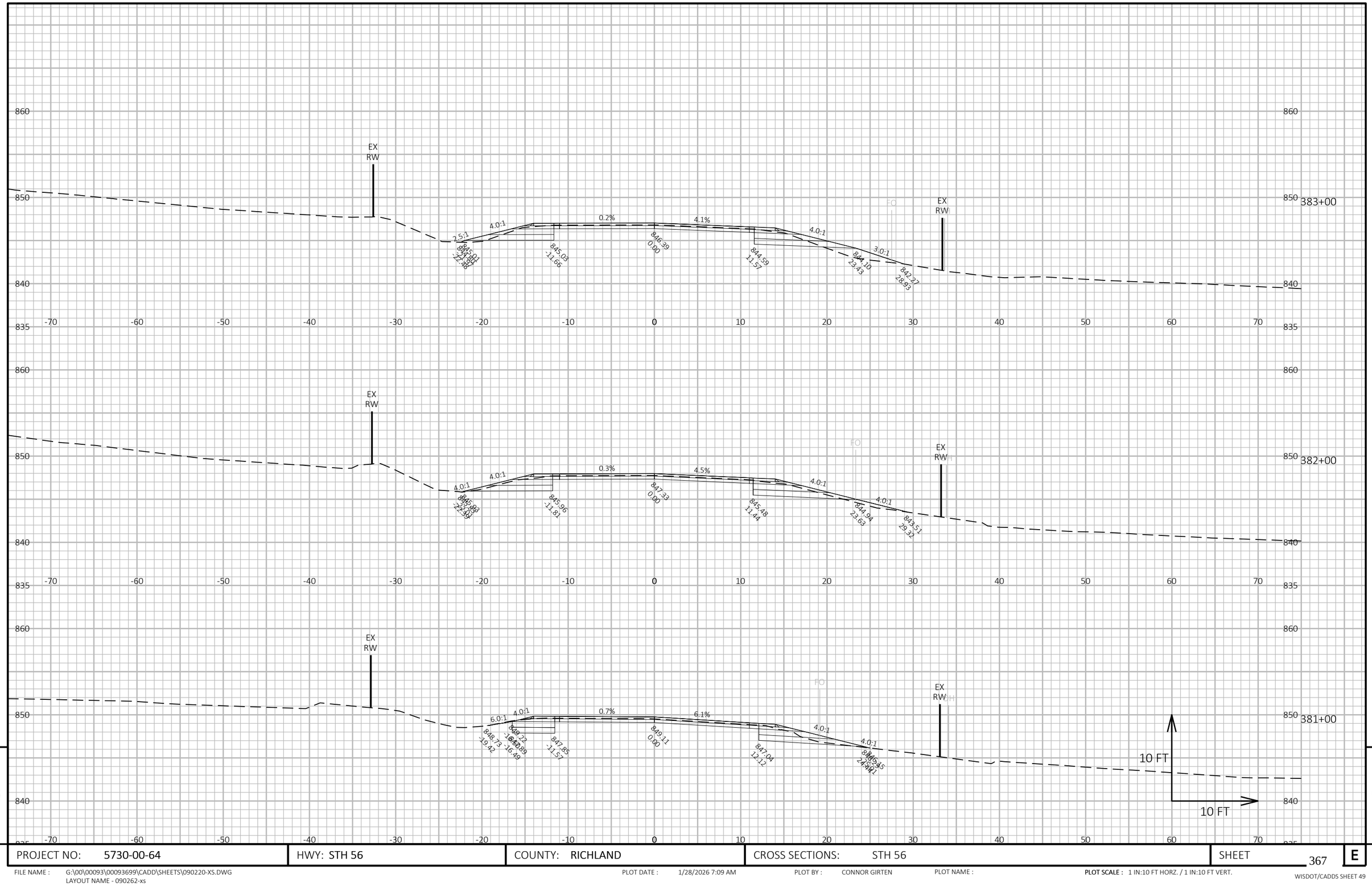
PLOT DATE : 1/28/2026 7:09 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

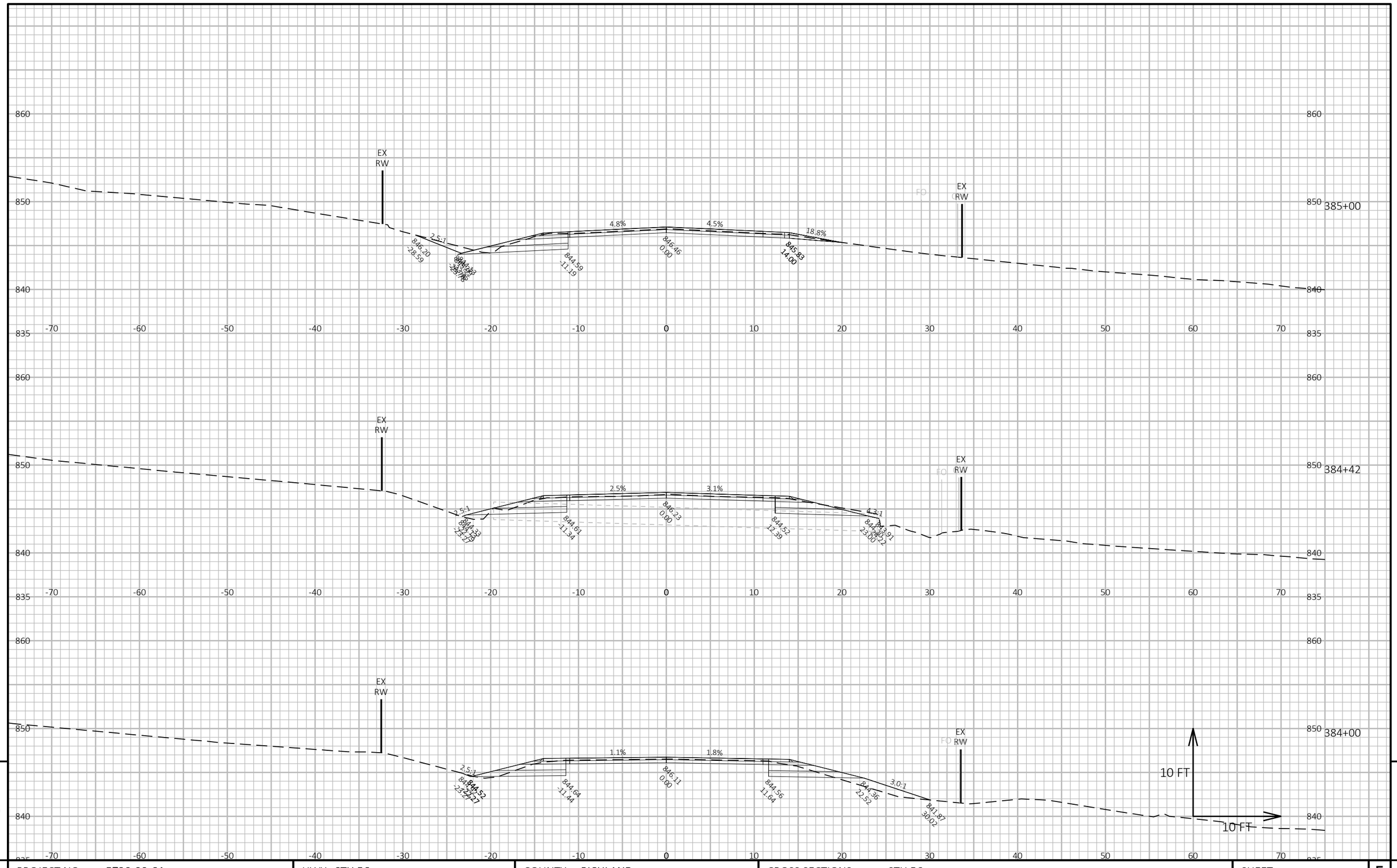


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 367	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090262-xs

PLOT DATE : 1/28/2026 7:09 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 368	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090263-xs

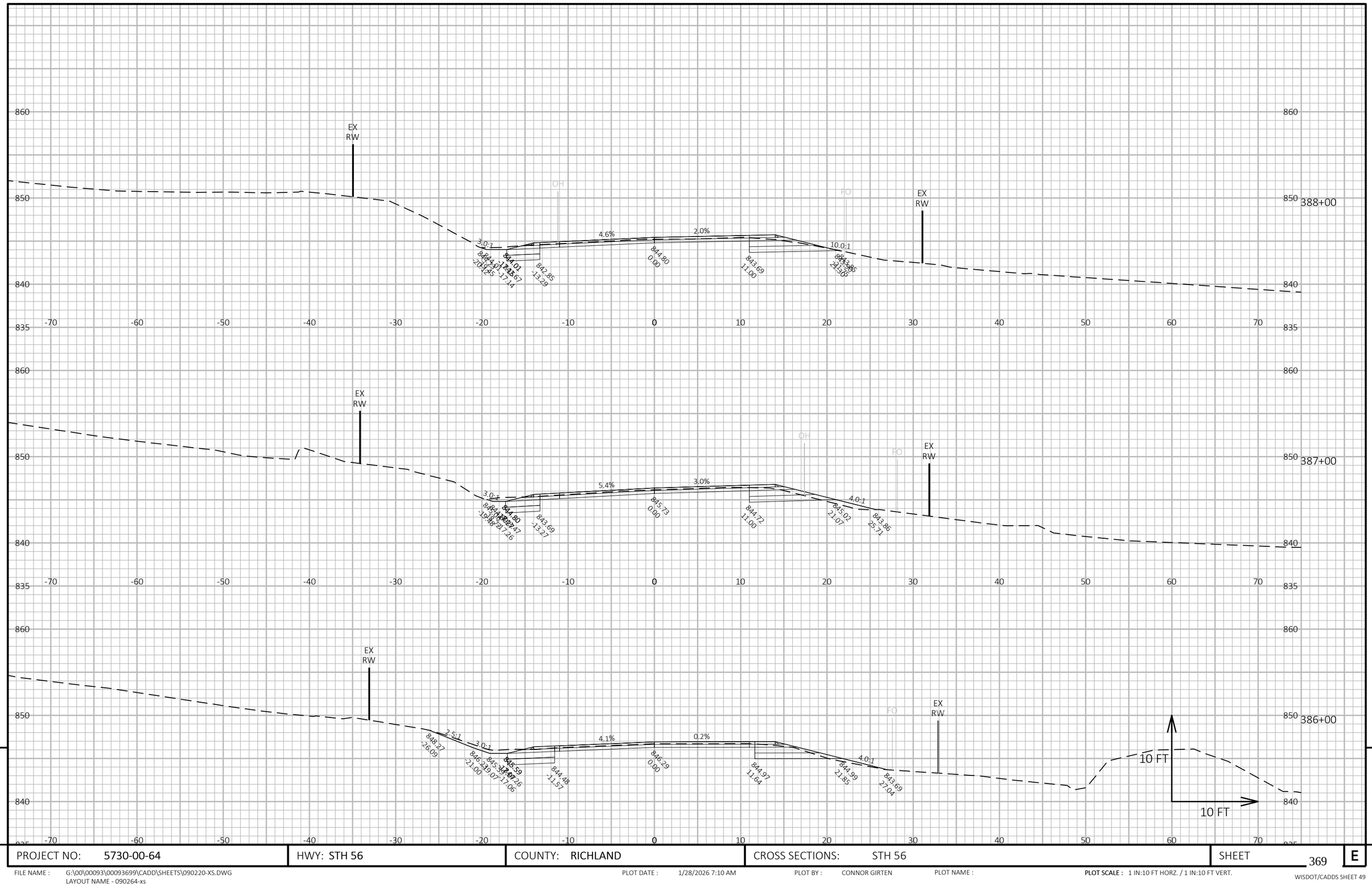
PLOT DATE : 1/28/2026 7:10 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

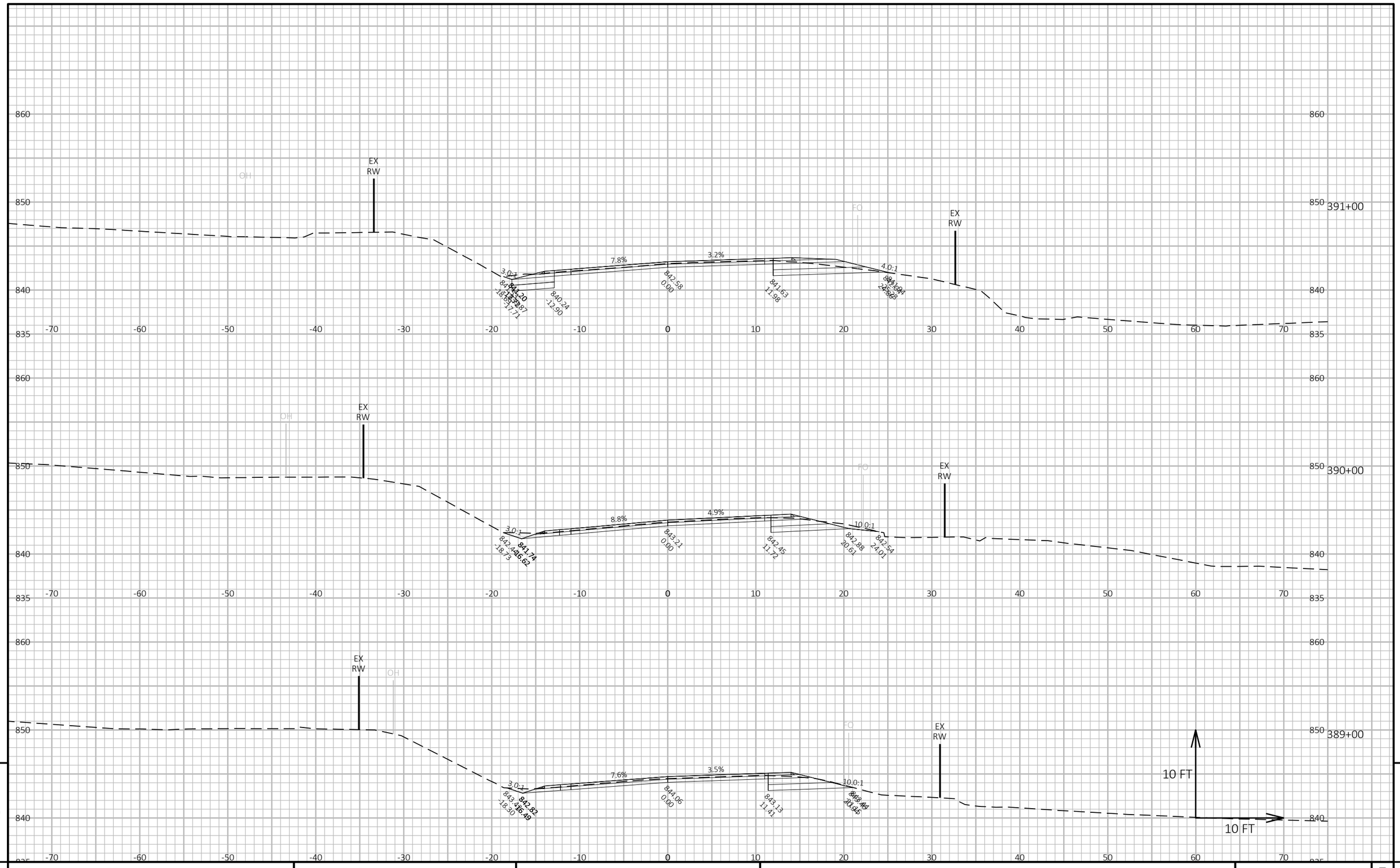


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 369	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090264-xs

PLOT DATE : 1/28/2026 7:10 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 370	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090265-xs

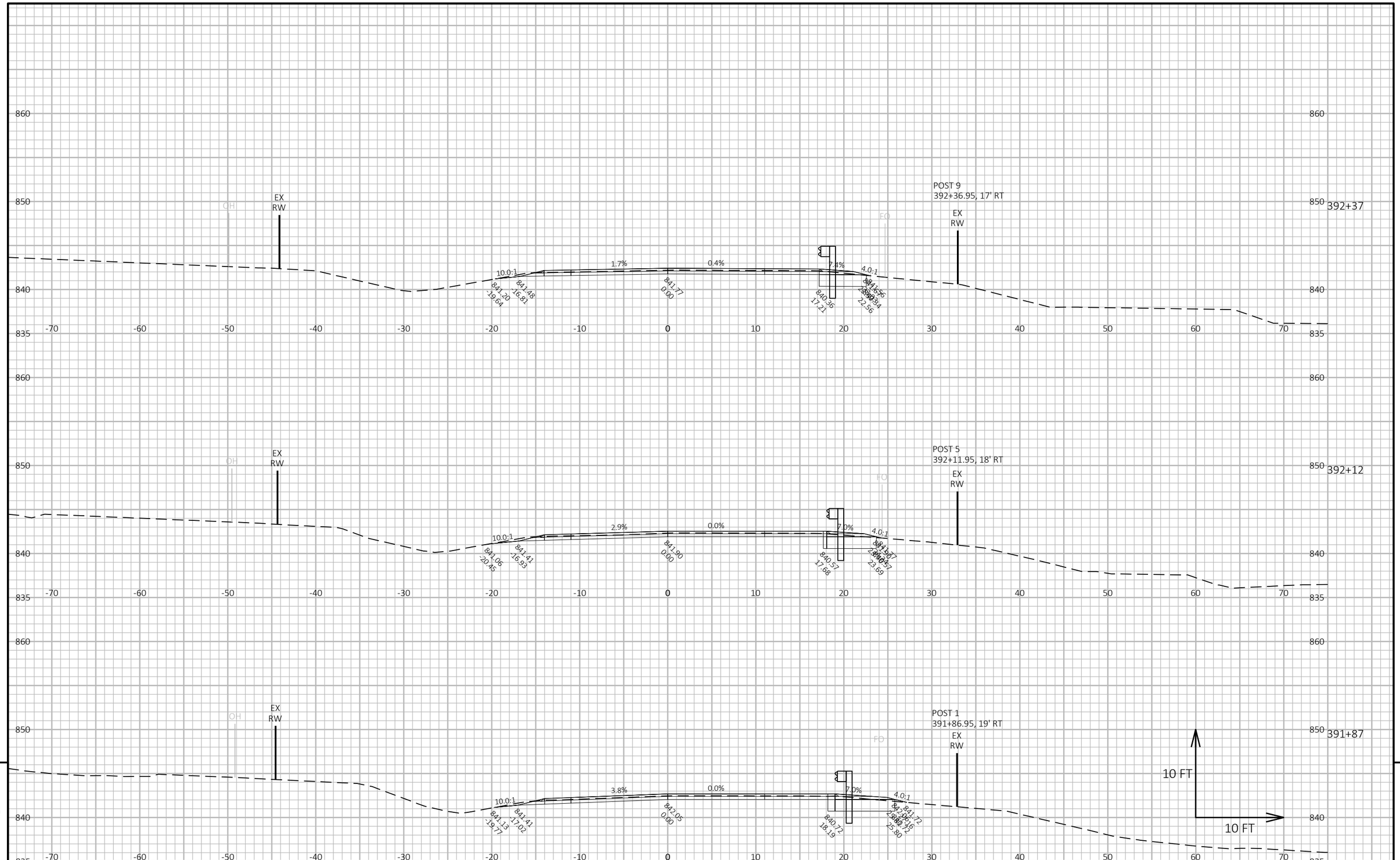
PLOT DATE : 1/28/2026 7:10 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 371	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090266-xs

PLOT DATE : 1/28/2026 7:10 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH HIGHEST TOP OF PIPE ELEVATION
FOR MASONRY ENDWALL

POST 5
393+44.88, 15' LT

0.2% 0.2% 3.9% 3.6% 1.8% 3.8% 3.9:1

2.5:1 841.02 25.88 840.20 27.94 840.55 15.37 841.27 0.00 841.28 20.74 839.34 15.36 839.37 14.41 840.44 24.01

MATCH HIGHEST TOP OF PIPE ELEVATION
FOR MASONRY ENDWALL

EX RW

393+41

8-INCH CONCRETE PAVEMENT

B-52-249
STA 393+41
EXISTING PIPE ARCH REINFORCED CONCRETE 54X88-INCH TO REMAIN
VERIFY INVERTS

MATCH LOWEST PIPE INVERT ELEVATION
FOR MASONRY ENDWALL

RIPRAP EXTRA-HEAVY 2.5' THICK OVER
GEOTEXTILE TYPE HR

EX RW

POST 1
393+19.88, 16' LT

0.0% 1.9% 3.7% 10.0% 25.0% 47.9:1

2.5:1 838.55 33.88 840.57 28.84 840.33 16.00 841.37 0.00 840.74 16.93 840.53 22.75 840.35 31.42

393+20

EX RW

1.6% 1.2% 3.9% 10.0% 25.0% 50.0:1

841.31 15.79 841.49 0.00 840.83 17.00 840.61 22.81 840.36 39.39

393+00

10 FT

10 FT

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 372	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090267-xs

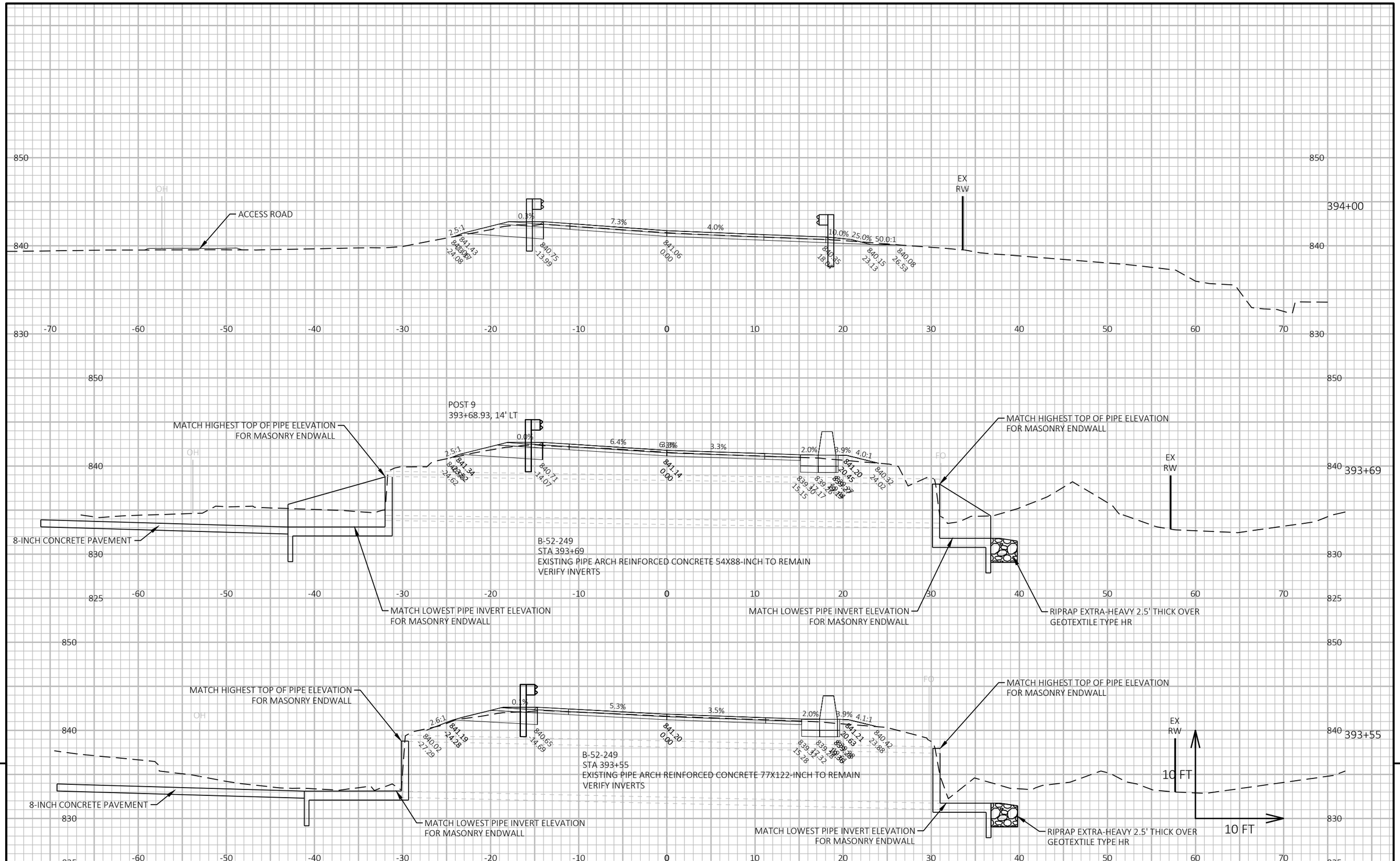
PLOT DATE : 1/28/2026 7:11 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

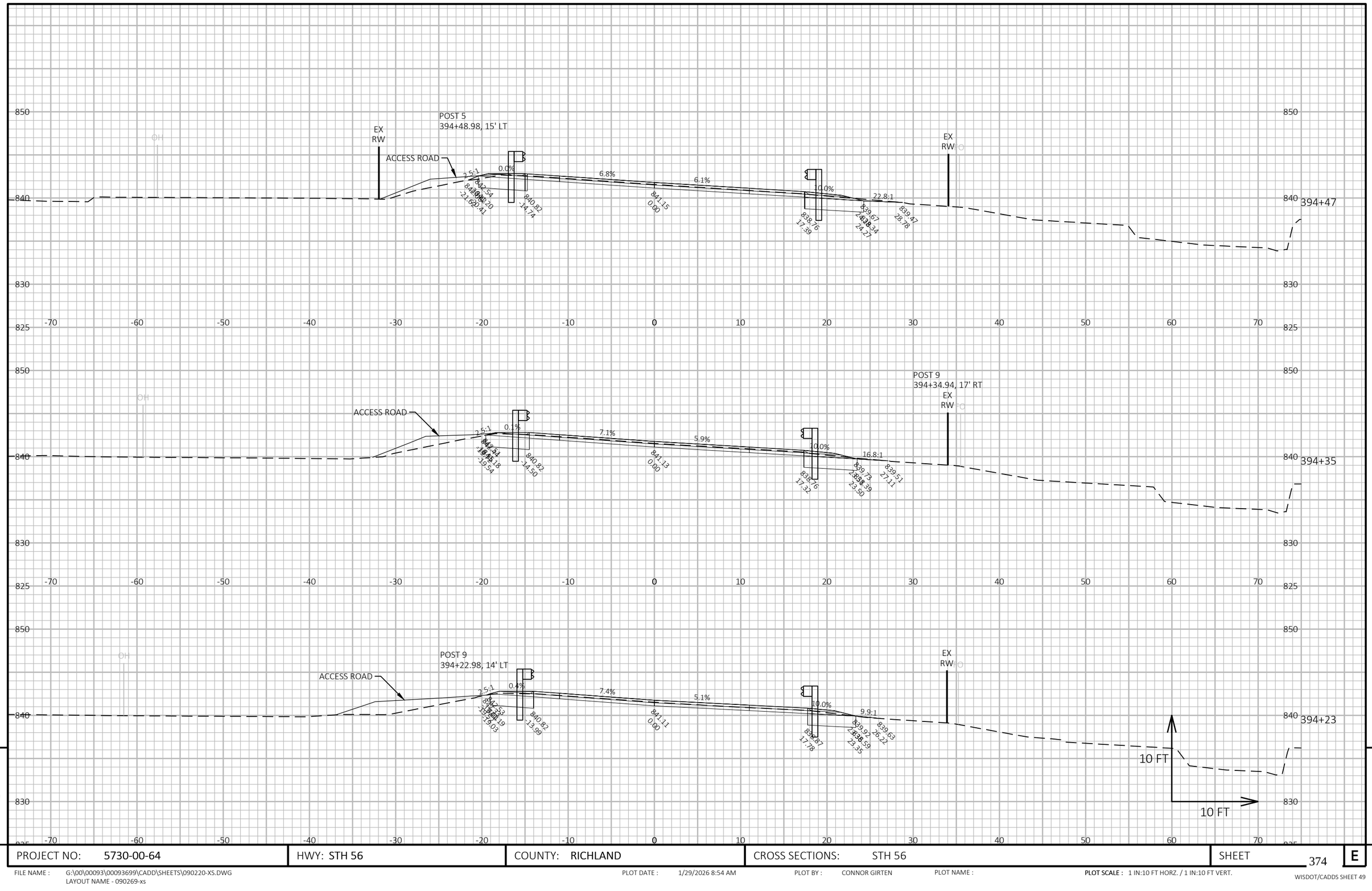


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 373	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090268-xs

PLOT DATE : 1/29/2026 10:25 AM PLOT BY : CONNOR GIRTEN 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: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 374	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090269-xs

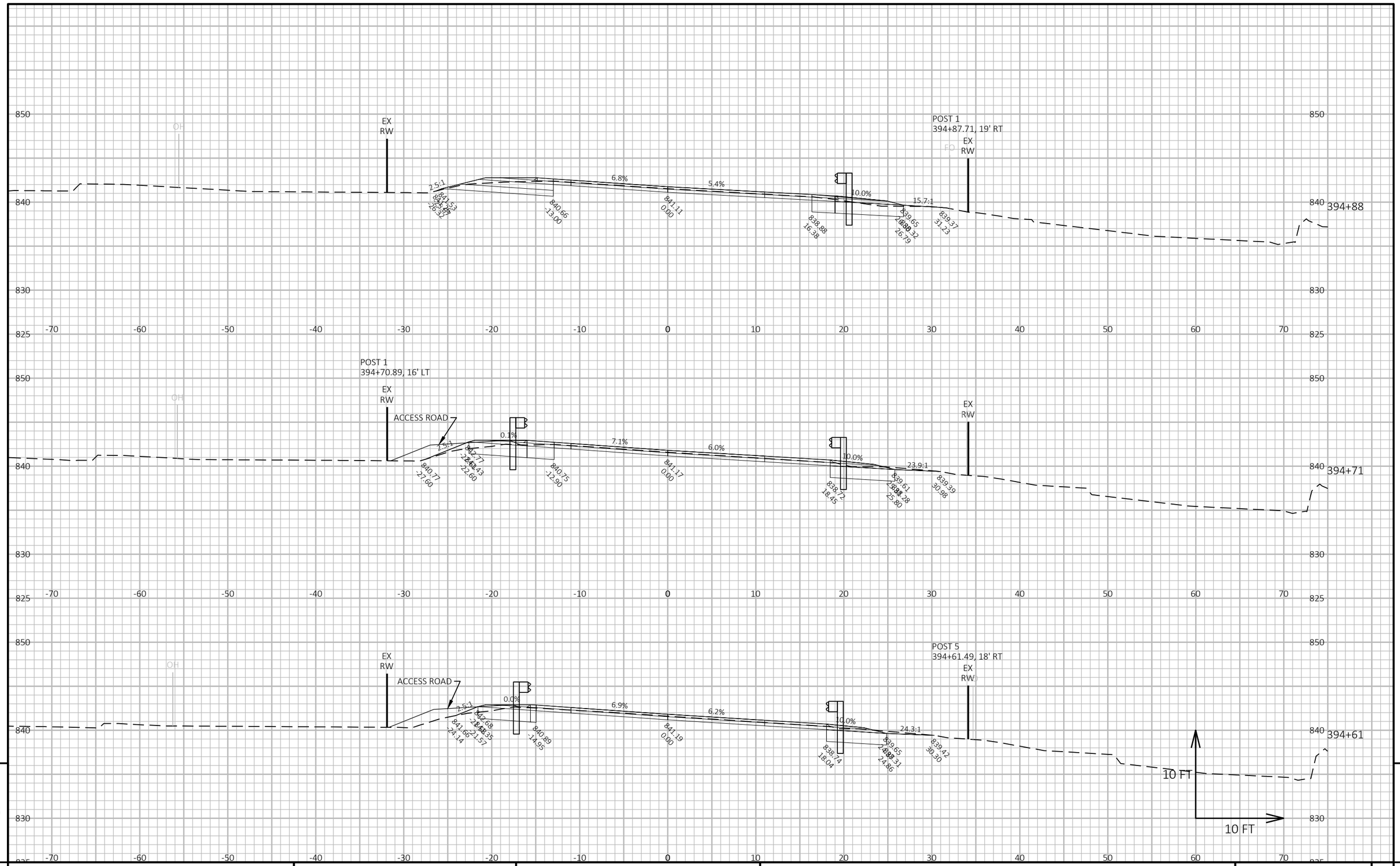
PLOT DATE : 1/29/2026 8:54 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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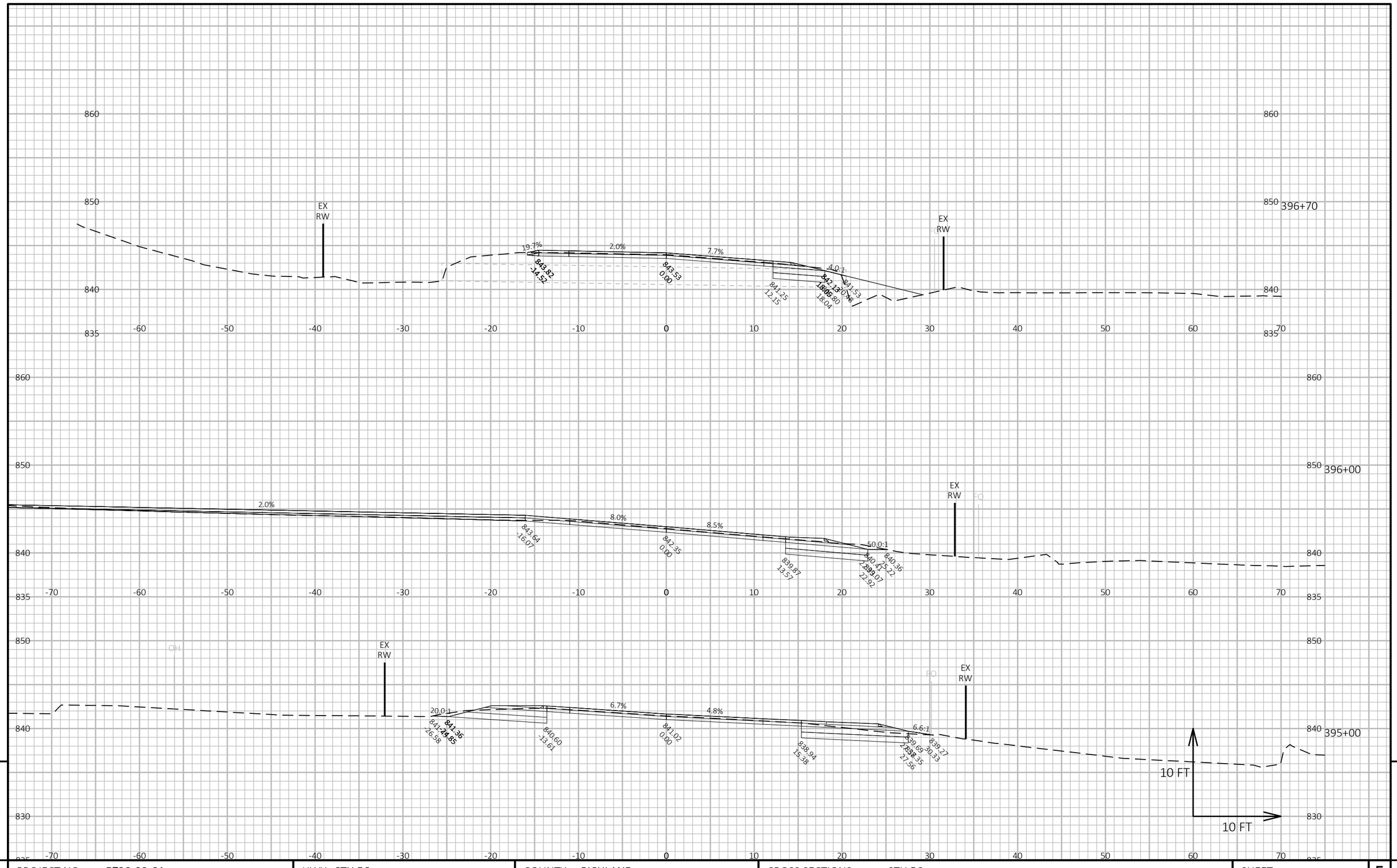
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 375	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090270-xs

PLOT DATE : 1/29/2026 8:55 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 376	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090271-xs

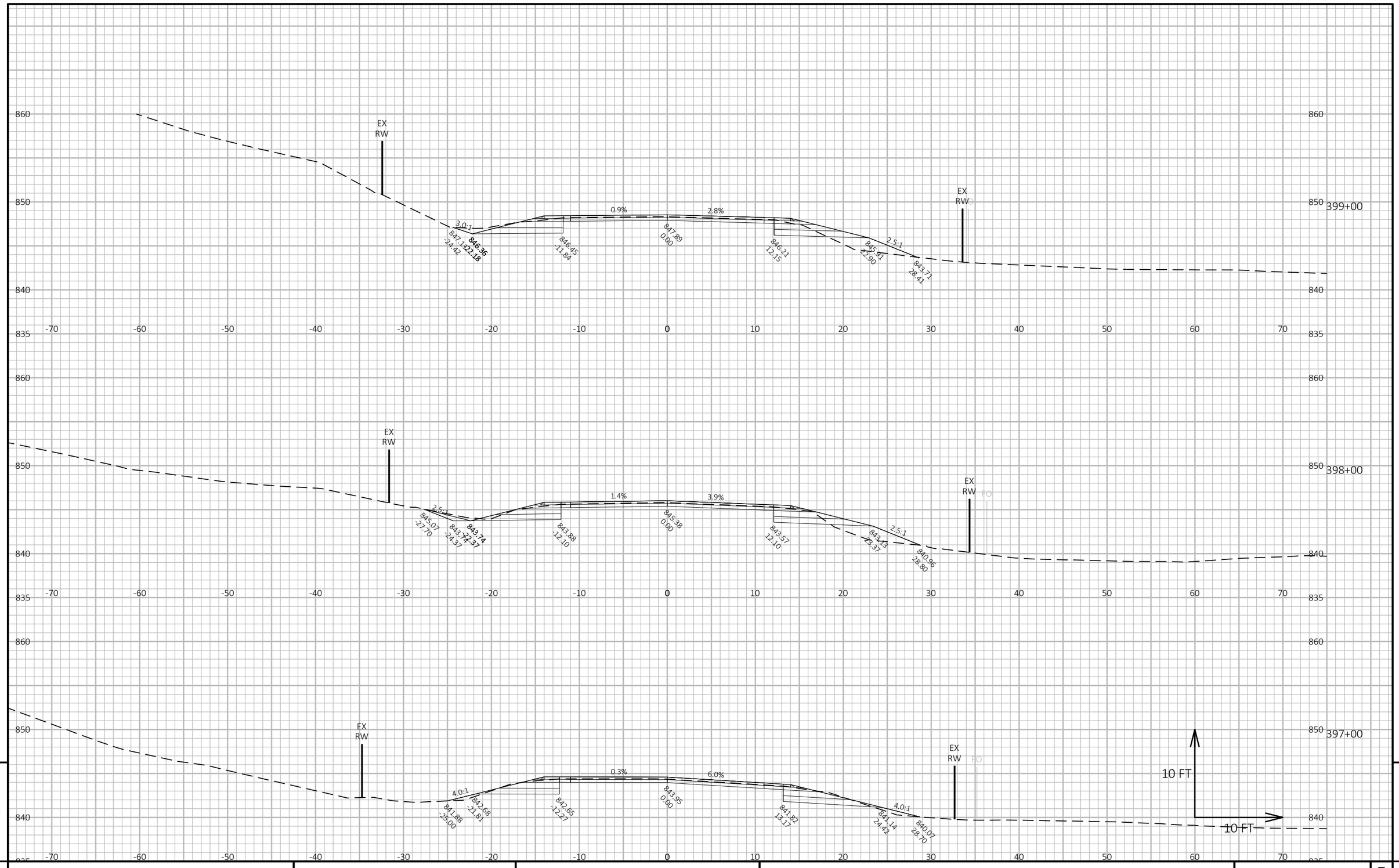
PLOT DATE : 1/28/2026 7:11 AM

PLOT BY : CONNOR GIRTEN

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: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 377	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090272-xs

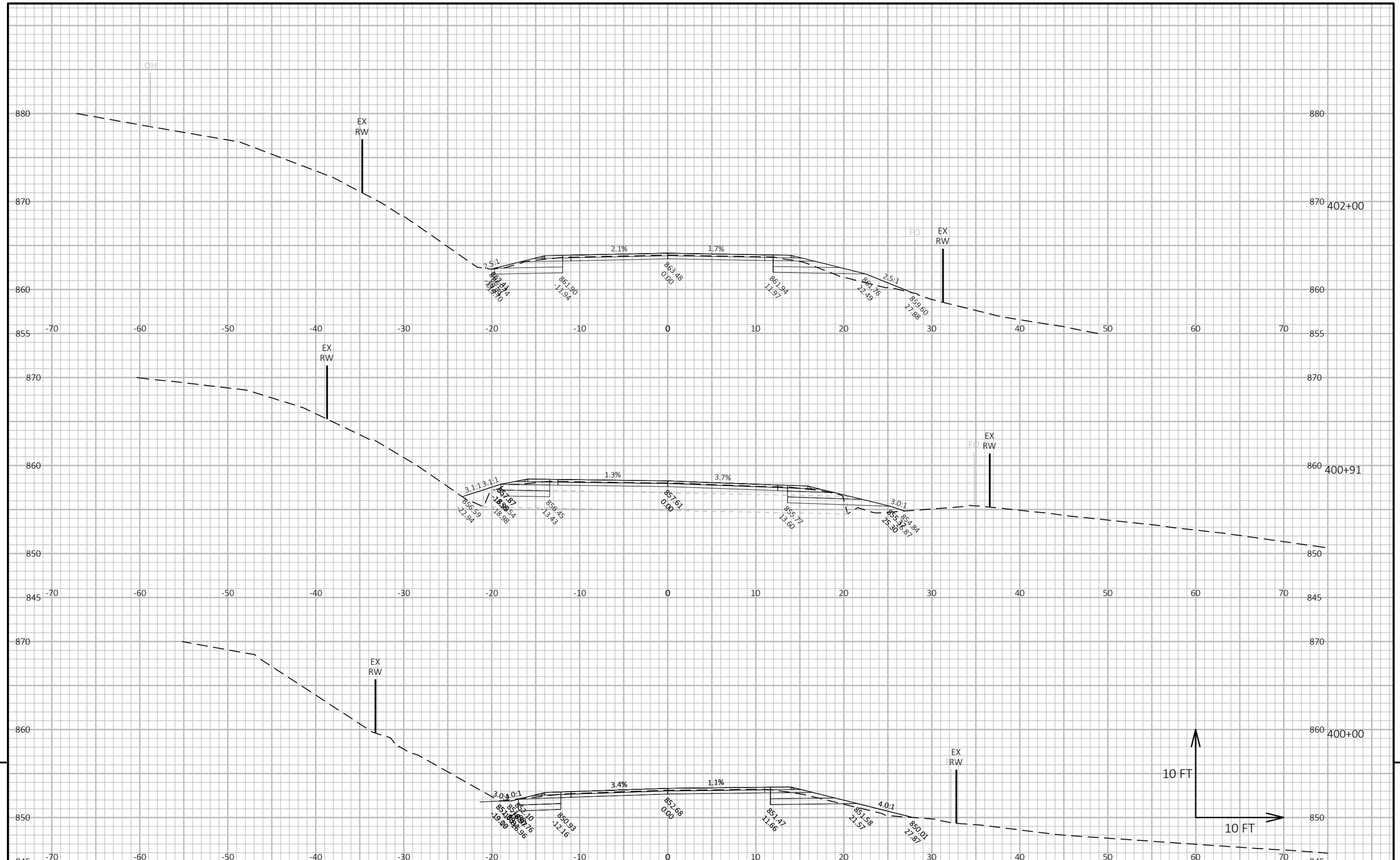
PLOT DATE : 1/28/2026 7:12 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

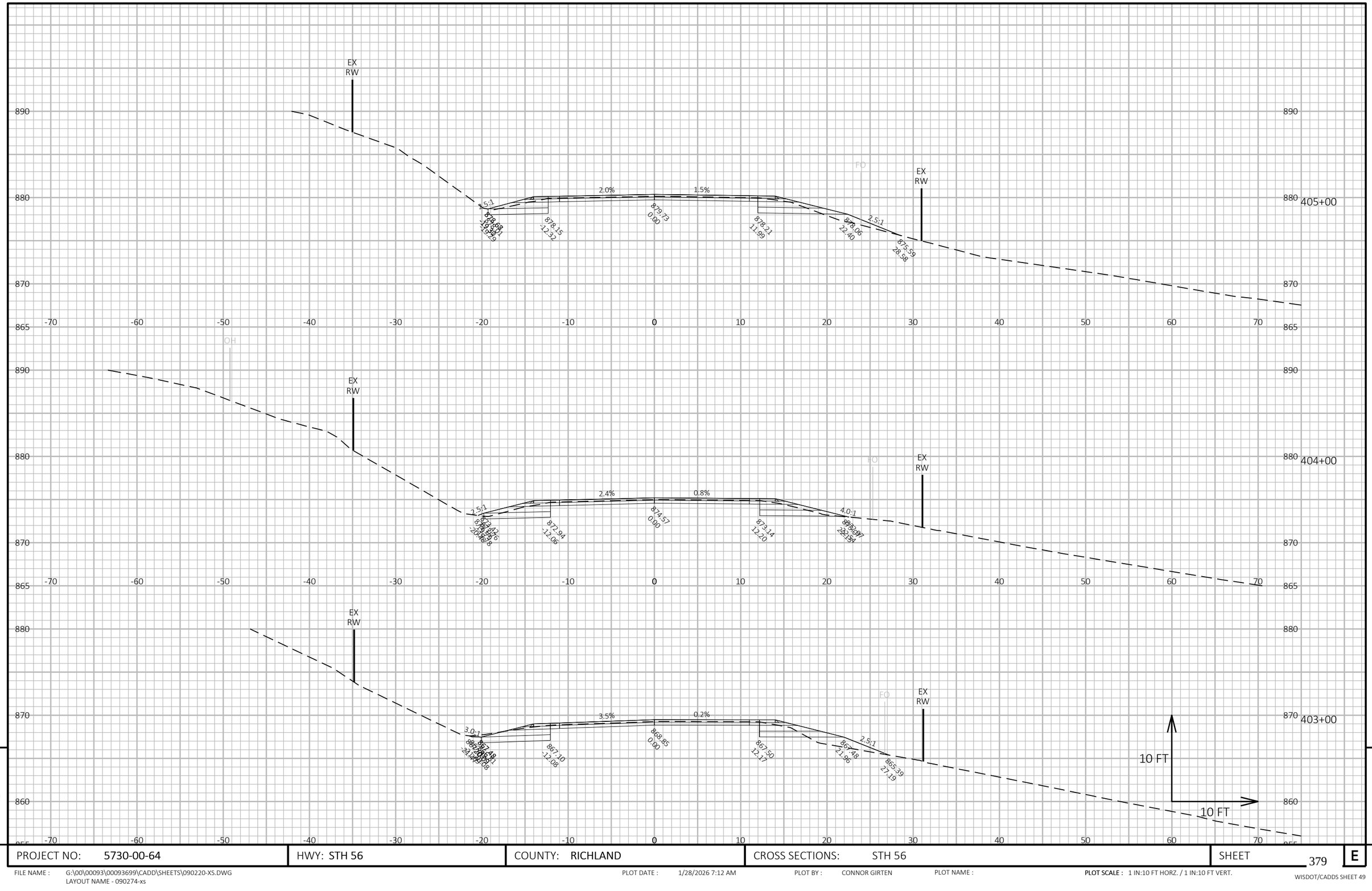


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 378 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090273-xs

PLOT DATE : 1/28/2026 7:12 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 379	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090274-xs

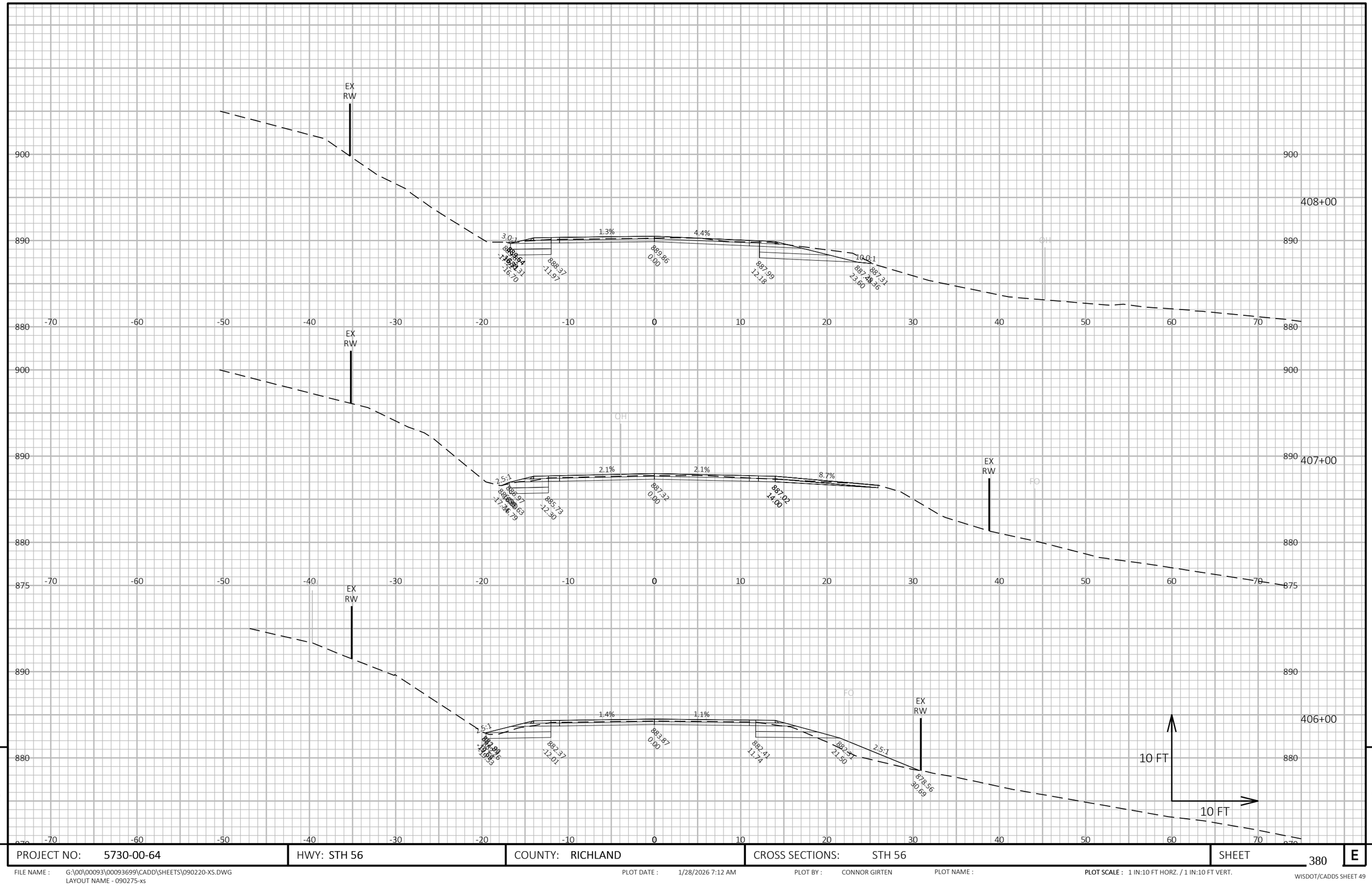
PLOT DATE : 1/28/2026 7:12 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 380	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090275-xs

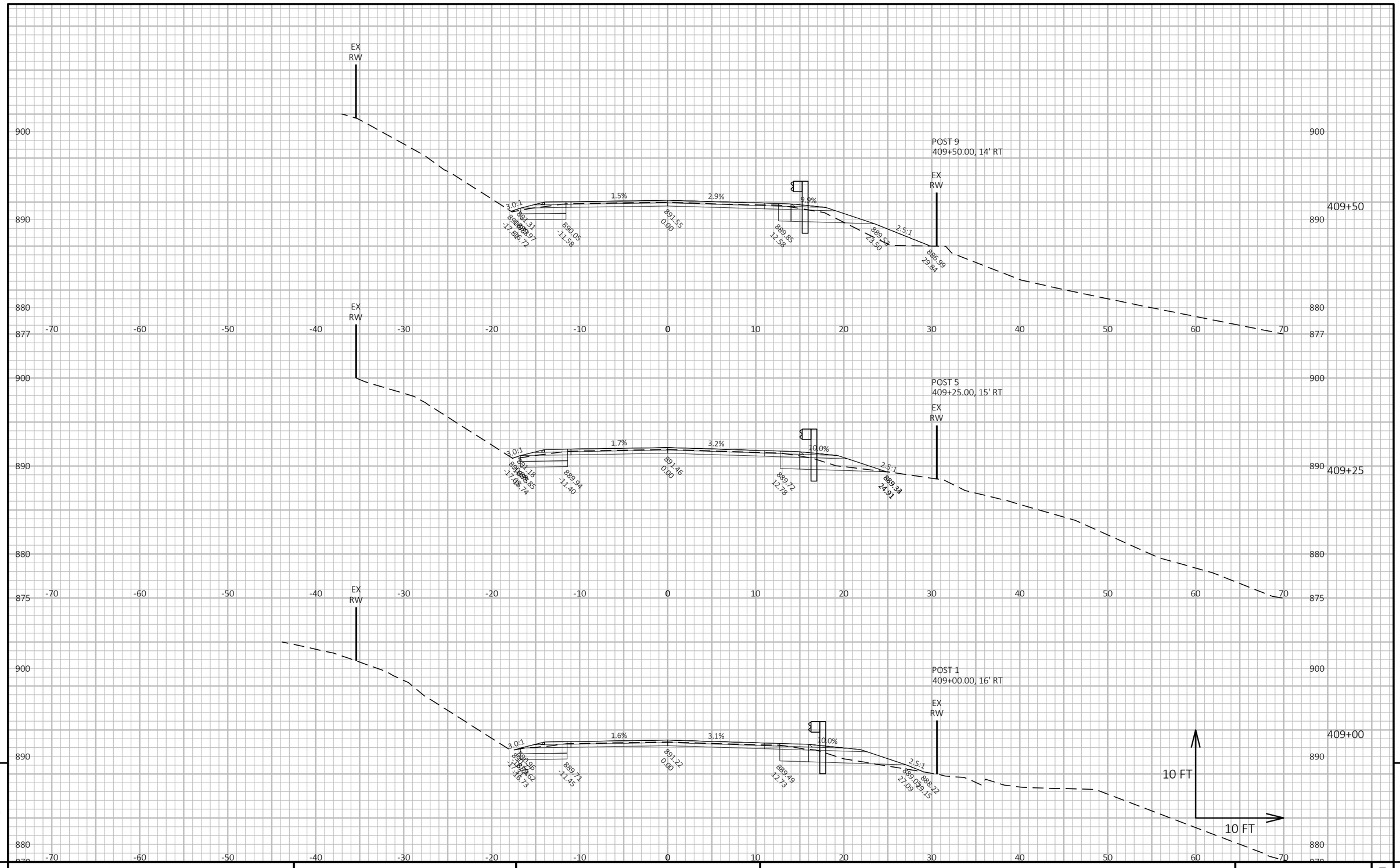
PLOT DATE : 1/28/2026 7:12 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

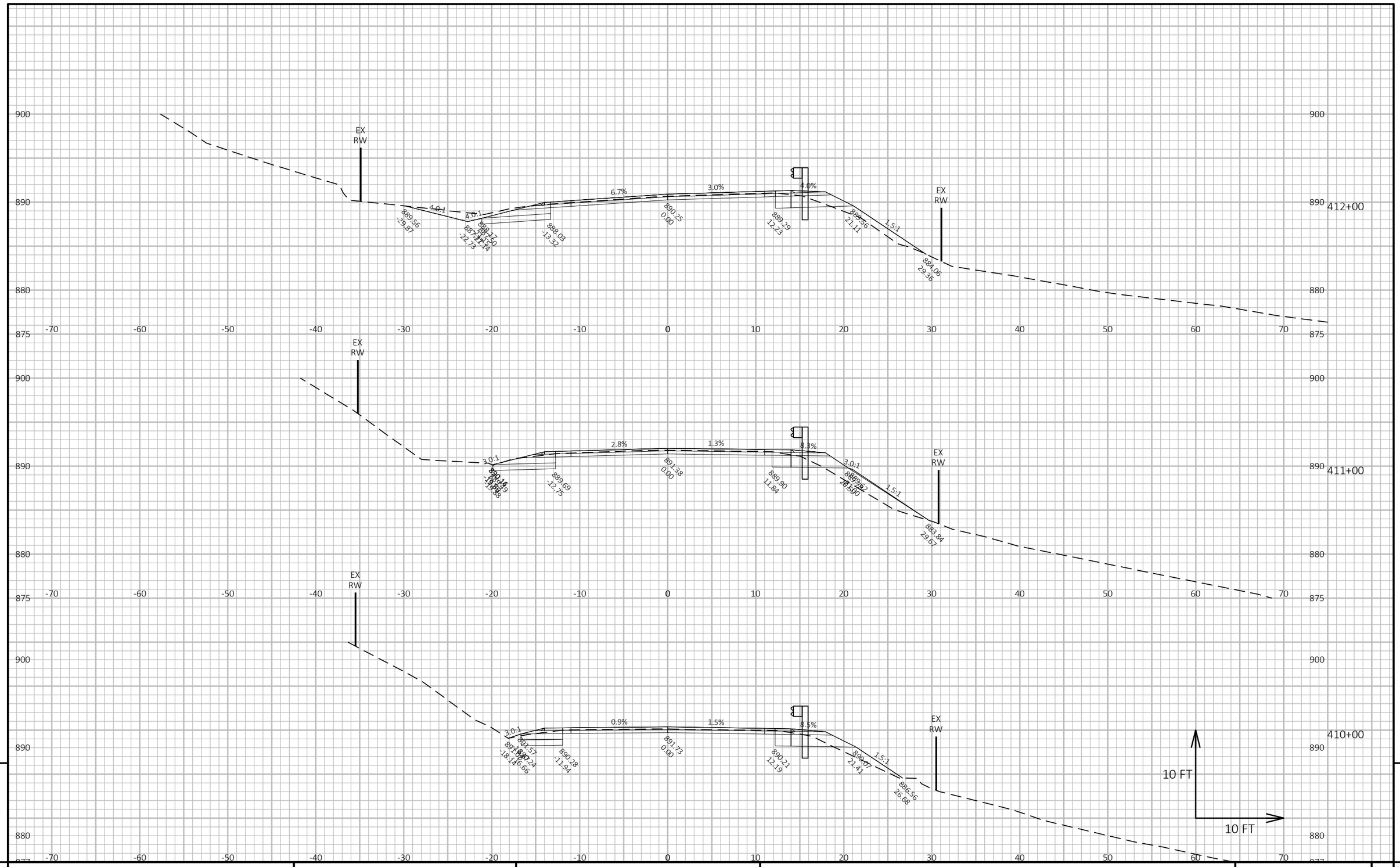
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 381	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090276-xs

PLOT DATE : 1/28/2026 7:13 AM PLOT BY : CONNOR GIRTEN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 382	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090277-xs

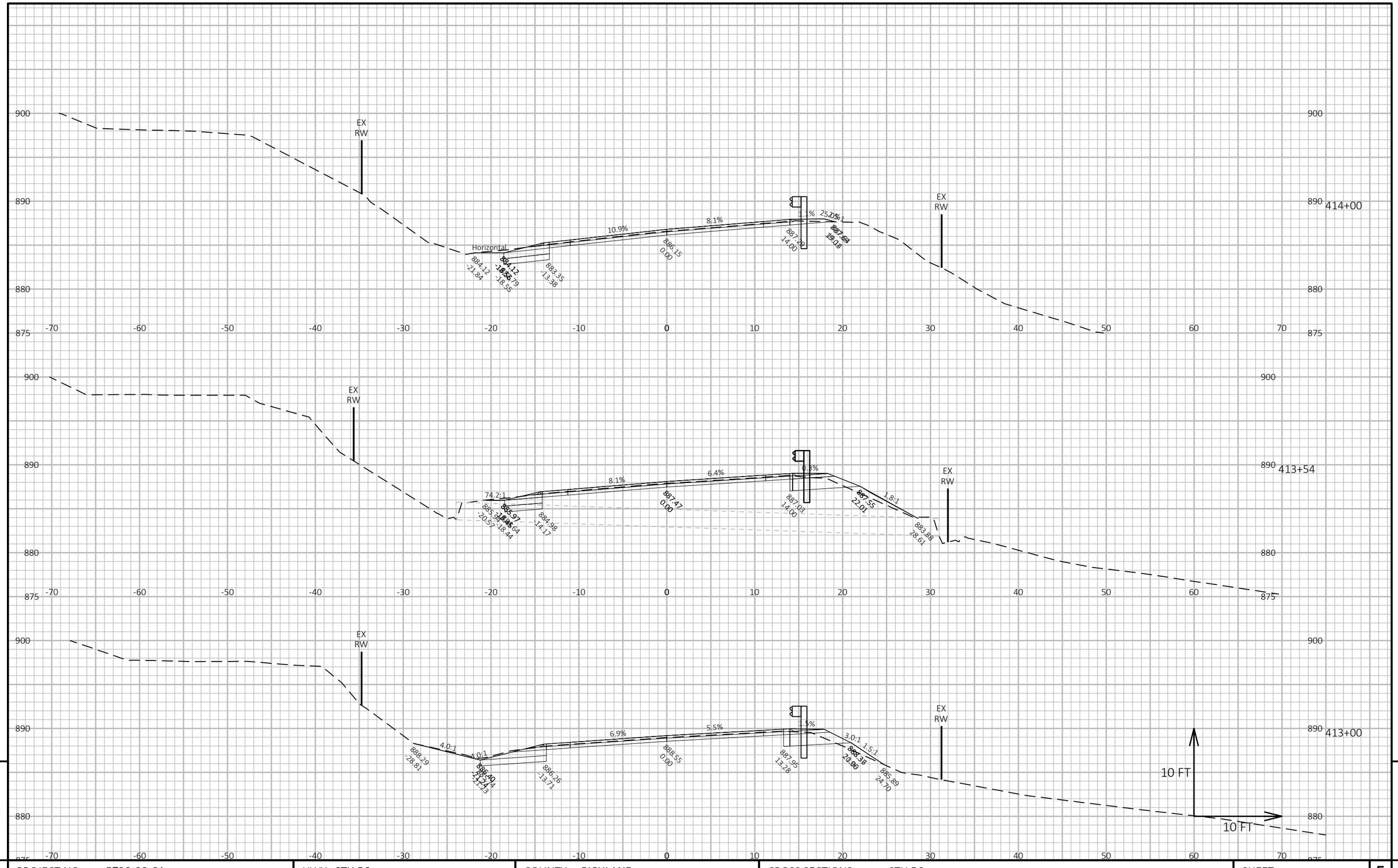
PLOT DATE : 1/28/2026 7:13 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 383	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090278-xs

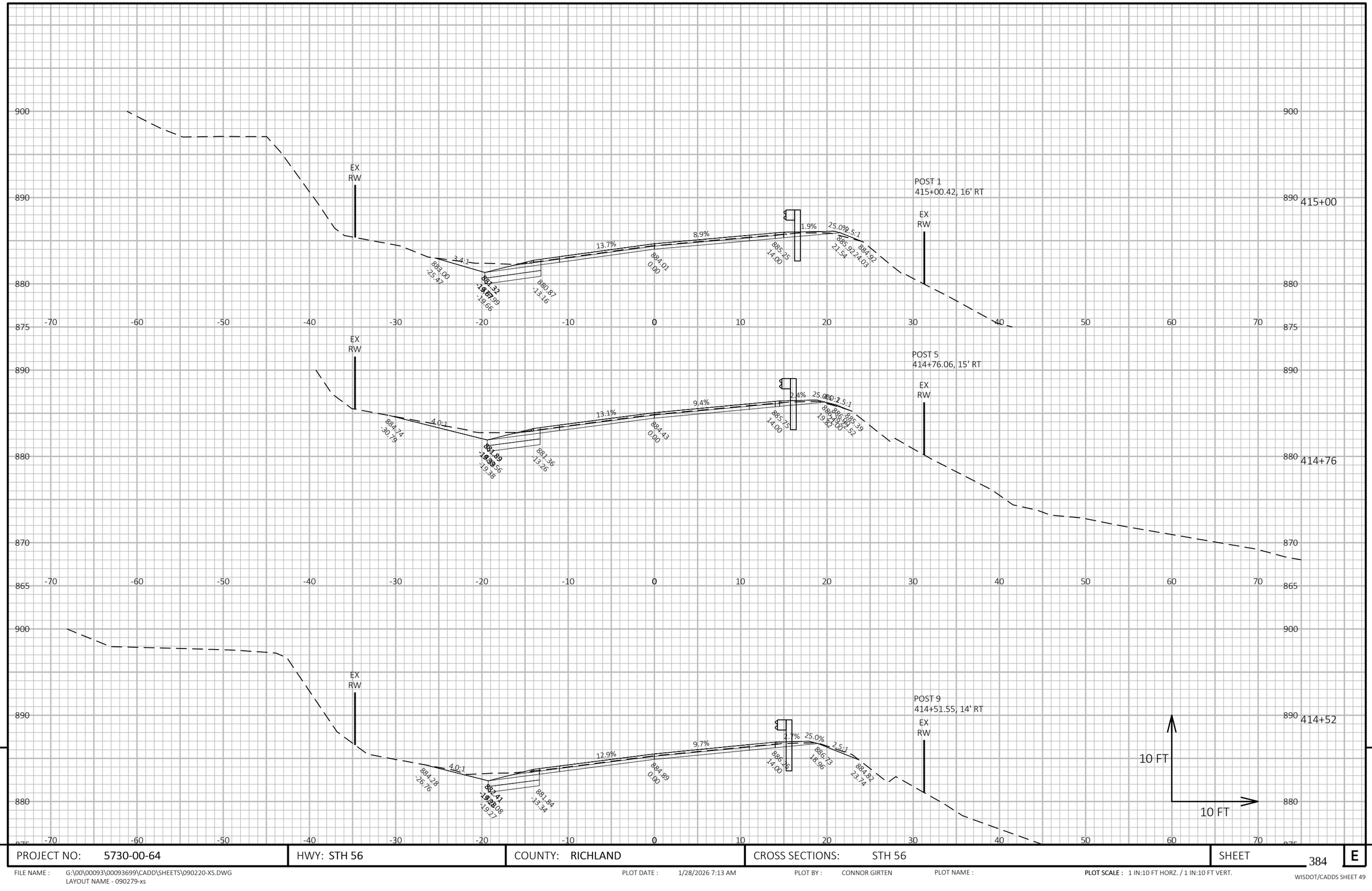
PLOT DATE : 1/28/2026 7:13 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

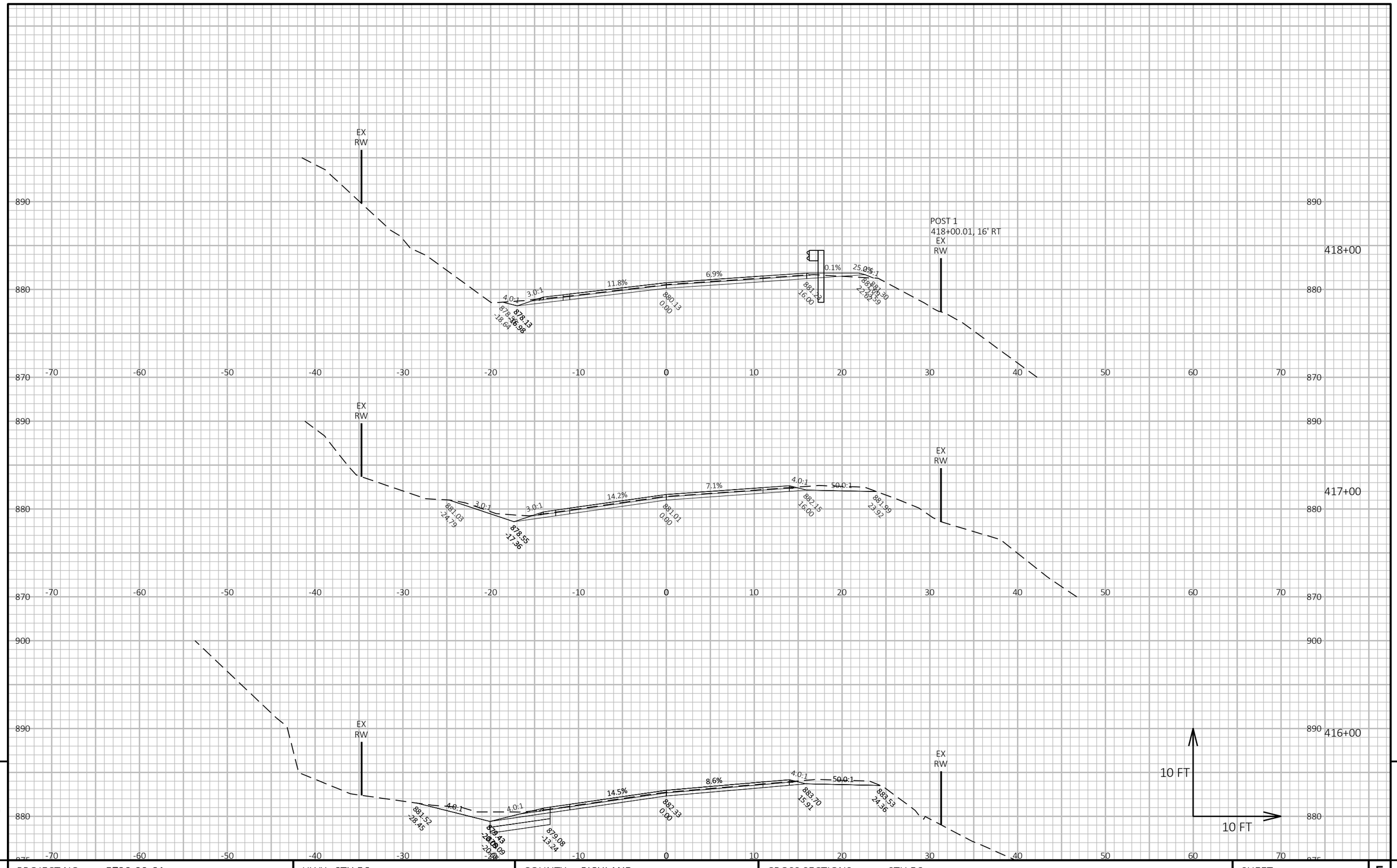


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 384	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090279-xs

PLOT DATE : 1/28/2026 7:13 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 385	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090280-xs

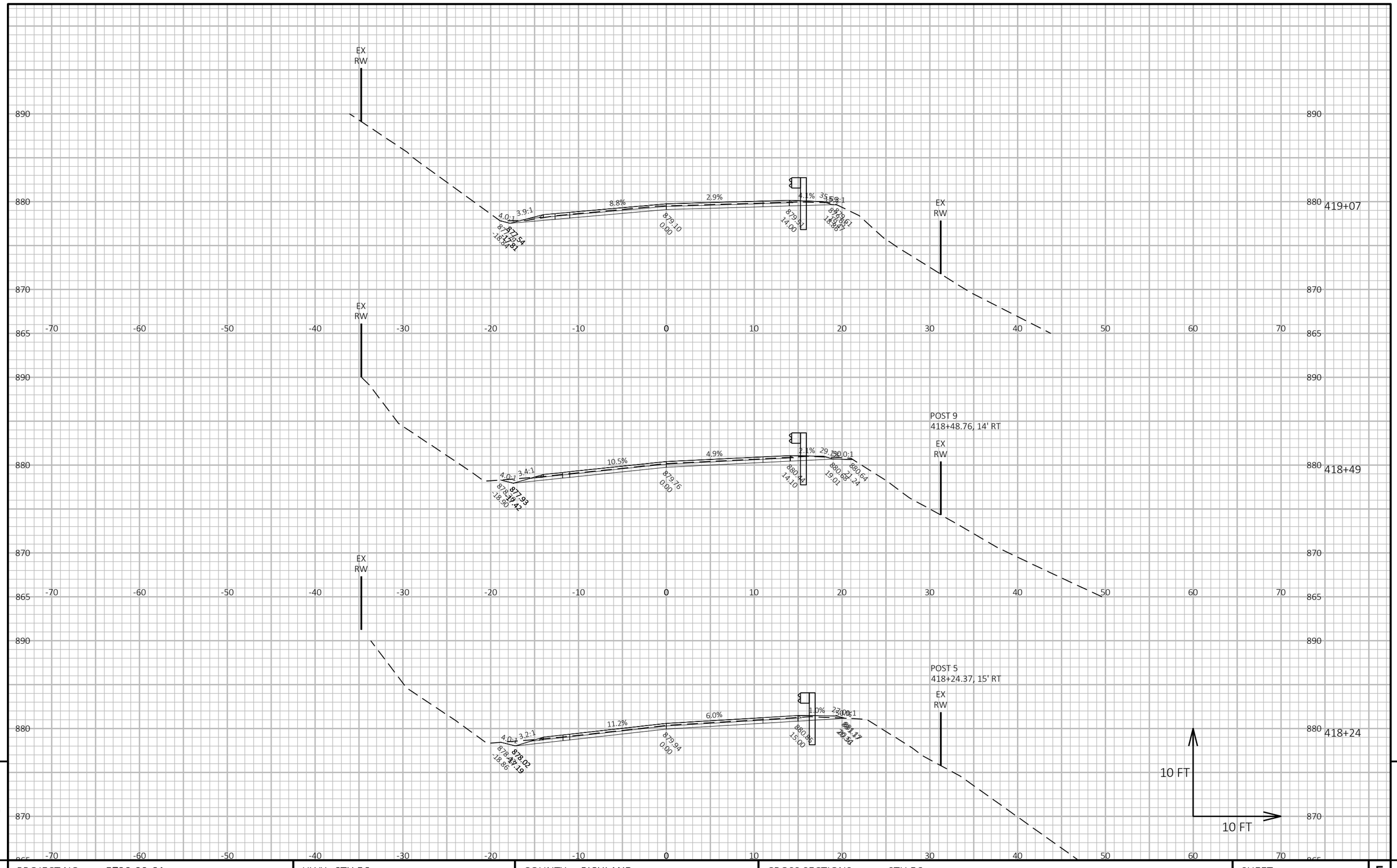
PLOT DATE : 1/28/2026 7:13 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

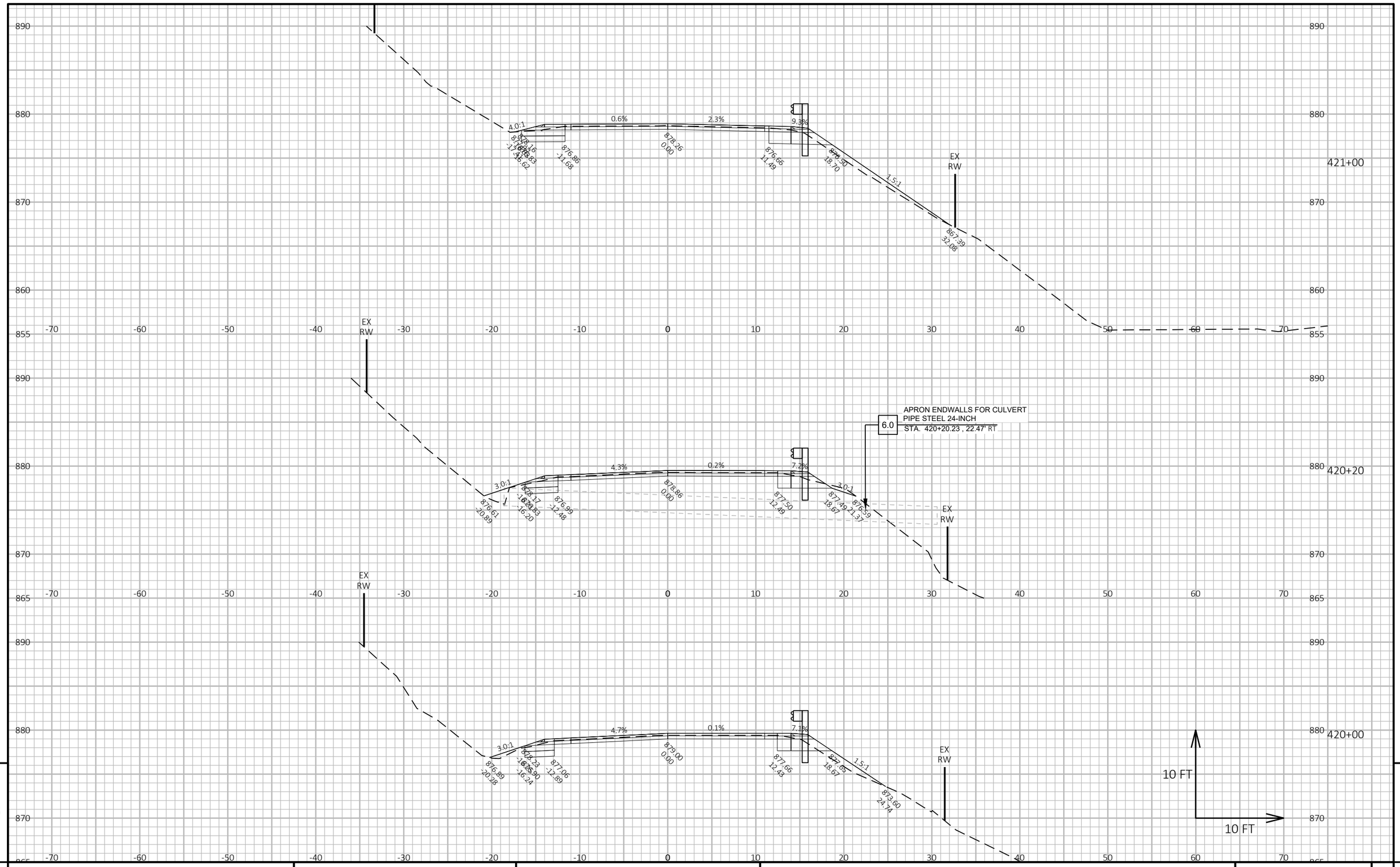


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 386	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090281-xs

PLOT DATE : 1/28/2026 7:14 AM PLOT BY : CONNOR GIRTEN 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: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 387	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090282-xs

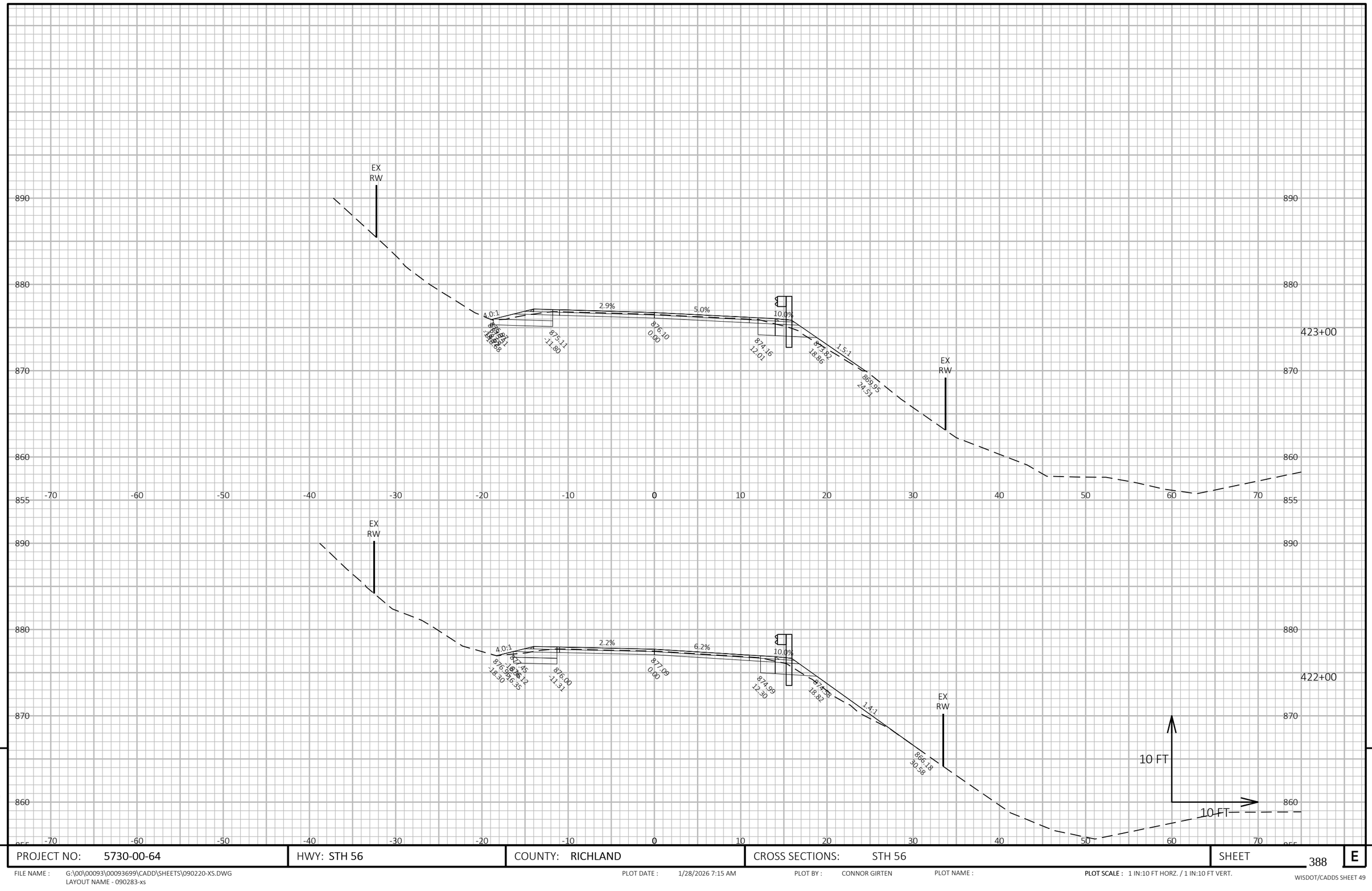
PLOT DATE : 1/28/2026 7:14 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 388	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090283-xs

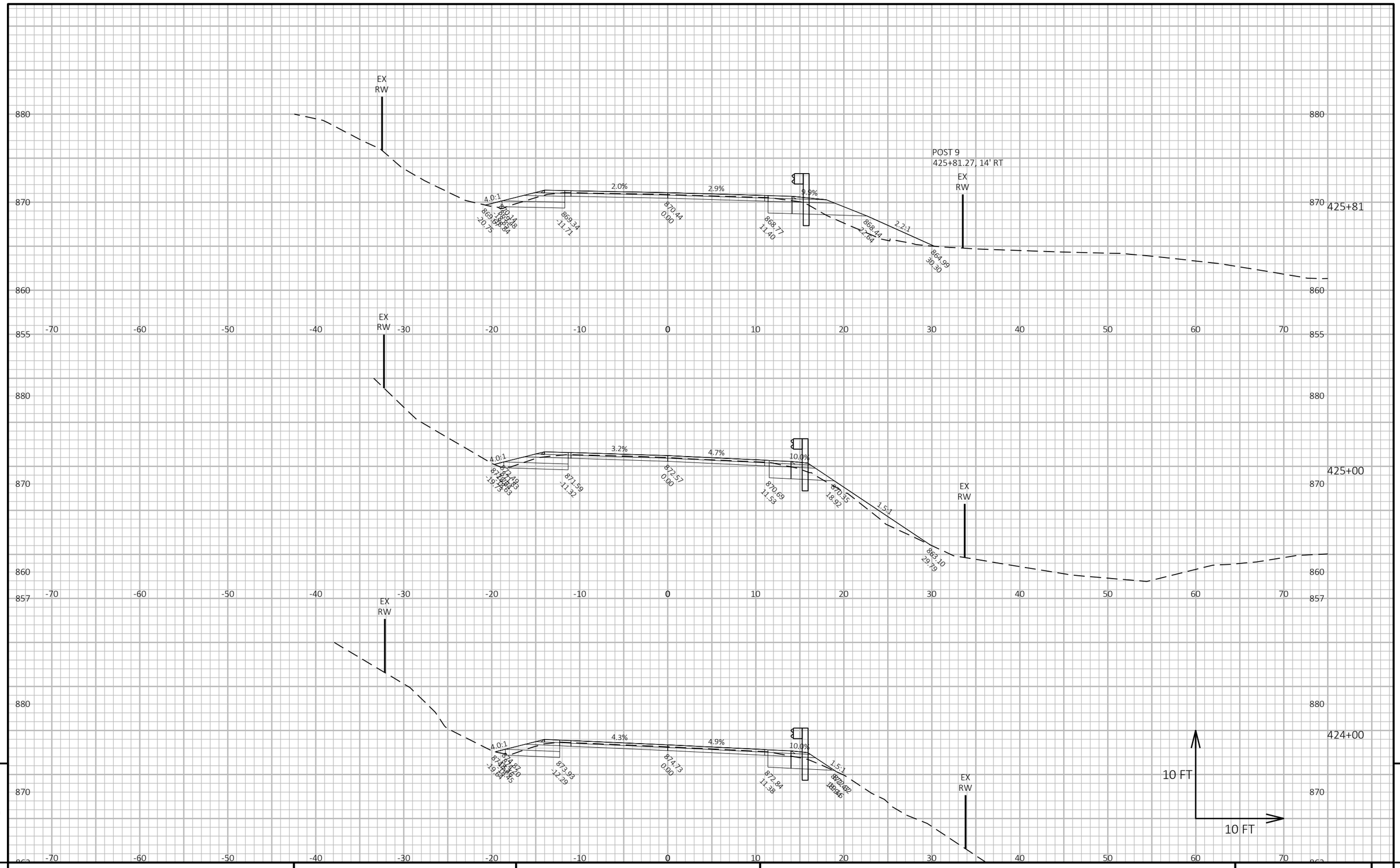
PLOT DATE : 1/28/2026 7:15 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 389	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090284-xs

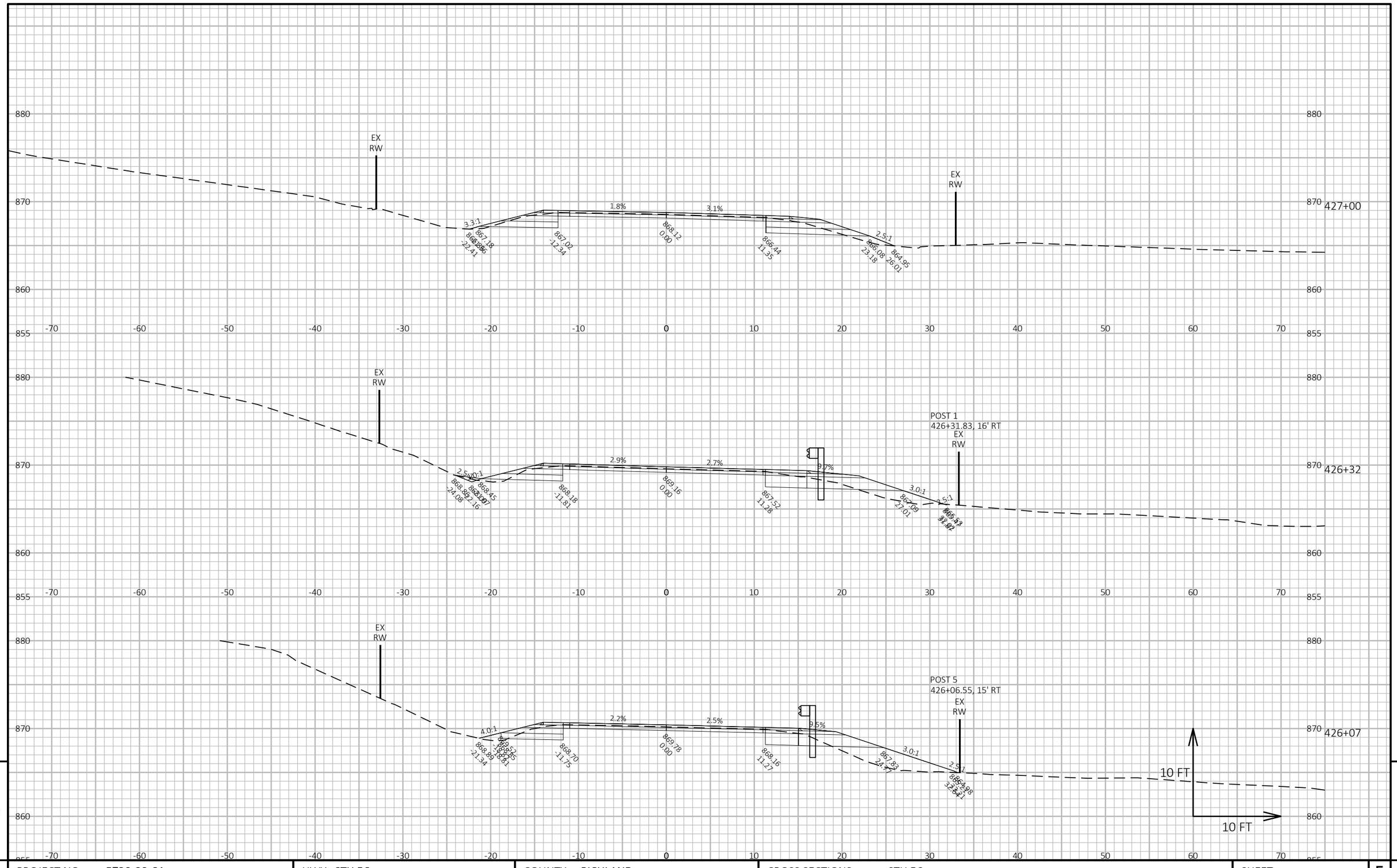
PLOT DATE : 1/28/2026 7:15 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 390	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090285-xs

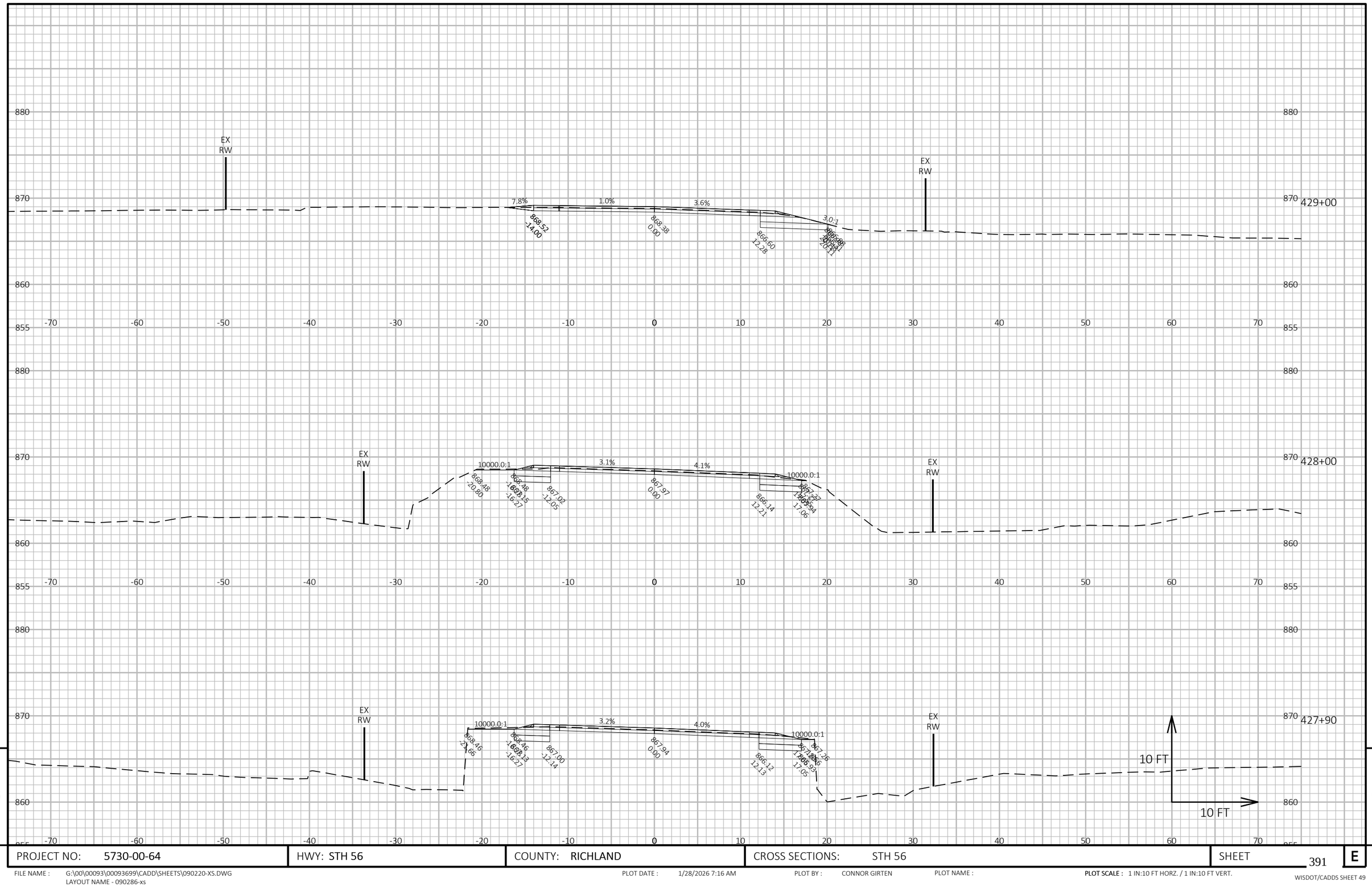
PLOT DATE : 1/28/2026 7:15 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 391	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090286-xs

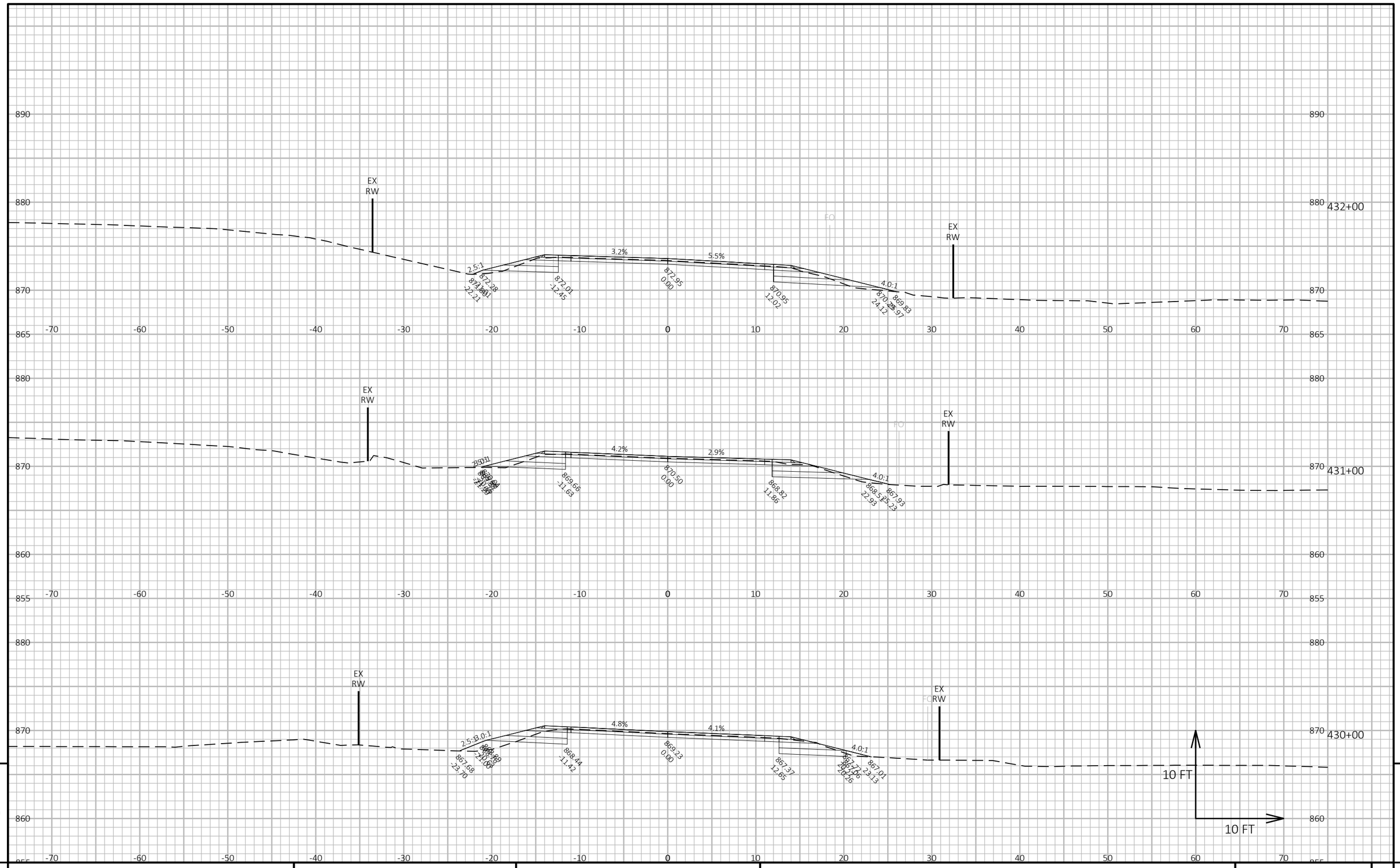
PLOT DATE : 1/28/2026 7:16 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 392	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090287-xs

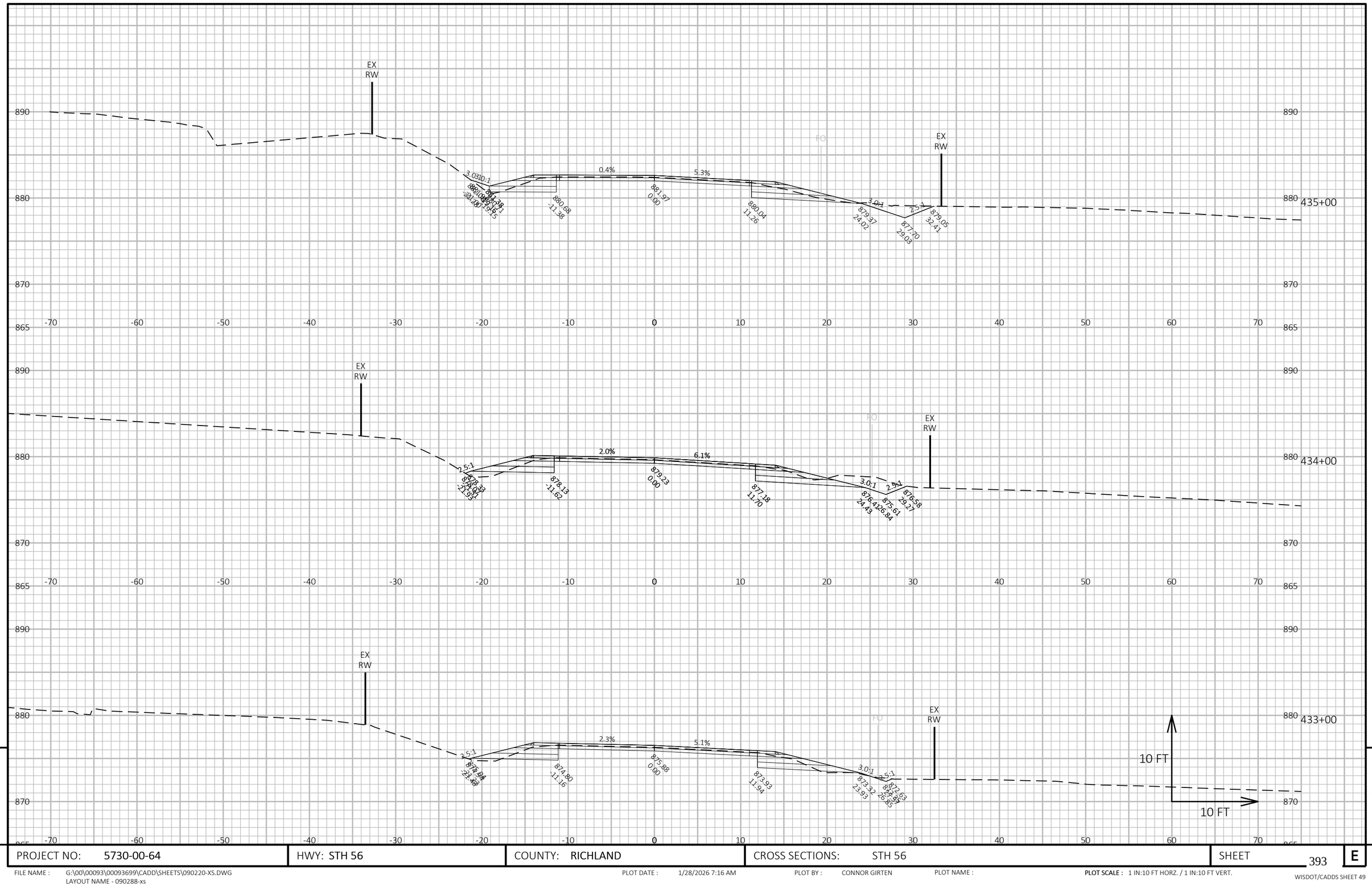
PLOT DATE : 1/28/2026 7:16 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

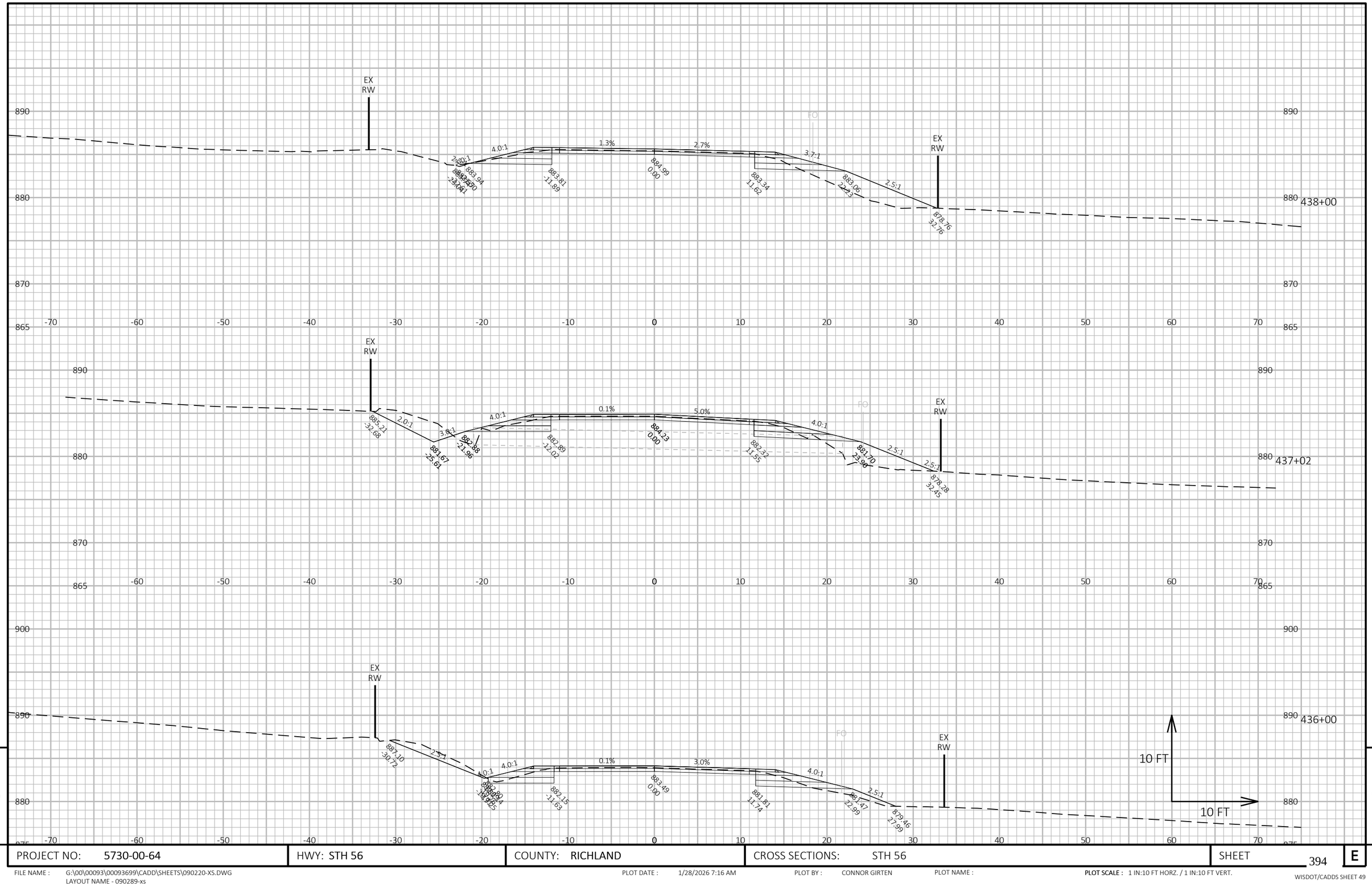


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 393	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090288-xs

PLOT DATE : 1/28/2026 7:16 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 394	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090289-xs

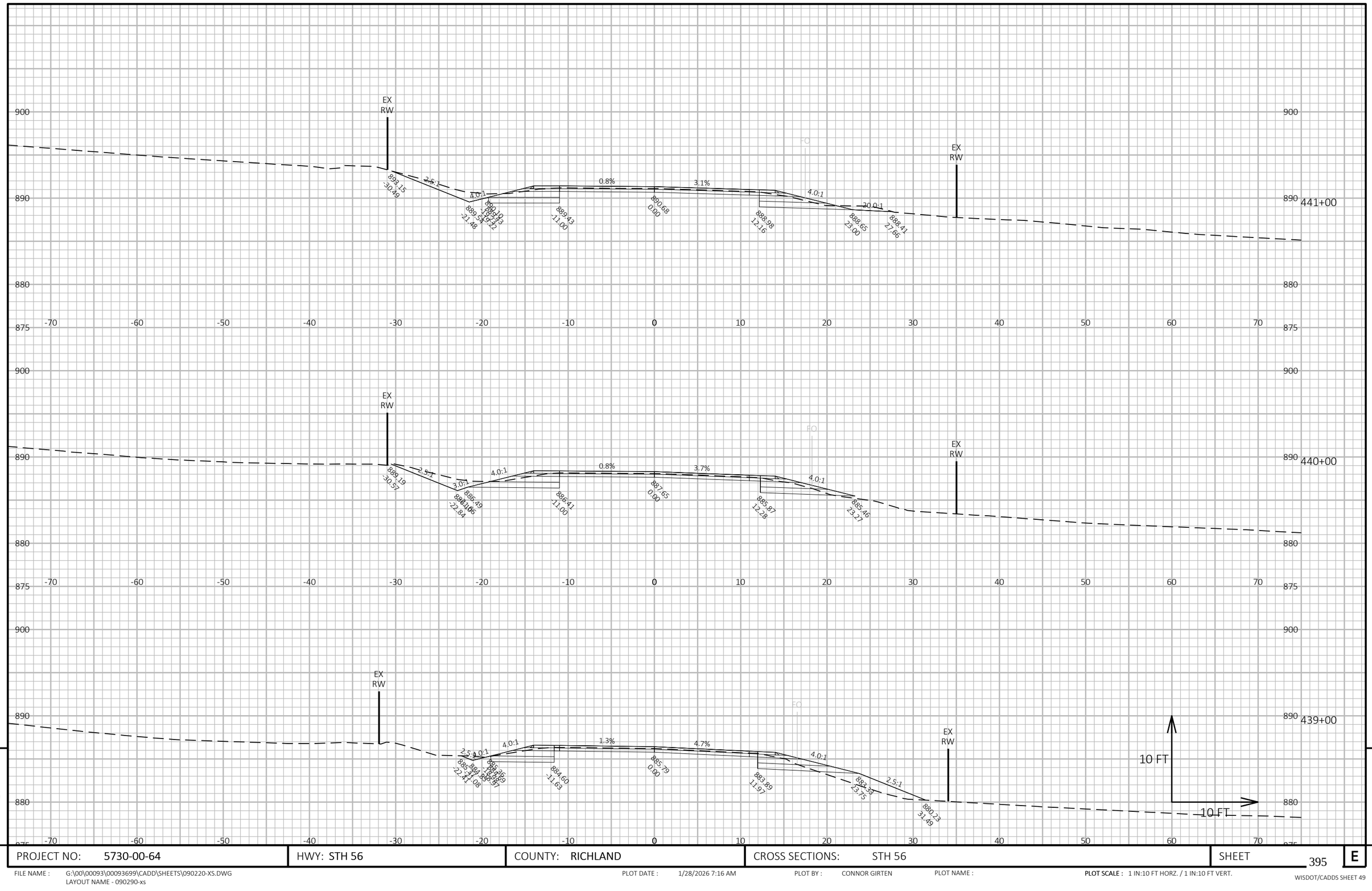
PLOT DATE : 1/28/2026 7:16 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 395	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090290-xs

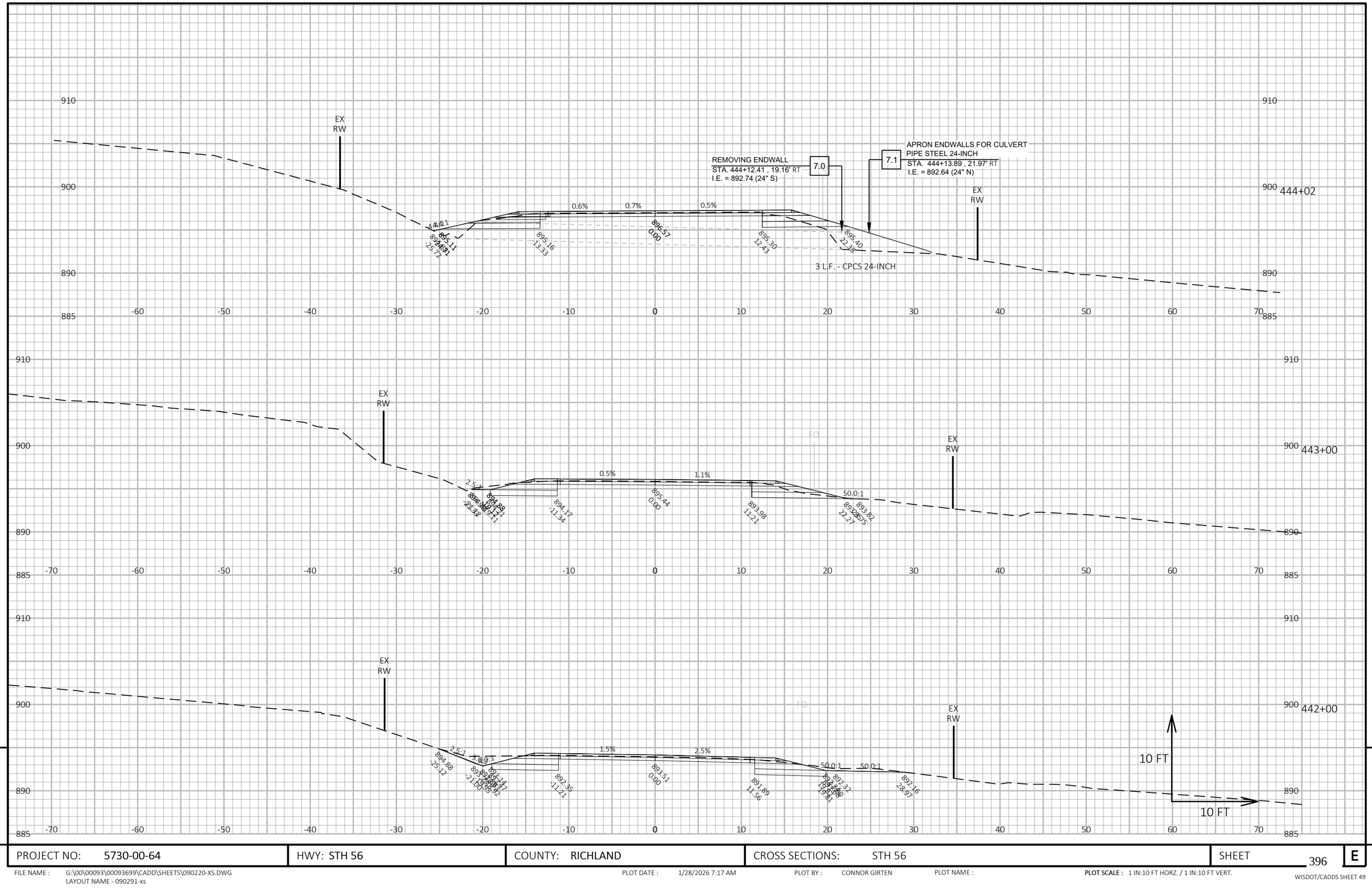
PLOT DATE : 1/28/2026 7:16 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

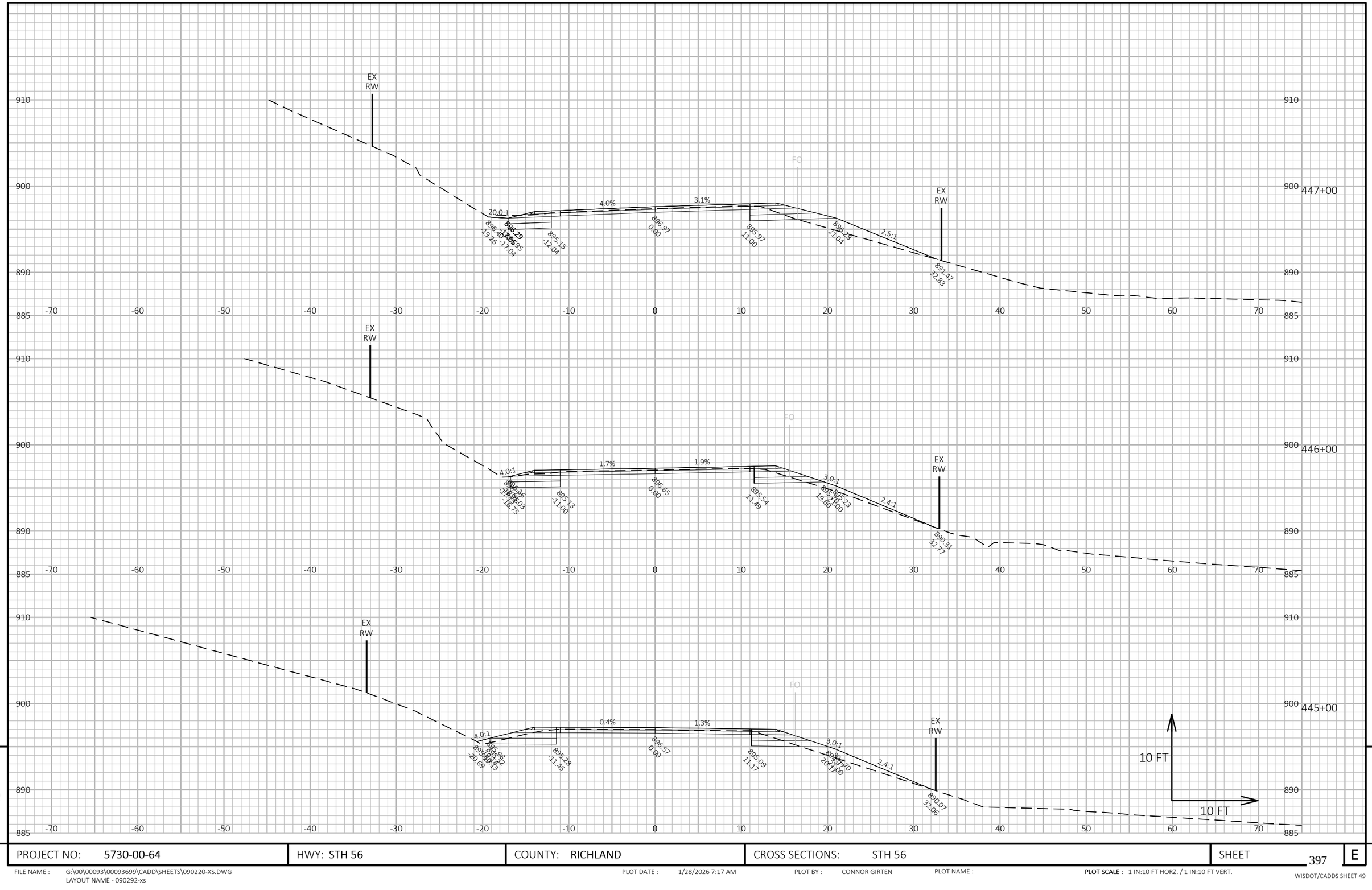


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 396	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090291-xs

PLOT DATE : 1/28/2026 7:17 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 397	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090292-xs

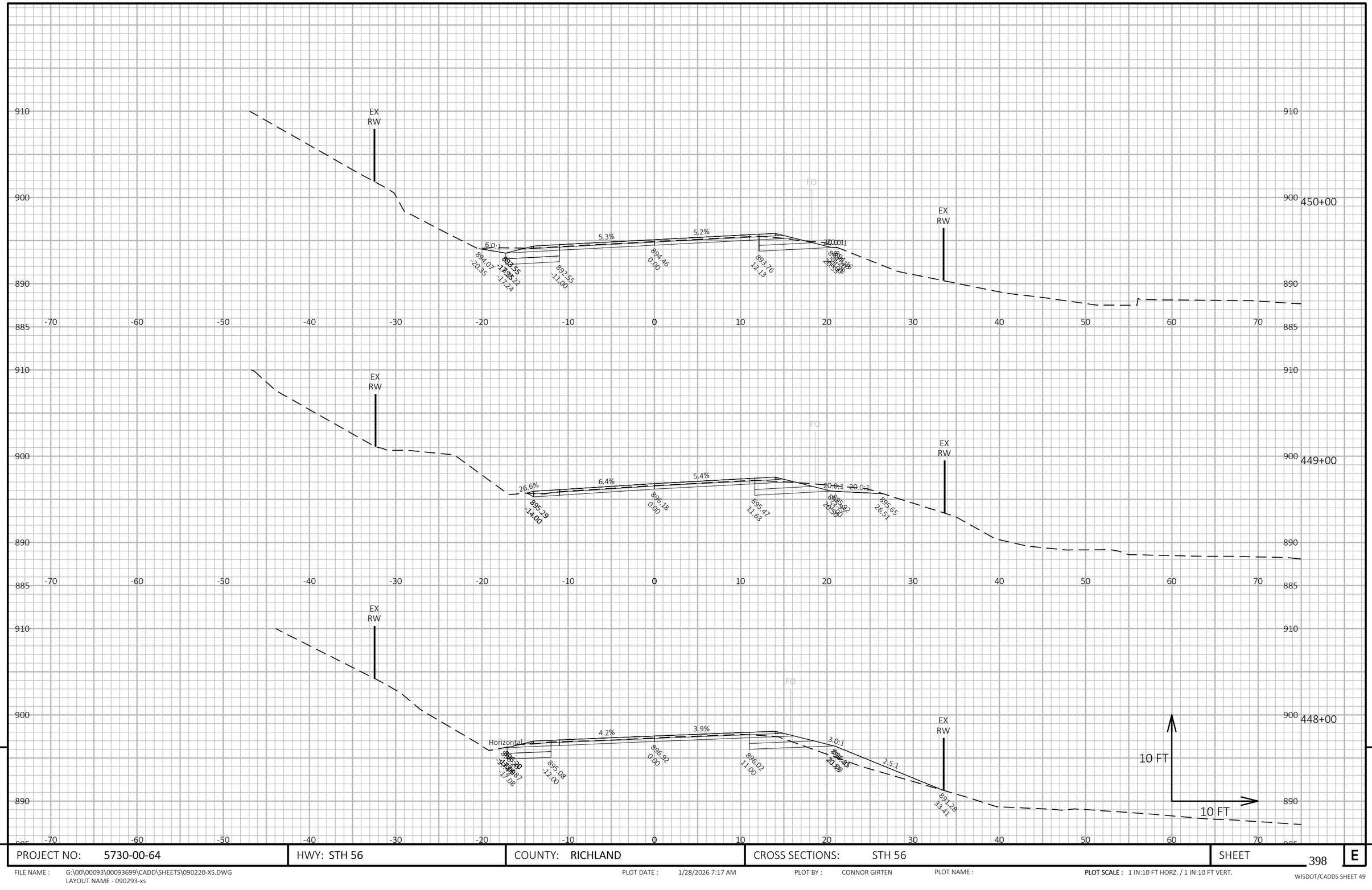
PLOT DATE : 1/28/2026 7:17 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 398	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090293-xs

PLOT DATE : 1/28/2026 7:17 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

453+00

EX RW

4.0:1
1.3%
0.5%
20.0:1
897.36 -18.91
896.81 -16.70
896.90 -16.03
896.10 -11.17
897.58 0.00
896.19 12.08
896.14 22.06
895.95 25.94

452+00

EX RW

10.0:1
1.9%
0.6%
2.5:1
893.72 -16.39
893.47 -12.60
895.04 0.00
893.78 11.00
893.51 21.98

450+95

EX RW

8.1 INLETS MEDIAN 2G-MS
STA. 450+94.34 , 19.28' LT
GRATE = 893.01
I.E. = 890.32 (24" S)

8.0 REMOVING ENDWALL
STA. 450+94.36 , 18.59' LT
I.E. = 890.30 (24" N)

REMOVING ENDWALL 9.0
STA. 450+96.07 , 23.50' RT
I.E. = 889.10 (24" S)

9.1 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH
STA. 450+96.15 , 25.47' RT
I.E. = 889.04 (24" N)

3.7%
3.4:1
3.0:1
2.5:1
891.82 -16.22
891.94 -12.98
893.76 0.00
892.84 11.01
892.83 19.96
892.71 21.01
888.20 32.59

1 L.F. - CPCS 24-INCH

2 L.F. - CPCS 24-INCH

10 FT
10 FT

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 399	E

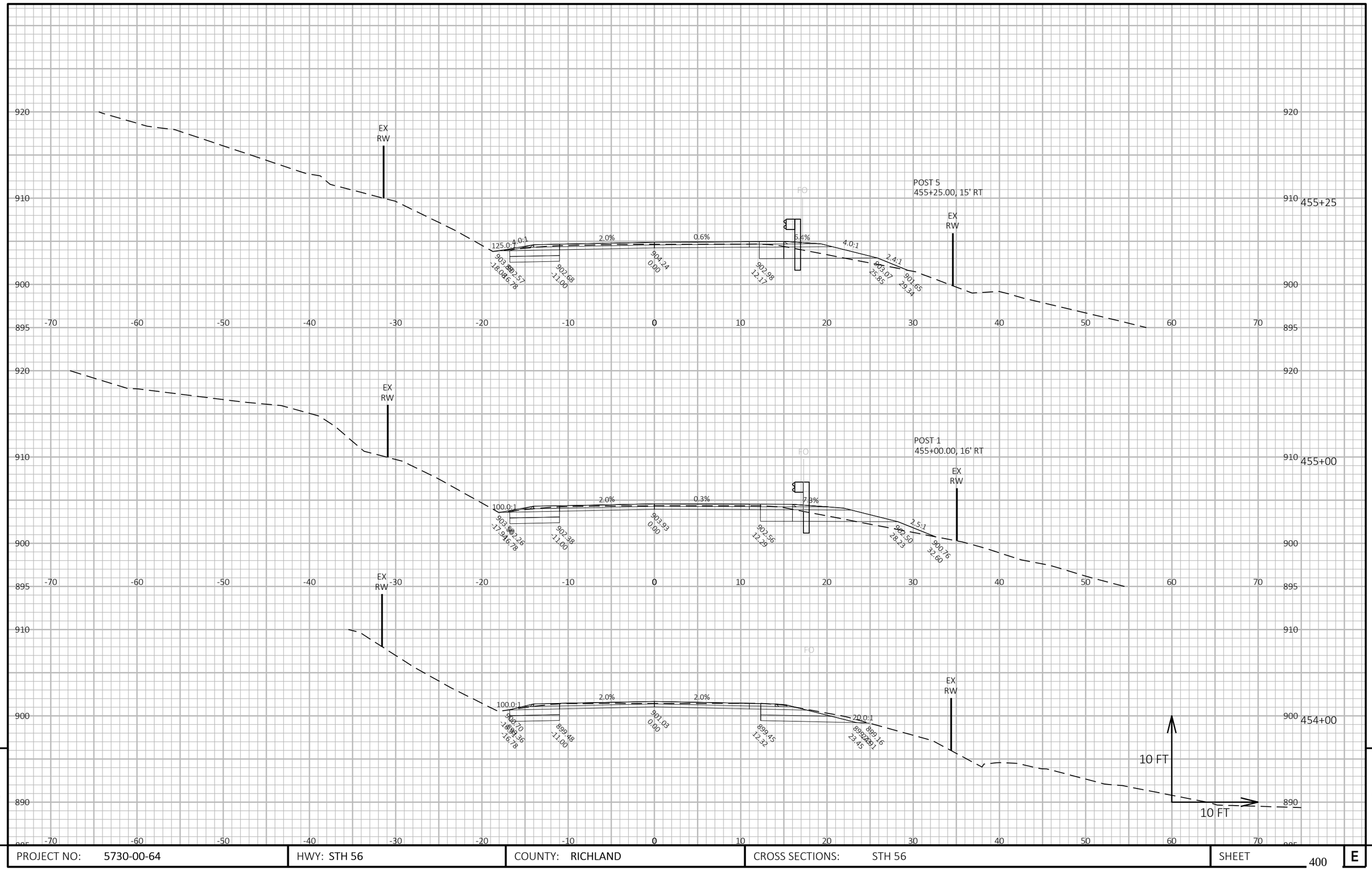
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090294-xs

PLOT DATE : 1/28/2026 7:17 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 400 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090295-xs

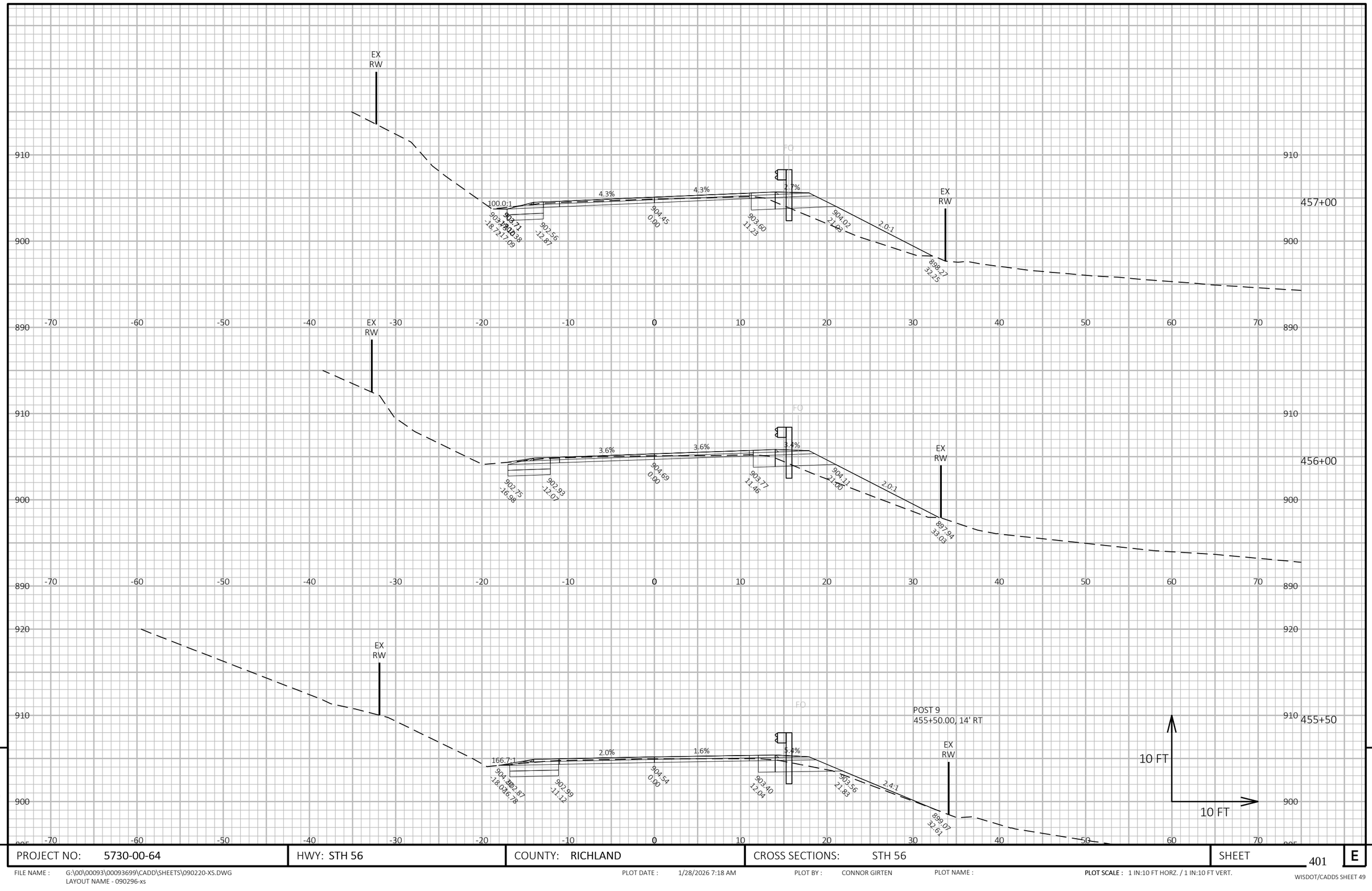
PLOT DATE : 1/28/2026 7:17 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 401	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090296-xs

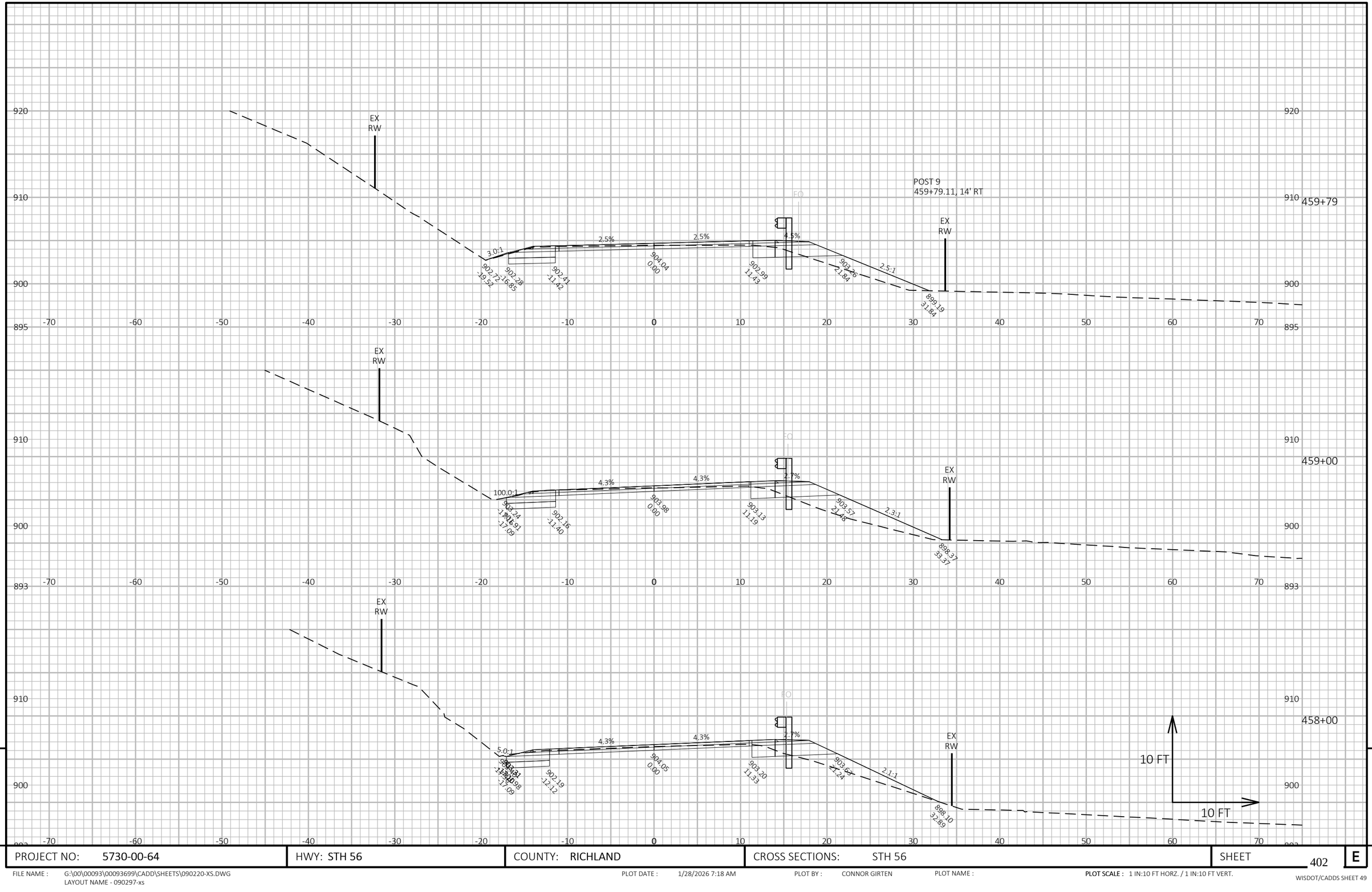
PLOT DATE : 1/28/2026 7:18 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

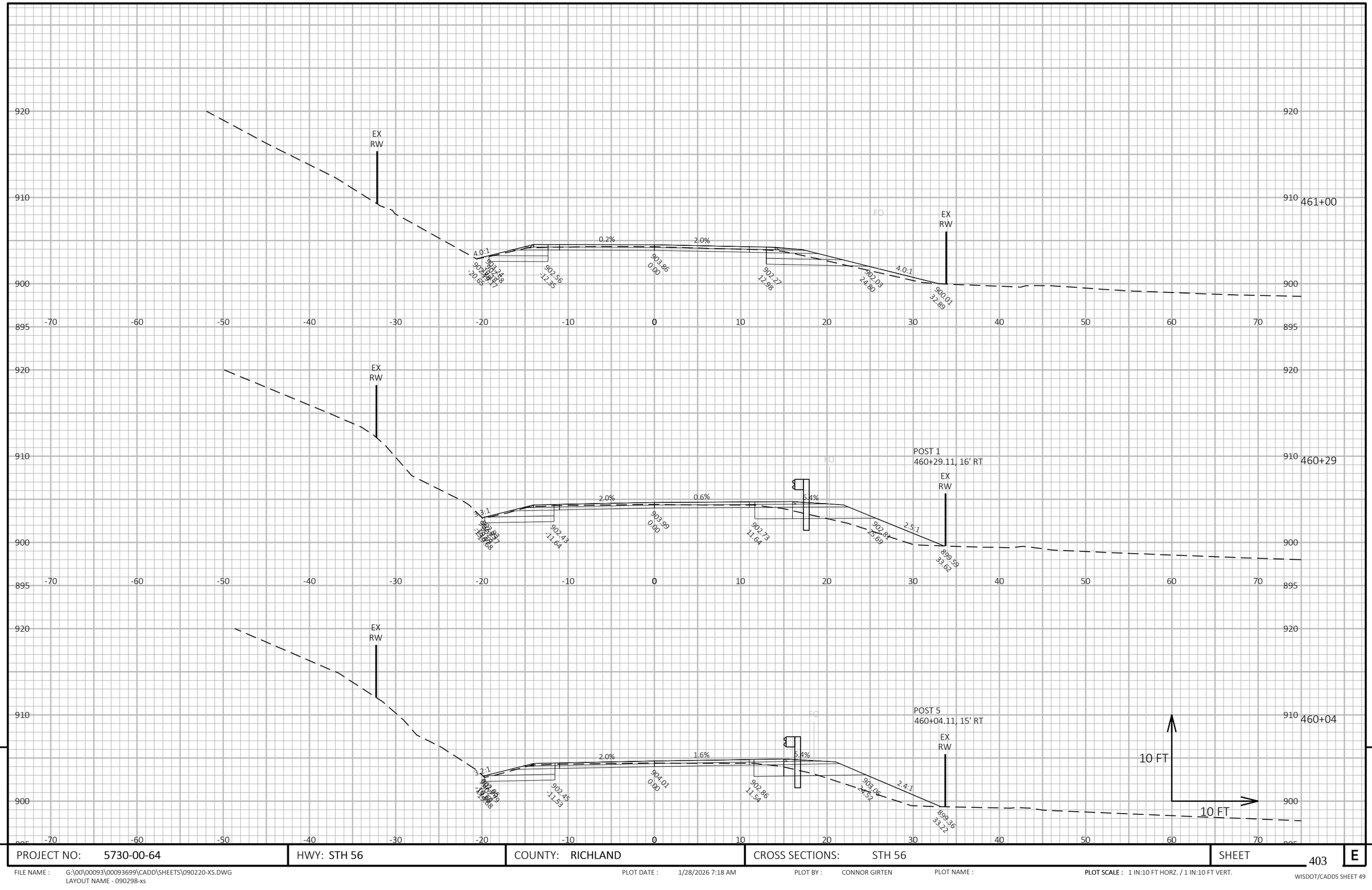


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 402 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090297-xs

PLOT DATE : 1/28/2026 7:18 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 403 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090298-xs

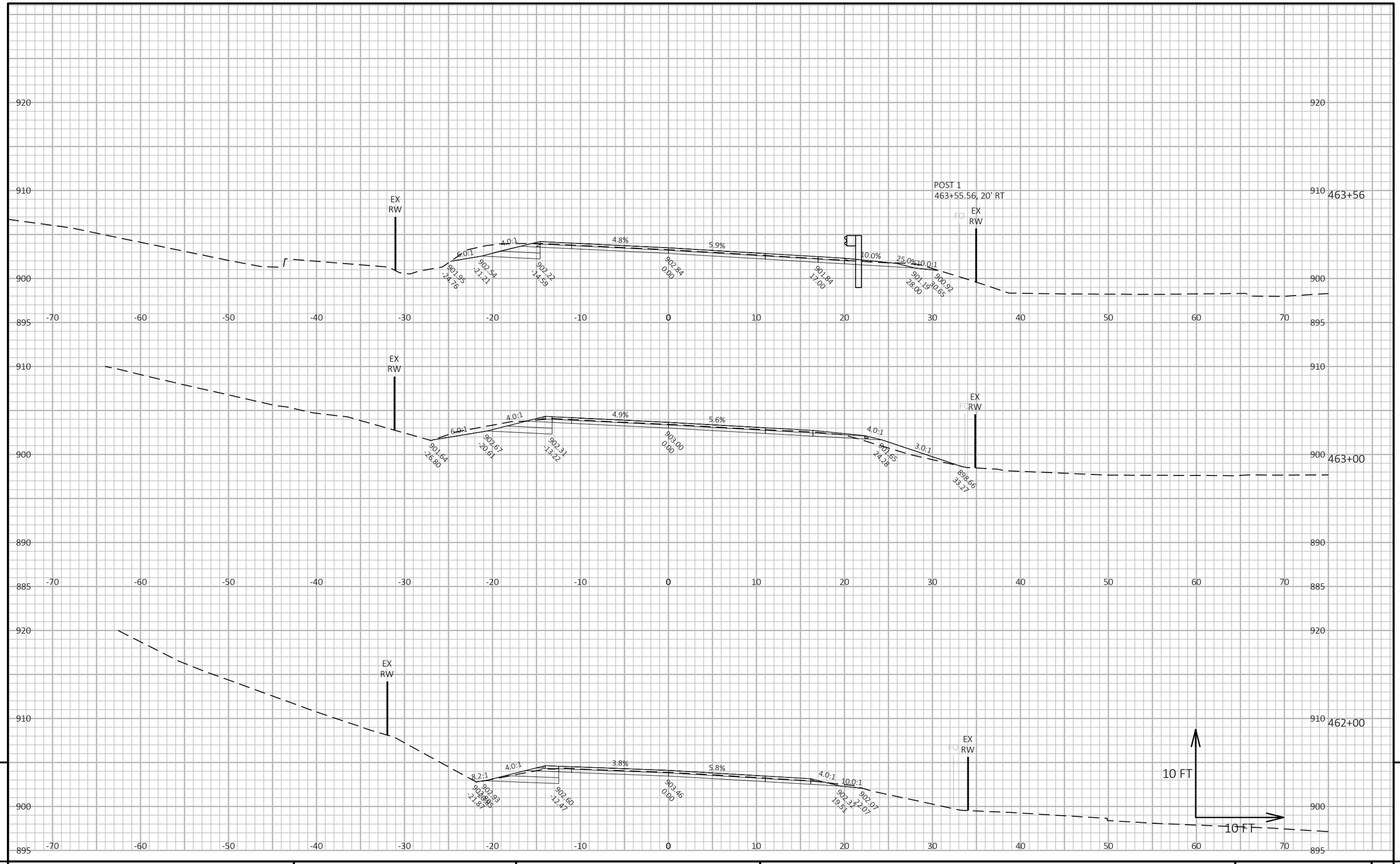
PLOT DATE : 1/28/2026 7:18 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

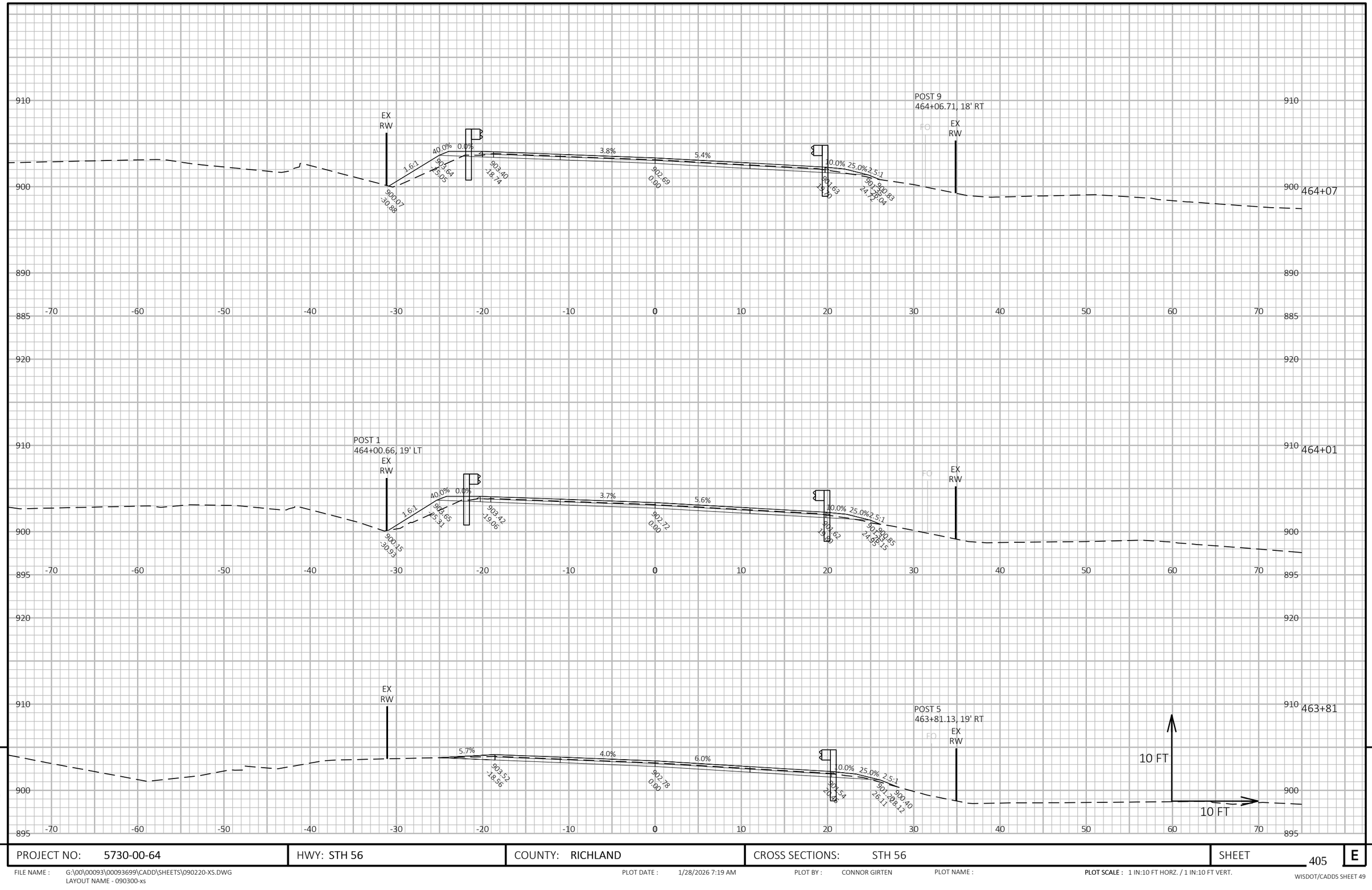


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 404	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090299-xs

PLOT DATE : 1/28/2026 7:18 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 405	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090300-xs

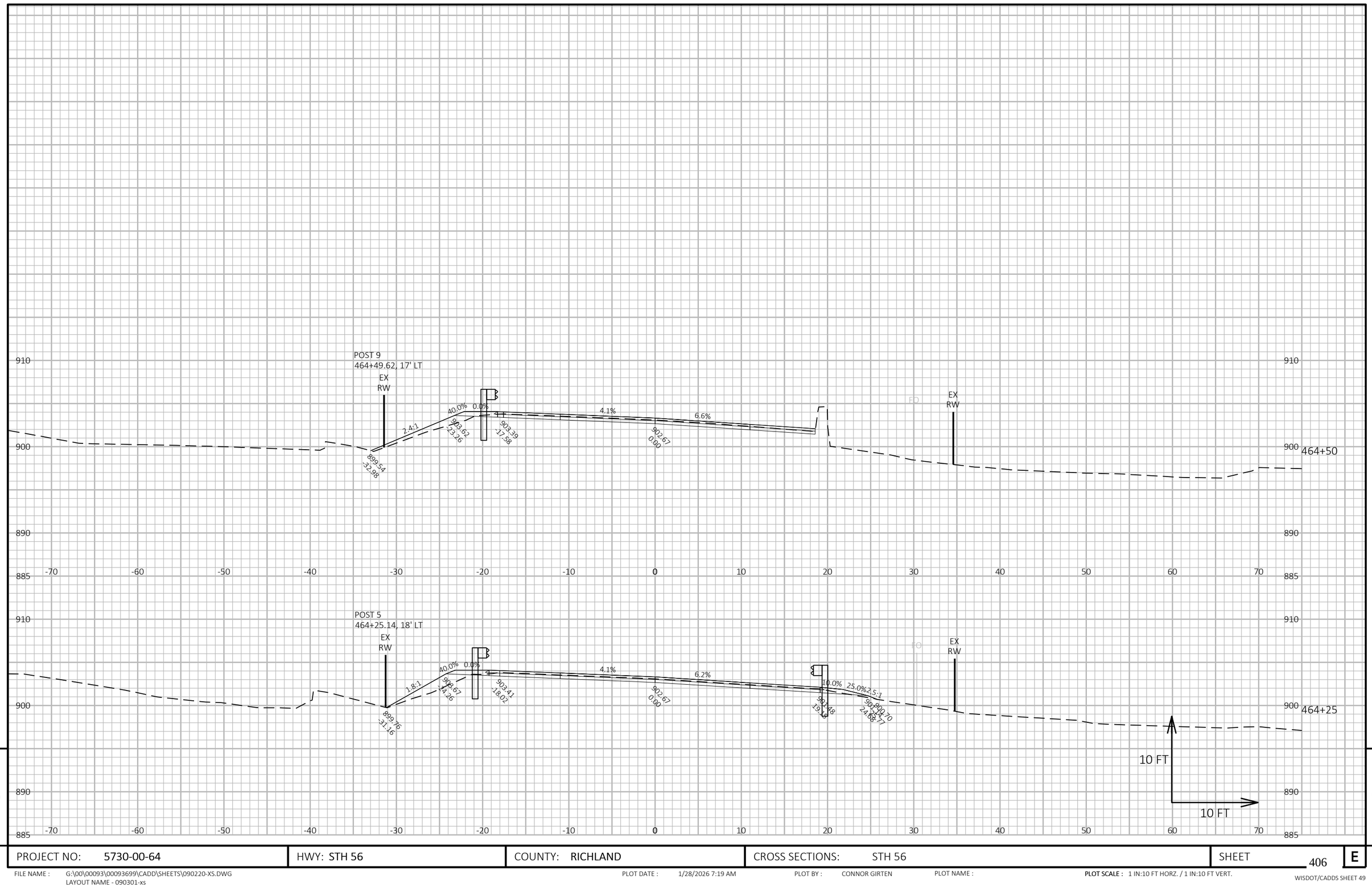
PLOT DATE : 1/28/2026 7:19 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 406	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090220-XS.DWG
LAYOUT NAME - 090301-xs

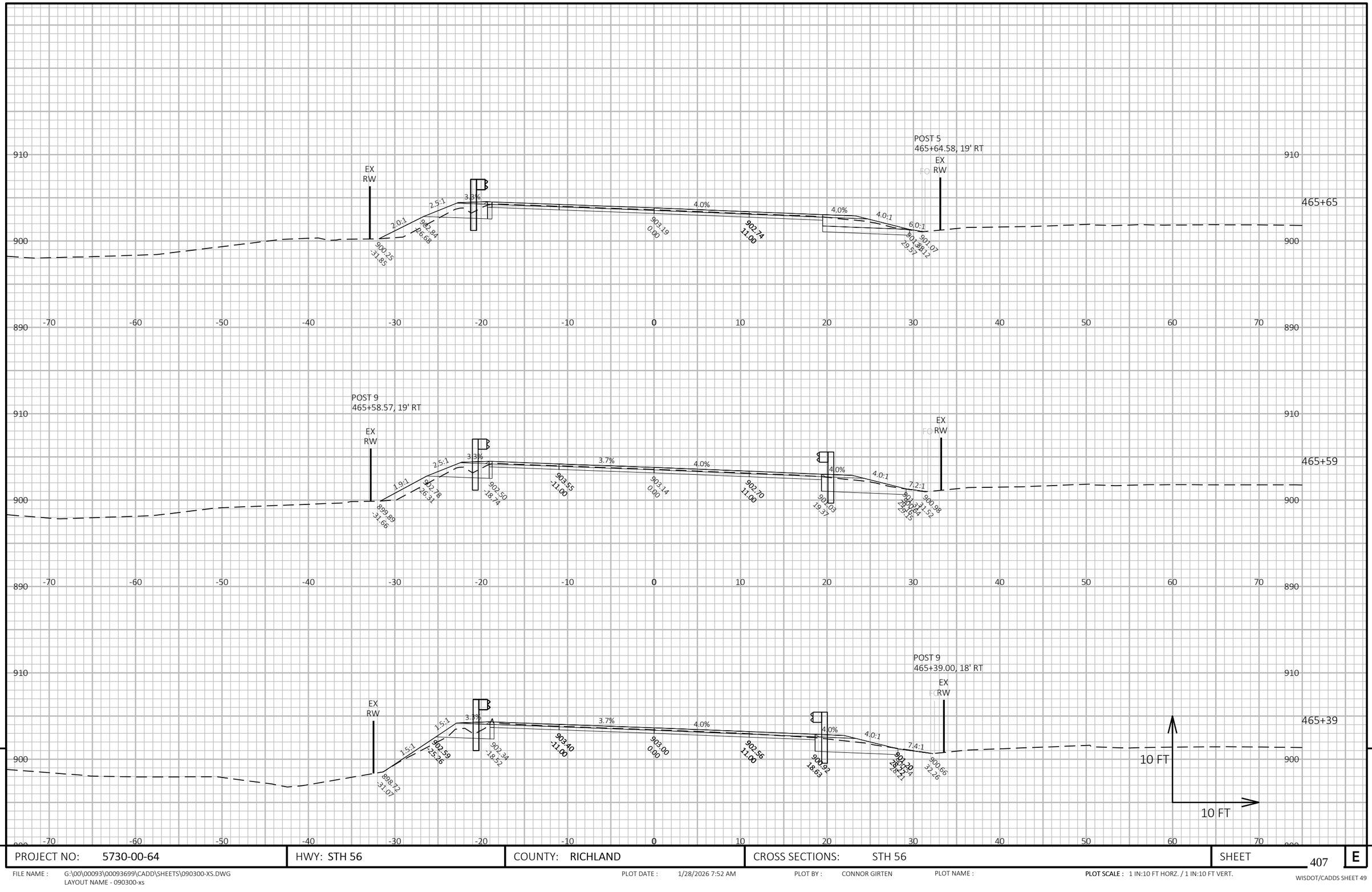
PLOT DATE : 1/28/2026 7:19 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 407	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090300-xs

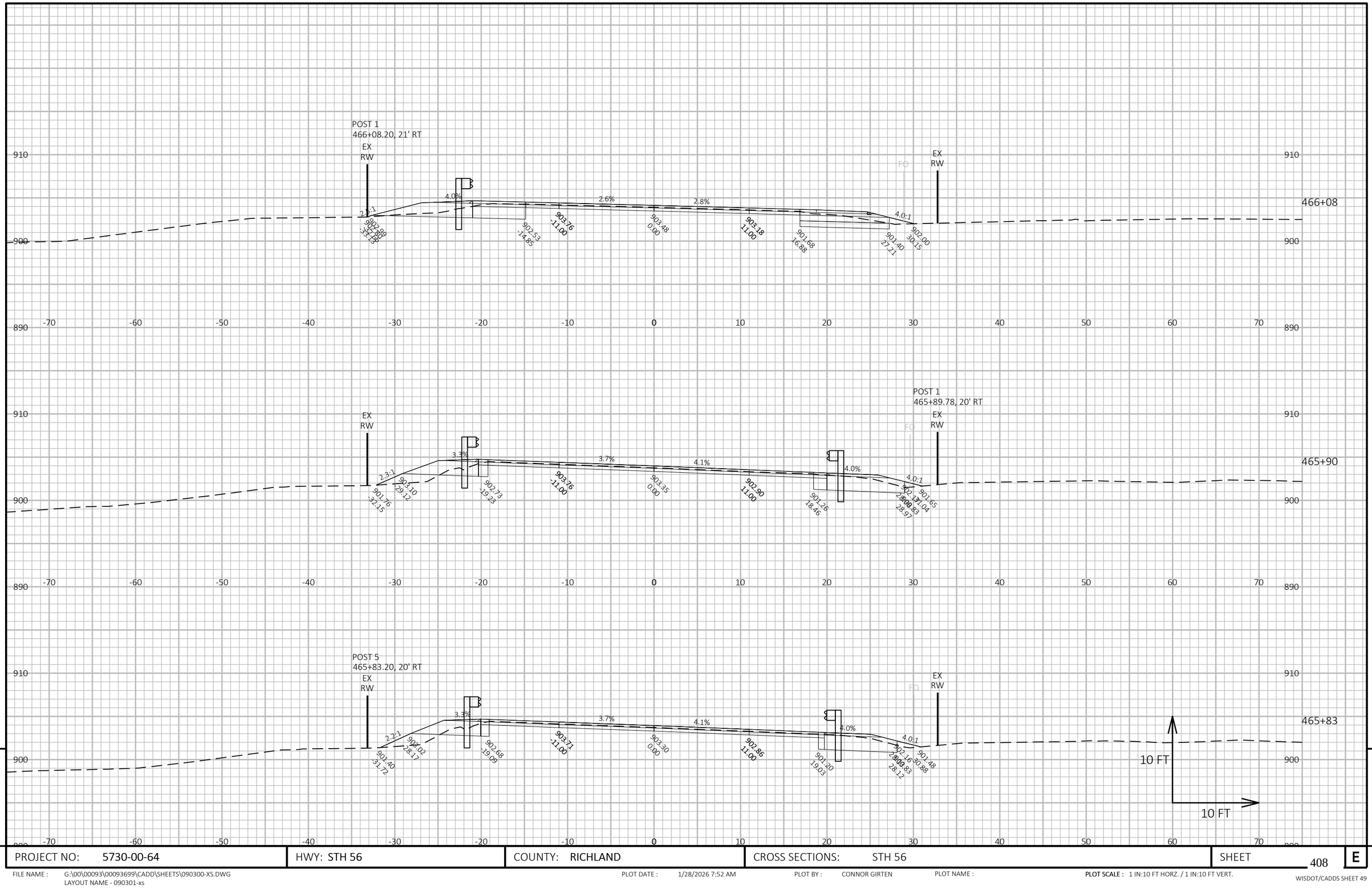
PLOT DATE : 1/28/2026 7:52 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 408	E

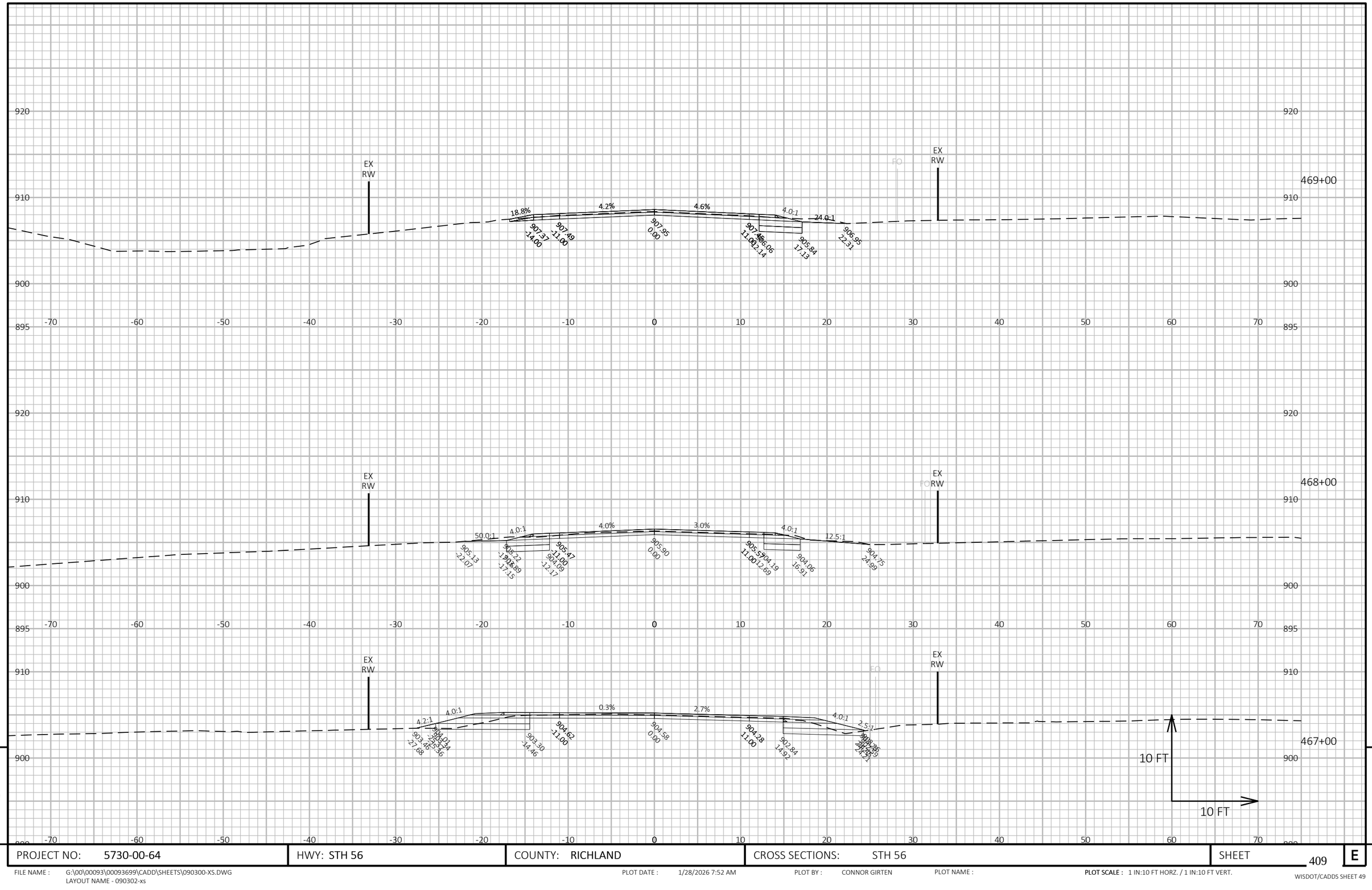
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090301-xs

PLOT DATE : 1/28/2026 7:52 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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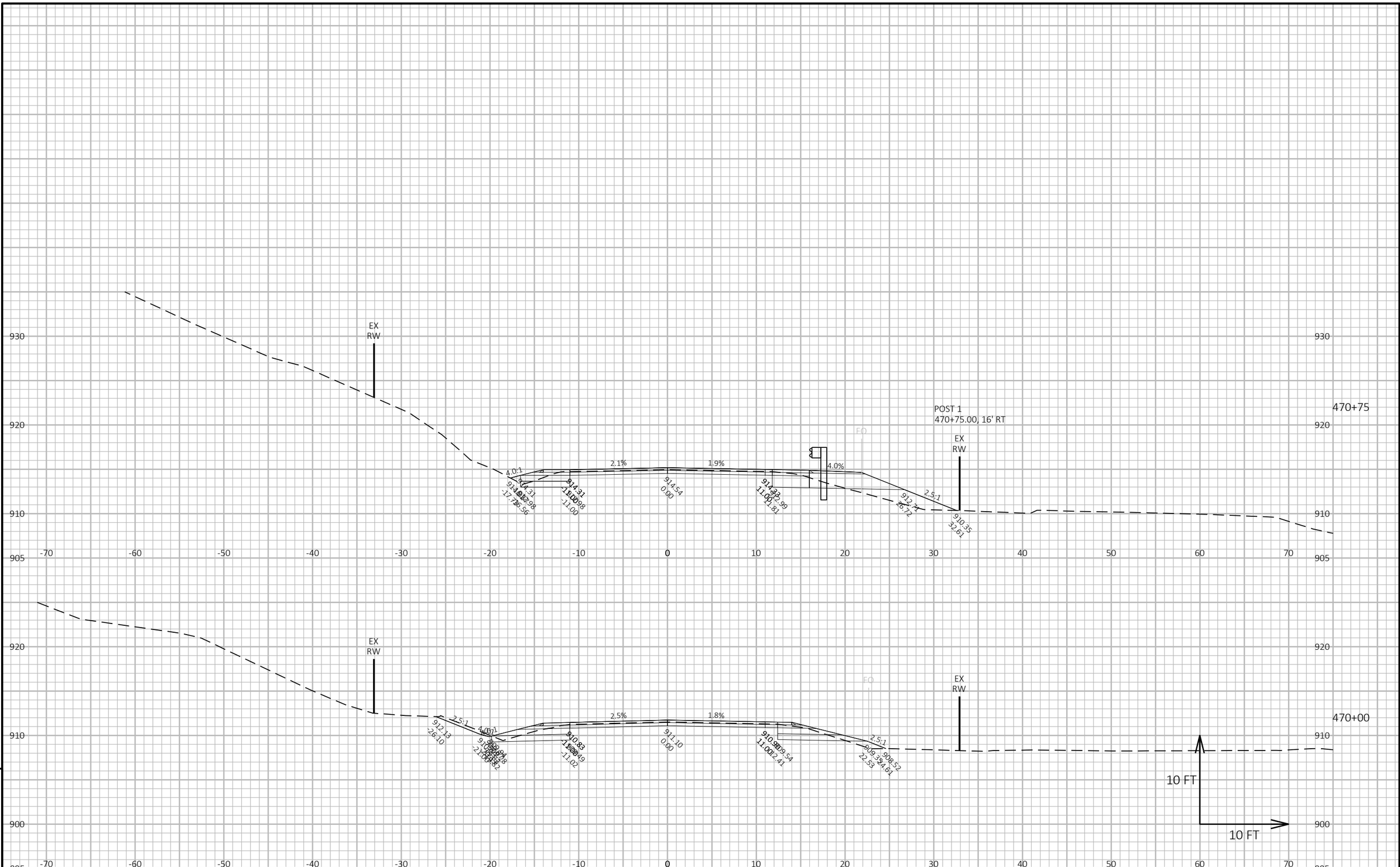
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 409	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090302-xs

PLOT DATE : 1/28/2026 7:52 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 410 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090303-xs

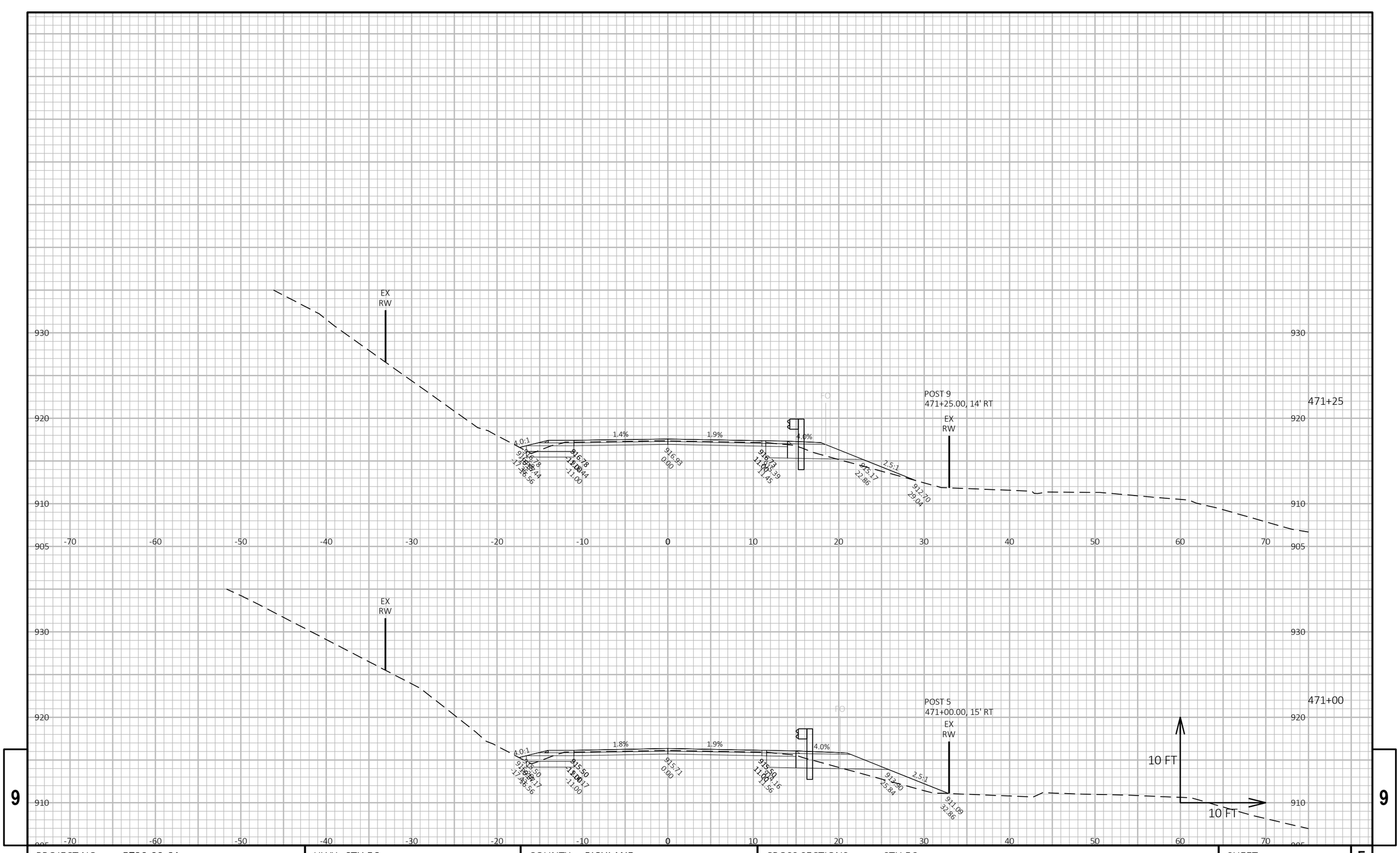
PLOT DATE : 1/28/2026 7:52 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 411	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090304-xs

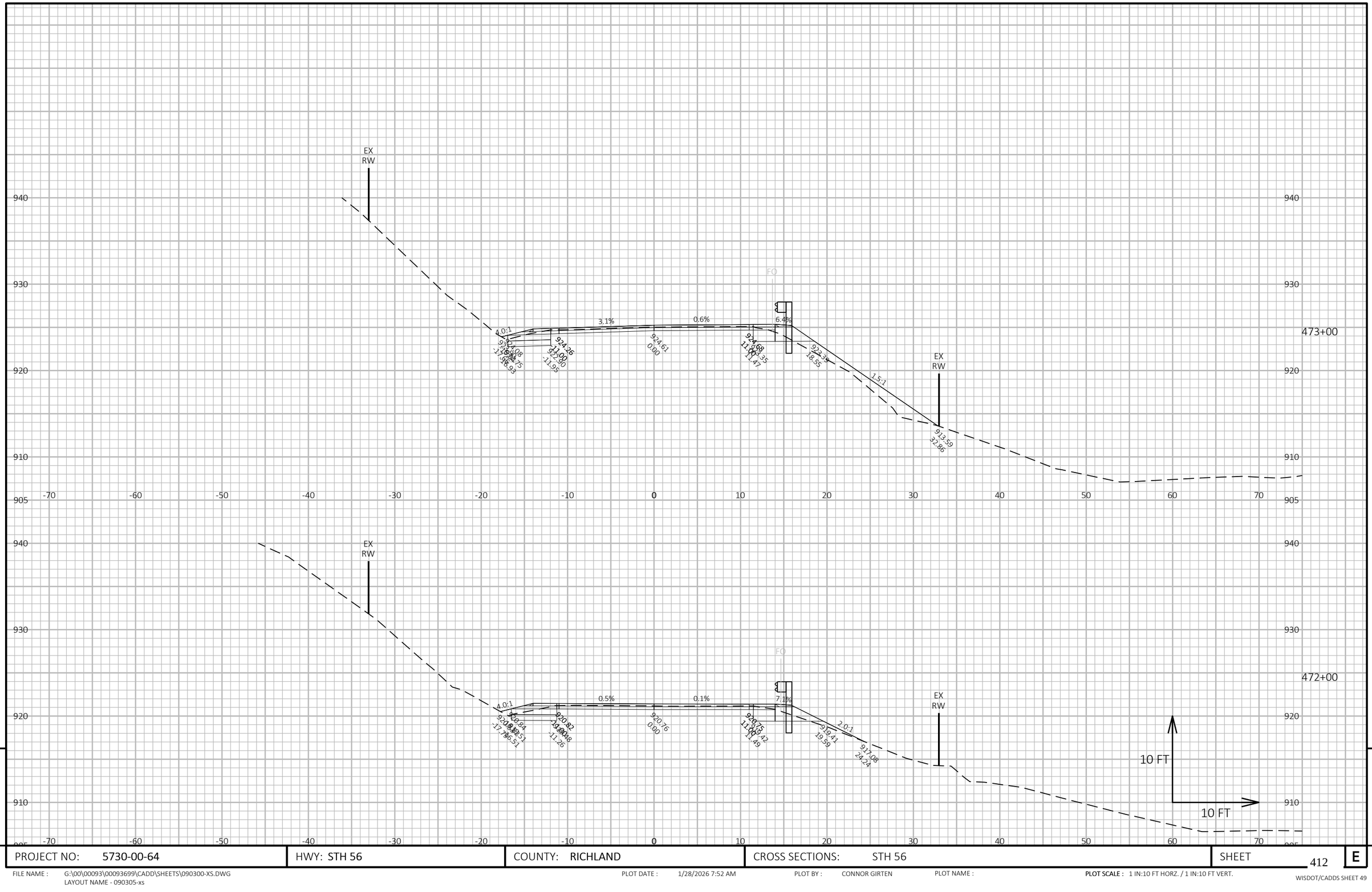
PLOT DATE : 1/28/2026 7:52 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 412	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090305-xs

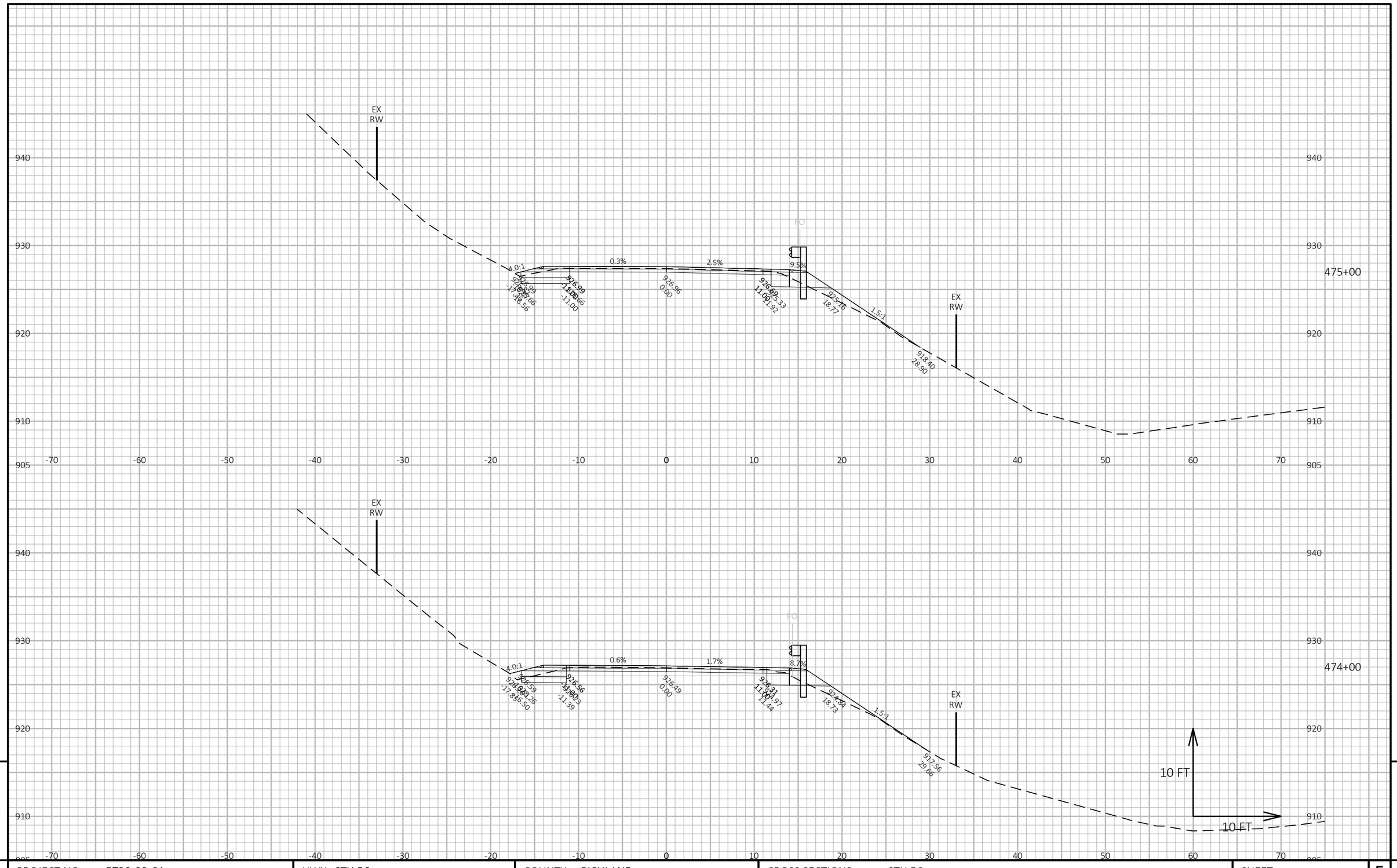
PLOT DATE : 1/28/2026 7:52 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 413	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090306-xs

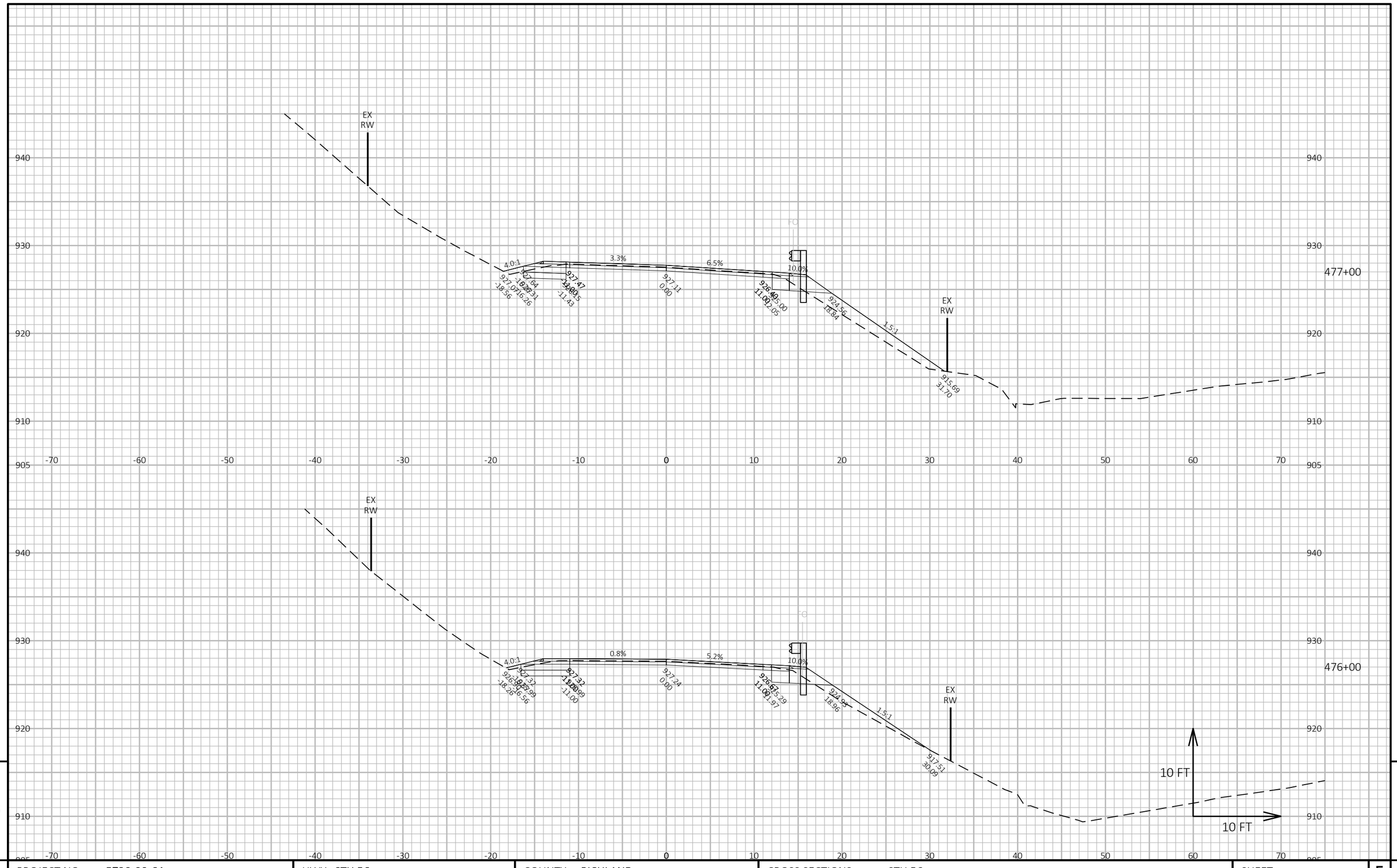
PLOT DATE : 1/28/2026 7:52 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

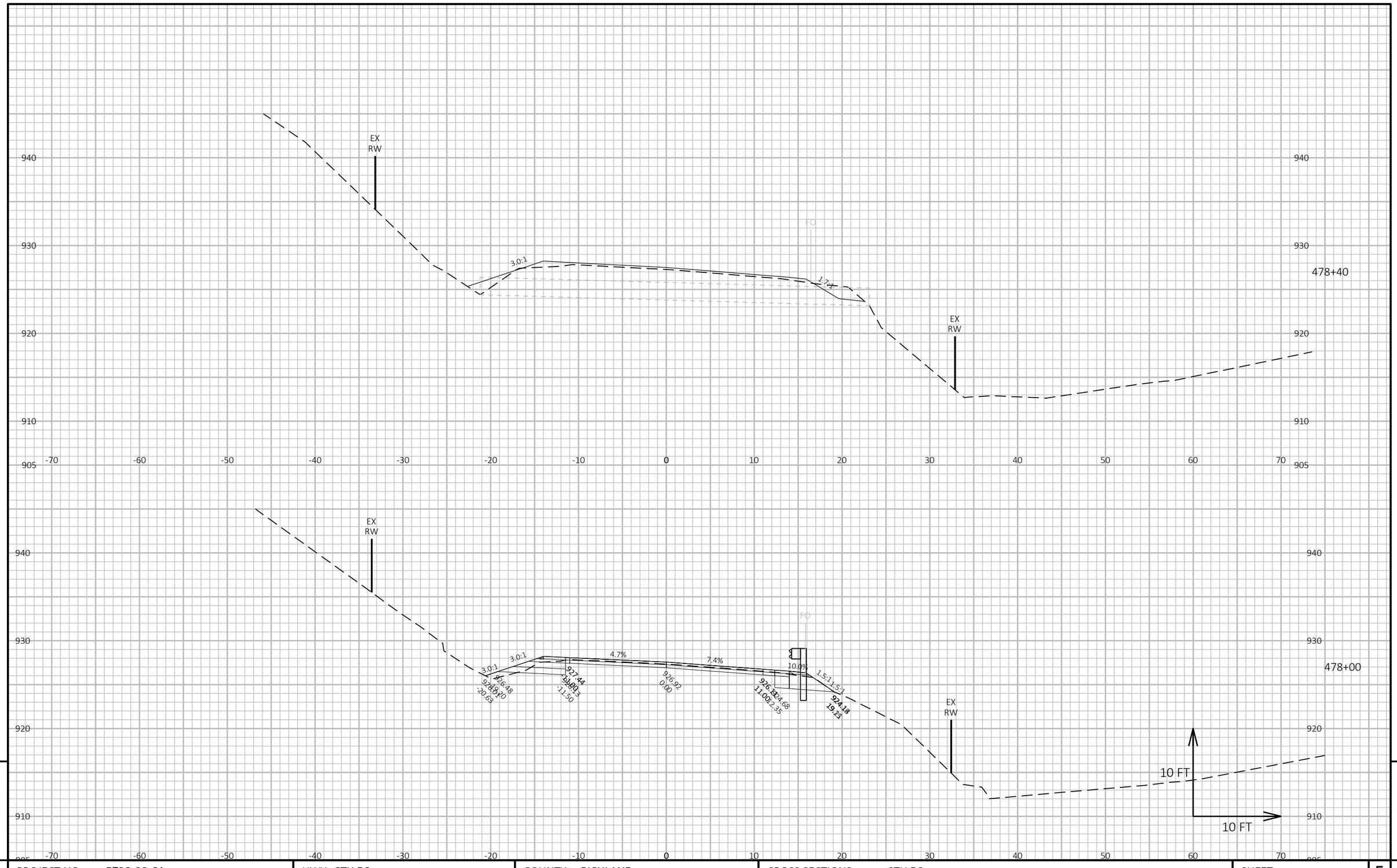


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 414	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090307-xs

PLOT DATE : 1/28/2026 7:52 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

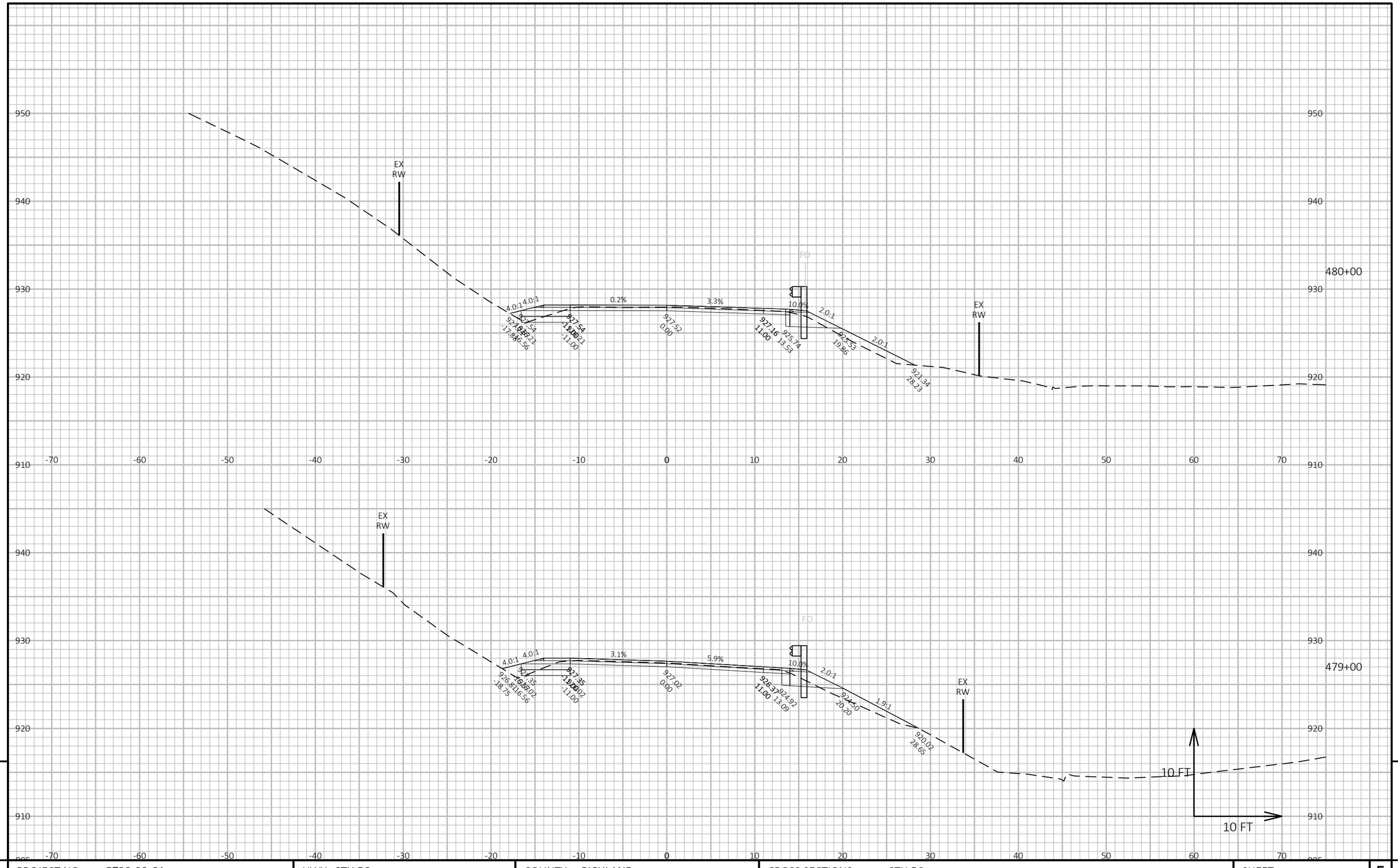


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 415 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090308-xs

PLOT DATE : 1/28/2026 7:53 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 416	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090309-xs

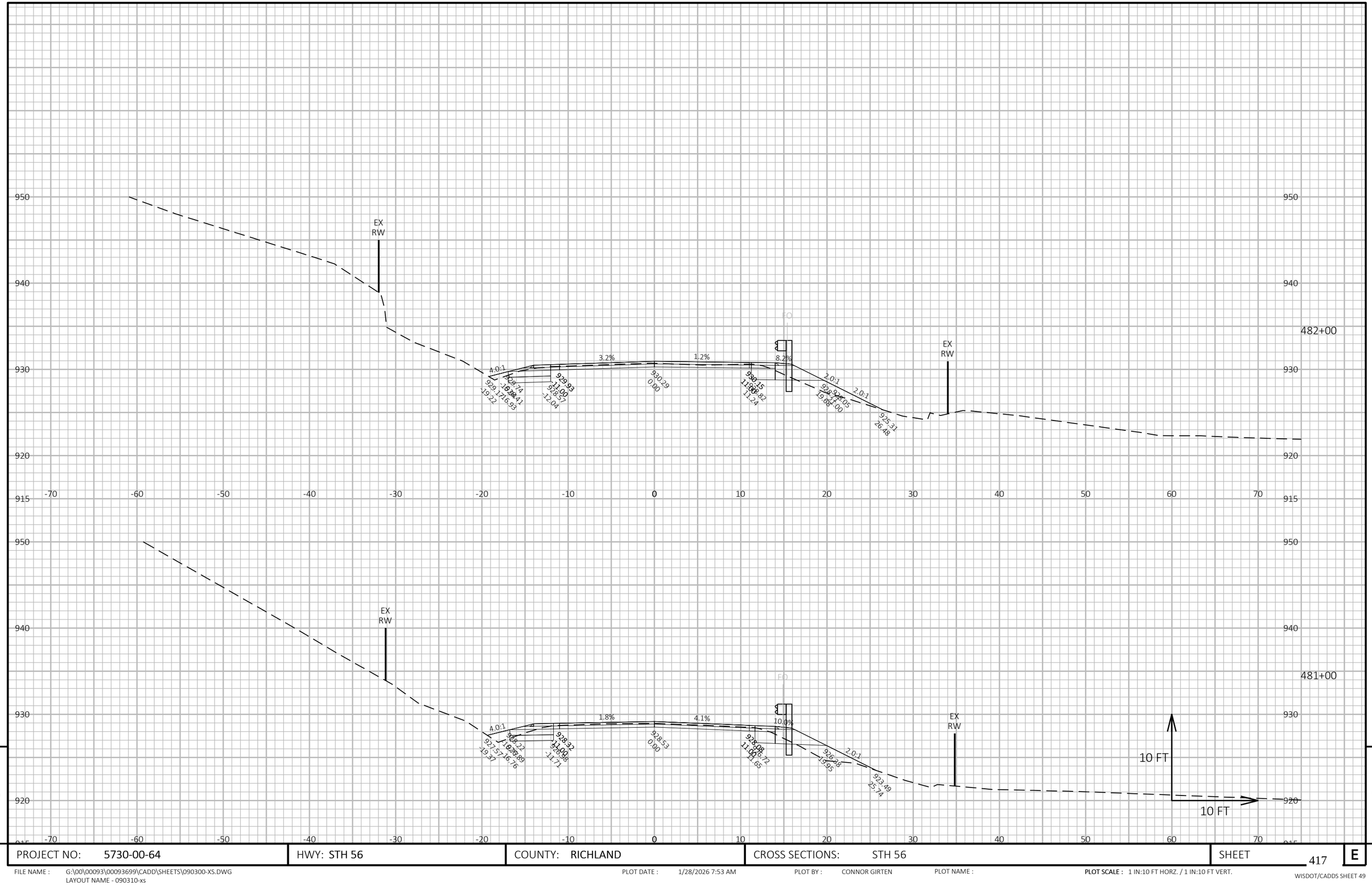
PLOT DATE : 1/28/2026 7:53 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

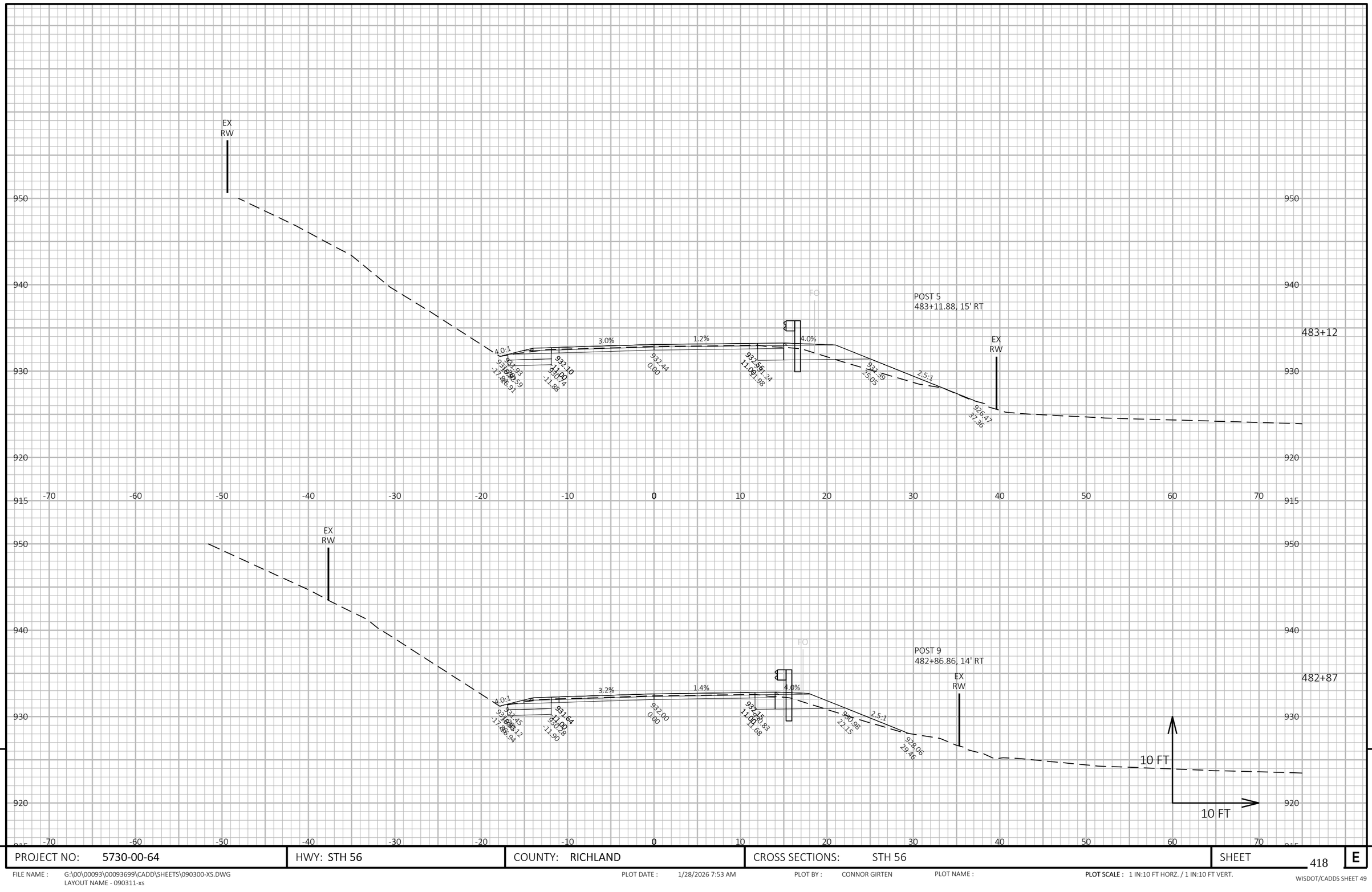


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 417 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090310-xs

PLOT DATE : 1/28/2026 7:53 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

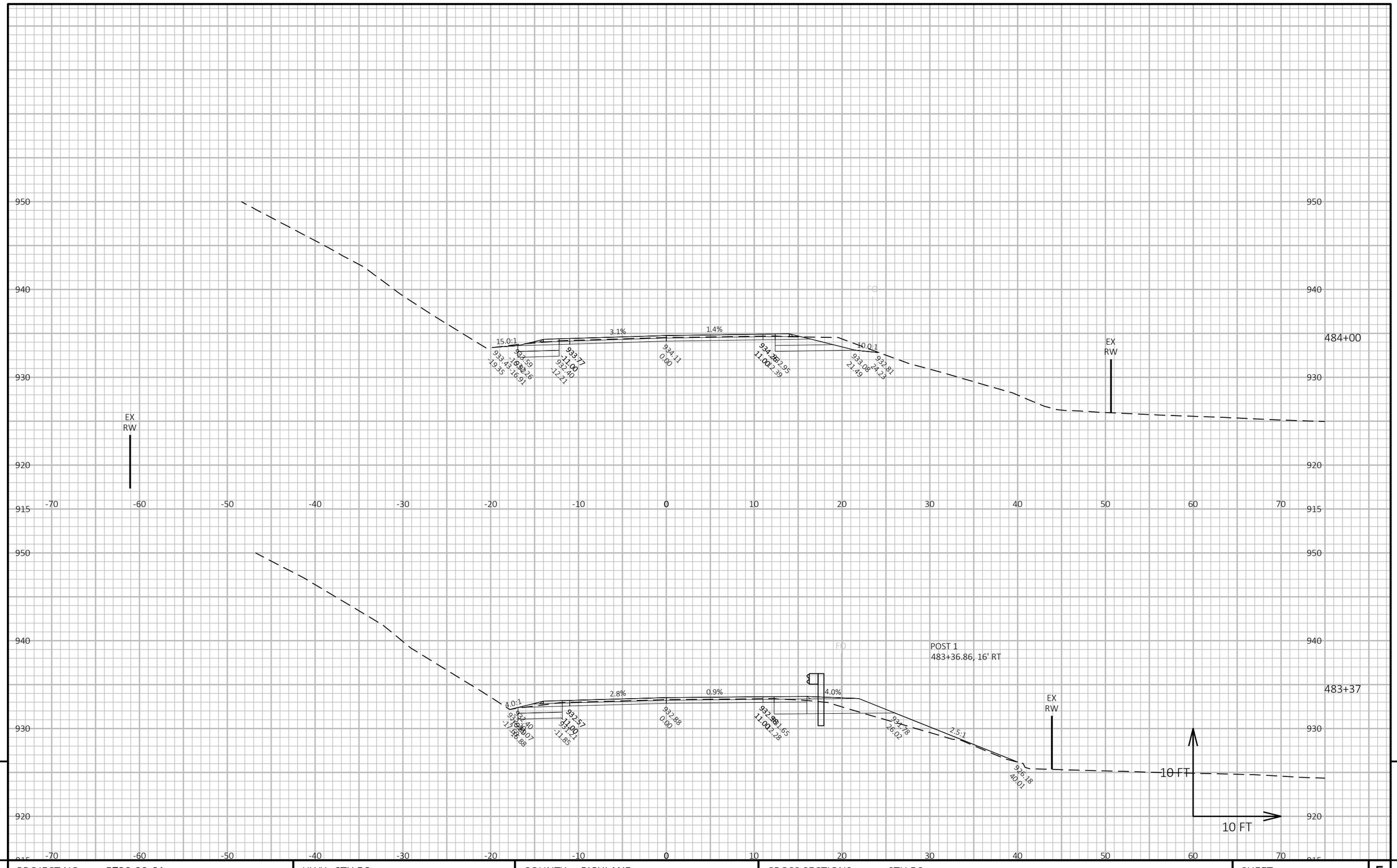


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 418	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090311-xs

PLOT DATE : 1/28/2026 7:53 AM PLOT BY : CONNOR GIRTEN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

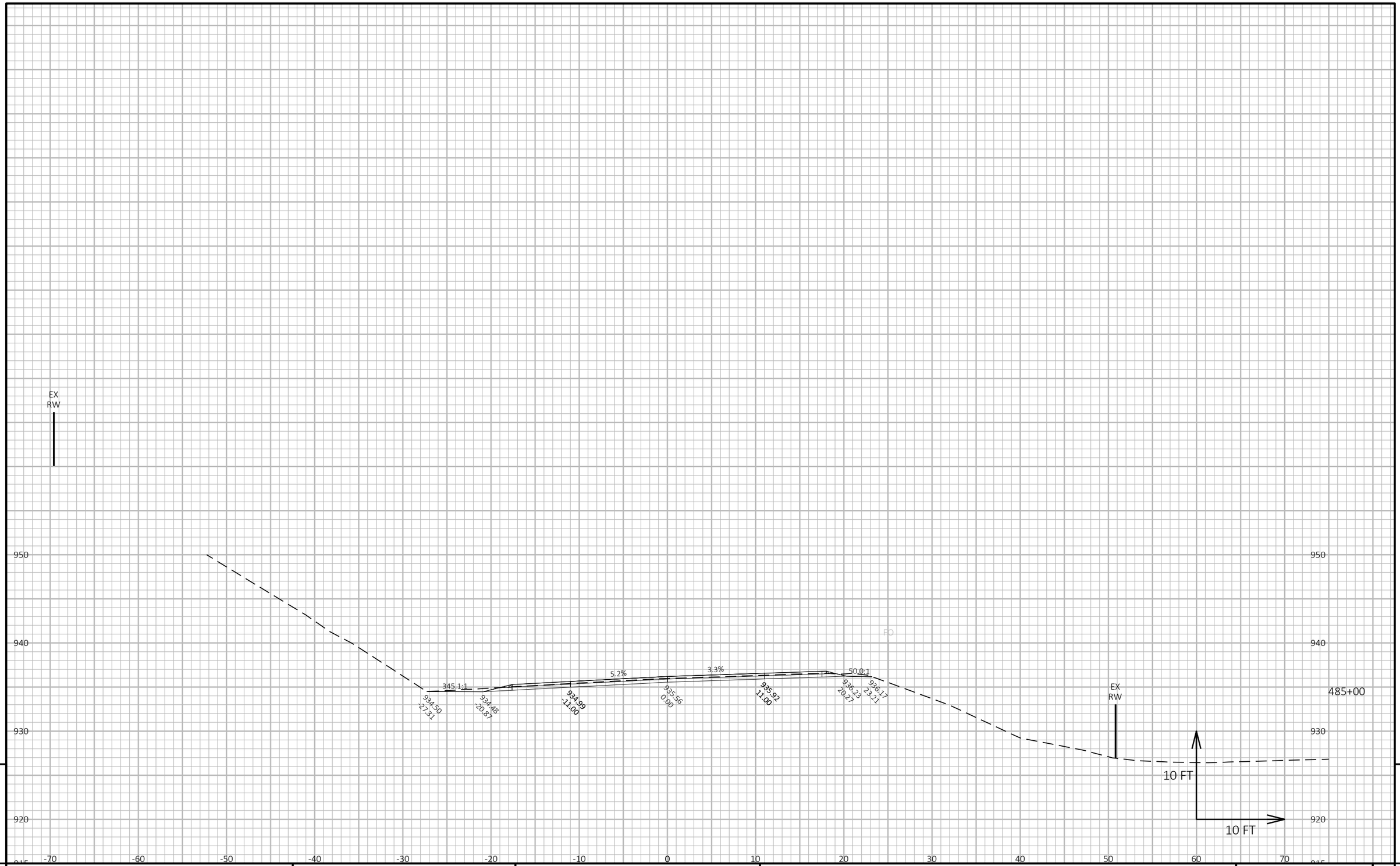


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 419	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090312-xs

PLOT DATE : 1/28/2026 7:53 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 420	E

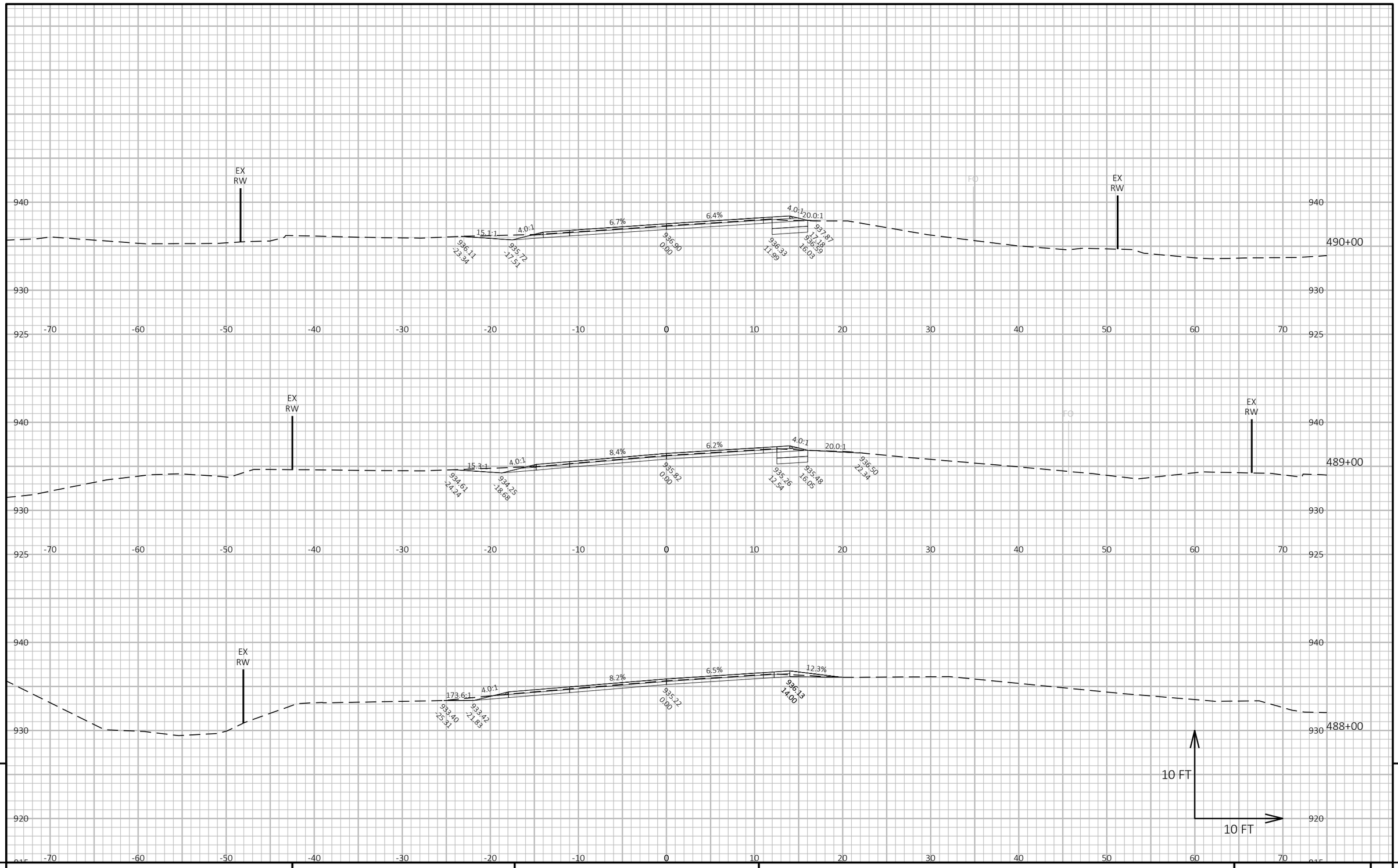
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090300-XS.DWG
LAYOUT NAME - 090313-xs

PLOT DATE : 1/28/2026 7:53 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 421	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090315-xs

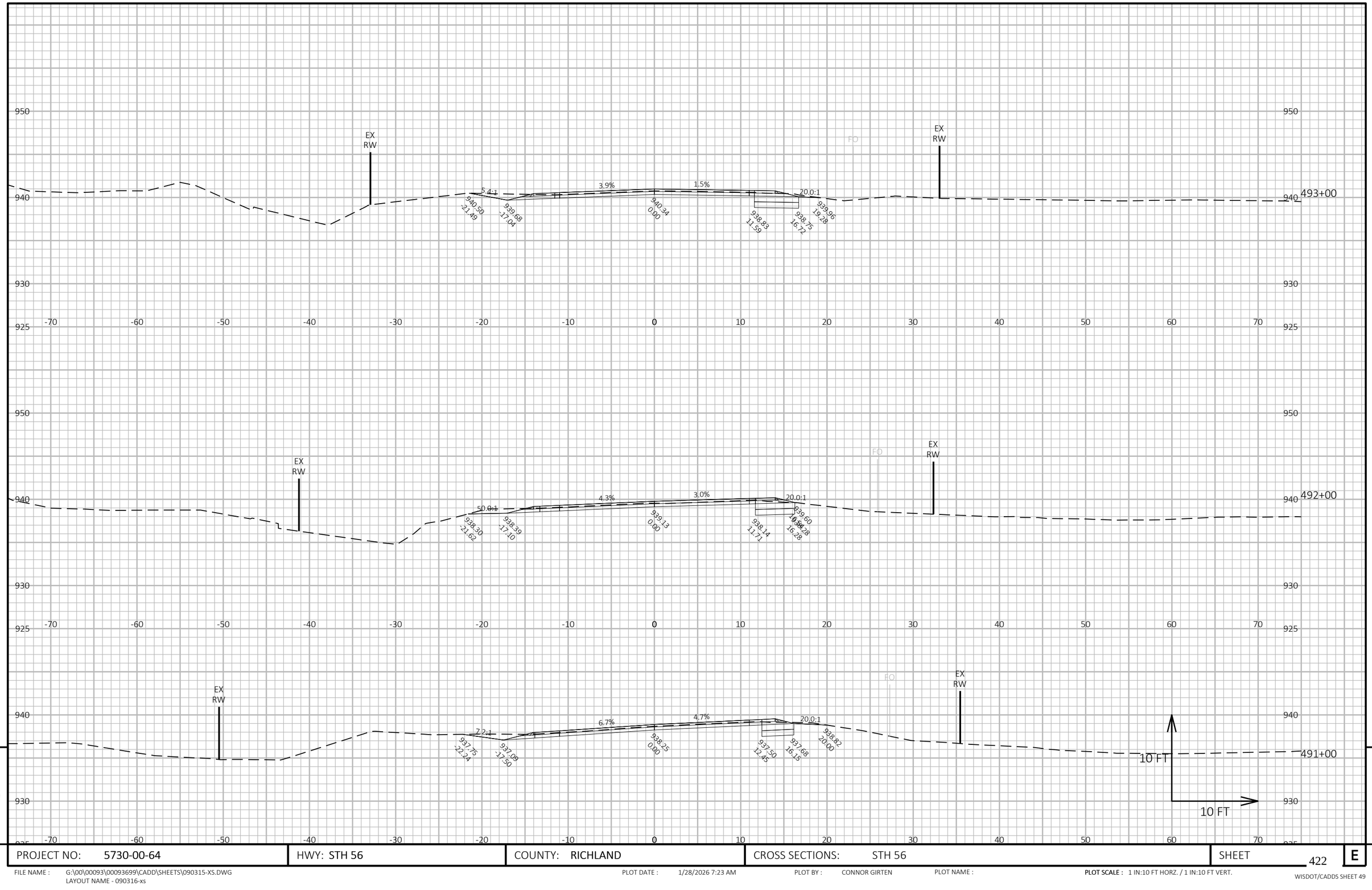
PLOT DATE : 1/28/2026 7:23 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 422	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090316-xs

PLOT DATE : 1/28/2026 7:23 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 423	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090317-xs

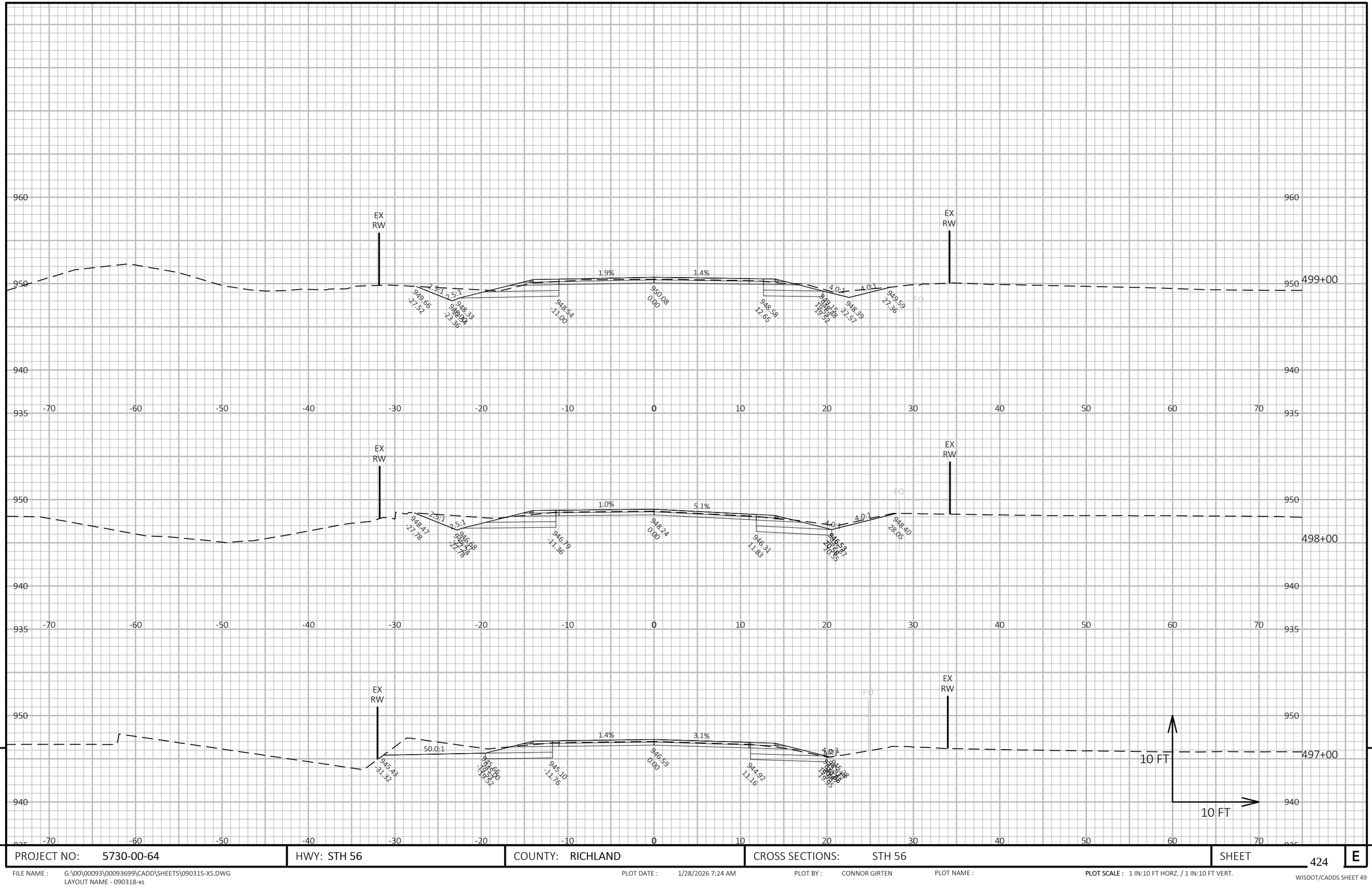
PLOT DATE : 1/28/2026 7:24 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

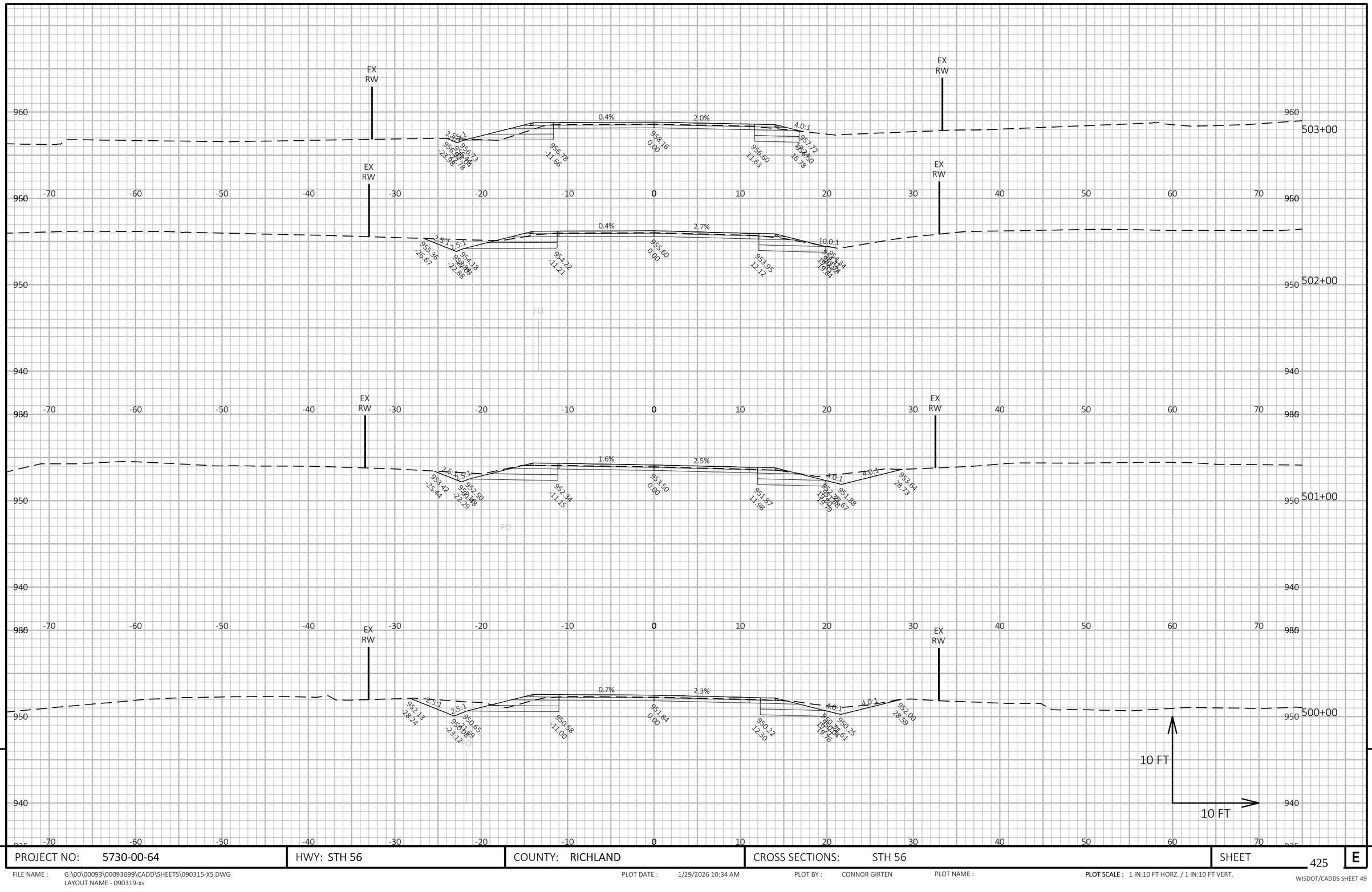


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 424 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090318-xs

PLOT DATE : 1/28/2026 7:24 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

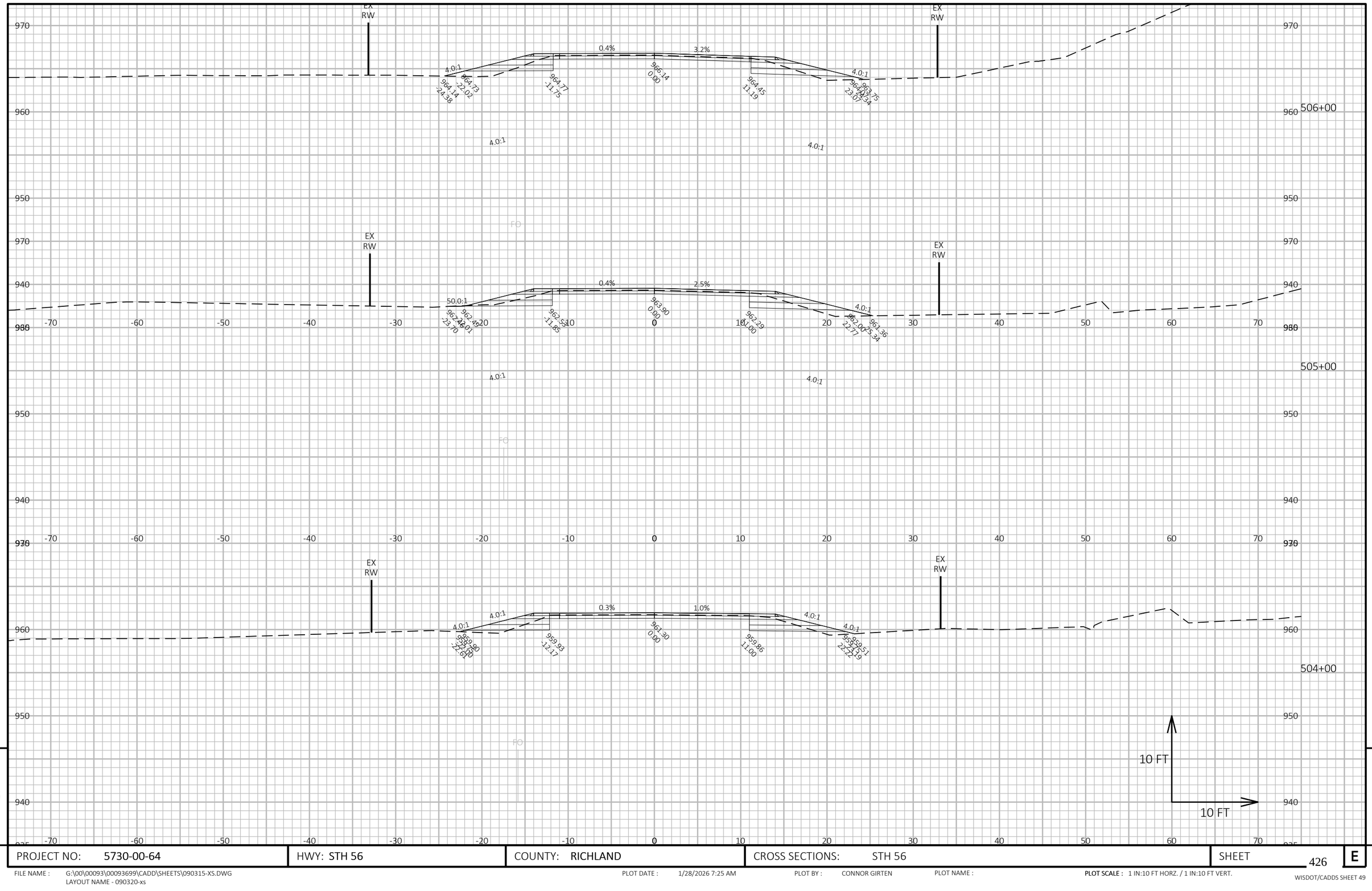


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 425	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090319-xs

PLOT DATE : 1/29/2026 10:34 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

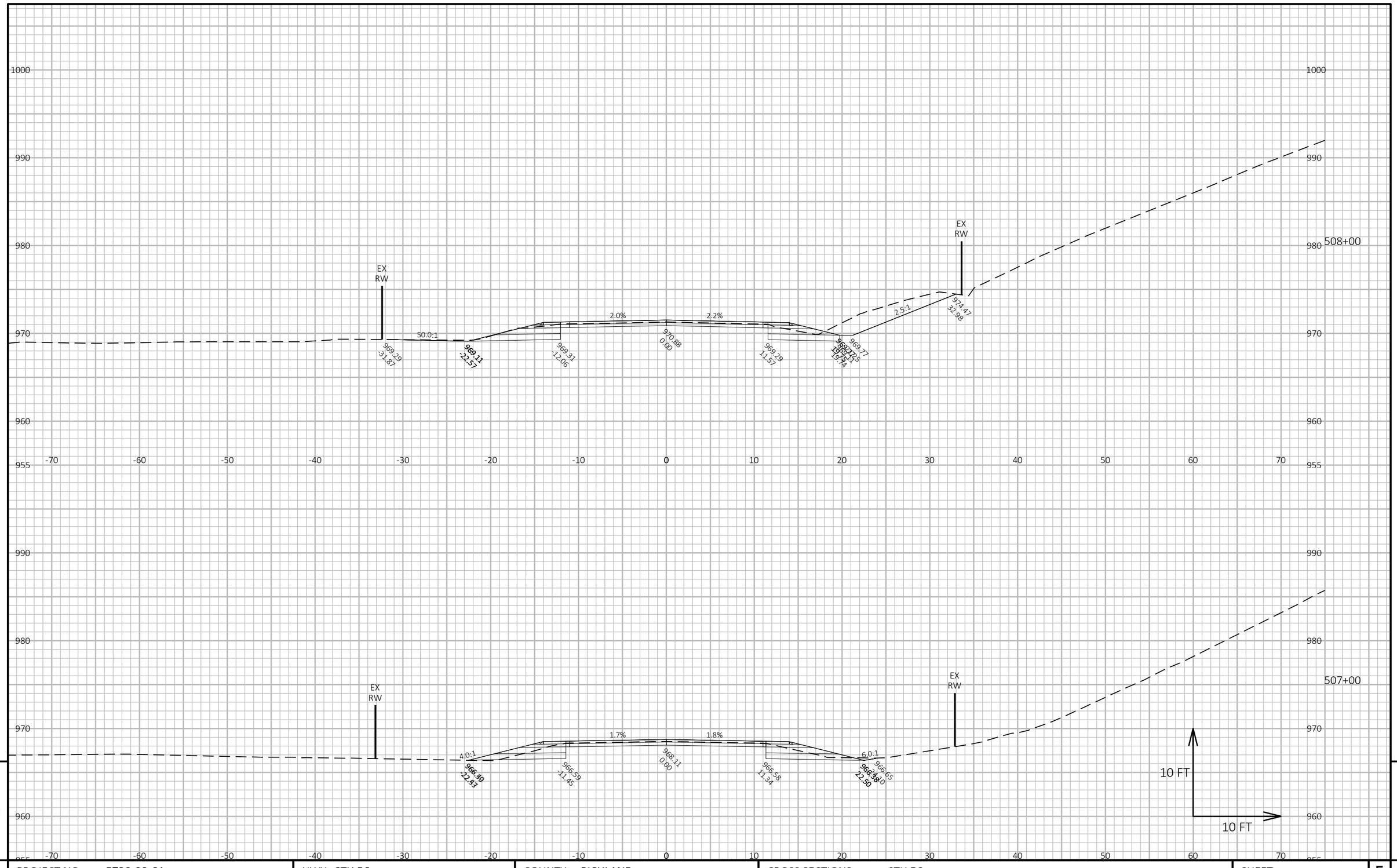


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 426	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090320-xs

PLOT DATE : 1/28/2026 7:25 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



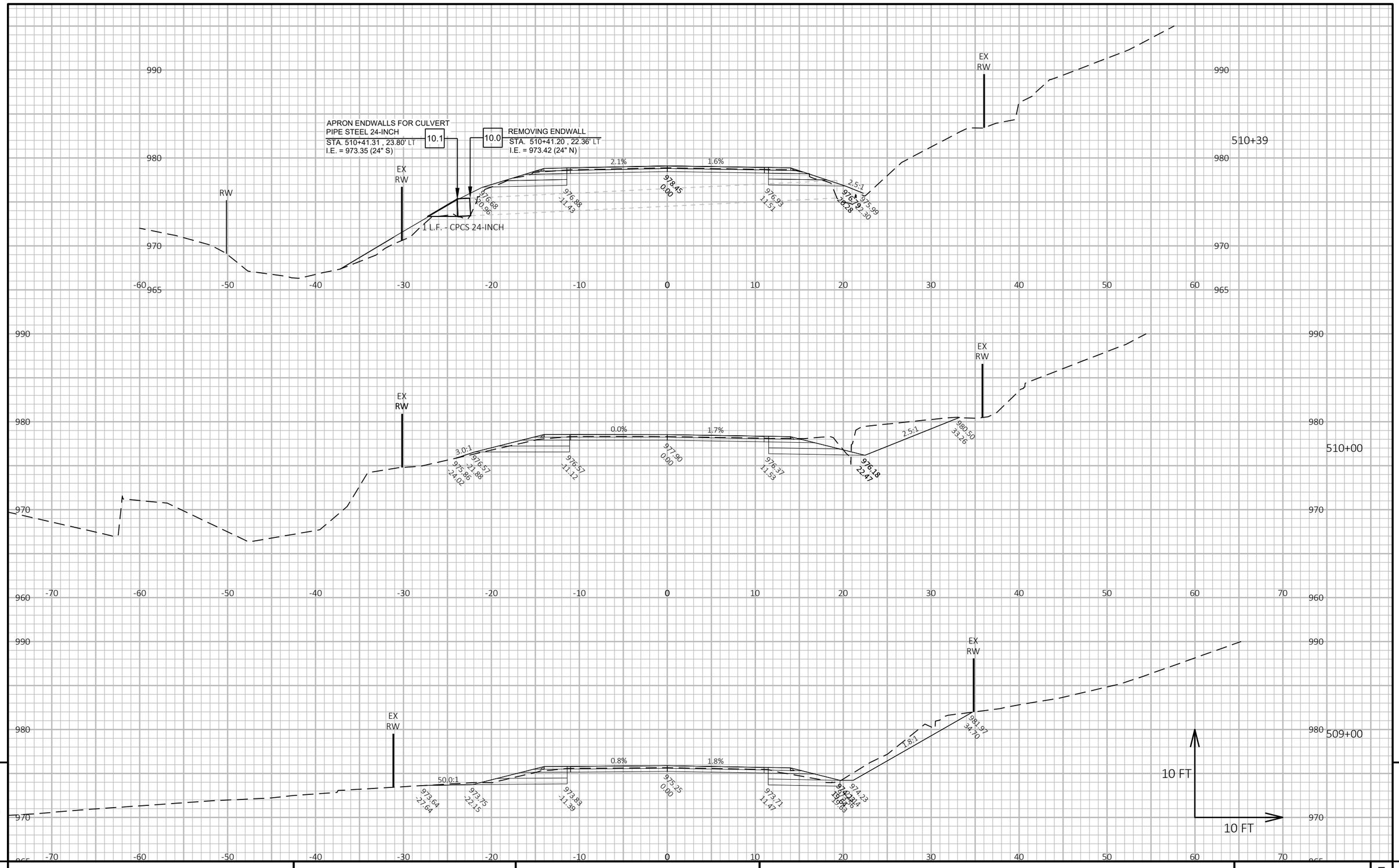
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 427	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090321-xs

PLOT DATE : 1/28/2026 7:25 AM PLOT BY : CONNOR GIRTEN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 428	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090322-xs
PLOT DATE : 1/29/2026 11:02 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

513+00

EX RW

EX RW

20.0:1

979.77
-25.42

979.93
-22.20

980.03
-11.41

0.9%

1.2%

981.46
0.00

980.00
11.40

979.94
16.68

4.0:1

980.64
19.22

990
980
970
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

512+00

EX RW

EX RW

3.0:1

977.53
-25.08

978.47
-22.36

978.62
-11.13

1.4%

0.4%

980.11
0.00

978.82
11.46

4.0:1

978.31
19.15

990
980
970
965
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

511+00

EX RW

EX RW

3.0:1

977.41
-21.84

977.54
-11.00

1.2%

0.2%

979.01
0.00

977.70
11.94

4.0:1

977.94
19.18

990
980
970
965
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

10 FT

10 FT

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 429	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090323-xs

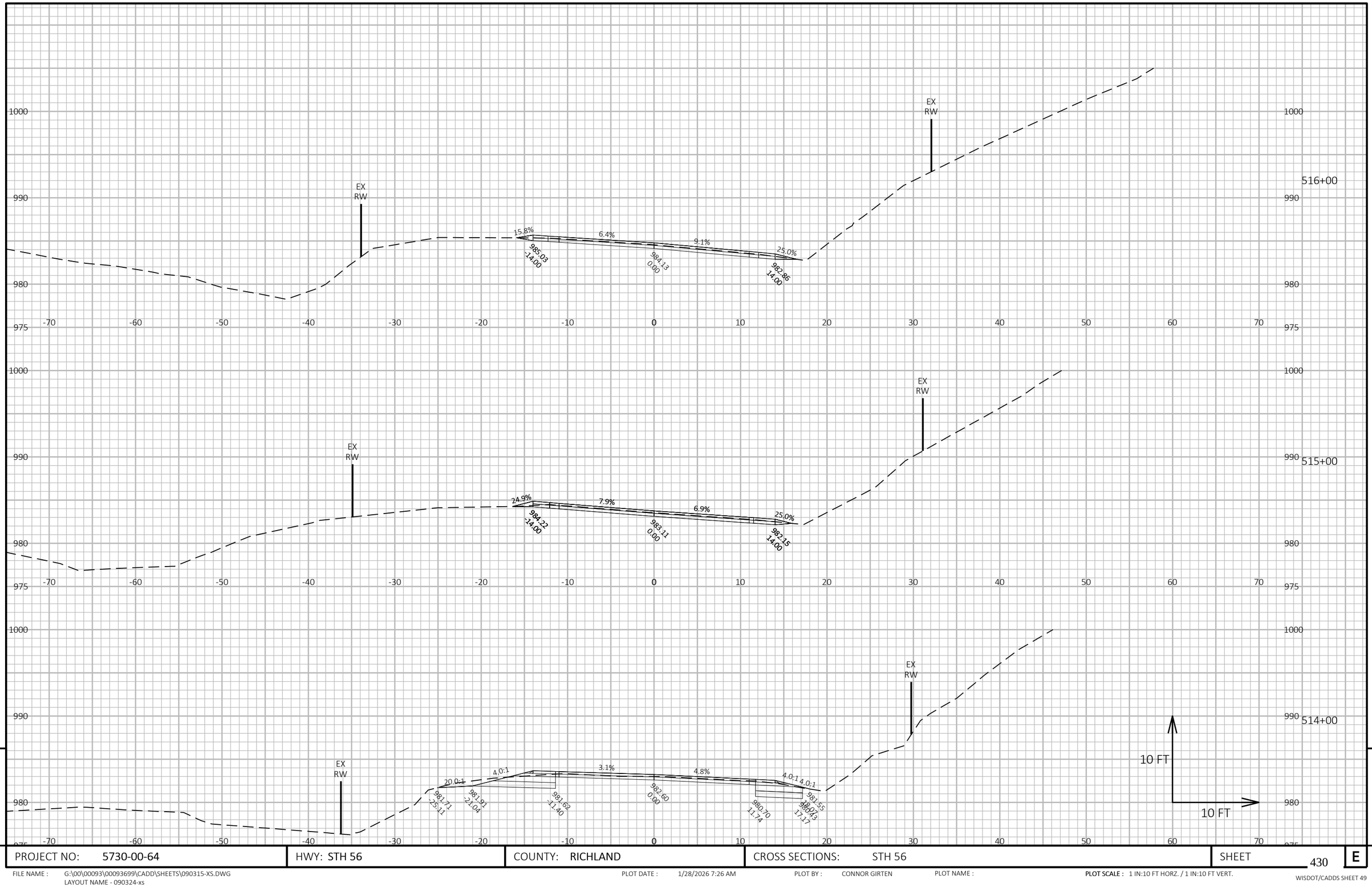
PLOT DATE : 1/28/2026 7:26 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 430	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090324-xs

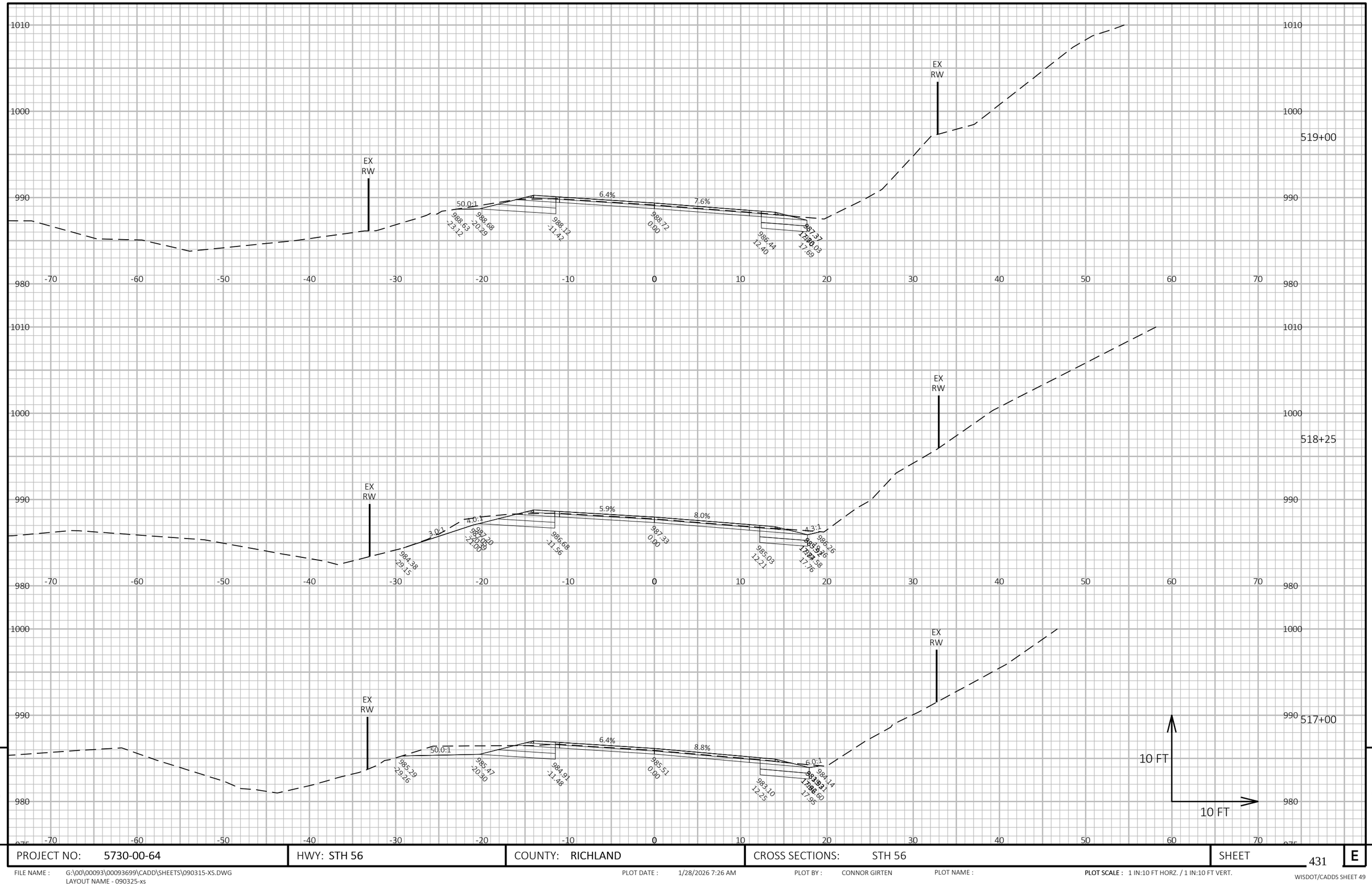
PLOT DATE : 1/28/2026 7:26 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

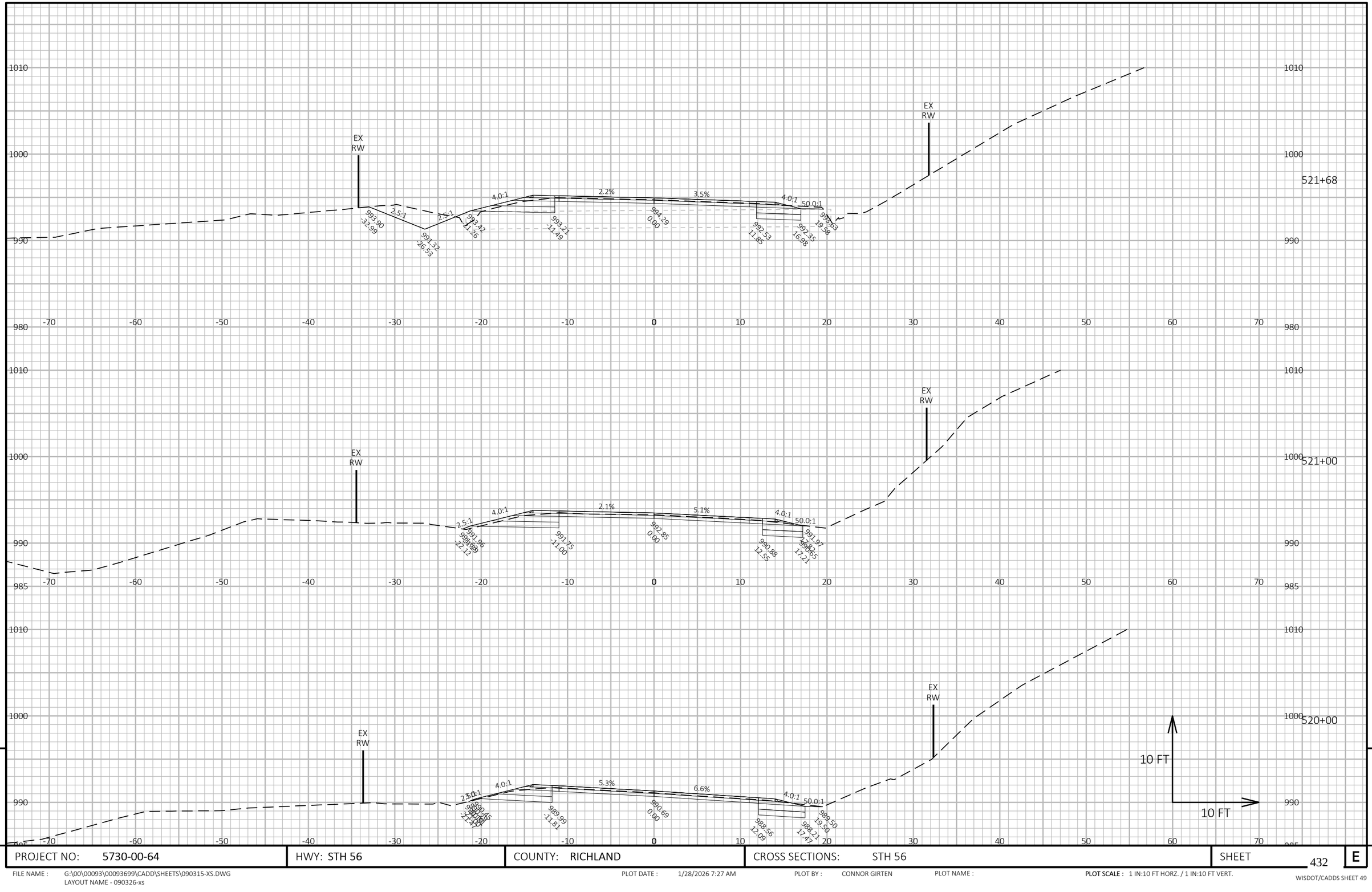


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 431 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090325-xs

PLOT DATE : 1/28/2026 7:26 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

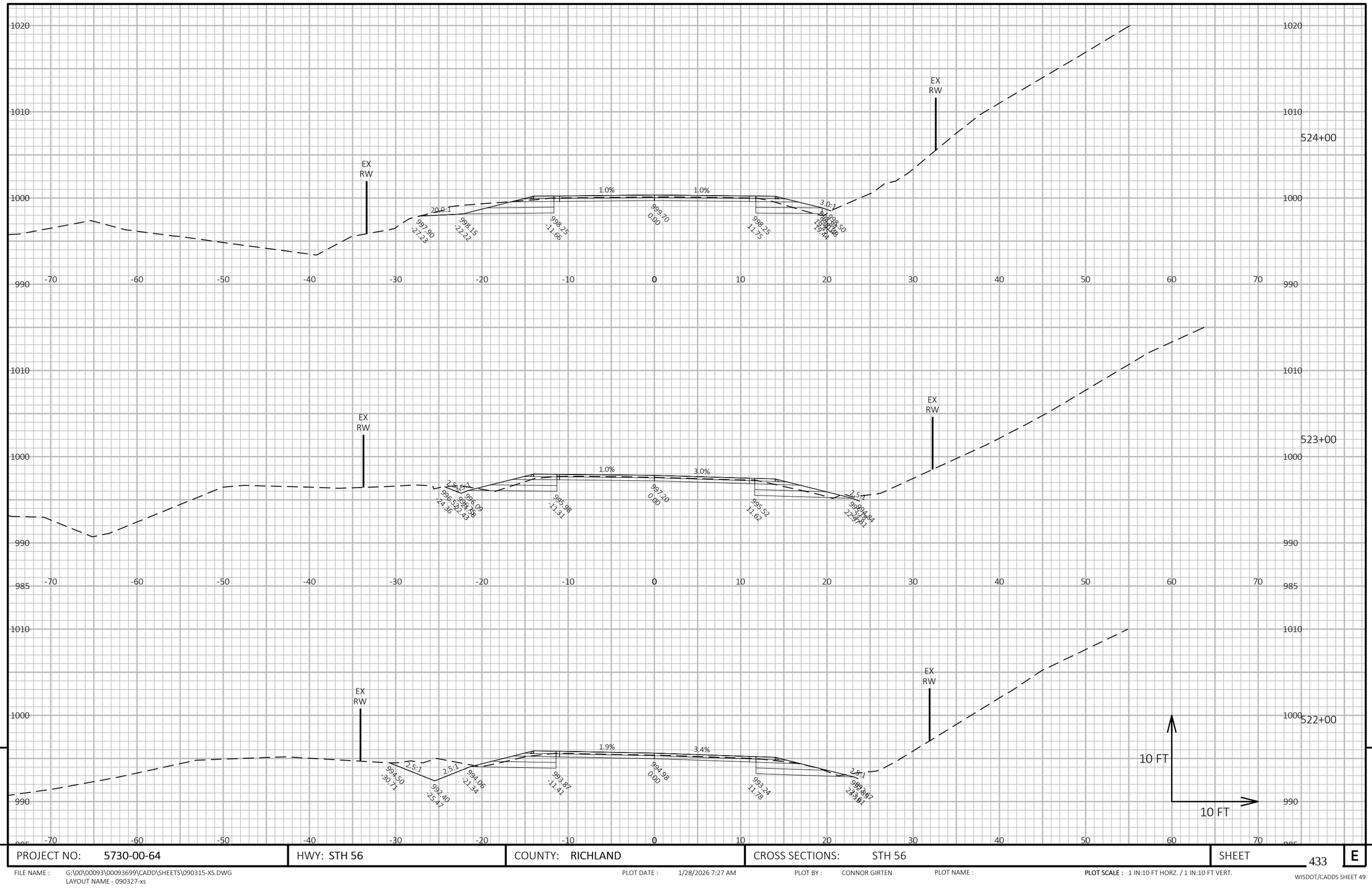


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 432	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090326-xs

PLOT DATE : 1/28/2026 7:27 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

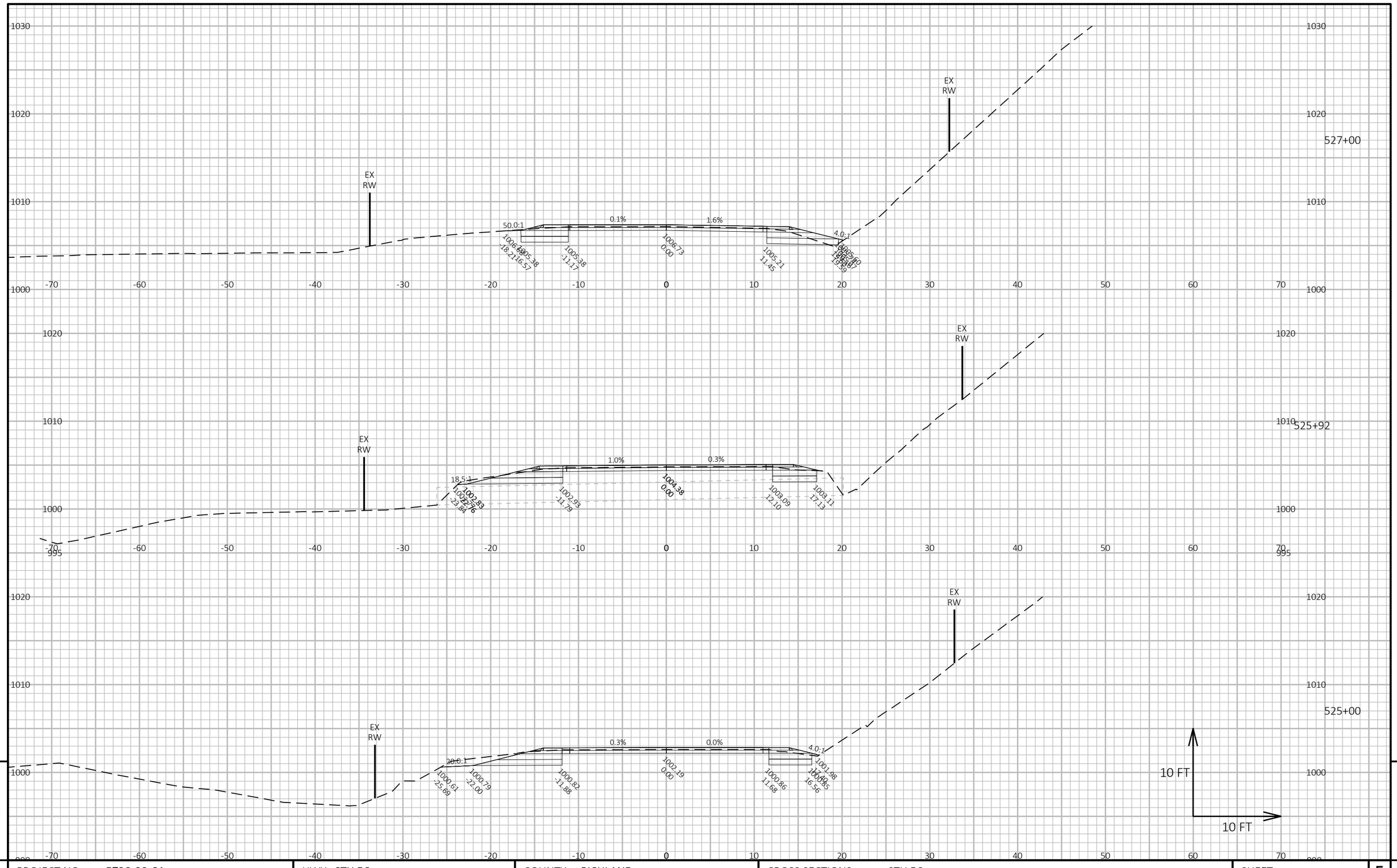


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 433	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090327-xs

PLOT DATE : 1/28/2026 7:27 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

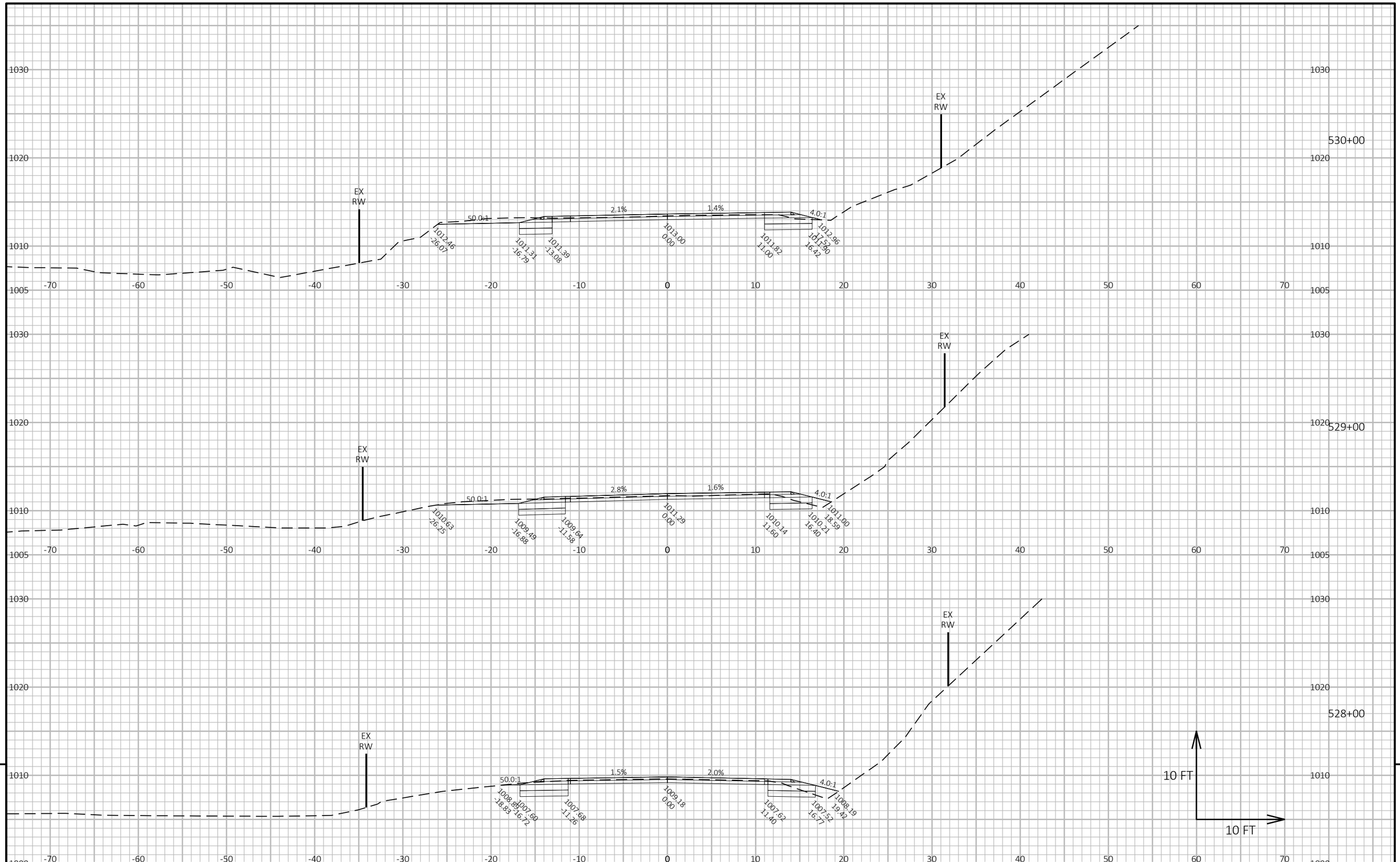


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 434	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090328-xs

PLOT DATE : 1/28/2026 7:27 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 435	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090329-xs

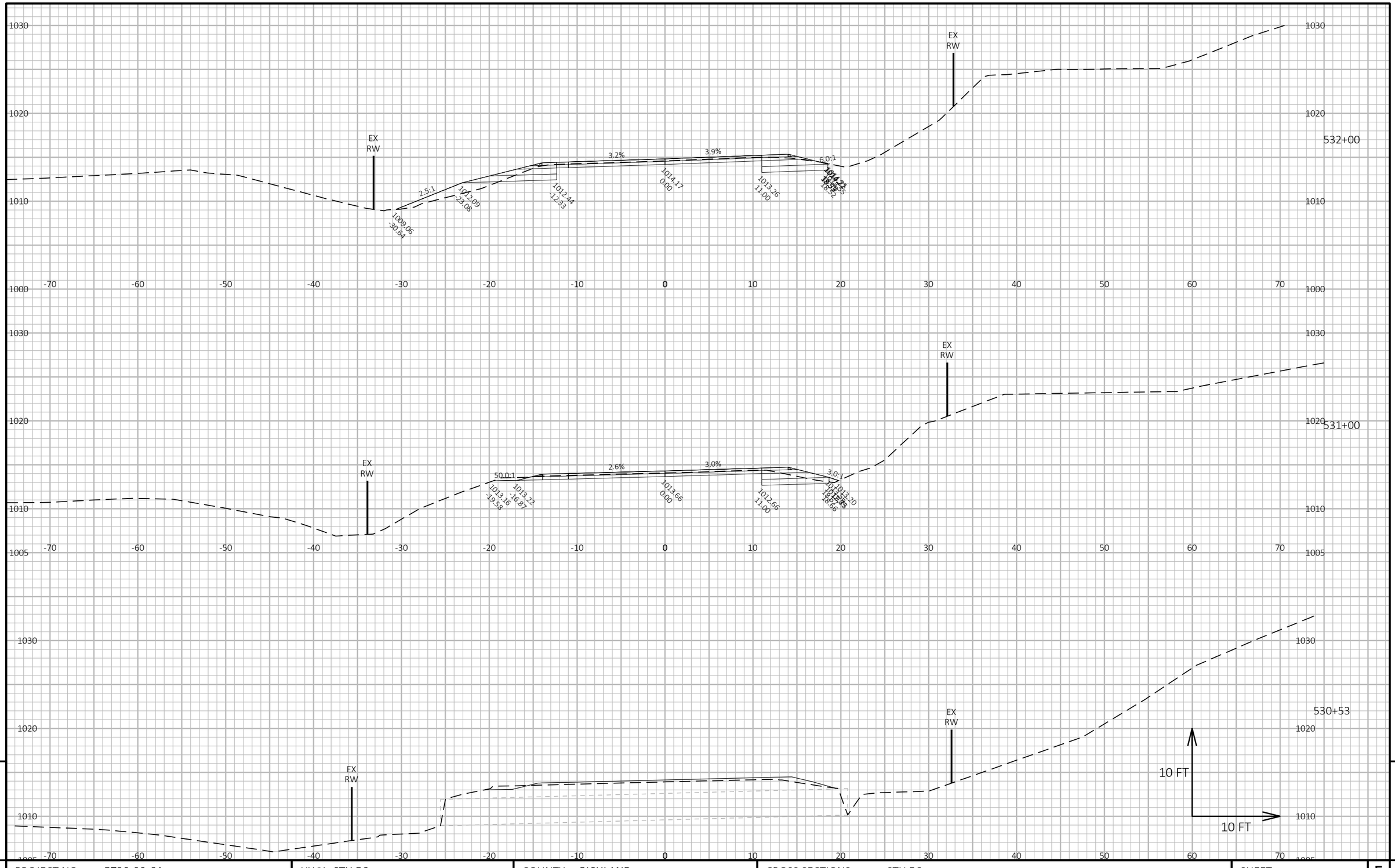
PLOT DATE : 1/28/2026 7:27 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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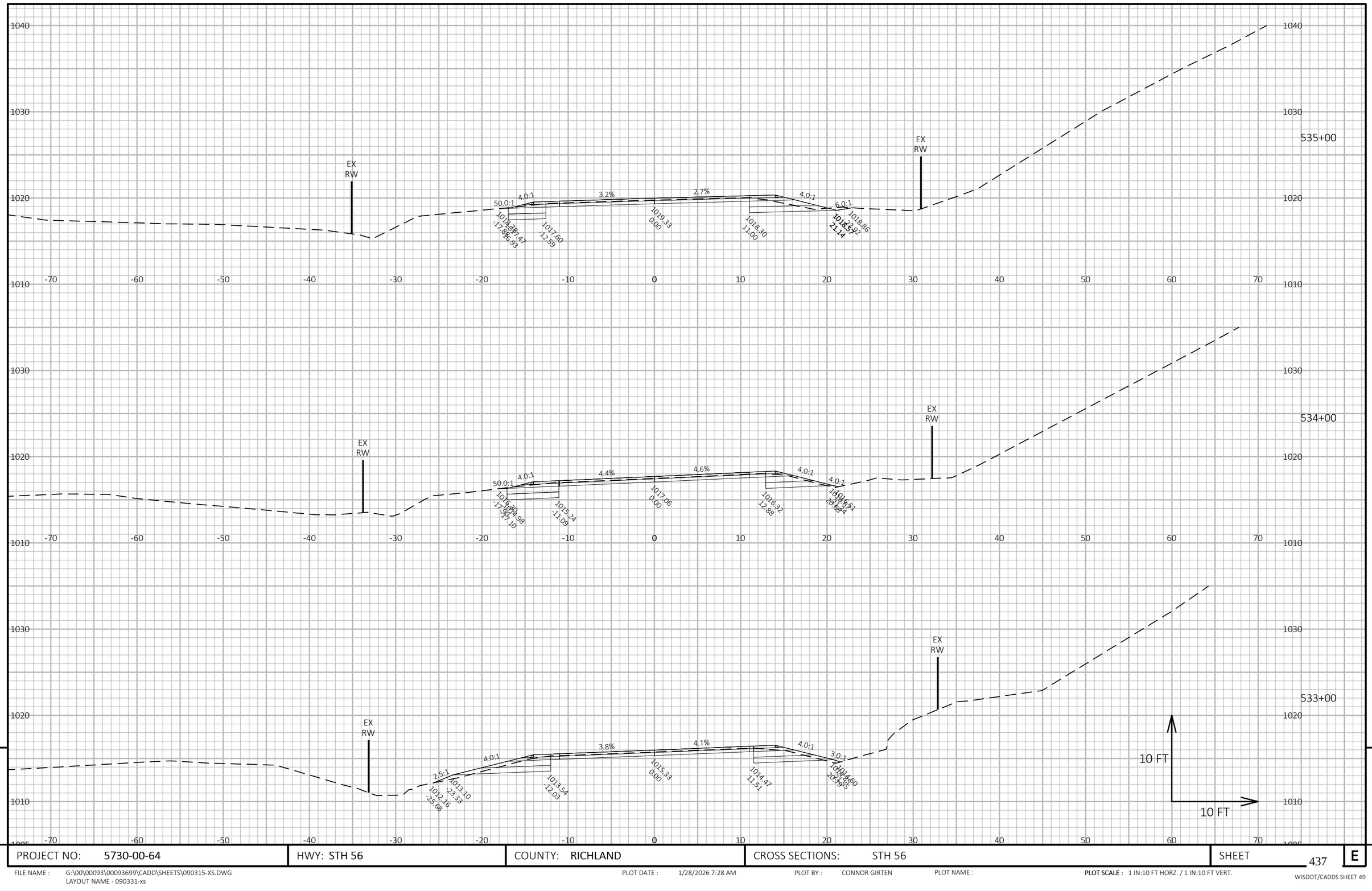
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 436	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090330-xs

PLOT DATE : 1/28/2026 7:27 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 437	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090331-xs

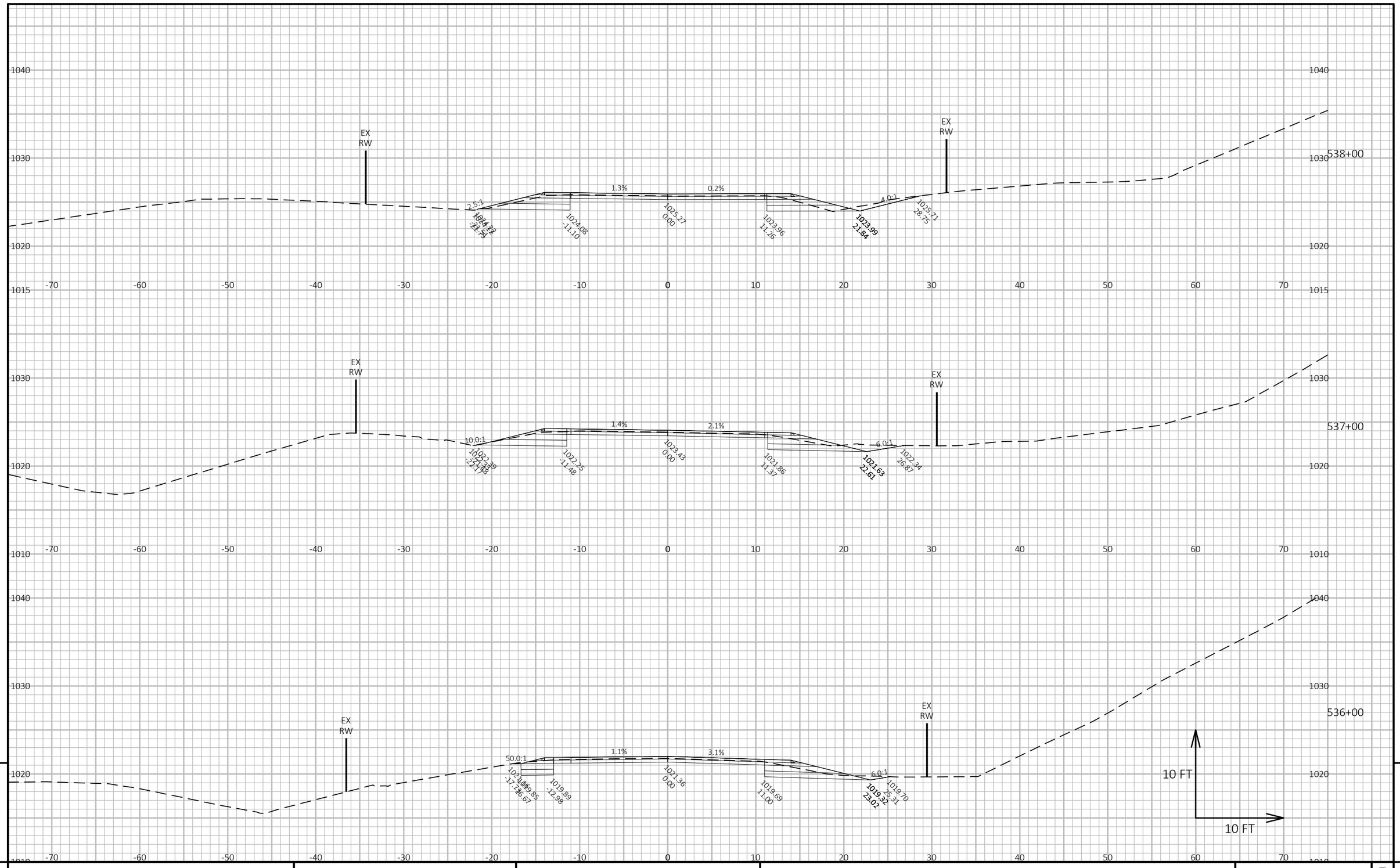
PLOT DATE : 1/28/2026 7:28 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

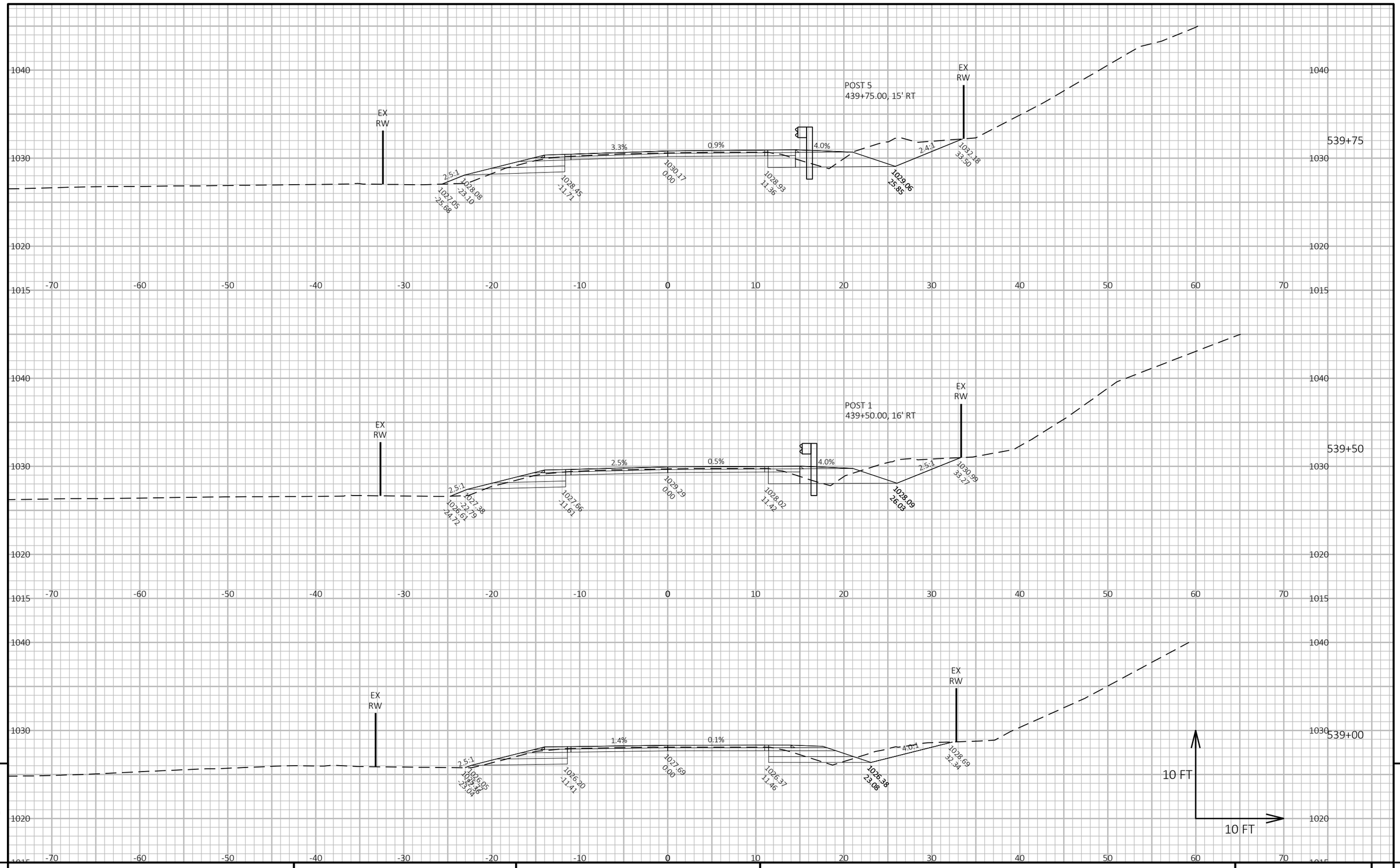


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 438	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090332-xs

PLOT DATE : 1/28/2026 7:28 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 439	E

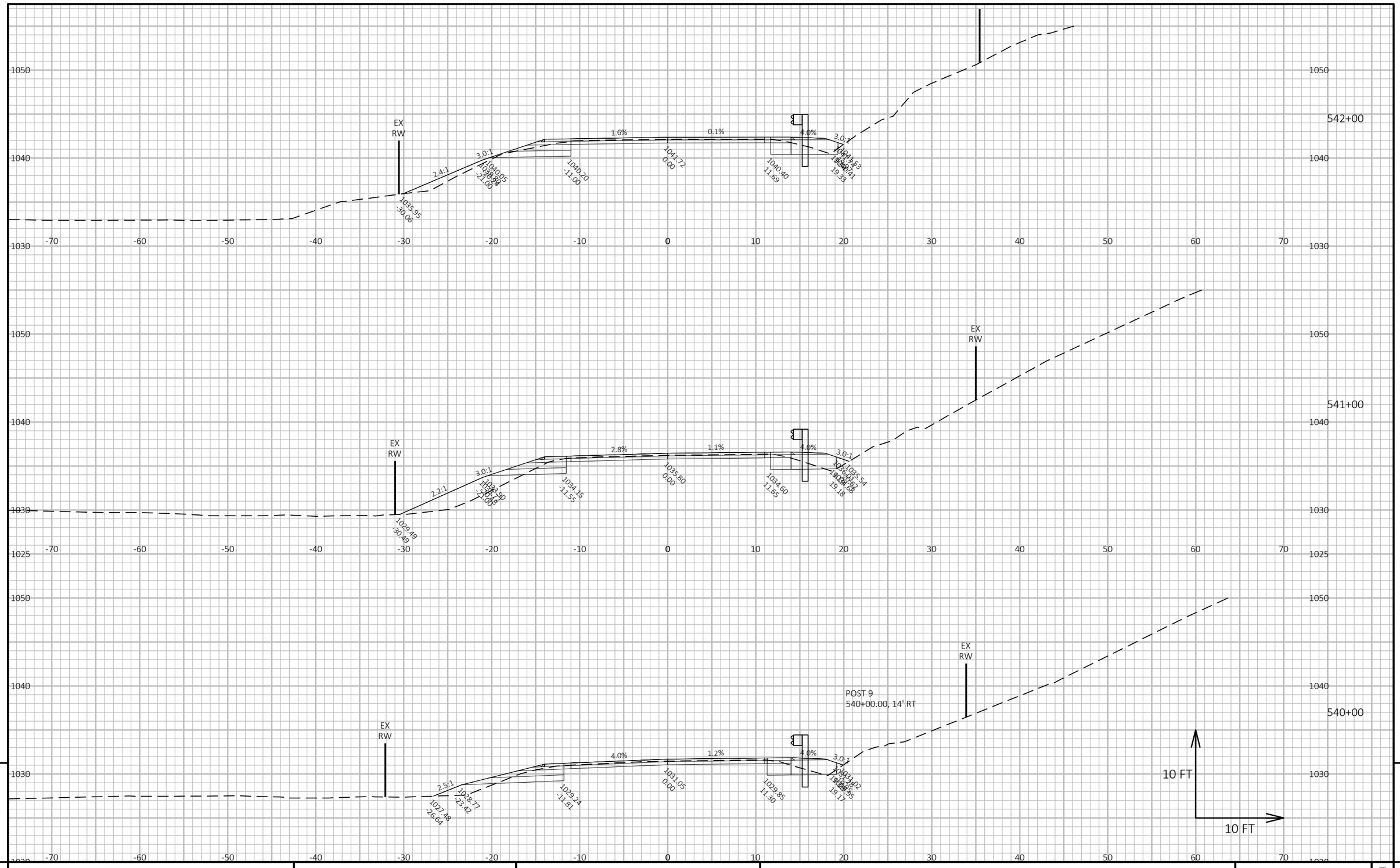
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090333-xs

PLOT DATE : 1/28/2026 7:28 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 440	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090334-xs

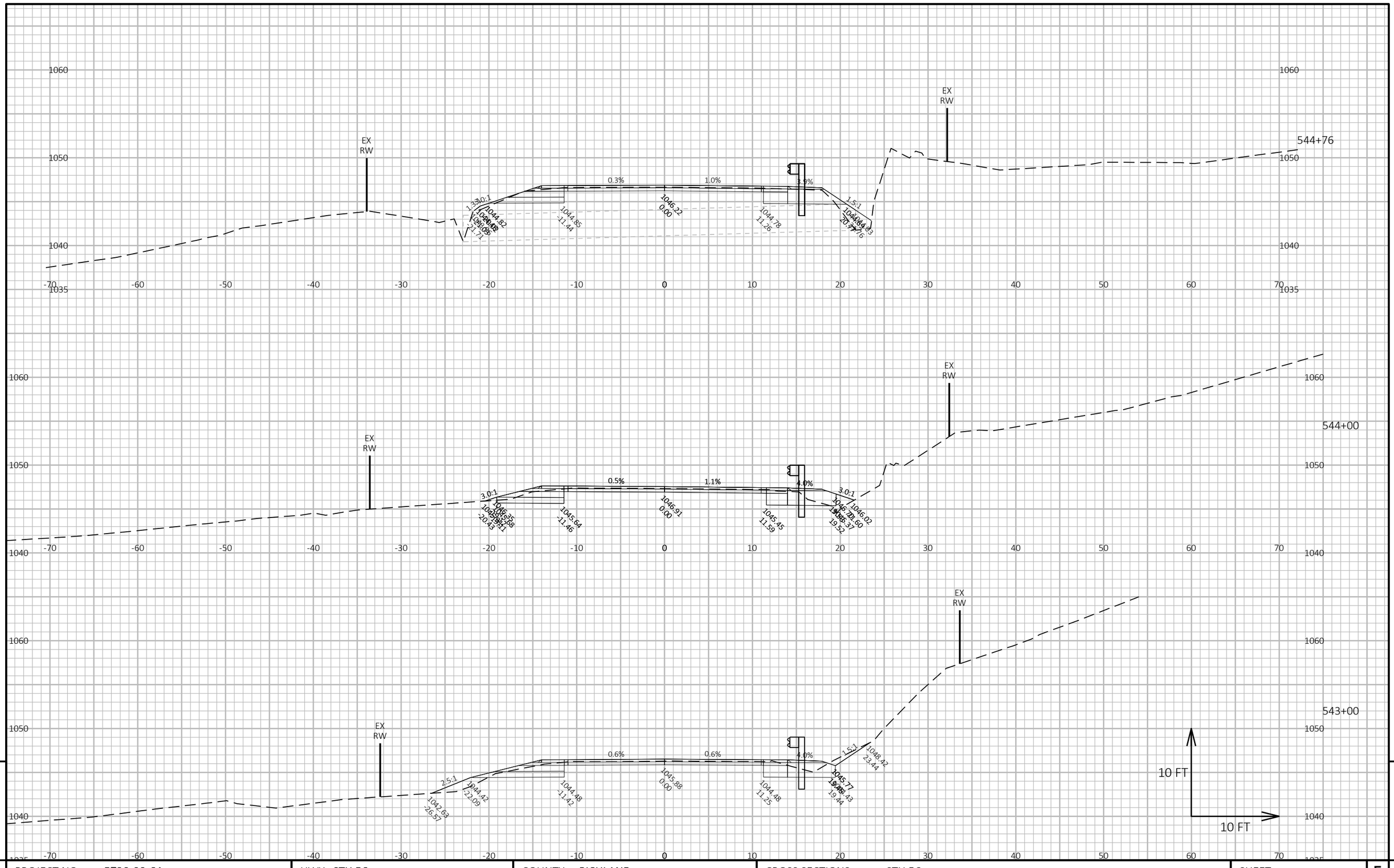
PLOT DATE : 1/28/2026 7:28 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 441	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090335-xs

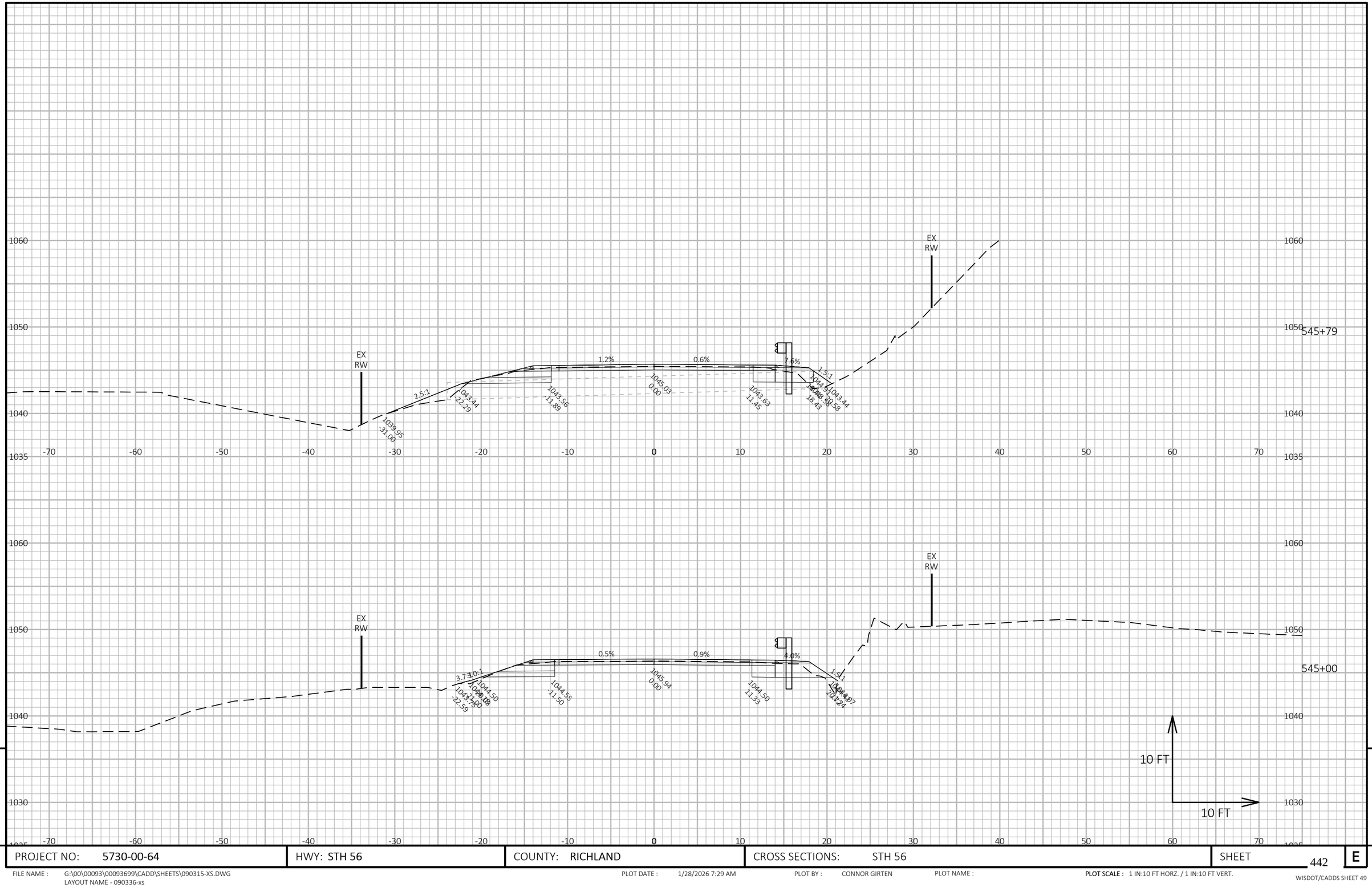
PLOT DATE : 1/28/2026 7:28 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

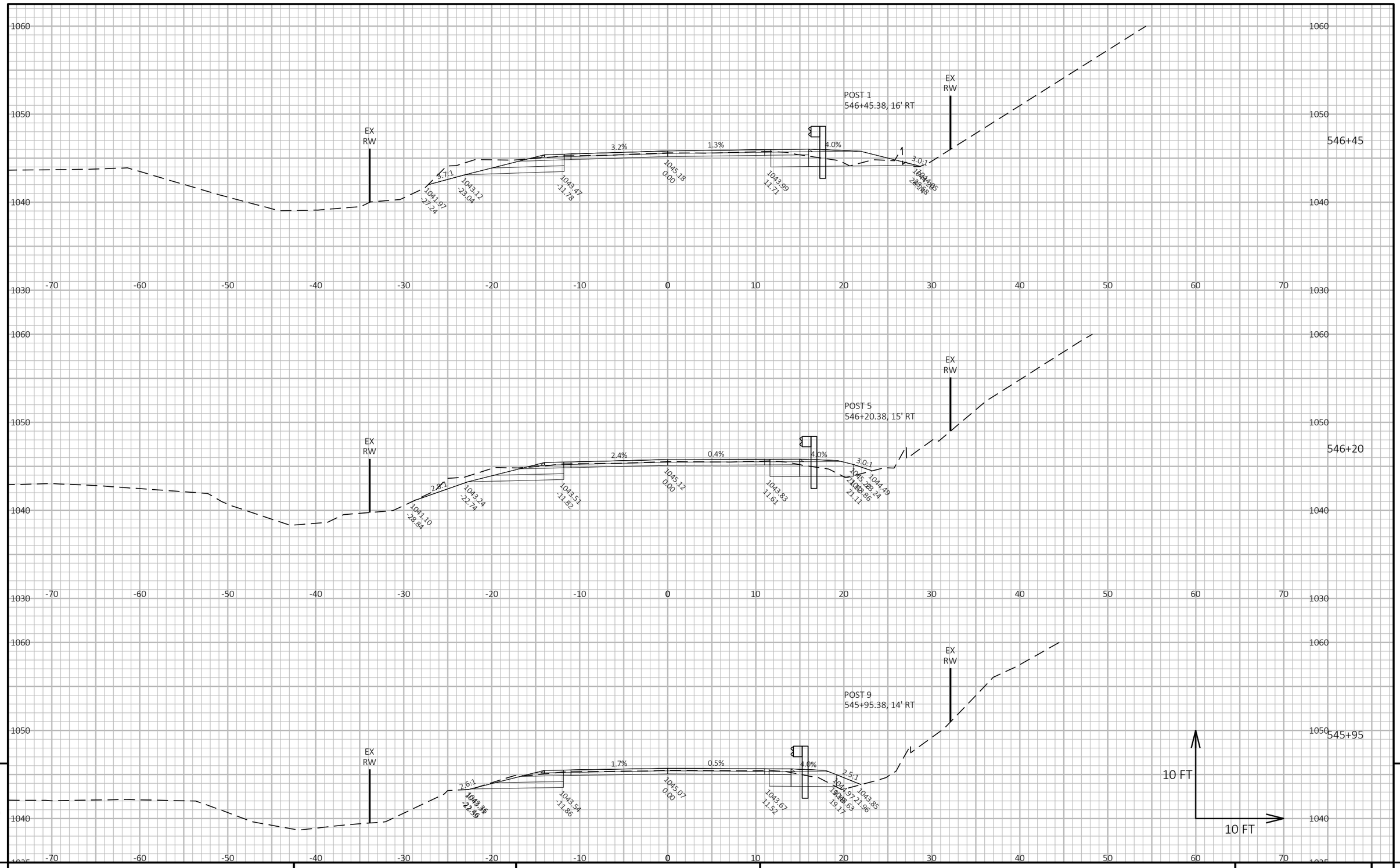
WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 442	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090336-xs

PLOT DATE : 1/28/2026 7:29 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 443	E

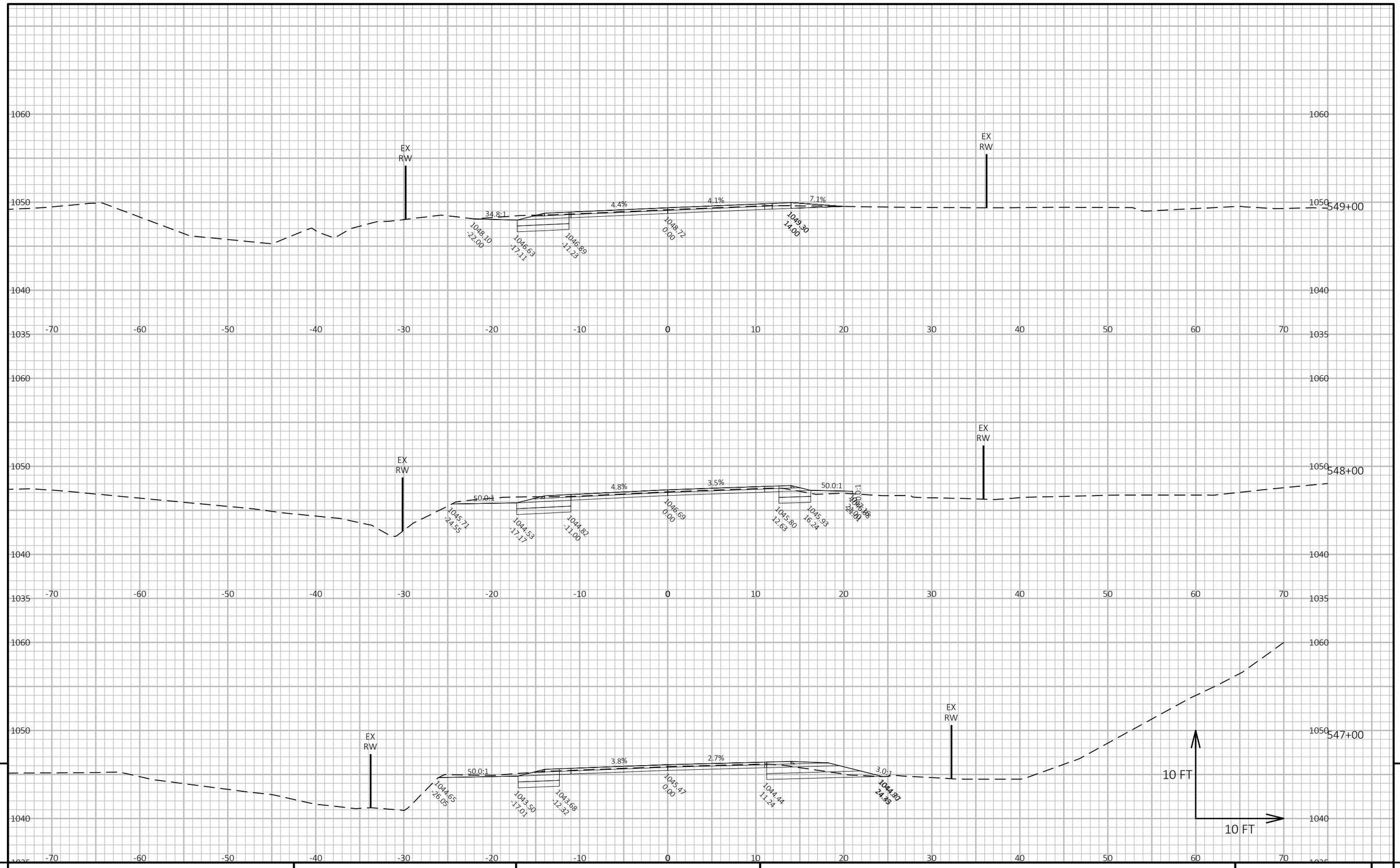
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090337-xs

PLOT DATE : 1/28/2026 7:29 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 444	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090338-xs

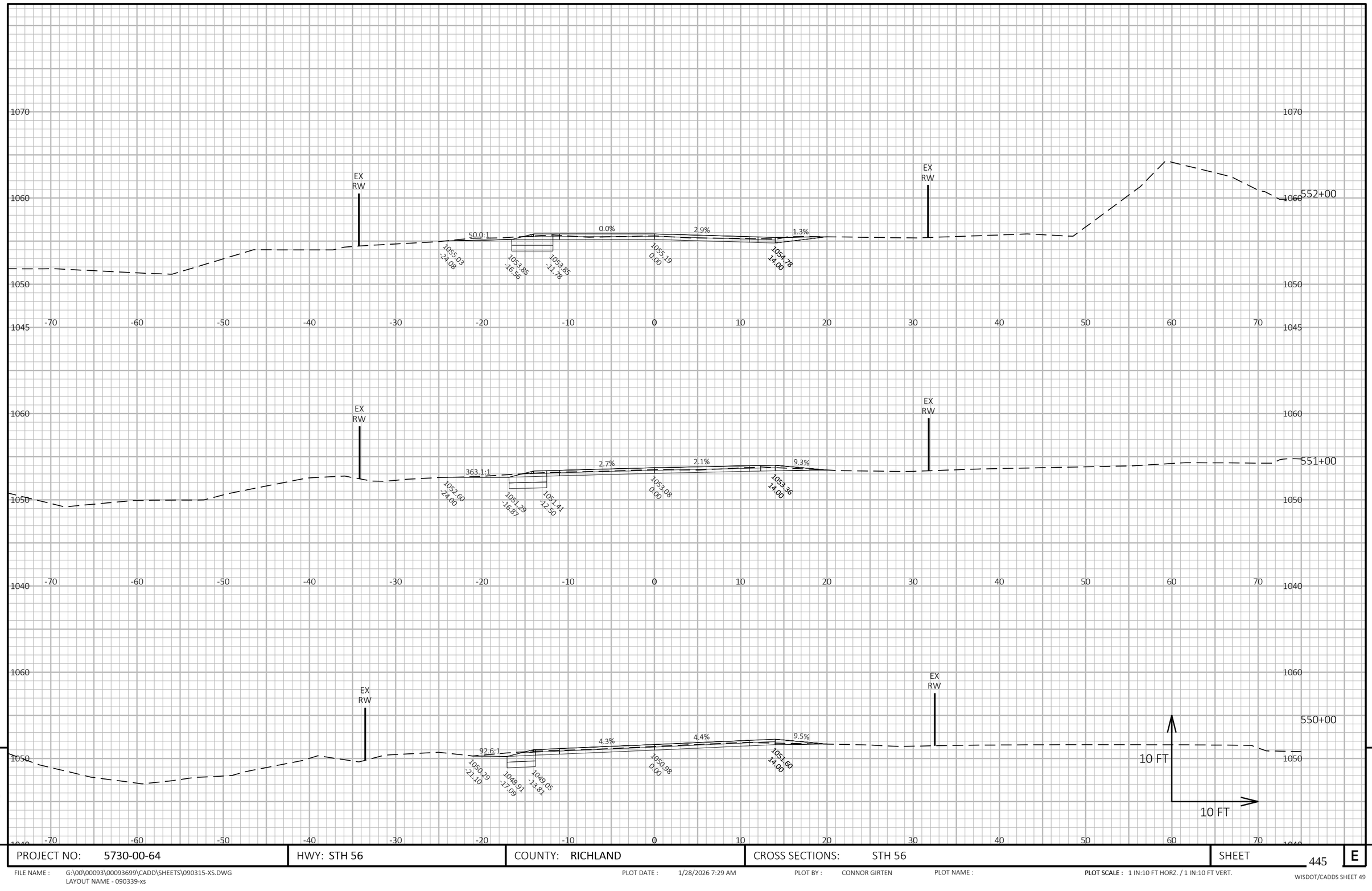
PLOT DATE : 1/28/2026 7:29 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

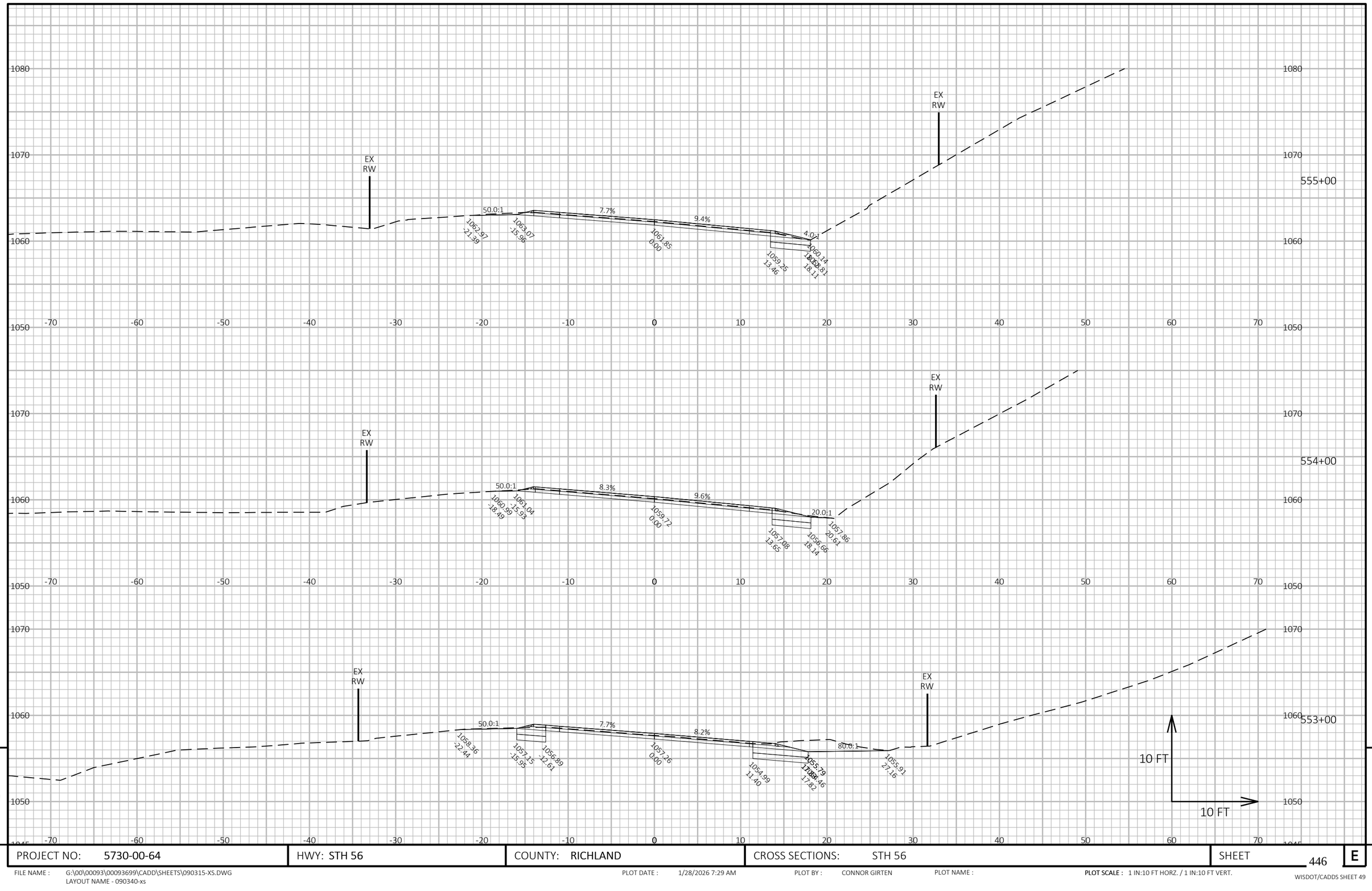


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 445	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090339-xs

PLOT DATE : 1/28/2026 7:29 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

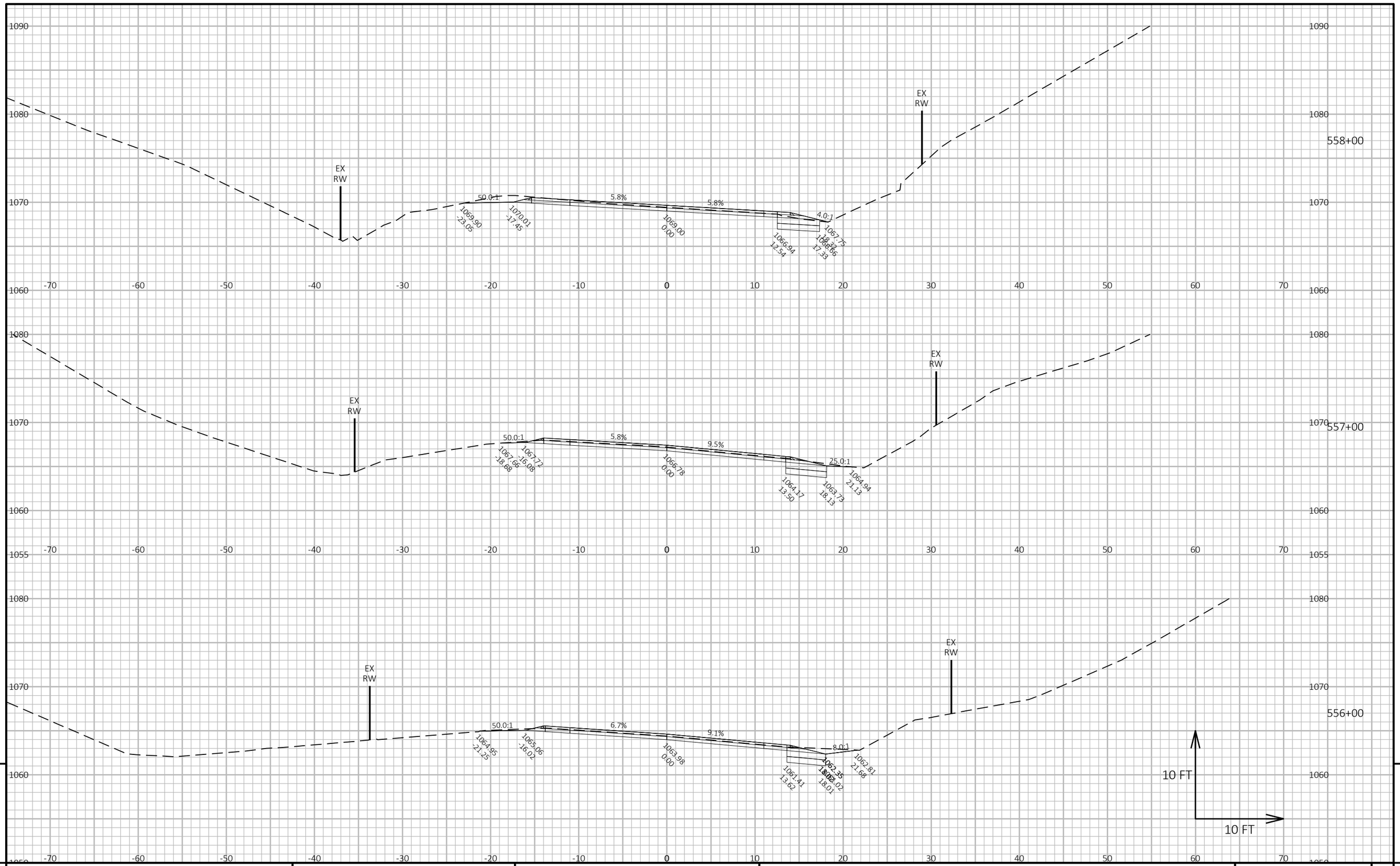


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 446	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090340-xs

PLOT DATE : 1/28/2026 7:29 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 447	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090341-xs

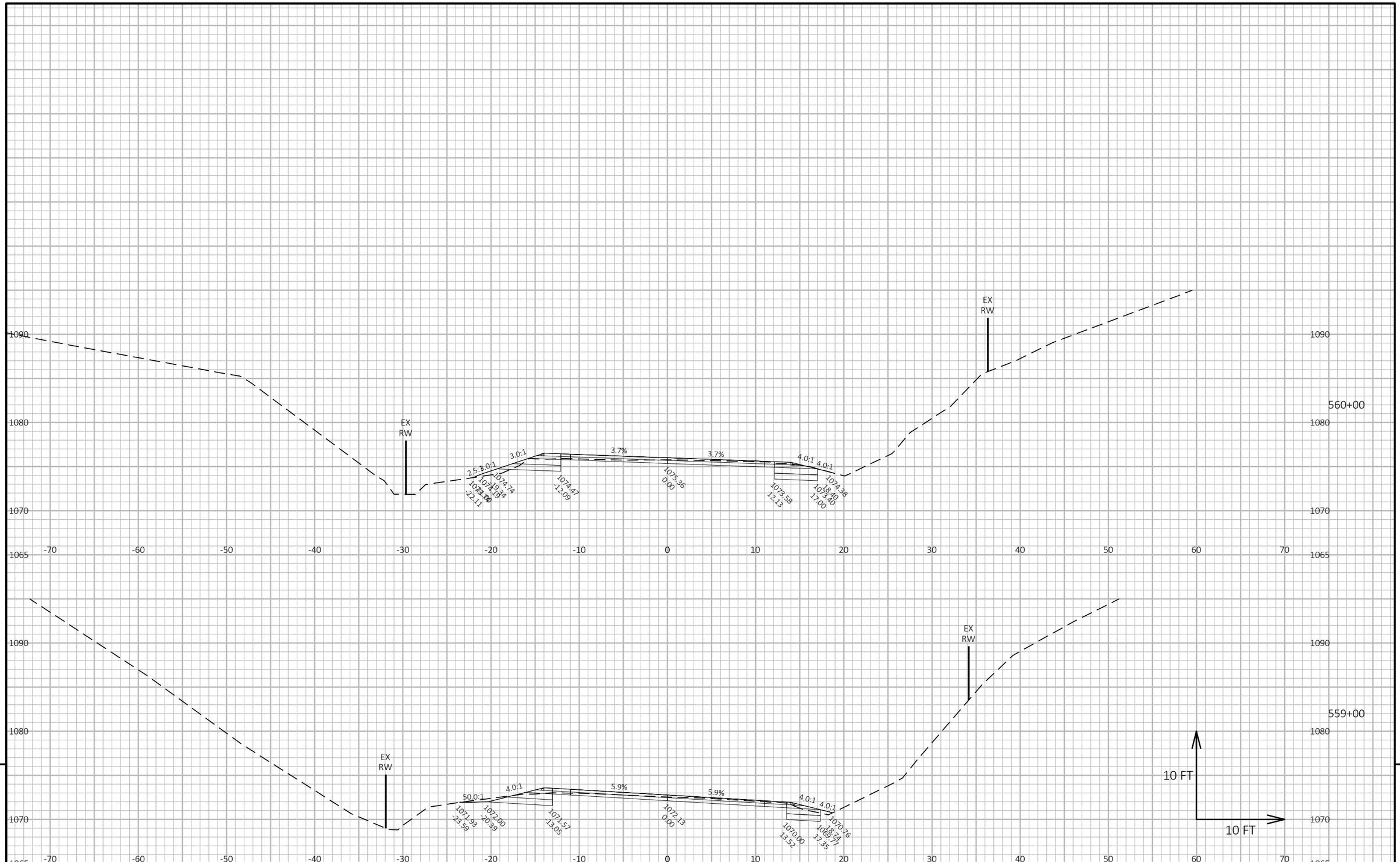
PLOT DATE : 1/28/2026 7:30 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 448	E

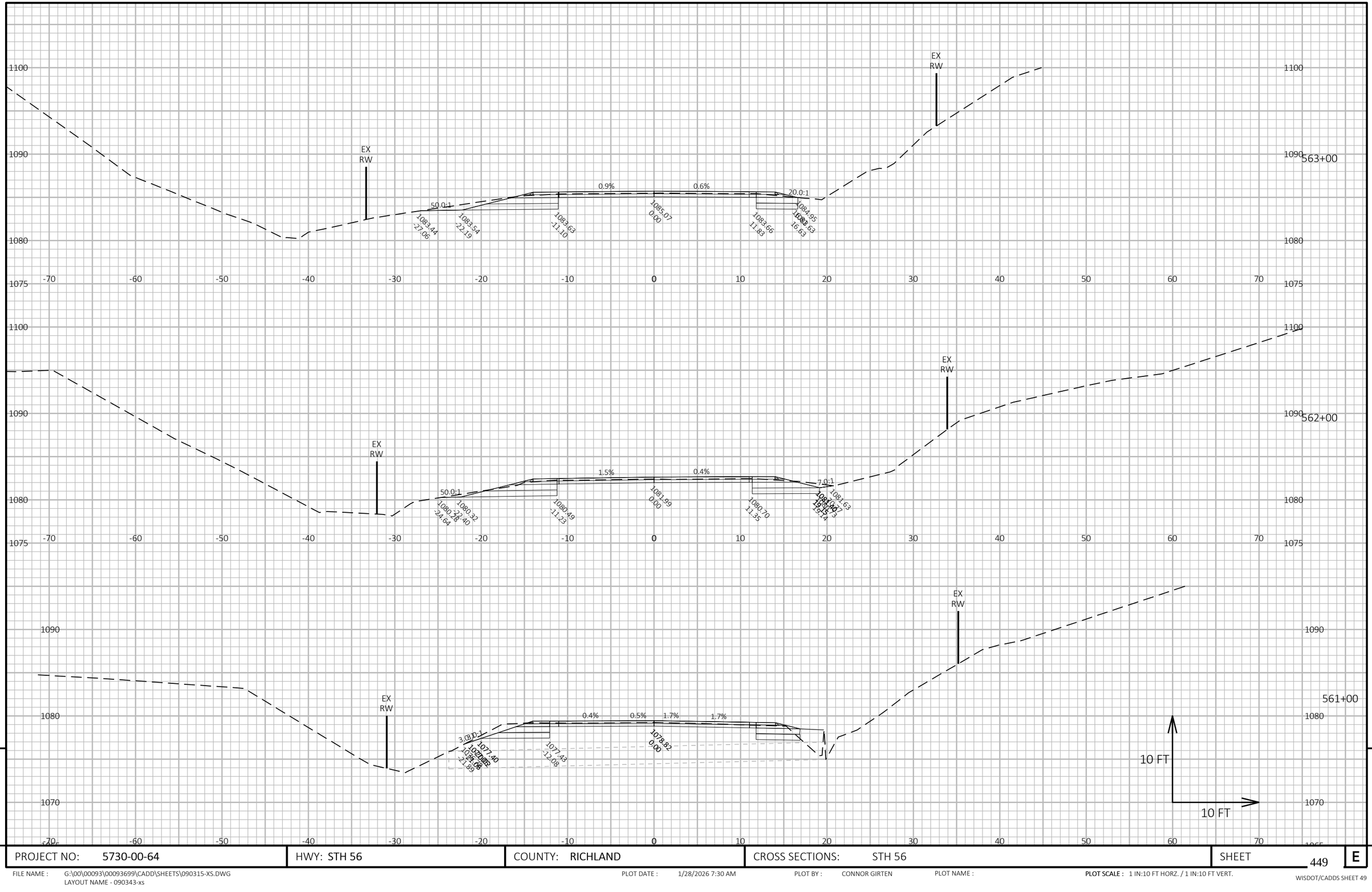
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090342-xs

PLOT DATE : 1/28/2026 7:30 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

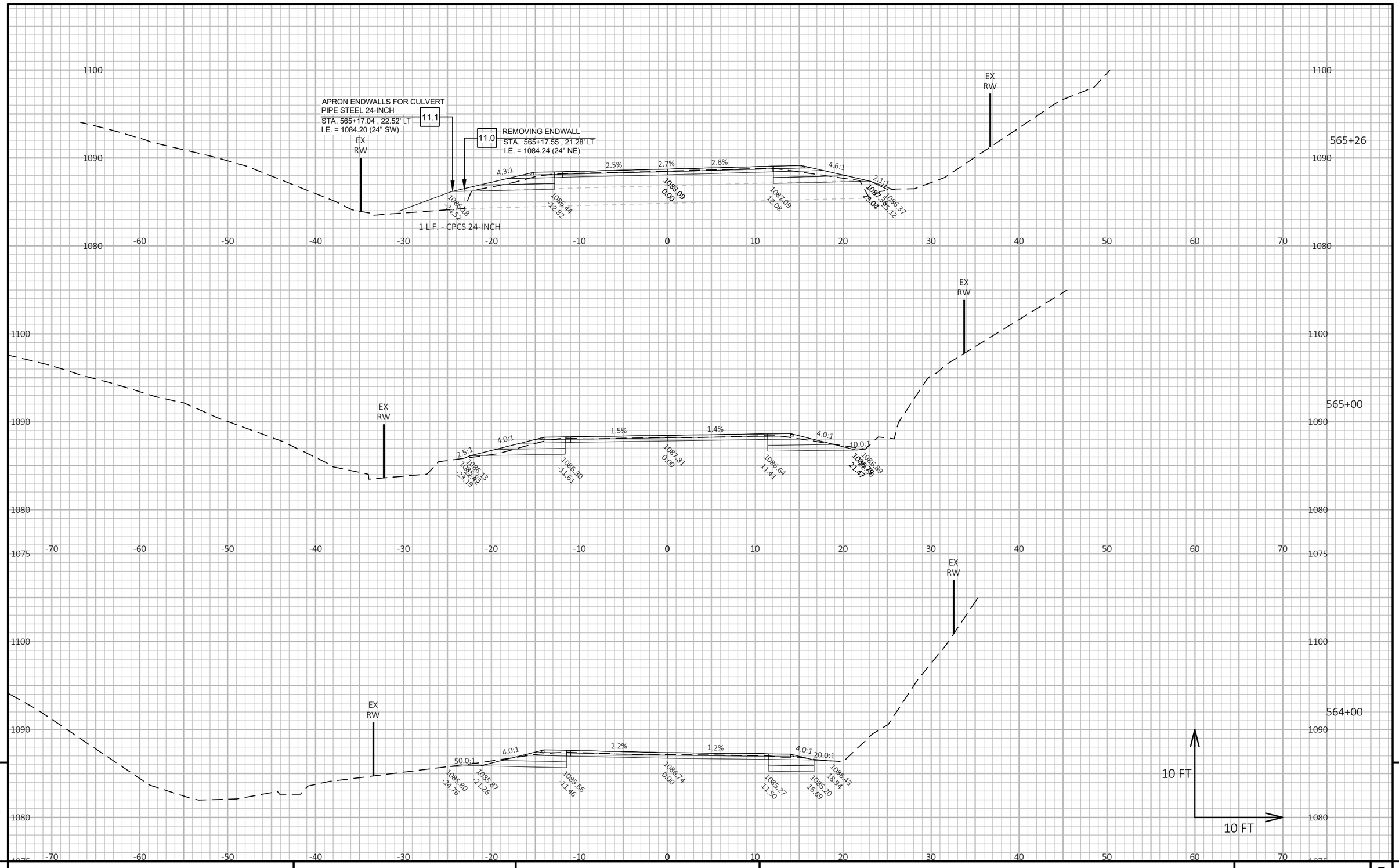


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 449	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090343-xs

PLOT DATE : 1/28/2026 7:30 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

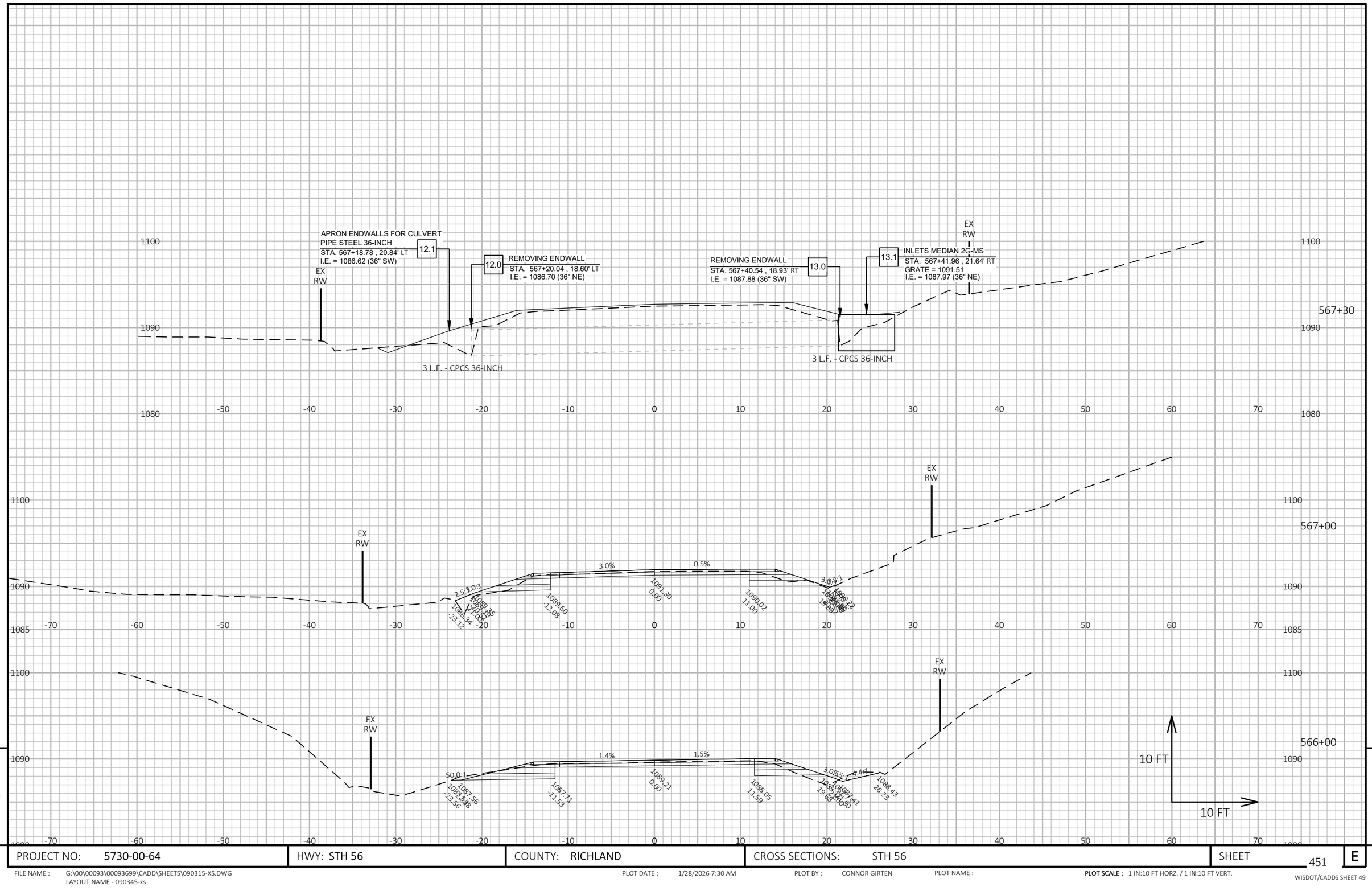


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 450	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090344-xs

PLOT DATE : 1/28/2026 7:30 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 451	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090345-xs

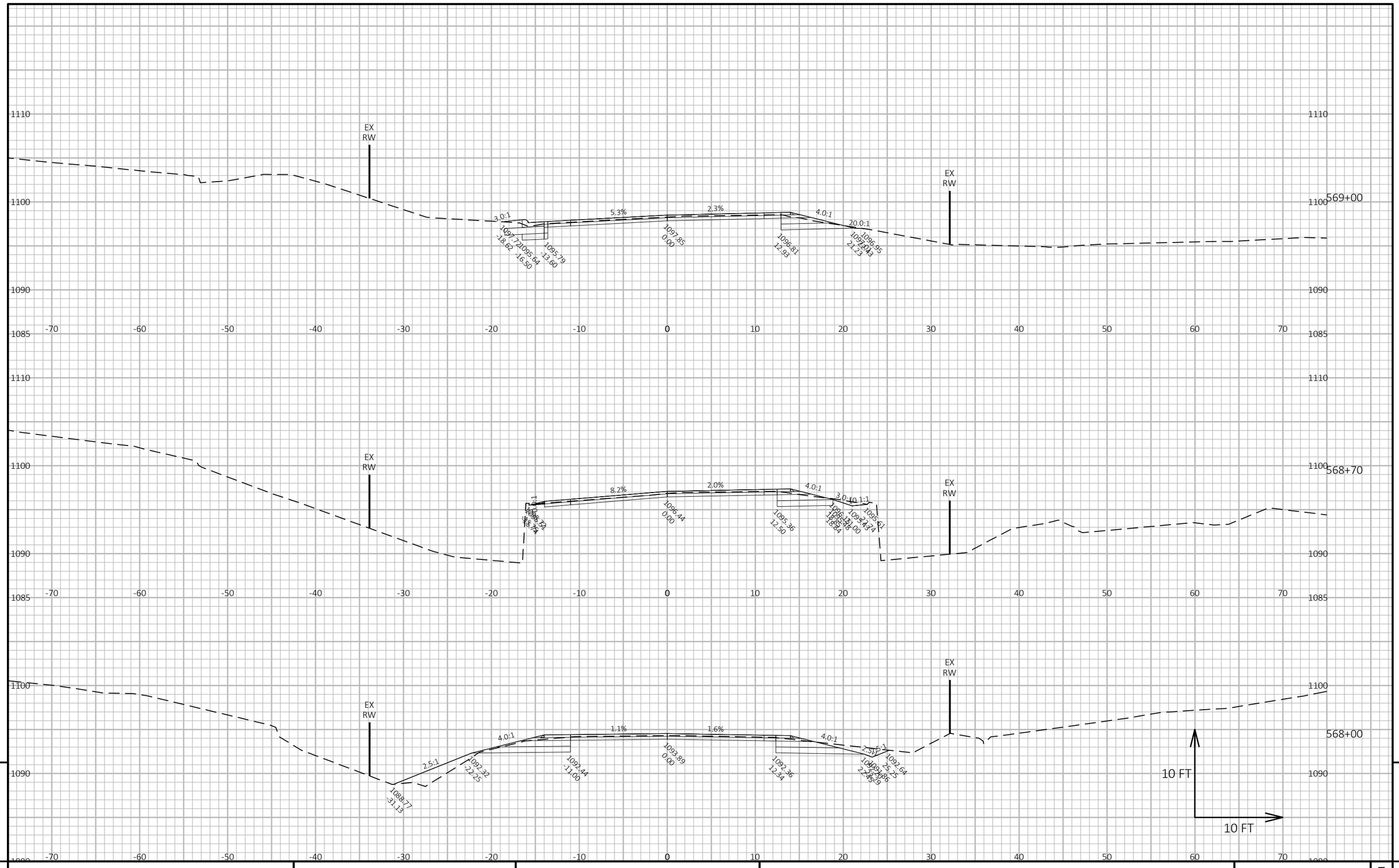
PLOT DATE : 1/28/2026 7:30 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 452	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090346-xs

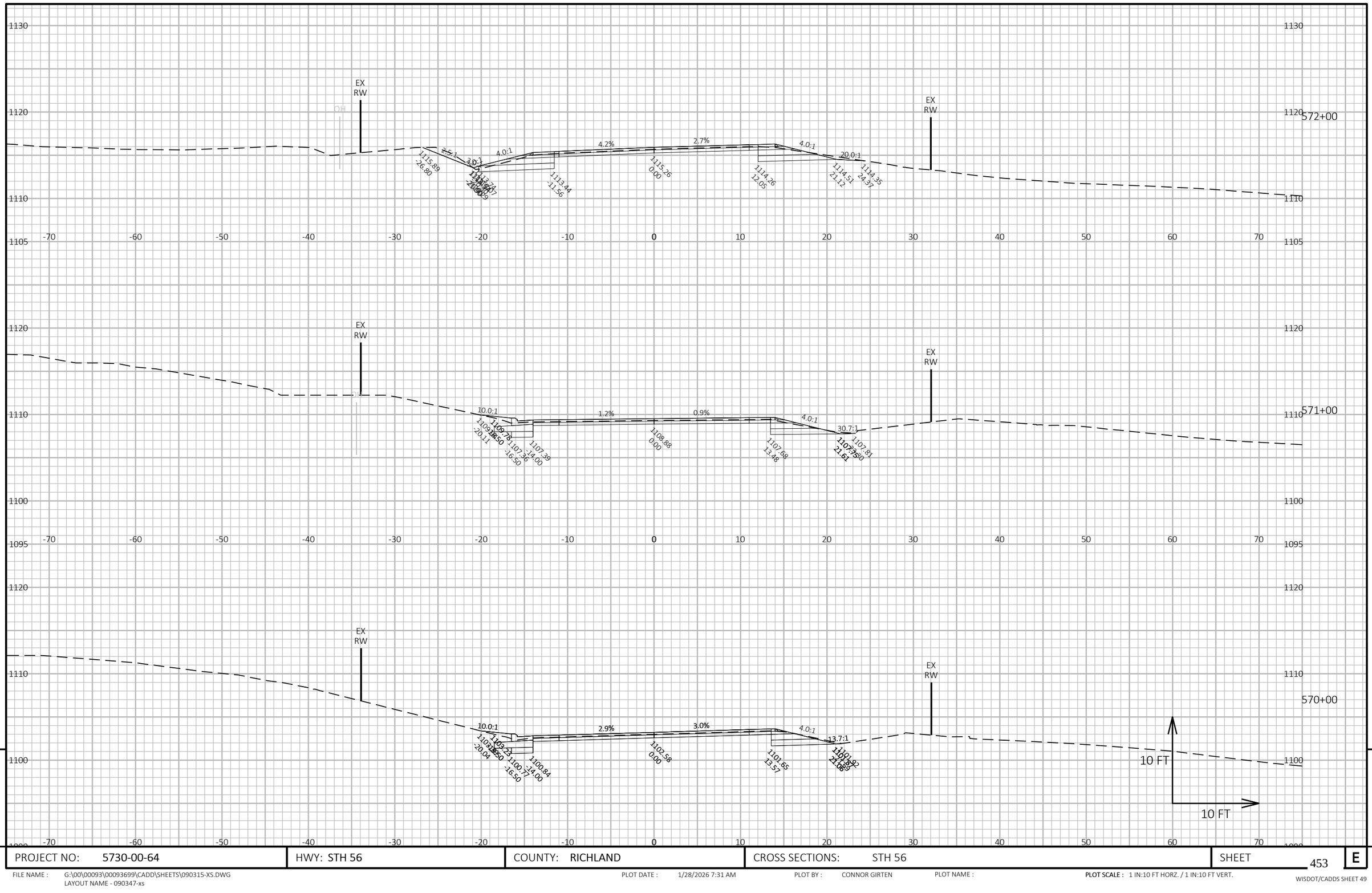
PLOT DATE : 1/28/2026 7:31 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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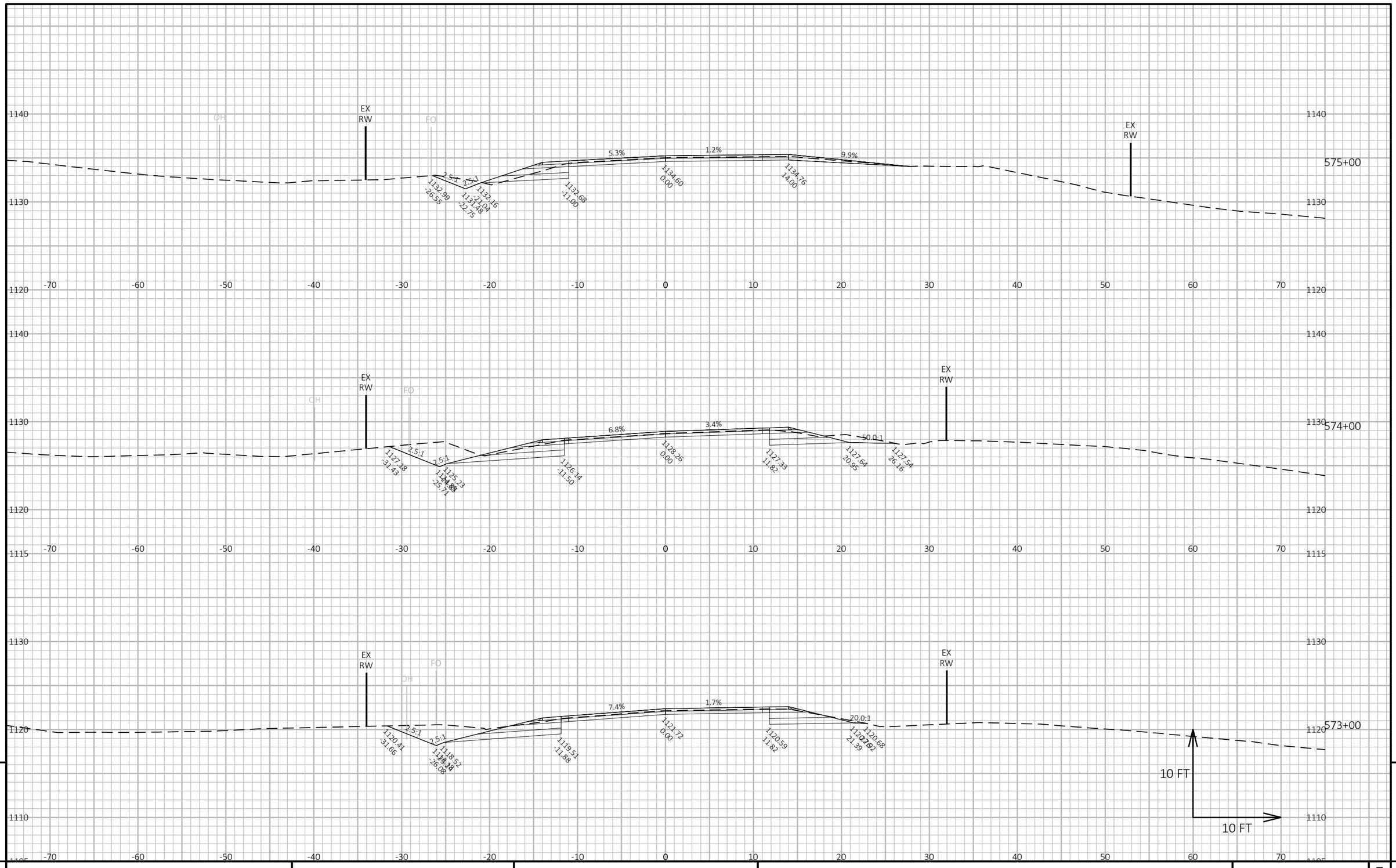
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 453	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090347-xs

PLOT DATE : 1/28/2026 7:31 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



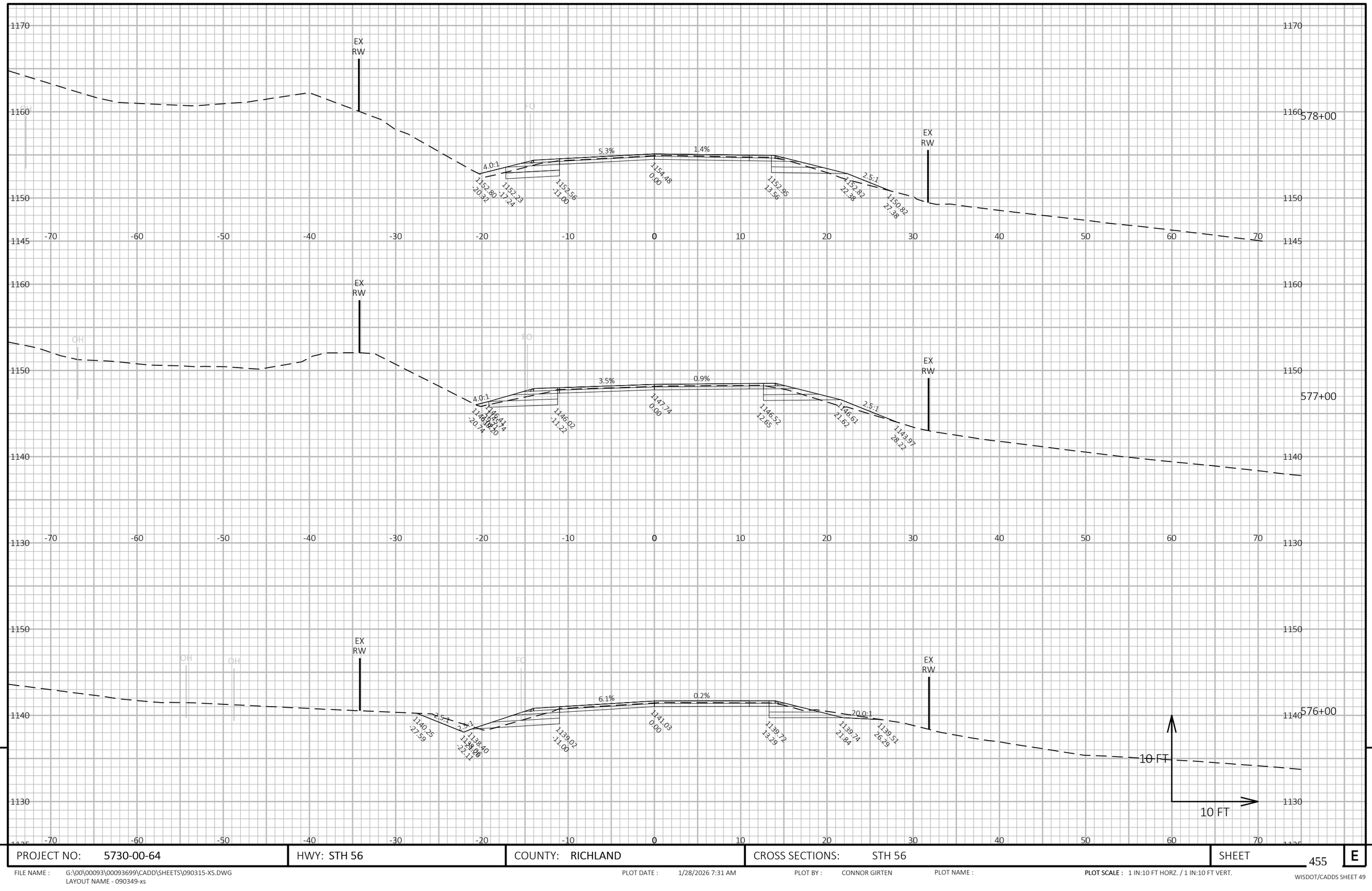
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 454	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090348-xs

PLOT DATE : 1/28/2026 7:31 AM PLOT BY : CONNOR GIRTEN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

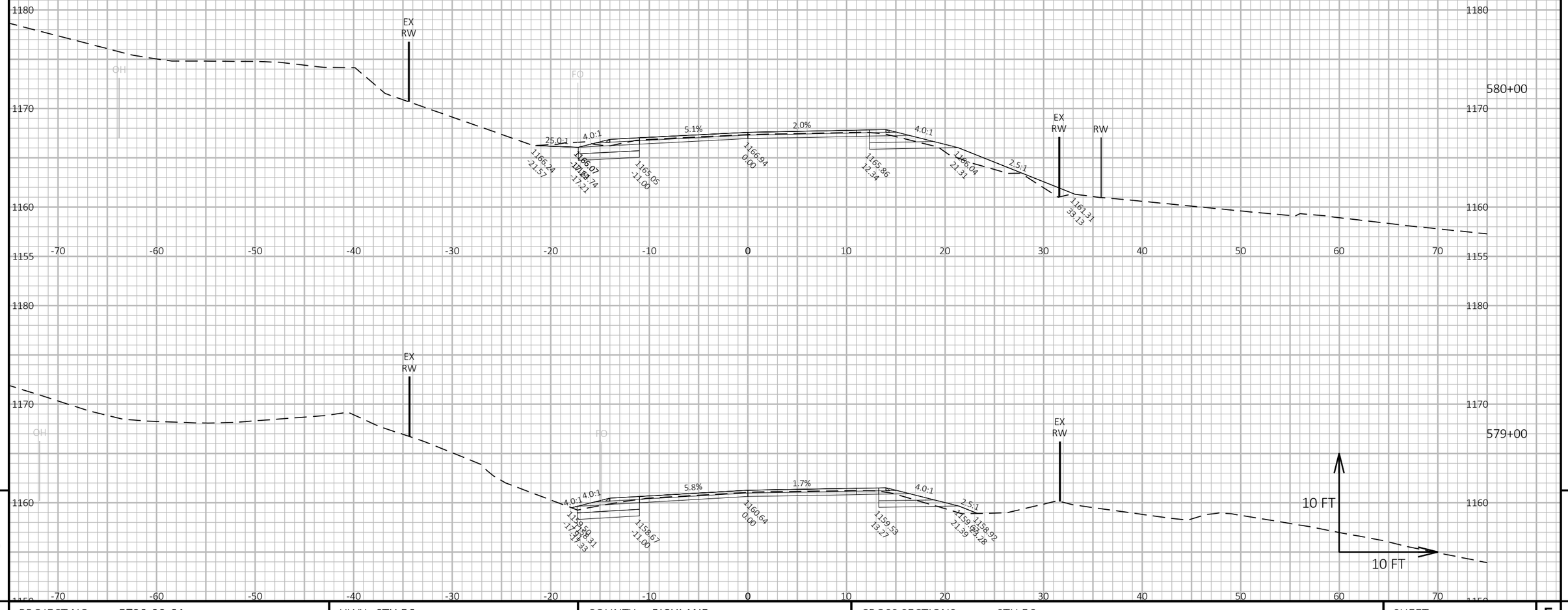


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 455	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090349-xs

PLOT DATE : 1/28/2026 7:31 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 456	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090350-xs

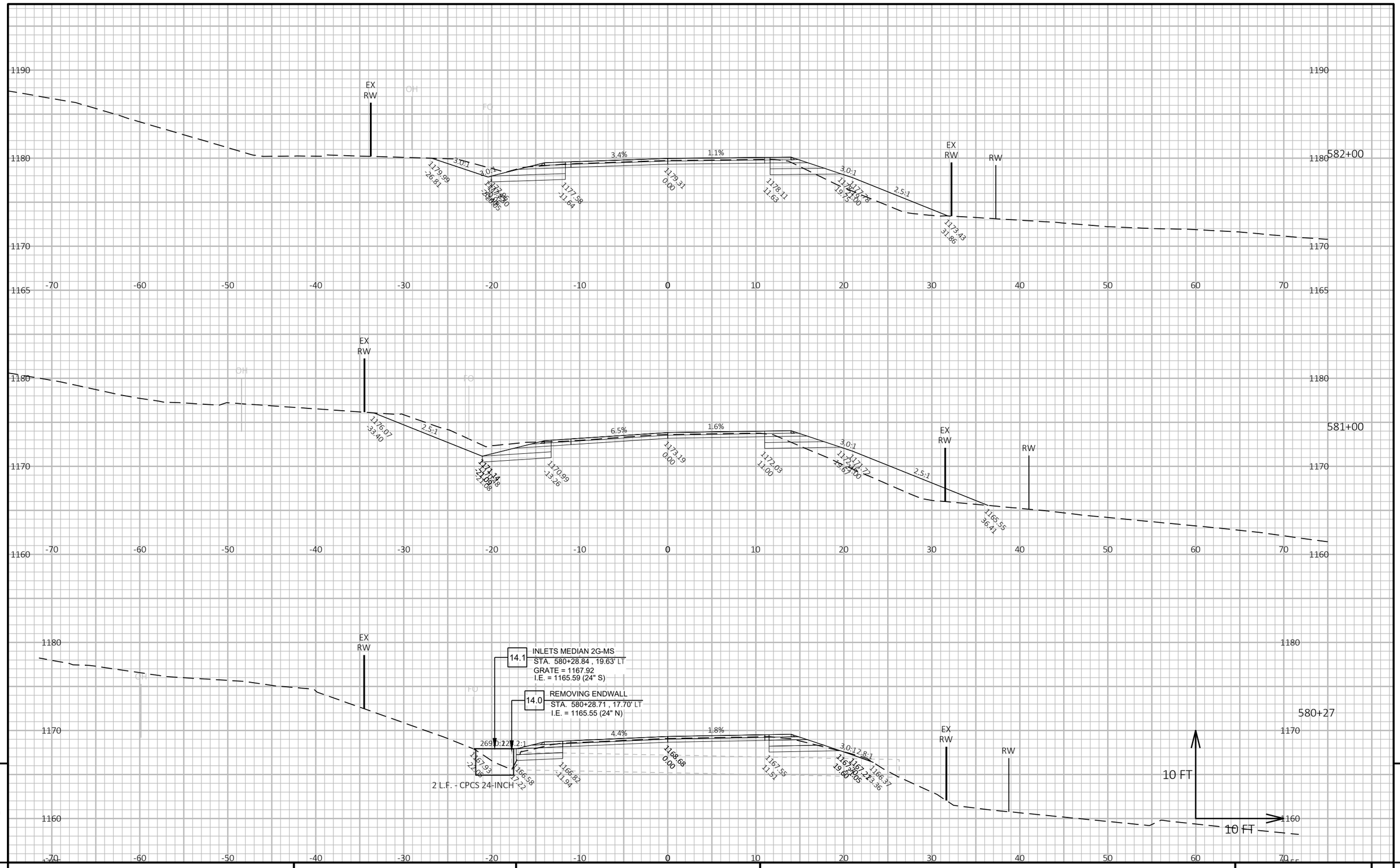
PLOT DATE : 1/28/2026 7:31 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 457	E

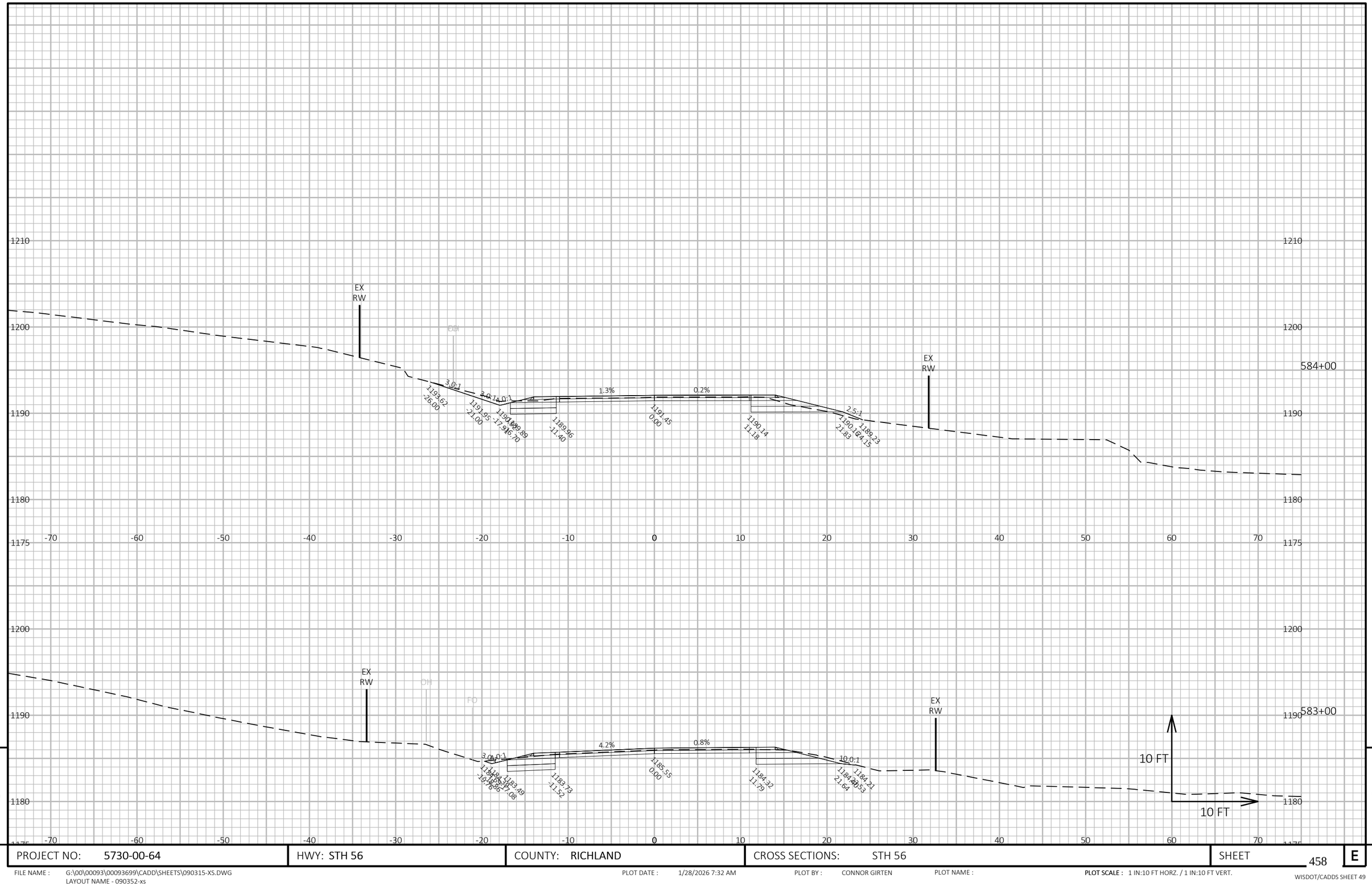
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090351-xs

PLOT DATE : 1/28/2026 7:31 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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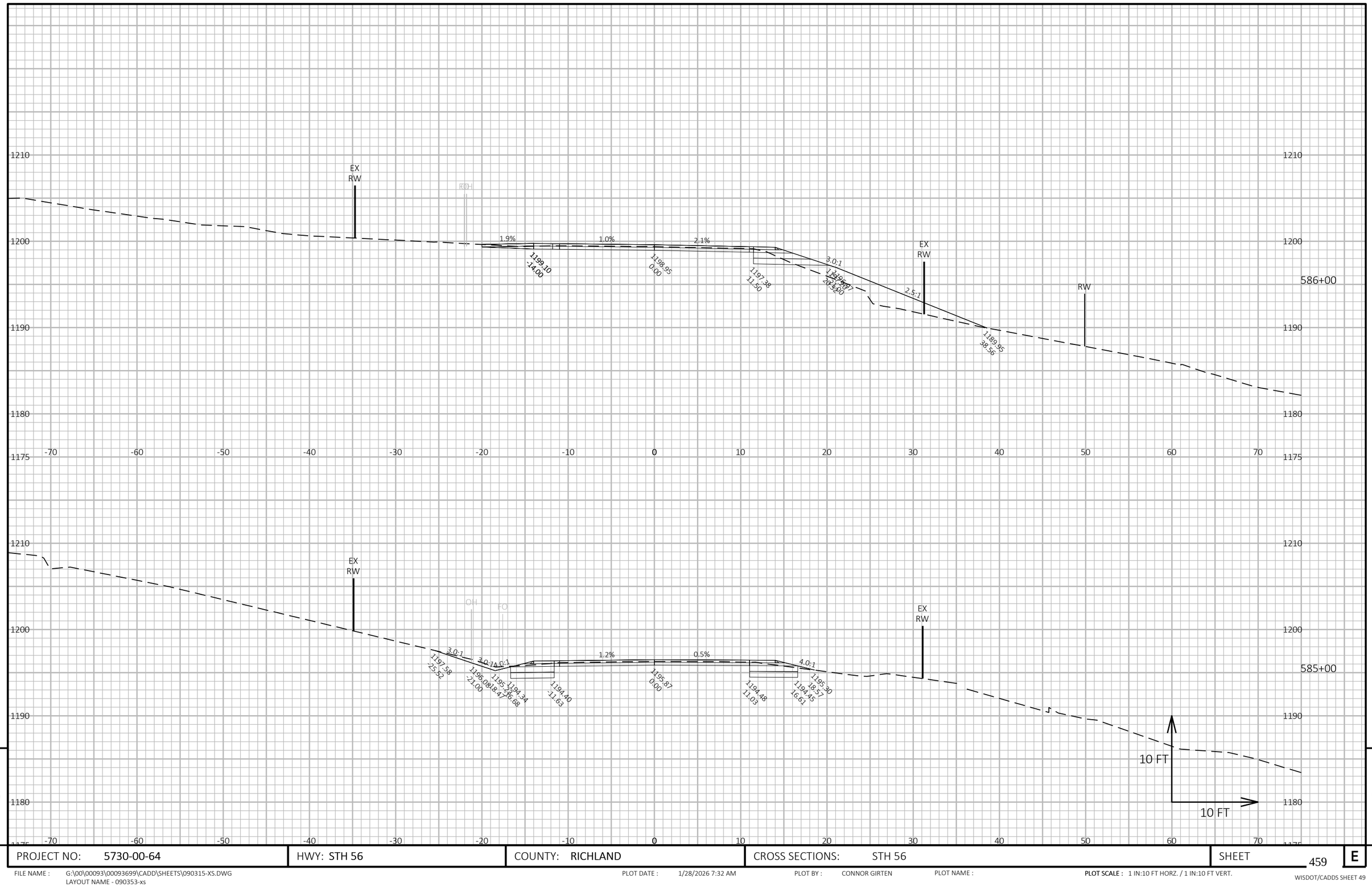
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 458	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090352-xs

PLOT DATE : 1/28/2026 7:32 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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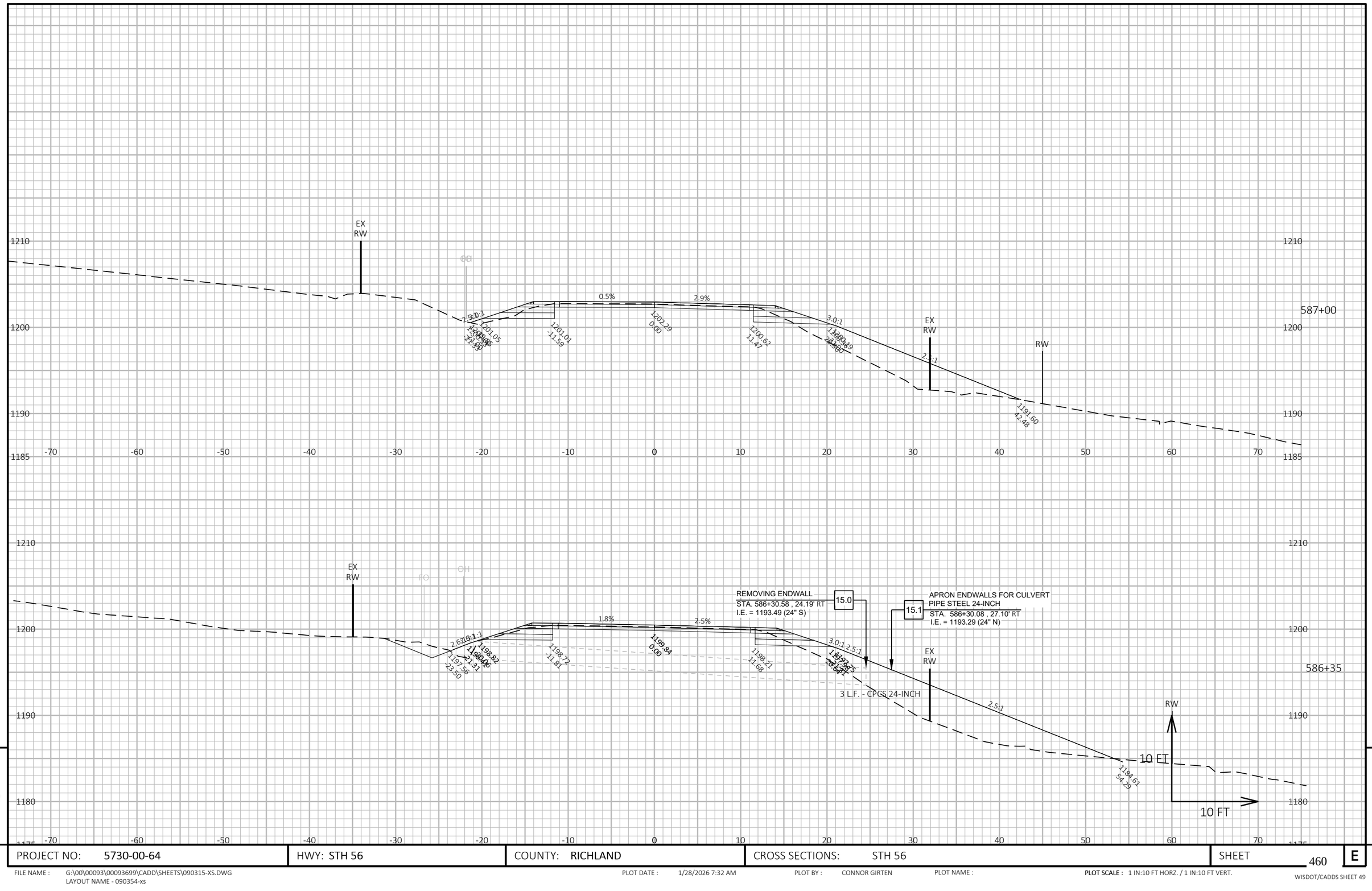
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 459	E

9

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090353-xs

PLOT DATE : 1/28/2026 7:32 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 460	E

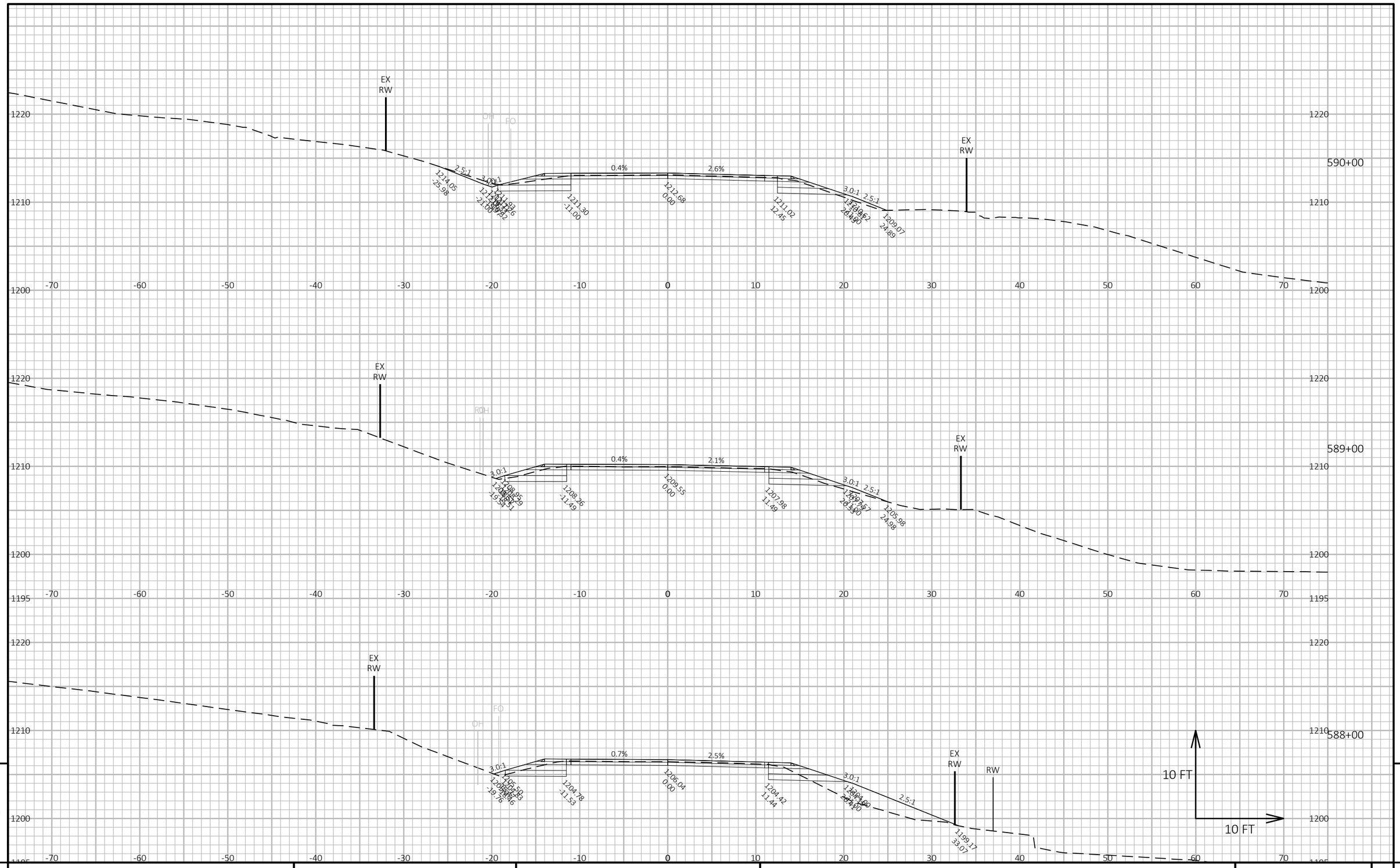
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090354-xs

PLOT DATE : 1/28/2026 7:32 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 461	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090355-xs

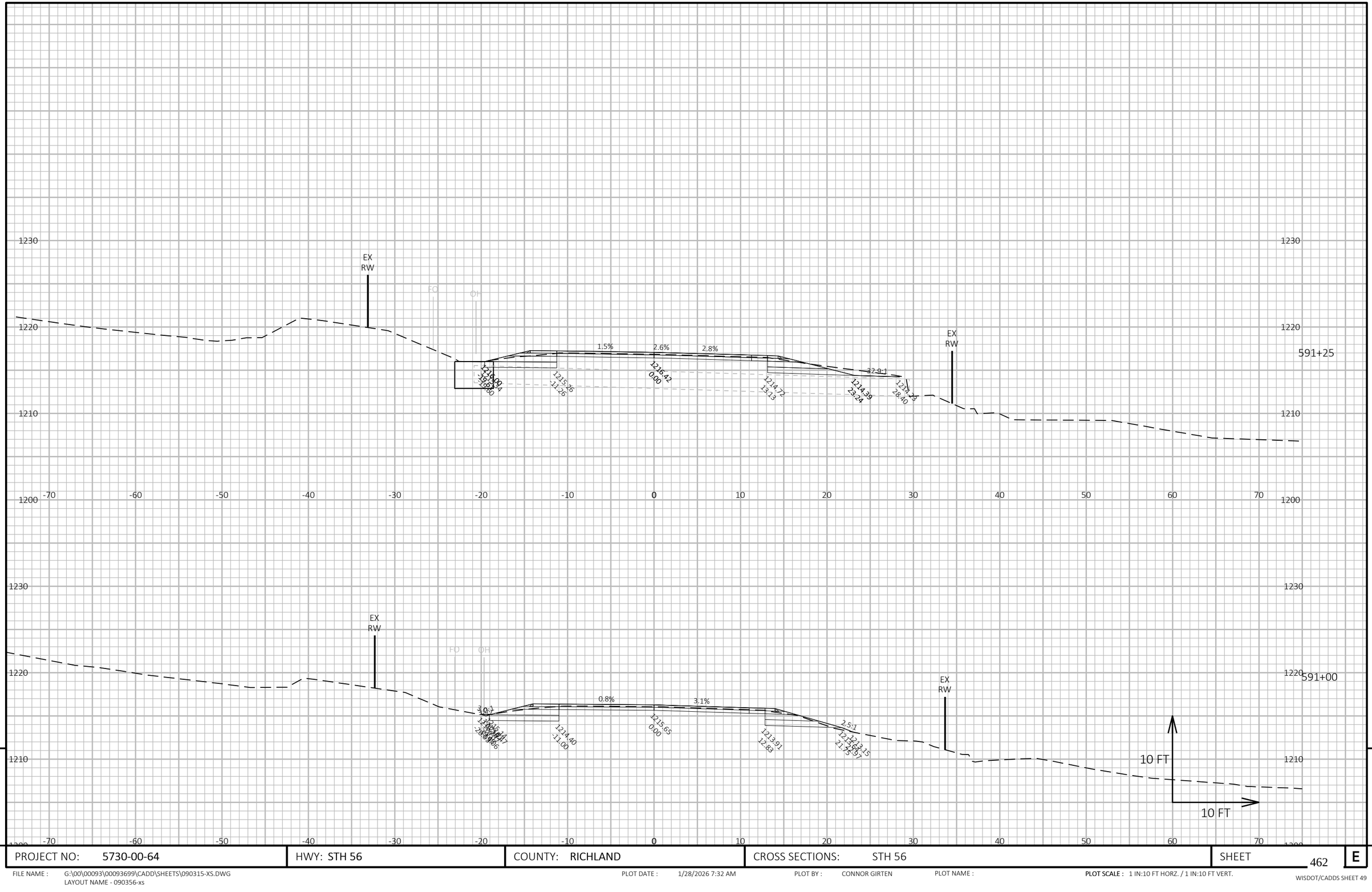
PLOT DATE : 1/28/2026 7:32 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 462	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090356-xs

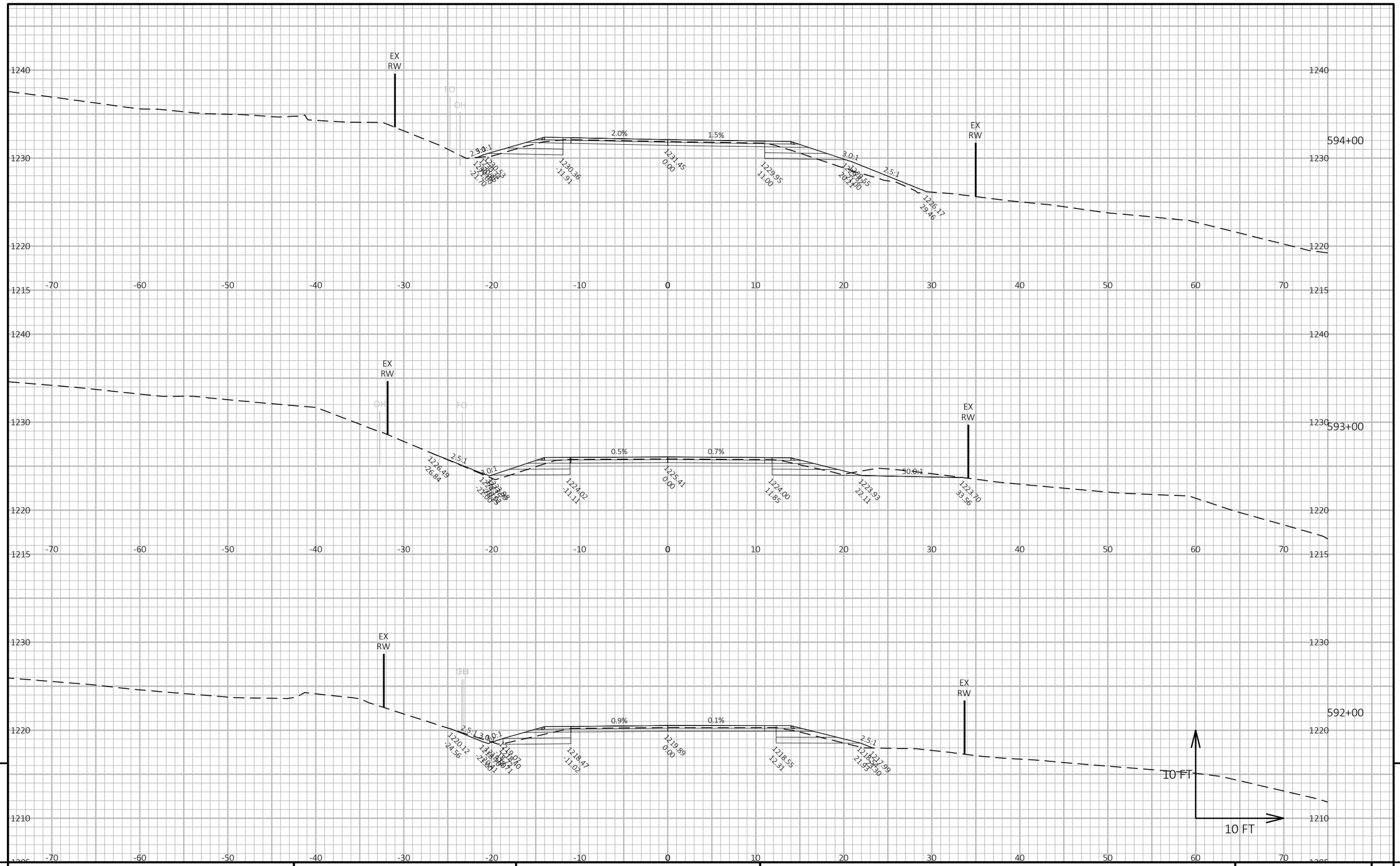
PLOT DATE : 1/28/2026 7:32 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 463	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090357-xs

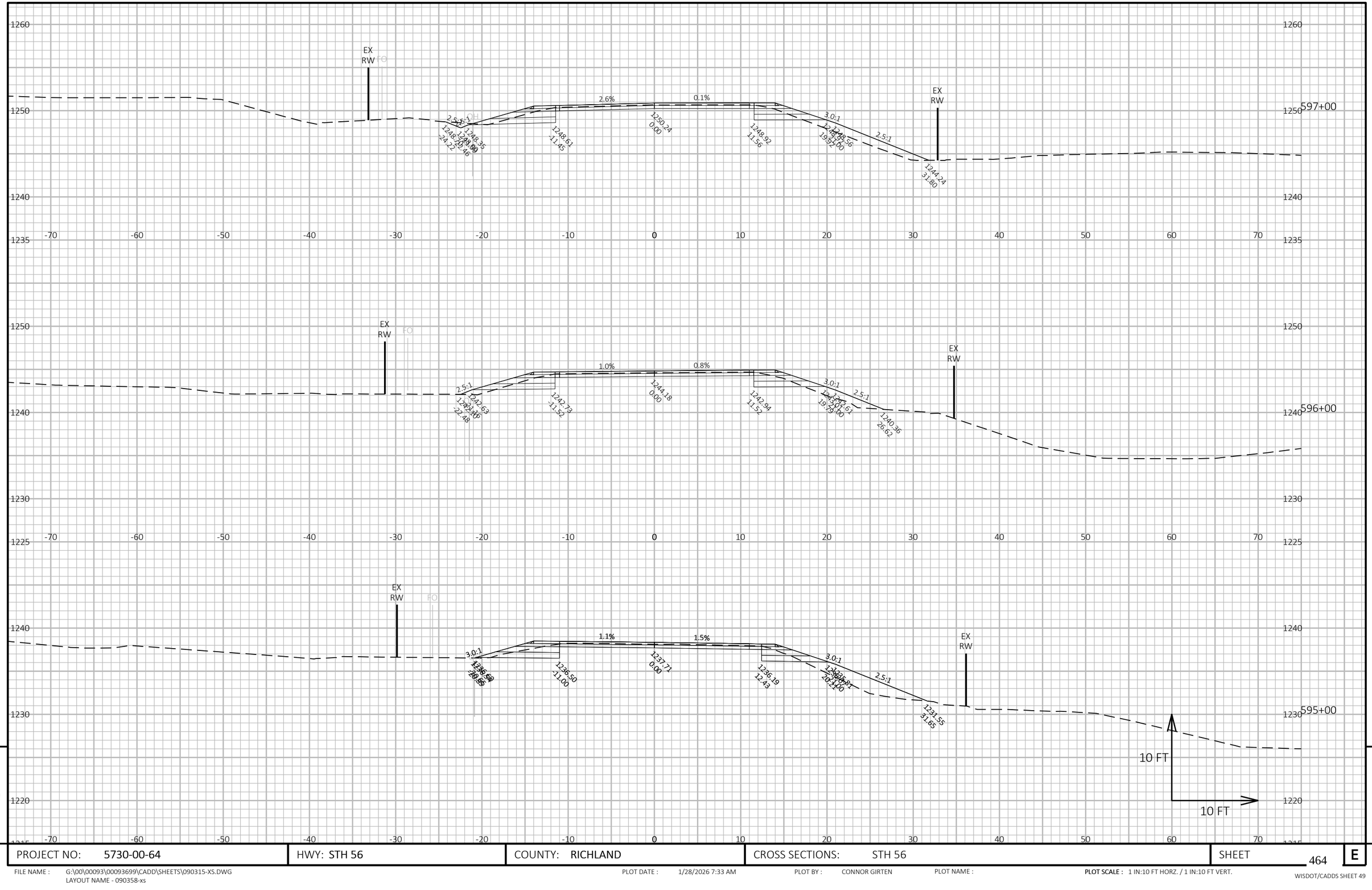
PLOT DATE : 1/28/2026 7:33 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



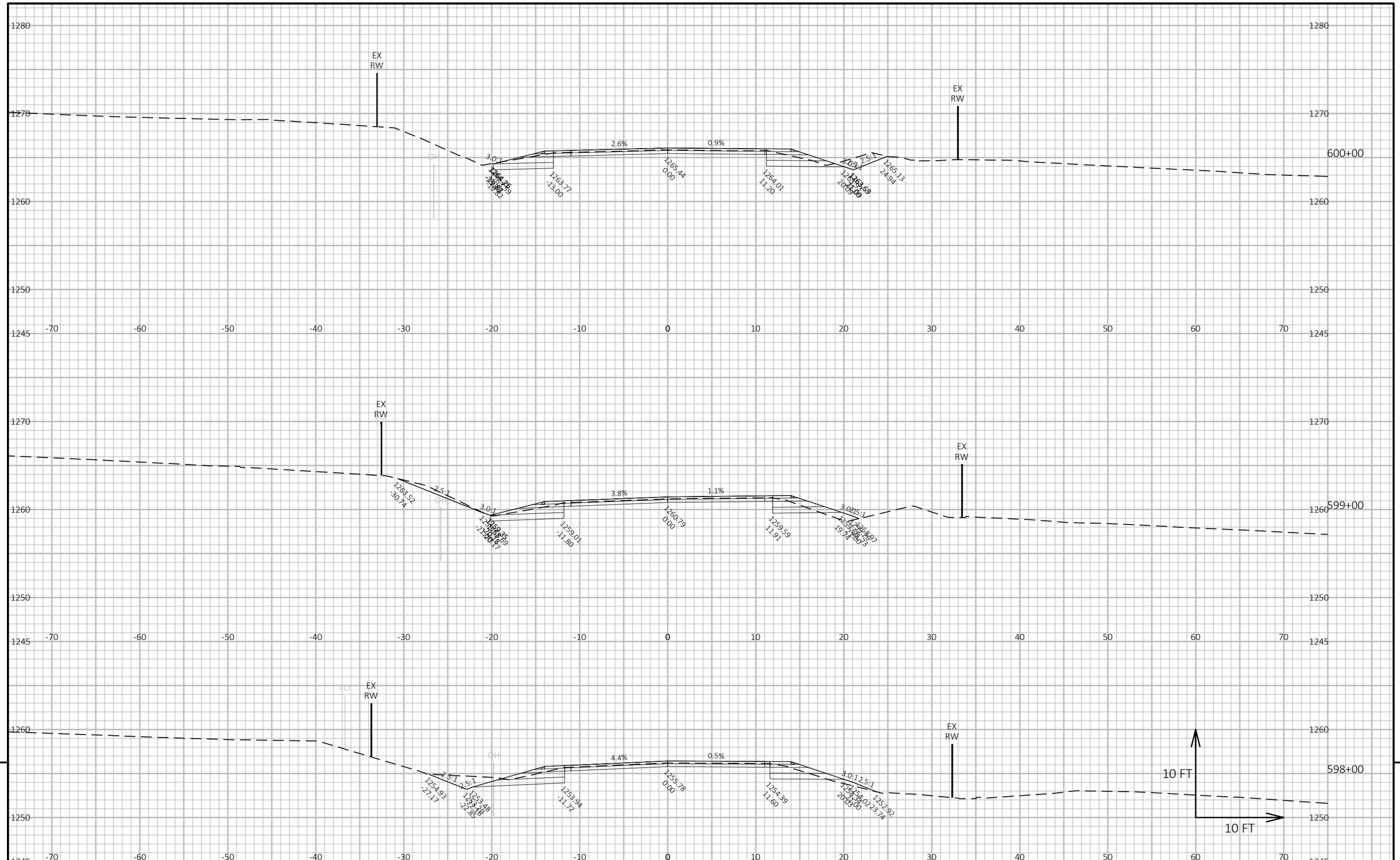
9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 464	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090358-xs

PLOT DATE : 1/28/2026 7:33 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

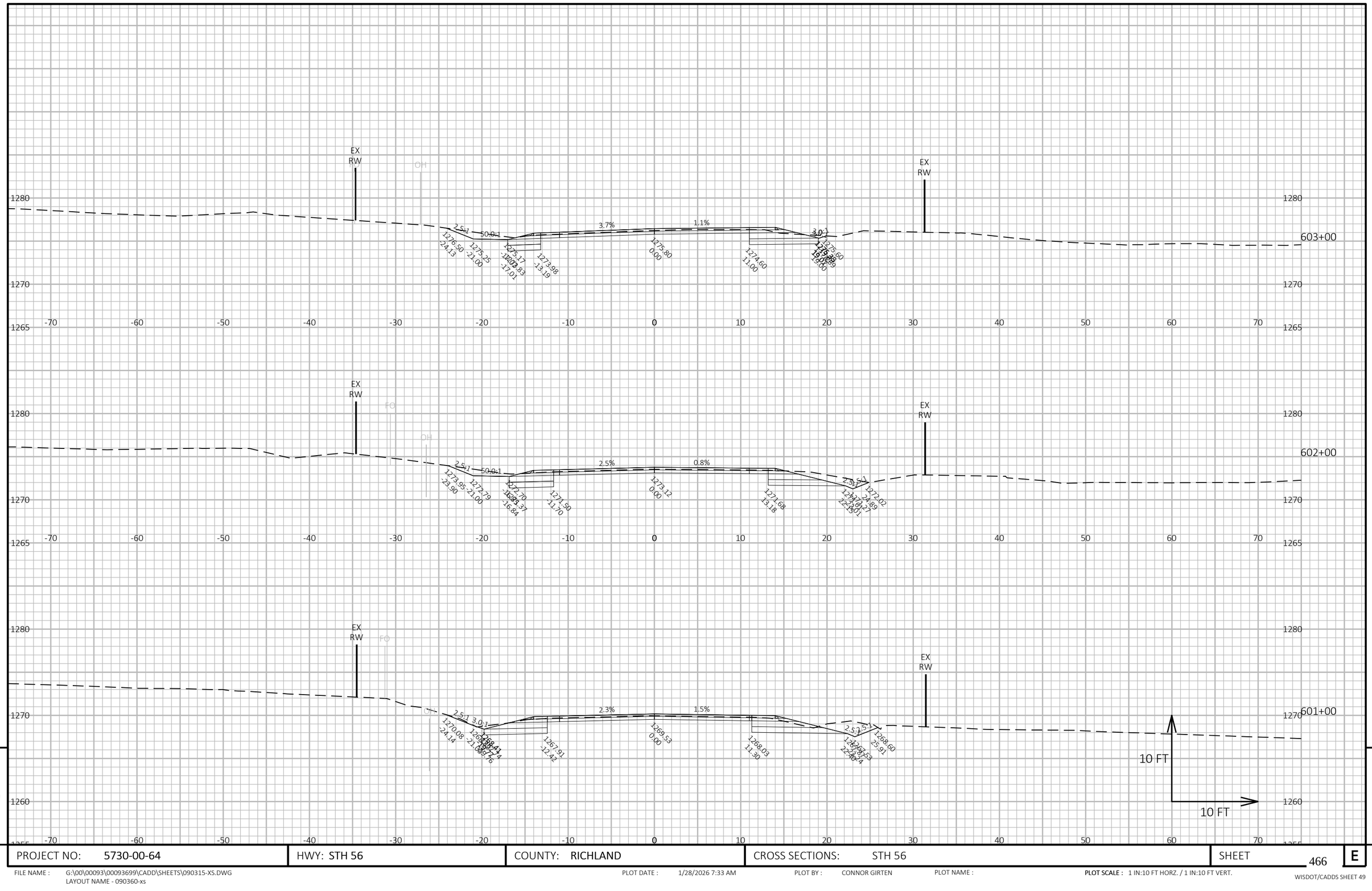


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 465	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090359-xs

PLOT DATE : 1/28/2026 7:33 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 466	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090360-xs

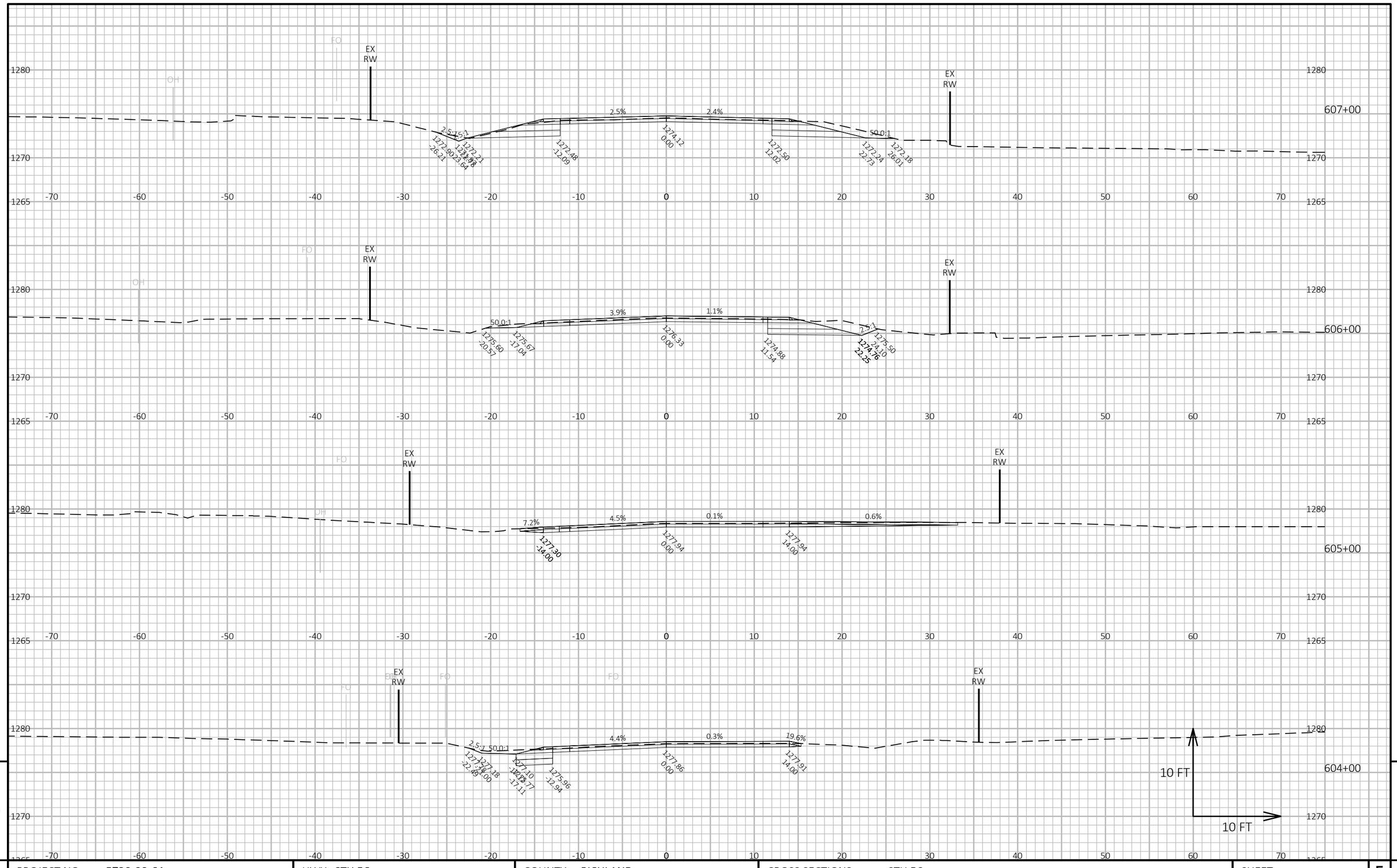
PLOT DATE : 1/28/2026 7:33 AM

PLOT BY : CONNOR GIRTEN

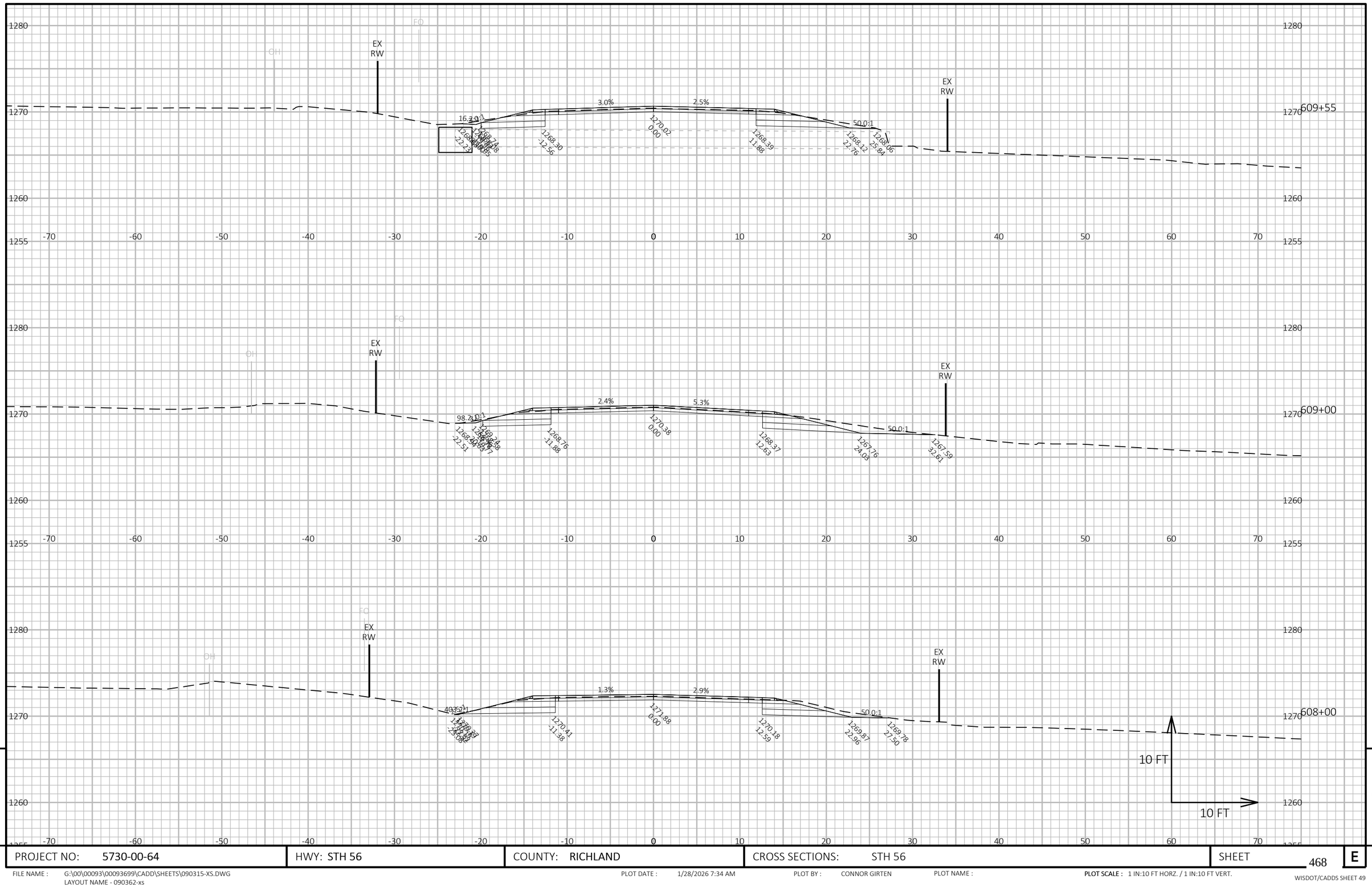
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 467	E

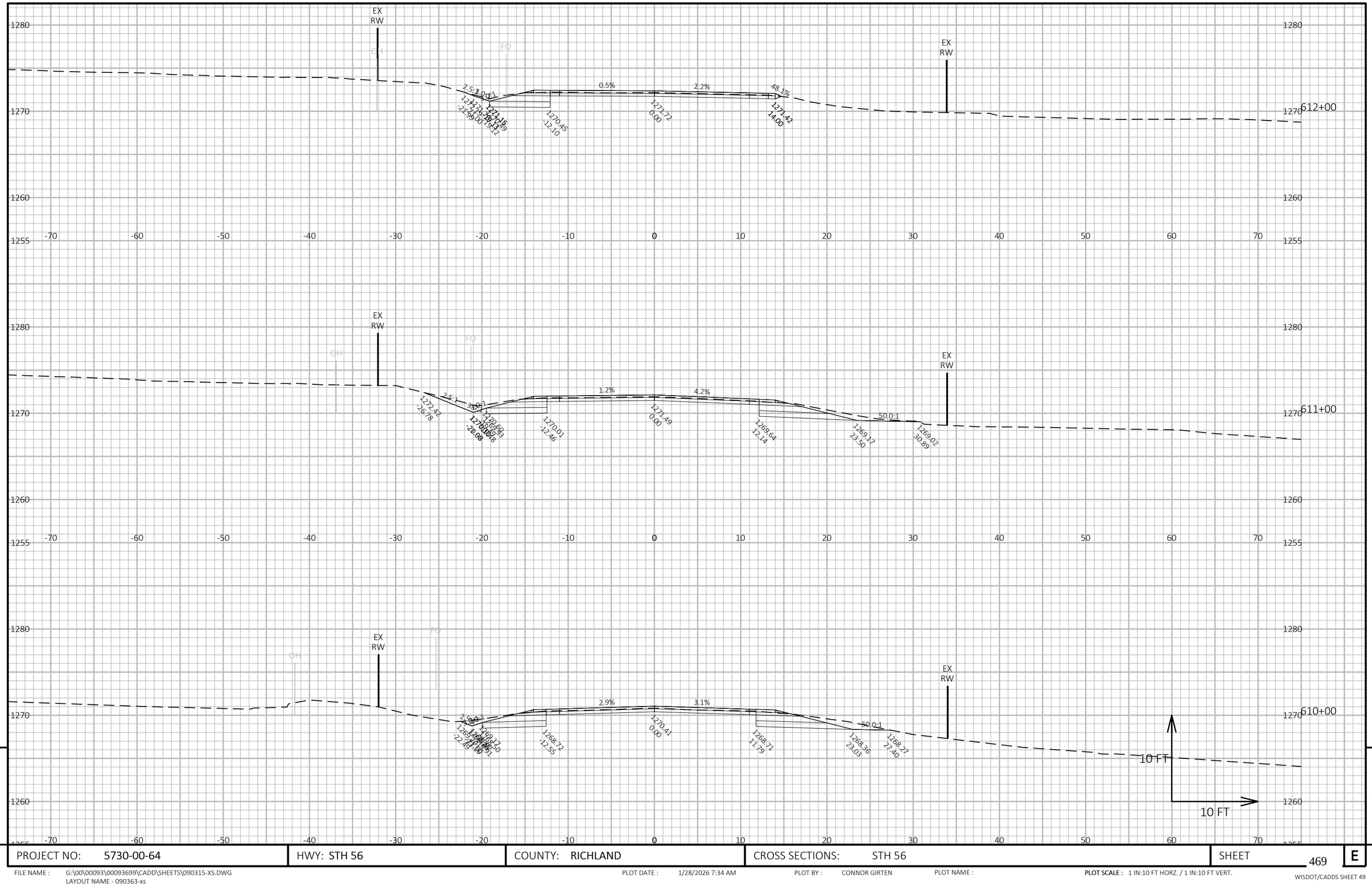


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 468	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090362-xs

PLOT DATE : 1/28/2026 7:34 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 469	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090363-xs

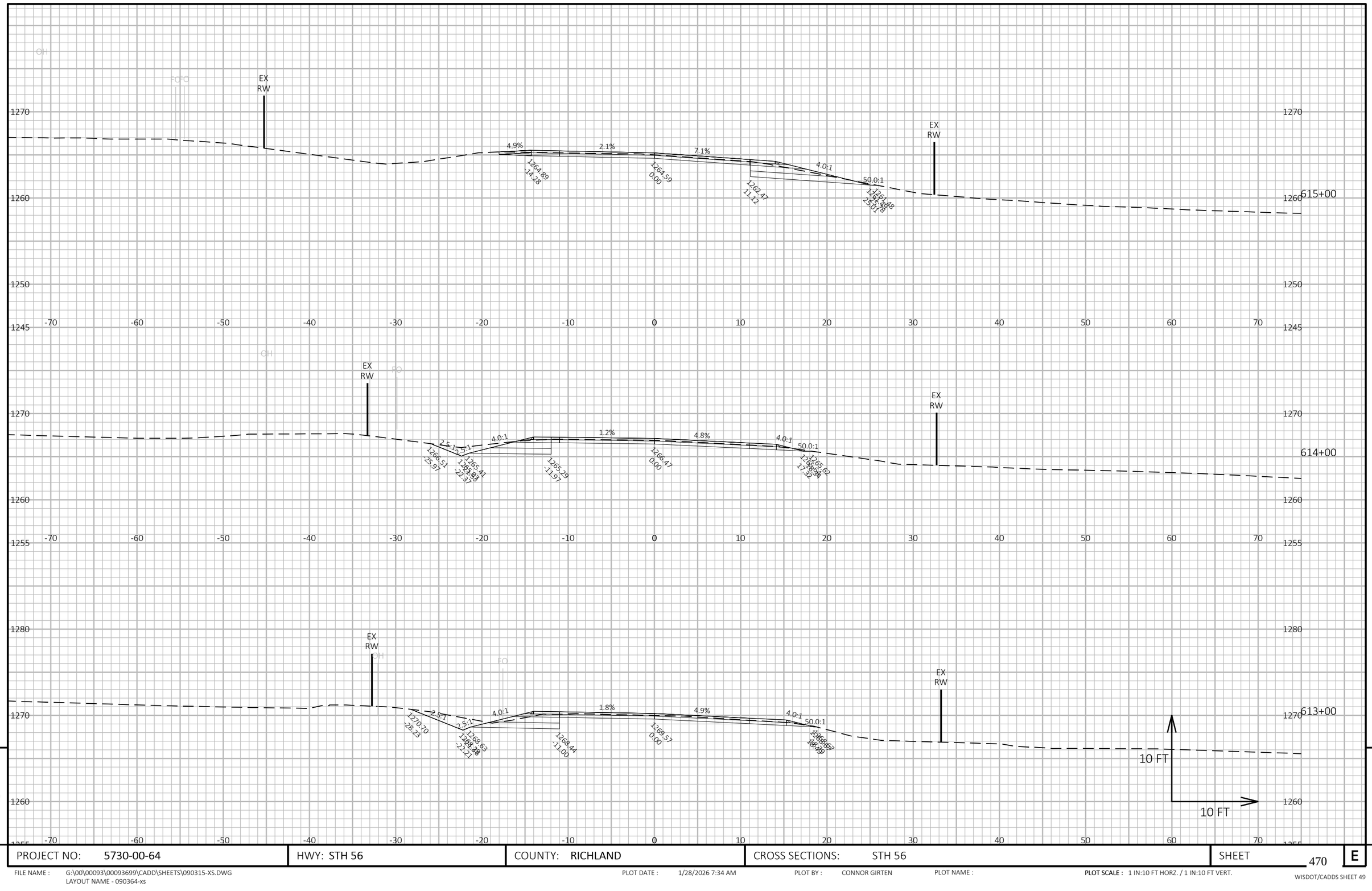
PLOT DATE : 1/28/2026 7:34 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 470	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090315-XS.DWG
LAYOUT NAME - 090364-xs

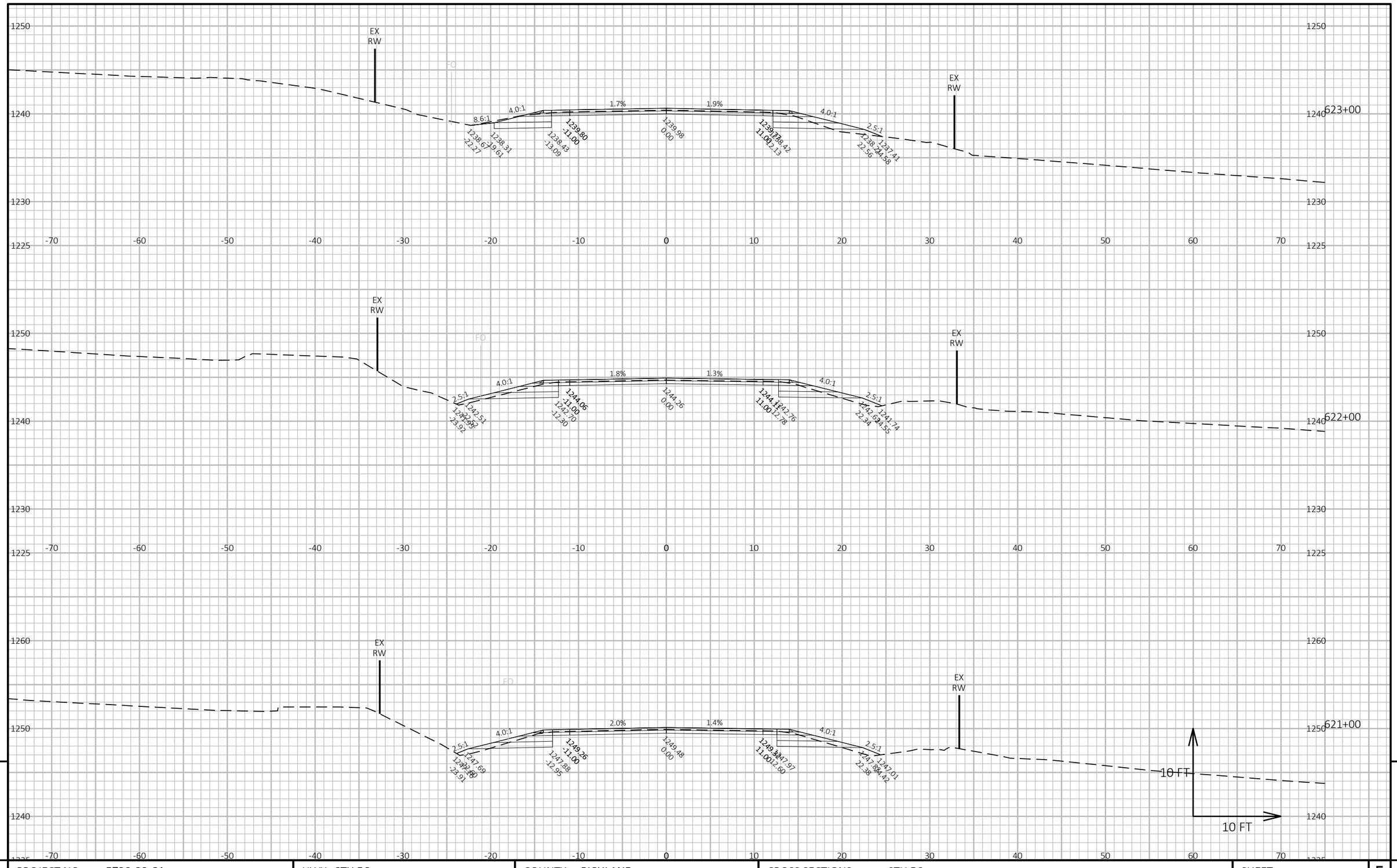
PLOT DATE : 1/28/2026 7:34 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

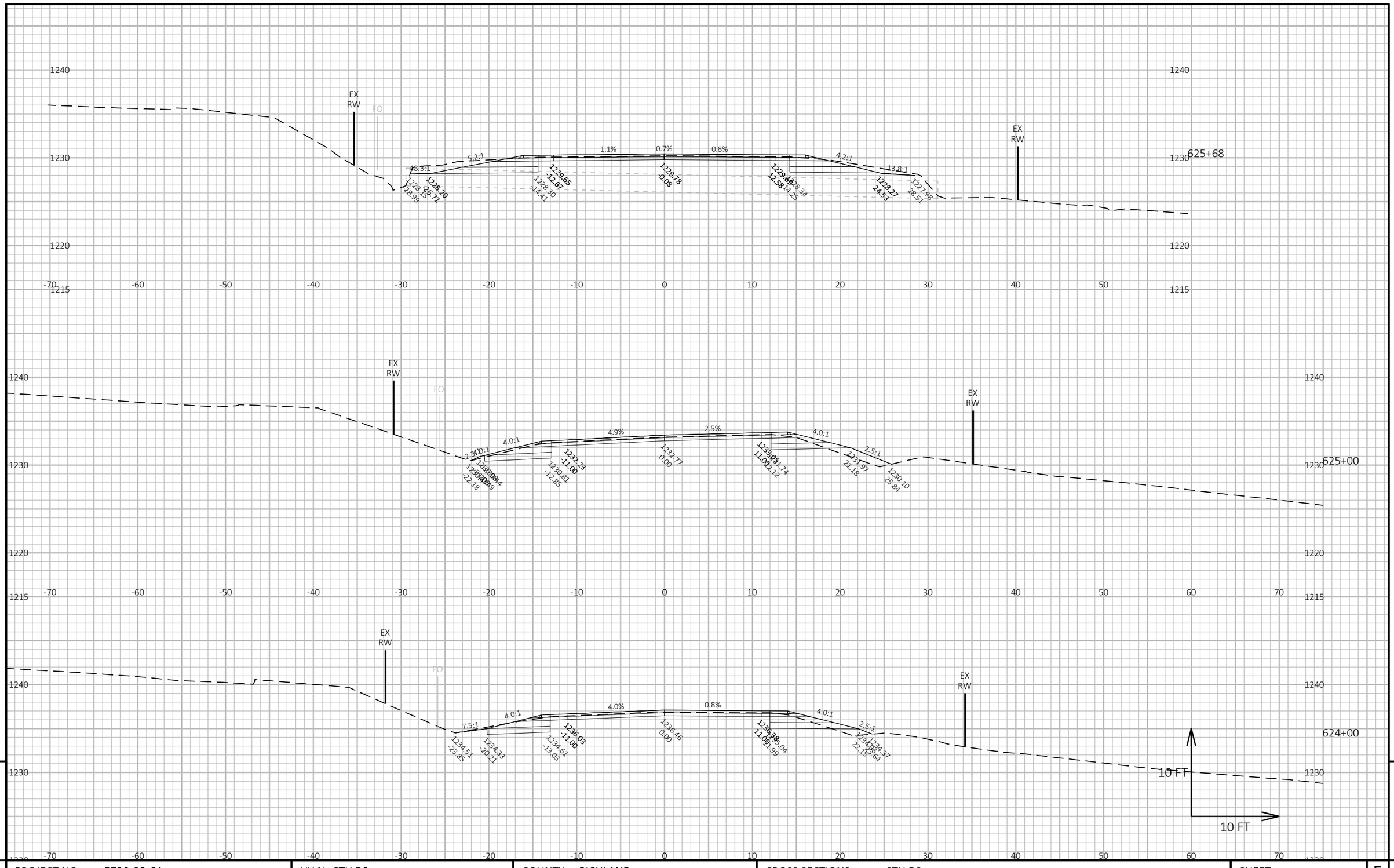


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 471 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090370-xs

PLOT DATE : 1/28/2026 7:55 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 472	E

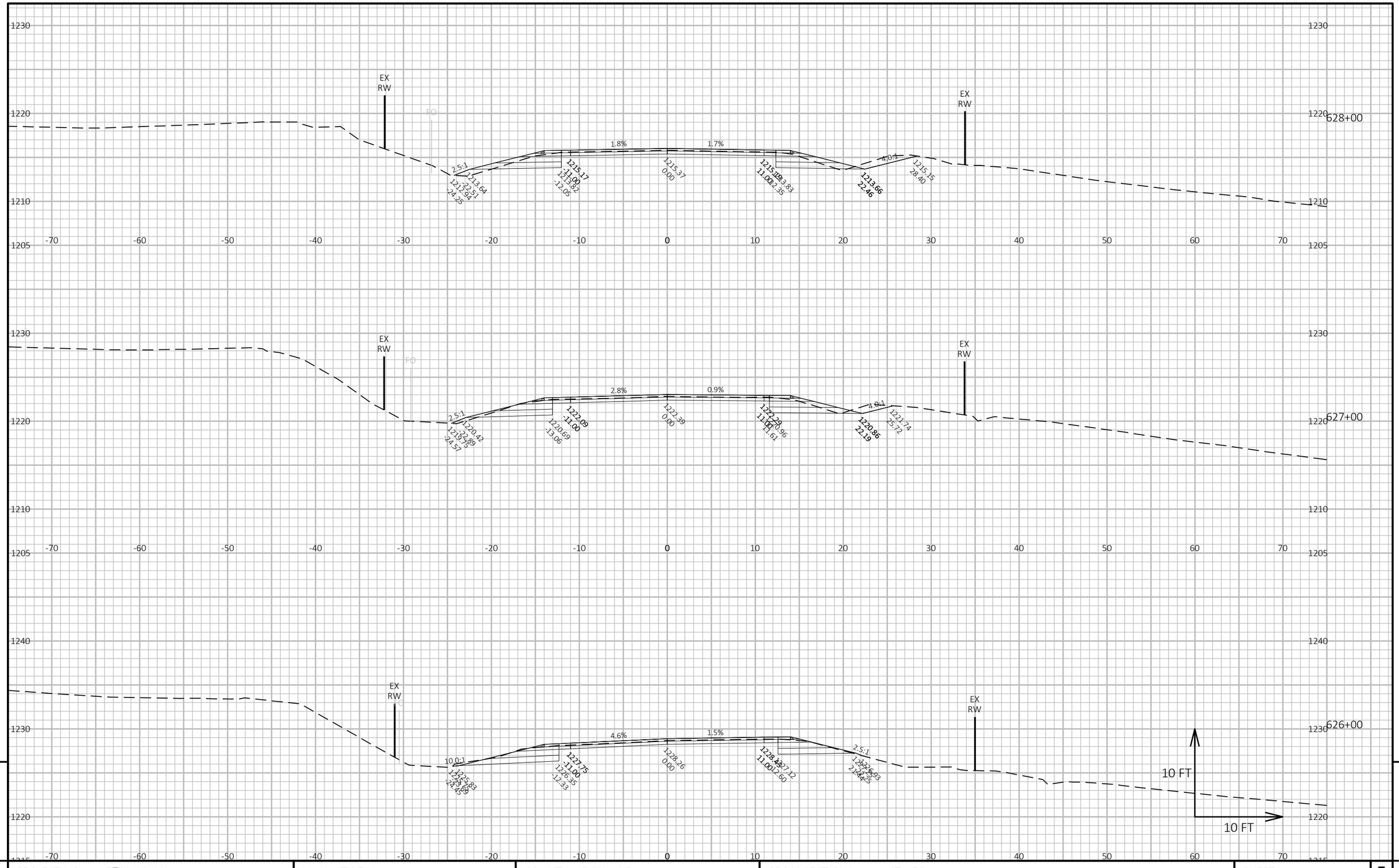
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090371-xs

PLOT DATE : 1/28/2026 7:55 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 473	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090372-xs

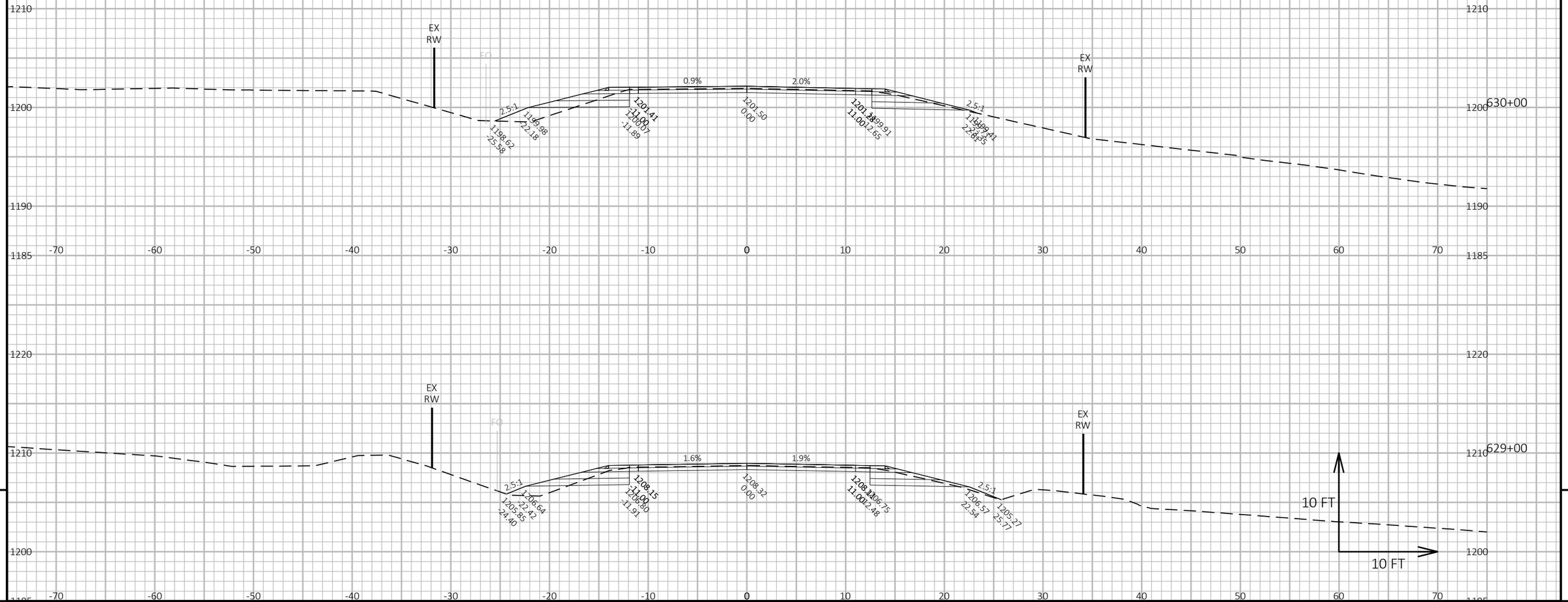
PLOT DATE : 1/28/2026 7:56 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 474	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090373-xs

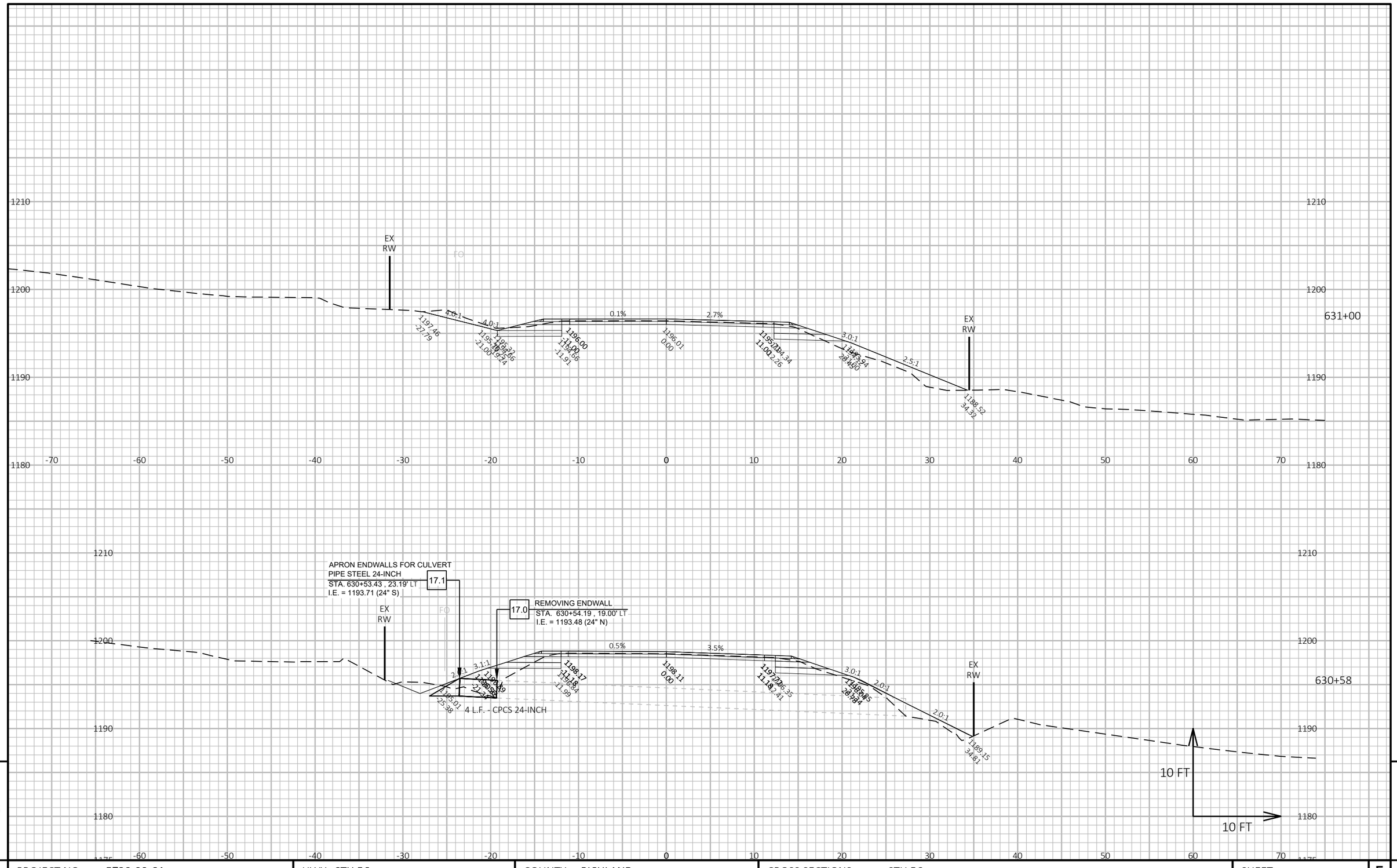
PLOT DATE : 1/28/2026 7:56 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

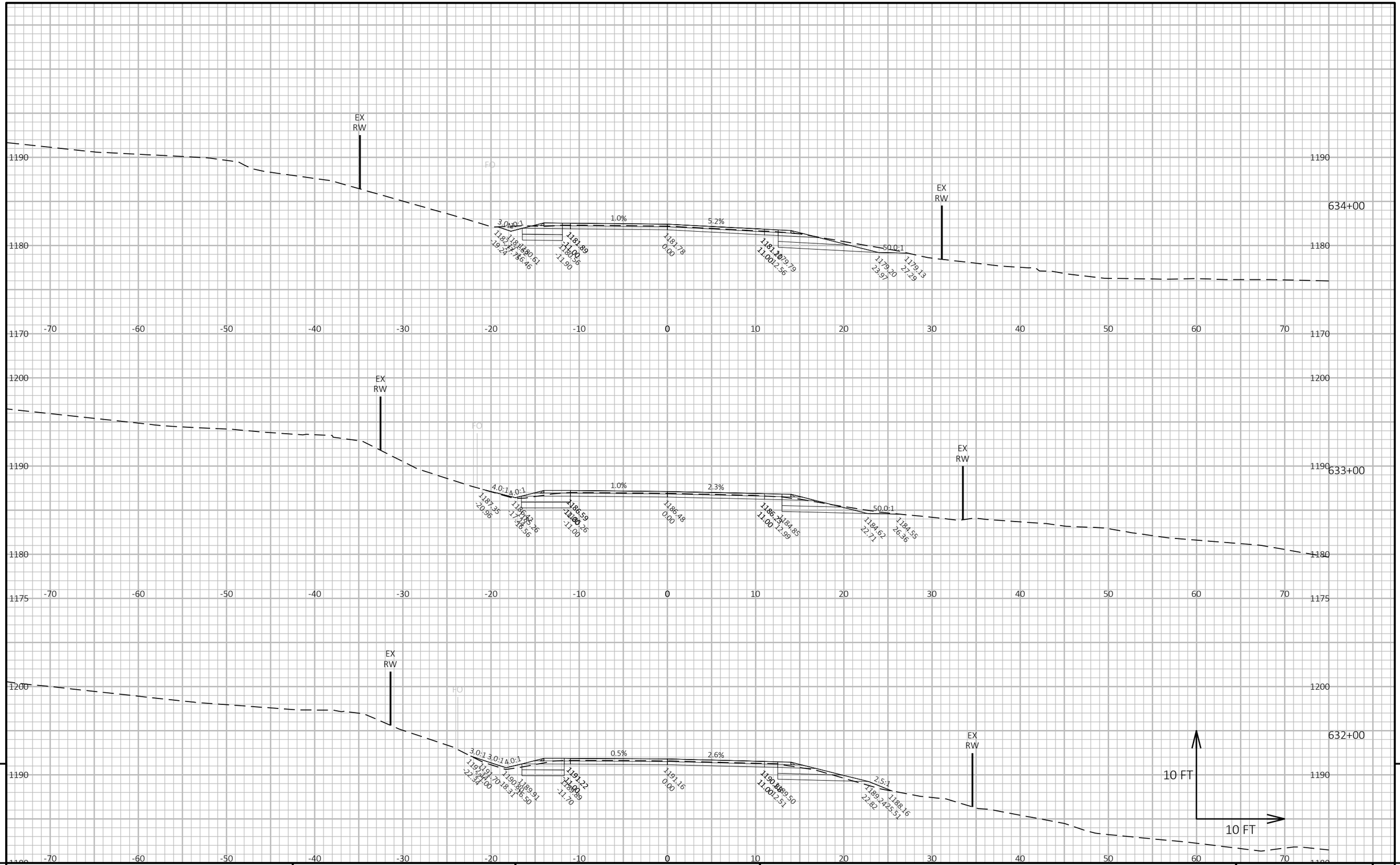


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 475	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090374-xs

PLOT DATE : 1/28/2026 7:56 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 476	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090375-xs

PLOT DATE : 1/28/2026 7:56 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

636+00

EX RW

EX RW

0.9%

3.9%

2.5:1

2.5:1

1190

1180

1170

1160

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

635+00

EX RW

EX RW

0.2%

5.1%

2.5:1

2.5:1

10 FT

10 FT

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 477	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090376-xs

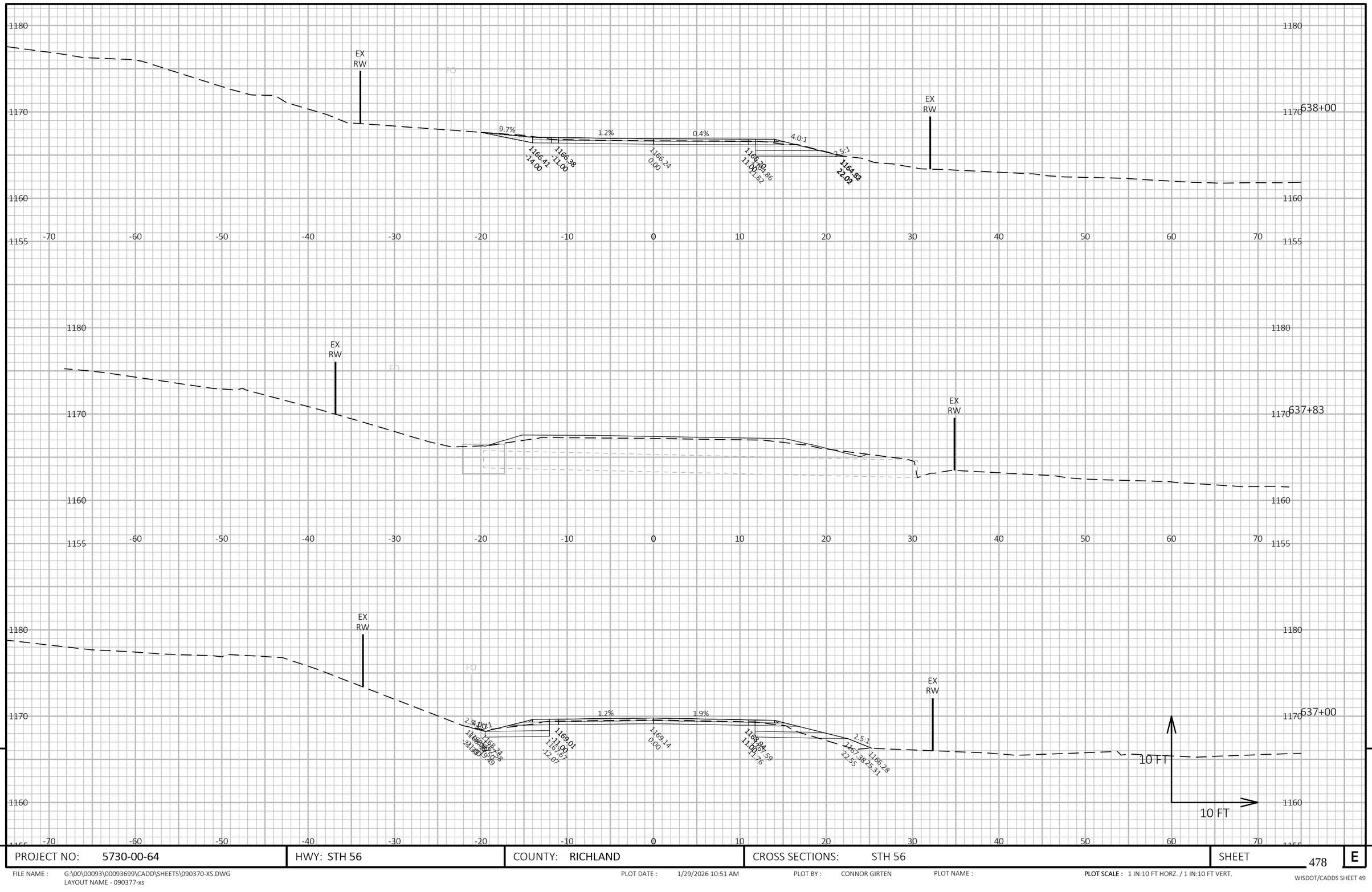
PLOT DATE : 1/28/2026 7:56 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



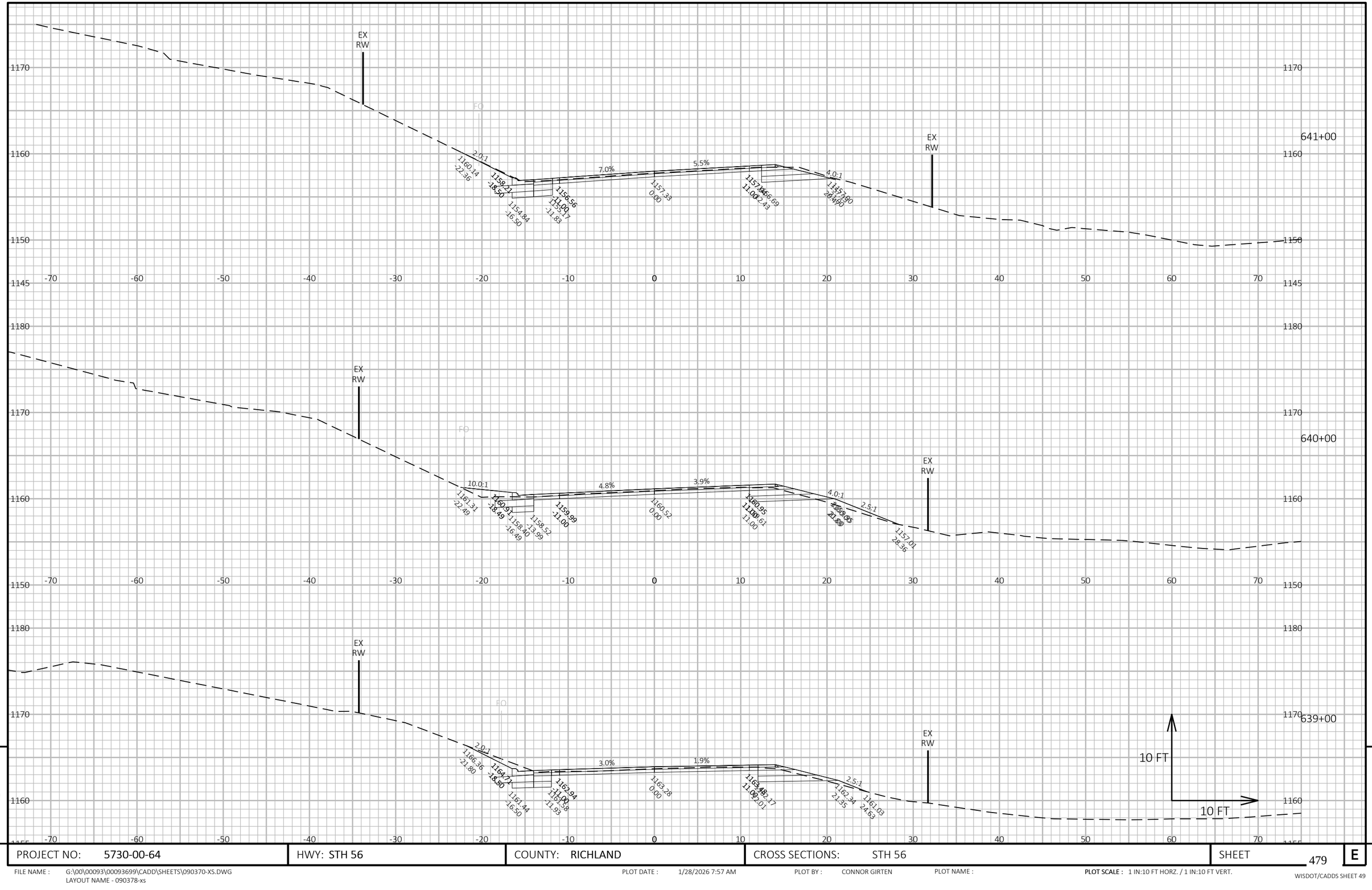
9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 478	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090377-xs

PLOT DATE : 1/29/2026 10:51 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

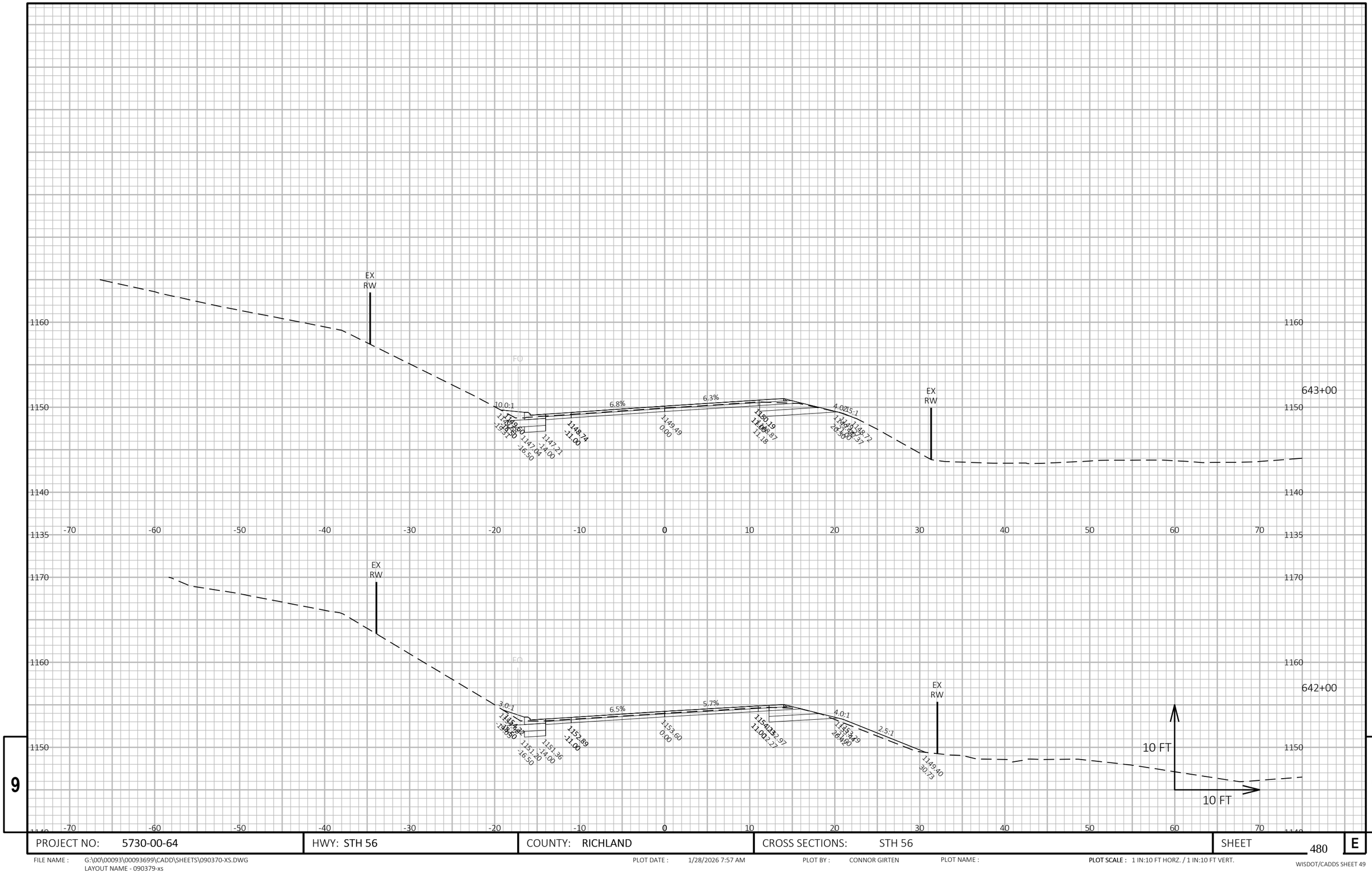


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 479	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090378-xs

PLOT DATE : 1/28/2026 7:57 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 480	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090379-xs

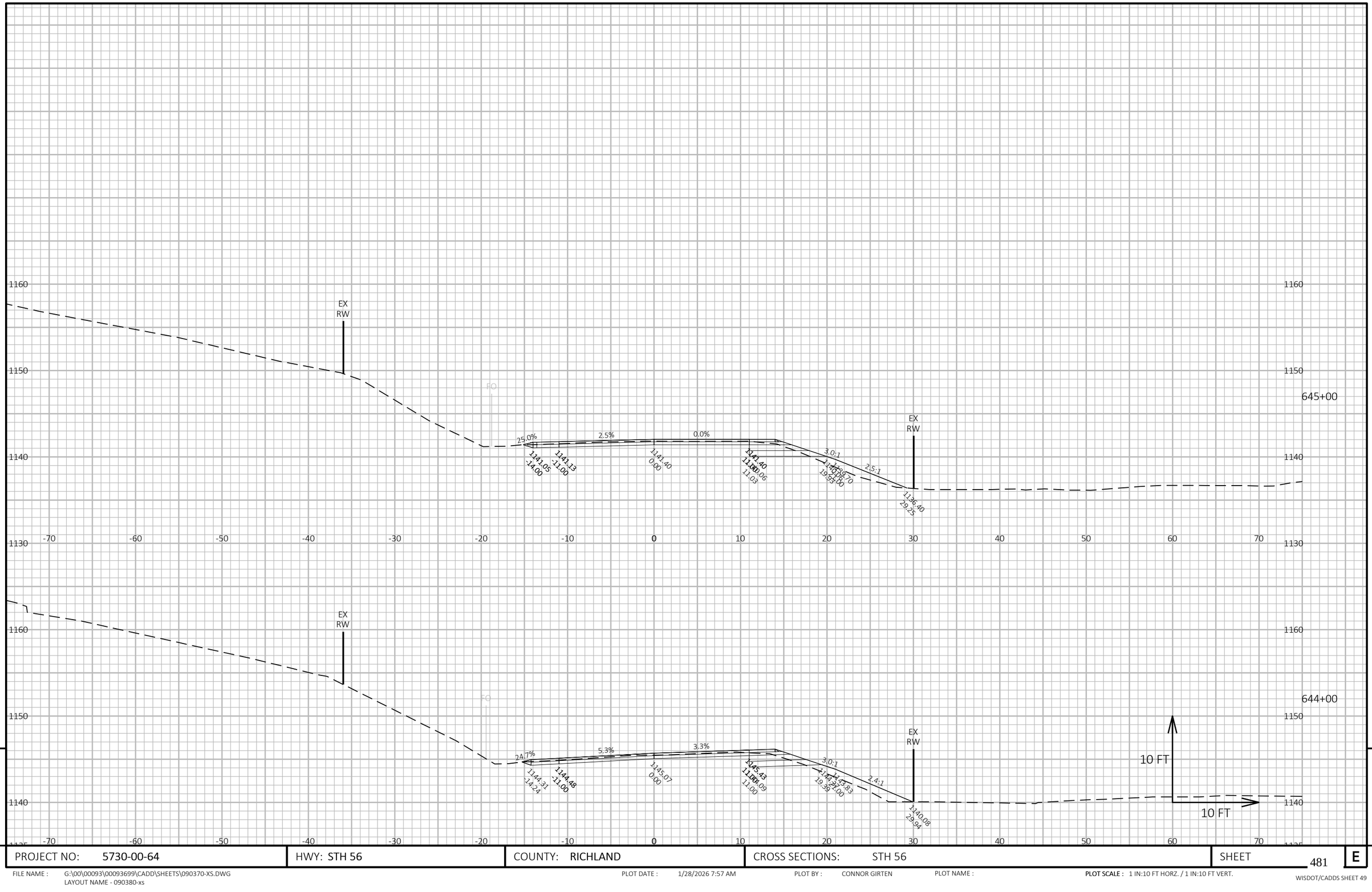
PLOT DATE : 1/28/2026 7:57 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 481	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090380-xs

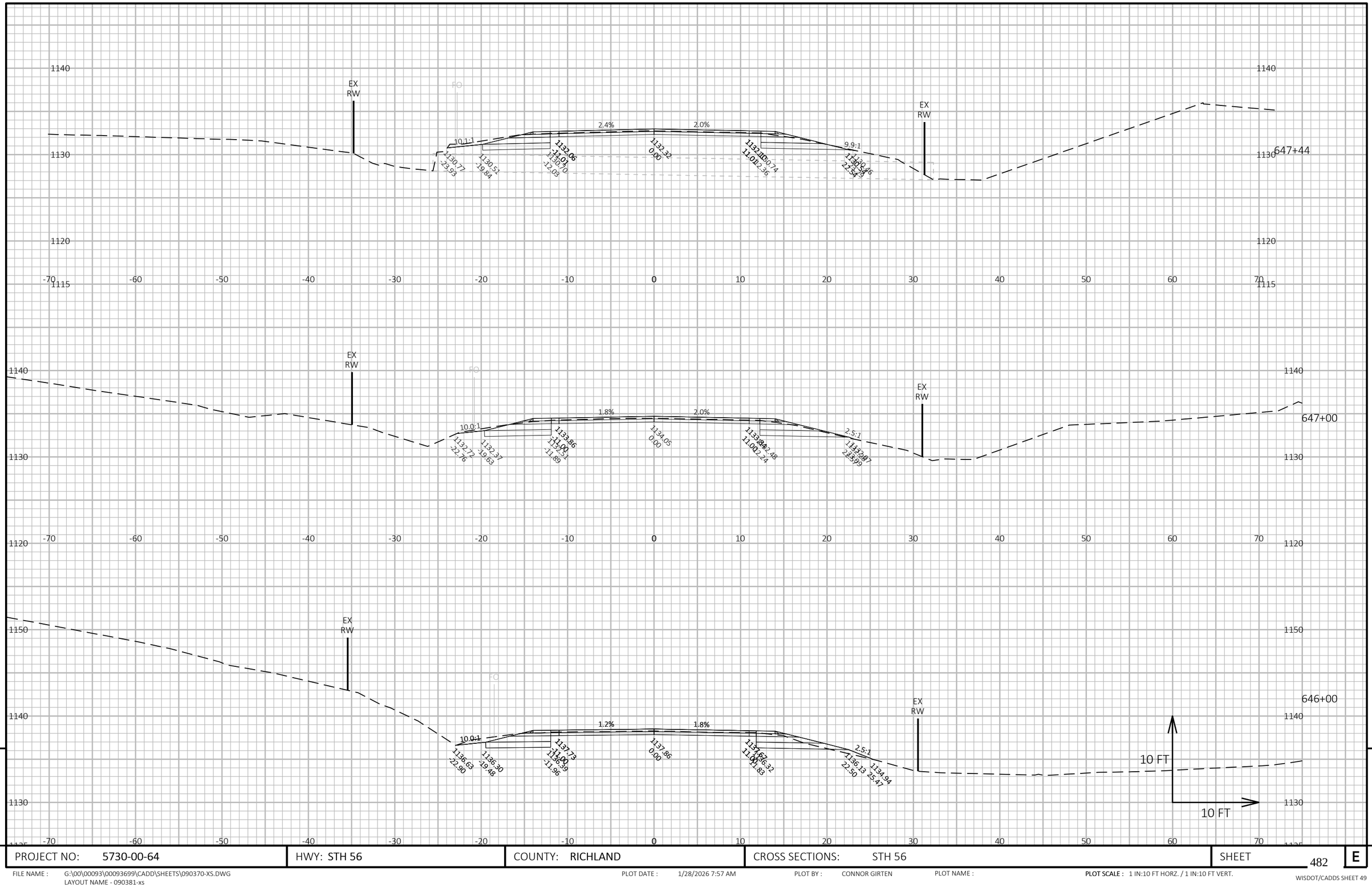
PLOT DATE : 1/28/2026 7:57 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49


EX RW
EX RW
EX RW
EX RW
EX RW
647+44
647+00
646+00
10 FT
10 FT
2.4%
2.0%
1.8%
2.0%
1.2%
1.8%
10.0:1
9.9:1
10.1:1
2.5:1
1132.06
1132.32
1133.10
1133.84
1137.73
1137.86
1137.67
1134.05
1136.63
1136.30
1136.13
1134.94
1130.77
1130.51
1130.74
1130.46
1132.72
1132.37
1132.48
1132.87
-23.93
-19.84
-12.03
-22.76
-19.63
-22.90
-19.48
-22.50
25.47
-22.54
-11.89
-11.96
-11.83

649+00

EX RW

EX RW

648+00

EX RW

10 FT

10 FT

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 483	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090382-xs

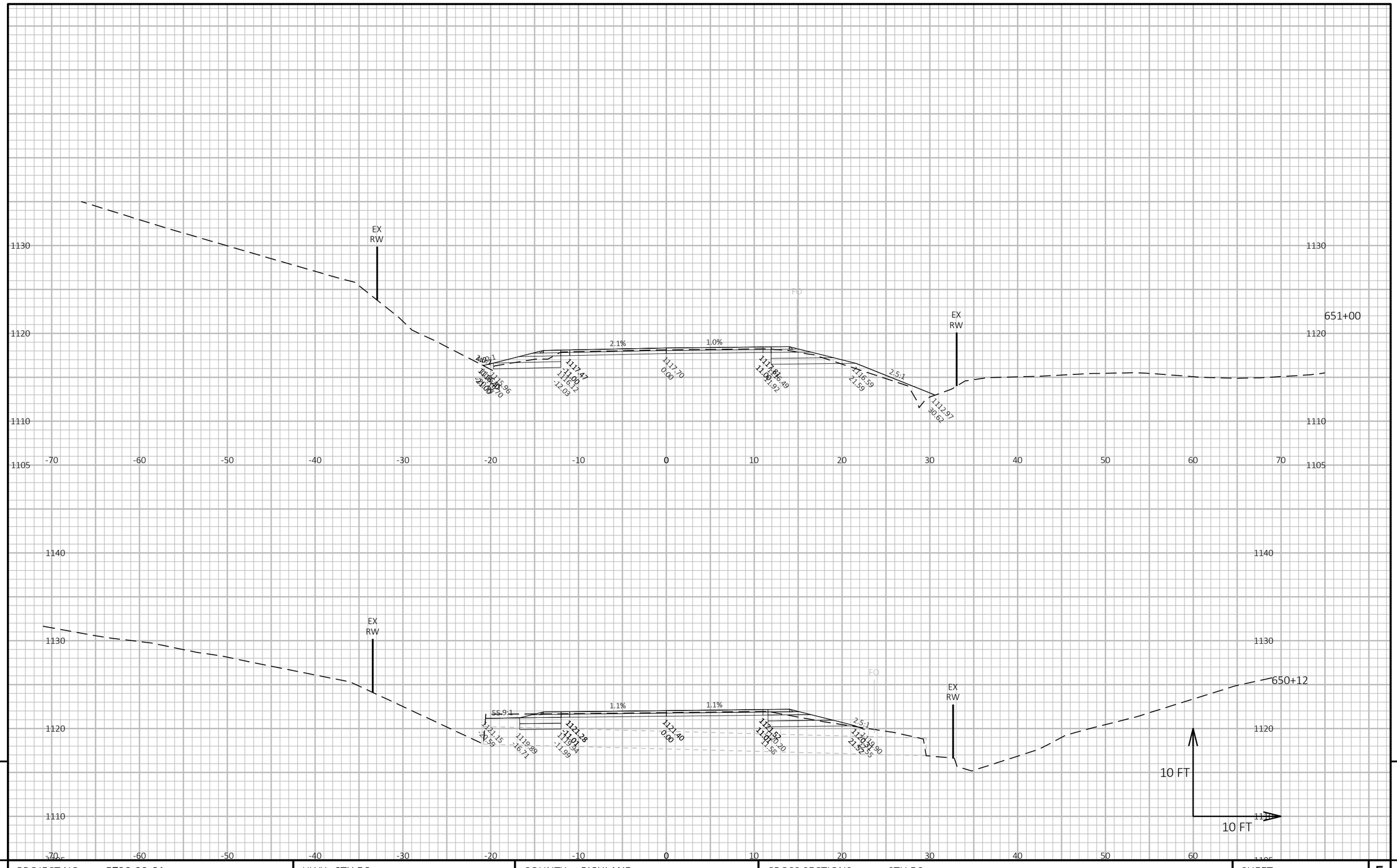
PLOT DATE : 1/28/2026 7:58 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 484 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090383-xs

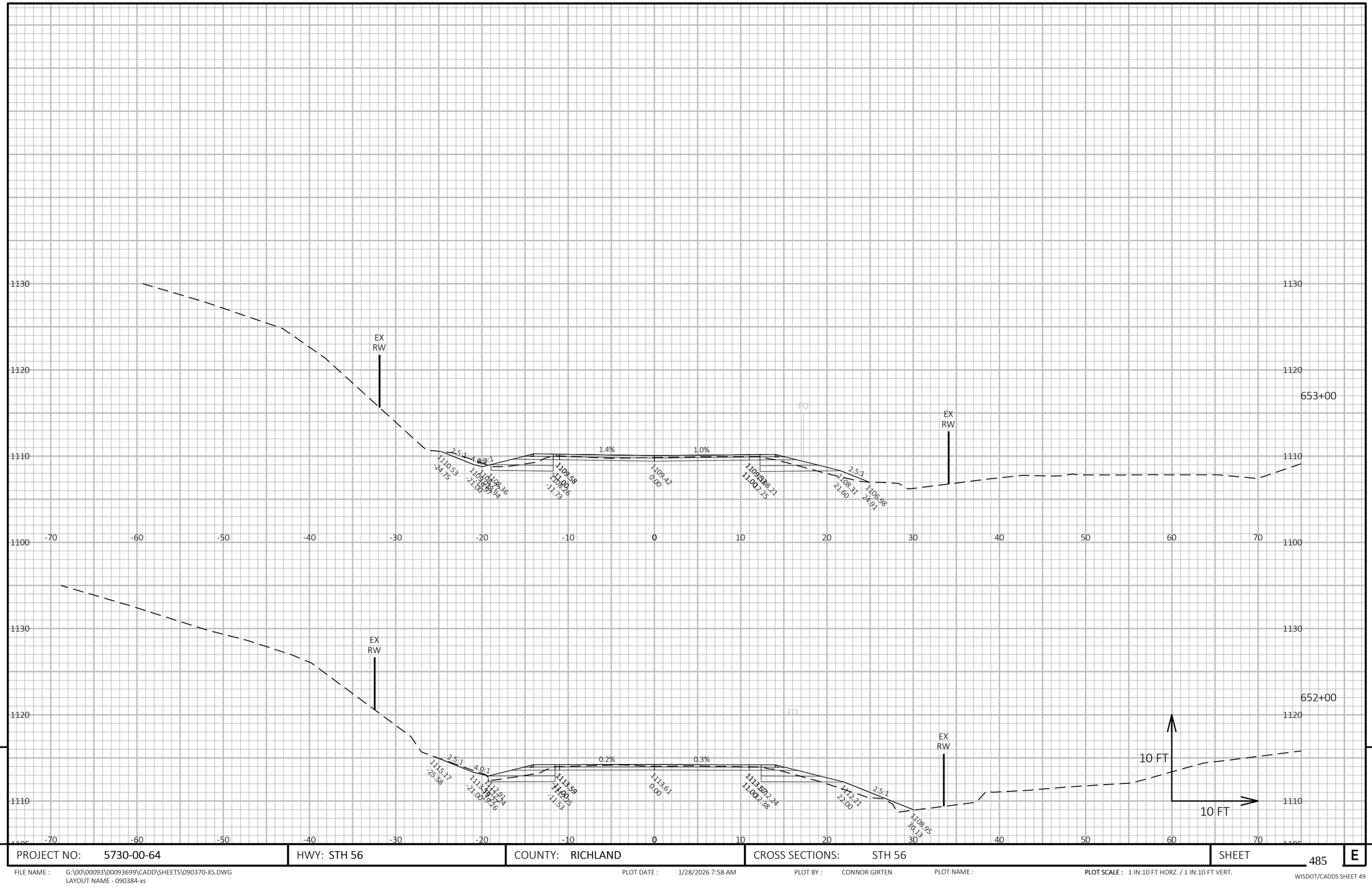
PLOT DATE : 1/28/2026 7:58 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 485	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090384-xs

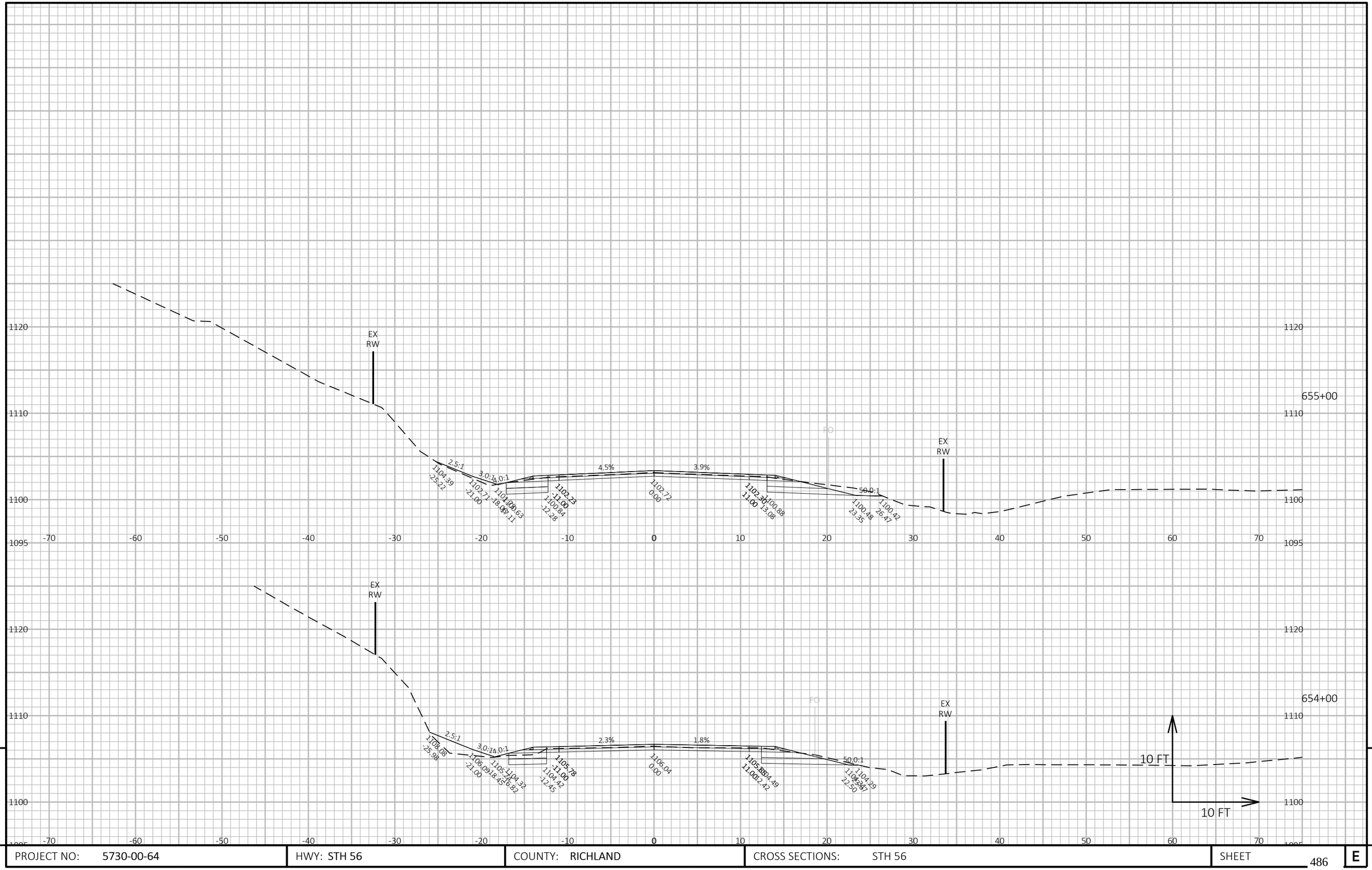
PLOT DATE : 1/28/2026 7:58 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

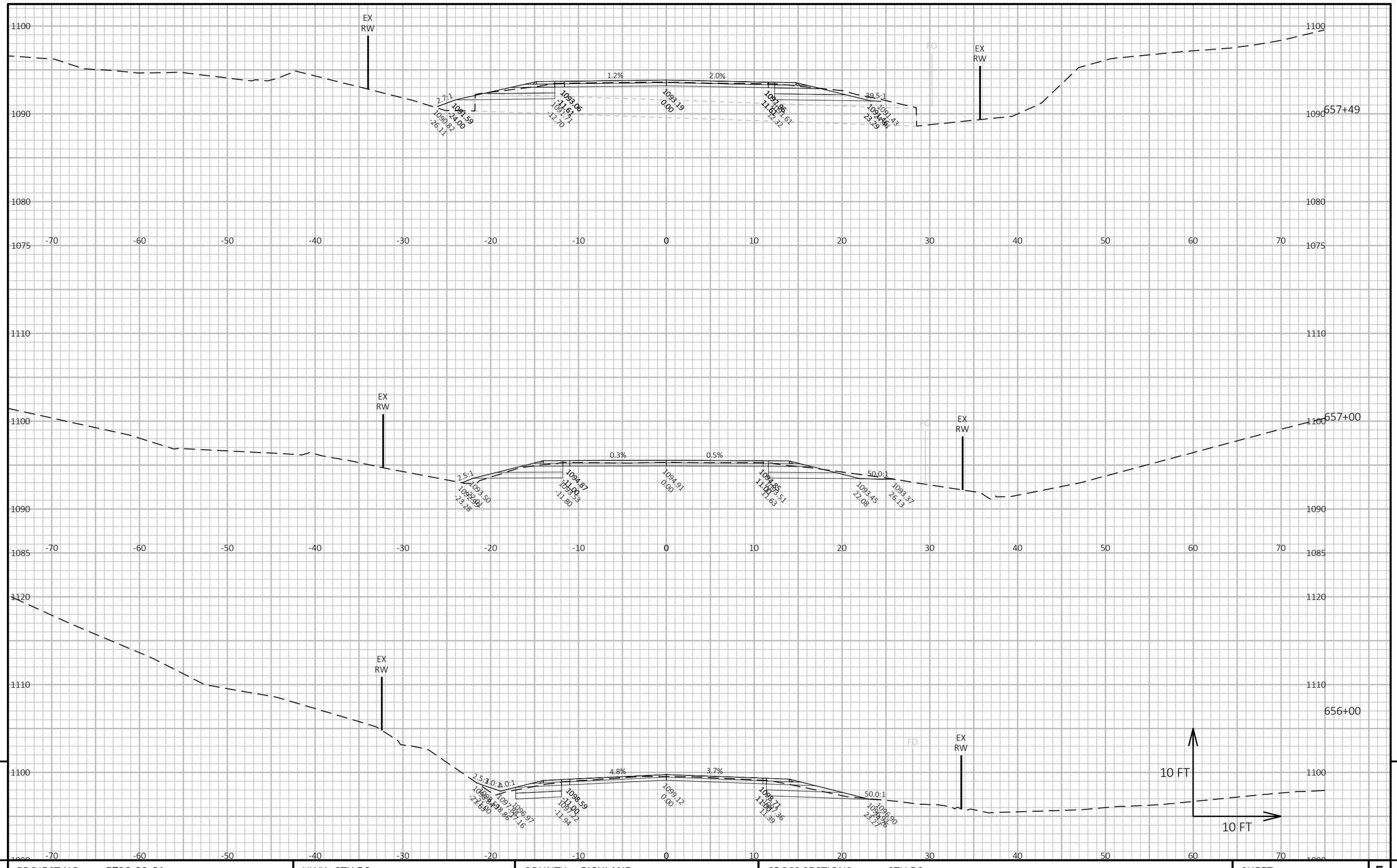
WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 486	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090385-xs

PLOT DATE : 1/28/2026 7:59 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

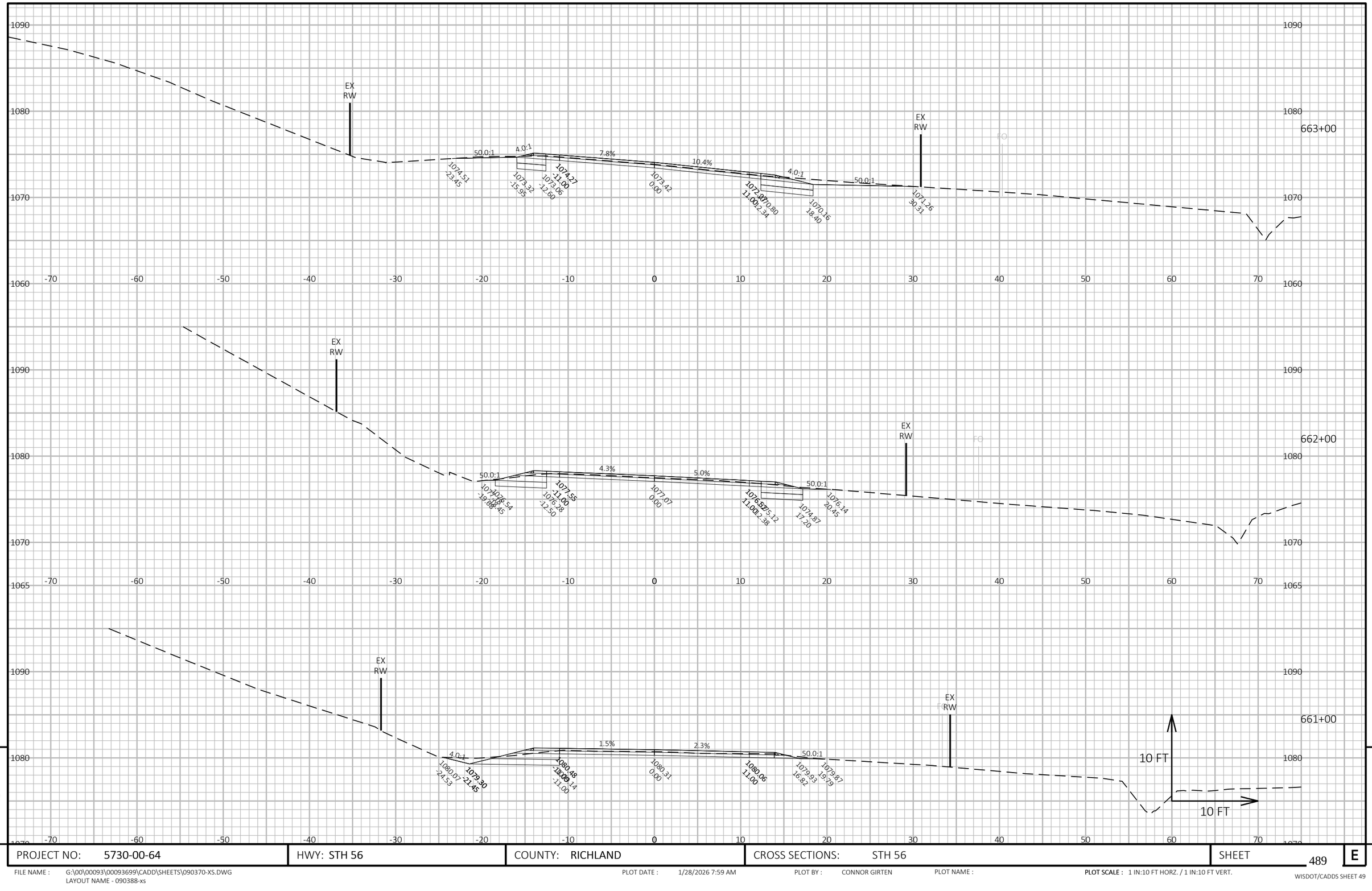

657+49
EX RW
EX RW
1.2%
2.0%
2.7:1
4:1
39.5:1
1093.06
1093.19
1092.86
1091.59
1091.43
1090.82
1091.61
1092.71
1092.70
1092.32
1093.46
1090.11
-24.00
0.000
-26.11
-12.71
-11.61
-11.61
23.29
657+00
EX RW
EX RW
0.3%
0.5%
2.5:1
4:1
50.0:1
1094.87
1094.91
1094.85
1093.50
1093.51
1093.53
1093.45
1093.37
1092.90
1093.51
1093.51
1093.51
1093.51
1093.51
-23.78
0.00
-11.80
-11.63
22.08
26.13
656+00
EX RW
EX RW
4.8%
3.7%
2.5:1
3.0:1
4:1
50.0:1
1098.59
1099.12
1098.71
1098.90
1098.90
1098.86
1098.86
1098.86

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 488	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090387-xs

PLOT DATE : 1/28/2026 7:59 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 489	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090388-xs

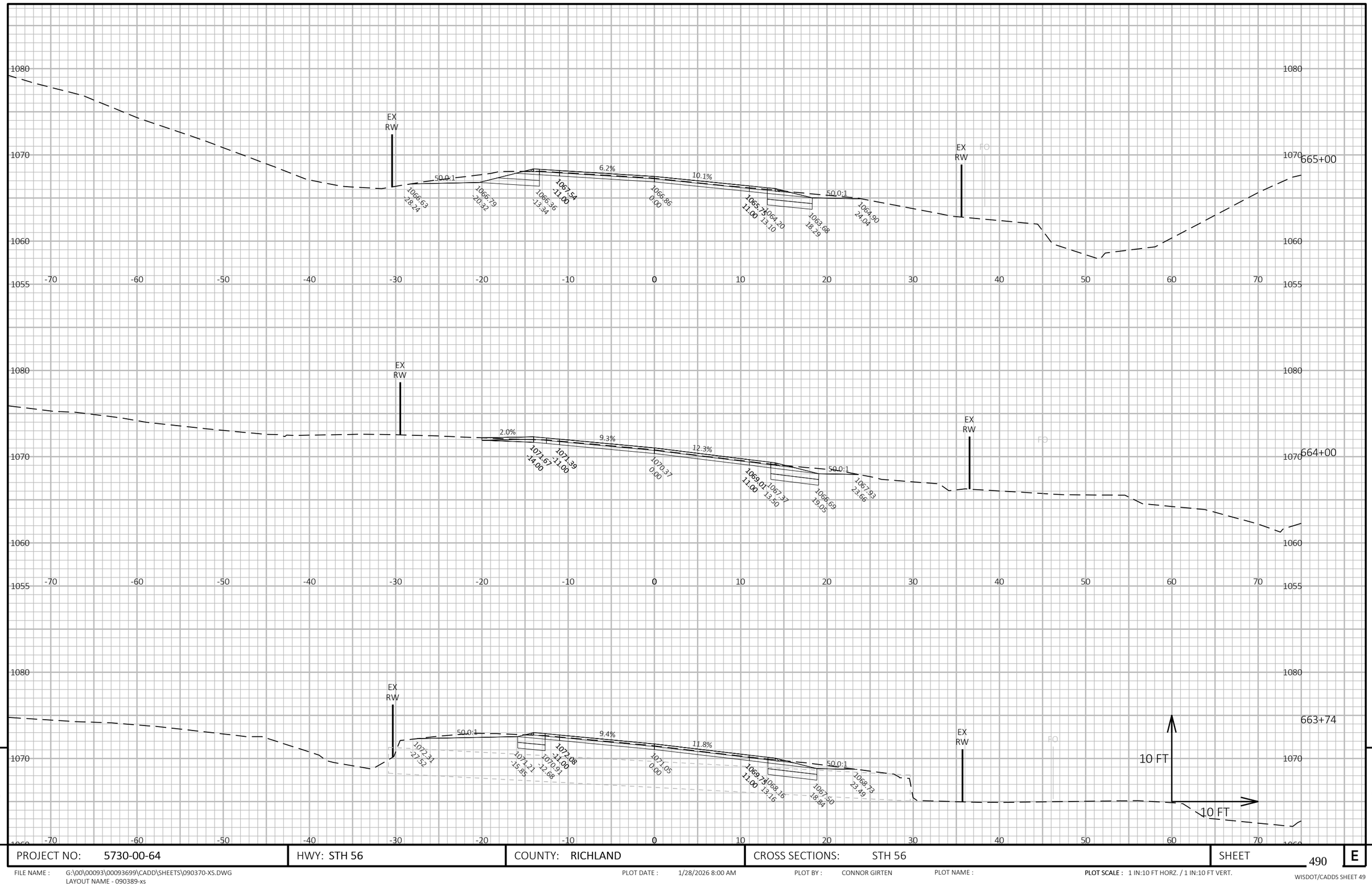
PLOT DATE : 1/28/2026 7:59 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 490	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090389-xs

PLOT DATE : 1/28/2026 8:00 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

667+00

EX RW

50.0:1 | 3.0% | 7.2% | 4.0% | 4.0:1 | 2.5:1

1060.53 -20.28 | 1061.48 -9.66 | 1061.63 0.00 | 1060.35 -12.83 | 1061.30 0.00 | 1060.50 11.00 | 1059.02 -13.15 | 1057.57 27.79 | 1057.24

666+70

EX RW

47.2:1 | 3.7% | 8.2%

1063.18 -23.97 | 1061.25 -20.91 | 1062.21 0.00 | 1062.91 -11.85 | 1061.80 0.00 | 1060.90 11.04 | 1060.32 17.93

666+00

EX RW

54.6:1 | 5.8% | 8.7% | 50.0:1

1065.25 -30.96 | 1063.44 -20.42 | 1064.23 0.00 | 1063.24 -11.68 | 1063.59 0.00 | 1062.64 11.00 | 1062.04 17.93 | 1061.95 22.44

10 FT

10 FT

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 491	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090390-xs

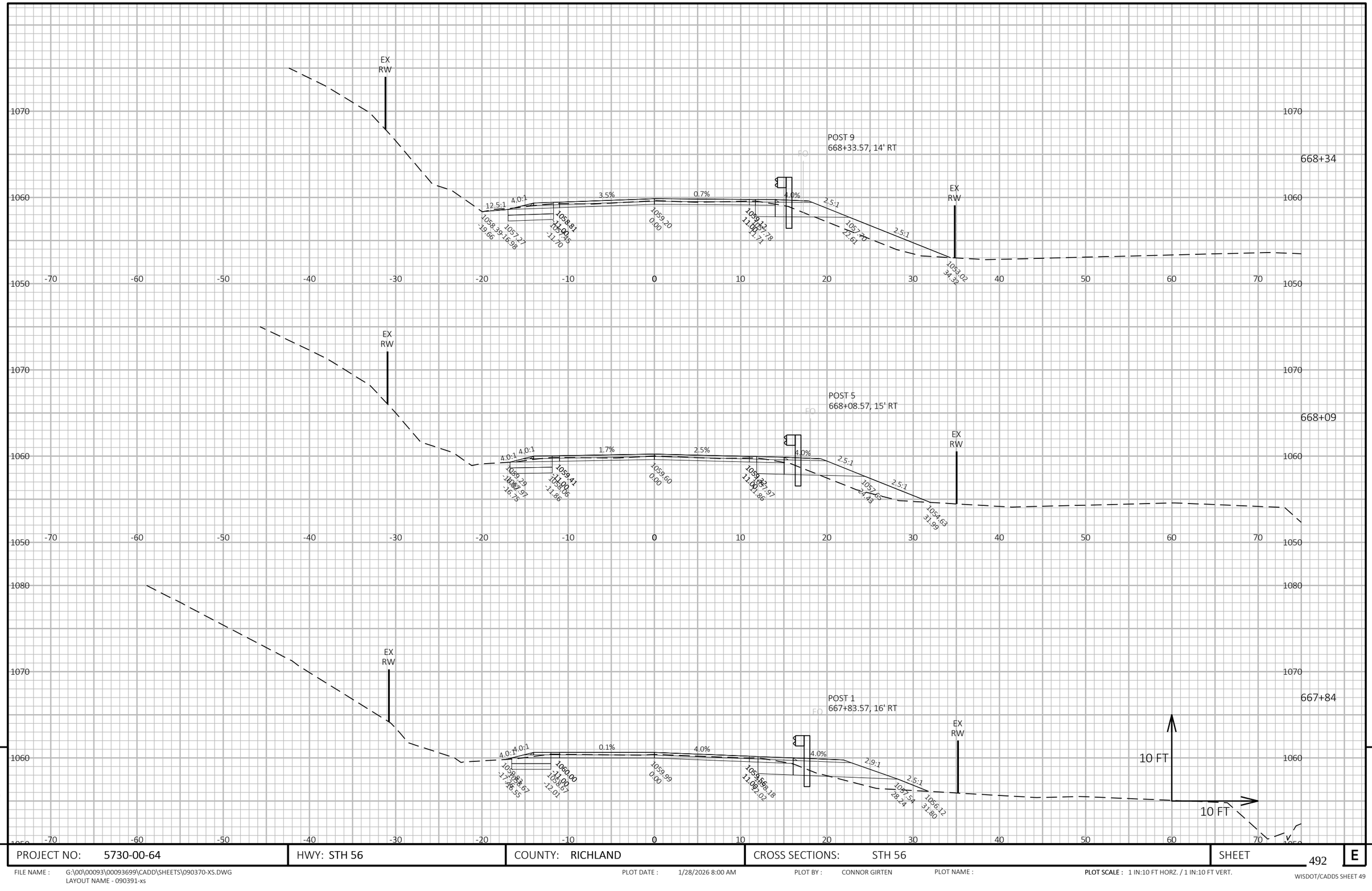
PLOT DATE : 1/28/2026 8:00 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 492	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090391-xs

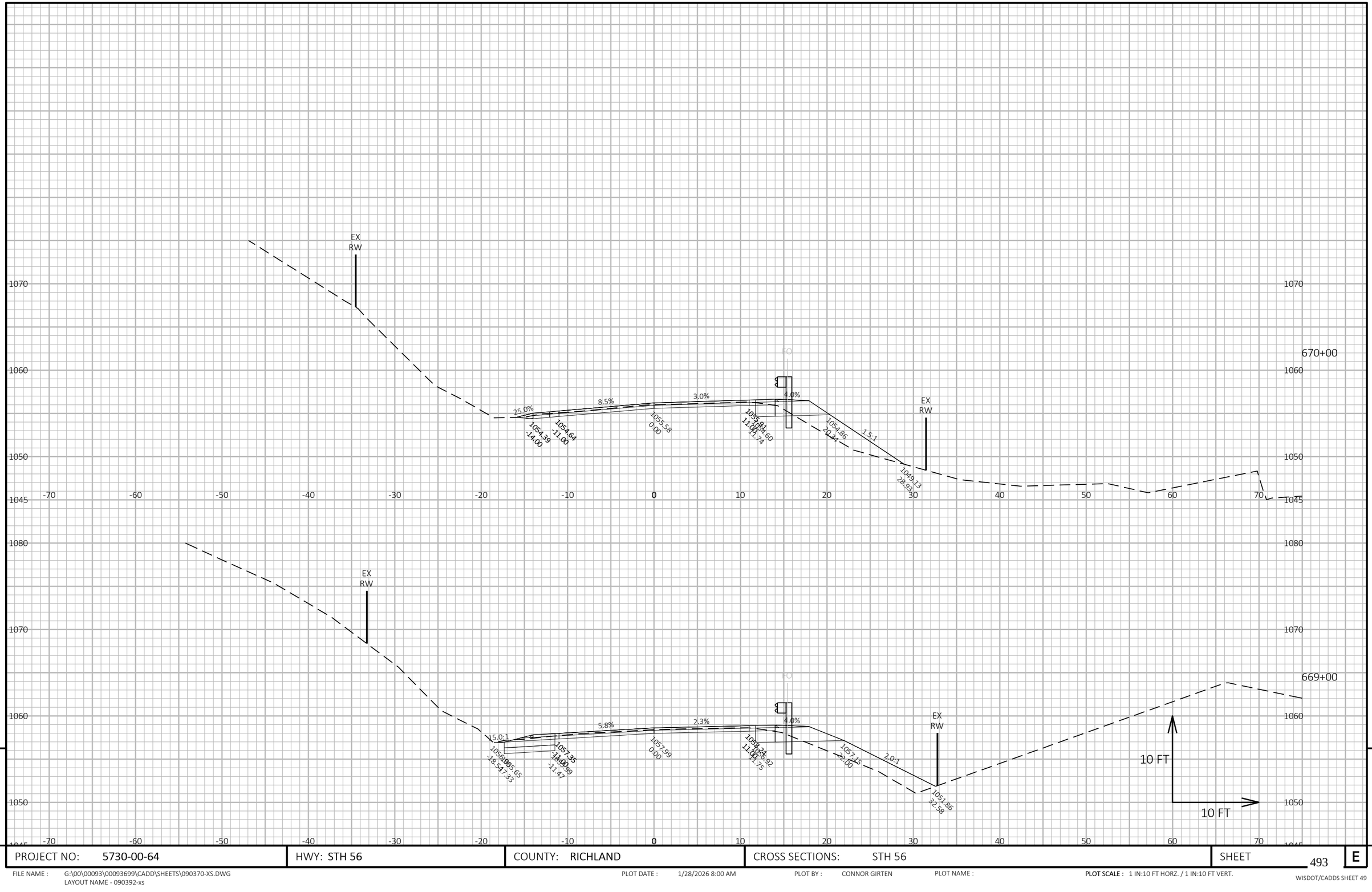
PLOT DATE : 1/28/2026 8:00 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 493	E

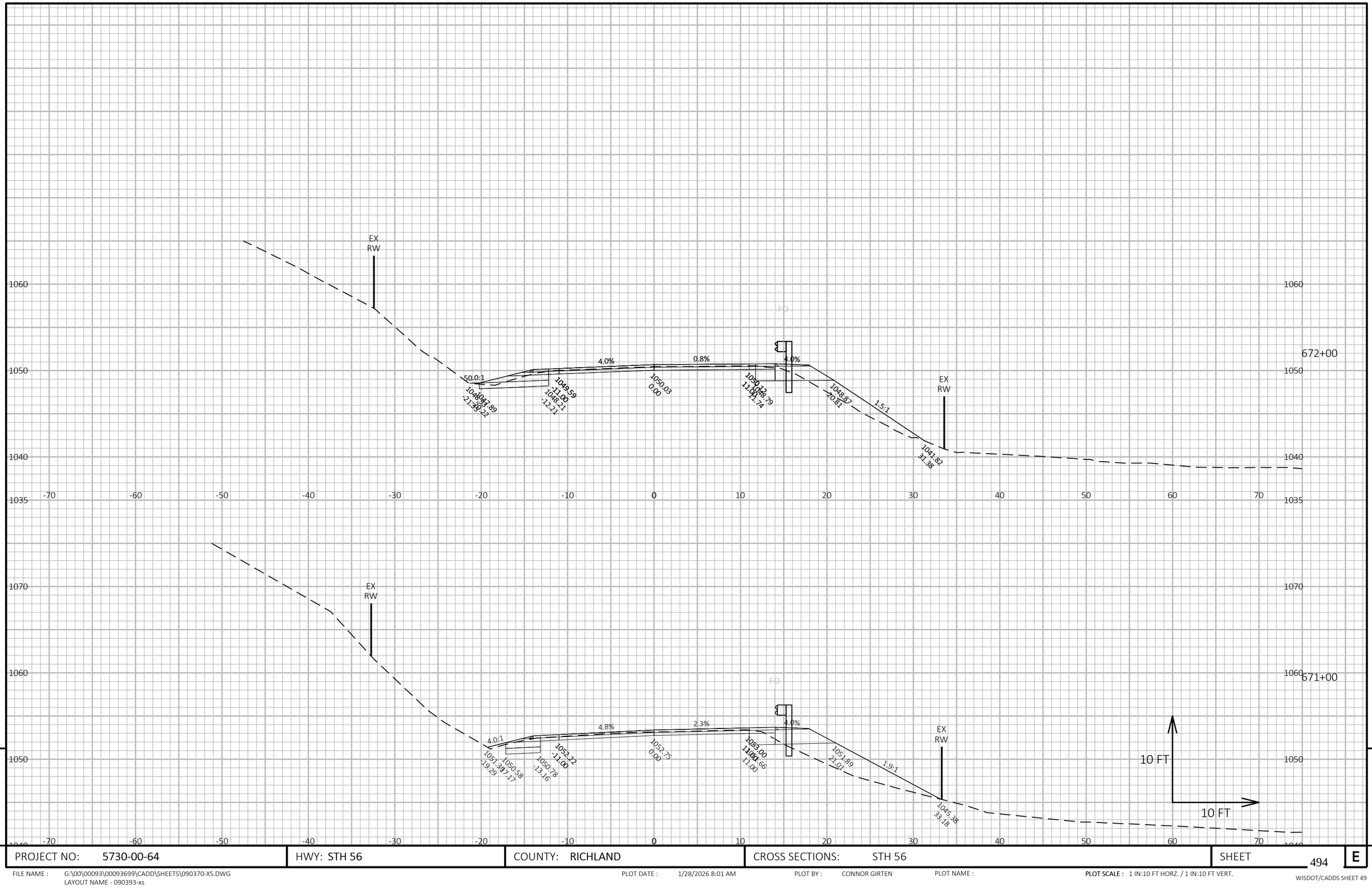
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090392-xs

PLOT DATE : 1/28/2026 8:00 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 494	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090393-xs

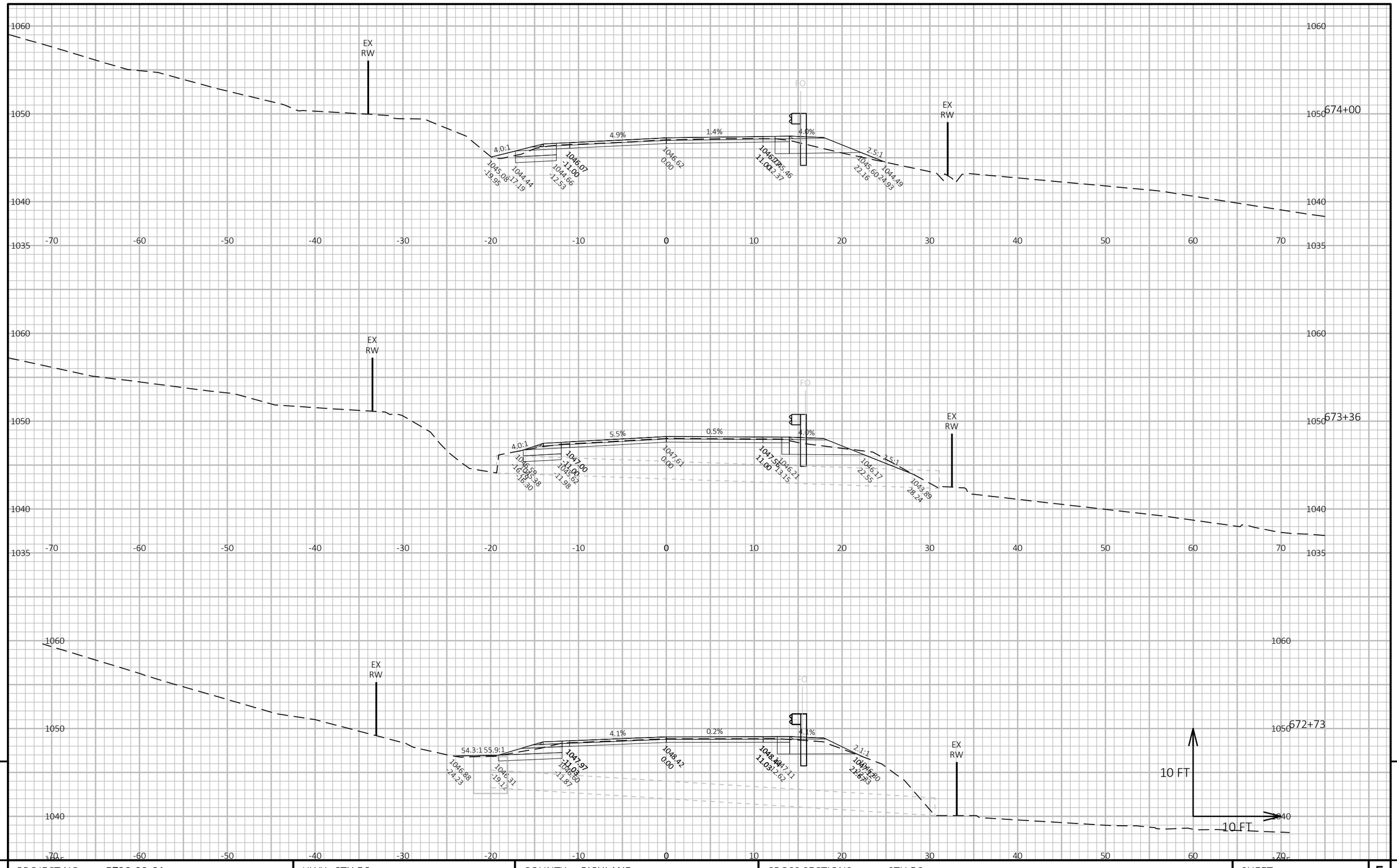
PLOT DATE : 1/28/2026 8:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 495	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090394-xs

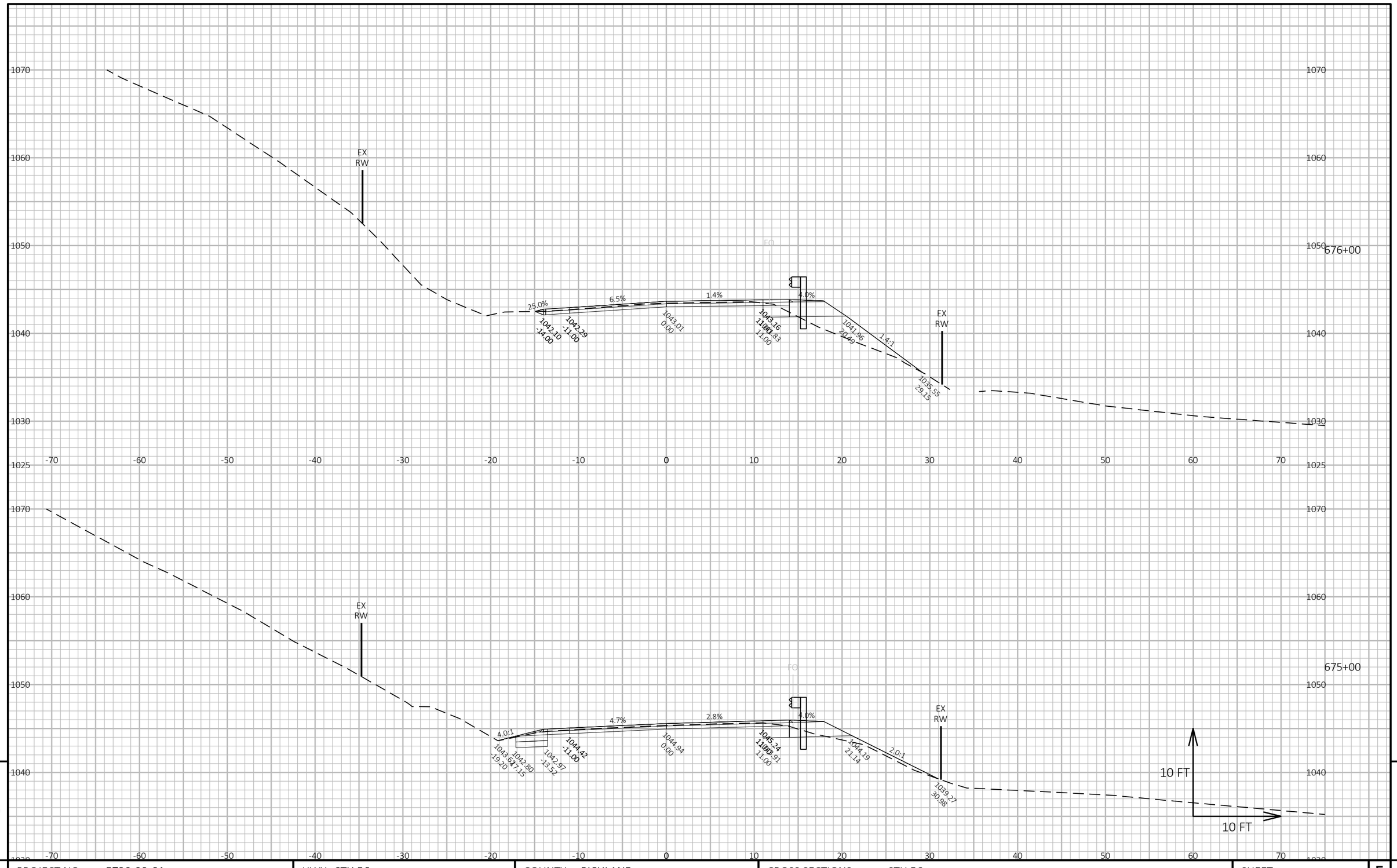
PLOT DATE : 1/29/2026 10:54 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 496	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090395-xs

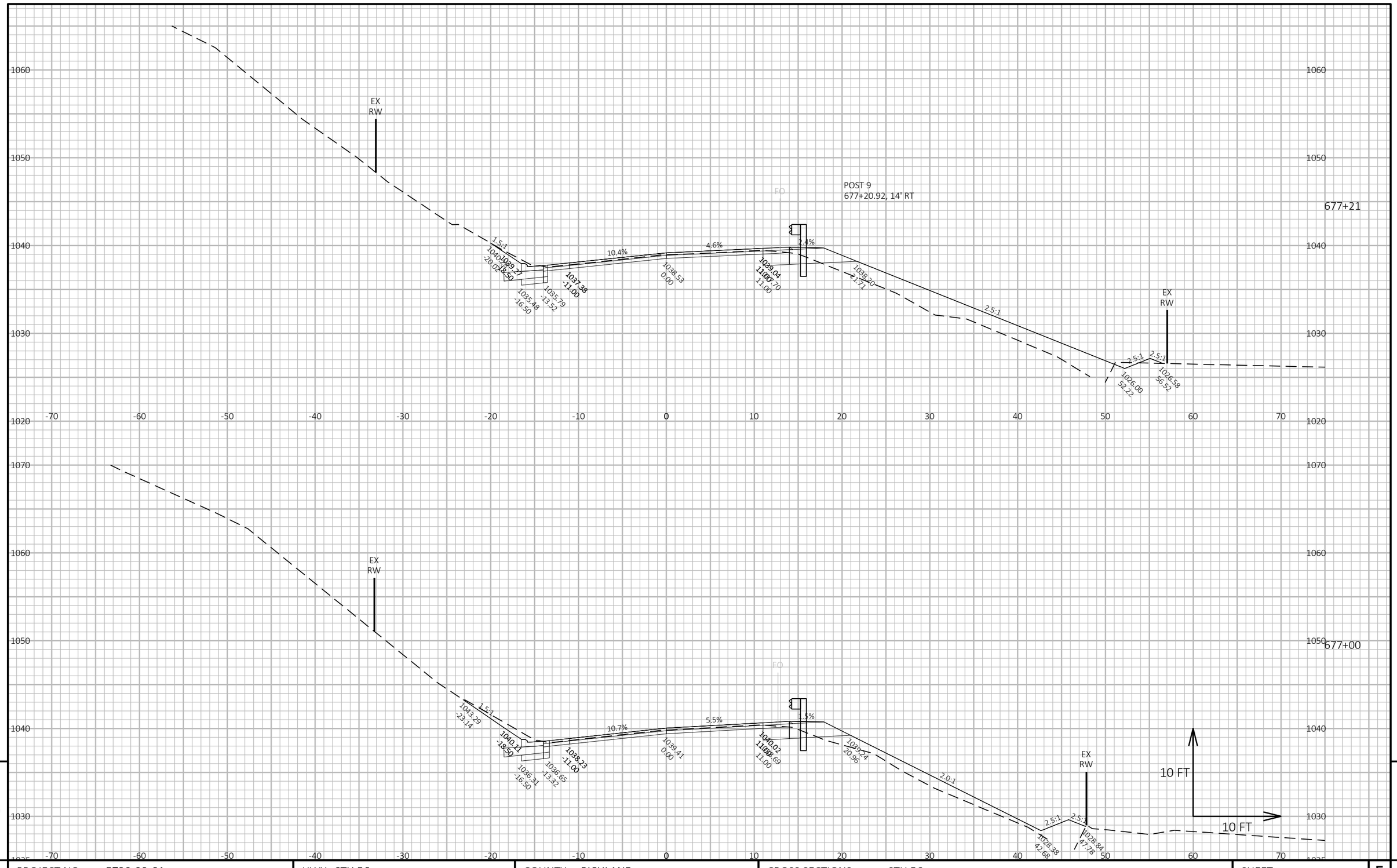
PLOT DATE : 1/28/2026 8:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 497	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090396-xs

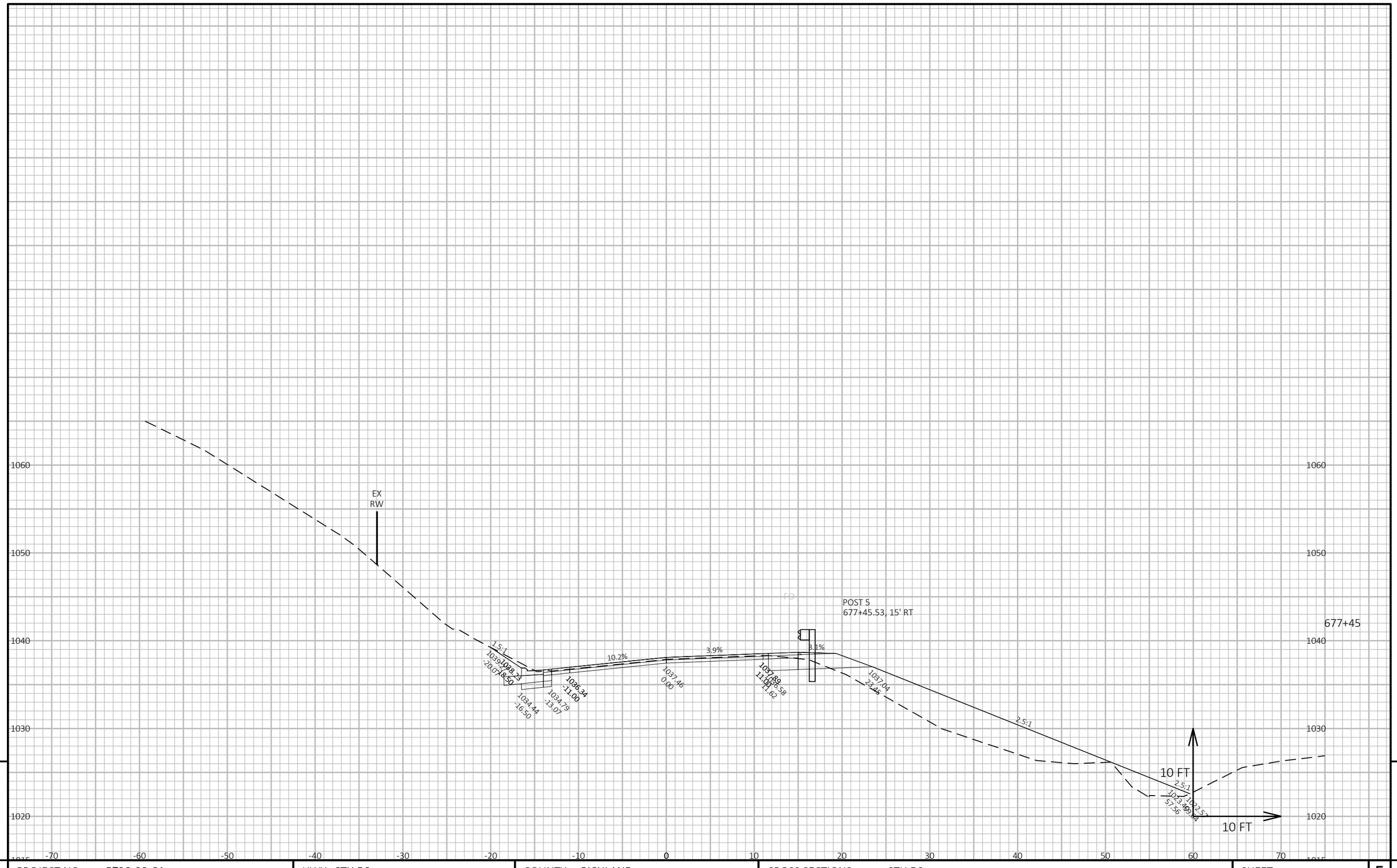
PLOT DATE : 1/28/2026 8:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 498	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090397-xs

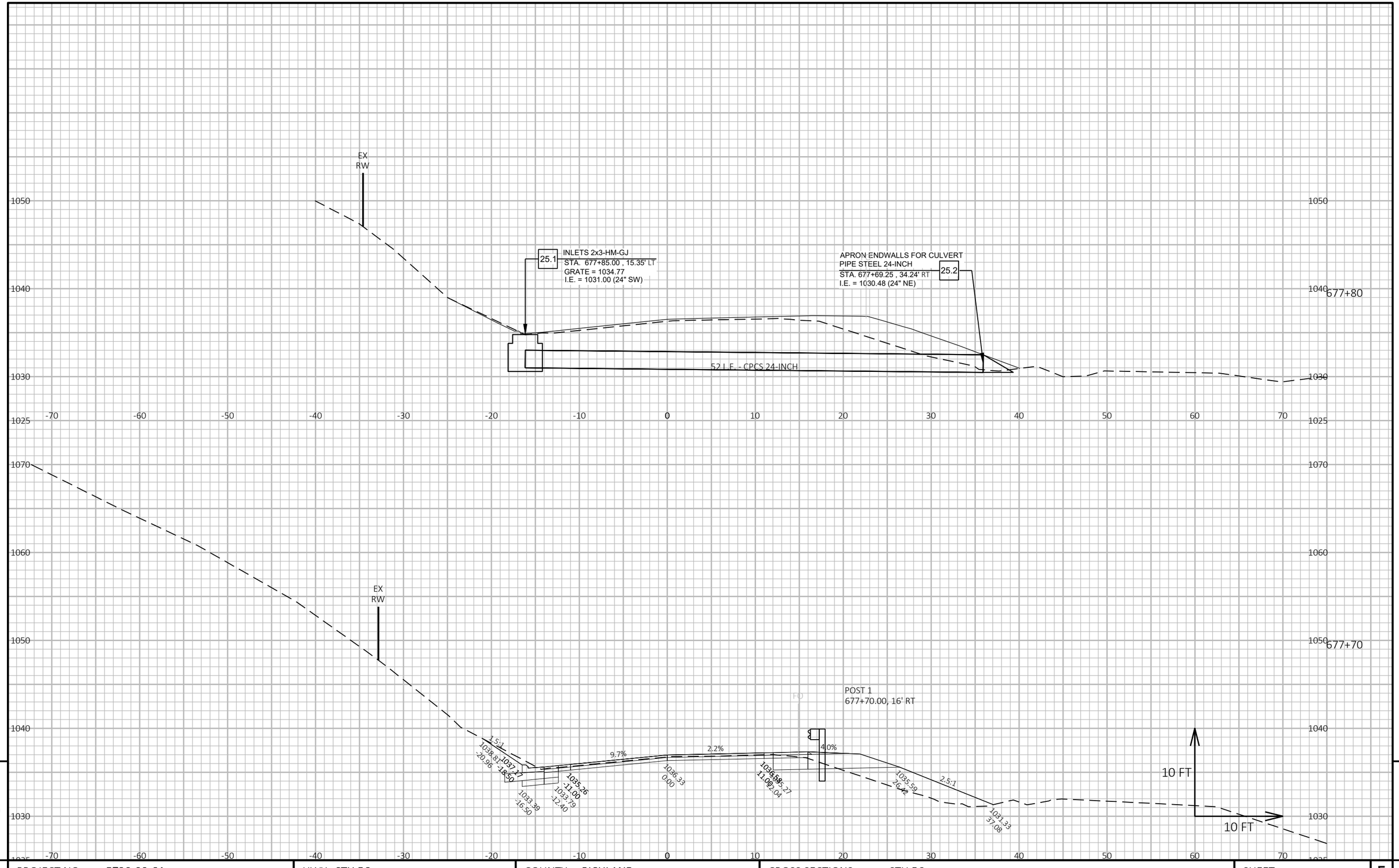
PLOT DATE : 1/28/2026 8:01 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

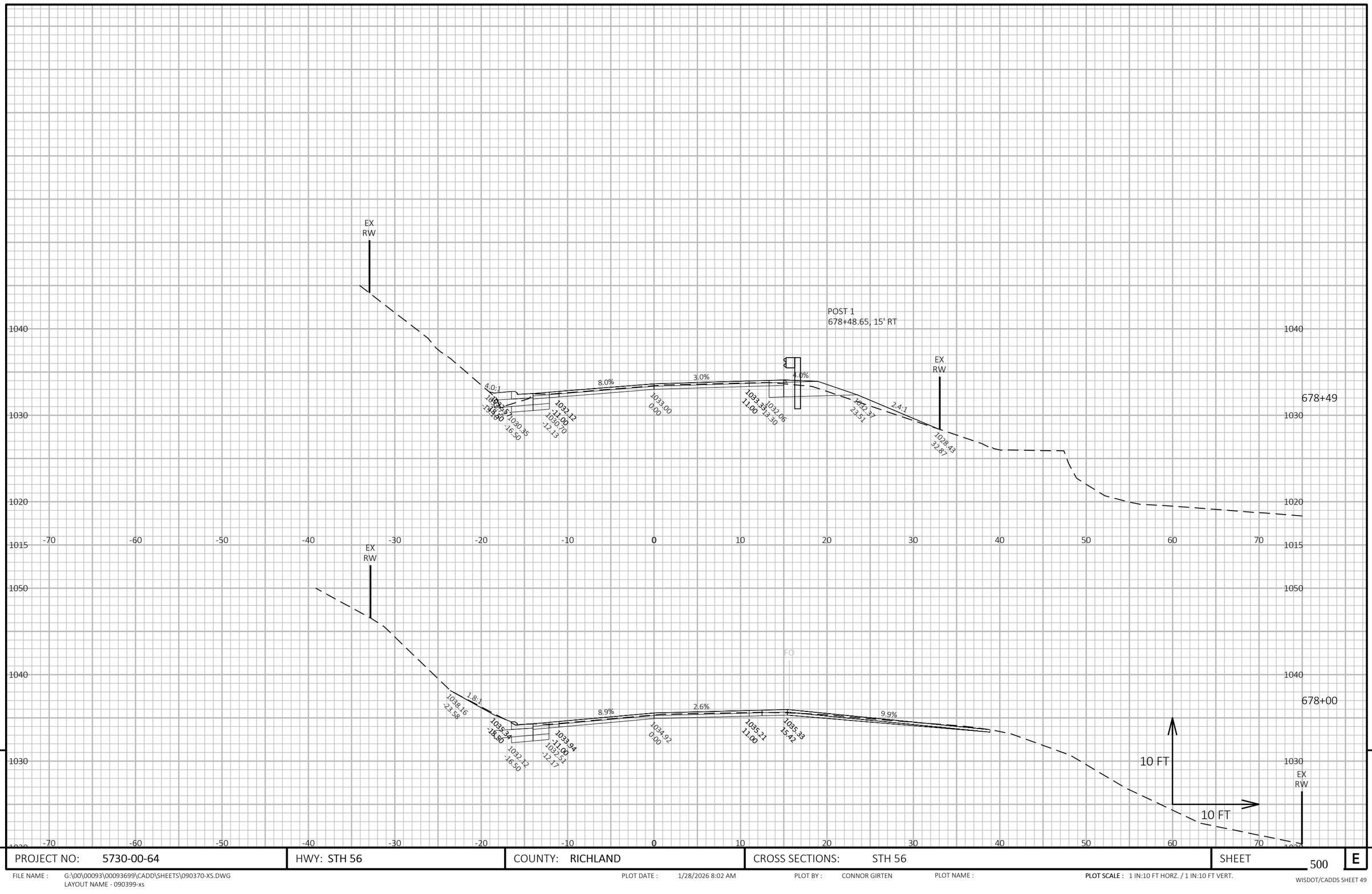


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 499	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090398-xs

PLOT DATE : 1/28/2026 8:02 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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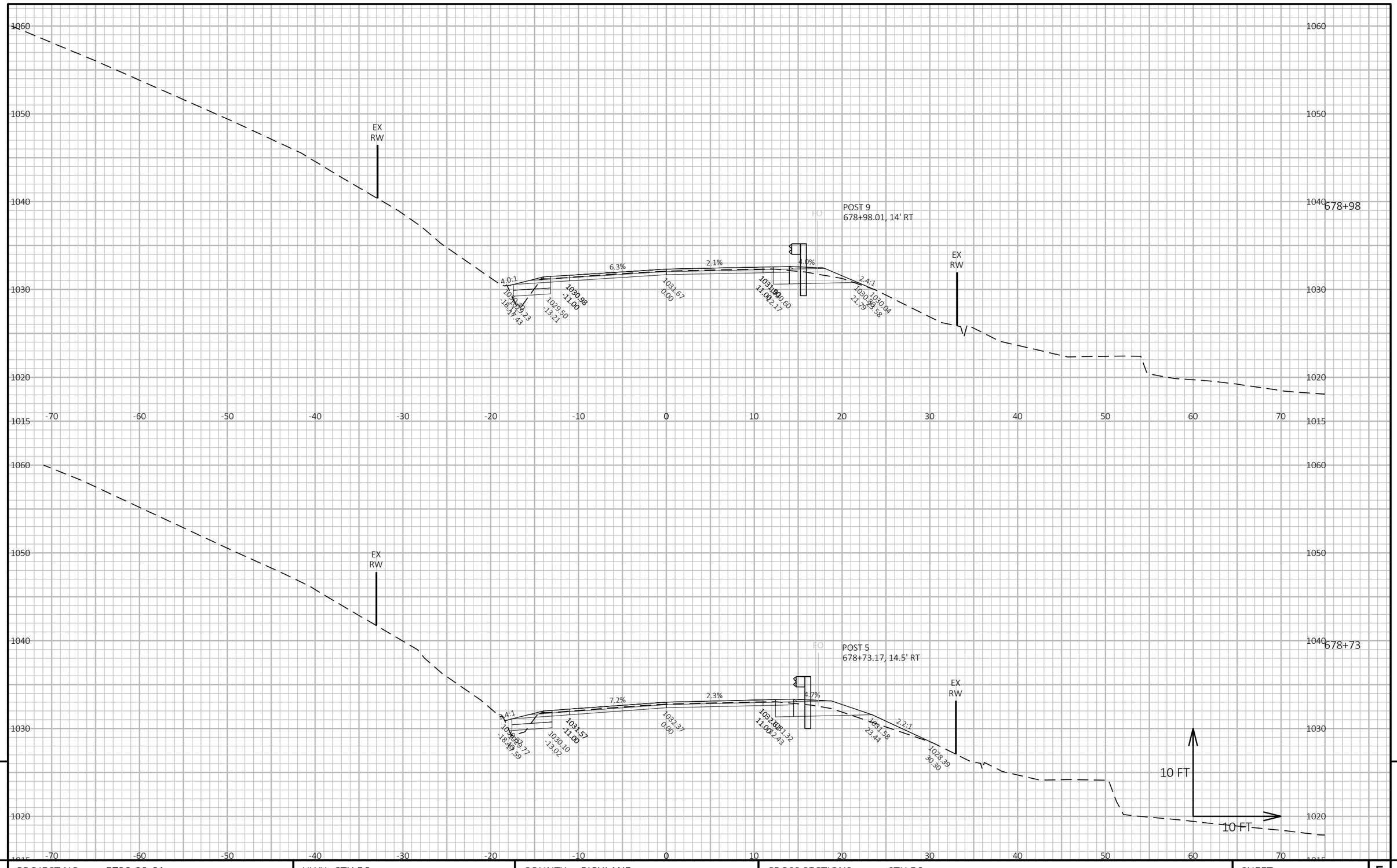
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 500	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090399-xs

PLOT DATE : 1/28/2026 8:02 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 501	E

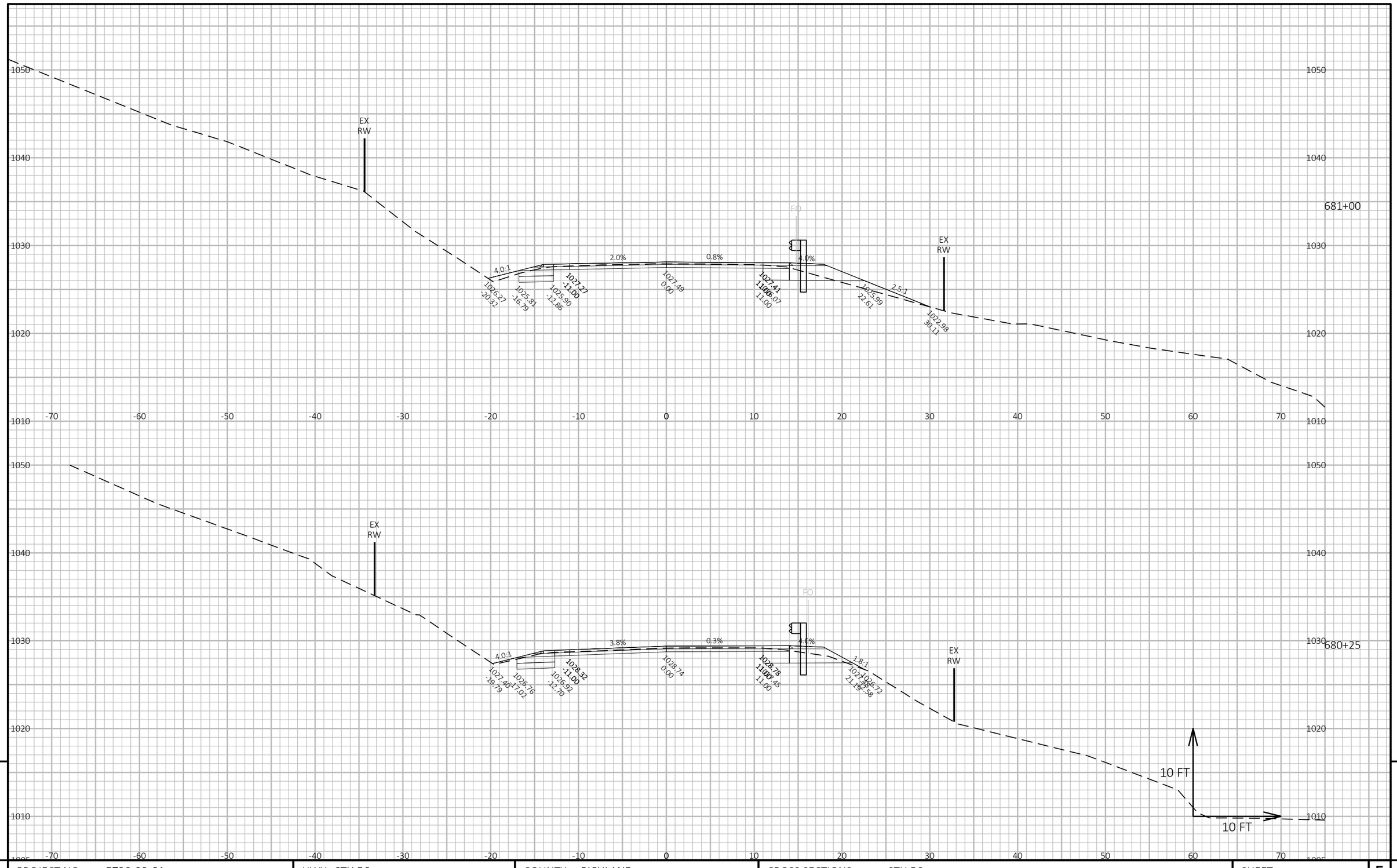
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090400-xs

PLOT DATE : 1/28/2026 8:02 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 502	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090401-xs

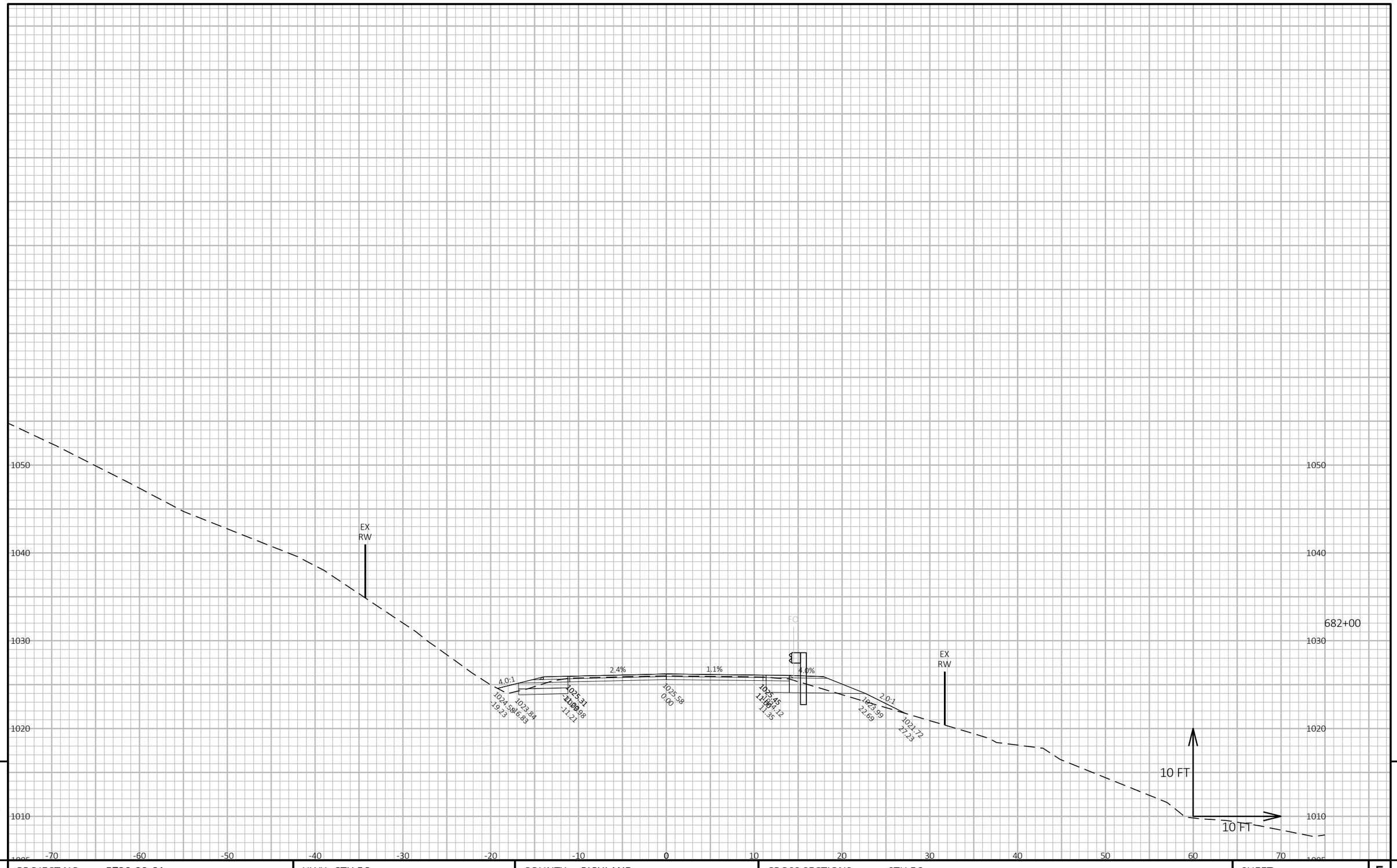
PLOT DATE : 1/28/2026 8:02 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

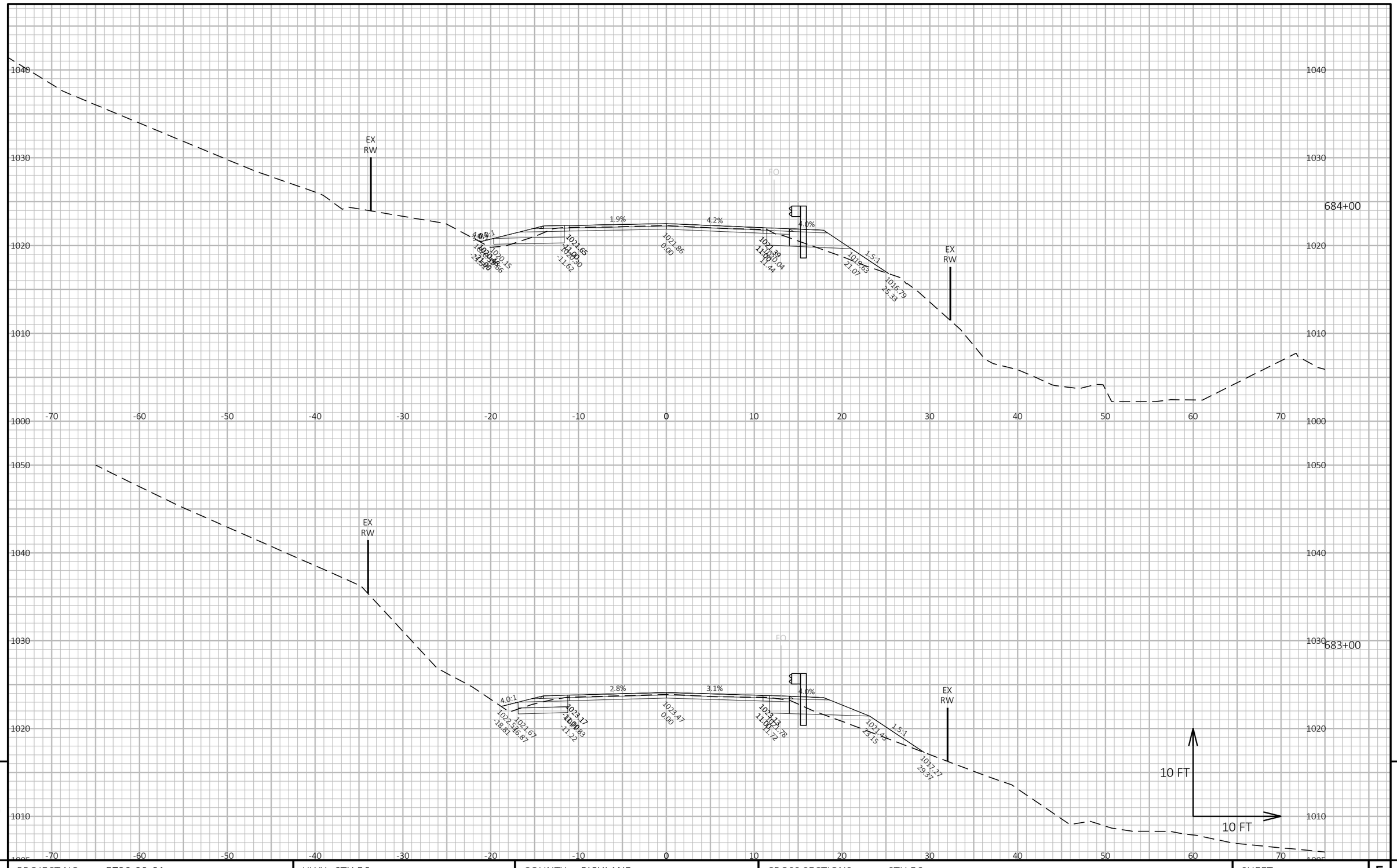
WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 503	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090402-xs

PLOT DATE : 1/28/2026 8:02 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 504	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090403-xs

PLOT DATE : 1/28/2026 8:03 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

APRON ENDWALLS FOR CULVERT
PIPE STEEL 30-INCH
STA. 684+63.88 , 19.83' LT
I.E. = 1017.18 (30" W)

18.1

18.0

REMOVING ENDWALL
STA. 684+63.13 , 19.19' LT
I.E. = 1017.13 (30" E)

EX RW

1 L.F. - CPCS 30-INCH

684+41

EX RW

POST 9
684+27.19, 14' RT

684+27

EX RW

10 FT

10 FT

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 505	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090404-xs

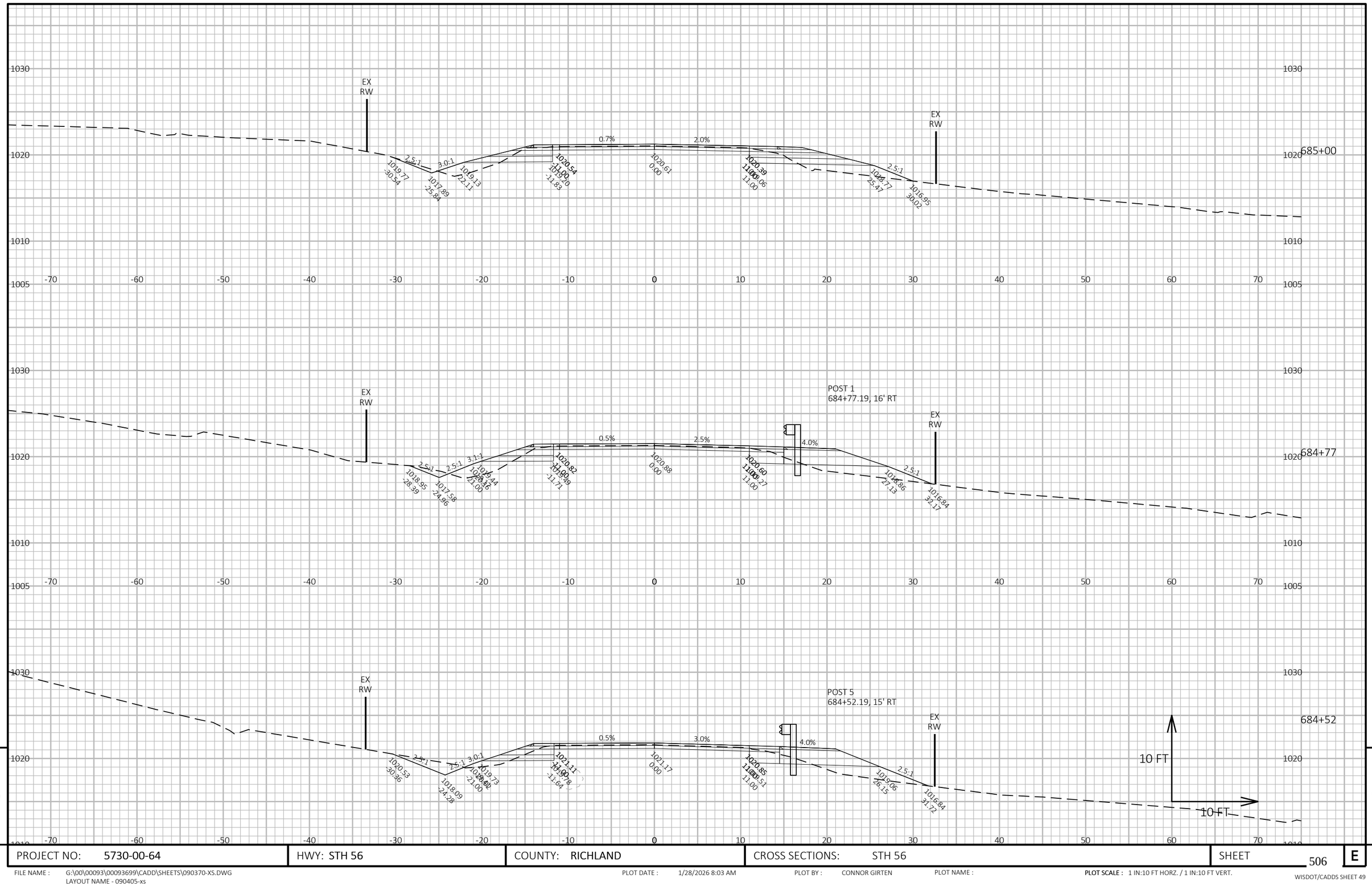
PLOT DATE : 1/29/2026 8:57 PM

PLOT BY : CONNOR GIRTEN

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: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 506	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090405-xs

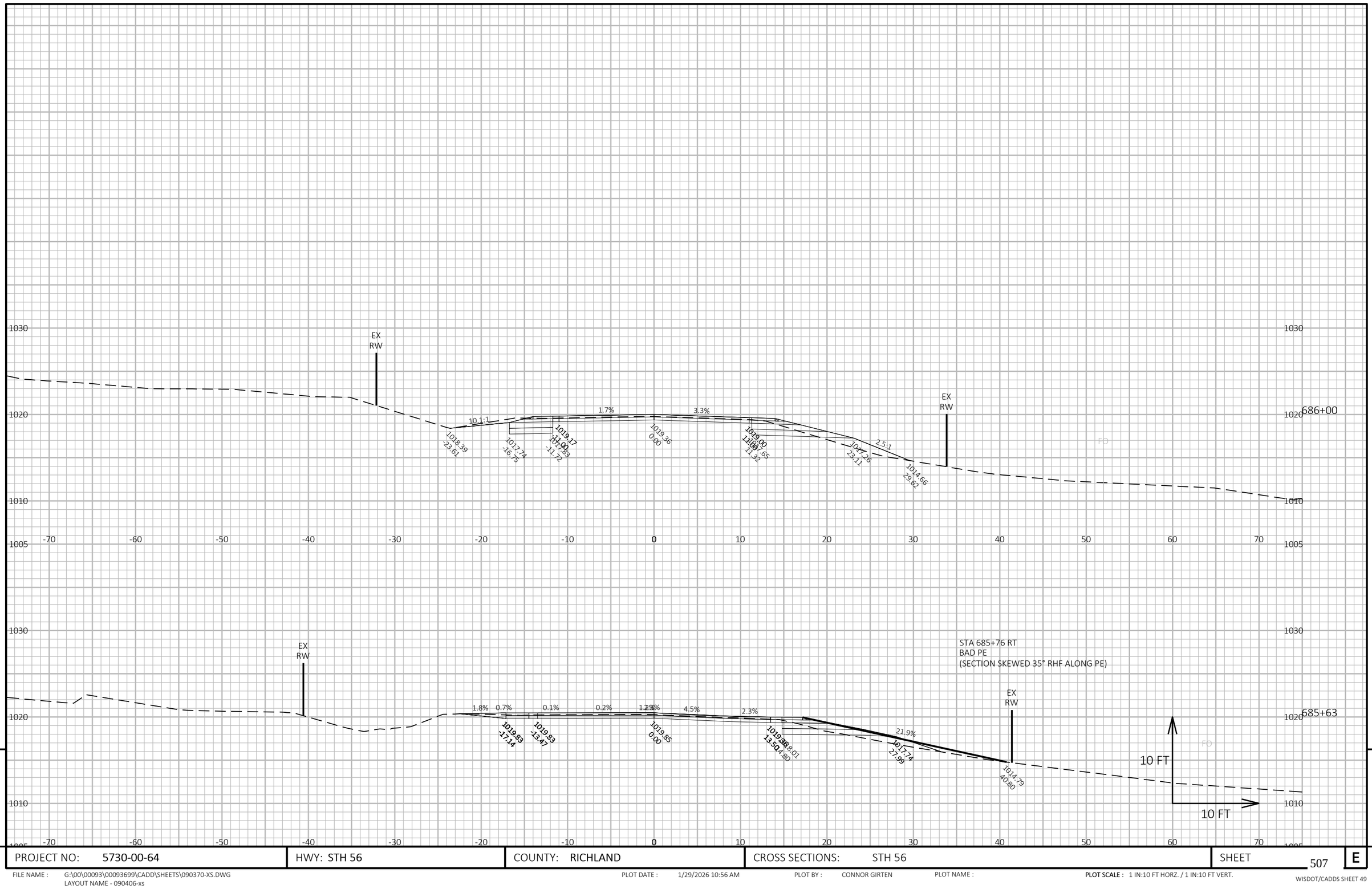
PLOT DATE : 1/28/2026 8:03 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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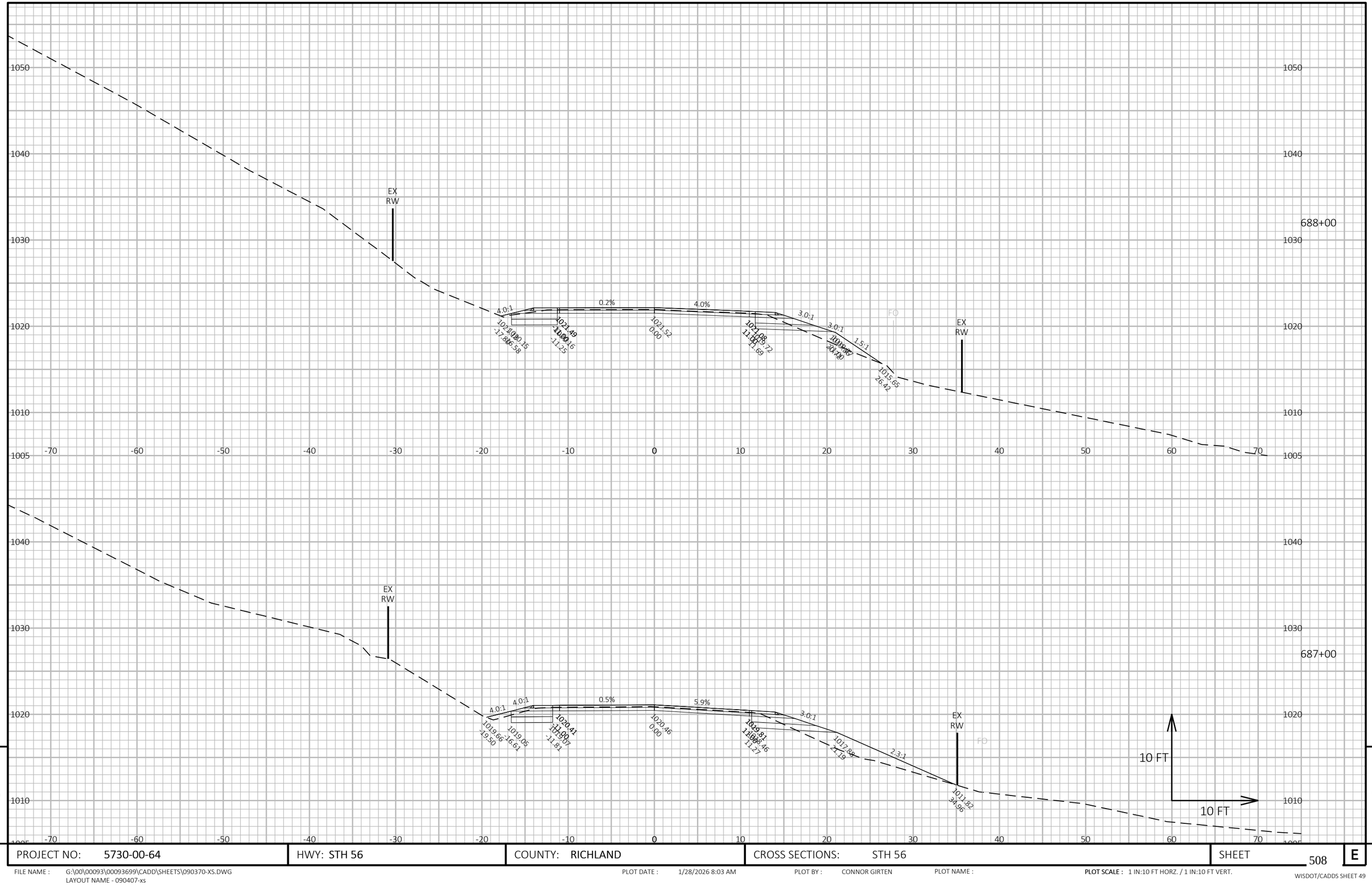
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 507	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090406-xs

PLOT DATE : 1/29/2026 10:56 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 508	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090407-xs

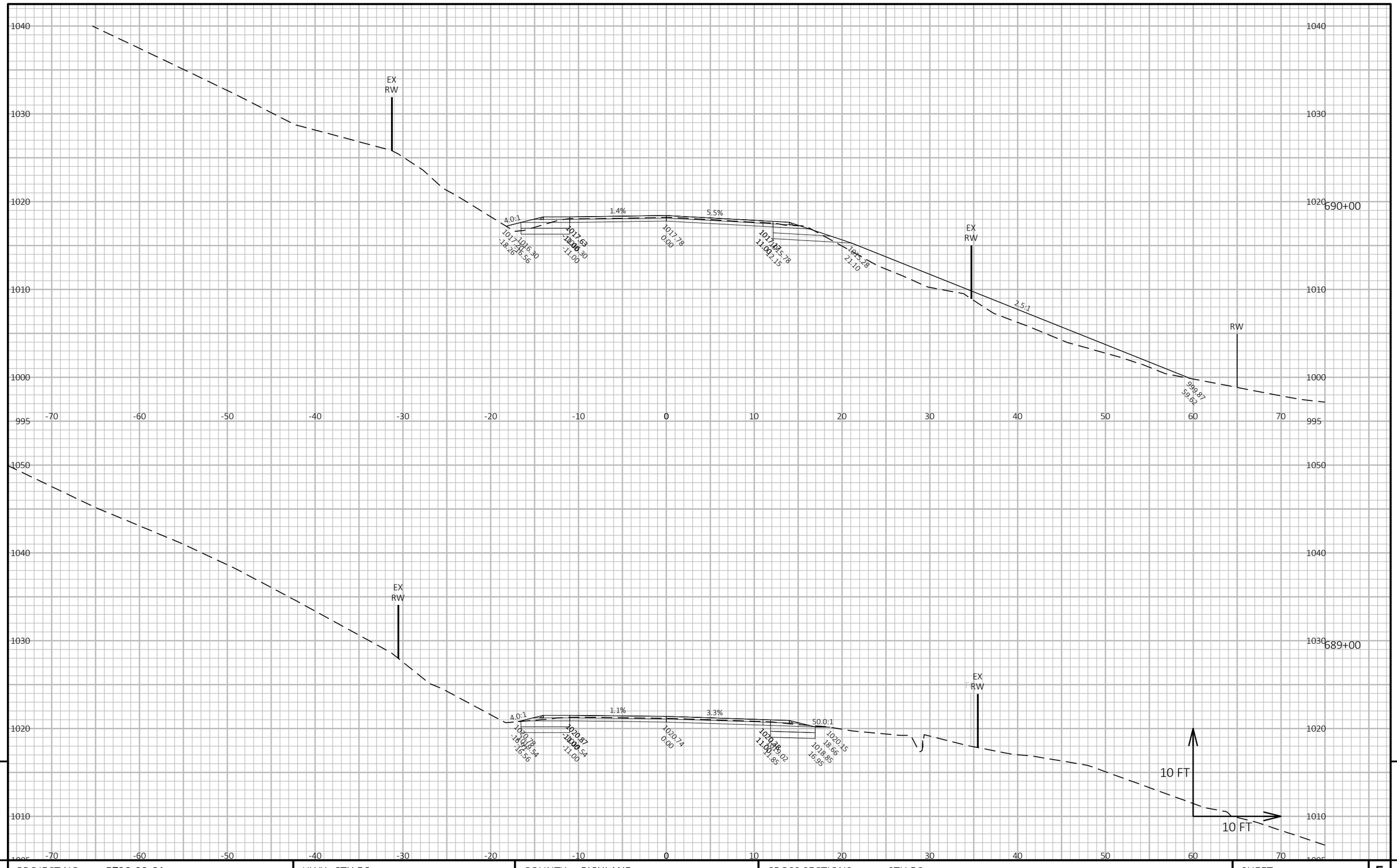
PLOT DATE : 1/28/2026 8:03 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 509	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090408-xs

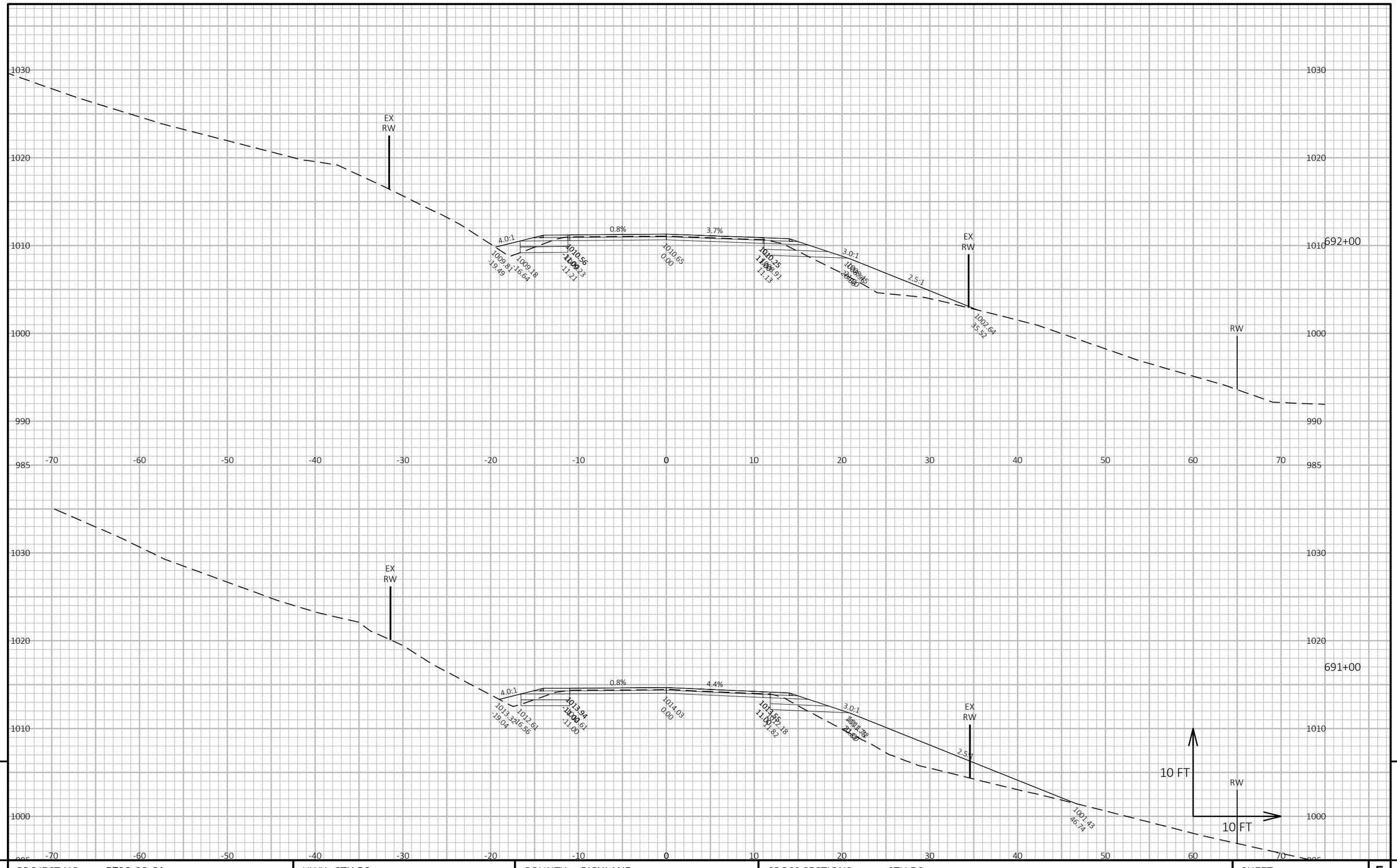
PLOT DATE : 1/28/2026 8:04 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

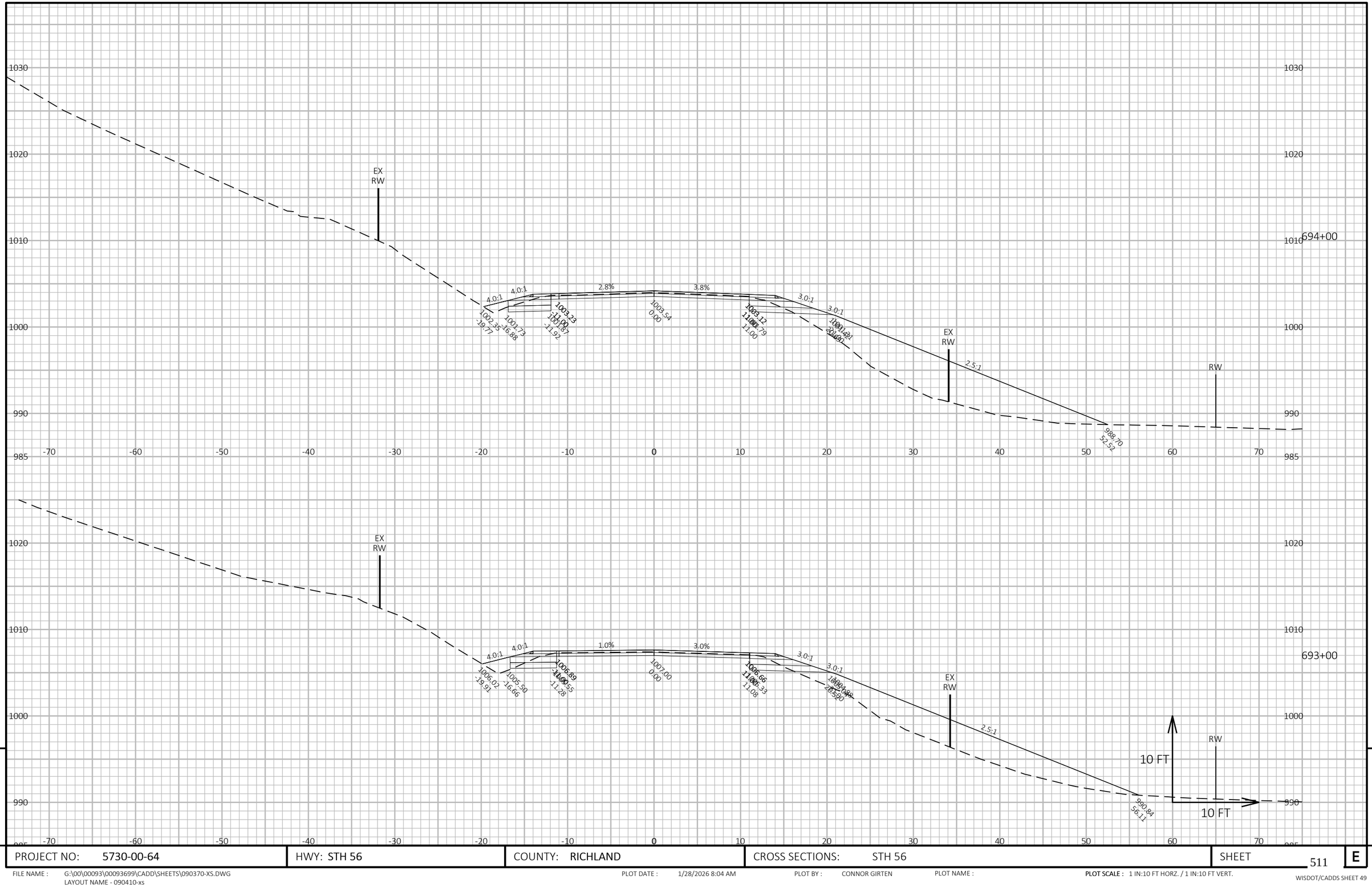


9	PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 510 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090409-xs

PLOT DATE : 1/28/2026 8:04 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

694+00



693+00

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 511	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090410-xs

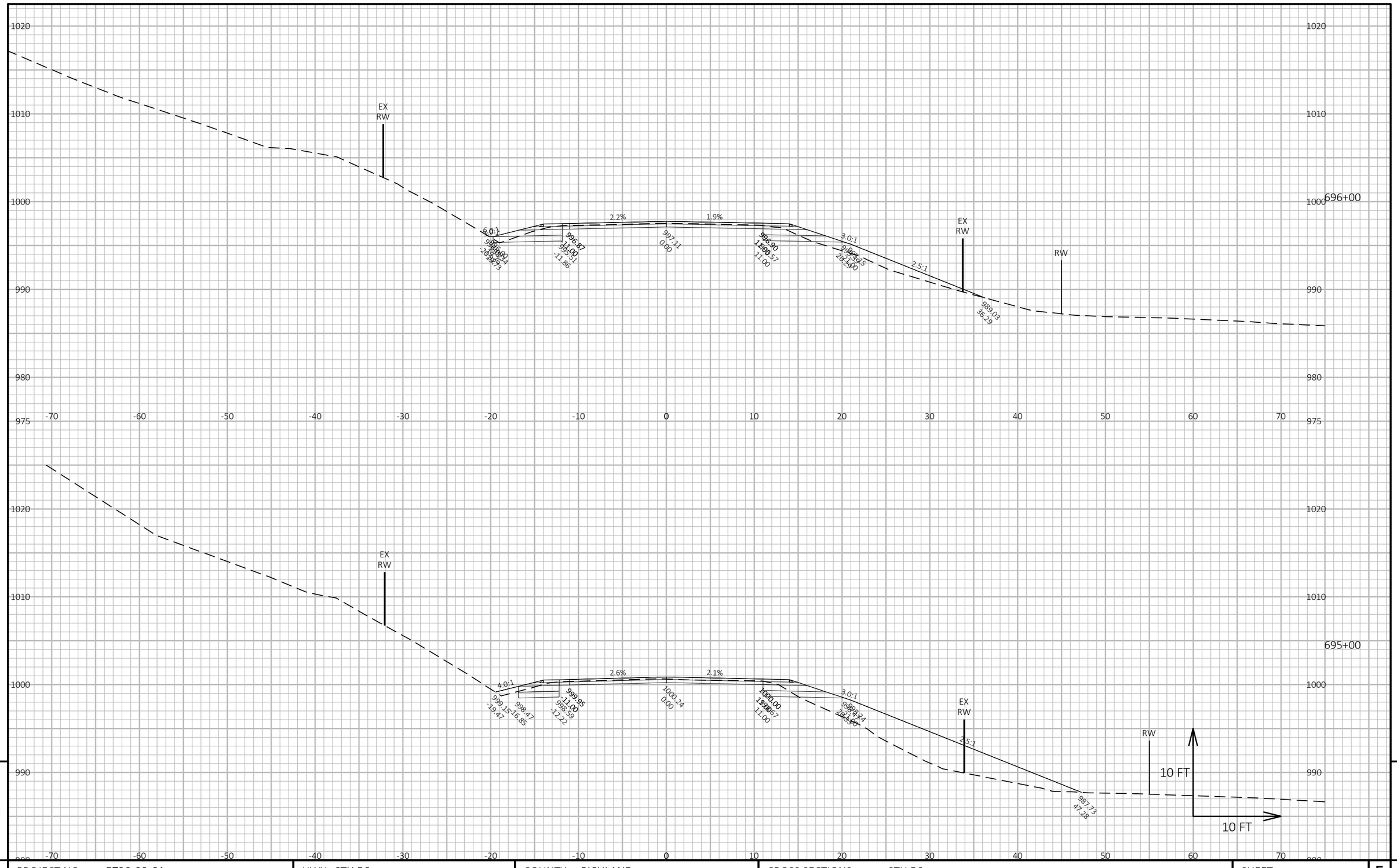
PLOT DATE : 1/28/2026 8:04 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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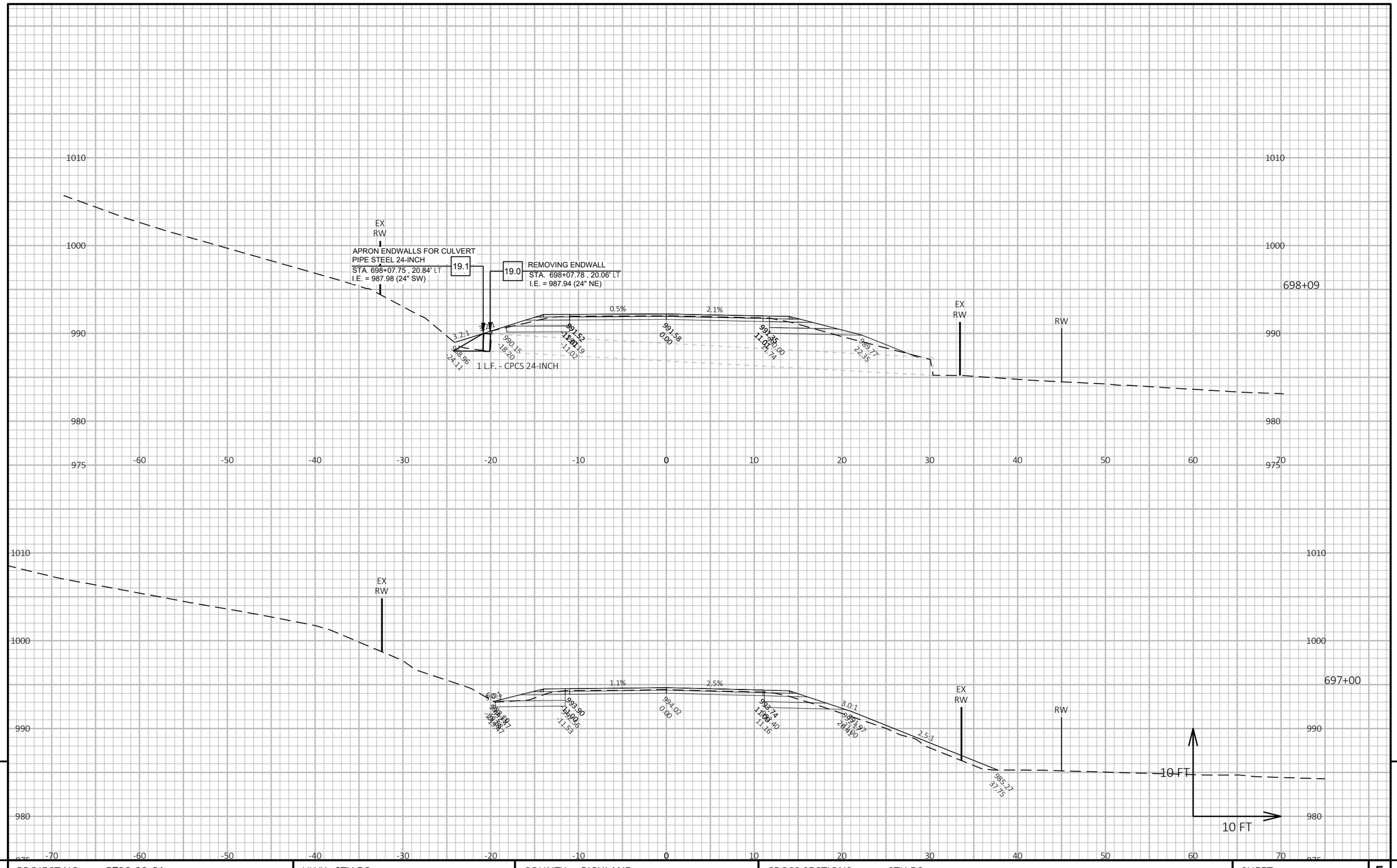
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 512	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090411-xs

PLOT DATE : 1/28/2026 8:04 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 513	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090412-xs

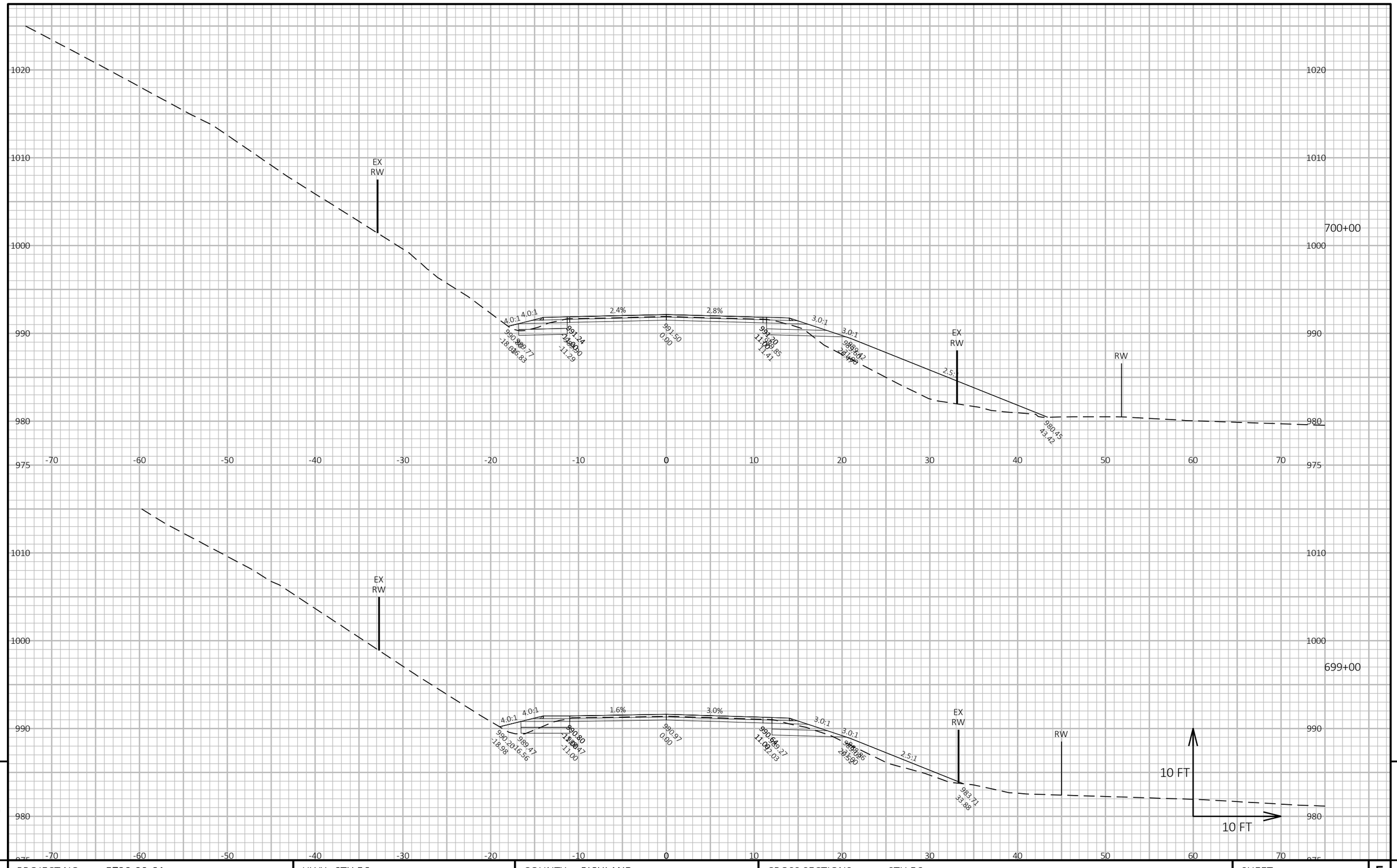
PLOT DATE : 1/28/2026 8:04 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 514	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090413-xs

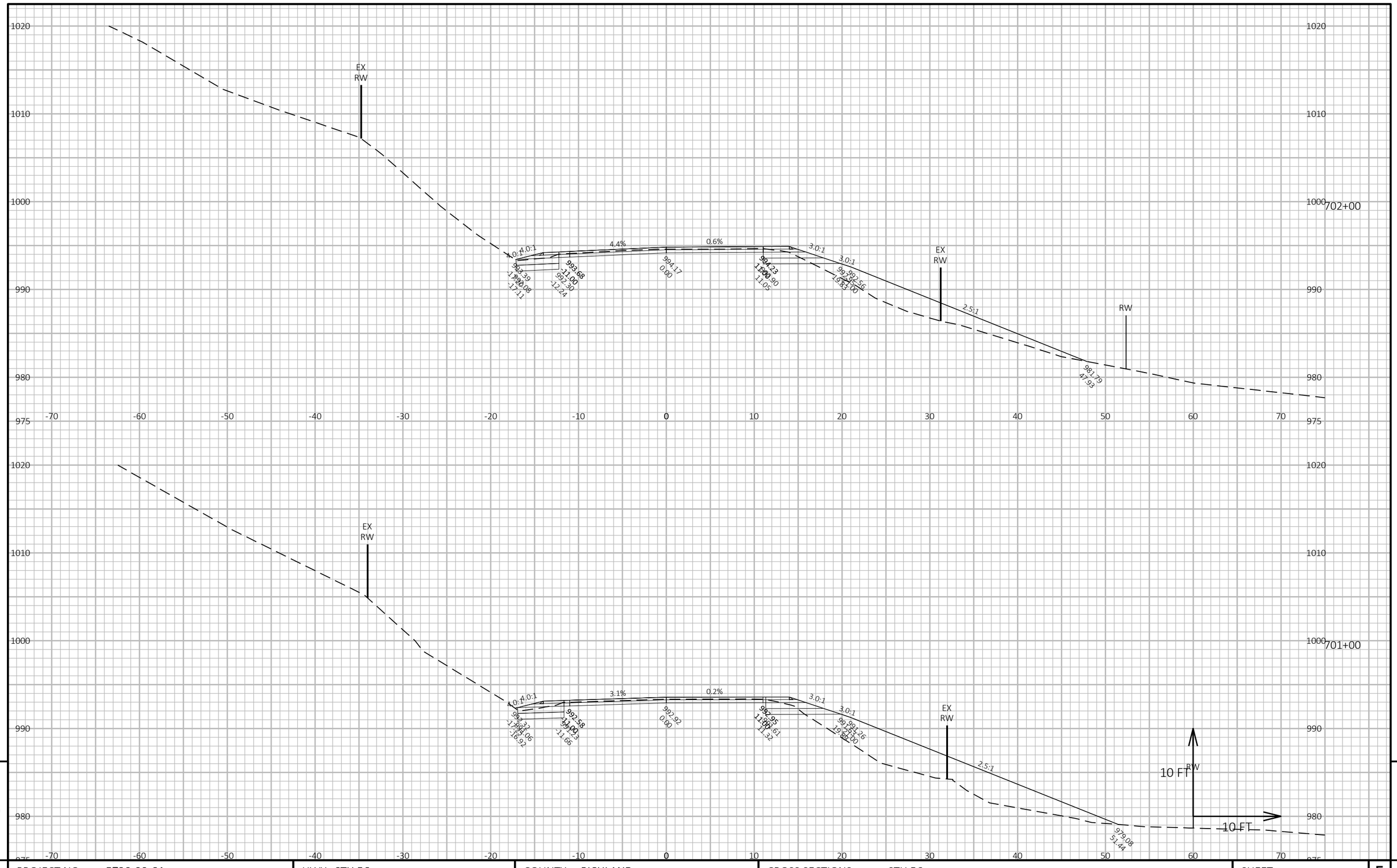
PLOT DATE : 1/28/2026 8:05 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

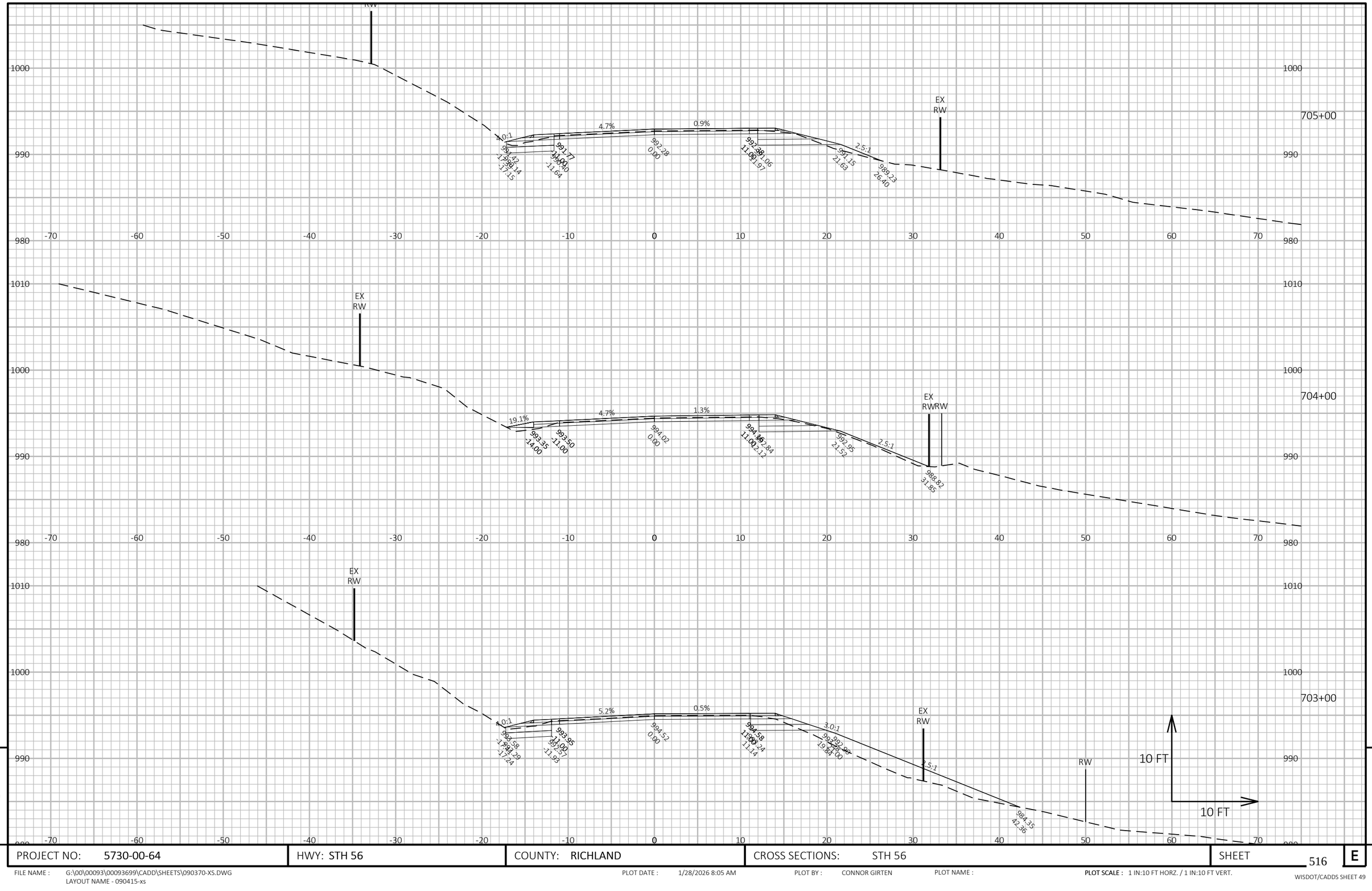
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 515	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090414-xs

PLOT DATE : 1/28/2026 8:05 AM PLOT BY : CONNOR GIRTEN 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: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 516	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090415-xs

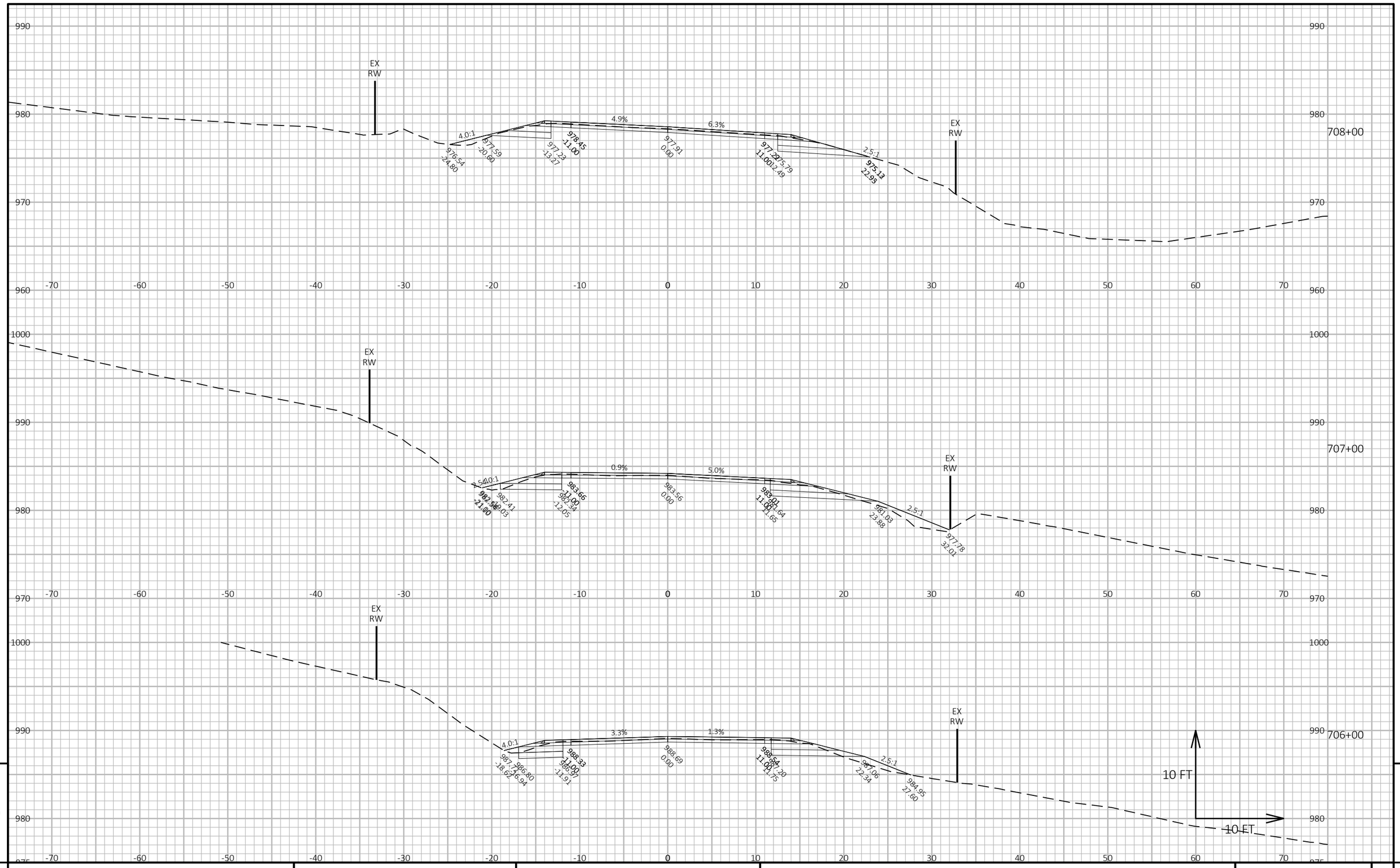
PLOT DATE : 1/28/2026 8:05 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 517	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090416-xs

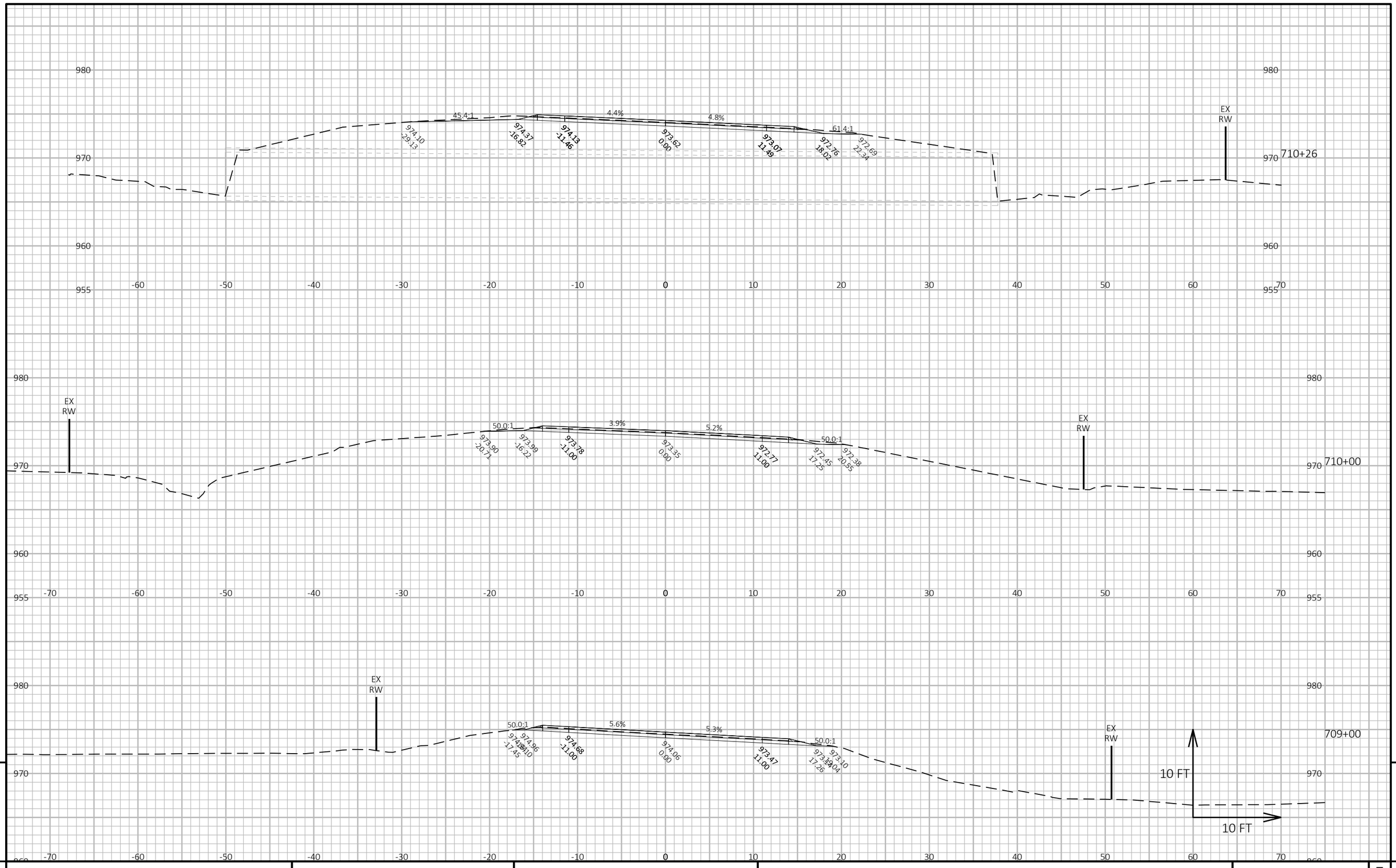
PLOT DATE : 1/28/2026 8:05 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 518	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090417-xs

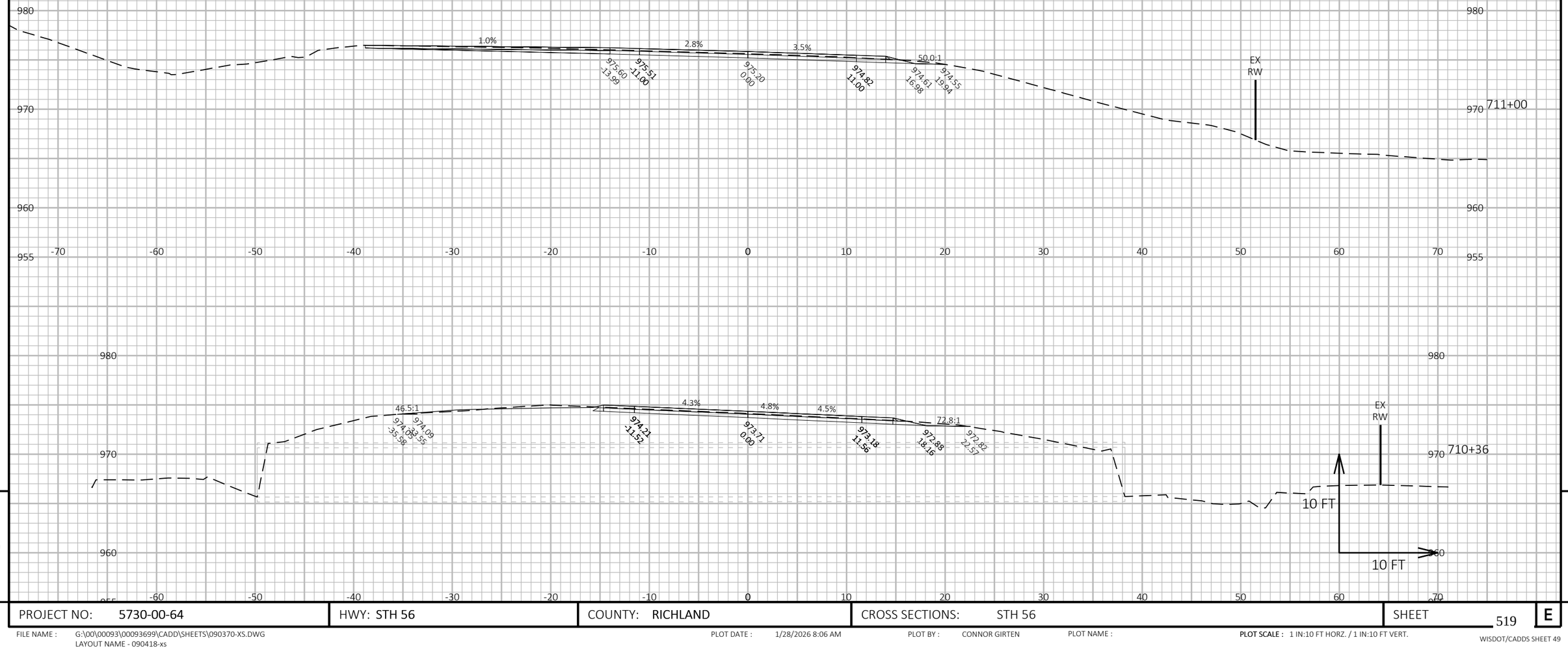
PLOT DATE : 1/28/2026 8:06 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

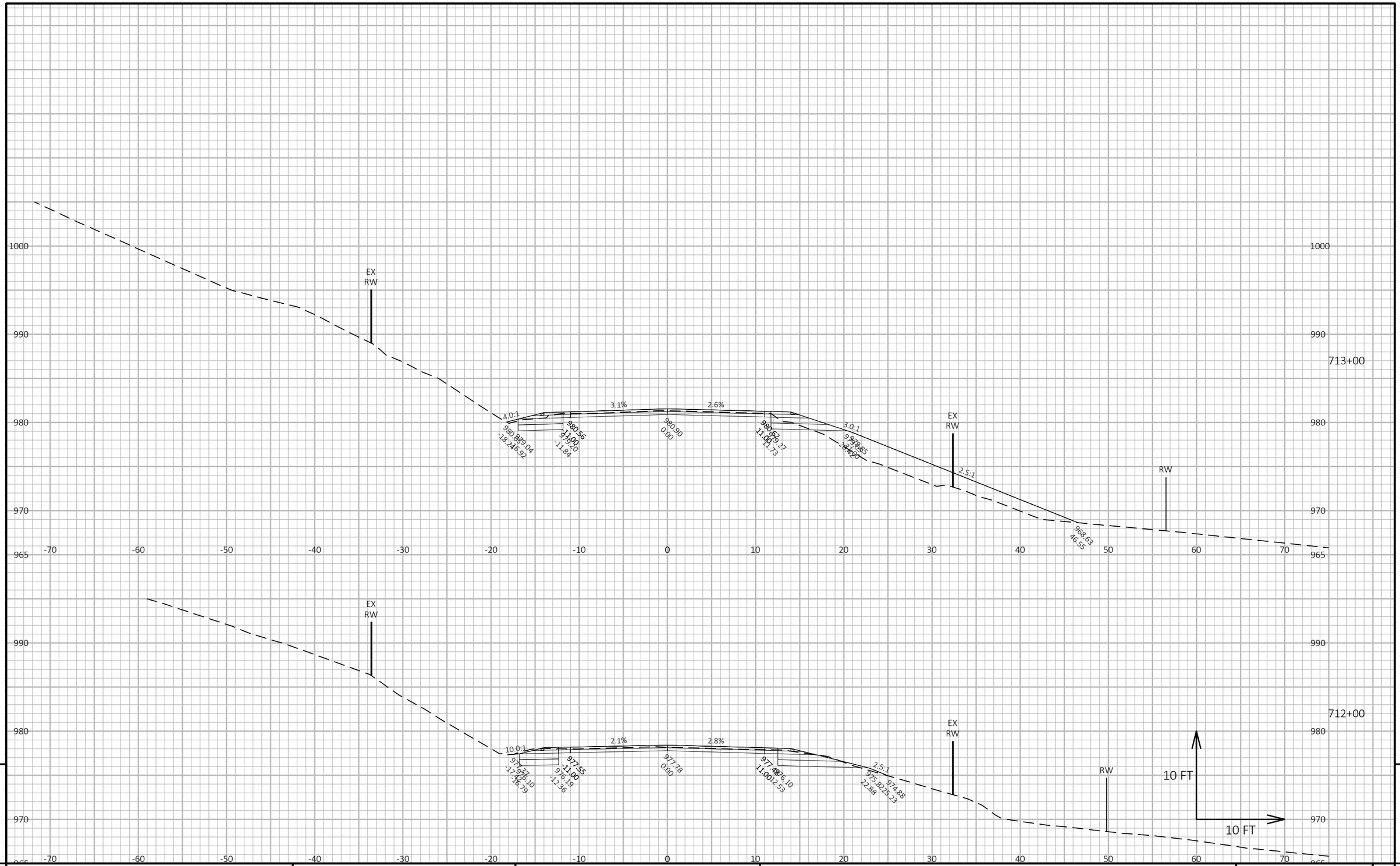


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 519	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090418-xs

PLOT DATE : 1/28/2026 8:06 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 520	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090419-xs

PLOT DATE : 1/28/2026 8:06 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 521	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090420-xs

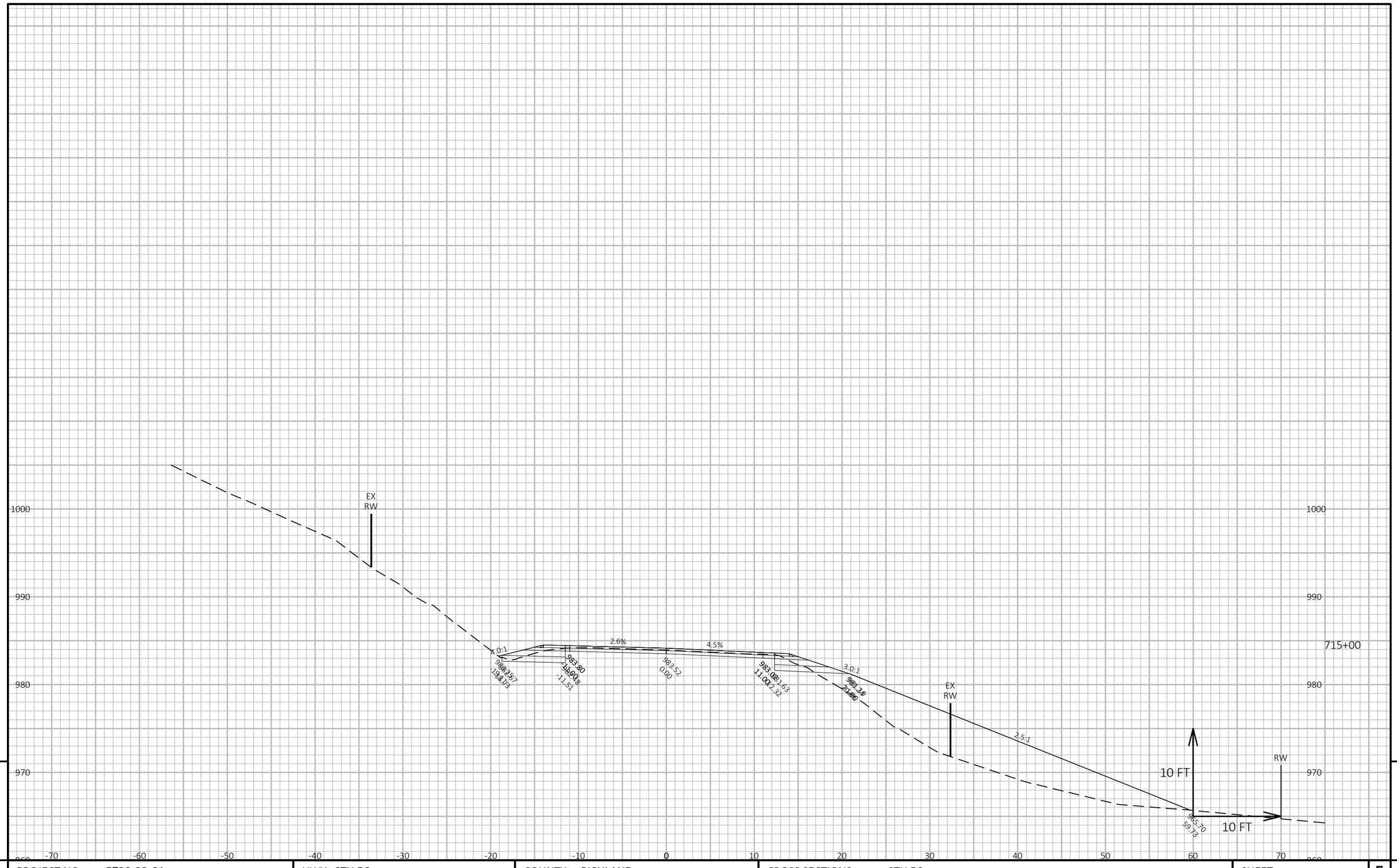
PLOT DATE : 1/28/2026 8:06 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 522	E

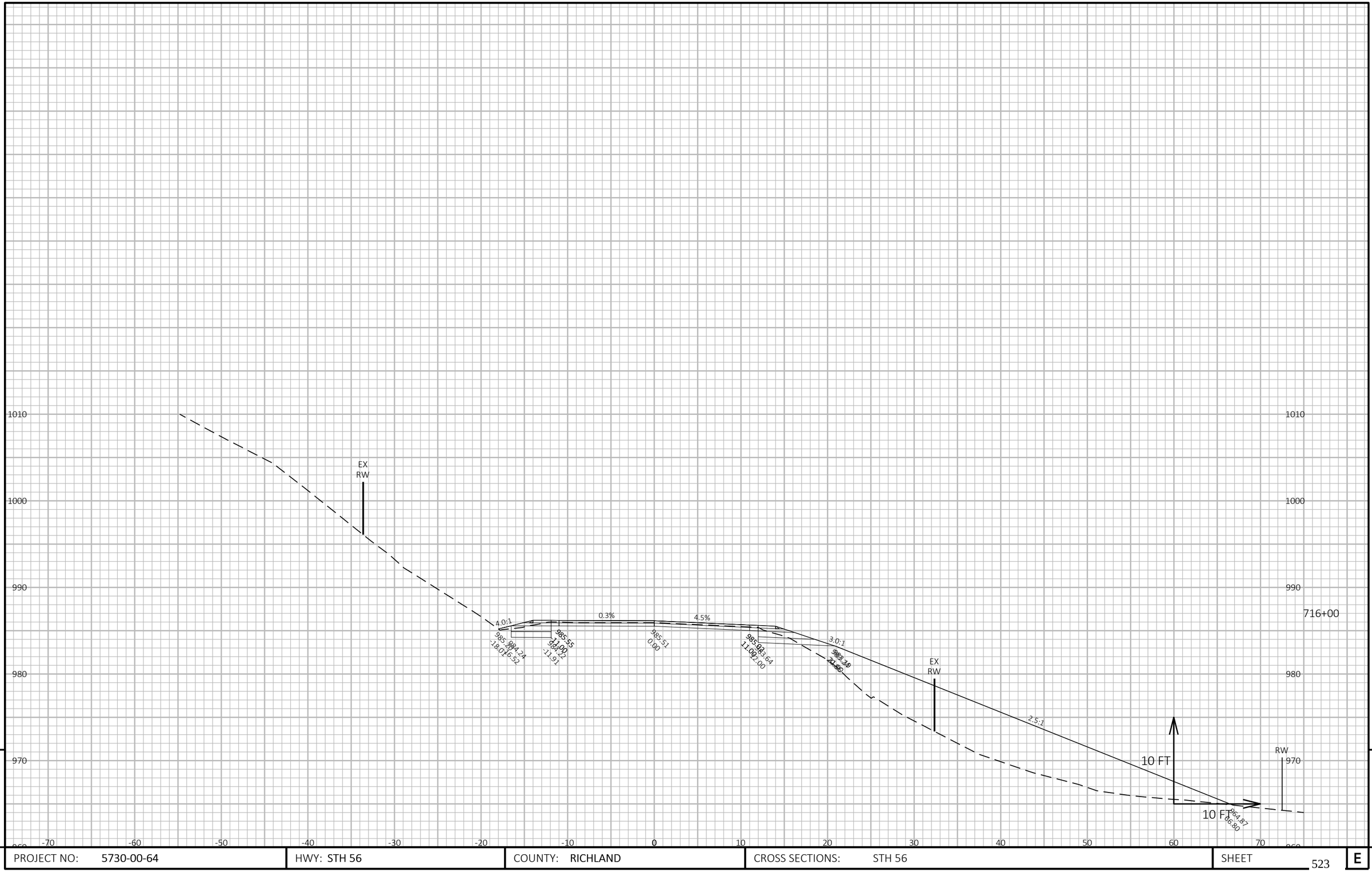
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090421-xs

PLOT DATE : 1/28/2026 8:07 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

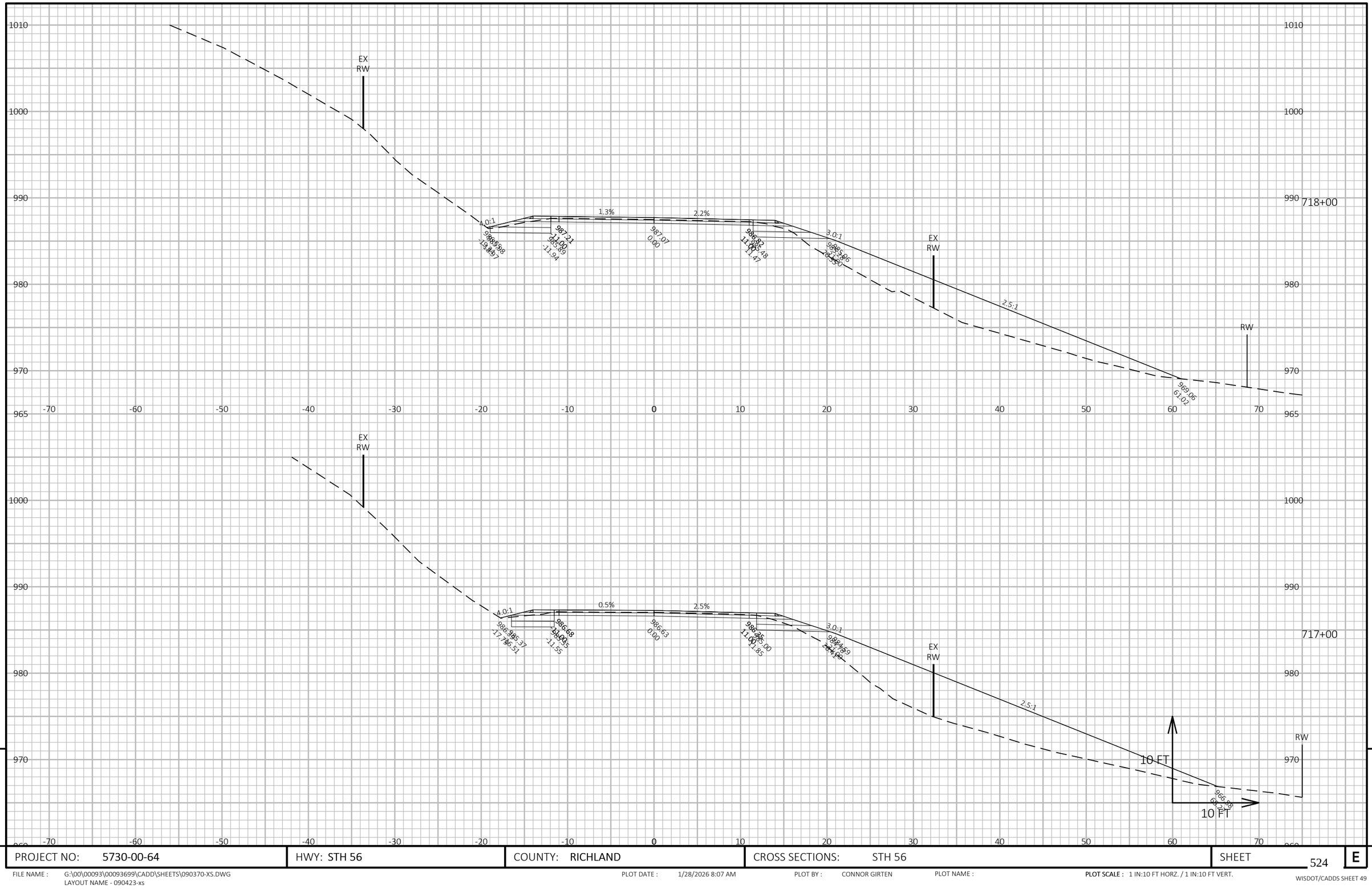


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 523	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090422-xs

PLOT DATE : 1/28/2026 8:07 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 524	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090423-xs

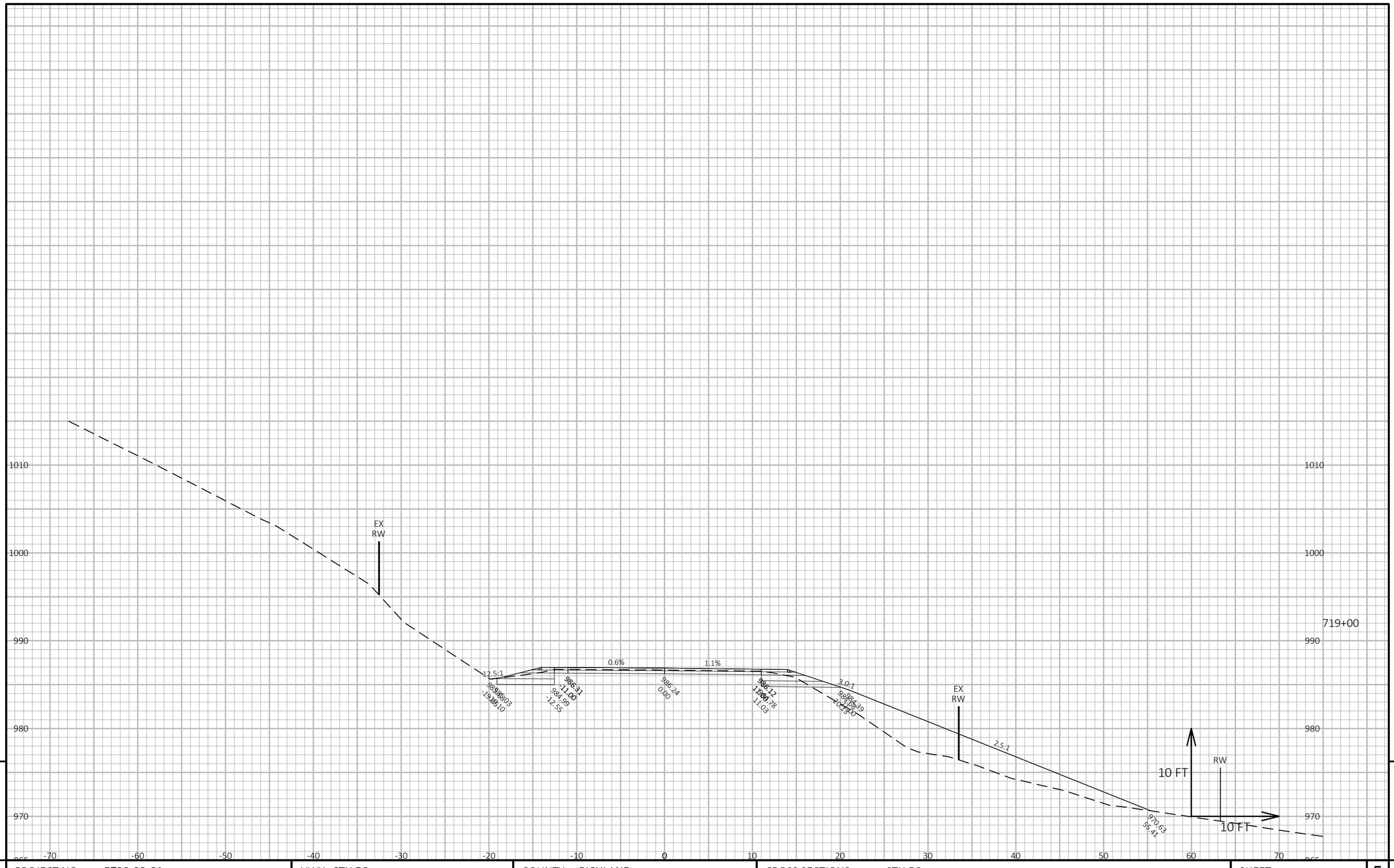
PLOT DATE : 1/28/2026 8:07 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 525	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090424-xs

PLOT DATE : 1/28/2026 8:07 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 526	E

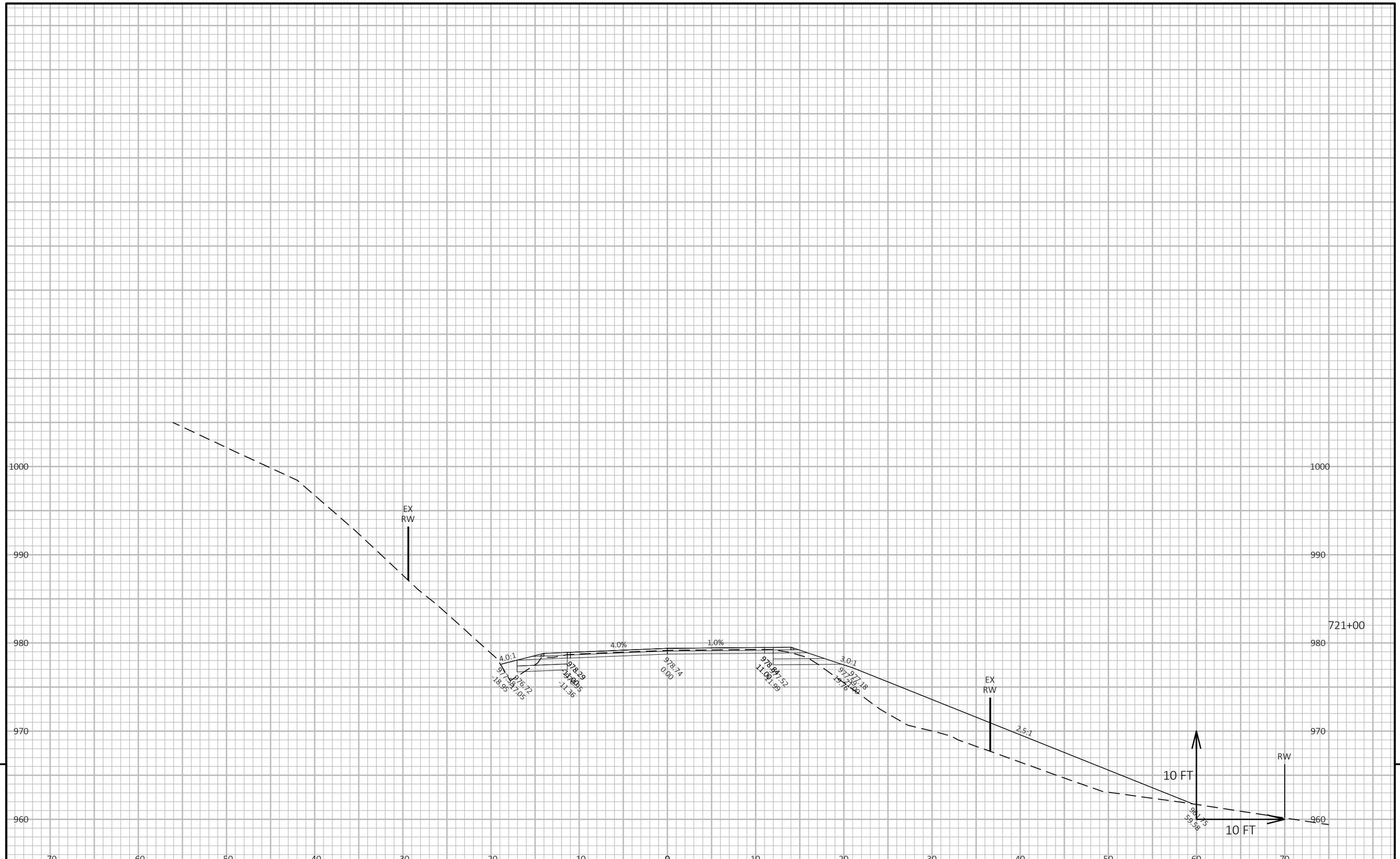
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090425-xs

PLOT DATE : 1/28/2026 8:07 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.


1000
990
980
970
960
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
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60
70
EX
RW
4.0:1
4.0%
1.0%
3.0:1
978.29
978.74
978.84
977.52
977.18
976.72
977.05
977.00
976.95
976.90
976.85
976.80
976.75
976.70
976.65
976.60
976.55
976.50
976.45
976.40
976.35
976.30
976.25
976.20
976.15
976.10
976.05
976.00
975.95
975.90
975.85
975.80
975.75
975.70
975.65
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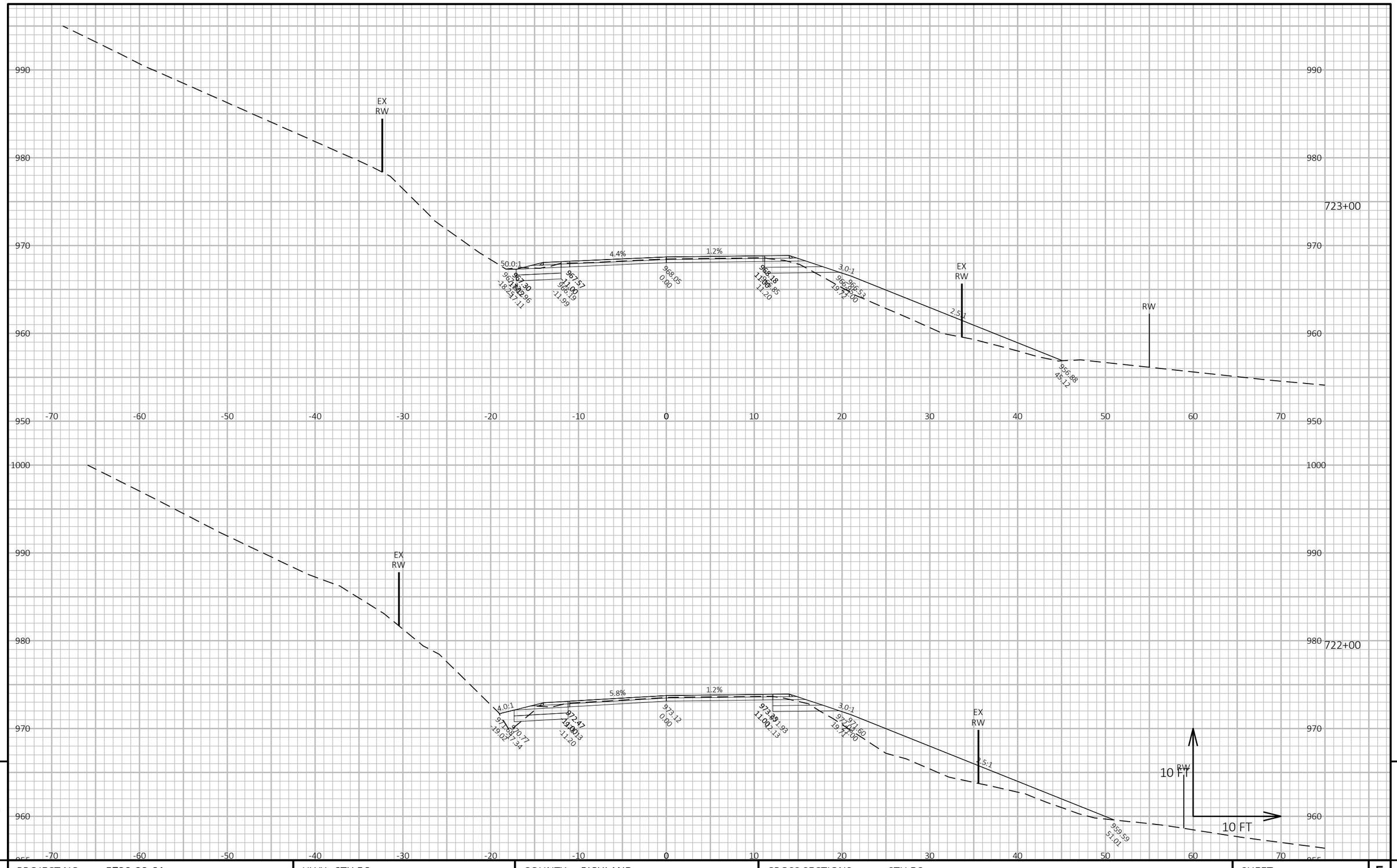
975.15
975.10



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 528	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090427-xs

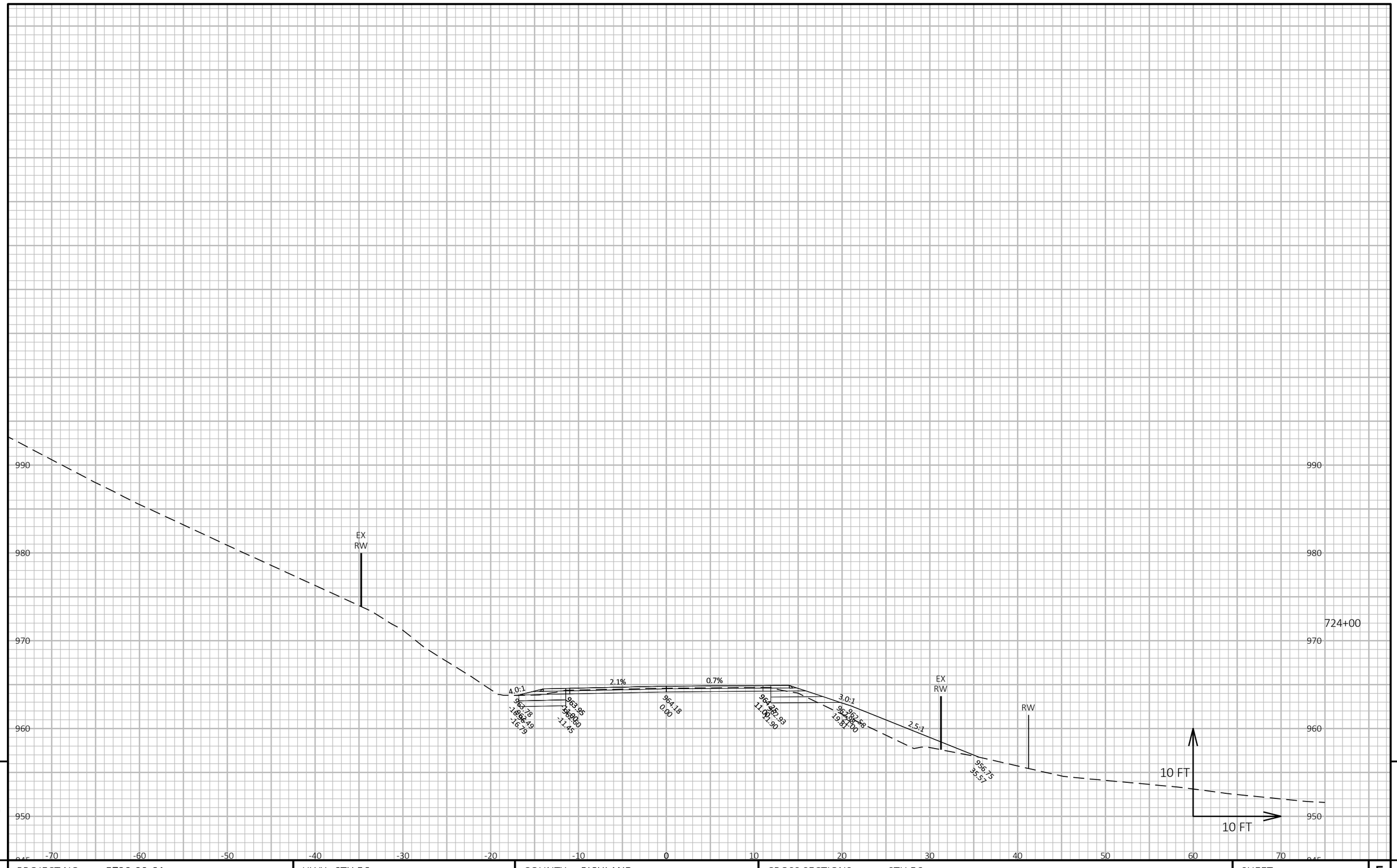
PLOT DATE : 1/28/2026 8:08 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 529	E

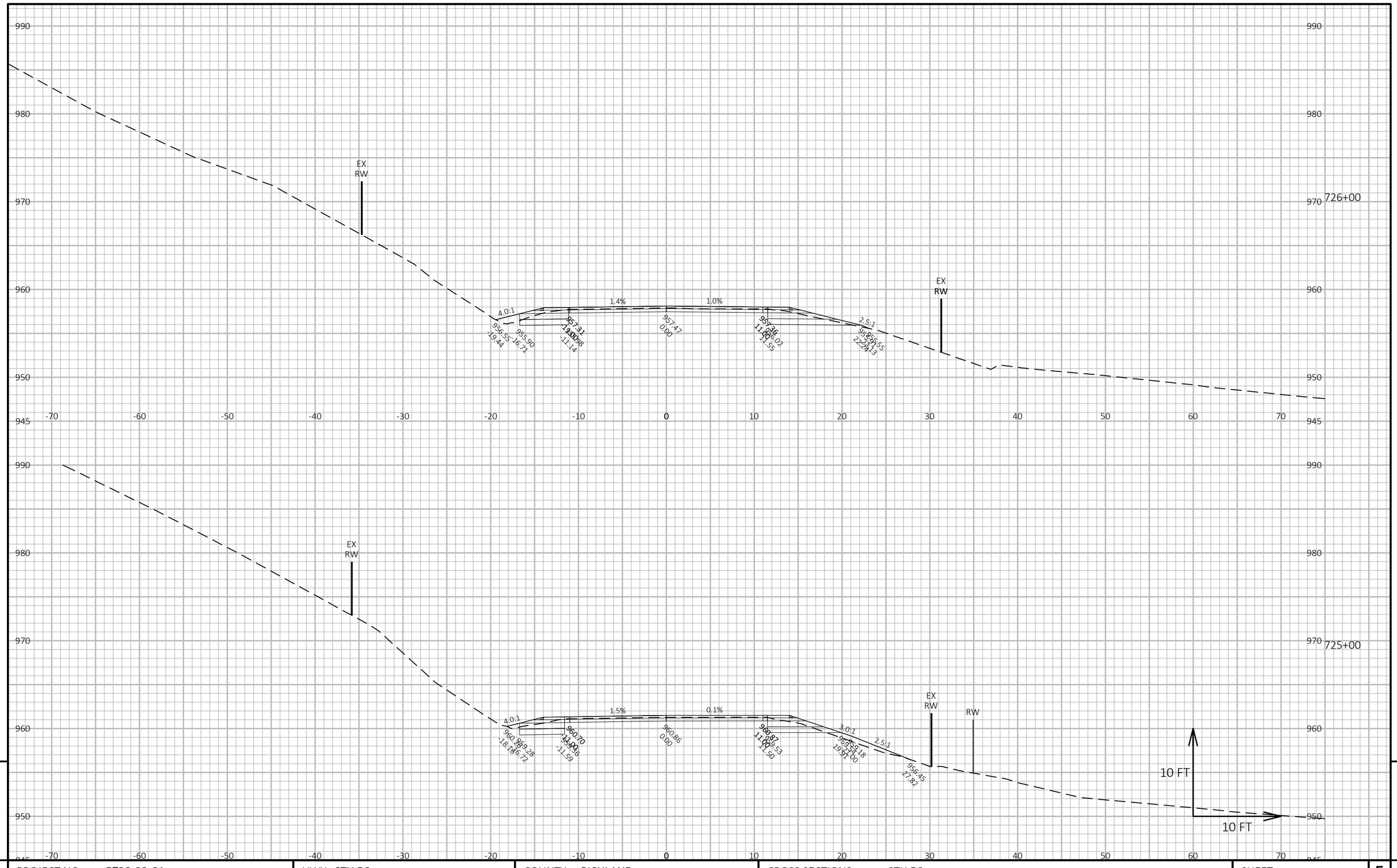
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090428-xs

PLOT DATE : 1/28/2026 8:08 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

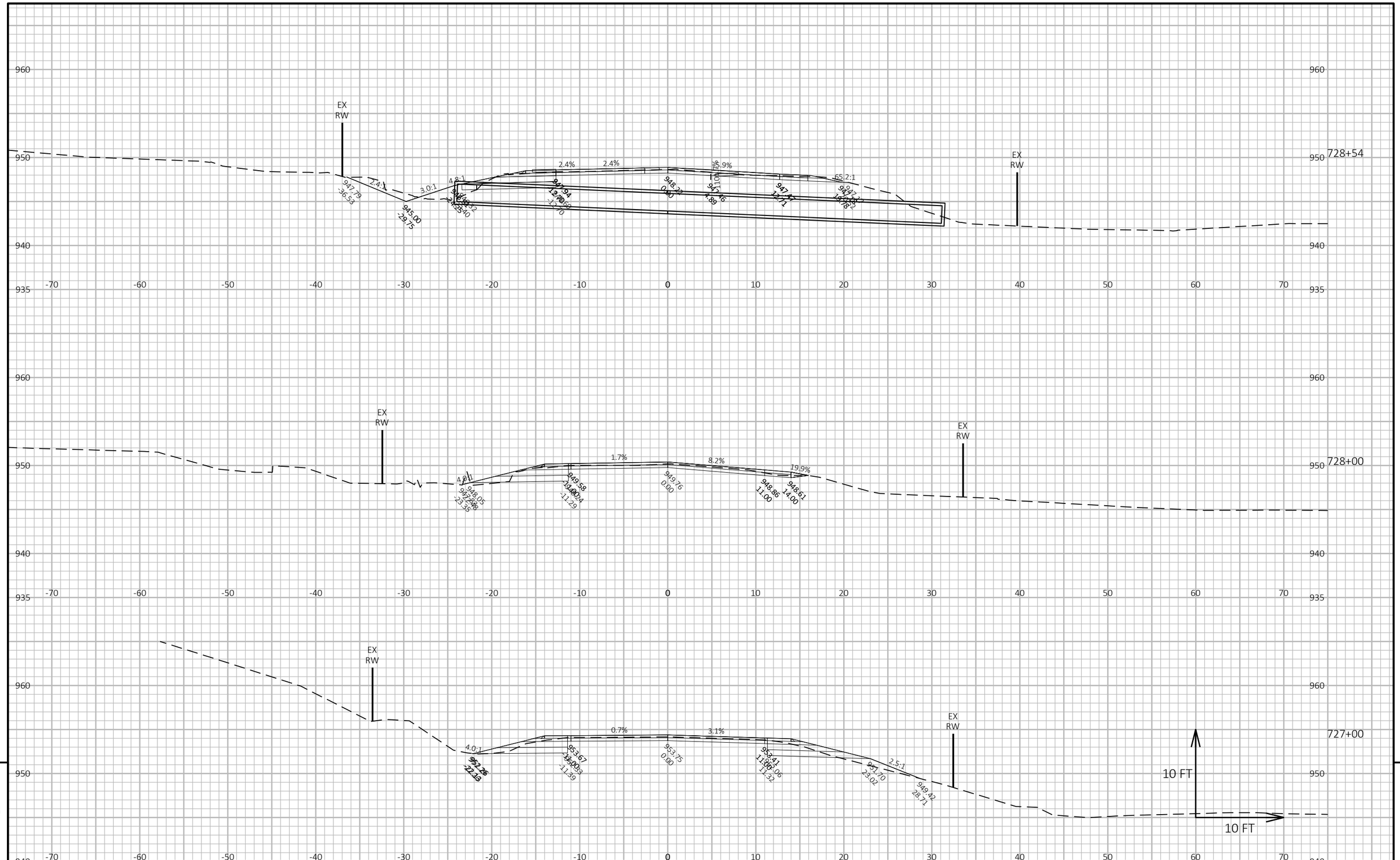


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 530 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090429-xs

PLOT DATE : 1/28/2026 8:08 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 531	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090430-xs

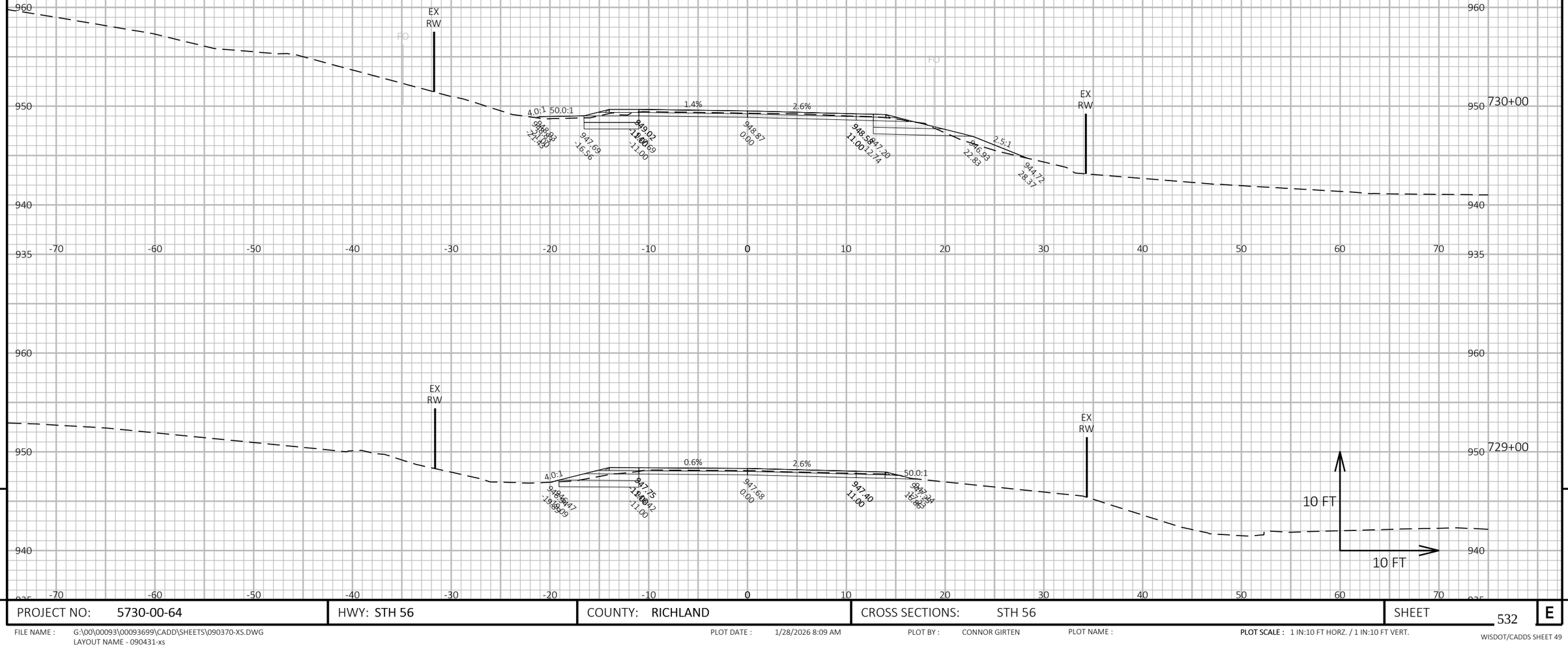
PLOT DATE : 1/28/2026 8:08 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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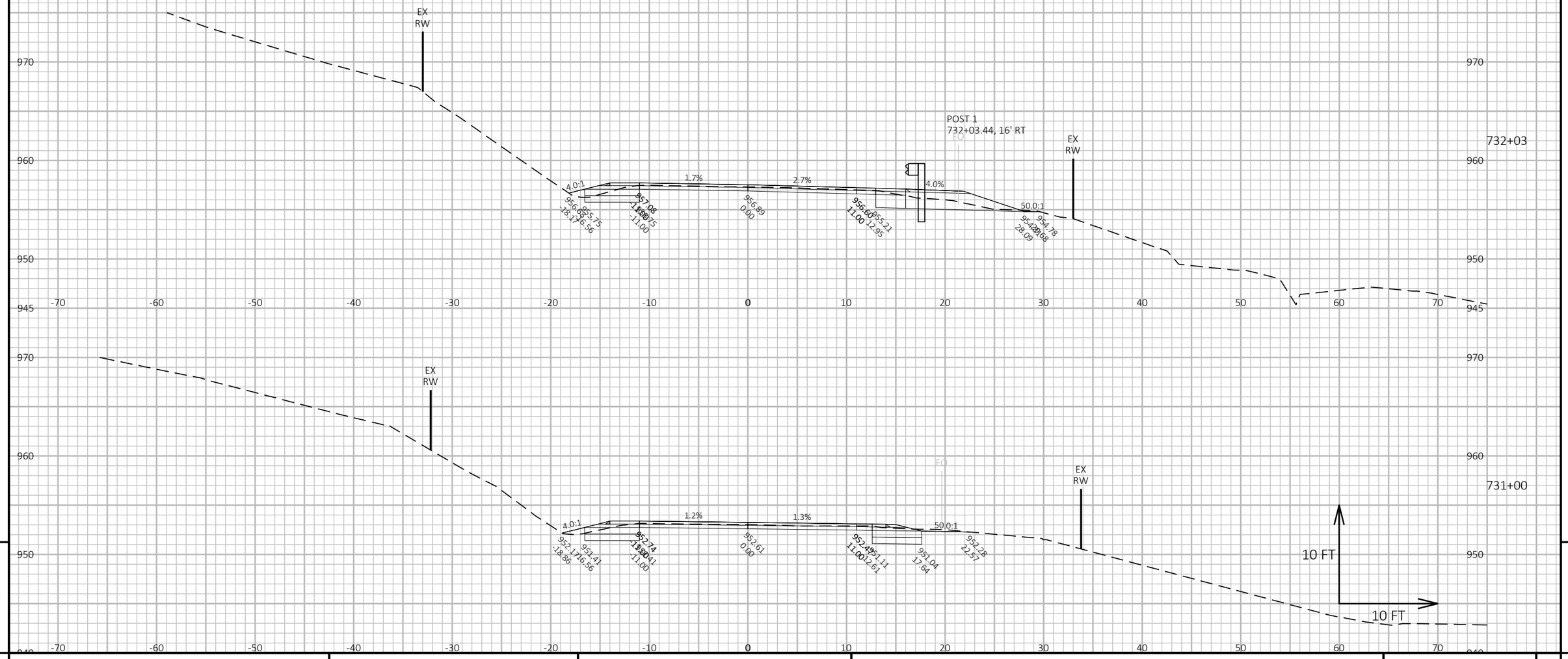
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 532	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090431-xs

PLOT DATE : 1/28/2026 8:09 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

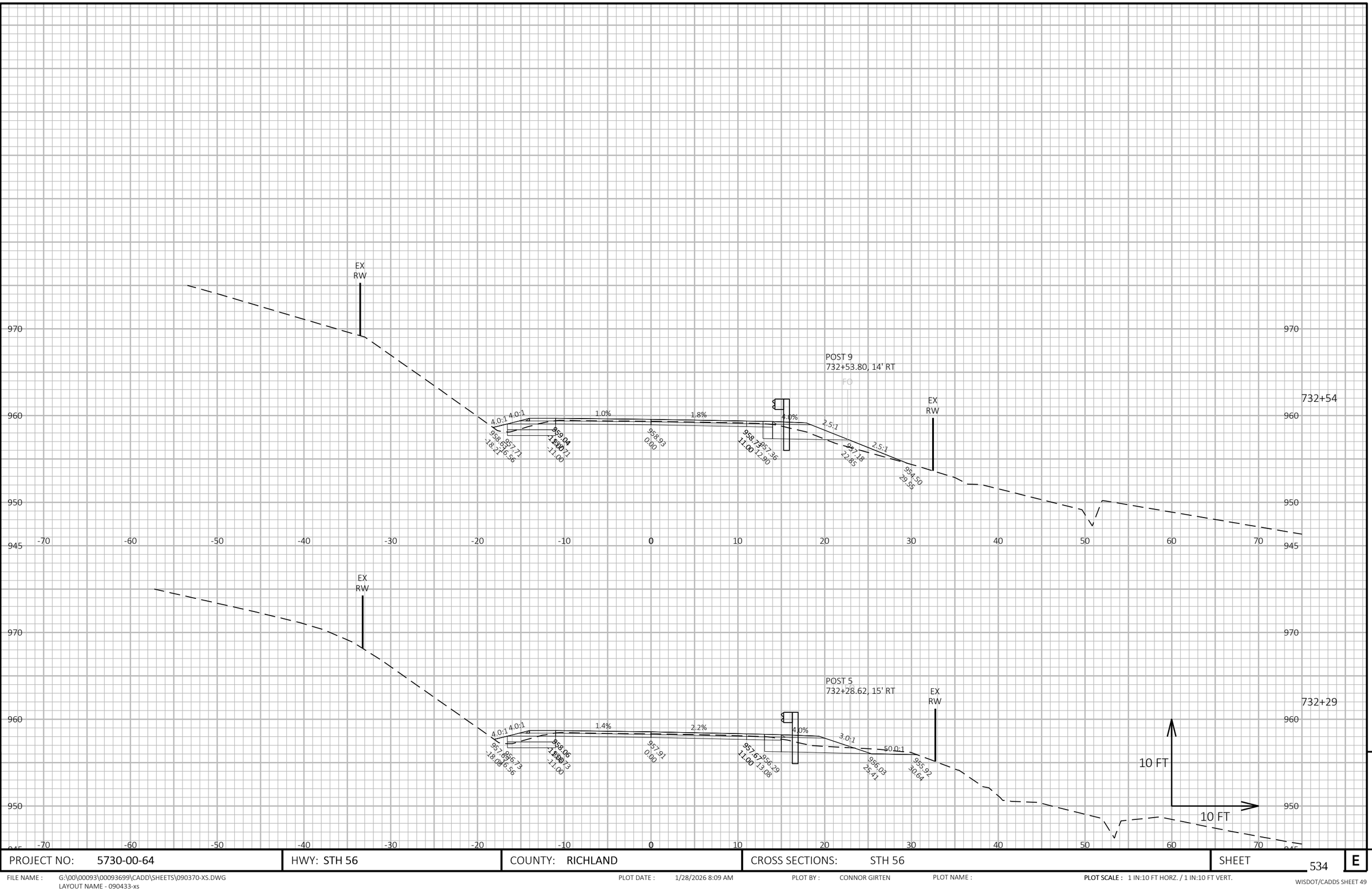


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 533

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090432-xs

PLOT DATE : 1/28/2026 8:09 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 534	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090433-xs

PLOT DATE : 1/28/2026 8:09 AM

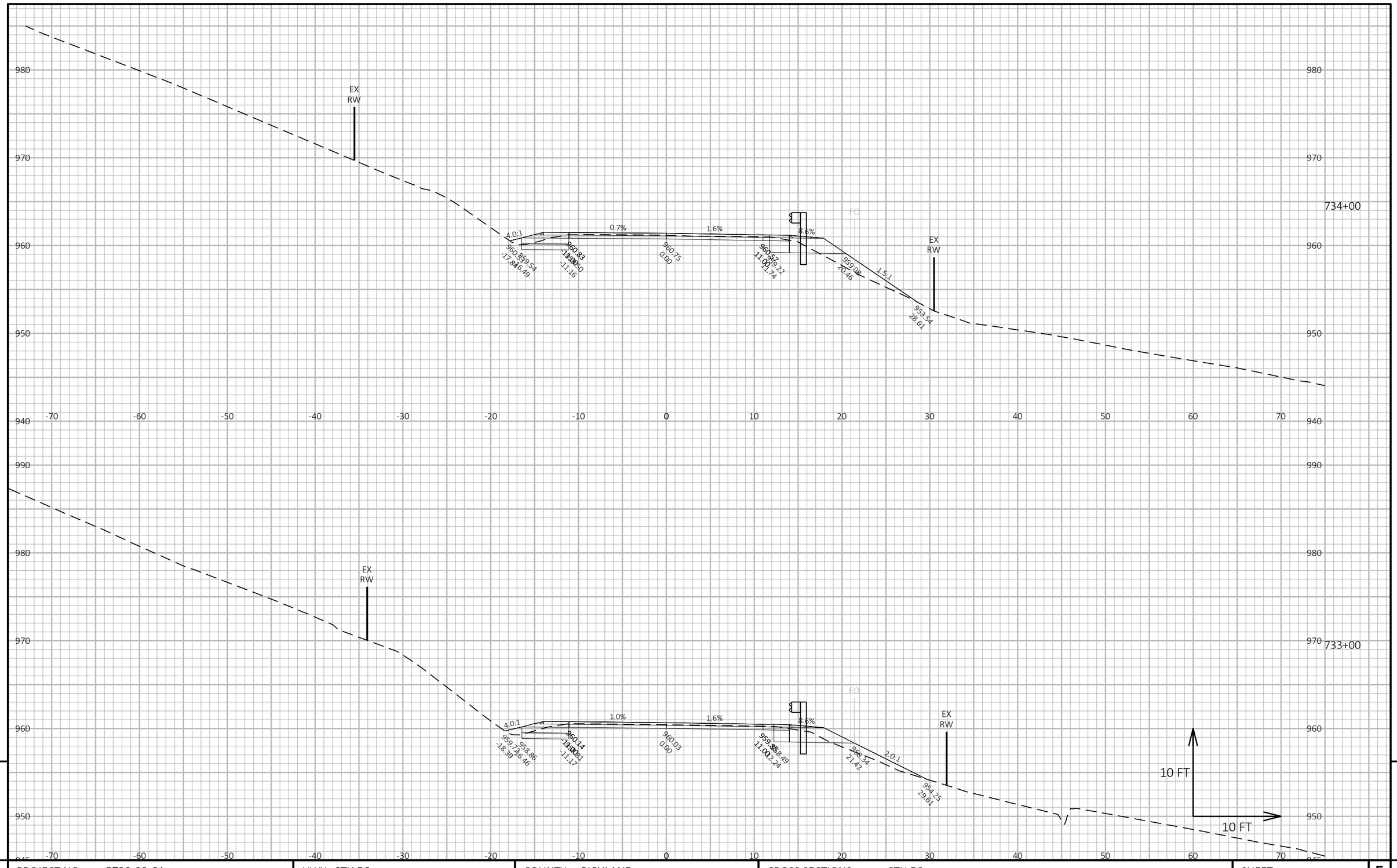
PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9



9

9

PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 535	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090434-xs

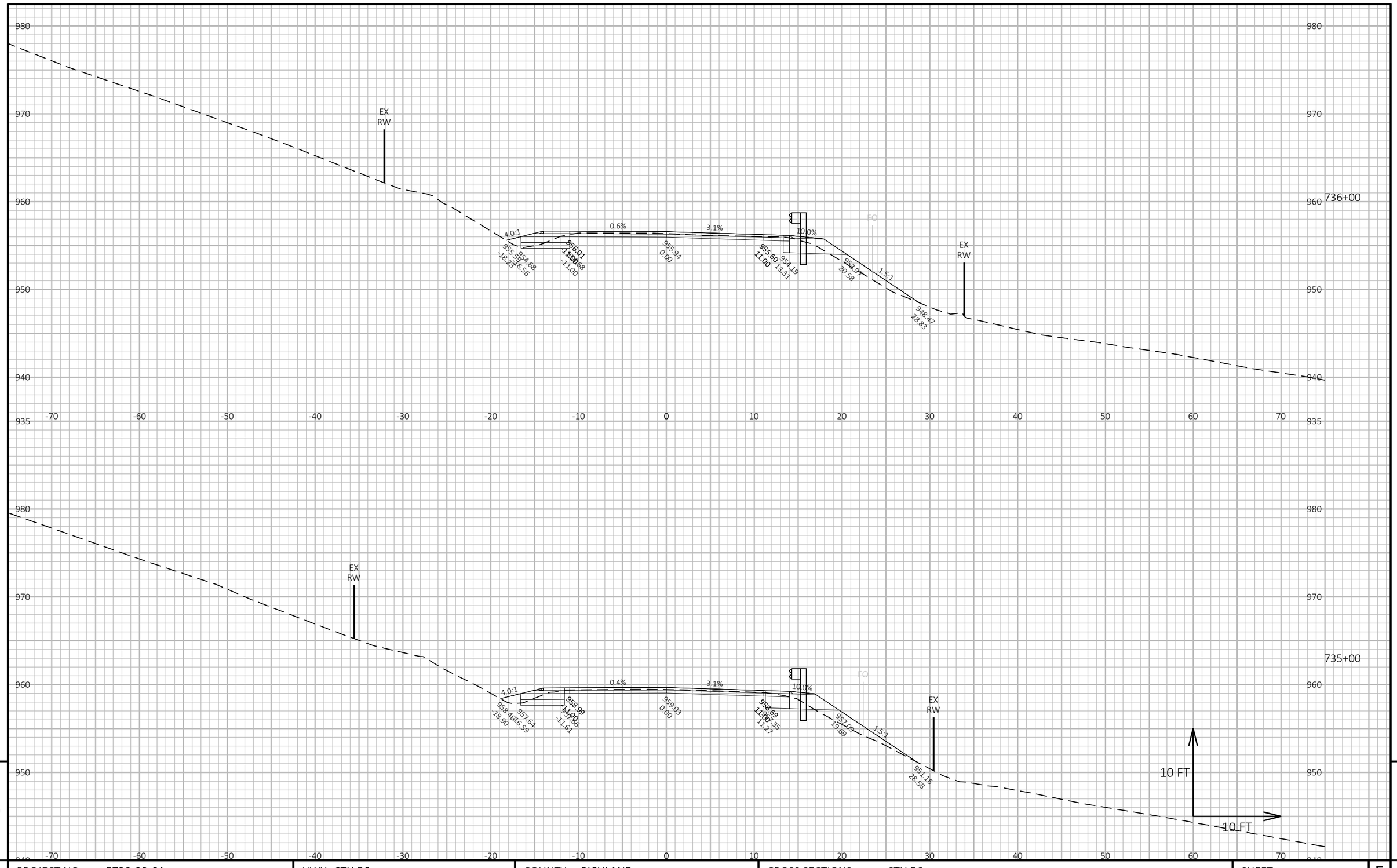
PLOT DATE : 1/28/2026 8:09 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

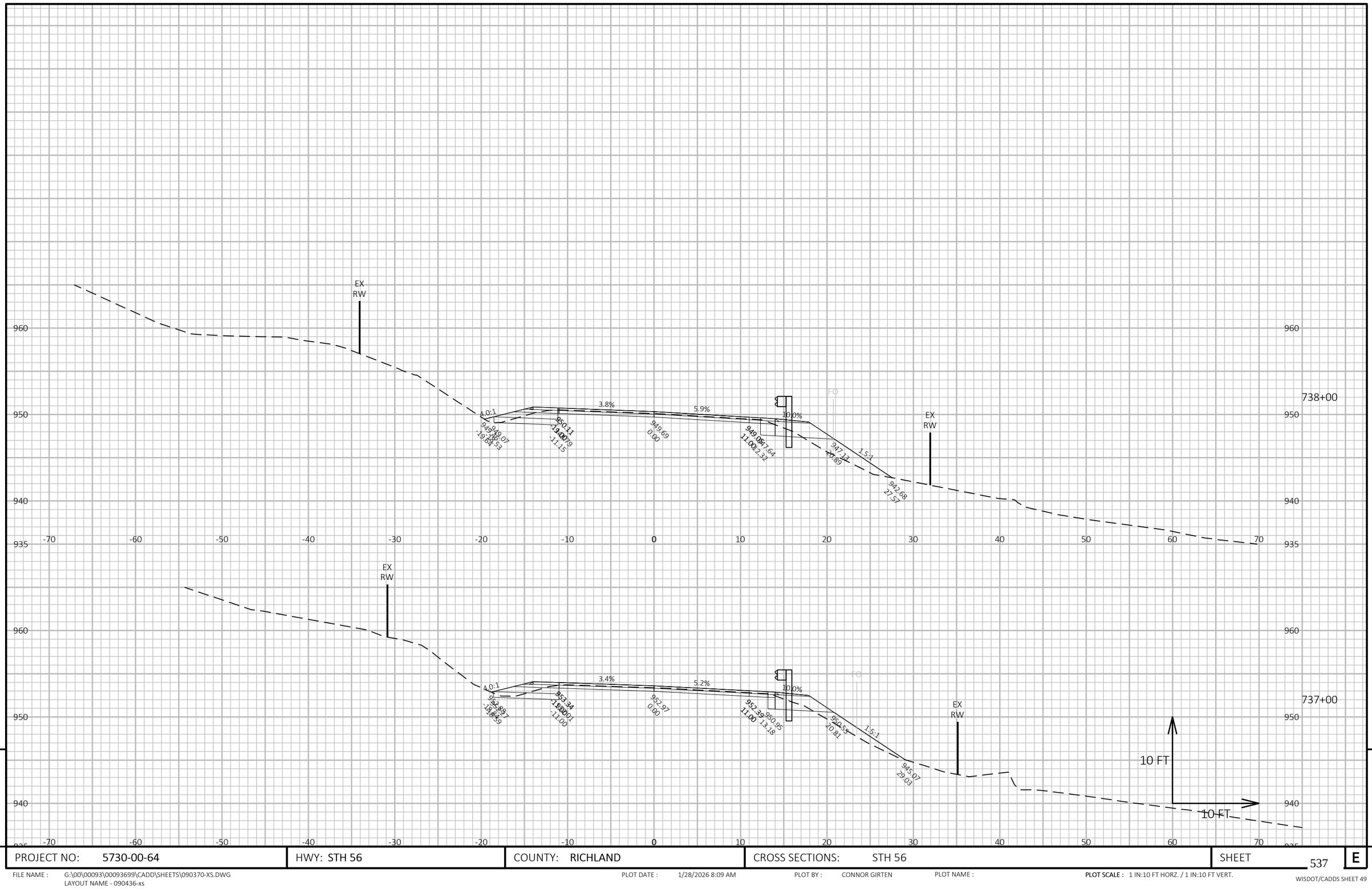


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 536 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090435-xs

PLOT DATE : 1/28/2026 8:09 AM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

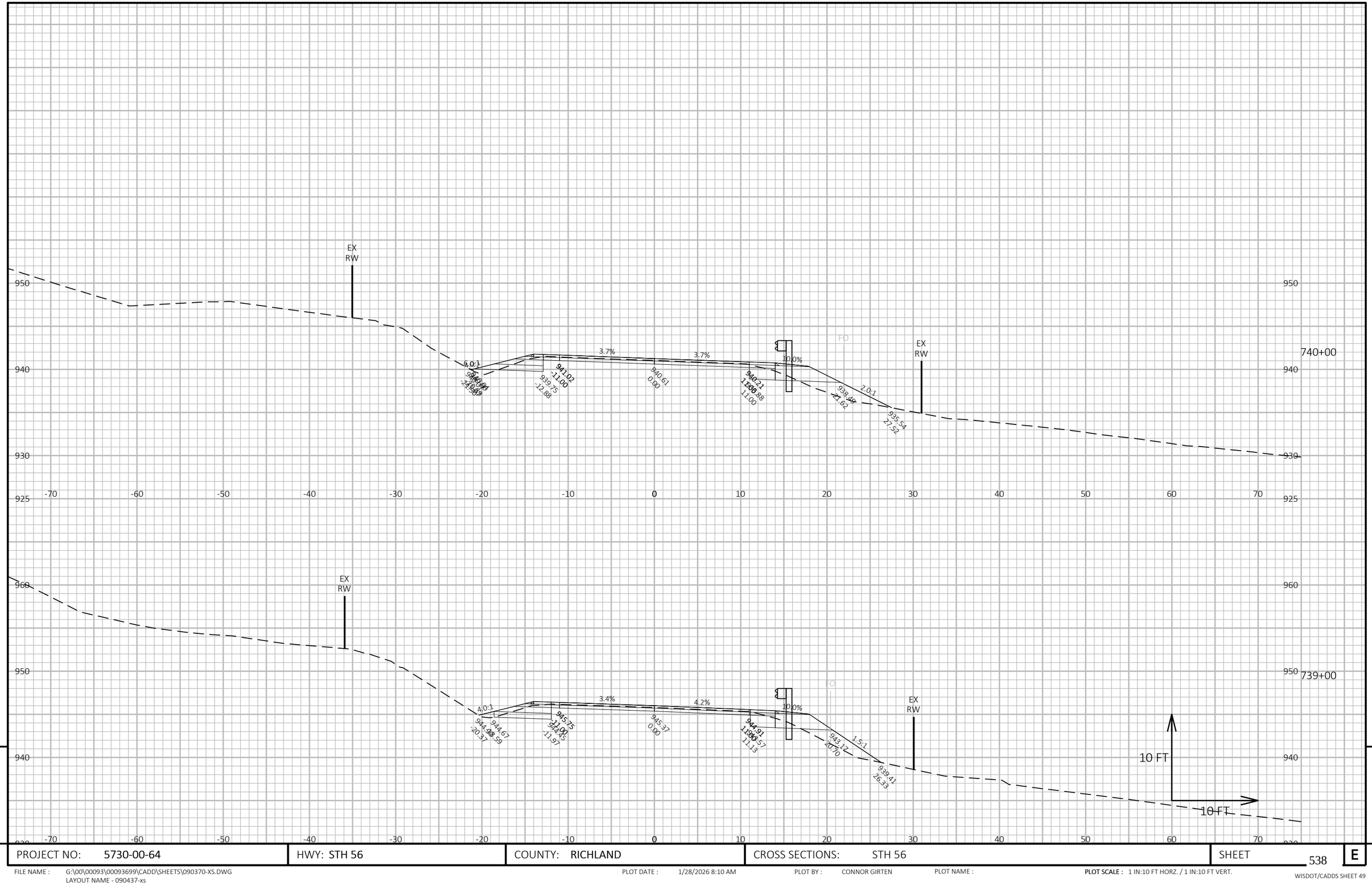


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 537	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090436-xs

PLOT DATE : 1/28/2026 8:09 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

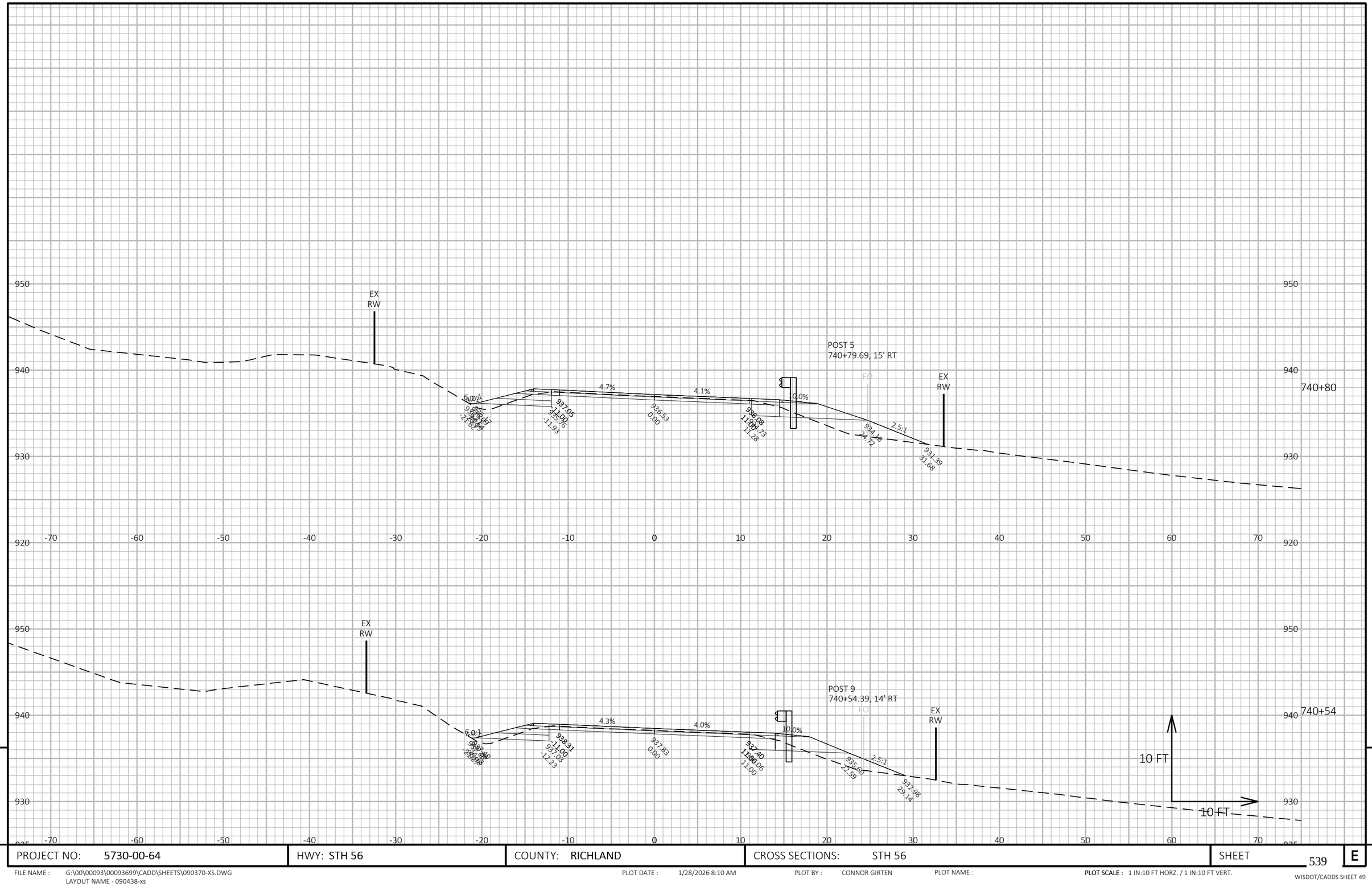


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 538	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090437-xs

PLOT DATE : 1/28/2026 8:10 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 539	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090438-xs

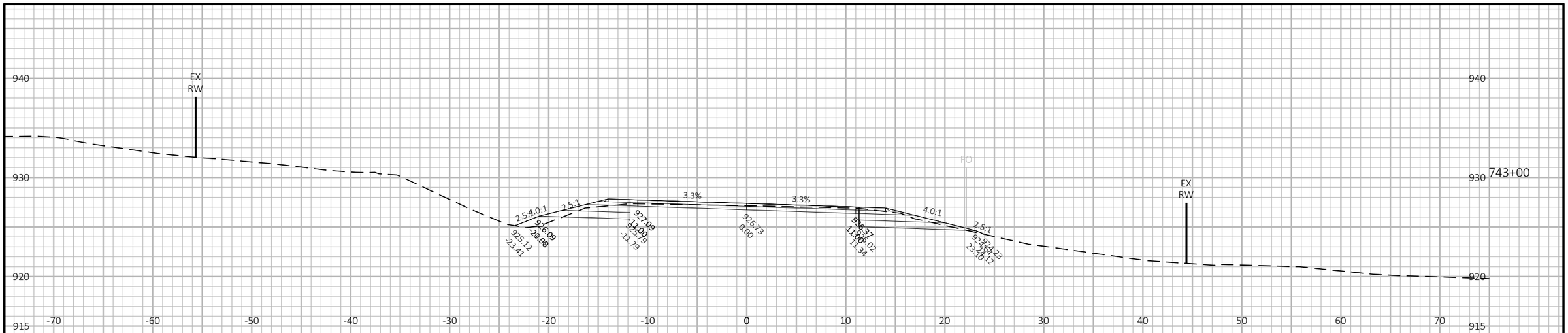
PLOT DATE : 1/28/2026 8:10 AM

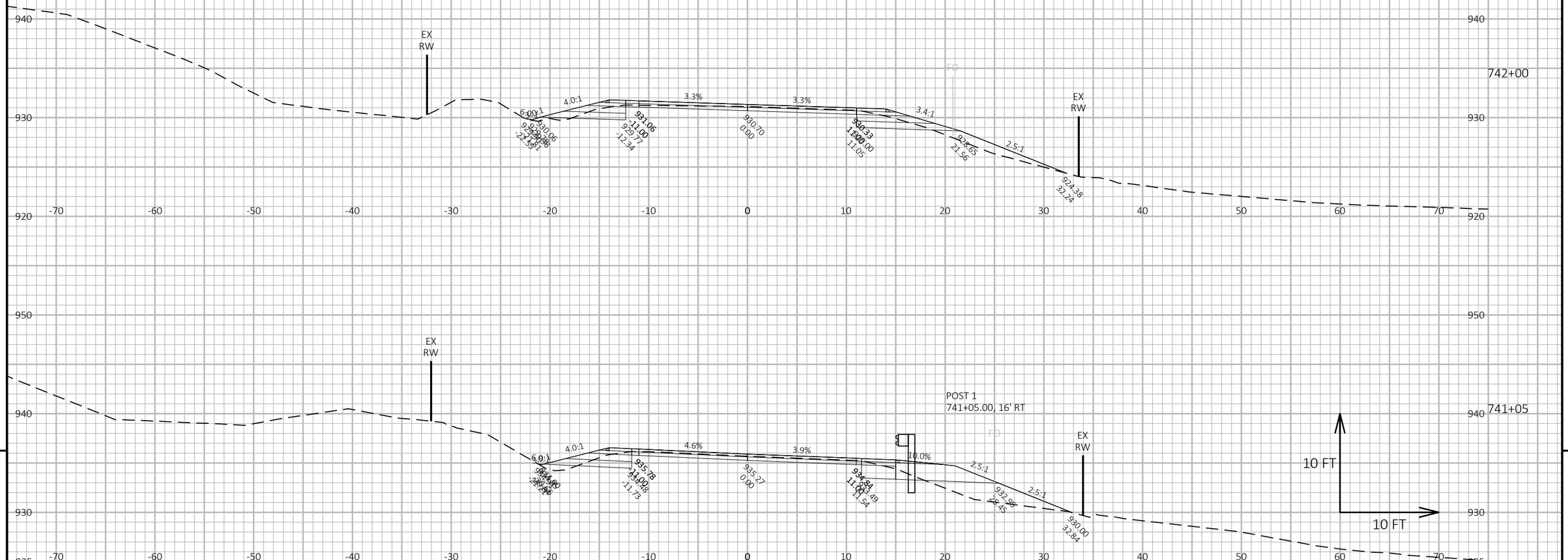
PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 540	E

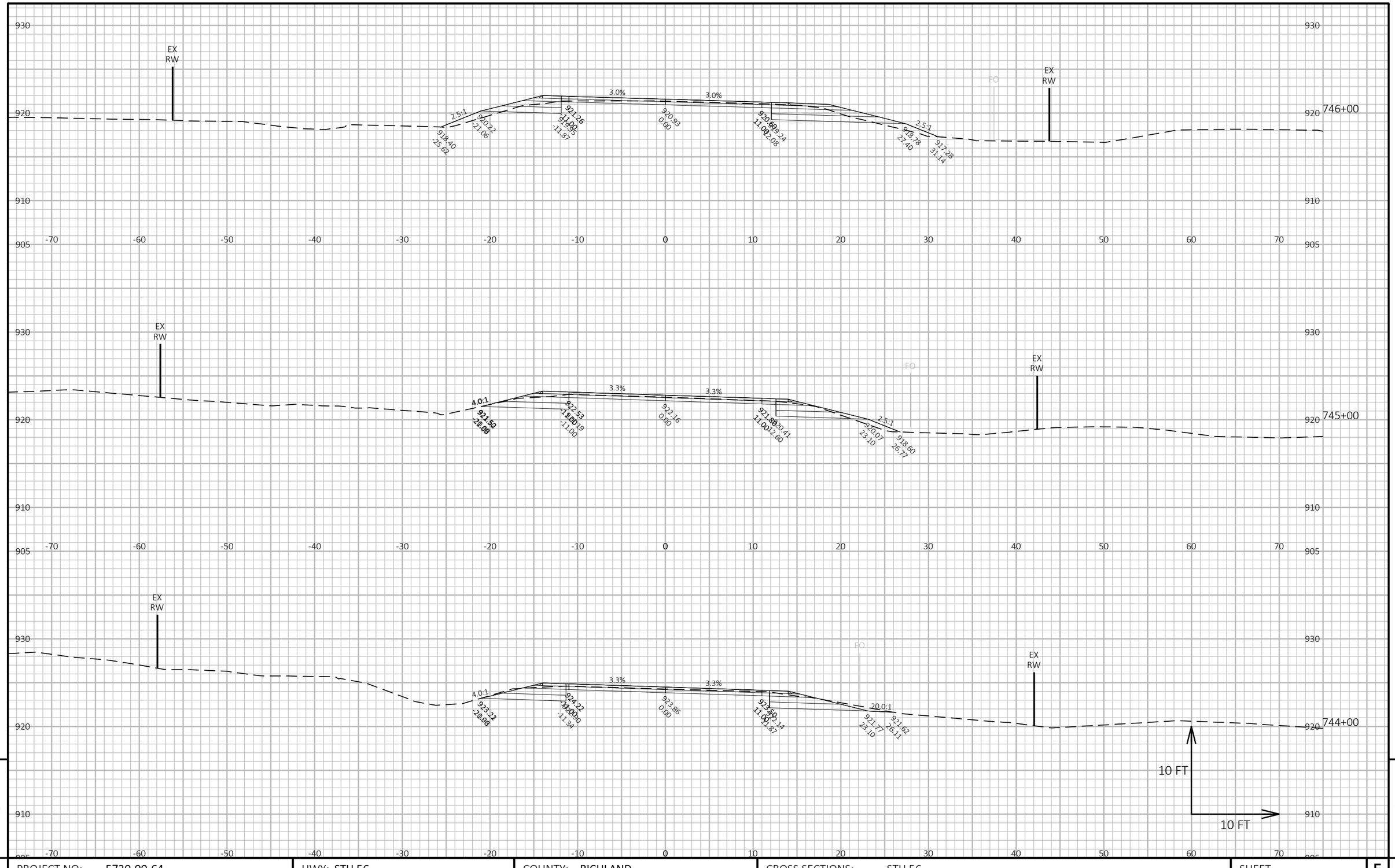
FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090439-xs

PLOT DATE : 1/28/2026 8:10 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

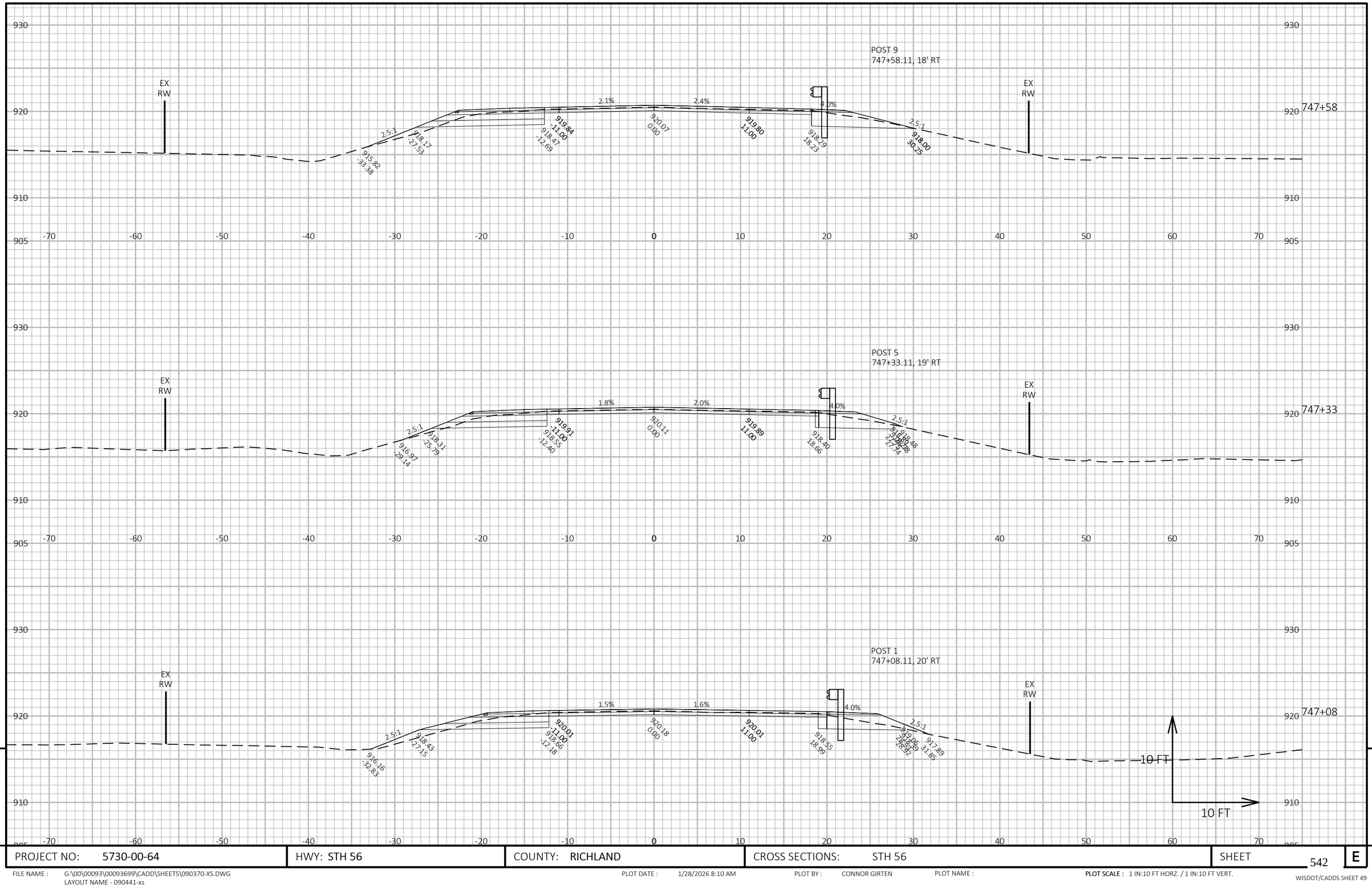


PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 541 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090440-xs

PLOT DATE : 1/28/2026 8:10 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 542 E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090441-xs

PLOT DATE : 1/28/2026 8:10 AM

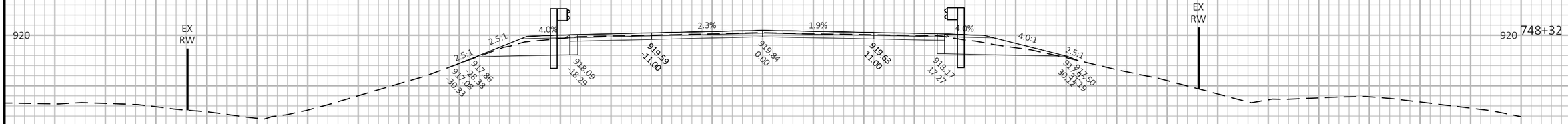
PLOT BY : CONNOR GIRTEN

PLOT NAME :

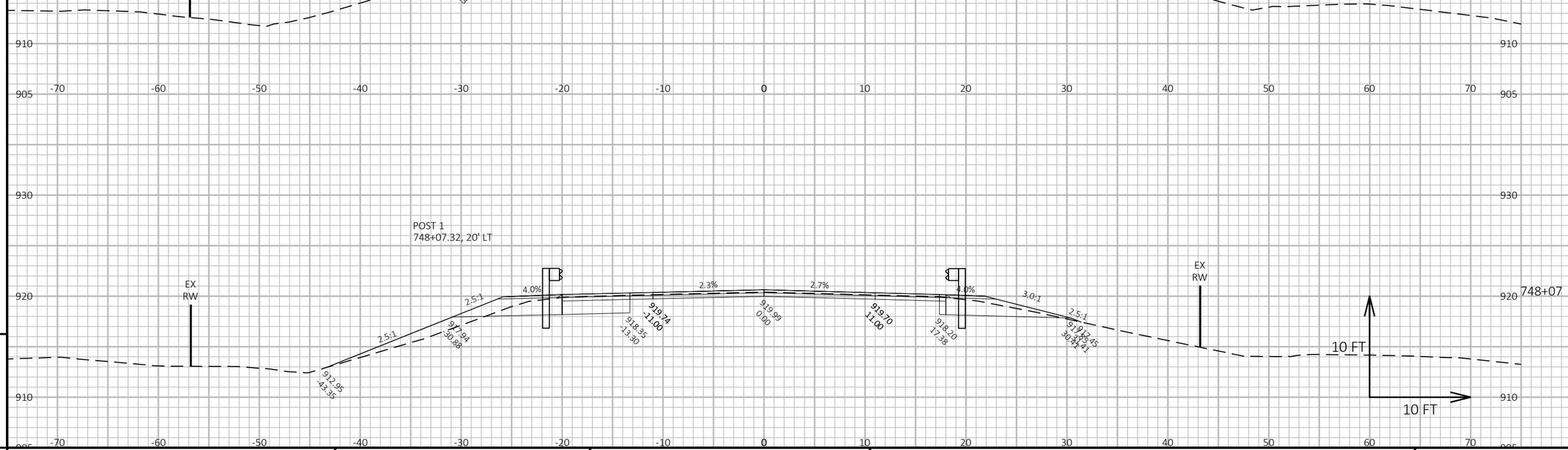
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

POST 5
748+32.32, 19' LT



POST 1
748+07.32, 20' LT



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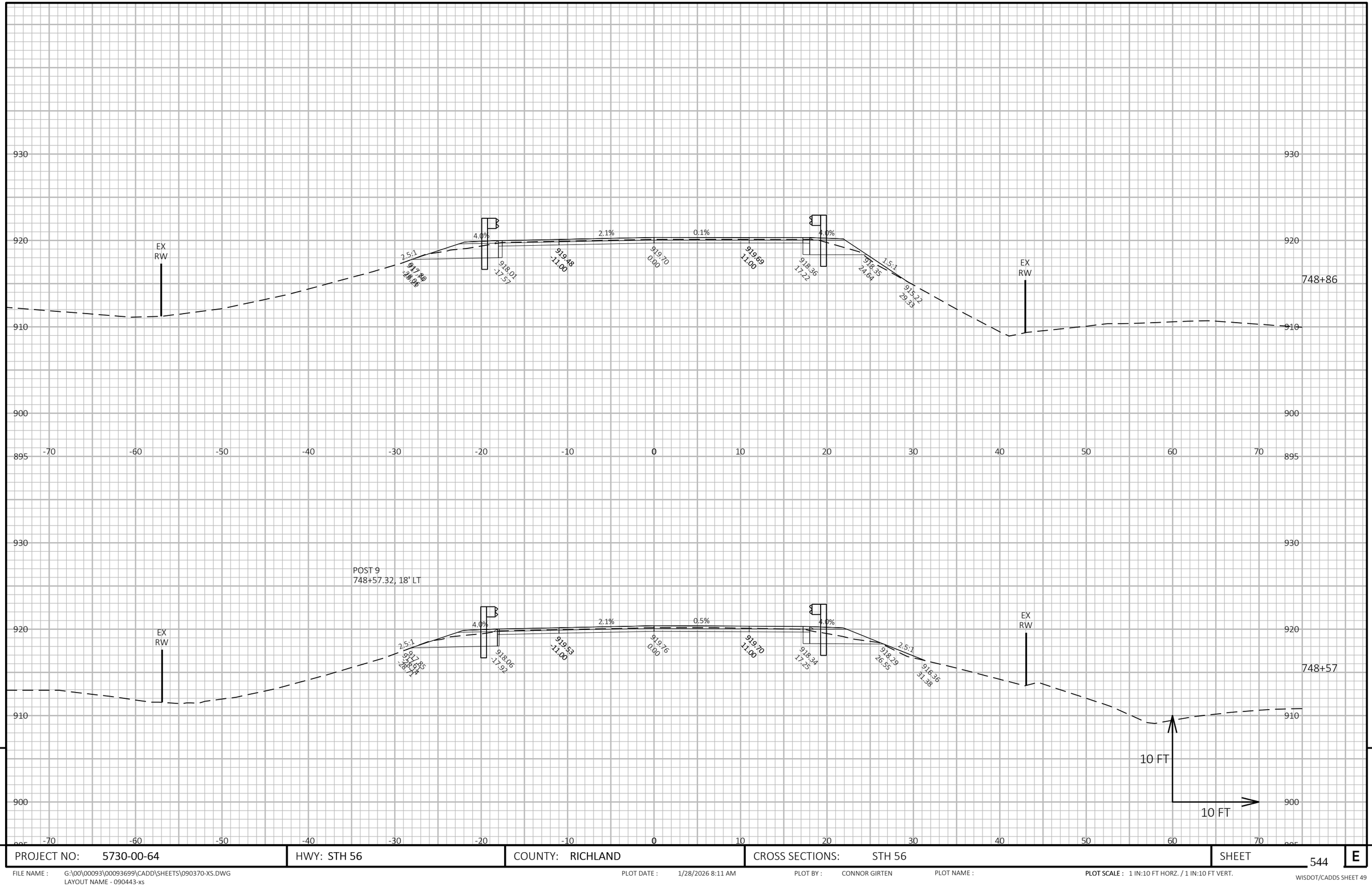
PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 543	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090442-xs

PLOT DATE : 1/28/2026 8:11 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 5730-00-64	HWY: STH 56	COUNTY: RICHLAND	CROSS SECTIONS: STH 56	SHEET 544	E

FILE NAME : G:\00\00093\00093699\CADD\SHEETS\090370-XS.DWG
LAYOUT NAME - 090443-xs

PLOT DATE : 1/28/2026 8:11 AM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov