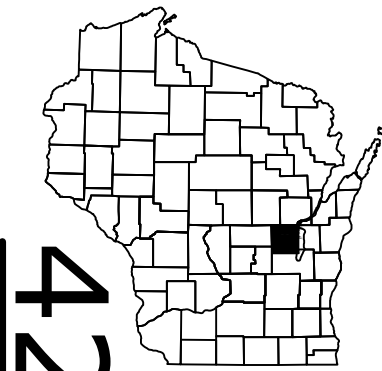


ORDER OF SHEETS

| | | |
|-------------|---|------------------------------|
| 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 = 174



42

DESIGN DESIGNATION

| | | | |
|--------------|------|---|--------|
| A.A.D.T. | 2021 | = | 20,080 |
| A.A.D.T. | 2041 | = | 22,900 |
| D.H.V. | | = | 2,400 |
| D.D. | | = | 50/50 |
| T. | | = | 14.4 |
| DESIGN SPEED | | = | 70 MPH |
| ESALS | | = | |

CONVENTIONAL SYMBOLS

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



STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 PLAN OF PROPOSED IMPROVEMENT
WAUPACA - MENASHA
 NCL - STH 441
 USH 10
 WINNEBAGO COUNTY

STATE PROJECT NUMBER
1500-48-60

WAUPACA CO. OUTAGAMIE CO.
 R-14-E R-15-E R-15-E R-16-E R-16-E R-17-E

BEGIN PROJECT
 STA 1128+00
 Y= 555,727.465
 X= 724,686.058

EQUATION STA 1532+47.92 'EB' BK=
 STA 1532+97.92 'EB' AHD

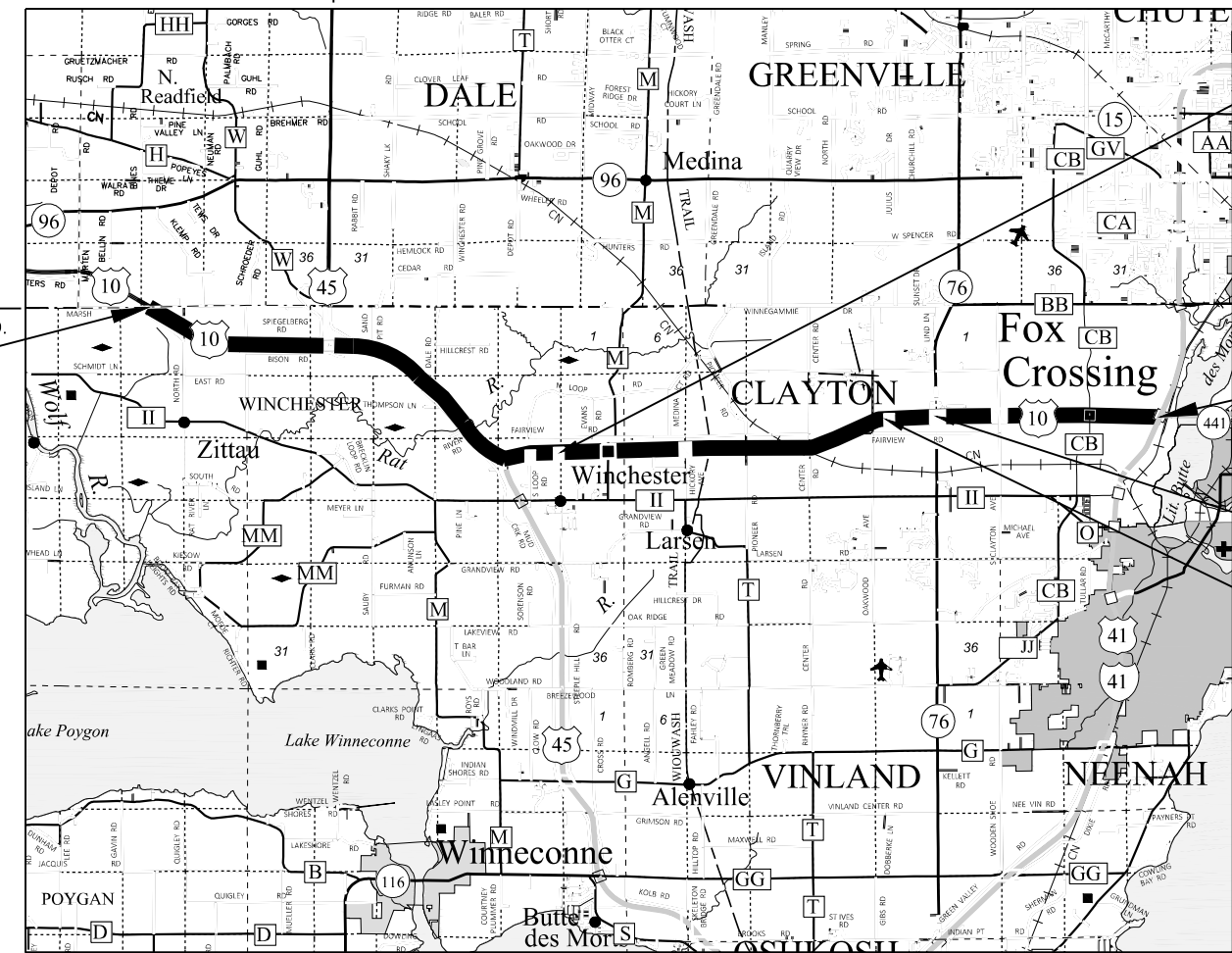
T-21-N
 T-20-N
 OUTAGAMIE CO.
 WINNEBAGO CO.

END PROJECT
 STA 558+00
 Y= 546,365.486
 X= 807,197.078

EQUATION STA 1794+63.34 BK=
 STA 1795+96.75 AHD

EQUATION STA 1848+66.74 BK=
 STA 400+00.00 AHD

T-20-N
 T-19-N



LAYOUT
 SCALE 0 3 MI
 TOTAL NET LENGTH OF CENTERLINE = 16.102 MI

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

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

| | |
|---------------------|-------------|
| PREPARED BY | |
| Surveyor | NE REGION |
| Designer | J. HANSEN |
| Project Manager | W. BERTRAND |
| Regional Examiner | |
| Regional Supervisor | C. KAROW |

APPROVED FOR THE DEPARTMENT
 DATE: 3-21-2022
 Signature: *William R. Bertrand*
 (Signature)

E

GENERAL NOTES

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 2007 (NAVD88).

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

EXISTING DRAINAGE DITCHES AND CULVERT PIPES WILL REMAIN FUNCTIONAL DURING GRADING AND EXCAVATION OPERATIONS.

PURSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES. THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK IN ALL AREAS WHERE SUCH A LANDMARK MAY EXIST.

NO TRESS OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

CONCRETE REPAIRS ITEMS IN THIS PLAN ARE BASED ON A CRACK SURVEY COMPLETED IN 2019. THE TYPES OF REPAIRS AND LIMITS OF PAVEMENT REMOVAL ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

MATCH EXISTING CONCRETE JOINTS FOR REPAIR AND REPLACEMENT AREAS. CONCRETE JOINT LAYOUT WILL NOT BE PAID FOR SEPARATELY.

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- TRAFFIC CONTROL
- DETOUR PLAN
- ALIGNMENT PLAN

DNR LIAISON

JAY SCHIEFELBEIN
2984 SHAWANO AVE.
GREEN BAY, WI 54313
920-360-3784
jeremiah.schiefelbein@wisconsin.gov

WINNEBAGO COUNTY HIGHWAY COMMISSIONER

RAY PALONEN
901 W COUNTY RD Y
OSHKOSH, WI 54901
920-232-1700
rpalonen@co.winnebago.wi.us

NE REGION SURVEY COORDINATOR

CORMAC MCINNIS, RLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
920-492-5638
cormac.mcinnis@dot.wi.gov

UTILITIES CONTACTS

ANR PIPELINE CO - GAS/PETROLEUM
TODD BRISTER
W3925 PIPELINE LANE
EDEN, WI 53019
(920) 477-2235
todd_brister@tcenergy.com

AT&T LEGACY - COMMUNICATION LINE
WILLIAM KOENIG
128 W SUNSET AVENUE
APPLETON, WI 54911
(608) 628-0575
wekoenig@att.net

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

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
DOUG VOSBERG
801 O'KEEFE ROAD
DE PERE, WI 54115
(608) 877-3692
dvosberg@atcllc.com

CENTURYLINK - COMMUNICATION LINE
KEVIN ZICKERT
224 INDUSTRIAL DR
NORTH PRAIRIE, WI 53153
(608) 716-5959
kevin.zickert@lumen.com
relocations@lumen.com

CHARTER COMMUNICATIONS - COMMUNICATION LINE
VINCE ALBIN
3520 E DESTINATION DRIVE
APPLETON, WI 54911
(920) 375-0444
vince.albin@charter.com

WIN TECHNOLOGY - COMMUNICATION LINE
KEN WHITING
4955 BULLIS FARMS ROAD
EAU CLAIRE, WI 54701
(920)376-2996
ken.whiting@wintechnology.com

LEVEL 3 COMMUNICATIONS LLC - COMMUNICATION LINE
SHAD GARCIA
324 E WISCONSIN AVENUE, STE 730
MILWAUKEE WI 53202
(414) 409-1789
sgarcia@everstream.net

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
GAS/PETROLEUM
STEVE BONECK
P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 236-5918
steve.boneck@wisconsinpublicservice.com

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
DAVE PETERSON
P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 236-5910
david.peterson@wisconsinpublicservice.com

WE ENERGIES - GAS/PETROLEUM
JESUS VICTORIA
500 S 116TH STREET
WEST ALLIS, WI 53214
(920)380-3314
jesus.victoria@wecenergygroup.com

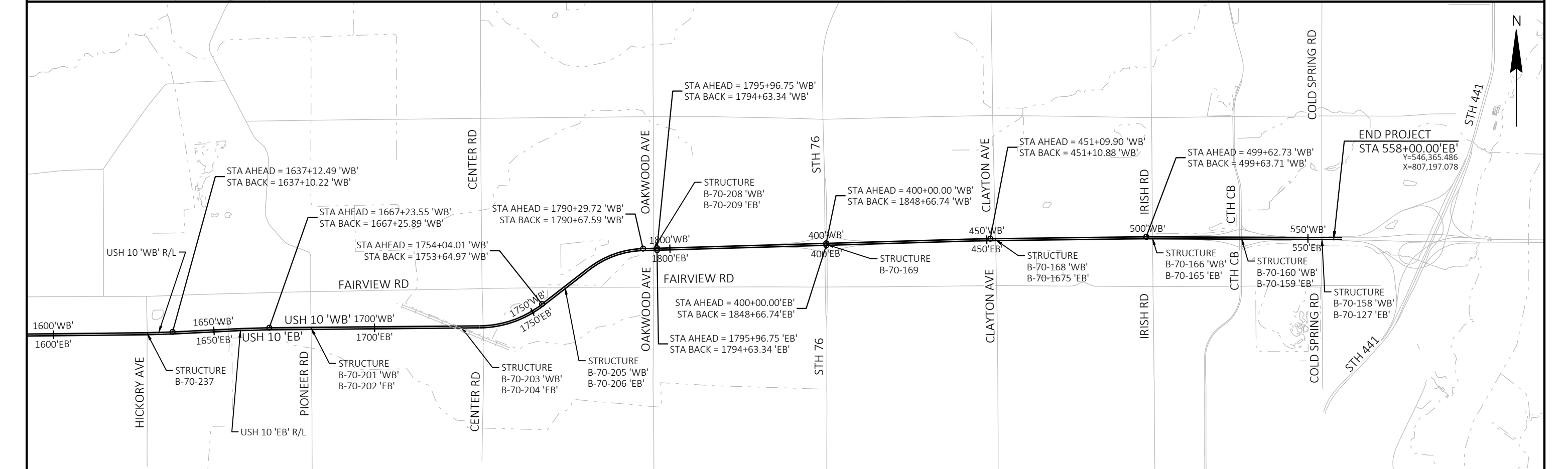
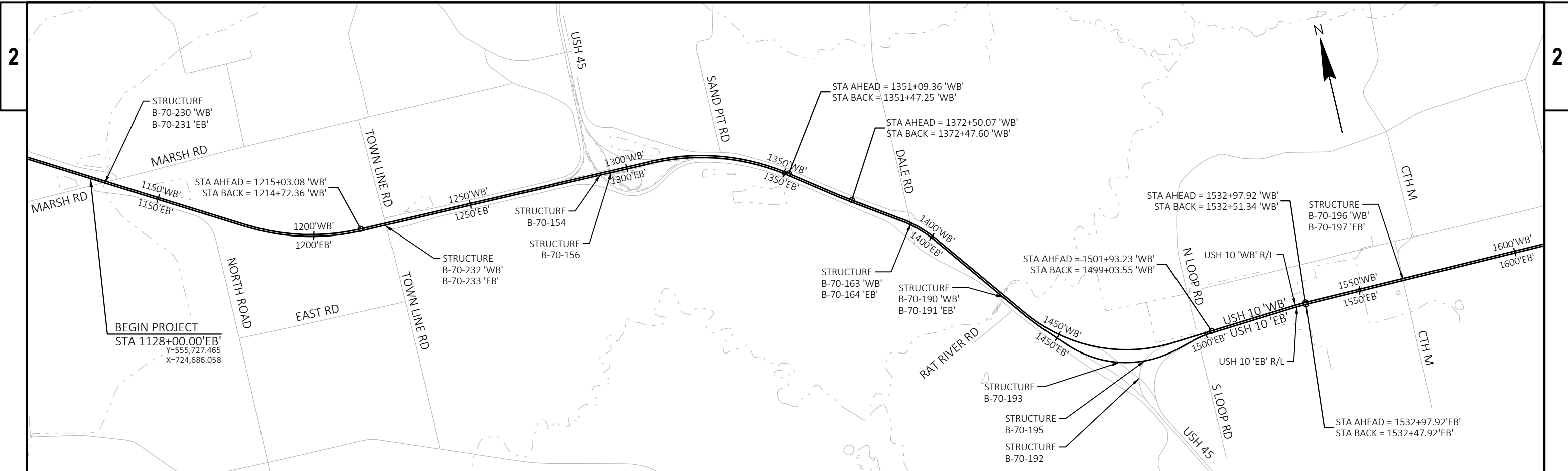
WE ENERGIES - ELECTRICITY
KYLE GALLIGAN
500 S 116TH STREET
WEST ALLIS, WI 53214
(920) 380-3355
kyle.galligan@we-energies.com

RUNOFF COEFFICIENT TABLE

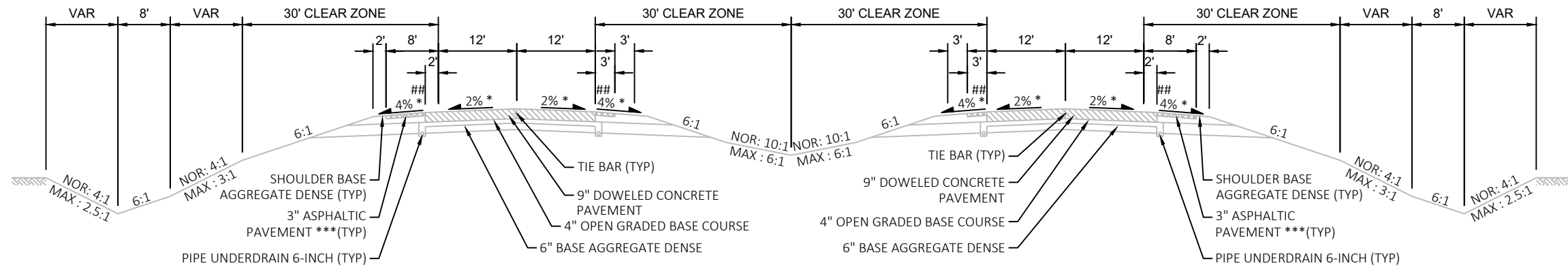
| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|-------------------------|-----------------------|------------|------------|-----------------------|------------|------------|-----------------------|------------|------------|-----------------------|------------|------------|
| | A | | | B | | | C |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

TOTAL PROJECT AREA = 661 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.04 ACRES

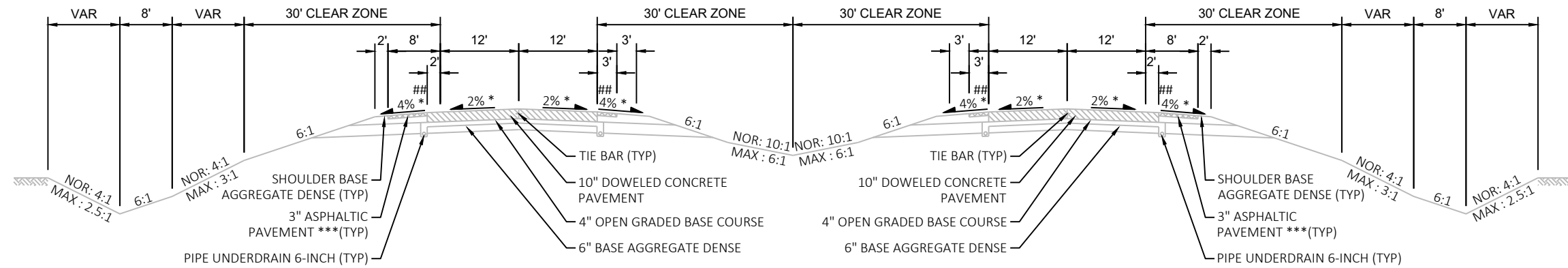




PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO PROJECT OVERVIEW SHEET E



TYPICAL EXISTING SECTION
 USH 10:
 STA 400+00 - STA 528+00



TYPICAL EXISTING SECTION
 USH 10:
 STA 1130+00 - STA 1848+67

NOTES

- * CROSS SLOPE VARIES DUE TO SUPER ELEVATION
- ** PAVEMENT WIDTH VARIES AT RAMP TERMINALS
- *** EXISTING ASPHALT SHOULDERS HAVE SETTLED LOWER THEN EXISTING CONCRETE PAVEMENT IN SOME LOCATIONS
- ### EXISTING RUMBLE STRIPS

PROJECT NO: 1500-48-60

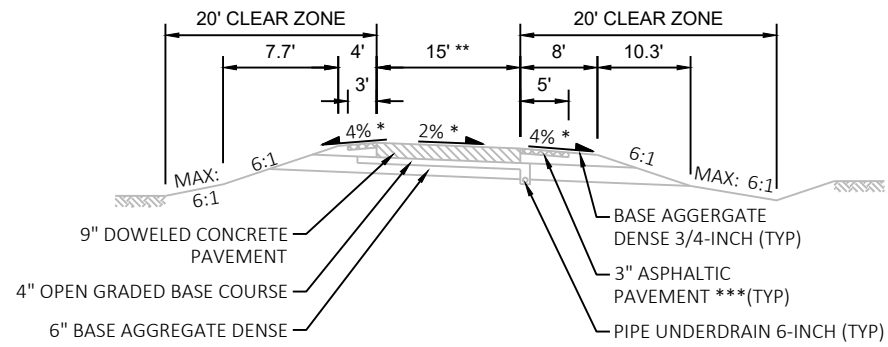
HWY: USH 10

COUNTY: WINNEBAGO

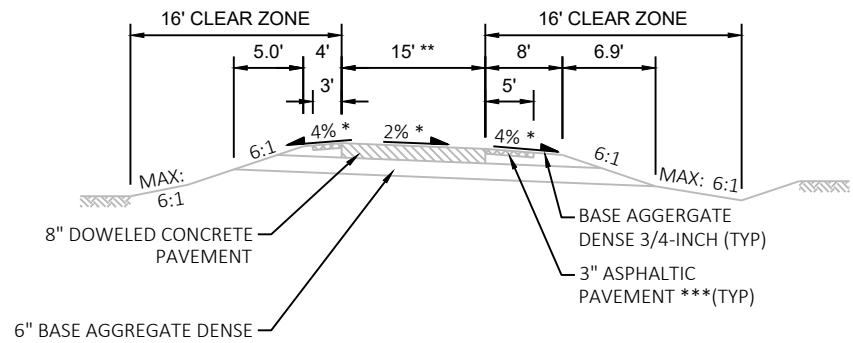
TYPICAL SECTIONS

SHEET

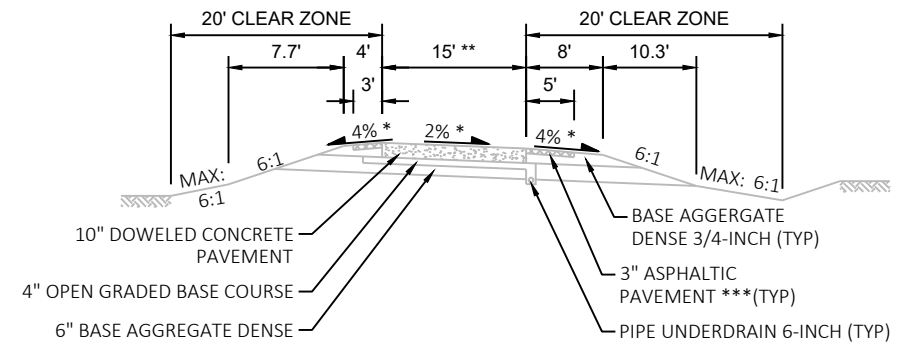
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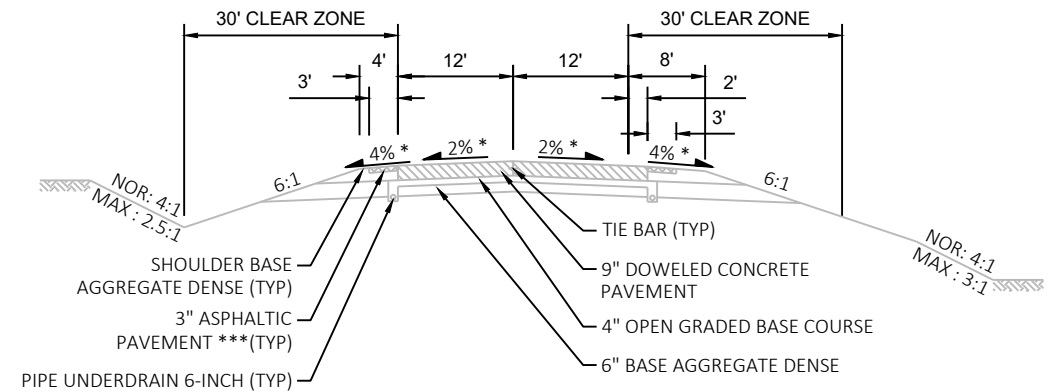
TYPICAL EXISTING SECTION
 USH 10 WB - USH 45 NB (AT CTH D):
 STA 99+35 - STA 123+85
 USH 45 NB - USH 10 EB (AT CTH D):
 STA 75+87 - STA 126+58
 USH 10 - STH 76 NW RAMP:
 STA 387+00 - STA 398+50
 USH 10 - STH 76 NE RAMP:
 STA 402+00 - STA 412+00
 USH 10 - STH 76 SW RAMP:
 STA 388+00 - STA 398+50
 USH 10 - STH 76 SE RAMP:
 STA 402+00 - STA 413+00



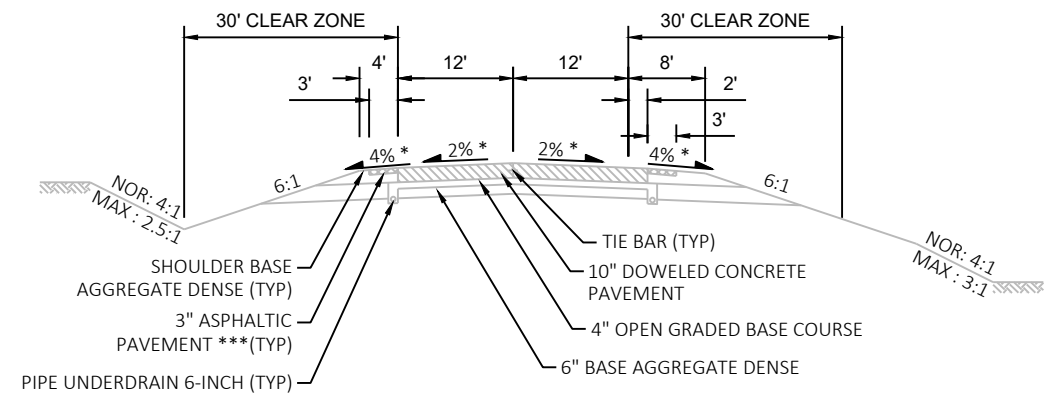
TYPICAL EXISTING SECTION
 USH 10 WB - USH 45 SB (AT CTH W):
 STA 465+50 - STA 489+32
 USH 10 WB - USH 45 NB (AT CTH D):
 STA 1296+60 - STA 1328+58
 STA 119+60 - STA 123+85
 USH 45 SB - USH 10 WB (AT CTH D):
 STA 1278+23 - STA 1298+75
 USH 45 NB - USH 10 EB (AT CTH W):
 STA 464+01 - STA 483+12



TYPICAL EXISTING SECTION
 USH 10 - CTH CB NW RAMP:
 STA 518+00 - STA 528+50
 USH 10 - CTH CB NE RAMP:
 STA 530+00 - STA 540+00
 USH 10 - CTH CB SW RAMP:
 STA 518+00 - STA 528+50

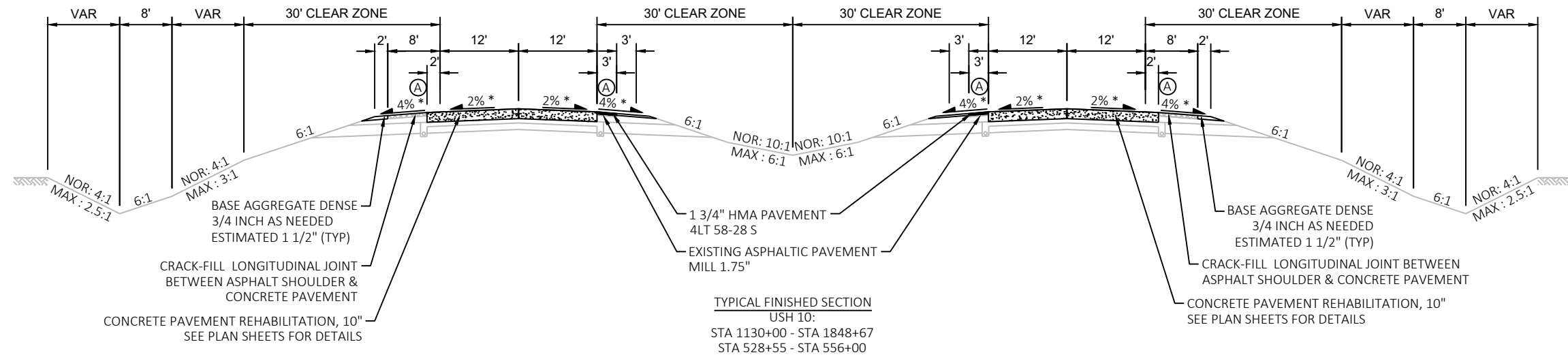
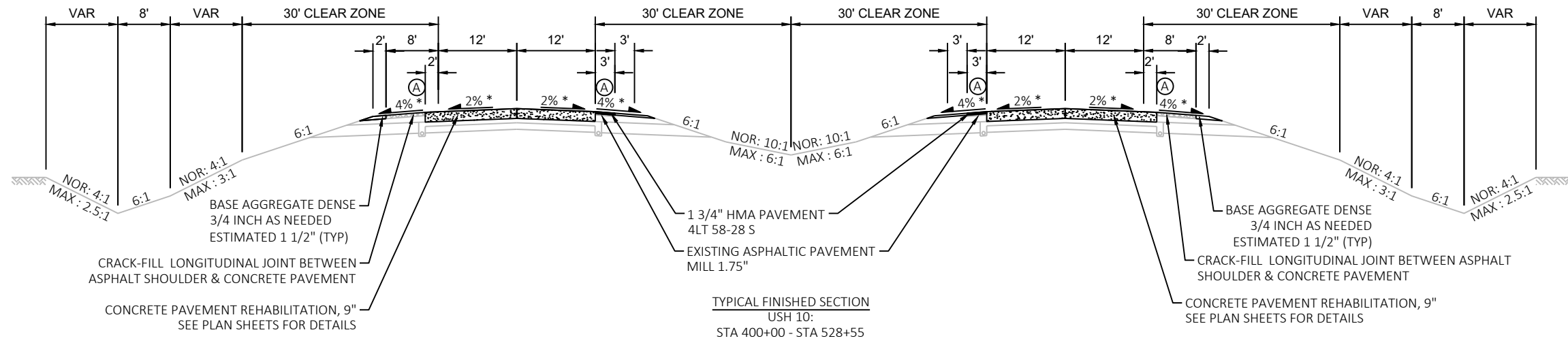


TYPICAL EXISTING SECTION
 USH 45 NB - USH 10 WB (AT CTH W):
 STA 464+00 - STA 492+46
 USH 10 EB - USH 45 SB (AT CTH W):
 STA 465+50 - STA 490+83

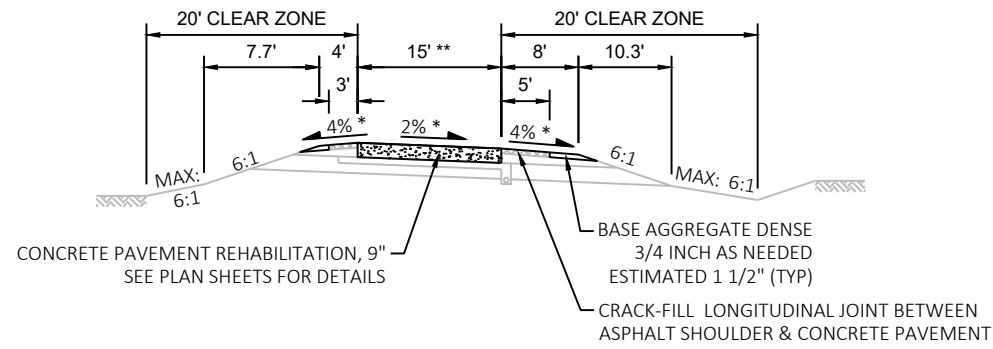


TYPICAL EXISTING SECTION
 USH 10 - CTH CB SE RAMP:
 STA 530+00 - STA 540+00

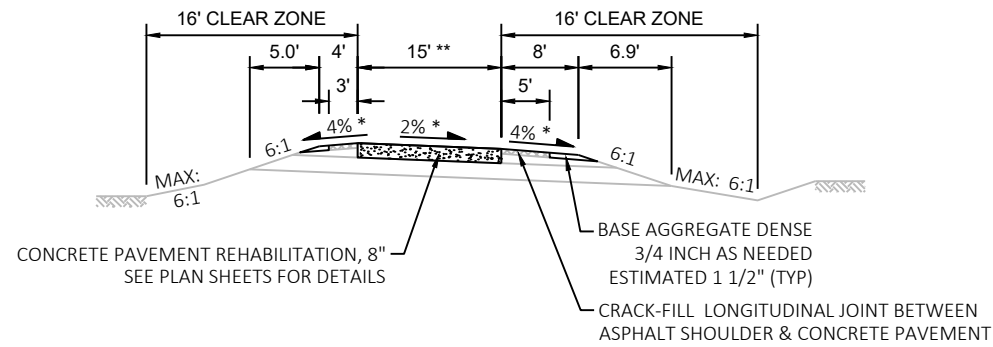
- NOTES
 * CROSS SLOPE VARIES DUE TO SUPER ELEVATION
 ** PAVEMENT WIDTH VARIES AT RAMP TERMINALS
 *** EXISTING ASPHALT SHOULDERS HAVE SETTLED LOWER THEN EXISTING CONCRETE PAVEMENT IN SOME LOCATIONS
 ### EXISTING RUMBLE STRIPS



- NOTES
- * CROSS SLOPE VARIES DUE TO SUPER ELEVATION
 - ** PAVEMENT WIDTH VARIES AT RAMP TERMINALS
 - (A) ASPHALTIC SHOULDER RUMBLE STRIP, SEE SDD "SHOULDER RUMBLE STRIP, MILLING" FOR ADDITIONAL INFORMATION

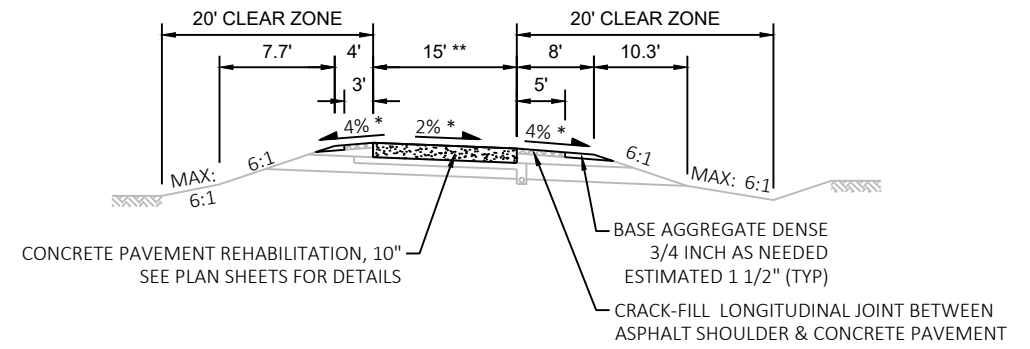


TYPICAL FINISHED SECTION
 USH 10 WB - USH 45 NB (AT CTH D):
 STA 99+35 - STA 123+85
 USH 45 NB - USH 10 EB (AT CTH D):
 STA 75+87 - STA 126+58
 USH 10 - STH 76 NW RAMP:
 STA 387+00 - STA 398+50
 USH 10 - STH 76 NE RAMP:
 STA 402+00 - STA 412+00
 USH 10 - STH 76 SW RAMP:
 STA 388+00 - STA 398+50
 USH 10 - STH 76 SE RAMP:
 STA 402+00 - STA 413+00

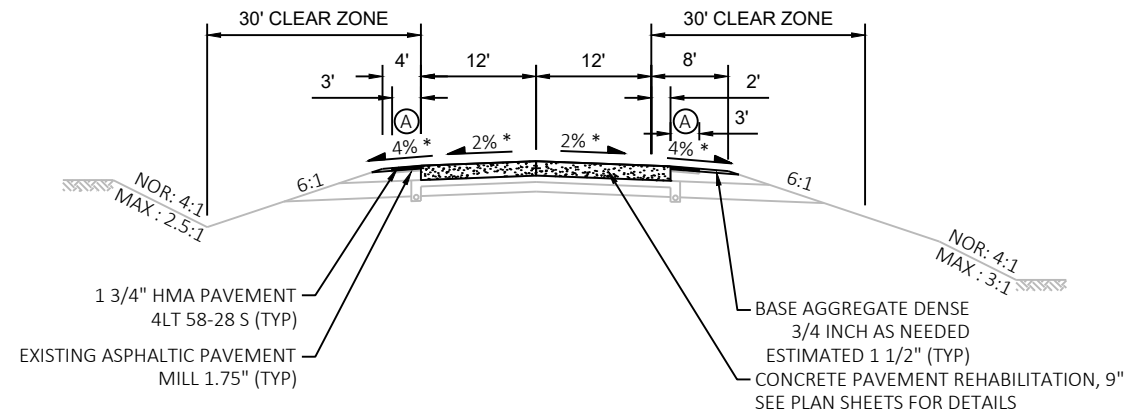


TYPICAL FINISHED SECTION
 USH 10 WB - USH 45 SB (AT CTH W):
 STA 465+50 - STA 489+32
 USH 10 WB - USH 45 NB (AT CTH D):
 STA 1296+60 - STA 1328+58
 STA 119+60 - STA 123+85
 USH 45 SB - USH 10 WB (AT CTH D):
 STA 1278+23 - STA 1298+75
 USH 45 NB - USH 10 EB (AT CTH W):
 STA 464+01 - STA 483+12

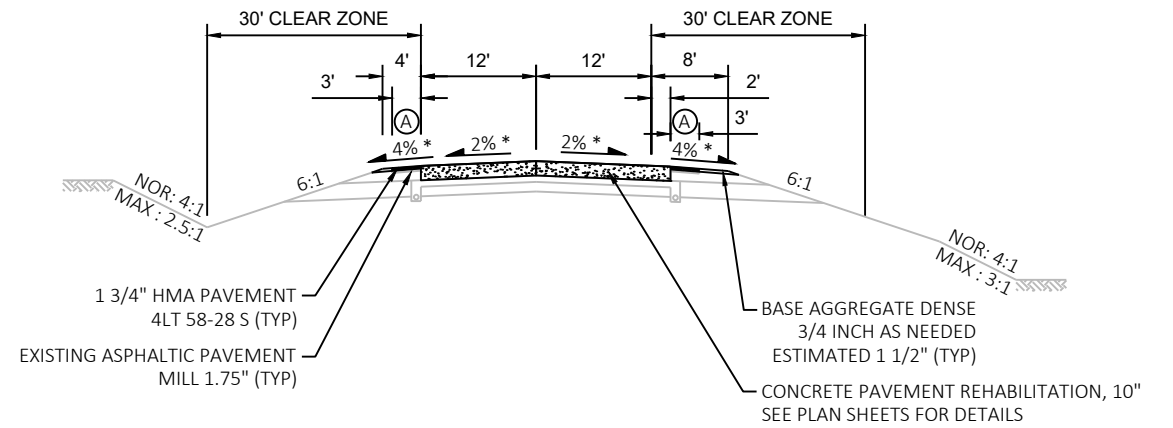
- NOTES
 * CROSS SLOPE VARIES DUE TO SUPER ELEVATION
 ** PAVEMENT WIDTH VARIES AT RAMP TERMINALS
 (A) ASPHALTIC SHOULDER RUMBLE STRIP, SEE SDD "SHOULDER RUMBLE STRIP, MILLING" FOR ADDITIONAL INFORMATION



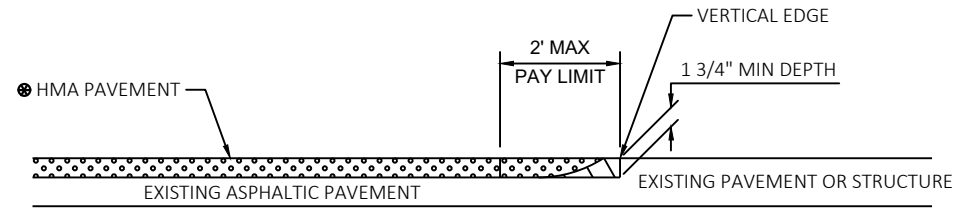
TYPICAL FINISHED SECTION
 USH 10 - CTH CB NW RAMP:
 STA 518+00 - STA 528+50
 USH 10 - CTH CB NE RAMP:
 STA 530+00 - STA 540+00
 USH 10 - CTH CB SW RAMP:
 STA 518+00 - STA 528+50



TYPICAL FINISHED SECTION
 USH 45 NB - USH 10 WB (AT CTH W):
 STA 464+00 - STA 492+46
 USH 10 EB - USH 45 SB (AT CTH W):
 STA 465+50 - STA 490+83



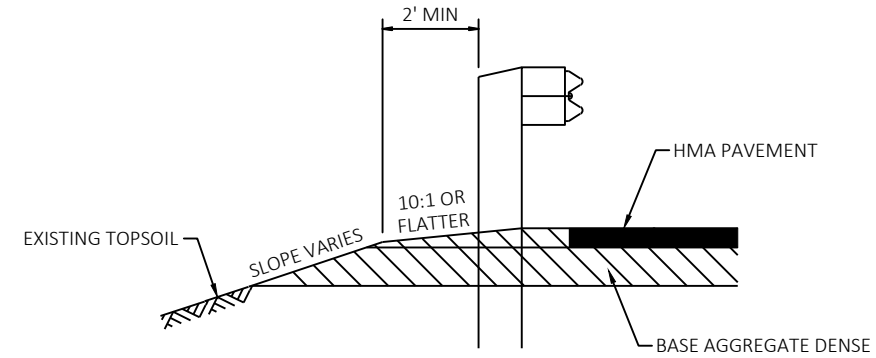
TYPICAL FINISHED SECTION
 USH 10 - CTH CB SE RAMP:
 STA 530+00 - STA 540+00



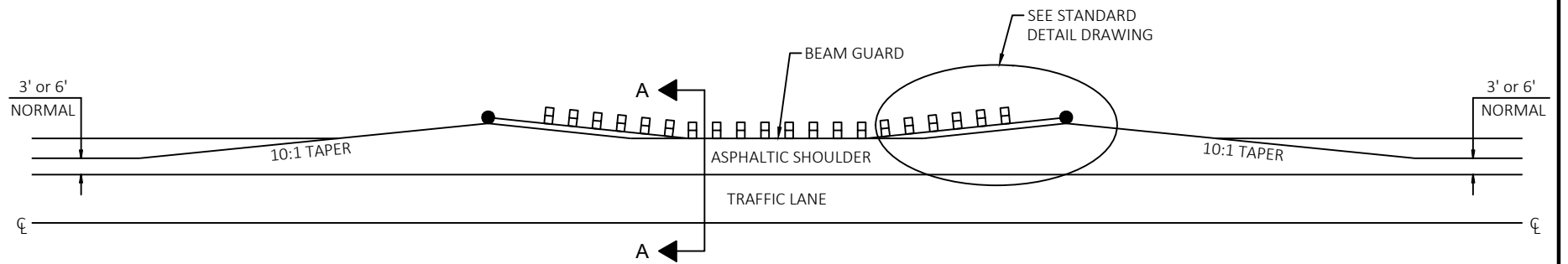
SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

- REMOVING ASPHALTIC SURFACE, MILLING
- REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

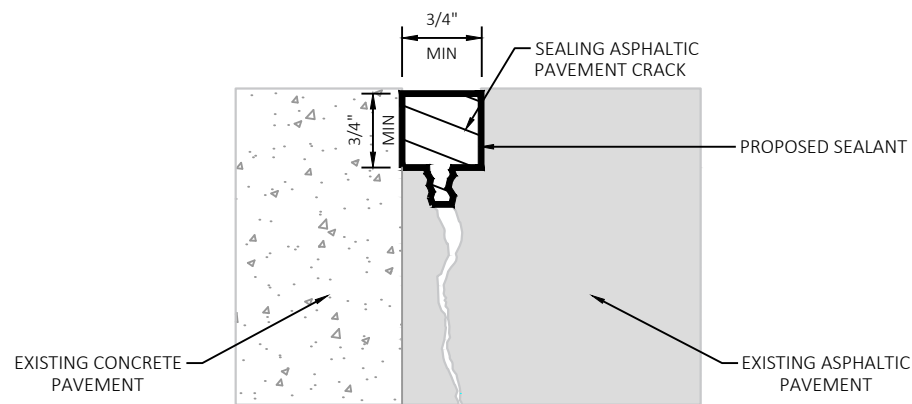
BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



SECTION A-A

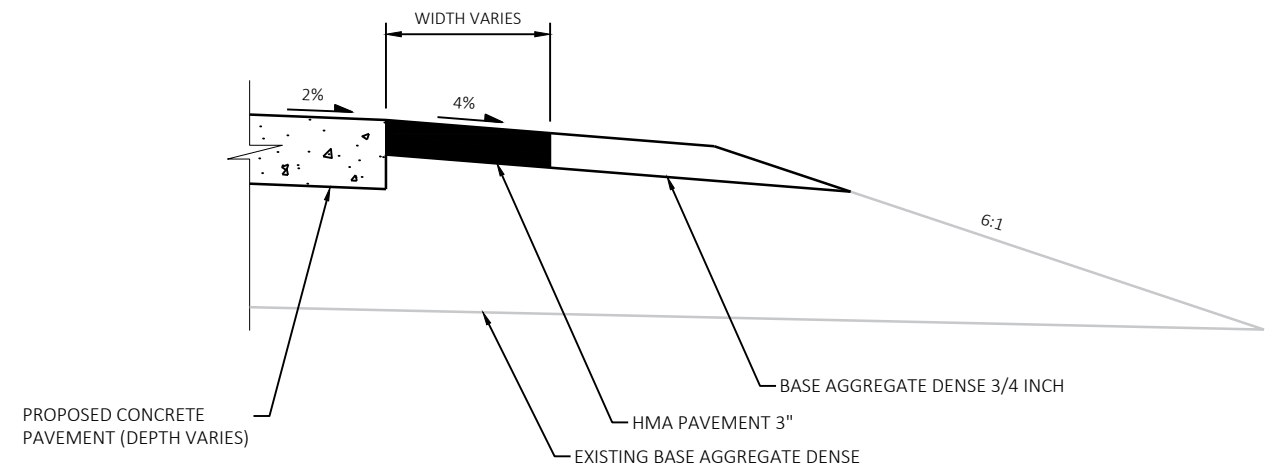


DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

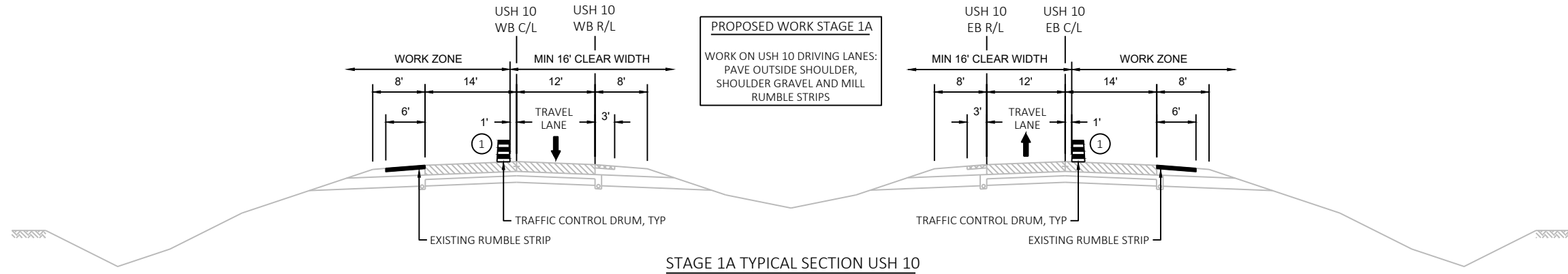


NOTE: CRACKS LESS THAN 3/4"

ROUTE AND SEAL DETAIL

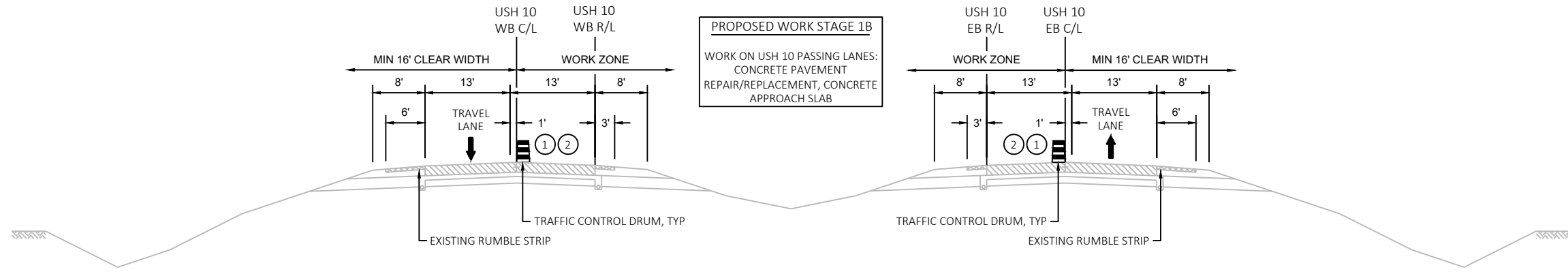


FULL DEPTH HMA SHOULDER REPLACEMENT DETAIL



STAGE 1A TYPICAL SECTION USH 10

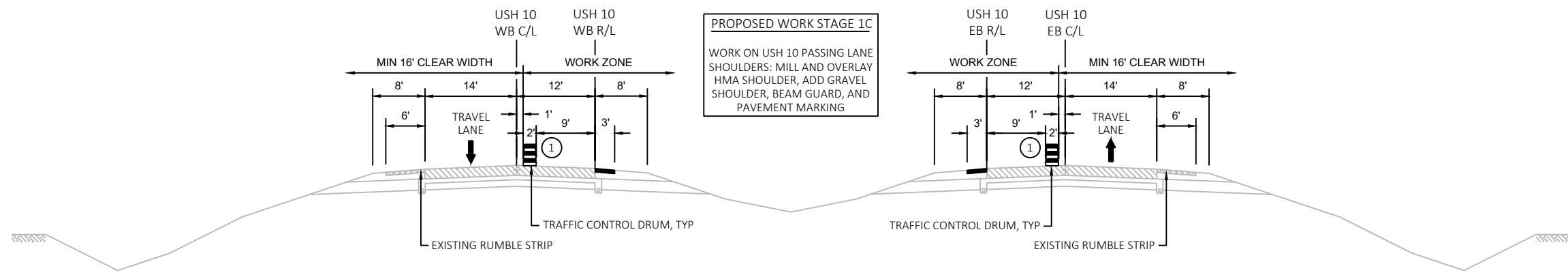
① LANE CLOSURE SHOWN, PLACE TRAFFIC CONTROL DRUMS OUTSIDE OF SHOULDER WHILE LANE IS OPEN TO TRAFFIC.



STAGE 1B TYPICAL SECTION USH 10

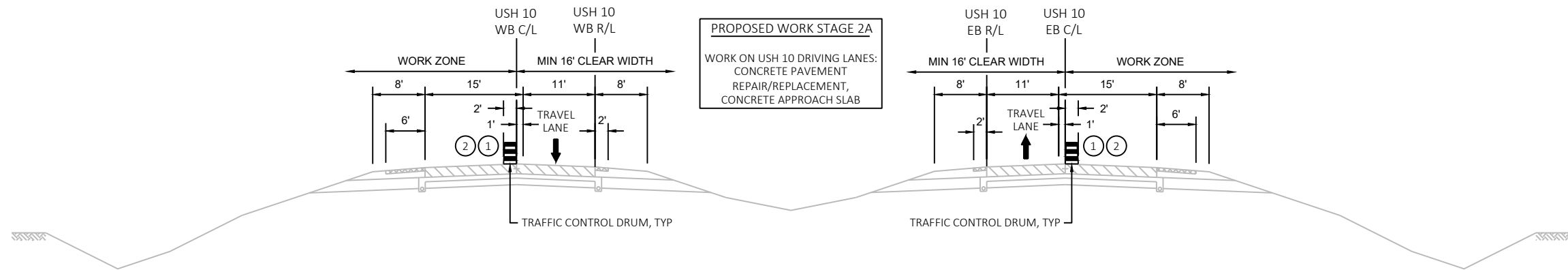
① LANE CLOSURE SHOWN, PLACE TRAFFIC CONTROL DRUMS OUTSIDE OF SHOULDER WHILE LANE IS OPEN TO TRAFFIC.

② TRAFFIC CONTROL DRUMS TO REMAIN ON WORK ZONE SIDE OF LANE LINE EXCEPT FOR WHEN ADJACENT PAVEMENT PATCH IS BEING REMOVED AND POURED BACK THEN CAN BE MOVED OVER LANE LINE AND RETURNED ONCE CONCRETE PAVEMENT IS COMPLETE.



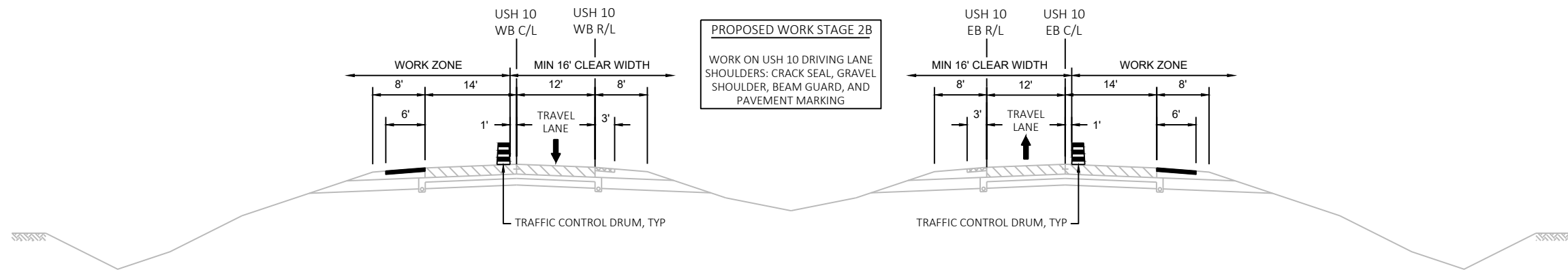
STAGE 1C TYPICAL SECTION USH 10

① LANE CLOSURE SHOWN, PLACE TRAFFIC CONTROL DRUMS OUTSIDE OF SHOULDER WHILE LANE IS OPEN TO TRAFFIC.



STAGE 2A TYPICAL SECTION USH 10

- ① LANE CLOSURE SHOWN, PLACE TRAFFIC CONTROL DRUMS OUTSIDE OF SHOULDER WHILE LANE IS OPEN TO TRAFFIC.
- ② TRAFFIC CONTROL DRUMS TO REMAIN ON WORK ZONE SIDE OF LANE LINE EXCEPT FOR WHEN ADJACENT PAVEMENT PATCH IS BEING REMOVED AND POURED BACK THEN CAN BE MOVED OVER LANE LINE AND RETURNED ONCE CONCRETE PAVEMENT IS COMPLETE.

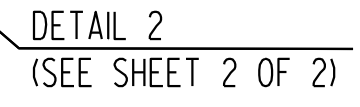
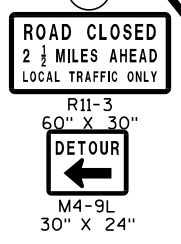
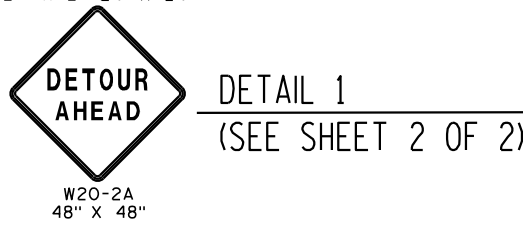
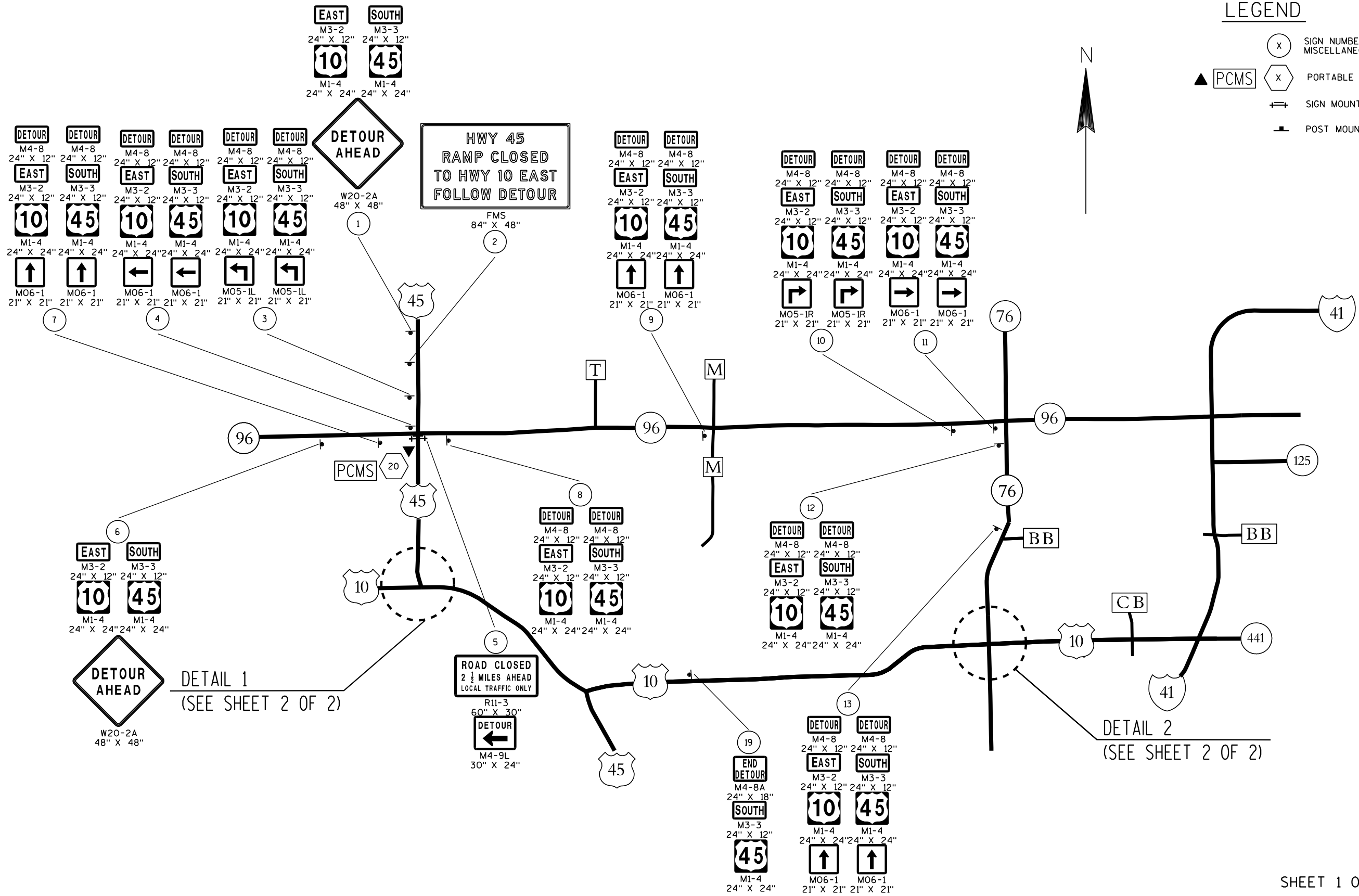


STAGE 2B TYPICAL SECTION USH 10

- ① LANE CLOSURE SHOWN, PLACE TRAFFIC CONTROL DRUMS OUTSIDE OF SHOULDER WHILE LANE IS OPEN TO TRAFFIC.

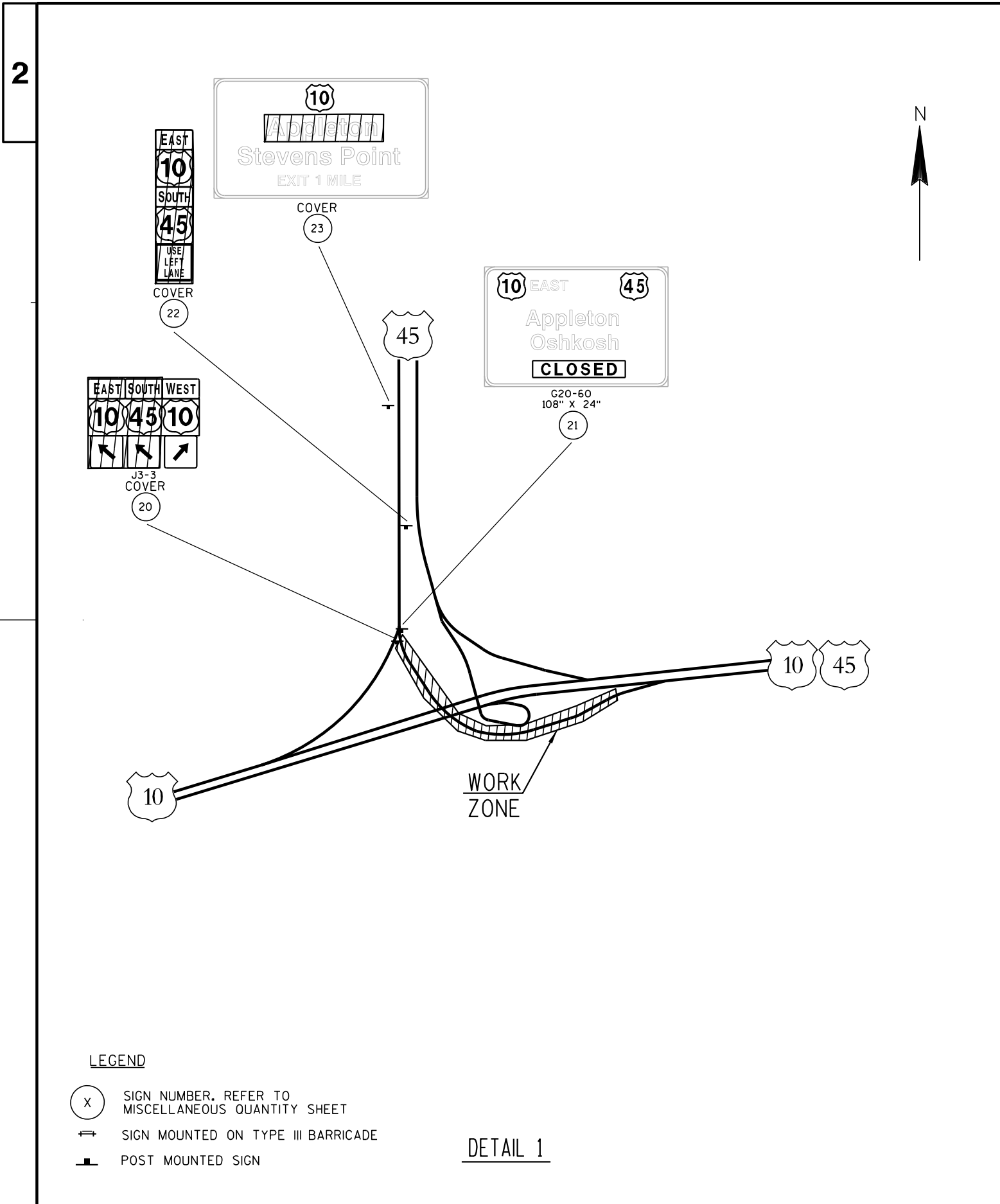
LEGEND

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

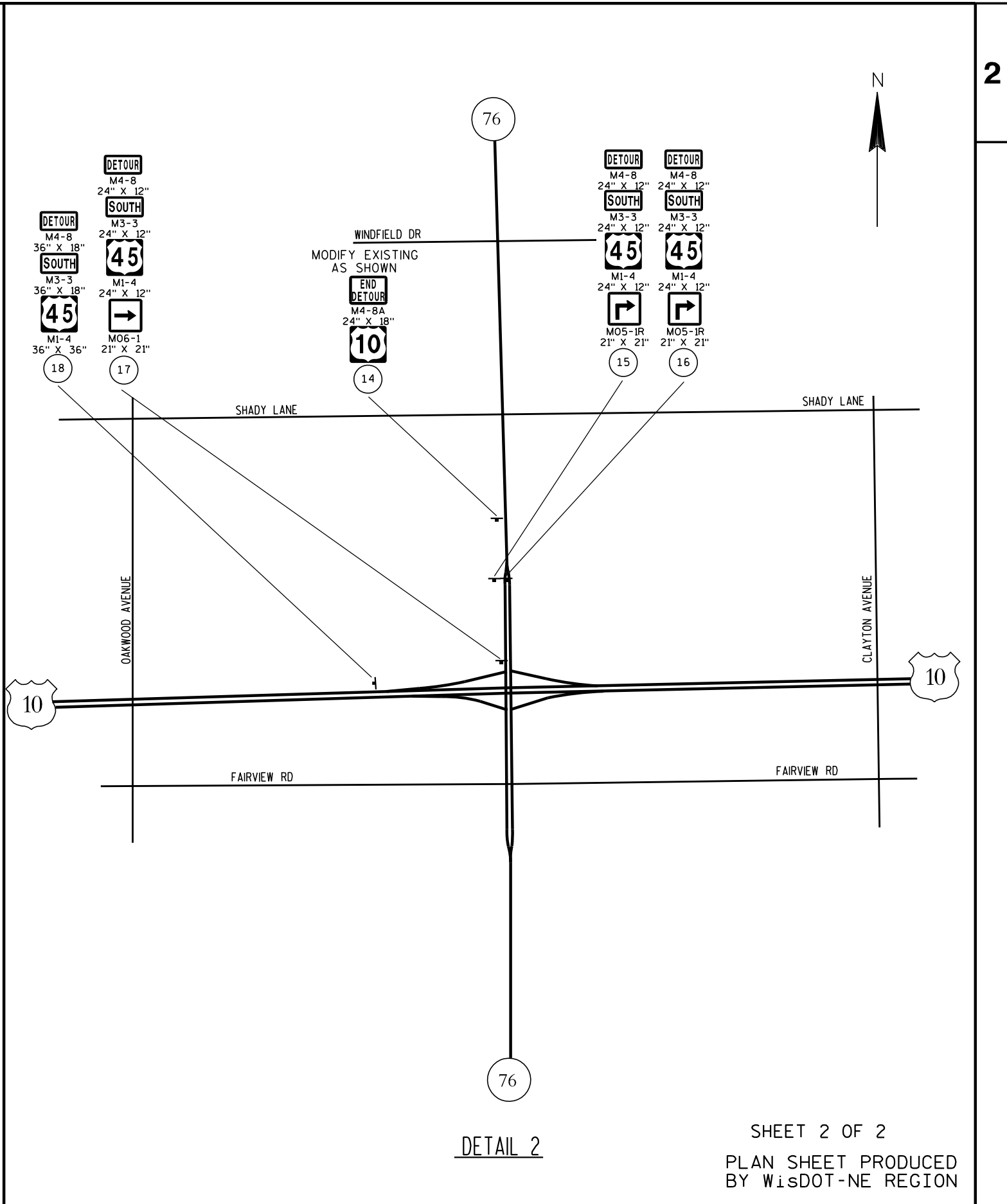


SHEET 1 OF 2

PLAN SHEET PRODUCED BY WisDOT - NE REGION



DETAIL 1



DETAIL 2

SHEET 2 OF 2
 PLAN SHEET PRODUCED
 BY WISDOT-NE REGION

- LEGEND
- (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
 - ⇄ SIGN MOUNTED ON TYPE III BARRICADE
 - POST MOUNTED SIGN

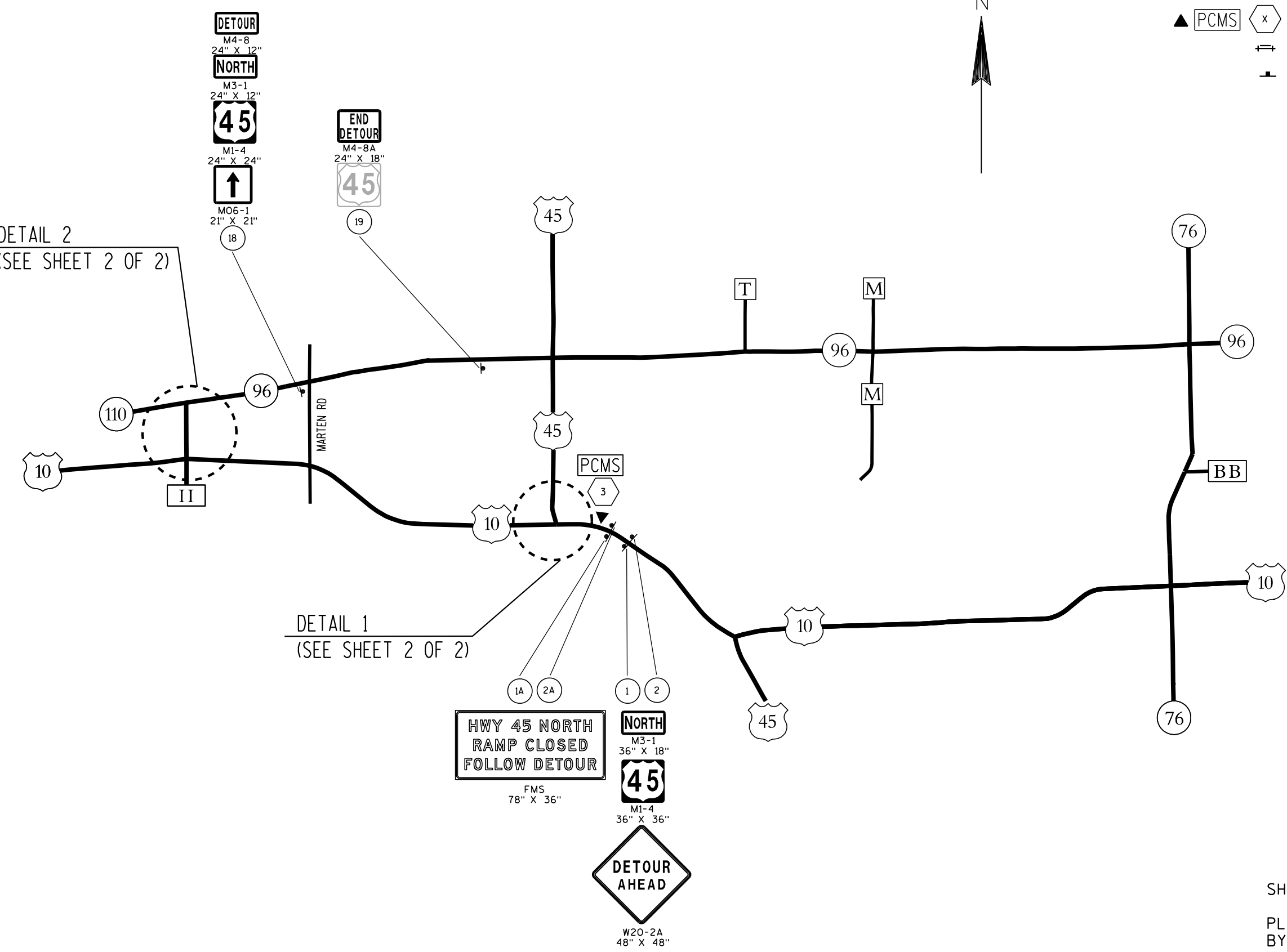
LEGEND

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



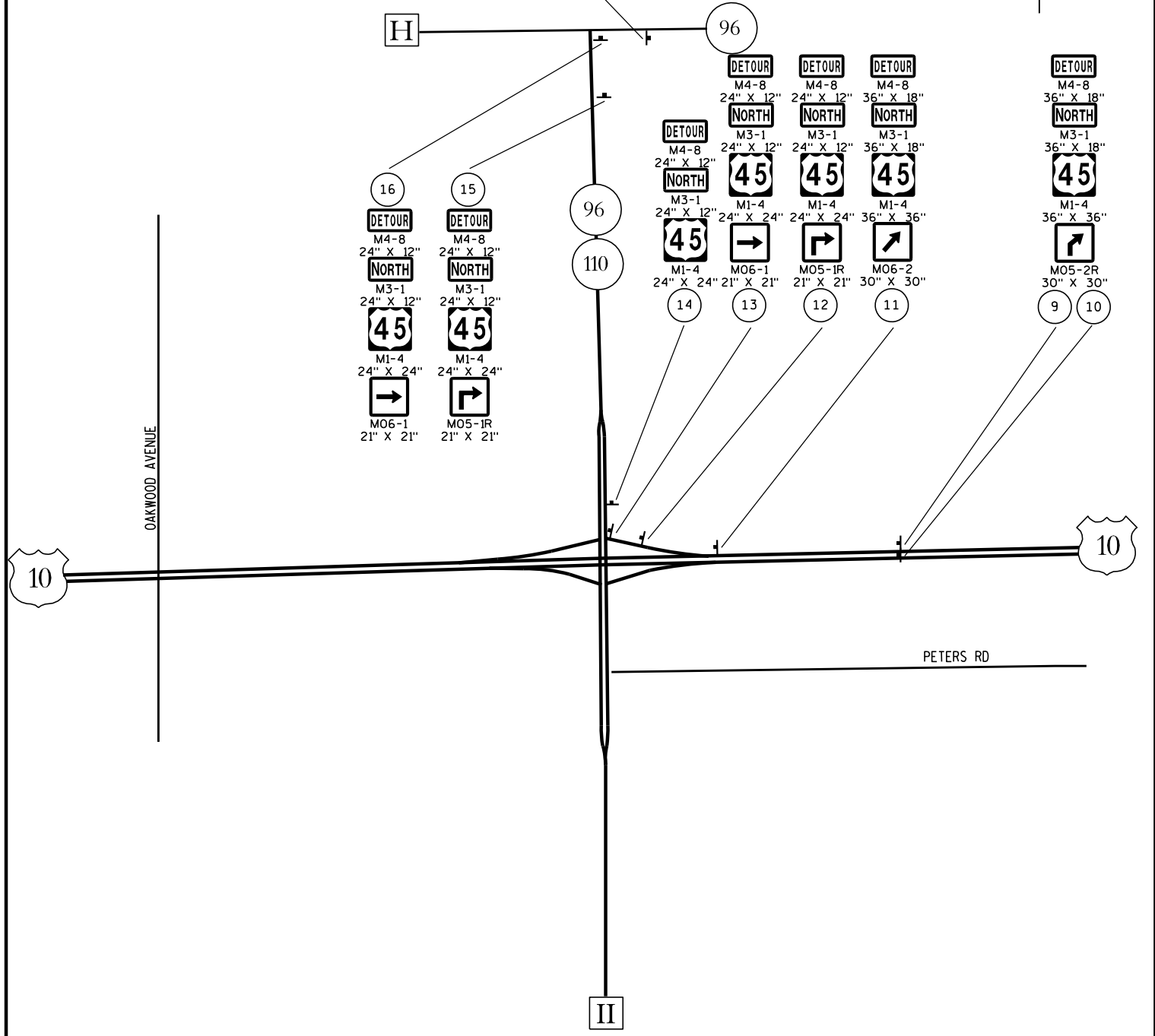
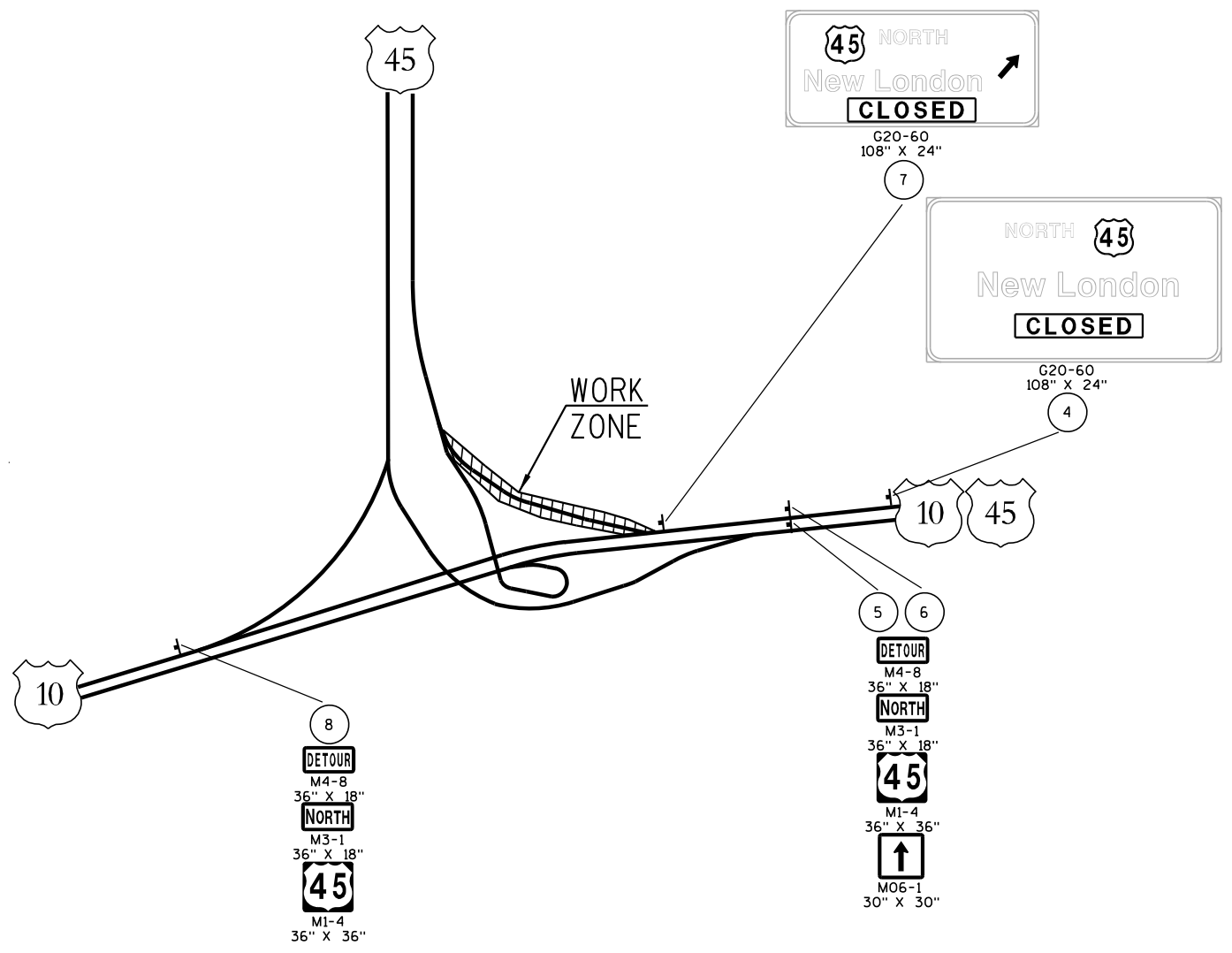
DETAIL 2
(SEE SHEET 2 OF 2)

DETAIL 1
(SEE SHEET 2 OF 2)



SHEET 1 OF 2

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

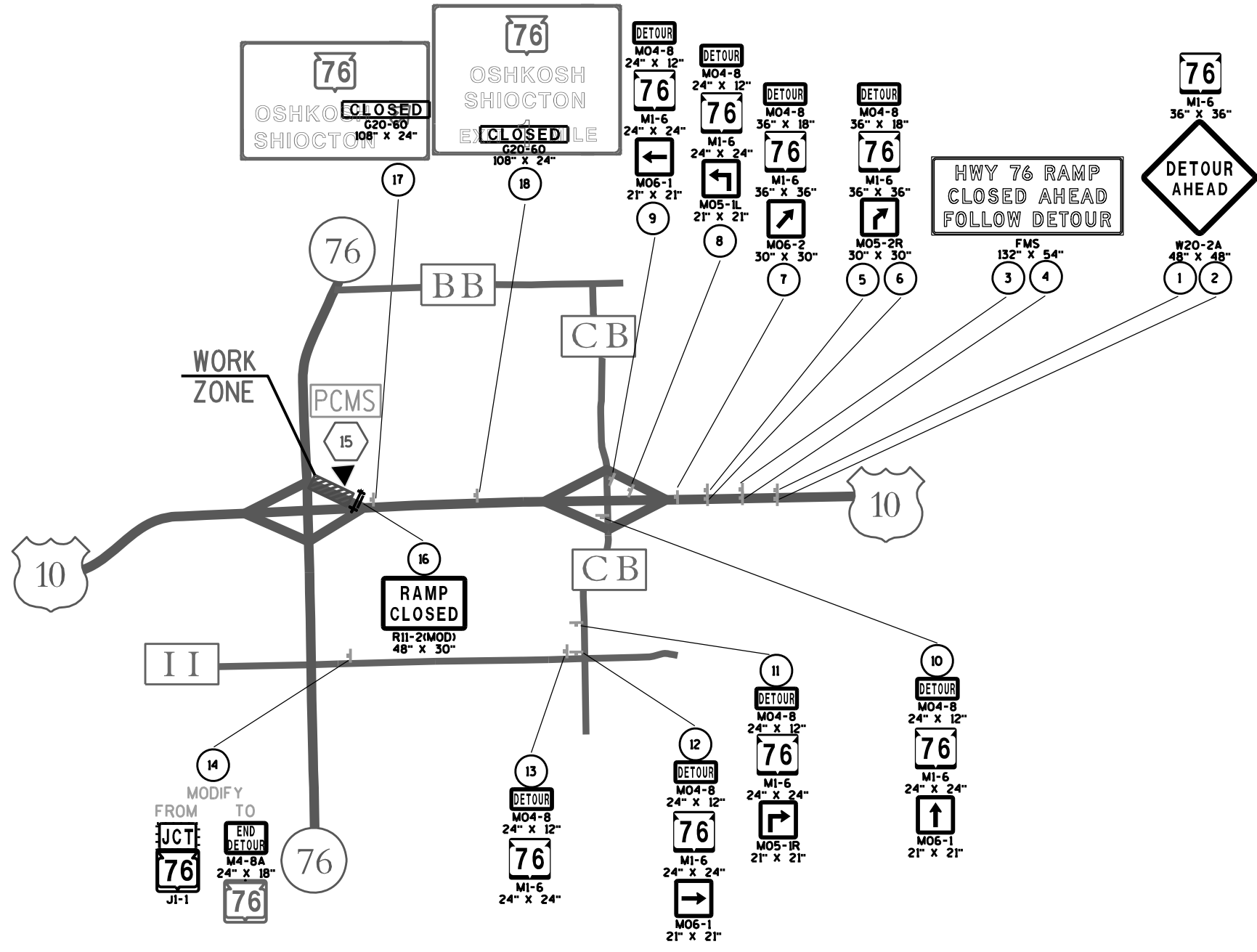


- LEGEND**
- (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
 - ⇨ SIGN MOUNTED ON TYPE III BARRICADE
 - POST MOUNTED SIGN






DETAIL 1

DETAIL 2

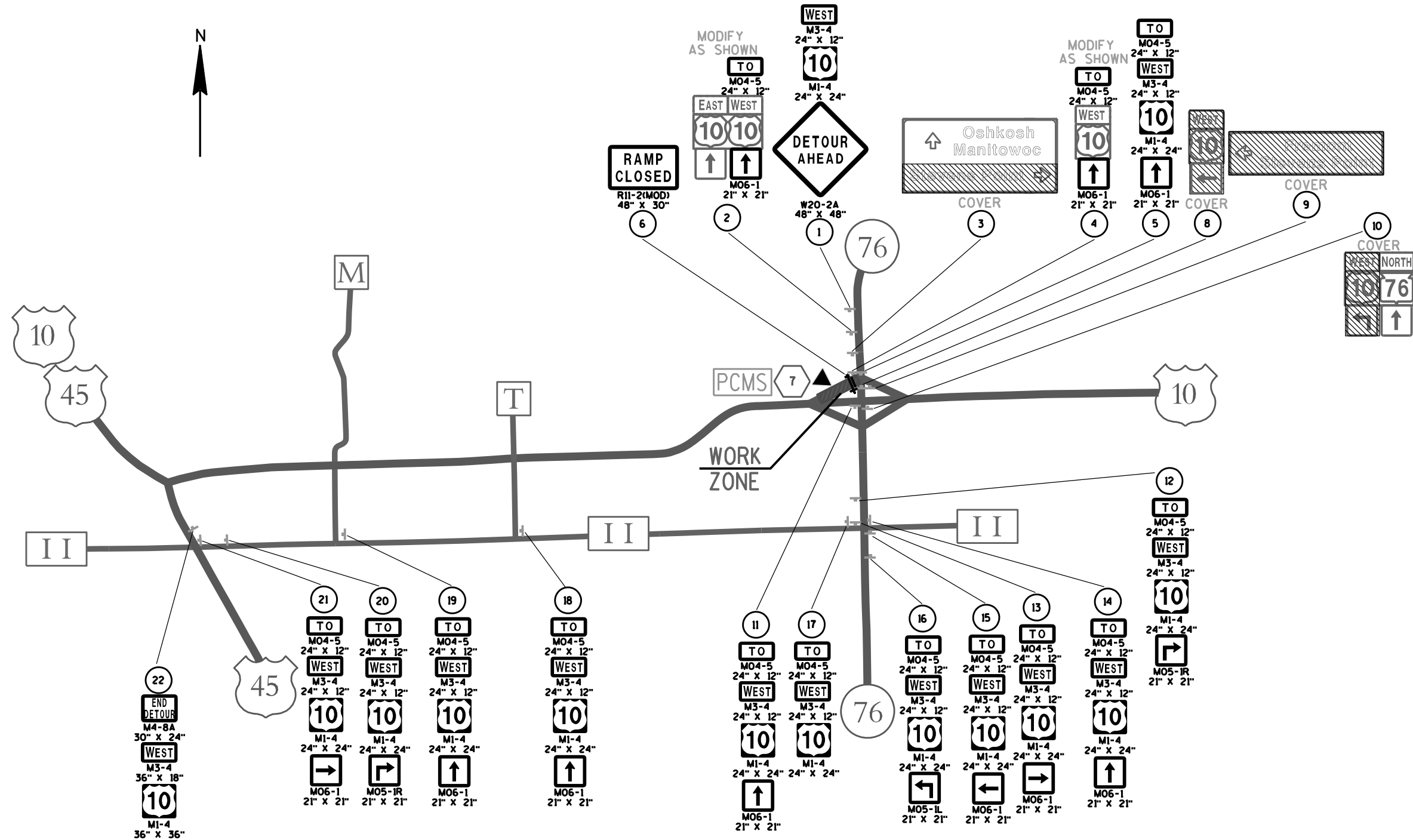
SHEET 2 OF 2
 PLAN SHEET PRODUCED
 BY WISDOT-NE REGION



LEGEND

-  SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
-   PORTABLE CHANGEABLE MESSAGE SIGN
-  SIGN MOUNTED ON TYPE III BARRICADE
-  POST MOUNTED SIGN

SHEET 1 OF 1
 PLAN SHEET PRODUCED
 BY WISDOT-NE REGION

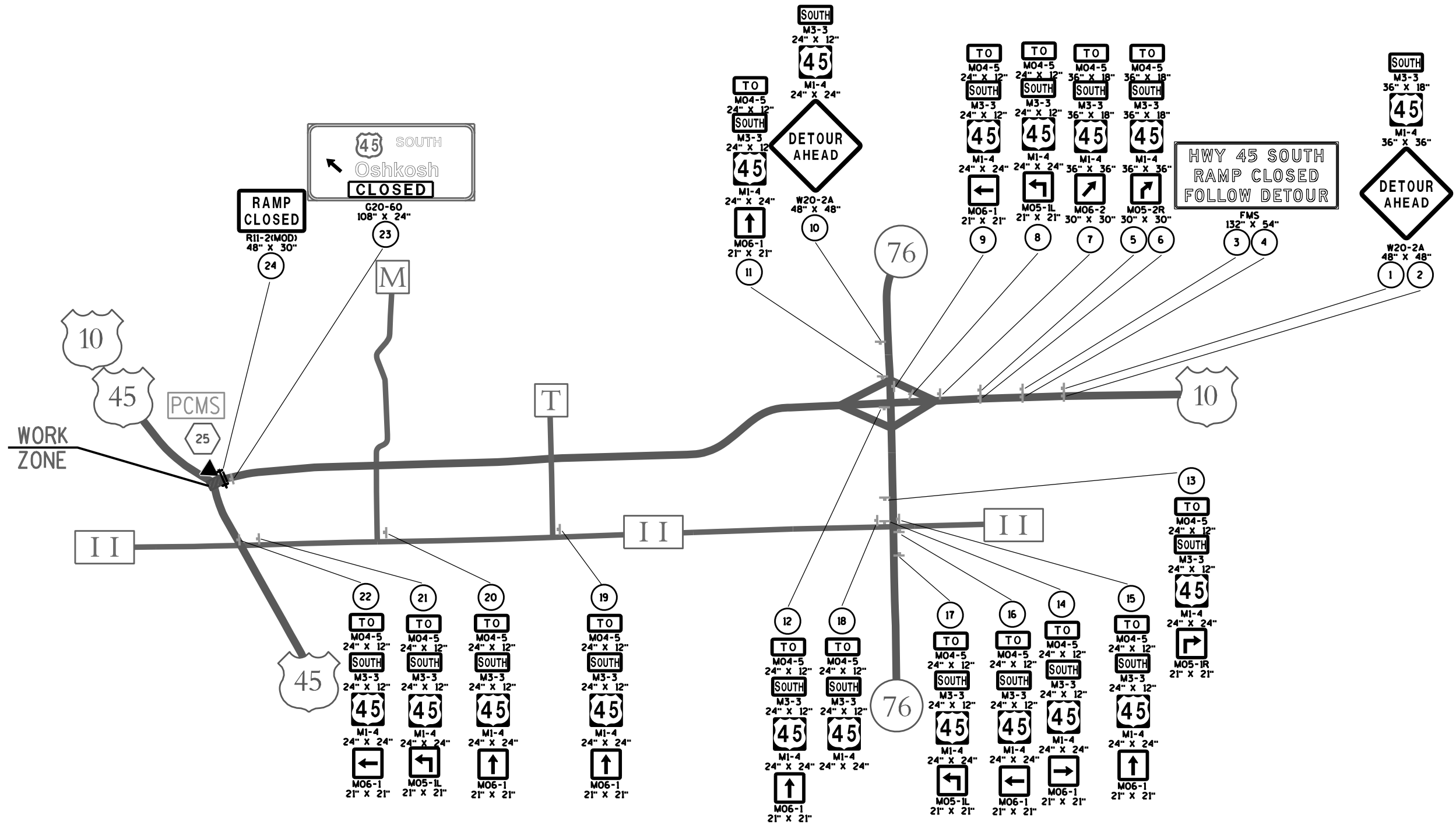


LEGEND






- SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 1 OF 1

PLAN SHEET PRODUCED BY WisDOT-NE REGION

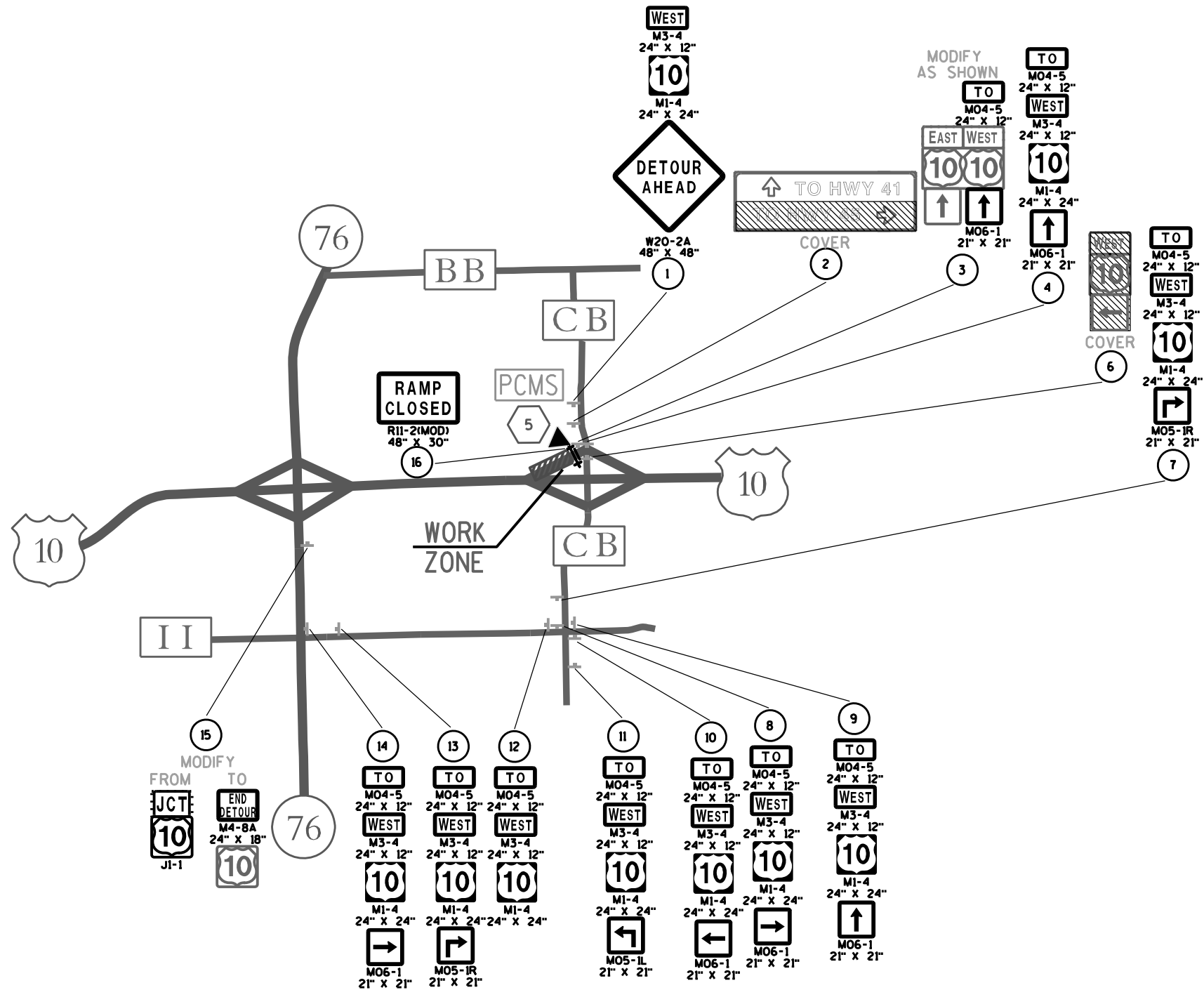


LEGEND

-  SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
-   PORTABLE CHANGEABLE MESSAGE SIGN
-  SIGN MOUNTED ON TYPE III BARRICADE
-  POST MOUNTED SIGN

SHEET 1 OF 1

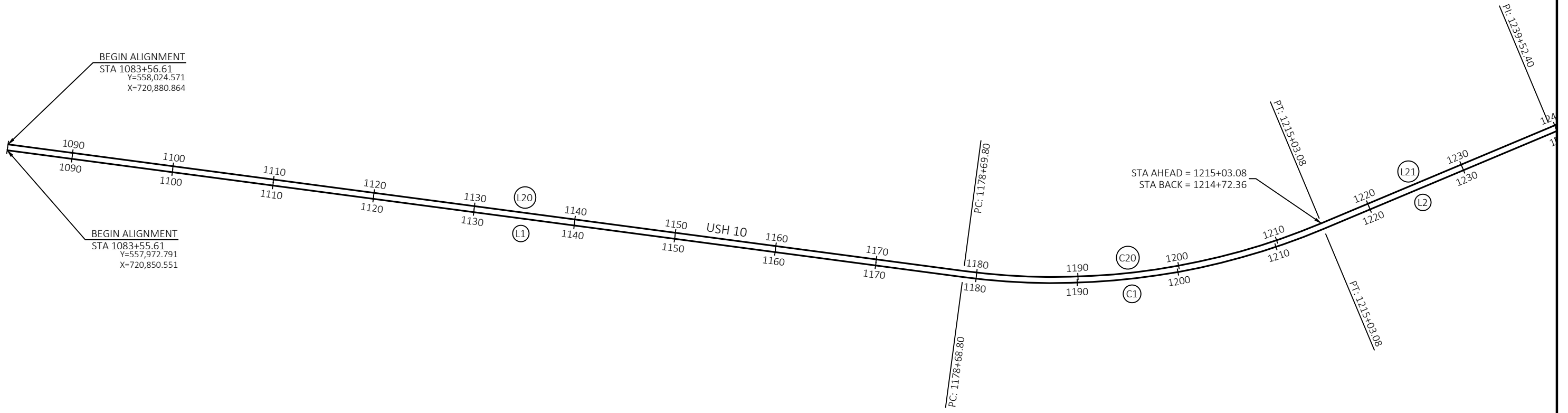
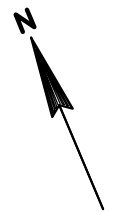
PLAN SHEET PRODUCED BY WISDOT-NE REGION



LEGEND

- SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

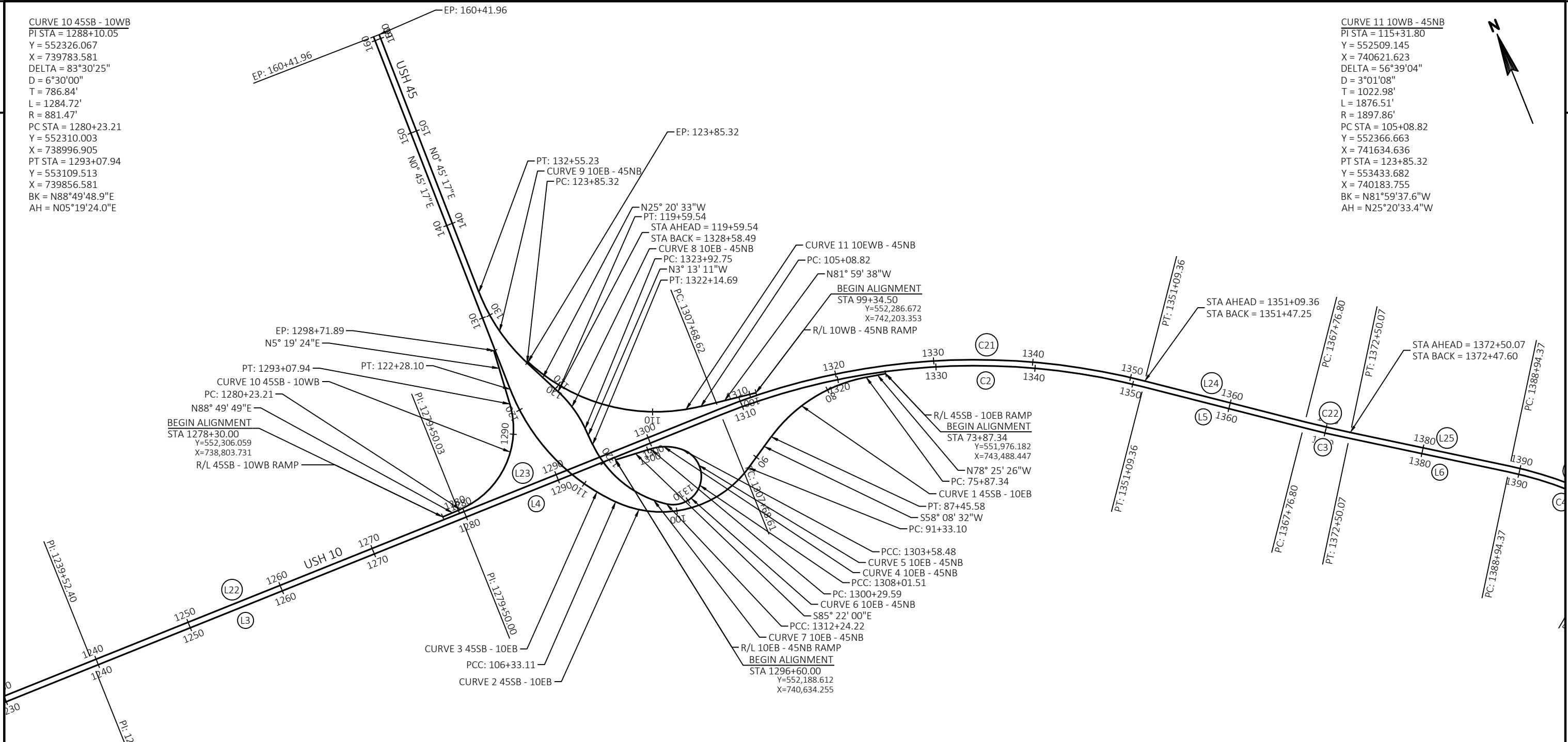
SHEET 1 OF 1
 PLAN SHEET PRODUCED
 BY WISDOT-NE REGION



| | | | | | |
|------------------------|-------------|-------------------|------------------|-------|---|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | ALIGNMENT DETAIL | SHEET | E |
|------------------------|-------------|-------------------|------------------|-------|---|

CURVE 10 45SB - 10WB
 PI STA = 1288+10.05
 Y = 552326.067
 X = 739783.581
 DELTA = 83°30'25"
 D = 6°30'00"
 T = 786.84'
 L = 1284.72'
 R = 881.47'
 PC STA = 1280+23.21
 Y = 552310.003
 X = 738996.905
 PT STA = 1293+07.94
 Y = 553109.513
 X = 739856.581
 BK = N88°49'48.9"E
 AH = N05°19'24.0"E

CURVE 11 10WB - 45NB
 PI STA = 115+31.80
 Y = 552509.145
 X = 740621.623
 DELTA = 56°39'04"
 D = 3°01'08"
 T = 1022.98'
 L = 1876.51'
 R = 1897.86'
 PC STA = 105+08.82
 Y = 552366.663
 X = 741634.636
 PT STA = 123+85.32
 Y = 553433.682
 X = 740183.755
 BK = N81°59'37.6"W
 AH = N25°20'33.4"W



CURVE 1 45SB - 10EB
 PI STA = 81+95.89
 Y = 552138.435
 X = 742696.347
 DELTA = 43°26'03"
 D = 3°45'00"
 T = 608.55'
 L = 1158.24'
 R = 1527.89'
 PC STA = 75+87.34
 Y = 552016.317
 X = 743292.515
 PT STA = 87+45.58
 Y = 551817.236
 X = 742179.471
 BK = N78°25'25.6"W
 AH = S58°08'31.8"W

CURVE 2 45SB - 10EB
 PI STA = 100+28.75
 Y = 551139.962
 X = 741089.599
 DELTA = 78°45'01"
 D = 5°15'00"
 T = 895.65'
 L = 1500.00'
 R = 1091.35'
 PC STA = 91+33.10
 Y = 551612.698
 X = 741850.327
 PT STA = 106+33.11
 Y = 551793.850
 X = 740477.538
 BK = S58°08'31.7"W
 AH = N43°06'27.4"W

CURVE 3 45SB - 10EB
 PI STA = 114+71.98
 Y = 552406.286
 X = 739904.274
 DELTA = 43°51'45"
 D = 2°45'00"
 T = 838.87'
 L = 1595.00'
 R = 2083.48'
 PC STA = 106+33.11
 Y = 551793.850
 X = 740477.538
 PT STA = 122+28.10
 Y = 553245.087
 X = 739915.325
 BK = N43°06'28.1"W
 AH = N00°45'17.3"E

CURVE 4 10EB - 45NB
 PI STA = 1302+00.00
 Y = 552144.991
 X = 741172.490
 DELTA = 37°00'00"
 D = 11°15'00"
 T = 170.41'
 L = 328.89'
 R = 509.30'
 PC STA = 1300+29.59
 Y = 552158.757
 X = 741002.639
 PT STA = 1303+58.48
 Y = 552031.780
 X = 741299.854
 BK = S85°22'00.0"E
 AH = S48°22'00.3"E

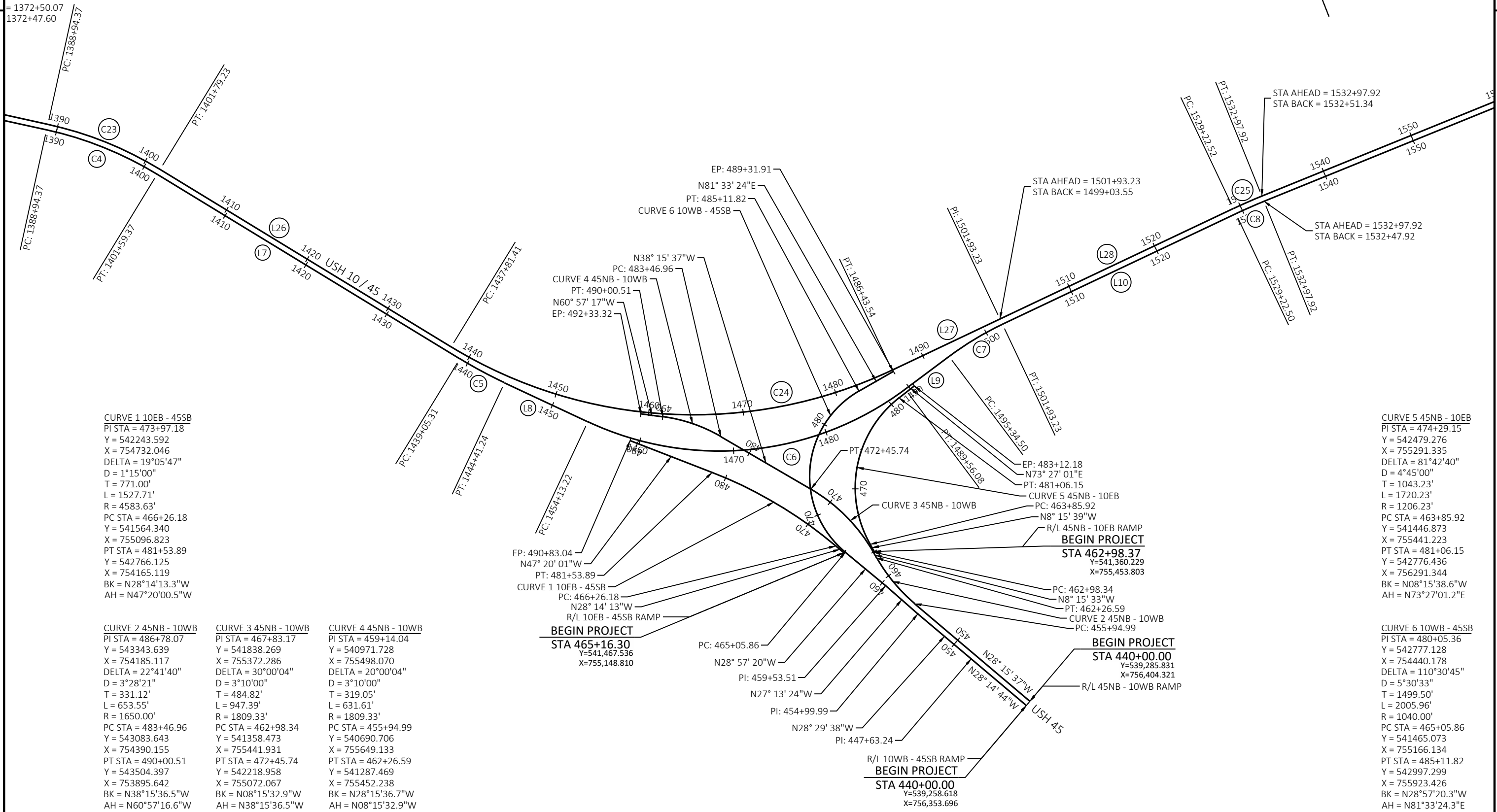
CURVE 5 10EB - 45NB
 PI STA = 1306+38.07
 Y = 551846.030
 X = 741508.826
 DELTA = 88°36'22"
 D = 20°00'00"
 T = 279.59'
 L = 443.03'
 R = 286.48'
 PC STA = 1303+58.48
 Y = 552031.780
 X = 741299.854
 PT STA = 1308+01.51
 Y = 551632.602
 X = 741328.215
 BK = S48°22'01.2"E
 AH = S40°14'21.1"W

CURVE 6 10EB - 45NB
 PI STA = 1310+61.92
 Y = 551433.819
 X = 741159.997
 DELTA = 84°32'28"
 D = 20°00'00"
 T = 260.41'
 L = 422.71'
 R = 286.48'
 PC STA = 1308+01.51
 Y = 551632.602
 X = 741328.215
 PT STA = 1312+24.22
 Y = 551582.364
 X = 740946.112
 BK = S40°14'20.9"W
 AH = N55°13'11.1"W

CURVE 7 10EB - 45NB
 PI STA = 1317+56.50
 Y = 551885.998
 X = 740508.922
 DELTA = 52°00'01"
 D = 5°15'00"
 T = 532.29'
 L = 990.48'
 R = 1091.35'
 PC STA = 1312+24.22
 Y = 551632.602
 X = 740946.112
 PT STA = 1322+14.69
 Y = 552417.445
 X = 740479.030
 BK = N55°13'10.9"W
 AH = N03°13'09.5"W

CURVE 8 10EB - 45NB
 PI STA = 1326+28.56
 Y = 552830.654
 X = 740455.786
 DELTA = 22°07'22"
 D = 4°45'00"
 T = 235.81'
 L = 465.75'
 R = 1206.23'
 PC STA = 1323+92.75
 Y = 552595.216
 X = 740469.030
 PT STA = 119+59.54
 Y = 553043.770
 X = 740354.852
 BK = N03°13'10.9"W
 AH = N25°20'33.3"W

CURVE 9 10EB - 45NB
 PI STA = 128+27.95
 Y = 553828.611
 X = 739983.146
 DELTA = 26°05'50"
 D = 3°00'00"
 T = 442.63'
 L = 869.91'
 R = 1909.86'
 PC STA = 123+85.32
 Y = 553428.573
 X = 740172.607
 PT STA = 132+55.23
 Y = 554271.207
 X = 739988.977
 BK = N25°20'33.3"W
 AH = N00°45'17.2"E



CURVE 1 10EB - 45SB
 PI STA = 473+97.18
 Y = 542243.592
 X = 754732.046
 DELTA = 19°05'47"
 D = 1°15'00"
 T = 771.00'
 L = 1527.71'
 R = 4583.63'
 PC STA = 466+26.18
 Y = 541564.340
 X = 755096.823
 PT STA = 481+53.89
 Y = 542766.125
 X = 754165.119
 BK = N28°14'13.3"W
 AH = N47°20'00.5"W

CURVE 2 45NB - 10WB
 PI STA = 486+78.07
 Y = 543343.639
 X = 754185.117
 DELTA = 22°41'40"
 D = 3°28'21"
 T = 331.12'
 L = 653.55'
 R = 1650.00'
 PC STA = 483+46.96
 Y = 543083.643
 X = 754390.155
 PT STA = 490+00.51
 Y = 543504.397
 X = 753895.642
 BK = N38°15'36.5"W
 AH = N60°57'16.6"W

CURVE 3 45NB - 10WB
 PI STA = 467+83.17
 Y = 541838.269
 X = 755372.286
 DELTA = 30°00'04"
 D = 3°10'00"
 T = 484.82'
 L = 947.39'
 R = 1809.33'
 PC STA = 462+98.34
 Y = 541358.473
 X = 755441.931
 PT STA = 472+45.74
 Y = 542218.958
 X = 755072.067
 BK = N08°15'32.9"W
 AH = N38°15'36.5"W

CURVE 4 45NB - 10WB
 PI STA = 459+14.04
 Y = 540971.728
 X = 755498.070
 DELTA = 20°00'04"
 D = 3°10'00"
 T = 319.05'
 L = 631.61'
 R = 1809.33'
 PC STA = 455+94.99
 Y = 540690.706
 X = 755649.133
 PT STA = 462+26.59
 Y = 541287.469
 X = 755452.238
 BK = N28°15'36.7"W
 AH = N08°15'32.9"W

BEGIN PROJECT
STA 465+16.30
 Y=541,467.536
 X=755,148.810

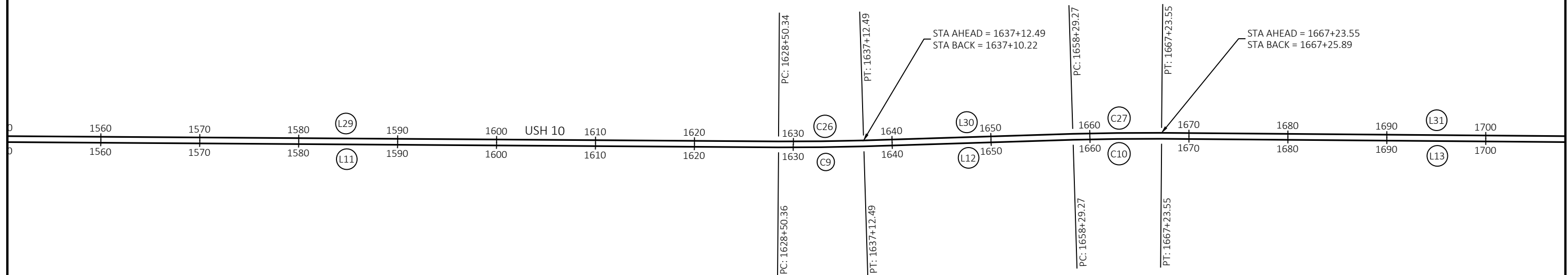
BEGIN PROJECT
STA 440+00.00
 Y=539,258.618
 X=756,353.696

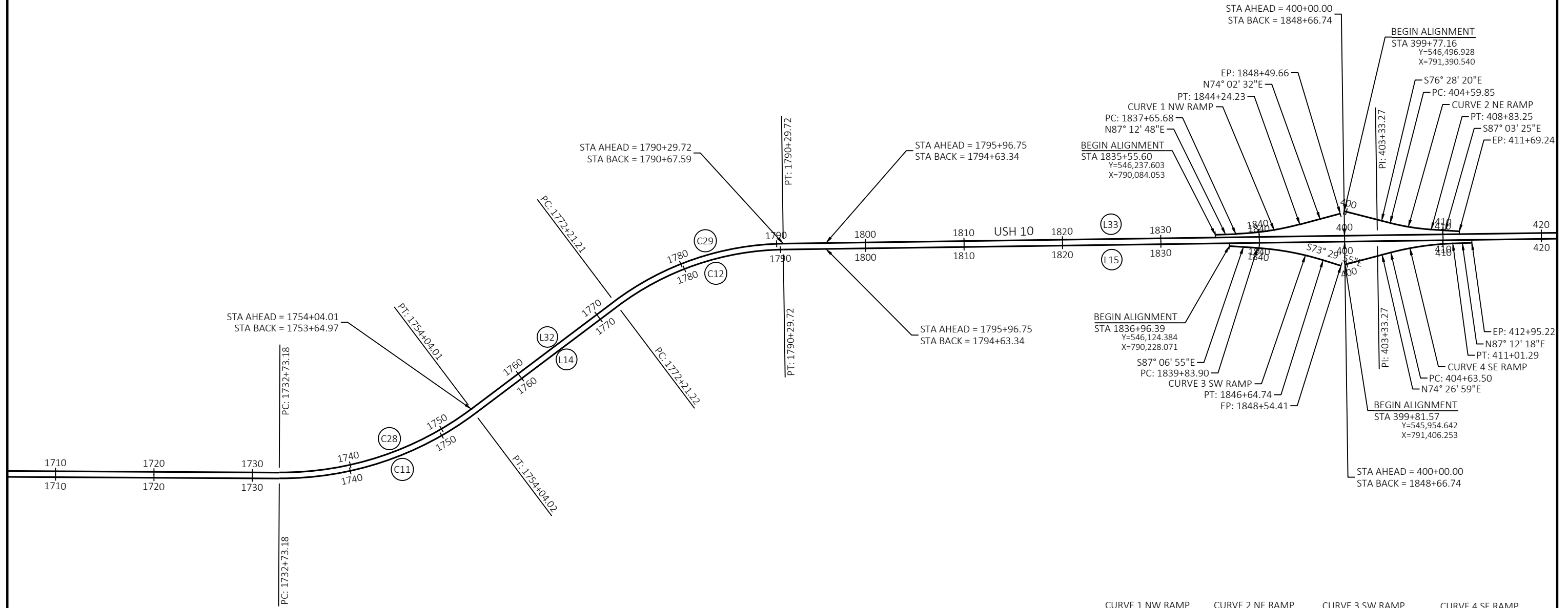
BEGIN PROJECT
STA 462+98.37
 Y=541,360.229
 X=755,453.803

BEGIN PROJECT
STA 440+00.00
 Y=539,285.831
 X=756,404.321

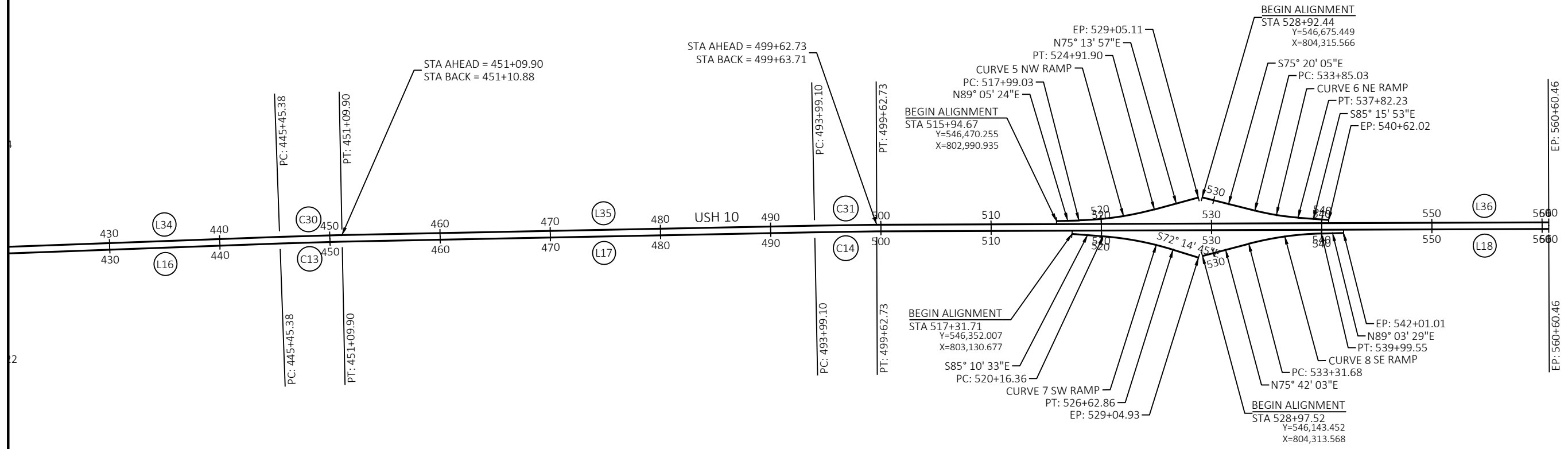
CURVE 5 45NB - 10EB
 PI STA = 474+29.15
 Y = 542479.276
 X = 755291.335
 DELTA = 81°42'40"
 D = 4°45'00"
 T = 1043.23'
 L = 1720.23'
 R = 1206.23'
 PC STA = 463+85.92
 Y = 541446.873
 X = 755441.223
 PT STA = 481+06.15
 Y = 542776.436
 X = 756291.344
 BK = N08°15'38.6"W
 AH = N73°27'01.2"E

CURVE 6 10WB - 45SB
 PI STA = 480+05.36
 Y = 542777.128
 X = 754440.178
 DELTA = 110°30'45"
 D = 5°30'33"
 T = 1499.50'
 L = 2005.96'
 R = 1040.00'
 PC STA = 465+05.86
 Y = 541465.073
 X = 755166.134
 PT STA = 485+11.82
 Y = 542997.299
 X = 755923.426
 BK = N28°57'20.3"W
 AH = N81°33'24.3"E





| CURVE 1 NW RAMP | CURVE 2 NE RAMP | CURVE 3 SW RAMP | CURVE 4 SE RAMP |
|---------------------|--------------------|---------------------|--------------------|
| PI STA = 1840+96.41 | PI STA = 406+72.15 | PI STA = 1843+25.93 | PI STA = 407+83.72 |
| Y = 546263.896 | Y = 546334.359 | Y = 546092.702 | Y = 546169.683 |
| X = 790624.228 | X = 792066.251 | X = 790856.815 | X = 792179.039 |
| DELTA = 13°10'15" | DELTA = 10°35'04" | DELTA = 13°37'01" | DELTA = 12°45'18" |
| D = 2°00'00" | D = 2°30'00" | D = 2°00'00" | D = 2°00'00" |
| T = 330.73' | T = 212.30' | T = 342.03' | T = 320.22' |
| L = 658.55' | L = 423.39' | L = 680.84' | L = 637.78' |
| R = 2864.78' | R = 2291.91' | R = 2864.78' | R = 2864.93' |
| PC STA = 1837+65.68 | PC STA = 404+59.85 | PC STA = 1839+83.90 | PC STA = 404+63.50 |
| Y = 546247.817 | Y = 546384.019 | Y = 546109.915 | Y = 546083.839 |
| X = 790293.889 | X = 791859.839 | X = 790515.216 | X = 791870.544 |
| PT STA = 1844+24.23 | PT STA = 408+83.25 | PT STA = 1846+64.74 | PT STA = 411+01.29 |
| Y = 546354.823 | Y = 546323.458 | Y = 545995.551 | Y = 546185.299 |
| X = 790942.214 | X = 792278.272 | X = 791184.759 | X = 792498.874 |
| BK = N87°12'47.8"E | BK = S76°28'20.4"E | BK = S87°06'55.3"E | BK = N74°26'59.4"E |
| AH = N74°02'32.4"E | AH = S87°03'24.6"E | AH = S73°29'54.6"E | AH = N87°12'17.6"E |



STA AHEAD = 499+62.73
STA BACK = 499+63.71

STA AHEAD = 451+09.90
STA BACK = 451+10.88

BEGIN ALIGNMENT
STA 515+94.67
Y=546,470.255
X=802,990.935

BEGIN ALIGNMENT
STA 517+31.71
Y=546,352.007
X=803,130.677

BEGIN ALIGNMENT
STA 528+92.44
Y=546,675.449
X=804,315.566

BEGIN ALIGNMENT
STA 528+97.52
Y=546,143.452
X=804,313.568

| CURVE 5 NW RAMP | CURVE 6 NE RAMP | CURVE 7 SW RAMP | CURVE 8 SE RAMP |
|--------------------|--------------------|--------------------|--------------------|
| PI STA = 521+47.16 | PI STA = 535+84.13 | PI STA = 523+40.99 | PI STA = 536+67.14 |
| Y = 546479.030 | Y = 546500.333 | Y = 546300.768 | Y = 546333.537 |
| X = 803543.358 | X = 804984.723 | X = 803737.794 | X = 805059.343 |
| DELTA = 13°51'27" | DELTA = 9°55'48" | DELTA = 12°55'48" | DELTA = 13°21'27" |
| D = 2°00'00" | D = 2°30'00" | D = 2°00'00" | D = 2°00'00" |
| T = 348.13' | T = 199.10' | T = 324.63' | T = 335.45' |
| L = 692.87' | L = 397.20' | L = 646.50' | L = 667.87' |
| R = 2864.79' | R = 2291.83' | R = 2864.79' | R = 2864.79' |
| PC STA = 517+99.03 | PC STA = 533+85.03 | PC STA = 520+16.36 | PC STA = 533+31.68 |
| Y = 546473.501 | Y = 546550.738 | Y = 546328.069 | Y = 546250.684 |
| X = 803195.267 | X = 804792.111 | X = 803414.315 | X = 804734.281 |
| PT STA = 524+91.90 | PT STA = 537+82.23 | PT STA = 526+62.86 | PT STA = 539+99.55 |
| Y = 546567.769 | Y = 546483.897 | Y = 546201.777 | Y = 546339.051 |
| X = 803879.993 | X = 805183.142 | X = 804046.962 | X = 805394.752 |
| BK = N89°05'23.9"E | BK = S75°20'05.2"E | BK = S85°10'32.9"E | BK = N75°42'02.8"E |
| AH = N75°13'57.1"E | AH = S85°15'53.1"E | AH = S72°14'44.8"E | AH = N89°03'29.3"E |

| USH 10 EB | | | | | | |
|-----------|----------|---------|----------------------|---------------|------------|------------|
| Number | Radius | Length | Line/Chord Direction | Start Station | Northing | Easting |
| L1 | | 9513.19 | S59°39'18"E | 1083+55.61 | 557972.791 | 720850.551 |
| C1 | 6875.50 | 3634.28 | S74°47'52"E | 1178+68.80 | 553166.684 | 729060.431 |
| L2 | | 2449.32 | S89°56'26"E | 1215+03.08 | 552224.743 | 732526.845 |
| L3 | | 3997.60 | S89°54'48"E | 1239+52.40 | 552222.207 | 734976.166 |
| L4 | | 2818.61 | S89°56'00"E | 1279+50.00 | 552216.169 | 738973.761 |
| C2 | 6875.49 | 4340.75 | S71°50'49"E | 1307+68.61 | 552212.893 | 741792.370 |
| L5 | | 1667.44 | S53°45'38"E | 1351+09.36 | 550882.850 | 745848.910 |
| C3 | 11460.14 | 473.27 | S54°56'37"E | 1367+76.80 | 549897.121 | 747193.790 |
| L6 | | 1644.30 | S56°07'36"E | 1372+50.07 | 549625.300 | 747581.177 |
| C4 | 3819.71 | 1265.00 | S46°38'21"E | 1388+94.37 | 548708.835 | 748946.389 |
| L7 | | 3745.95 | S37°09'06"E | 1401+59.37 | 547844.263 | 749861.899 |
| C5 | 4910.97 | 535.92 | S40°16'40"E | 1439+05.31 | 544858.593 | 752124.174 |
| L8 | | 971.98 | S43°24'15"E | 1444+41.24 | 544449.931 | 752470.474 |
| C6 | 3274.05 | 3542.86 | S74°24'15"E | 1454+13.22 | 543743.764 | 753138.360 |
| L9 | | 578.42 | N74°35'45"E | 1489+56.08 | 542837.065 | 756386.713 |
| C7 | 3274.05 | 658.73 | N80°21'35"E | 1495+34.50 | 542990.710 | 756944.355 |
| L10 | | 2729.28 | N86°07'24"E | 1501+93.23 | 543100.837 | 757592.683 |
| C8 | 5729.58 | 325.42 | N87°45'02"E | 1529+22.50 | 543285.355 | 760315.714 |
| L11 | | 9552.44 | N89°22'39"E | 1532+97.92 | 543298.126 | 760640.835 |
| C9 | 22918.31 | 862.14 | N88°18'00"E | 1628+50.36 | 543401.893 | 770192.707 |
| L12 | | 2116.78 | N87°13'20"E | 1637+12.49 | 543427.469 | 771054.412 |
| C10 | 22918.31 | 894.28 | N88°20'24"E | 1658+29.27 | 543530.051 | 773168.700 |
| L13 | | 6549.63 | N89°27'29"E | 1667+23.55 | 543555.954 | 774062.553 |
| C11 | 3274.04 | 2130.84 | N70°48'47"E | 1732+73.18 | 543617.914 | 780611.889 |
| L14 | | 1817.20 | N52°10'06"E | 1754+04.02 | 544305.920 | 782589.030 |
| C12 | 2864.78 | 1808.50 | N70°15'12"E | 1772+21.22 | 545420.491 | 784024.287 |
| L15 | | 6036.88 | N88°20'18"E | 1790+29.72 | 546021.419 | 785698.315 |
| L16 | | 4212.11 | N88°20'05"E | 403+33.27 | 546196.466 | 791732.654 |
| C13 | 34377.47 | 564.52 | N88°48'18"E | 445+45.38 | 546318.874 | 795942.989 |
| L17 | | 4289.20 | N89°16'32"E | 451+09.90 | 546330.646 | 796507.382 |
| C14 | 34377.47 | 563.63 | N89°44'43"E | 493+99.10 | 546384.877 | 800796.240 |
| L18 | | 6097.73 | S89°47'06"E | 499+62.73 | 546387.383 | 801359.853 |

| USH 10 WB | | | | | | |
|-----------|----------|---------|----------------------|---------------|------------|------------|
| Number | Radius | Length | Line/Chord Direction | Start Station | Northing | Easting |
| L20 | | 9513.19 | S59°39'18"E | 1083+56.61 | 558024.571 | 720880.864 |
| C20 | 6815.50 | 3602.56 | S74°47'52"E | 1178+69.80 | 553218.464 | 729090.743 |
| L21 | | 2449.32 | S89°56'26"E | 1215+03.08 | 552284.743 | 732526.907 |
| L22 | | 3997.63 | S89°54'48"E | 1239+52.40 | 552282.207 | 734976.228 |
| L23 | | 2818.59 | S89°56'00"E | 1279+50.03 | 552276.169 | 738973.851 |
| C21 | 6935.49 | 4378.63 | S71°50'49"E | 1307+68.62 | 552272.893 | 741792.440 |
| L24 | | 1667.44 | S53°45'38"E | 1351+09.36 | 550931.243 | 745884.380 |
| C22 | 11400.14 | 470.80 | S54°56'37"E | 1367+76.80 | 549945.514 | 747229.259 |
| L25 | | 1644.30 | S56°07'36"E | 1372+50.07 | 549675.116 | 747614.618 |
| C23 | 3879.71 | 1284.87 | S46°38'21"E | 1388+94.37 | 548758.652 | 748979.831 |
| L26 | | 3602.18 | S37°09'06"E | 1401+79.23 | 547880.499 | 749909.722 |
| C24 | 4911.06 | 4862.13 | S65°30'51"E | 1437+81.41 | 545009.420 | 752085.170 |
| L27 | | 1260.01 | N86°07'24"E | 1486+43.54 | 543075.514 | 756331.503 |
| L28 | | 2729.29 | N86°07'24"E | 1501+93.23 | 543160.699 | 757588.627 |
| C25 | 5789.58 | 328.82 | N87°45'02"E | 1529+22.52 | 543345.218 | 760311.671 |
| L29 | | 9552.42 | N89°22'39"E | 1532+97.92 | 543358.123 | 760640.197 |
| C26 | 22858.31 | 859.88 | N88°18'00"E | 1628+50.34 | 543461.889 | 770192.055 |
| L30 | | 2116.78 | N87°13'20"E | 1637+12.49 | 543487.398 | 771051.504 |
| C27 | 22978.31 | 896.63 | N88°20'24"E | 1658+29.27 | 543589.981 | 773165.792 |
| L31 | | 6549.63 | N89°27'29"E | 1667+23.55 | 543615.951 | 774061.985 |
| C28 | 3214.04 | 2091.79 | N70°48'47"E | 1732+73.18 | 543677.911 | 780611.322 |
| L32 | | 1817.20 | N52°10'06"E | 1754+04.01 | 544353.308 | 782552.230 |
| C29 | 2924.78 | 1846.38 | N70°15'12"E | 1772+21.21 | 545467.880 | 783987.486 |
| L33 | | 6036.88 | N88°20'18"E | 1790+29.72 | 546081.393 | 785696.575 |
| L34 | | 4212.11 | N88°20'05"E | 403+33.27 | 546256.440 | 791730.915 |
| C30 | 34437.47 | 565.51 | N88°48'18"E | 445+45.38 | 546378.849 | 795941.245 |
| L35 | | 4289.20 | N89°16'32"E | 451+09.90 | 546390.641 | 796506.623 |
| C31 | 34437.47 | 564.61 | N89°44'43"E | 493+99.10 | 546444.872 | 800795.481 |
| L36 | | 6097.73 | S89°47'06"E | 499+62.73 | 546447.383 | 801360.078 |

Estimate Of Quantities

1500-48-60

| Line | Item | Item Description | Unit | Total | Qty |
|------|------------|---|------|-------------|-------------|
| 0002 | 204.0100 | Removing Concrete Pavement | SY | 5,790.000 | 5,790.000 |
| 0004 | 204.0110 | Removing Asphaltic Surface | SY | 5,220.000 | 5,220.000 |
| 0006 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 50.000 | 50.000 |
| 0008 | 204.0120 | Removing Asphaltic Surface Milling | SY | 68,210.000 | 68,210.000 |
| 0010 | 211.0100 | Prepare Foundation for Asphaltic Paving (project) 01. 1500-48-60 | LS | 1.000 | 1.000 |
| 0012 | 211.0200 | Prepare Foundation for Concrete Pavement (project) 01. 1500-48-60 | LS | 1.000 | 1.000 |
| 0014 | 213.0100 | Finishing Roadway (project) 01. 1500-48-60 | EACH | 1.000 | 1.000 |
| 0016 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 20,900.000 | 20,900.000 |
| 0018 | 415.1410 | Concrete Pavement Approach Slab HES | SY | 3,280.000 | 3,280.000 |
| 0020 | 415.6000.S | Rout and Seal | LF | 223,700.000 | 223,700.000 |
| 0022 | 416.0610 | Drilled Tie Bars | EACH | 4,180.000 | 4,180.000 |
| 0024 | 416.0620 | Drilled Dowel Bars | EACH | 9,200.000 | 9,200.000 |
| 0026 | 416.1010 | Concrete Surface Drains | CY | 490.000 | 490.000 |
| 0028 | 416.1710 | Concrete Pavement Repair | SY | 3,420.000 | 3,420.000 |
| 0030 | 416.1720 | Concrete Pavement Replacement | SY | 20,700.000 | 20,700.000 |
| 0032 | 455.0605 | Tack Coat | GAL | 4,770.000 | 4,770.000 |
| 0034 | 460.2000 | Incentive Density HMA Pavement | DOL | 4,870.000 | 4,870.000 |
| 0036 | 460.5224 | HMA Pavement 4 LT 58-28 S | TON | 7,490.000 | 7,490.000 |
| 0038 | 465.0400 | Asphaltic Shoulder Rumble Strips | LF | 184,200.000 | 184,200.000 |
| 0040 | 611.8115 | Adjusting Inlet Covers | EACH | 24.000 | 24.000 |
| 0042 | 614.0010 | Barrier System Grading Shaping Finishing | EACH | 10.000 | 10.000 |
| 0044 | 614.0400 | Adjusting Steel Plate Beam Guard | LF | 10,500.000 | 10,500.000 |
| 0046 | 614.0950 | Replacing Guardrail Posts and Blocks | EACH | 10.000 | 10.000 |
| 0048 | 614.0952 | Replacing Guardrail Reflectors | EACH | 20.000 | 20.000 |
| 0050 | 618.0100 | Maintenance And Repair of Haul Roads (project) 01. 1500-48-60 | EACH | 1.000 | 1.000 |
| 0052 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0054 | 624.0100 | Water | MGAL | 210.000 | 210.000 |
| 0056 | 628.1504 | Silt Fence | LF | 3,065.000 | 3,065.000 |
| 0058 | 628.1520 | Silt Fence Maintenance | LF | 3,065.000 | 3,065.000 |
| 0060 | 628.1905 | Mobilizations Erosion Control | EACH | 4.000 | 4.000 |
| 0062 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 2.000 | 2.000 |
| 0064 | 642.5201 | Field Office Type C | EACH | 1.000 | 1.000 |
| 0066 | 643.0300 | Traffic Control Drums | DAY | 130,800.000 | 130,800.000 |
| 0068 | 643.0420 | Traffic Control Barricades Type III | DAY | 10,425.000 | 10,425.000 |
| 0070 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 20,650.000 | 20,650.000 |
| 0072 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 4,800.000 | 4,800.000 |
| 0074 | 643.0800 | Traffic Control Arrow Boards | DAY | 980.000 | 980.000 |
| 0076 | 643.0900 | Traffic Control Signs | DAY | 14,029.000 | 14,029.000 |
| 0078 | 643.0910 | Traffic Control Covering Signs Type I | EACH | 1.000 | 1.000 |
| 0080 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 8.000 | 8.000 |
| 0082 | 643.1000 | Traffic Control Signs Fixed Message | SF | 265.000 | 265.000 |
| 0084 | 643.1050 | Traffic Control Signs PCMS | DAY | 204.000 | 204.000 |
| 0086 | 643.1055.S | Truck or Trailer Mounted Attenuator | DAY | 16.000 | 16.000 |
| 0088 | 643.1070 | Traffic Control Cones 42-Inch | DAY | 30,480.000 | 30,480.000 |
| 0090 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0092 | 646.1040 | Marking Line Grooved Wet Ref Epoxy 4-Inch | LF | 393,100.000 | 393,100.000 |
| 0094 | 646.1555 | Marking Line Grooved Contrast Permanent Tape 4-Inch | LF | 1,215.000 | 1,215.000 |
| 0096 | 646.3555 | Marking Line Grooved Contrast Permanent Tape 8-Inch | LF | 17,000.000 | 17,000.000 |
| 0098 | 646.6464 | Cold Weather Marking Epoxy 4-Inch | LF | 196,800.000 | 196,800.000 |

Estimate Of Quantities

1500-48-60

| Line | Item | Item Description | Unit | Total | Qty |
|------|----------|--|------|-------------|-------------|
| 0100 | 646.6468 | Cold Weather Marking Epoxy 8-Inch | LF | 2,680.000 | 2,680.000 |
| 0102 | 646.7220 | Marking Chevron Epoxy 24-Inch | LF | 600.000 | 600.000 |
| 0104 | 649.0150 | Temporary Marking Line Removable Tape 4-Inch | LF | 10,560.000 | 10,560.000 |
| 0106 | 649.0970 | Temporary Marking Removable Mask Out Tape 10-Inch | LF | 2,800.000 | 2,800.000 |
| 0108 | 650.8000 | Construction Staking Resurfacing Reference | LF | 209,300.000 | 209,300.000 |
| 0110 | 650.9910 | Construction Staking Supplemental Control (project) 01. 1500-48-60 | LS | 1.000 | 1.000 |
| 0112 | 690.0150 | Sawing Asphalt | LF | 750.000 | 750.000 |
| 0114 | 690.0250 | Sawing Concrete | LF | 27,290.000 | 27,290.000 |
| 0116 | ASP.1T0A | On-the-Job Training Apprentice at \$5.00/HR | HRS | 2,400.000 | 2,400.000 |
| 0118 | ASP.1T0G | On-the-Job Training Graduate at \$5.00/HR | HRS | 3,040.000 | 3,040.000 |

3

BASE AGGREGATE

| ROADWAY | STATION TO | STATION | LOCATION | 305.0110 BASE AGGREGATE | |
|------------------|------------|-----------|----------|-------------------------------|-------------------|
| | | | | DENSE 3/4-INCH TON | 624.0100 WATER |
| USH 10 EB | 1129+13 | - 1131+26 | LT | 13 | 0 |
| USH 10 EB | 1133+02 | - 1222+34 | LT | 398 | 4 |
| USH 10 EB | 1223+52 | - 1392+08 | LT | 751 | 8 |
| USH 10 EB | 1393+04 | - 1428+47 | LT | 215 | 2 |
| USH 10 EB | 1429+39 | - 1563+58 | LT | 812 | 8 |
| USH 10 EB | 1564+76 | - 1679+71 | LT | 698 | 7 |
| USH 10 EB | 1680+89 | - 1723+90 | LT | 261 | 3 |
| USH 10 EB | 1727+90 | - 1762+32 | LT | 209 | 2 |
| USH 10 EB | 1763+97 | - 1792+99 | LT | 176 | 2 |
| USH 10 EB | 1794+16 | - 452+09 | LT | 640 | 6 |
| USH 10 EB | 453+38 | - 500+96 | LT | 289 | 3 |
| USH 10 EB | 502+27 | - 528+16 | LT | 157 | 2 |
| USH 10 EB | 529+82 | - 553+00 | LT | 141 | 1 |
| SUBTOTALS | | | | 4,762 | 48 |
| USH 10 EB | 1130+13 | - 1130+60 | RT | 2 | 0 |
| USH 10 EB | 1133+68 | - 1222+34 | RT | 539 | 5 |
| USH 10 EB | 1223+52 | - 1391+76 | RT | 1022 | 10 |
| USH 10 EB | 1393+34 | - 1428+62 | RT | 157 | 2 |
| USH 10 EB | 1429+53 | - 1563+58 | RT | 542 | 5 |
| USH 10 EB | 1564+76 | - 1679+71 | RT | 512 | 5 |
| USH 10 EB | 1680+89 | - 1724+85 | RT | 196 | 2 |
| USH 10 EB | 1729+16 | - 1762+86 | RT | 150 | 2 |
| USH 10 EB | 1764+50 | - 1792+99 | RT | 127 | 1 |
| USH 10 EB | 1794+16 | - 452+09 | RT | 400 | 4 |
| USH 10 EB | 453+38 | - 500+96 | RT | 212 | 2 |
| USH 10 EB | 502+27 | - 528+16 | RT | 96 | 1 |
| USH 10 EB | 529+82 | - 553+00 | RT | 56 | 1 |
| SUBTOTALS | | | | 4,012 | 40 |
| USH 10 WB | 1131+49 | - 1132+72 | LT | 5 | 0 |
| USH 10 WB | 1134+10 | - 1222+34 | LT | 536 | 5 |
| USH 10 WB | 1223+52 | - 1391+43 | LT | 1020 | 10 |
| USH 10 WB | 1392+39 | - 1428+34 | LT | 160 | 2 |
| USH 10 WB | 1429+26 | - 1563+58 | LT | 596 | 6 |
| USH 10 WB | 1564+76 | - 1679+75 | LT | 512 | 5 |
| USH 10 WB | 1680+84 | - 1721+77 | LT | 182 | 2 |
| USH 10 WB | 1724+85 | - 1761+15 | LT | 160 | 2 |
| USH 10 WB | 1762+81 | - 1792+99 | LT | 133 | 1 |
| USH 10 WB | 1794+16 | - 452+09 | LT | 401 | 4 |
| USH 10 WB | 453+38 | - 500+96 | LT | 212 | 2 |
| USH 10 WB | 502+27 | - 528+16 | LT | 65 | 1 |
| USH 10 WB | 529+82 | - 553+00 | LT | 95 | 1 |
| SUBTOTALS | | | | 4,079 | 41 |

BASE AGGREGATE (CONTINUED)

| ROADWAY | STATION TO | STATION | LOCATION | 305.0110 BASE AGGREGATE | |
|------------------------|------------|-----------|----------|-------------------------------|-------------------|
| | | | | DENSE 3/4-INCH TON | 624.0100 WATER |
| USH 10 WB | 1130+49 | - 1132+05 | RT | 9 | 0 |
| USH 10 WB | 1134+75 | - 1222+34 | RT | 390 | 4 |
| USH 10 WB | 1223+52 | - 1391+13 | RT | 747 | 7 |
| USH 10 WB | 1392+72 | - 1428+49 | RT | 217 | 2 |
| USH 10 WB | 1429+40 | - 1563+58 | RT | 748 | 7 |
| USH 10 WB | 1564+76 | - 1679+75 | RT | 698 | 7 |
| USH 10 WB | 1680+84 | - 1722+77 | RT | 255 | 3 |
| USH 10 WB | 1727+08 | - 1761+68 | RT | 208 | 2 |
| USH 10 WB | 1763+33 | - 1792+99 | RT | 178 | 2 |
| USH 10 WB | 1794+16 | - 452+09 | RT | 640 | 6 |
| USH 10 WB | 453+38 | - 500+96 | RT | 289 | 3 |
| USH 10 WB | 502+27 | - 528+16 | RT | 157 | 2 |
| USH 10 WB | 529+82 | - 553+00 | RT | 141 | 1 |
| SUBTOTALS | | | | 4,678 | 47 |
| USH 45 SB to USH 10 WB | 1278+30 | - 1298+72 | LT | 167 | 2 |
| USH 45 SB to USH 10 WB | 1278+30 | - 1298+72 | RT | 45 | 0 |
| USH 45 SB to USH 10 EB | 73+87 | - 126+75 | LT | 317 | 3 |
| USH 45 SB to USH 10 EB | 73+87 | - 126+75 | RT | 132 | 1 |
| USH 10 EB to USH 45 NB | 1296+60 | - 123+85 | LT | 198 | 2 |
| USH 10 EB to USH 45 NB | 1296+60 | - 123+85 | RT | 92 | 1 |
| USH 10 WB to USH 45 NB | 99+35 | - 123+85 | LT | 60 | 1 |
| USH 10 WB to USH 45 NB | 99+35 | - 123+85 | RT | 159 | 2 |
| USH 10 EB to USH 45 SB | 458+00 | - 490+83 | LT | 211 | 2 |
| USH 10 EB to USH 45 SB | 458+00 | - 490+83 | RT | 131 | 1 |
| USH 45 NB to USH 10 WB | 458+00 | - 492+33 | LT | 228 | 2 |
| USH 45 NB to USH 10 WB | 458+00 | - 492+33 | RT | 102 | 1 |
| USH 10 WB to USH 45 SB | 465+00 | - 498+32 | LT | 150 | 2 |
| USH 10 WB to USH 45 SB | 465+00 | - 498+32 | RT | 91 | 1 |
| USH 45 NB to USH 10 EB | 462+98 | - 483+12 | LT | 45 | 0 |
| USH 45 NB to USH 10 EB | 462+98 | - 483+12 | RT | 189 | 2 |
| STH 76 to USH 10 WB | 1835+55 | - 1848+50 | LT | 126 | 1 |
| STH 76 to USH 10 WB | 1835+55 | - 1848+50 | RT | 27 | 0 |
| USH 10 EB to STH 76 | 1836+96 | - 1848+54 | LT | 27 | 0 |
| USH 10 EB to STH 76 | 1836+96 | - 1848+54 | RT | 81 | 1 |
| USH 10 WB to STH 76 | 399+77 | - 411+69 | LT | 81 | 1 |
| USH 10 WB to STH 76 | 399+77 | - 411+69 | RT | 27 | 0 |
| STH 76 to USH 10 EB | 399+82 | - 412+95 | LT | 27 | 0 |
| STH 76 to USH 10 EB | 399+82 | - 412+95 | RT | 126 | 1 |
| CTH CB to USH 10 WB | 515+95 | - 529+05 | LT | 125 | 1 |
| CTH CB to USH 10 WB | 515+95 | - 529+05 | RT | 26 | 0 |
| USH 10 EB to CTH CB | 217+31 | - 529+05 | LT | 26 | 0 |
| USH 10 EB to CTH CB | 217+31 | - 529+05 | RT | 83 | 1 |
| USH 10 WB to CTH CB | 528+92 | - 540+62 | LT | 83 | 1 |
| USH 10 WB to CTH CB | 528+92 | - 540+62 | RT | 26 | 0 |
| CTH CB to USH 10 EB | 528+97 | - 542+01 | LT | 26 | 0 |
| CTH CB to USH 10 EB | 528+97 | - 542+01 | RT | 125 | 1 |
| SUBTOTALS | | | | 3,357 | 34 |

3

PROJECT TOTAL 20,900 210

PROJECT NO: 1500-48-60

HWY: USH 10

COUNTY: WINNEBAGO

MISCELLANEOUS QUANTITIES

SHEET: E

CONCRETE PAVEMENT APPROACH SLAB

CONCRETE PAVEMENT APPROACH SLAB (CONTINUED)

| ROADWAY | STATION | LOCATION | 204.0100 REMOVING CONCRETE PAVEMENT * | 415.1410 CONCRETE PAVEMENT APPROACH SLAB HES | *690.0250 SAWING CONCRETE LF |
|---------------------------------------|---------|----------|---|--|---------------------------------------|
| USH 10 EB | 1130+86 | Inside | 64 | 64 | 38 |
| USH 10 EB | 1133+51 | Inside | 34 | 34 | 35 |
| USH 10 EB | 1222+26 | Inside | 20 | 20 | 15 |
| USH 10 EB | 1223+58 | Inside | 20 | 20 | 15 |
| USH 10 EB | 1391+84 | Inside | 27 | 27 | 25 |
| USH 10 EB | 1393+27 | Inside | 42 | 42 | 26 |
| USH 10 EB | 1428+50 | Inside | 23 | 23 | 20 |
| USH 10 EB | 1429+55 | Inside | 29 | 29 | 20 |
| USH 10 EB | 1563+51 | Inside | 20 | 20 | 15 |
| USH 10 EB | 1564+84 | Inside | 20 | 20 | 15 |
| USH 10 EB | 1679+64 | Inside | 20 | 20 | 15 |
| USH 10 EB | 1680+96 | Inside | 20 | 20 | 15 |
| USH 10 EB | 1724+20 | Inside | 94 | 94 | 43 |
| USH 10 EB | 1762+44 | Inside | 31 | 31 | 34 |
| USH 10 EB | 1764+37 | Inside | 56 | 56 | 34 |
| USH 10 EB | 1792+91 | Inside | 20 | 20 | 15 |
| USH 10 EB | 1794+24 | Inside | 20 | 20 | 15 |
| USH 10 EB | 452+01 | Inside | 20 | 20 | 15 |
| USH 10 EB | 453+46 | Inside | 20 | 20 | 15 |
| USH 10 EB | 500+90 | Inside | 20 | 20 | 15 |
| USH 10 EB | 502+34 | Inside | 20 | 20 | 15 |
| USH 10 EB | 528+08 | Inside | 20 | 20 | 15 |
| USH 10 EB | 529+90 | Inside | 20 | 20 | 15 |
| USH 10 EB INSIDE LANE SUBTOTAL | | | 679 | 679 | 485 |

| | | | | | |
|--|---------|---------|------------|------------|----------|
| USH 10 EB | 1130+86 | Outside | 41 | 41 | - |
| USH 10 EB | 1133+51 | Outside | 72 | 72 | - |
| USH 10 EB | 1222+26 | Outside | 23 | 23 | - |
| USH 10 EB | 1223+58 | Outside | 23 | 23 | - |
| USH 10 EB | 1391+84 | Outside | 46 | 46 | - |
| USH 10 EB | 1393+27 | Outside | 32 | 32 | - |
| USH 10 EB | 1428+50 | Outside | 34 | 34 | - |
| USH 10 EB | 1429+55 | Outside | 27 | 27 | - |
| USH 10 EB | 1563+51 | Outside | 23 | 23 | - |
| USH 10 EB | 1564+84 | Outside | 23 | 23 | - |
| USH 10 EB | 1679+64 | Outside | 23 | 23 | - |
| USH 10 EB | 1680+96 | Outside | 23 | 23 | - |
| USH 10 EB | 1724+20 | Outside | 38 | 38 | - |
| USH 10 EB | 1762+44 | Outside | 62 | 62 | - |
| USH 10 EB | 1764+37 | Outside | 38 | 38 | - |
| USH 10 EB | 1792+91 | Outside | 23 | 23 | - |
| USH 10 EB | 1794+24 | Outside | 23 | 23 | - |
| USH 10 EB | 452+01 | Outside | 23 | 23 | - |
| USH 10 EB | 453+46 | Outside | 23 | 23 | - |
| USH 10 EB | 500+90 | Outside | 23 | 23 | - |
| USH 10 EB | 502+34 | Outside | 23 | 23 | - |
| USH 10 EB | 528+08 | Outside | 23 | 23 | - |
| USH 10 EB | 529+90 | Outside | 23 | 23 | - |
| USH 10 EB OUTSIDE LANE SUBTOTAL | | | 714 | 714 | 0 |

| ROADWAY | STATION | LOCATION | 204.0100 REMOVING CONCRETE PAVEMENT * | 415.1410 CONCRETE PAVEMENT APPROACH SLAB HES | *690.0250 SAWING CONCRETE LF |
|---------------------------------------|---------|----------|---|--|---------------------------------------|
| USH 10 WB | 1132+28 | Inside | 33 | 33 | 35 |
| USH 10 WB | 1134+57 | Inside | 63 | 63 | 38 |
| USH 10 WB | 1222+26 | Inside | 20 | 20 | 15 |
| USH 10 WB | 1223+58 | Inside | 20 | 20 | 15 |
| USH 10 WB | 1391+21 | Inside | 39 | 39 | 26 |
| USH 10 WB | 1392+62 | Inside | 47 | 47 | 25 |
| USH 10 WB | 1428+35 | Inside | 30 | 30 | 20 |
| USH 10 WB | 1429+42 | Inside | 23 | 23 | 20 |
| USH 10 WB | 1563+51 | Inside | 20 | 20 | 15 |
| USH 10 WB | 1564+84 | Inside | 20 | 20 | 15 |
| USH 10 WB | 1679+64 | Inside | 20 | 20 | 15 |
| USH 10 WB | 1680+96 | Inside | 20 | 20 | 15 |
| USH 10 WB | 1722+17 | Inside | 84 | 84 | 49 |
| USH 10 WB | 1761+33 | Inside | 55 | 55 | 34 |
| USH 10 WB | 1763+25 | Inside | 31 | 31 | 34 |
| USH 10 WB | 1792+91 | Inside | 20 | 20 | 15 |
| USH 10 WB | 1794+24 | Inside | 20 | 20 | 15 |
| USH 10 WB | 452+01 | Inside | 20 | 20 | 15 |
| USH 10 WB | 453+45 | Inside | 20 | 20 | 15 |
| USH 10 WB | 500+90 | Inside | 20 | 20 | 15 |
| USH 10 WB | 502+34 | Inside | 20 | 20 | 15 |
| USH 10 WB | 528+08 | Inside | 23 | 23 | 17 |
| USH 10 WB | 529+90 | Inside | 21 | 21 | 17 |
| USH 10 WB INSIDE LANE SUBTOTAL | | | 690 | 690 | 495 |

| | | | | | |
|--|---------|---------|------------|------------|----------|
| USH 10 WB | 1132+28 | Outside | 71 | 71 | - |
| USH 10 WB | 1134+57 | Outside | 41 | 41 | - |
| USH 10 WB | 1222+26 | Outside | 23 | 23 | - |
| USH 10 WB | 1223+58 | Outside | 23 | 23 | - |
| USH 10 WB | 1391+21 | Outside | 32 | 32 | - |
| USH 10 WB | 1392+62 | Outside | 26 | 26 | - |
| USH 10 WB | 1428+35 | Outside | 27 | 27 | - |
| USH 10 WB | 1429+42 | Outside | 34 | 34 | - |
| USH 10 WB | 1563+51 | Outside | 23 | 23 | - |
| USH 10 WB | 1564+84 | Outside | 23 | 23 | - |
| USH 10 WB | 1679+64 | Outside | 23 | 23 | - |
| USH 10 WB | 1680+96 | Outside | 23 | 23 | - |
| USH 10 WB | 1722+17 | Outside | 50 | 50 | - |
| USH 10 WB | 1761+33 | Outside | 38 | 38 | - |
| USH 10 WB | 1763+25 | Outside | 62 | 62 | - |
| USH 10 WB | 1792+91 | Outside | 23 | 23 | - |
| USH 10 WB | 1794+24 | Outside | 23 | 23 | - |
| USH 10 WB | 452+01 | Outside | 23 | 23 | - |
| USH 10 WB | 453+45 | Outside | 23 | 23 | - |
| USH 10 WB | 500+90 | Outside | 23 | 23 | - |
| USH 10 WB | 502+34 | Outside | 23 | 23 | - |
| USH 10 WB | 528+08 | Outside | 24 | 24 | - |
| USH 10 WB | 529+90 | Outside | 27 | 27 | - |
| USH 10 WB OUTSIDE LANE SUBTOTAL | | | 709 | 709 | 0 |

* ADDITIONAL QUANTITIES SHOWN IN IN THE PLAN

* ADDITIONAL QUANTITIES SHOWN IN IN THE PLAN

PROJECT NO: 1500-48-60

HWY: USH 10

COUNTY: WINNEBAGO

MISCELLANEOUS QUANTITIES

SHEET:

E

CONCRETE PAVEMENT APPROACH SLAB (CONTINUED)

| ROADWAY | STATION | LOCATION | 204.0100 | 415.1410 | *690.0250 |
|-------------------------|---------|----------|---------------------------------|--|----------------------|
| | | | REMOVING CONCRETE PAVEMENT * | CONCRETE PAVEMENT APPROACH SLAB HES | SAWING CONCRETE * |
| | | | SY | SY | LF |
| 45 SB to 10 EB | 110+63 | Single | 32 | 32 | - |
| 45 SB to 10 EB | 113+20 | Single | 31 | 31 | - |
| 10 EB to 45 NB | 1319+10 | Single | 29 | 29 | - |
| 10 EB to 45 NB | 1321+55 | Single | 26 | 26 | - |
| 45 NB to 10 WB | 471+78 | Inside | 26 | 26 | 24 |
| 45 NB to 10 WB | 471+78 | Outside | 38 | 38 | - |
| 45 NB to 10 WB | 473+34 | Inside | 38 | 38 | 24 |
| 45 NB to 10 WB | 473+34 | Outside | 26 | 26 | - |
| 45 NB to 10 WB | 479+18 | Inside | 54 | 54 | 32 |
| 45 NB to 10 WB | 479+18 | Outside | 31 | 31 | - |
| 45 NB to 10 WB | 481+34 | Inside | 31 | 31 | 32 |
| 45 NB to 10 WB | 481+34 | Outside | 54 | 54 | - |
| 10 WB to 45 SB | 477+72 | Single | 34 | 34 | - |
| 10 WB to 45 SB | 479+40 | Single | 39 | 39 | - |
| RAMPS SUBTOTAL | | | 491 | 491 | 112 |
| PROJECT SUBTOTAL | | | 3,280 | 3,280 | 1,090 |

* ADDITIONAL QUANTITIES SHOWN IN IN THE PLAN

NOTE: ITEM 211.0200 PREPARE FOUNDATION FOR CONCRETE PAVEMENT CORRELATES TO THE AREAS DESCRIBED IN 415.1410 CONCRETE PAVEMENT APPROACH SLAB HES AS WELL AS THE 416.1010 CONCRETE SURFACE DRAINS ITEM

PREPARE FOUNDATION FOR ASPHALTIC PAVING

211.0100
PREPARE FOUNDATION
FOR ASPHALTIC
PAVING

Table with 6 columns: ROADWAY, STATION, TO, STATION, LOCATION, SY*. Lists various road segments and their corresponding square yards.

SY* SUBTOTAL 2,660

* SQUARE YARDS LISTED FOR BID INFORMATION ONLY. ITEM 211.0100 PAID AS THE LUMP SUM FOR THE ENTIRE CONTRACT.

PREPARE FOUNDATION FOR ASPHALTIC PAVING (CONTINUED)

211.0100
PREPARE FOUNDATION
FOR ASPHALTIC
PAVING

Table with 6 columns: ROADWAY, STATION, TO, STATION, LOCATION, SY*. Continuation of road segments and square yards.

SY* SUBTOTAL 1,421

* SQUARE YARDS LISTED FOR BID INFORMATION ONLY. ITEM 211.0100 PAID AS THE LUMP SUM FOR THE ENTIRE CONTRACT.

PREPARE FOUNDATION FOR ASPHALTIC PAVING (CONTINUED)

211.0100
PREPARE FOUNDATION
FOR ASPHALTIC
PAVING

Table with 6 columns: ROADWAY, STATION, TO, STATION, LOCATION, SY*. Continuation of road segments and square yards.

SUBTOTAL 1,135

PROJECT SY TOTAL: 5,220
PROJECT LS TOTAL: 1

* SQUARE YARDS LISTED FOR BID INFORMATION ONLY. ITEM 211.0100 PAID AS THE LUMP SUM FOR THE ENTIRE CONTRACT.

ROUTE AND SEAL

| ROADWAY | STATION | - | STATION | LOCATION | 415.6000.S |
|-----------------|---------|---|---------|----------|----------------------|
| | | | | | Route and Seal LF |
| USH 10 EB | 1134+25 | - | 1219+50 | OUTSIDE | 8525 |
| USH 10 EB | 1224+20 | - | 1391+10 | OUTSIDE | 16680 |
| USH 10 EB | 1394+15 | - | 1427+80 | OUTSIDE | 3365 |
| USH 10 EB | 1430+15 | - | 1562+95 | OUTSIDE | 13235 |
| USH 10 EB | 1565+40 | - | 1678+85 | OUTSIDE | 11350 |
| USH 10 EB | 1681+60 | - | 1723+30 | OUTSIDE | 4170 |
| USH 10 EB | 1728+50 | - | 1761+65 | OUTSIDE | 3315 |
| USH 10 EB | 1765+55 | - | 1792+35 | OUTSIDE | 2680 |
| USH 10 EB | 1796+15 | - | 451+50 | OUTSIDE | 10400 |
| USH 10 EB | 454+05 | - | 500+40 | OUTSIDE | 4635 |
| USH 10 EB | 503+00 | - | 527+65 | OUTSIDE | 2465 |
| USH 10 EB | 530+45 | - | 553+35 | OUTSIDE | 2290 |
| SUBTOTAL | | | | | 83,110 |
| USH 10 WB | 1135+25 | - | 1221+65 | OUTSIDE | 8610 |
| USH 10 WB | 1224+25 | - | 1390+65 | OUTSIDE | 16680 |
| USH 10 WB | 1393+40 | - | 1427+70 | OUTSIDE | 3430 |
| USH 10 WB | 1430+10 | - | 1504+70 | OUTSIDE | 7170 |
| USH 10 WB | 1513+85 | - | 1562+95 | OUTSIDE | 4910 |
| USH 10 WB | 1570+25 | - | 1679+00 | OUTSIDE | 10875 |
| USH 10 WB | 1681+45 | - | 1721+10 | OUTSIDE | 3965 |
| USH 10 WB | 1725+85 | - | 1733+05 | OUTSIDE | 720 |
| USH 10 WB | 1754+05 | - | 1760+60 | OUTSIDE | 655 |
| USH 10 WB | 1765+55 | - | 1792+40 | OUTSIDE | 2685 |
| USH 10 WB | 1811+35 | - | 414+45 | OUTSIDE | 5075 |
| USH 10 WB | 431+55 | - | 451+45 | OUTSIDE | 2000 |
| USH 10 WB | 457+55 | - | 472+80 | OUTSIDE | 1525 |
| USH 10 WB | 489+85 | - | 500+35 | OUTSIDE | 1040 |
| USH 10 WB | 502+80 | - | 527+50 | OUTSIDE | 2470 |
| USH 10 WB | 530+45 | - | 553+35 | OUTSIDE | 2290 |
| SUBTOTAL | | | | | 74,100 |

ROUTE AND SEAL (CONTINUED)

| ROADWAY | STATION | - | STATION | LOCATION | 415.6000.S |
|------------------------|---------|---|---------|----------|----------------------|
| | | | | | Route and Seal LF |
| USH 45 SB to USH 10 WB | 1278+30 | - | 1298+72 | INSIDE | 2042 |
| USH 45 SB to USH 10 EB | 73+87 | - | 126+75 | OUTSIDE | 5288 |
| USH 45 SB to USH 10 EB | 73+87 | - | 126+75 | INSIDE | 5288 |
| USH 10 EB to USH 45 NB | 1296+60 | - | 123+85 | INSIDE | 3450 |
| USH 10 EB to USH 45 NB | 1296+60 | - | 123+85 | OUTSIDE | 3514 |
| USH 10 WB to USH 45 NB | 99+35 | - | 123+85 | INSIDE | 1820 |
| USH 10 WB to USH 45 NB | 99+35 | - | 123+85 | OUTSIDE | 2720 |
| USH 10 EB to USH 45 SB | 458+00 | - | 490+83 | OUTSIDE | 2800 |
| USH 10 EB to USH 45 SB | 458+00 | - | 490+83 | INSIDE | 2095 |
| USH 45 NB to USH 10 WB | 458+00 | - | 492+33 | INSIDE | 3433 |
| USH 45 NB to USH 10 WB | 458+00 | - | 492+33 | OUTSIDE | 3433 |
| USH 10 WB to USH 45 SB | 465+00 | - | 498+32 | OUTSIDE | 3332 |
| USH 10 WB to USH 45 SB | 465+00 | - | 498+32 | INSIDE | 3332 |
| USH 45 NB to USH 10 EB | 462+98 | - | 483+12 | INSIDE | 1480 |
| USH 45 NB to USH 10 EB | 462+98 | - | 483+12 | OUTSIDE | 2670 |
| STH 76 to USH 10 WB | 1835+55 | - | 1848+50 | INSIDE | 1295 |
| STH 76 to USH 10 WB | 1835+55 | - | 1848+50 | OUTSIDE | 1295 |
| USH 10 EB to STH 76 | 1836+96 | - | 1848+54 | INSIDE | 1158 |
| USH 10 EB to STH 76 | 1836+96 | - | 1848+54 | OUTSIDE | 1158 |
| USH 10 WB to STH 76 | 399+77 | - | 411+69 | INSIDE | 1192 |
| USH 10 WB to STH 76 | 399+77 | - | 411+69 | OUTSIDE | 1192 |
| STH 76 to USH 10 EB | 399+82 | - | 412+95 | INSIDE | 1313 |
| STH 76 to USH 10 EB | 399+82 | - | 412+95 | OUTSIDE | 1313 |
| CTH CB to USH 10 WB | 515+95 | - | 52+05 | INSIDE | 1310 |
| CTH CB to USH 10 WB | 515+95 | - | 529+05 | OUTSIDE | 1310 |
| USH 10 EB to CTH CB | 517+31 | - | 529+05 | INSIDE | 1174 |
| USH 10 EB to CTH CB | 517+31 | - | 529+05 | OUTSIDE | 1174 |
| USH 10 WB to CTH CB | 528+92 | - | 540+62 | INSIDE | 1170 |
| USH 10 WB to CTH CB | 528+92 | - | 540+62 | OUTSIDE | 1170 |
| CTH CB to USH 10 EB | 528+97 | - | 542+01 | INSIDE | 1304 |
| CTH CB to USH 10 EB | 528+97 | - | 542+01 | OUTSIDE | 1304 |
| SUBTOTAL | | | | | 66,529 |

PROJECT TOTAL 223,700

CONCRETE SURFACE DRAIN

CONCRETE SURFACE DRAIN (CONTINUED)

CONCRETE SURFACE DRAIN (CONTINUED)

| ROADWAY | STATION | LOCATION | * 204.0100 | 416.1010 |
|-----------------|---------|----------|-------------------------------|----------------------------|
| | | | REMOVING CONCRETE PAVEMENT SY | CONCRETE SURFACE DRAINS CY |
| USH 10 EB | 1131+09 | LT | 15 | 3 |
| USH 10 EB | 1133+82 | LT | 29 | 6 |
| USH 10 EB | 1222+19 | LT | 19 | 4 |
| USH 10 EB | 1223+64 | LT | 18 | 4 |
| USH 10 EB | 1391+61 | LT | 29 | 6 |
| USH 10 EB | 1393+17 | LT | 20 | 4 |
| USH 10 EB | 1428+36 | LT | 17 | 3 |
| USH 10 EB | 1429+48 | LT | 13 | 3 |
| USH 10 EB | 1563+45 | LT | 25 | 5 |
| USH 10 EB | 1564+90 | LT | 17 | 3 |
| USH 10 EB | 1679+60 | LT | 22 | 4 |
| USH 10 EB | 1681+00 | LT | 20 | 4 |
| USH 10 EB | 1723+70 | LT | 45 | 9 |
| USH 10 EB | 1762+12 | LT | 34 | 7 |
| USH 10 EB | 1764+15 | LT | 20 | 4 |
| USH 10 EB | 1792+84 | LT | 19 | 4 |
| USH 10 EB | 1794+29 | LT | 17 | 3 |
| USH 10 EB | 451+98 | LT | 16 | 3 |
| USH 10 EB | 453+49 | LT | 17 | 3 |
| USH 10 EB | 500+86 | LT | 16 | 3 |
| USH 10 EB | 502+38 | LT | 18 | 3 |
| USH 10 EB | 528+03 | LT | 19 | 4 |
| USH 10 EB | 529+94 | LT | 17 | 3 |
| SUBTOTAL | | | 480 | 93 |

| ROADWAY | STATION | LOCATION | * 204.0100 | 416.1010 |
|-----------------|---------|----------|-------------------------------|----------------------------|
| | | | REMOVING CONCRETE PAVEMENT SY | CONCRETE SURFACE DRAINS CY |
| USH 10 WB | 1132+56 | LT | 20 | 4 |
| USH 10 WB | 1134+90 | LT | 42 | 8 |
| USH 10 WB | 1222+19 | LT | 24 | 5 |
| USH 10 WB | 1223+64 | LT | 24 | 5 |
| USH 10 WB | 1390+97 | LT | 43 | 8 |
| USH 10 WB | 1392+53 | LT | 24 | 5 |
| USH 10 WB | 1428+23 | LT | 21 | 4 |
| USH 10 WB | 1429+37 | LT | 17 | 3 |
| USH 10 WB | 1563+45 | LT | 24 | 5 |
| USH 10 WB | 1564+90 | LT | 23 | 4 |
| USH 10 WB | 1679+60 | LT | 24 | 5 |
| USH 10 WB | 1681+00 | LT | 22 | 4 |
| USH 10 WB | 1721+50 | LT | 68 | 13 |
| USH 10 WB | 1760+93 | LT | 46 | 9 |
| USH 10 WB | 1762+98 | LT | 23 | 4 |
| USH 10 WB | 1792+84 | LT | 25 | 5 |
| USH 10 WB | 1794+29 | LT | 23 | 4 |
| USH 10 WB | 451+98 | LT | 19 | 4 |
| USH 10 WB | 453+49 | LT | 21 | 4 |
| USH 10 WB | 500+86 | LT | 21 | 4 |
| USH 10 WB | 502+38 | LT | 21 | 4 |
| USH 10 WB | 528+03 | LT | 23 | 5 |
| USH 10 WB | 529+94 | LT | 22 | 4 |
| SUBTOTAL | | | 621 | 121 |

| ROADWAY | STATION | LOCATION | * 204.0100 | 416.1010 |
|--------------------------|---------|----------|-------------------------------|----------------------------|
| | | | REMOVING CONCRETE PAVEMENT SY | CONCRETE SURFACE DRAINS CY |
| 45 SB to 10 EB | 110+52 | RT | 16 | 3 |
| 45 SB to 10 EB | 110+77 | LT | 13 | 3 |
| 45 SB to 10 EB | 113+18 | RT | 10 | 2 |
| 45 SB to 10 EB | 113+30 | LT | 19 | 4 |
| 10 EB to 45 NB | 1319+01 | RT | 23 | 4 |
| 10 EB to 45 NB | 1319+15 | LT | 7 | 1 |
| 10 EB to 45 NB | 1321+60 | RT | 21 | 4 |
| 10 EB to 45 NB | 1321+58 | LT | 8 | 1 |
| 45 NB to 10 WB | 471+65 | RT | 17 | 3 |
| 45 NB to 10 WB | 471+90 | RT | 27 | 5 |
| 45 NB to 10 WB | 473+30 | RT | 17 | 3 |
| 45 NB to 10 WB | 473+60 | RT | 31 | 6 |
| 45 NB to 10 WB | 478+75 | RT | 56 | 11 |
| 45 NB to 10 WB | 479+40 | RT | 17 | 3 |
| 45 NB to 10 WB | 481+21 | LT | 29 | 6 |
| 45 NB to 10 WB | 481+83 | LT | 27 | 5 |
| 10 WB to 45 SB | 477+51 | RT | 29 | 6 |
| 10 WB to 45 SB | 477+73 | RT | 16 | 3 |
| 10 WB to 45 SB | 479+33 | LT | 16 | 3 |
| 10 WB to 45 SB | 479+67 | LT | 20 | 4 |
| SUBTOTAL | | | 420 | 82 |
| PROJECT SUBTOTAL: | | | 2,510 | 490 |

* ADDITIONAL QUANTITIES SHOWN IN IN THE PLAN

| | | | | |
|-----------------|---------|----|------------|------------|
| USH 10 EB | 1130+42 | RT | 36 | 7 |
| USH 10 EB | 1133+18 | RT | 18 | 4 |
| USH 10 EB | 1222+19 | RT | 28 | 5 |
| USH 10 EB | 1223+64 | RT | 23 | 5 |
| USH 10 EB | 1391+96 | RT | 19 | 4 |
| USH 10 EB | 1393+52 | RT | 29 | 6 |
| USH 10 EB | 1428+50 | RT | 17 | 3 |
| USH 10 EB | 1429+62 | RT | 20 | 4 |
| USH 10 EB | 1563+45 | RT | 24 | 5 |
| USH 10 EB | 1564+90 | RT | 24 | 5 |
| USH 10 EB | 1679+60 | RT | 29 | 6 |
| USH 10 EB | 1681+00 | RT | 26 | 5 |
| USH 10 EB | 1724+66 | RT | 23 | 5 |
| USH 10 EB | 1762+70 | RT | 22 | 4 |
| USH 10 EB | 1764+71 | RT | 44 | 8 |
| USH 10 EB | 1792+84 | RT | 25 | 5 |
| USH 10 EB | 1794+29 | RT | 23 | 4 |
| USH 10 EB | 451+98 | RT | 21 | 4 |
| USH 10 EB | 453+49 | RT | 21 | 4 |
| USH 10 EB | 500+86 | RT | 19 | 4 |
| USH 10 EB | 502+38 | RT | 21 | 4 |
| USH 10 EB | 528+03 | RT | 23 | 4 |
| USH 10 EB | 529+94 | RT | 21 | 4 |
| SUBTOTAL | | | 555 | 108 |

| | | | | |
|-----------------|---------|----|------------|-----------|
| USH 10 WB | 1131+92 | RT | 27 | 5 |
| USH 10 WB | 1134+24 | RT | 15 | 3 |
| USH 10 WB | 1222+19 | RT | 20 | 4 |
| USH 10 WB | 1223+64 | RT | 17 | 3 |
| USH 10 WB | 1391+30 | RT | 14 | 3 |
| USH 10 WB | 1392+87 | RT | 25 | 5 |
| USH 10 WB | 1428+38 | RT | 14 | 3 |
| USH 10 WB | 1429+50 | RT | 14 | 3 |
| USH 10 WB | 1563+45 | RT | 20 | 4 |
| USH 10 WB | 1564+90 | RT | 18 | 4 |
| USH 10 WB | 1679+60 | RT | 20 | 4 |
| USH 10 WB | 1681+00 | RT | 18 | 3 |
| USH 10 WB | 1722+60 | RT | 13 | 3 |
| USH 10 WB | 1761+52 | RT | 17 | 3 |
| USH 10 WB | 1763+62 | RT | 44 | 9 |
| USH 10 WB | 1792+84 | RT | 19 | 4 |
| USH 10 WB | 1794+29 | RT | 18 | 4 |
| USH 10 WB | 451+98 | RT | 15 | 3 |
| USH 10 WB | 453+49 | RT | 17 | 3 |
| USH 10 WB | 500+86 | RT | 15 | 3 |
| USH 10 WB | 502+38 | RT | 16 | 3 |
| USH 10 WB | 528+03 | RT | 18 | 3 |
| USH 10 WB | 529+94 | RT | 14 | 3 |
| SUBTOTAL | | | 430 | 84 |

NOTE: ITEM 211.0200 PREPARE FOUNDATION FOR CONCRETE PAVEMENT CORRELATES TO THE AREAS DESCRIBED IN 415.1410 CONCRETE PAVEMENT APPROACH SLAB HES AS WELL AS THE 416.1010 CONCRETE SURFACE DRAINS ITEM

3

CONCRETE PAVEMENT (CONTINUED)

| ROADWAY | STATION | LANE | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | *690.0250 SAWING CONCRETE LF |
|-----------------|---------|---------|--|--|--|---|---------------------------------------|
| USH 10 EB | 1578+43 | Outside | 4 | 20 | 9 | - | 34 |
| USH 10 EB | 1582+85 | Outside | 2 | 20 | 9 | - | 34 |
| USH 10 EB | 1586+98 | Outside | 4 | 20 | 9 | - | 34 |
| USH 10 EB | 1592+58 | Outside | 4 | 20 | 9 | - | 34 |
| USH 10 EB | 1592+75 | Outside | 4 | 20 | 9 | - | 34 |
| USH 10 EB | 1593+50 | Outside | 4 | 20 | 9 | - | 34 |
| USH 10 EB | 1596+32 | Outside | 4 | 20 | 10 | - | 36 |
| USH 10 EB | 1598+57 | Outside | 4 | 20 | 10 | - | 36 |
| USH 10 EB | 1599+62 | Outside | 4 | 20 | 10 | - | 36 |
| USH 10 EB | 1601+50 | Outside | 16 | 20 | - | 70 | 73 |
| USH 10 EB | 1604+75 | Outside | 11 | 20 | - | 47 | 58 |
| USH 10 EB | 1605+20 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1606+25 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1607+25 | Outside | 5 | 20 | 23 | - | 43 |
| USH 10 EB | 1610+15 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1610+60 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1612+15 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1612+60 | Outside | 16 | 20 | - | 70 | 73 |
| USH 10 EB | 1613+15 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1616+39 | Outside | 33 | 20 | - | 70 | 73 |
| USH 10 EB | 1617+03 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1617+80 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1622+75 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1624+37 | Outside | 5 | 20 | 9 | - | 34 |
| USH 10 EB | 1626+16 | Outside | 26 | 20 | - | 58 | 65 |
| USH 10 EB | 1628+14 | Outside | 4 | 20 | 9 | - | 34 |
| USH 10 EB | 1630+65 | Outside | 5 | 20 | 23 | - | 43 |
| USH 10 EB | 1634+75 | Outside | 4 | 20 | - | 27 | 45 |
| USH 10 EB | 1646+30 | Outside | 4 | 20 | 23 | - | 43 |
| USH 10 EB | 1649+42 | Outside | - | 20 | 14 | - | 38 |
| USH 10 EB | 1649+77 | Outside | 4 | 20 | 12 | - | 36 |
| USH 10 EB | 1650+21 | Outside | 4 | 20 | 12 | - | 36 |
| USH 10 EB | 1652+64 | Outside | 5 | 20 | 11 | - | 37 |
| USH 10 EB | 1654+70 | Outside | 22 | 20 | - | 93 | 88 |
| USH 10 EB | 1656+66 | Outside | 4 | 20 | 11 | - | 37 |
| USH 10 EB | 1660+08 | Outside | 4 | 20 | 9 | - | 34 |
| USH 10 EB | 1660+82 | Outside | 5 | 20 | 11 | - | 37 |
| USH 10 EB | 1661+43 | Outside | 4 | 20 | 9 | - | 35 |
| USH 10 EB | 1663+44 | Outside | 4 | 20 | 9 | - | 35 |
| USH 10 EB | 1663+89 | Outside | 4 | 20 | 9 | - | 35 |
| USH 10 EB | 1668+80 | Outside | 4 | 20 | 19 | - | 40 |
| USH 10 EB | 1671+38 | Outside | 4 | 20 | 9 | - | 34 |
| USH 10 EB | 1678+34 | Outside | - | 20 | 12 | - | 36 |
| USH 10 EB | 1679+25 | Outside | - | 10 | - | 112 | 14 |
| USH 10 EB | 1681+30 | Outside | - | 10 | - | 86 | 14 |
| USH 10 EB | 1689+37 | Outside | 5 | 20 | 14 | - | 37 |
| USH 10 EB | 1696+11 | Outside | 11 | 20 | - | 47 | 58 |
| USH 10 EB | 1714+84 | Outside | 25 | 20 | - | 57 | 65 |
| USH 10 EB | 1723+59 | Outside | - | 10 | - | 93 | 14 |
| USH 10 EB | 1731+36 | Outside | 17 | 20 | - | 47 | 58 |
| SUBTOTAL | | | 325 | 970 | 501 | 877 | 2,074 |

CONCRETE PAVEMENT (CONTINUED)

| ROADWAY | STATION | LANE | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | *690.0250 SAWING CONCRETE LF |
|-----------------|---------|---------|--|--|--|---|---------------------------------------|
| USH 10 EB | 1761+94 | Outside | - | 10 | - | 97 | 14 |
| USH 10 EB | 1764+82 | Outside | - | - | - | 83 | 14 |
| USH 10 EB | 1765+16 | Outside | 11 | 10 | 28 | - | 32 |
| USH 10 EB | 1792+60 | Outside | - | 10 | - | 76 | 14 |
| USH 10 EB | 1794+56 | Outside | - | 10 | - | 78 | 14 |
| USH 10 EB | 1796+90 | Outside | - | 20 | 10 | - | 28 |
| USH 10 EB | 1797+47 | Outside | - | 20 | 12 | - | 28 |
| USH 10 EB | 1822+52 | Outside | 5 | 20 | 12 | - | 44 |
| USH 10 EB | 1846+56 | Outside | - | 20 | 14 | - | 28 |
| USH 10 EB | 400+54 | Outside | - | 20 | 16 | - | 28 |
| USH 10 EB | 405+25 | Outside | 16 | 20 | - | 98 | 51 |
| USH 10 EB | 408+33 | Outside | 4 | 20 | 12 | - | 40 |
| USH 10 EB | 408+84 | Outside | 4 | 20 | 11 | - | 42 |
| USH 10 EB | 443+32 | Outside | - | 20 | 10 | - | 28 |
| USH 10 EB | 451+70 | Outside | - | 10 | - | 69 | 14 |
| USH 10 EB | 453+75 | Outside | - | 10 | - | 84 | 14 |
| USH 10 EB | 475+82 | Outside | 6 | 20 | 17 | - | 50 |
| USH 10 EB | 500+60 | Outside | - | 10 | - | 62 | 14 |
| USH 10 EB | 502+65 | Outside | - | 10 | - | 88 | 14 |
| USH 10 EB | 526+59 | Outside | 2 | 20 | 8 | - | 39 |
| USH 10 EB | 527+80 | Outside | - | 10 | - | 55 | 14 |
| USH 10 EB | 530+23 | Outside | - | 10 | - | 76 | 14 |
| USH 10 EB | 538+07 | Outside | 4 | 20 | 17 | - | 51 |
| SUBTOTAL | | | 52 | 340 | 167 | 867 | 629 |

USH 10 EB OUTSIDE LANE TOTAL: 2,503 4,210 1,425 10,198 12,150

* ADDITIONAL QUANTITIES SHOWN IN IN THE PLAN

3

CONCRETE PAVEMENT (CONTINUED)

| ROADWAY | STATION | LANE | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | *690.0250 SAWING CONCRETE LF |
|-----------------|---------|--------|--|--|--|---|---------------------------------------|
| USH 10 WB | 1131+76 | Inside | - | 8 | - | 65 | 64 |
| USH 10 WB | 1135+03 | Inside | - | 8 | - | 66 | 62 |
| USH 10 WB | 1221+91 | Inside | - | 8 | - | 68 | 63 |
| USH 10 WB | 1223+95 | Inside | - | 8 | - | 75 | 68 |
| USH 10 WB | 1292+37 | Inside | 4 | 16 | 8 | - | 30 |
| USH 10 WB | 1390+86 | Inside | - | 16 | - | 55 | 53 |
| USH 10 WB | 1393+10 | Inside | - | 8 | - | 77 | 69 |
| USH 10 WB | 1416+97 | Inside | 3 | 16 | 8 | - | 30 |
| USH 10 WB | 1427+96 | Inside | - | 8 | - | 72 | 66 |
| USH 10 WB | 1429+84 | Inside | - | 8 | - | 80 | 72 |
| USH 10 WB | 1563+19 | Inside | - | 8 | - | 66 | 62 |
| USH 10 WB | 1565+19 | Inside | - | 8 | - | 73 | 67 |
| USH 10 WB | 1596+14 | Inside | - | 16 | 9 | - | 33 |
| USH 10 WB | 1679+25 | Inside | - | 8 | - | 83 | 75 |
| USH 10 WB | 1681+30 | Inside | - | 8 | - | 62 | 58 |
| USH 10 WB | 1721+48 | Inside | - | 8 | - | 97 | 85 |
| USH 10 WB | 1732+03 | Inside | - | 16 | 20 | - | 39 |
| USH 10 WB | 1751+32 | Inside | - | 16 | 12 | - | 42 |
| USH 10 WB | 1760+86 | Inside | - | 8 | - | 70 | 65 |
| USH 10 WB | 1763+71 | Inside | - | 8 | - | 82 | 73 |
| USH 10 WB | 1769+65 | Inside | - | 16 | 13 | - | 32 |
| USH 10 WB | 1785+30 | Inside | - | 16 | 9 | - | 31 |
| USH 10 WB | 1788+60 | Inside | 4 | 16 | 8 | - | 32 |
| USH 10 WB | 1792+16 | Inside | 5 | 16 | 9 | - | 36 |
| USH 10 WB | 1792+60 | Inside | - | 8 | - | 58 | 55 |
| USH 10 WB | 1794+56 | Inside | - | 8 | - | 125 | 106 |
| USH 10 WB | 1796+92 | Inside | - | 16 | 9 | - | 31 |
| USH 10 WB | 1826+60 | Inside | - | 16 | 20 | - | 39 |
| USH 10 WB | 1846+58 | Inside | - | 16 | 8 | - | 30 |
| USH 10 WB | 404+64 | Inside | - | 16 | 17 | - | 35 |
| USH 10 WB | 412+87 | Inside | - | 16 | 14 | - | 44 |
| USH 10 WB | 416+68 | Inside | - | 16 | - | 24 | 42 |
| USH 10 WB | 417+49 | Inside | 9 | 16 | 16 | - | 47 |
| USH 10 WB | 418+26 | Inside | 5 | 16 | 9 | - | 38 |
| USH 10 WB | 424+98 | Inside | - | 16 | 18 | - | 37 |
| USH 10 WB | 425+67 | Inside | - | 16 | 9 | - | 31 |
| USH 10 WB | 425+85 | Inside | 5 | 16 | 8 | - | 36 |
| USH 10 WB | 426+05 | Inside | 6 | 16 | 11 | - | 40 |
| USH 10 WB | 426+36 | Inside | - | 16 | 15 | - | 35 |
| USH 10 WB | 438+43 | Inside | 6 | 16 | 13 | - | 44 |
| USH 10 WB | 438+71 | Inside | 5 | 16 | 11 | - | 40 |
| USH 10 WB | 451+70 | Inside | - | 8 | - | 68 | 63 |
| USH 10 WB | 453+75 | Inside | - | 8 | - | 63 | 59 |
| USH 10 WB | 491+36 | Inside | 5 | 16 | 8 | - | 36 |
| USH 10 WB | 500+60 | Inside | - | 8 | - | 67 | 62 |
| USH 10 WB | 502+65 | Inside | - | 8 | - | 55 | 53 |
| USH 10 WB | 527+70 | Inside | - | 8 | - | 65 | 61 |
| USH 10 WB | 530+23 | Inside | - | 8 | - | 65 | 61 |
| USH 10 WB | 533+57 | Inside | 11 | 16 | - | 20 | 55 |
| USH 10 WB | 540+15 | Inside | - | 16 | 12 | - | 33 |
| SUBTOTAL | | | 68 | 624 | 293 | 1,700 | 2,520 |

CONCRETE PAVEMENT (CONTINUED)

| ROADWAY | STATION | LANE | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | *690.0250 SAWING CONCRETE LF |
|-------------------------------------|---------|--------|--|--|--|---|---------------------------------------|
| USH 10 WB | 552+65 | Inside | - | 16 | - | 22 | 41 |
| USH 10 WB | 552+65 | Middle | 11 | 16 | - | 26 | 62 |
| SUBTOTAL | | | 11 | 32 | 0 | 48 | 103 |
| USH 10 WB INSIDE LANE TOTAL: | | | 79 | 656 | 293 | 1,748 | 2,623 |

* ADDITIONAL QUANTITIES SHOWN IN IN THE PLAN

CONCRETE PAVEMENT (CONTINUED)

| ROADWAY | STATION | LANE | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | *690.0250 SAWING CONCRETE LF |
|-----------------|---------|---------|--|--|--|---|---------------------------------------|
| USH 10 WB | 1654+07 | Outside | 5 | 20 | 10 | - | 36 |
| USH 10 WB | 1658+27 | Outside | 6 | 20 | 16 | - | 39 |
| USH 10 WB | 1660+21 | Outside | 6 | 20 | 17 | - | 34 |
| USH 10 WB | 1660+97 | Outside | 3 | 20 | 84 | - | 34 |
| USH 10 WB | 1661+17 | Outside | 11 | 20 | - | 47 | 58 |
| USH 10 WB | 1667+61 | Outside | 11 | 20 | - | 47 | 58 |
| USH 10 WB | 1669+07 | Outside | 6 | 20 | 12 | - | 36 |
| USH 10 WB | 1670+72 | Outside | 6 | 20 | 13 | - | 36 |
| USH 10 WB | 1679+25 | Outside | - | 10 | - | 96 | 14 |
| USH 10 WB | 1681+30 | Outside | - | 10 | - | 71 | 14 |
| USH 10 WB | 1692+82 | Outside | 11 | 20 | - | 47 | 58 |
| USH 10 WB | 1702+60 | Outside | 5 | 20 | 12 | - | 36 |
| USH 10 WB | 1710+95 | Outside | 11 | 20 | - | 47 | 58 |
| USH 10 WB | 1716+66 | Outside | 22 | 20 | - | 47 | 58 |
| USH 10 WB | 1721+48 | Outside | - | 10 | - | 114 | 14 |
| USH 10 WB | 1732+03 | Outside | - | 20 | 23 | - | 43 |
| USH 10 WB | 1743+64 | Outside | 5 | 20 | 11 | - | 43 |
| USH 10 WB | 1746+05 | Outside | 5 | 20 | 10 | - | 41 |
| USH 10 WB | 1751+10 | Outside | 5 | 20 | 10 | - | 42 |
| USH 10 WB | 1751+32 | Outside | - | 20 | 14 | - | 46 |
| USH 10 WB | 1760+86 | Outside | - | 10 | - | 82 | 14 |
| USH 10 WB | 1763+71 | Outside | - | 10 | - | 96 | 14 |
| USH 10 WB | 1769+65 | Outside | - | 20 | 15 | - | 34 |
| USH 10 WB | 1771+37 | Outside | 5 | 20 | 10 | - | 41 |
| USH 10 WB | 1785+30 | Outside | - | 20 | 10 | - | 34 |
| USH 10 WB | 1792+60 | Outside | - | 10 | - | 68 | 14 |
| USH 10 WB | 1794+56 | Outside | - | 10 | - | 146 | 14 |
| USH 10 WB | 1796+92 | Outside | - | 20 | 11 | - | 28 |
| USH 10 WB | 1805+36 | Outside | 18 | 20 | - | 39 | 78 |
| USH 10 WB | 1809+80 | Outside | 11 | 20 | 23 | - | 58 |
| USH 10 WB | 1825+30 | Outside | 5 | 20 | 11 | - | 42 |
| USH 10 WB | 1826+60 | Outside | - | 20 | 23 | - | 28 |
| USH 10 WB | 1846+58 | Outside | - | 20 | 9 | - | 28 |
| USH 10 WB | 404+64 | Outside | - | 20 | 14 | - | 28 |
| USH 10 WB | 412+70 | Outside | 4 | 20 | 9 | - | 40 |
| USH 10 WB | 412+87 | Outside | 5 | 20 | 16 | - | 48 |
| USH 10 WB | 416+68 | Outside | 5 | 20 | 16 | - | 28 |
| USH 10 WB | 417+59 | Outside | 7 | 20 | 13 | - | 45 |
| USH 10 WB | 418+34 | Outside | 7 | 20 | 14 | - | 46 |
| USH 10 WB | 424+98 | Outside | - | 20 | 20 | - | 28 |
| USH 10 WB | 425+67 | Outside | - | 20 | 10 | - | 28 |
| USH 10 WB | 426+36 | Outside | - | 20 | 17 | - | 28 |
| USH 10 WB | 438+95 | Outside | 6 | 20 | 13 | - | 45 |
| USH 10 WB | 442+52 | Outside | 4 | 20 | 12 | - | 36 |
| USH 10 WB | 451+70 | Outside | - | 10 | - | 79 | 14 |
| USH 10 WB | 453+75 | Outside | - | 10 | - | 72 | 14 |
| USH 10 WB | 500+60 | Outside | - | 10 | - | 78 | 14 |
| USH 10 WB | 502+65 | Outside | - | 10 | - | 64 | 14 |
| USH 10 WB | 527+70 | Outside | - | 10 | - | 76 | 14 |
| USH 10 WB | 530+23 | Outside | - | 10 | - | 76 | 14 |
| SUBTOTAL | | | 195 | 870 | 504 | 1390 | 1709 |

CONCRETE PAVEMENT (CONTINUED)

| ROADWAY | STATION | LANE | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | *690.0250 SAWING CONCRETE LF |
|-----------------|---------|---------|--|--|--|---|---------------------------------------|
| USH 10 WB | 531+64 | Outside | 4 | 20 | 12 | - | 36 |
| USH 10 WB | 531+90 | Outside | 4 | 20 | 12 | - | 36 |
| USH 10 WB | 532+36 | Outside | 7 | 20 | 16 | - | 48 |
| USH 10 WB | 540+15 | Outside | - | 20 | 14 | - | 28 |
| SUBTOTAL | | | 15 | 80 | 55 | 0 | 148 |

USH 10 WB OUTSIDE LANE TOTAL: 1,159 2,850 1,218 4,782 6,657
 * ADDITIONAL QUANTITIES SHOWN IN IN THE PLAN

CONCRETE PAVEMENT (CONTINUED)

| ROADWAY | STATION | LANE | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 416.1710 CONCRETE PAVEMENT REPAIR SY | 416.1720 CONCRETE PAVEMENT REPLACEMENT SY | *690.0250 SAWING CONCRETE * LF |
|-----------------|---------|---------|--|--|--|---|---|
| 45 SB to 10 WB | 1279+70 | Single | 22 | 24 | - | 50 | 30 |
| 45 SB to 10 EB | 76+47 | Single | 2 | 24 | 10 | - | 30 |
| 45 SB to 10 EB | 110+32 | Single | - | 12 | - | 77 | 15 |
| 45 SB to 10 EB | 113+44 | Single | - | 12 | - | 49 | 15 |
| 45 SB to 10 EB | 126+58 | Inside | 22 | 22 | - | 40 | 54 |
| 10 EB to 45 NB | 1295+33 | Single | - | 12 | - | 76 | 15 |
| 10 EB to 45 NB | 1321+85 | Single | - | 12 | - | 78 | 15 |
| 10 EB to 45 NB | 1322+40 | Single | - | 24 | 5 | - | 30 |
| 10 WB to 45 NB | 116+40 | Single | - | 24 | - | 50 | 30 |
| 10 EB to 45 SB | 465+33 | Outside | 4 | 20 | 10 | - | 31 |
| 10 EB to 45 SB | 482+15 | Outside | 5 | 16 | 10 | - | 31 |
| 10 EB to 45 SB | 483+32 | Outside | 22 | 16 | - | 40 | 54 |
| 10 EB to 45 SB | 484+37 | Outside | 4 | 16 | 10 | - | 31 |
| 10 EB to 45 SB | 485+43 | Outside | 44 | 16 | - | 80 | 84 |
| 10 EB to 45 SB | 490+46 | Inside | 16 | 16 | - | 23 | 42 |
| 10 EB to 45 SB | 490+46 | Outside | - | 16 | - | 19 | 38 |
| 10 WB to 45 SB | 464+45 | Outside | 3 | 16 | 9 | - | 31 |
| 10 WB to 45 SB | 464+76 | Outside | 4 | 16 | 11 | - | 33 |
| 10 WB to 45 SB | 471+26 | Single | - | 24 | - | 37 | 30 |
| 10 WB to 45 SB | 477+46 | Single | - | 12 | - | 35 | 15 |
| 10 WB to 45 SB | 479+74 | Single | - | 12 | - | 49 | 15 |
| 45 NB to 10 WB | 458+88 | Middle | 8 | 16 | 9 | - | 37 |
| 45 NB to 10 WB | 460+81 | Middle | 8 | 16 | 12 | - | 42 |
| 45 NB to 10 WB | 463+95 | Middle | 44 | 16 | - | 35 | 77 |
| 45 NB to 10 WB | 471+44 | Inside | - | 8 | - | 71 | 66 |
| 45 NB to 10 WB | 471+44 | Outside | - | 8 | - | 71 | 12 |
| 45 NB to 10 WB | 473+76 | Inside | - | 8 | - | 76 | 69 |
| 45 NB to 10 WB | 473+76 | Outside | - | 8 | - | 76 | 12 |
| 45 NB to 10 WB | 478+68 | Inside | - | 8 | - | 85 | 76 |
| 45 NB to 10 WB | 478+68 | Outside | - | 8 | - | 85 | 12 |
| 45 NB to 10 WB | 481+84 | Inside | 2 | 16 | - | 64 | 60 |
| 45 NB to 10 WB | 481+84 | Outside | 2 | 20 | - | 64 | 12 |
| 76 SB to 10 WB | 1838+98 | Single | - | 8 | - | 50 | 30 |
| CB SB to 10 WB | 528+41 | Single | - | 10 | - | 32 | 30 |
| CB NB to 10 EB | 534+01 | Inside | - | 8 | 8 | - | 30 |
| CB NB to 10 EB | 534+04 | Outside | - | 10 | 8 | - | 30 |
| CB NB to 10 EB | 538+34 | Inside | - | 8 | 14 | - | 30 |
| CB NB to 10 EB | 538+38 | Outside | - | 10 | 14 | - | 30 |
| SUBTOTAL | | | 212 | 548 | 129 | 1,412 | 1,324 |

| | | | | | |
|--------------------------------------|--------------|--------------|--------------|---------------|---------------|
| RAMPS TOTAL: | 212 | 548 | 129 | 1,412 | 1,324 |
| USH 10 EB INSIDE LANE TOTAL: | 59 | 520 | 202 | 1,658 | 2,230 |
| USH 10 EB OUTSIDE LANE TOTAL: | 2,503 | 4,210 | 1,425 | 10,198 | 12,150 |
| USH 10 WB INSIDE LANE TOTAL: | 79 | 656 | 293 | 1,748 | 2,623 |
| USH 10 WB OUTSIDE LANE TOTAL: | 1,159 | 2,850 | 1,218 | 4,782 | 6,657 |
| UNDISTRIBUTED: | 168 | 416 | 153 | 903 | 1,216 |
| PROJECT SUBTOTAL: | 4,180 | 9,200 | 3,420 | 20,700 | 26,200 |

* ADDITIONAL QUANTITIES SHOWN IN IN THE PLAN

ASPHALT PAVEMENT ITEMS

| ROADWAY | STATION | TO | STATION | LOCATION | 204.0110 | 204.0115 | 204.0120 | 455.0605 | 460.5224 | 465.0400 |
|-----------------|---------|----|---------|----------|----------------------------------|--|--|--------------|------------------------------|--|
| | | | | | REMOVING ASPHALTIC SURFACE | REMOVING ASPHALTIC SURFACE BUTT JOINTS | REMOVING ASPHALTIC SURFACE MILLING | TACK COAT | HMA PAVEMENT 4 LT 58-28 S | ASPHALTIC SHOULDER RUMBLE STRIPS |
| | | | | | SY | SY | SY | GAL | TON | LF |
| USH 10 EB | 1129+13 | - | 1130+13 | LT | - | 2 | 77 | 5 | 7 | 100 |
| USH 10 EB | 1130+13 | - | 1131+00 | LT | 67 | - | - | - | 11 | 87 |
| USH 10 EB | 1134+04 | - | 1134+29 | LT | 14 | - | - | - | 2 | 25 |
| USH 10 EB | 1134+29 | - | 1221+69 | LT | - | - | 3022 | 212 | 291 | 8740 |
| USH 10 EB | 1221+69 | - | 1222+04 | LT | 28 | - | - | - | 5 | 40 |
| USH 10 EB | 1223+77 | - | 1224+21 | LT | 21 | - | - | - | 4 | 43 |
| USH 10 EB | 1224+21 | - | 1391+09 | LT | - | - | 5744 | 402 | 553 | 16690 |
| USH 10 EB | 1391+09 | - | 1391+42 | LT | 28 | - | - | - | 5 | 33 |
| USH 10 EB | 1393+33 | - | 1394+13 | LT | 38 | - | - | - | 6 | 80 |
| USH 10 EB | 1394+13 | - | 1427+79 | LT | - | - | 1261 | 88 | 121 | 3366 |
| USH 10 EB | 1427+79 | - | 1428+27 | LT | 37 | - | - | - | 6 | 134 |
| USH 10 EB | 1429+58 | - | 1430+11 | LT | 23 | - | - | - | 4 | 53 |
| USH 10 EB | 1430+11 | - | 1562+95 | LT | - | - | 4511 | 316 | 434 | 13235 |
| USH 10 EB | 1562+95 | - | 1563+23 | LT | 17 | - | - | - | 3 | 27 |
| USH 10 EB | 1565+02 | - | 1565+38 | LT | 13 | - | - | - | 2 | 36 |
| USH 10 EB | 1565+38 | - | 1678+84 | LT | - | - | 3900 | 273 | 375 | 11347 |
| USH 10 EB | 1678+84 | - | 1679+40 | LT | 39 | - | - | - | 6 | 57 |
| USH 10 EB | 1681+19 | - | 1681+60 | LT | 15 | - | - | - | 2 | 41 |
| USH 10 EB | 1681+60 | - | 1723+31 | LT | - | - | 1500 | 105 | 144 | 4175 |
| USH 10 EB | 1723+31 | - | 1723+34 | LT | 4 | - | - | - | 1 | 3 |
| USH 10 EB | 1727+91 | - | 1761+64 | LT | - | - | 1239 | 87 | 119 | 3373 |
| USH 10 EB | 1761+64 | - | 1761+87 | LT | 1242 | - | - | - | 205 | 23 |
| USH 10 EB | 1763+11 | - | 1764+02 | LT | 83 | - | - | - | 14 | 29 |
| USH 10 EB | 1764+02 | - | 1765+56 | LT | - | - | 148 | 10 | 14 | 154 |
| USH 10 EB | 1792+35 | - | 1792+93 | LT | 25 | - | - | - | 4 | 36 |
| USH 10 EB | 1794+42 | - | 1796+15 | LT | 22 | - | - | - | 4 | 40 |
| USH 10 EB | 1796+15 | - | 451+49 | LT | - | - | 3556 | 249 | 342 | 10400 |
| USH 10 EB | 451+49 | - | 451+87 | LT | 27 | - | - | - | 4 | 38 |
| USH 10 EB | 453+61 | - | 454+07 | LT | 29 | - | - | - | 5 | 46 |
| USH 10 EB | 500+43 | - | 500+75 | LT | 23 | - | - | - | 4 | 33 |
| USH 10 EB | 502+49 | - | 502+99 | LT | 32 | - | - | - | 5 | 49 |
| USH 10 EB | 502+99 | - | 527+65 | LT | - | - | 944 | 66 | 91 | 2466 |
| USH 10 EB | 527+65 | - | 527+93 | LT | 21 | - | - | - | 3 | 28 |
| USH 10 EB | 530+06 | - | 530+46 | LT | 24 | - | - | - | 4 | 41 |
| USH 10 EB | 530+46 | - | 540+33 | LT | - | 1 | 333 | 23 | 32 | 1133 |
| SUBTOTAL | | | | | 1,874 | 3 | 26,236 | 1,837 | 2,835 | 76,201 |

ASPHALT PAVEMENT ITEMS (CONTINUED)

| ROADWAY | STATION | TO | STATION | LOCATION | 204.0110 | 204.0115 | 204.0120 | 455.0605 | 460.5224 | 465.0400 |
|-----------------|---------|----|---------|----------|----------------------------------|--|--|------------------|-------------------------------------|--|
| | | | | | REMOVING ASPHALTIC SURFACE | REMOVING ASPHALTIC SURFACE BUTT JOINTS | REMOVING ASPHALTIC SURFACE MILLING | TACK COAT GAL | HMA PAVEMENT 4 LT 58-28 S TON | ASPHALTIC SHOULDER RUMBLE STRIPS LF |
| USH 10 EB | 1130+13 | - | 1130+25 | RT | 10 | - | - | - | 2 | 12 |
| USH 10 EB | 1133+29 | - | 1134+29 | RT | 91 | - | - | - | 15 | 100 |
| USH 10 EB | 1219+50 | - | 1221+69 | RT | - | 2 | 215 | 15 | 21 | 835 |
| USH 10 EB | 1221+69 | - | 1222+04 | RT | 32 | - | - | - | 5 | 36 |
| USH 10 EB | 1223+77 | - | 1224+21 | RT | 38 | - | - | - | 6 | 43 |
| USH 10 EB | 1391+09 | - | 1391+84 | RT | 70 | - | - | - | 11 | 75 |
| USH 10 EB | 1393+68 | - | 1394+13 | RT | 39 | - | - | - | 6 | 44 |
| USH 10 EB | 1427+79 | - | 1428+41 | RT | 55 | - | - | - | 9 | 139 |
| USH 10 EB | 1429+73 | - | 1430+11 | RT | 34 | - | - | - | 6 | 38 |
| USH 10 EB | 1562+95 | - | 1563+32 | RT | 33 | - | - | - | 6 | 36 |
| USH 10 EB | 1565+02 | - | 1565+38 | RT | 33 | - | - | - | 5 | 36 |
| USH 10 EB | 1678+84 | - | 1679+40 | RT | 53 | - | - | - | 9 | 57 |
| USH 10 EB | 1681+19 | - | 1681+60 | RT | 36 | - | - | - | 6 | 41 |
| USH 10 EB | 1723+31 | - | 1724+51 | RT | 106 | - | - | - | 18 | 60 |
| USH 10 EB | 1761+64 | - | 1762+56 | RT | 79 | - | - | - | 13 | 92 |
| USH 10 EB | 1763+93 | - | 1764+02 | RT | 6 | - | - | - | 1 | 10 |
| USH 10 EB | 1764+02 | - | 1792+40 | RT | - | - | 1050 | 74 | 101 | 2877 |
| USH 10 EB | 1792+35 | - | 1792+93 | RT | 34 | - | - | - | 6 | 36 |
| USH 10 EB | 1794+42 | - | 1796+15 | RT | 36 | - | - | - | 6 | 40 |
| USH 10 EB | 451+49 | - | 451+87 | RT | 35 | - | - | - | 6 | 38 |
| USH 10 EB | 453+61 | - | 454+07 | RT | 41 | - | - | - | 7 | 46 |
| USH 10 EB | 454+07 | - | 500+43 | RT | - | - | 1644 | 115 | 158 | 4635 |
| USH 10 EB | 500+43 | - | 500+75 | RT | 29 | - | - | - | 5 | 33 |
| USH 10 EB | 502+49 | - | 502+99 | RT | 45 | - | - | - | 7 | 49 |
| USH 10 EB | 527+65 | - | 527+93 | RT | 23 | - | - | - | 4 | 28 |
| USH 10 EB | 530+06 | - | 530+46 | RT | 35 | - | - | - | 6 | 41 |
| SUBTOTAL | | | | | 994 | 2 | 2,909 | 204 | 444 | 9,477 |

ASPHALT PAVEMENT ITEMS (CONTINUED)

| ROADWAY | STATION | TO | STATION | LOCATION | 204.0110 | 204.0115 | 204.0120 | 455.0605 | 460.5224 | 465.0400 |
|-----------------|---------|----|---------|----------|--|--|--|------------------|-------------------------------------|--|
| | | | | | REMOVING ASPHALTIC SURFACE SY | REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | REMOVING ASPHALTIC SURFACE MILLING SY | TACK COAT GAL | HMA PAVEMENT 4 LT 58-28 S TON | ASPHALTIC SHOULDER RUMBLE STRIPS LF |
| USH 10 WB | 1131+48 | - | 1131+68 | LT | 94 | - | - | - | 16 | 176 |
| USH 10 WB | 1135+15 | - | 1135+27 | LT | 49 | - | - | - | 8 | 12 |
| USH 10 WB | 1221+68 | - | 1222+06 | LT | 35 | - | - | - | 6 | 39 |
| USH 10 WB | 1223+77 | - | 1224+23 | LT | 32 | - | - | - | 5 | 46 |
| USH 10 WB | 1390+65 | - | 1390+79 | LT | 16 | - | - | - | 3 | 15 |
| USH 10 WB | 1392+68 | - | 1393+40 | LT | 69 | - | - | - | 11 | 72 |
| USH 10 WB | 1427+69 | - | 1428+14 | LT | 24 | - | - | - | 4 | 45 |
| USH 10 WB | 1429+46 | - | 1430+13 | LT | 60 | - | - | - | 10 | 67 |
| USH 10 WB | 1504+70 | - | 1513+85 | LT | - | 4 | 813 | 57 | 78 | 915 |
| USH 10 WB | 1562+94 | - | 1563+32 | LT | 35 | - | - | - | 6 | 39 |
| USH 10 WB | 1565+02 | - | 1565+46 | LT | 38 | - | - | - | 6 | 43 |
| USH 10 WB | 1565+46 | - | 1570+28 | LT | - | - | 428 | 30 | 41 | 482 |
| USH 10 WB | 1678+98 | - | 1679+49 | LT | 47 | - | - | - | 8 | 52 |
| USH 10 WB | 1691+09 | - | 1681+45 | LT | 31 | - | - | - | 5 | 36 |
| USH 10 WB | 1721+09 | - | 1722+50 | LT | 4 | - | - | - | 1 | 5 |
| USH 10 WB | 1733+06 | - | 1754+04 | LT | - | 4 | 1817 | 127 | 175 | 2042 |
| USH 10 WB | 1760+59 | - | 1760+70 | LT | 10 | - | - | - | 2 | 11 |
| USH 10 WB | 1764+27 | - | 1765+08 | LT | 30 | - | - | - | 5 | 81 |
| USH 10 WB | 1765+08 | - | 1792+35 | LT | - | 2 | 1001 | 70 | 96 | 2730 |
| USH 10 WB | 1792+40 | - | 1792+93 | LT | 30 | - | - | - | 5 | 32 |
| USH 10 WB | 1794+42 | - | 1796+59 | LT | 76 | - | - | - | 12 | 84 |
| USH 10 WB | 1796+59 | - | 1811+39 | LT | - | - | 1322 | 93 | 127 | 1479 |
| USH 10 WB | 413+33 | - | 431+57 | LT | - | 3 | 1611 | 113 | 155 | 1814 |
| USH 10 WB | 451+43 | - | 451+86 | LT | 26 | - | - | - | 4 | 44 |
| USH 10 WB | 453+60 | - | 453+99 | LT | 36 | - | - | - | 6 | 40 |
| USH 10 WB | 453+99 | - | 457+57 | LT | - | 2 | 323 | 23 | 31 | 357 |
| USH 10 WB | 472+82 | - | 489+86 | LT | - | 4 | 1522 | 107 | 147 | 1704 |
| USH 10 WB | 500+32 | - | 500+75 | LT | 39 | - | - | - | 6 | 43 |
| USH 10 WB | 502+48 | - | 502+82 | LT | 30 | - | - | - | 5 | 33 |
| USH 10 WB | 527+50 | - | 527+93 | LT | 34 | - | - | - | 6 | 38 |
| USH 10 WB | 530+05 | - | 530+49 | LT | 39 | 2 | - | - | 6 | 44 |
| SUBTOTAL | | | | | 885 | 21 | 8,838 | 619 | 997 | 12,620 |

ASPHALT PAVEMENT ITEMS (CONTINUED)

| ROADWAY | STATION | TO | STATION | LOCATION | 204.0110 | 204.0115 | 204.0120 | 455.0605 | 460.5224 | 465.0400 |
|-----------------|---------|----|---------|----------|--|--|--|------------------|-------------------------------------|--|
| | | | | | REMOVING ASPHALTIC SURFACE SY | REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | REMOVING ASPHALTIC SURFACE MILLING SY | TACK COAT GAL | HMA PAVEMENT 4 LT 58-28 S TON | ASPHALTIC SHOULDER RUMBLE STRIPS LF |
| USH 10 WB | 1130+48 | - | 1131+48 | RT | - | 1 | 37 | 3 | 4 | 100 |
| USH 10 WB | 1131+48 | - | 1132+45 | RT | 11 | - | - | - | 2 | 19 |
| USH 10 WB | 1134+36 | - | 1135+27 | RT | 60 | - | - | - | 10 | 91 |
| USH 10 WB | 1135+27 | - | 1221+68 | RT | - | - | 2967 | 208 | 286 | 8610 |
| USH 10 WB | 1221+68 | - | 1222+06 | RT | 26 | - | - | - | 4 | 40 |
| USH 10 WB | 1223+77 | - | 1224+23 | RT | 31 | - | - | - | 5 | 46 |
| USH 10 WB | 1224+23 | - | 1390+65 | RT | - | - | 5700 | 399 | 549 | 16678 |
| USH 10 WB | 1390+65 | - | 1391+20 | RT | 24 | - | - | - | 4 | 56 |
| USH 10 WB | 1393+04 | - | 1393+40 | RT | 25 | - | - | - | 4 | 36 |
| USH 10 WB | 1393+40 | - | 1427+69 | RT | - | - | 1289 | 90 | 124 | 3429 |
| USH 10 WB | 1427+69 | - | 1428+29 | RT | 41 | - | - | - | 7 | 61 |
| USH 10 WB | 1429+60 | - | 1430+13 | RT | 35 | - | - | - | 6 | 53 |
| USH 10 WB | 1430+13 | - | 1453+06 | RT | - | 1 | 900 | 63 | 87 | 2293 |
| USH 10 WB | 1458+96 | - | 1486+66 | RT | - | 6 | 978 | 68 | 94 | 2558 |
| USH 10 WB | 1488+25 | - | 1562+94 | RT | - | - | 2378 | 166 | 229 | 7133 |
| USH 10 WB | 1562+94 | - | 1563+32 | RT | 21 | - | - | - | 4 | 39 |
| USH 10 WB | 1565+02 | - | 1565+46 | RT | 32 | - | - | - | 5 | 43 |
| USH 10 WB | 1565+46 | - | 1678+98 | RT | - | - | 3889 | 272 | 374 | 11352 |
| USH 10 WB | 1678+98 | - | 1679+49 | RT | 20 | - | - | - | 3 | 52 |
| USH 10 WB | 1681+09 | - | 1681+45 | RT | 24 | - | - | - | 4 | 36 |
| USH 10 WB | 1681+45 | - | 1721+09 | RT | - | - | 1417 | 99 | 136 | 3964 |
| USH 10 WB | 1721+09 | - | 1721+13 | RT | 48 | - | - | - | 8 | 208 |
| USH 10 WB | 1727+09 | - | 1760+59 | RT | - | - | 1206 | 84 | 116 | 3311 |
| USH 10 WB | 1760+59 | - | 1761+39 | RT | 27 | - | - | - | 4 | 80 |
| USH 10 WB | 1764+94 | - | 1765+26 | RT | 29 | - | - | - | 5 | 32 |
| USH 10 WB | 1765+26 | - | 1765+56 | RT | 27 | - | - | - | 4 | 30 |
| USH 10 WB | 1792+40 | - | 1792+93 | RT | 12 | - | - | - | 2 | 32 |
| USH 10 WB | 1794+42 | - | 1796+59 | RT | 54 | - | - | - | 9 | 84 |
| USH 10 WB | 1796+59 | - | 451+43 | RT | - | - | 3567 | 250 | 343 | 10351 |
| USH 10 WB | 451+43 | - | 451+86 | RT | 39 | - | - | - | 6 | 44 |
| USH 10 WB | 453+60 | - | 453+99 | RT | 29 | - | - | - | 5 | 40 |
| USH 10 WB | 453+99 | - | 500+32 | RT | - | - | 1656 | 116 | 159 | 4633 |
| USH 10 WB | 500+32 | - | 500+75 | RT | 27 | - | - | - | 5 | 43 |
| USH 10 WB | 502+48 | - | 502+82 | RT | 22 | - | - | - | 4 | 33 |
| USH 10 WB | 502+82 | - | 527+50 | RT | - | - | 939 | 66 | 90 | 2512 |
| USH 10 WB | 527+50 | - | 527+93 | RT | 28 | - | - | - | 5 | 38 |
| USH 10 WB | 530+10 | - | 530+49 | RT | 24 | - | - | - | 4 | 39 |
| USH 10 WB | 530+49 | - | 541+42 | RT | - | 1 | 450 | 32 | 43 | 987 |
| SUBTOTAL | | | | | 719 | 9 | 27,370 | 1,916 | 2,753 | 79,186 |

ASPHALT PAVEMENT ITEMS (CONTINUED)

| ROADWAY | STATION | TO | STATION | LOCATION | 204.0110 | 204.0115 | 204.0120 | 455.0605 | 460.5224 | 465.0400 |
|------------------------|---------|----|---------|----------|--|--|--|------------------|-------------------------------------|--|
| | | | | | REMOVING ASPHALTIC SURFACE SY | REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | REMOVING ASPHALTIC SURFACE MILLING SY | TACK COAT GAL | HMA PAVEMENT 4 LT 58-28 S TON | ASPHALTIC SHOULDER RUMBLE STRIPS LF |
| USH 45 SB to USH 10 WB | 1278+20 | - | 1293+81 | LT | - | 4 | 856 | 60 | 82 | 1540 |
| USH 45 SB to USH 10 EB | 77+62 | - | 87+45 | LT | 324 | 2 | - | - | 54 | 974 |
| USH 45 SB to USH 10 EB | 110+10 | - | 110+36 | RT | 12 | - | - | - | 2 | 26 |
| USH 45 SB to USH 10 EB | 110+10 | - | 110+68 | LT | 38 | - | - | - | 6 | 58 |
| USH 45 SB to USH 10 EB | 113+33 | - | 113+61 | RT | 12 | - | - | - | 2 | 28 |
| USH 45 SB to USH 10 EB | 113+39 | - | 113+61 | LT | 20 | - | - | - | 3 | 23 |
| USH 10 EB to USH 45 NB | 1318+56 | - | 1319+07 | LT | 23 | - | - | - | 4 | 51 |
| USH 10 EB to USH 45 NB | 1318+56 | - | 1318+89 | RT | 32 | - | - | - | 5 | 33 |
| USH 10 EB to USH 45 NB | 1321+67 | - | 1322+13 | LT | 17 | - | - | - | 3 | 46 |
| USH 10 EB to USH 45 NB | 1321+72 | - | 1322+13 | RT | 28 | - | - | - | 5 | 41 |
| USH 45 NB to USH 10 WB | 471+16 | - | 471+44 | LT | 11 | - | - | - | 2 | 28 |
| USH 45 NB to USH 10 WB | 471+16 | - | 471+77 | RT | 59 | - | - | - | 10 | 62 |
| USH 45 NB to USH 10 WB | 473+43 | - | 474+08 | LT | 35 | - | - | - | 6 | 65 |
| USH 45 NB to USH 10 WB | 473+74 | - | 474+08 | RT | 31 | - | - | - | 5 | 34 |
| USH 45 NB to USH 10 WB | 478+34 | - | 478+42 | RT | 6 | - | - | - | 1 | 7 |
| USH 45 NB to USH 10 WB | 478+34 | - | 479+16 | LT | 42 | - | - | - | 7 | 81 |
| USH 45 NB to USH 10 WB | 481+39 | - | 482+09 | RT | 48 | - | - | - | 8 | 70 |
| USH 45 NB to USH 10 WB | 482+02 | - | 482+09 | LT | 4 | - | - | - | 1 | 7 |
| USH 10 WB to USH 45 SB | 477+34 | - | 477+54 | RT | - | - | 11 | 1 | 1 | 19 |
| USH 10 WB to USH 45 SB | 479+40 | - | 479+85 | LT | - | - | 37 | 3 | 4 | 45 |
| STH 76 SB to USH 10 WB | 1834+80 | - | 1846+37 | LT | - | 3 | 641 | 45 | 62 | 1154 |
| CTH CB SB to USH 10 WB | 515+20 | - | 528+52 | LT | - | 3 | 738 | 52 | 71 | 1329 |
| USH 10 WB to CTH CB NB | 530+52 | - | 540+97 | LT | - | 3 | 578 | 40 | 117 | 1041 |
| SUBTOTAL | | | | | 743 | 15 | 2,861 | 200 | 459 | 6,762 |
| PROJECT TOTAL: | | | | | 5,220 | 50 | 68,210 | 4,770 | 7,490 | 184,200 |

ADJUST INLET COVERS

| ROADWAY | STATION | LOCATION | 611.8115 ADJUSTING INLET COVERS EACH | |
|----------------------|---------|----------|---|-----------|
| USH 10 | EB | 1133+25 | RT | 1 |
| USH 10 | EB | 1222+10 | RT | 1 |
| USH 10 | EB | 1428+44 | RT | 1 |
| USH 10 | EB | 1563+35 | RT | 1 |
| USH 10 | EB | 1679+42 | RT | 1 |
| USH 10 | EB | 1724+54 | RT | 2 |
| USH 10 | EB | 1764+85 | RT | 1 |
| USH 10 | EB | 1792+78 | RT | 1 |
| USH 10 | EB | 453+53 | RT | 1 |
| USH 10 | EB | 502+40 | RT | 1 |
| USH 10 | EB | 527+94 | RT | 1 |
| SUBTOTAL | | | | 12 |
| USH 10 | WB | 1135+06 | LT | 1 |
| USH 10 | WB | 1222+10 | LT | 1 |
| USH 10 | WB | 1428+20 | LT | 1 |
| USH 10 | WB | 1563+35 | LT | 1 |
| USH 10 | WB | 1679+42 | LT | 1 |
| USH 10 | WB | 1721+25 | LT | 2 |
| USH 10 | WB | 1763+05 | LT | 1 |
| USH 10 | WB | 1792+78 | LT | 1 |
| USH 10 | WB | 453+53 | LT | 1 |
| USH 10 | WB | 502+40 | LT | 1 |
| USH 10 | WB | 527+94 | LT | 1 |
| SUBTOTAL | | | | 12 |
| PROJECT TOTAL | | | | 24 |

SILT FENCE

| ROADWAY | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF |
|----------------------|---------|----------|------------------------------|---|
| USH 10 | EB | 1388+50 | RT | 150 |
| USH 10 | EB | 1677+00 | RT | 140 |
| USH 10 | EB | 1760+36 | RT | 220 |
| USH 10 | EB | 449+50 | RT | 160 |
| SUBTOTAL | | | | 670 |
| USH 10 | WB | 1226+85 | LT | 160 |
| USH 10 | WB | 1432+70 | LT | 170 |
| USH 10 | WB | 1567+30 | LT | 150 |
| USH 10 | WB | 1683+70 | LT | 200 |
| USH 10 | WB | 1798+10 | LT | 120 |
| USH 10 | WB | 456+30 | LT | 255 |
| SUBTOTAL | | | | 2,395 |
| PROJECT TOTAL | | | | 3,065 |

MOBILIZATIONS EROSION CONTROL

| LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---------------|---|---|
| PROJECT | 4 | 2 |
| TOTALS | 4 | 2 |

CONSTRUCTION STAKING

| ROADWAY | STATION | TO | STATION | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF |
|------------------------|---------|----|---------|--|
| USH 10 EB | 1128+00 | - | 558+00 | 87,683 |
| USH 10 WB | 1128+00 | - | 558+00 | 87,402 |
| USH 45 SB TO USH 10 WB | 1278+30 | - | 1298+72 | 2,042 |
| USH 45 SB TO USH 10 EB | 73+87 | - | 128+00 | 5,413 |
| USH 10 EB TO USH 45 NB | 1296+60 | - | 1328+58 | 3,198 |
| USH 10 WB TO USH 45 NB | 99+35 | - | 120+00 | 2,065 |
| USH 10 WB TO USH 45 SB | 465+16 | - | 490+83 | 2,567 |
| USH 45 NB TO USH 10 WB | 455+95 | - | 492+33 | 3,638 |
| USH 10 WB TO USH 45 SB | 456+00 | - | 489+32 | 3,332 |
| USH 45 NB TO USH 10 EB | 462+98 | - | 483+12 | 2,014 |
| STH 76 TO USH 10 WB | 1835+56 | - | 1848+50 | 1,294 |
| USH 10 EB TO STH 76 | 1836+96 | - | 1848+54 | 1,158 |
| USH 10 WB TO STH 76 | 399+77 | - | 411+69 | 1,192 |
| STH 76 TO USH 10 EB | 399+82 | - | 412+95 | 1,314 |
| CTH CB TO USH 10 WB | 515+95 | - | 529+05 | 1,310 |
| USH 10 EB TO CTH CB | 517+32 | - | 529+05 | 1,173 |
| USH 10 WB TO CTH CB | 528+92 | - | 540+62 | 1,170 |
| CTH CB TO USH 10 EB | 528+98 | - | 542+01 | 1,303 |
| PROJECT TOTAL | | | | 209,300 |

BARRIER SYSTEM

| ROADWAY | STATION | LOCATION | 614.0010 BARRIER SYSTEM | | | | | *EROSION MAT | | | | | 614.0400 | 614.0950 | 614.0952 |
|-----------------|------------|----------|----------------------------------|-----------------------|------------|--------------|-----------------------|-------------------------|-----------------------|-------------------|----------------|--|--|------------------------------------|----------|
| | | | GRADING SHAPING AND FINISHING | *EXCAVATION COMMON | *BORROW | *TOPSOIL | *FERTILIZER TYPE B | *SEEDING MIXTURE NO. | *SEEDING TEMPORARY | CLASS 1 TYPE B | *SEED WATER | ADJUSTING STEEL PLATE BEAM GUARD | REPLACE GUARDRAIL POSTS AND BLOCKS | REPLACE GUARDRAIL REFLECTORS | |
| | | | EACH | CY | CY | SY | CWT | LB | LB | SY | MGAL | EACH | EACH | EACH | |
| USH 10 | EB 1129+50 | LT | - | - | - | - | - | - | - | - | - | - | 275 | - | - |
| USH 10 | EB 1221+00 | LT | - | - | - | - | - | - | - | - | - | - | 275 | - | - |
| USH 10 | EB 1390+00 | LT | - | - | - | - | - | - | - | - | - | - | 320 | - | - |
| USH 10 | EB 1426+50 | LT | - | - | - | - | - | - | - | - | - | - | 50 | - | - |
| USH 10 | EB 1562+00 | LT | - | - | - | - | - | - | - | - | - | - | 282 | - | - |
| USH 10 | EB 1678+00 | LT | - | - | - | - | - | - | - | - | - | - | 282 | - | - |
| USH 10 | EB 1723+00 | LT | - | - | - | - | - | - | - | - | - | - | 282 | - | - |
| USH 10 | EB 1760+50 | LT | - | - | - | - | - | - | - | - | - | - | 282 | - | - |
| USH 10 | EB 1791+50 | LT | - | - | - | - | - | - | - | - | - | - | 282 | - | - |
| USH 10 | EB 450+50 | LT | - | - | - | - | - | - | - | - | - | - | 296 | - | - |
| SUBTOTAL | | | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 2,626 | 0 | 0 |
| USH 10 | EB 1129+50 | RT | - | - | - | - | - | - | - | - | - | - | 232 | - | - |
| USH 10 | EB 1221+00 | RT | - | - | - | - | - | - | - | - | - | - | 232 | - | - |
| USH 10 | EB 1390+00 | RT | 1 | 2 | 22 | 196 | 0.1 | 5 | 3 | 196 | - | - | 320 | - | - |
| USH 10 | EB 1426+50 | RT | - | - | - | - | - | - | - | - | - | - | 320 | - | - |
| USH 10 | EB 1562+00 | RT | - | - | - | - | - | - | - | - | - | - | 232 | - | - |
| USH 10 | EB 1678+00 | RT | 1 | 1 | 13 | 117 | 0.1 | 3 | 2 | 117 | - | - | 50 | - | - |
| USH 10 | EB 1723+00 | RT | - | - | - | - | - | - | - | - | - | - | 232 | - | - |
| USH 10 | EB 1760+50 | RT | 1 | 12 | 22 | 42 | 0.0 | 1 | 1 | 42 | - | - | 50 | - | - |
| USH 10 | EB 1791+50 | RT | - | - | - | - | - | - | - | - | - | - | 232 | - | - |
| USH 10 | EB 450+50 | RT | 1 | 1 | 15 | 208 | 0 | 6 | 3 | 208 | - | - | 296 | - | - |
| SUBTOTAL | | | 4 | 16 | 72 | 563 | 0.4 | 15 | 8 | 563 | 0 | 0 | 2,196 | 0 | 0 |
| USH 10 | WB 1136+00 | LT | - | - | - | - | - | - | - | - | - | - | 50 | - | - |
| USH 10 | WB 1225+50 | LT | 1 | 5 | 60 | 553 | 0.3 | 15 | 7 | 553 | - | - | 50 | - | - |
| USH 10 | WB 1394+00 | LT | - | - | - | - | - | - | - | - | - | - | 320 | - | - |
| USH 10 | WB 1432+00 | LT | 1 | 1 | 32 | 94 | 0.1 | 3 | 1 | 94 | - | - | 50 | - | - |
| USH 10 | WB 1566+00 | LT | 1 | 1 | 7 | 84 | 0.1 | 2 | 1 | 84 | - | - | 232 | - | - |
| USH 10 | WB 1682+50 | LT | 1 | 1 | 8 | 116 | 0.1 | 3 | 2 | 116 | - | - | 232 | - | - |
| USH 10 | WB 1728+00 | LT | - | - | - | - | - | - | - | - | - | - | 50 | - | - |
| USH 10 | WB 1764+50 | LT | - | - | - | - | - | - | - | - | - | - | 232 | - | - |
| USH 10 | WB 1797+00 | LT | 1 | 2 | 6 | 52 | 0.0 | 1 | 1 | 52 | - | - | 232 | - | - |
| USH 10 | WB 455+00 | LT | 1 | 2 | 30 | 247 | 0.2 | 7 | 3 | 247 | - | - | - | 4 | 3 |
| USH 10 | WB 499+50 | LT | - | - | - | - | - | - | - | - | - | - | 282 | 2 | 3 |
| SUBTOTAL | | | 6 | 12 | 143 | 1,146 | 0.7 | 31 | 15 | 1,146 | 0 | 0 | 1,730 | 6 | 6 |
| USH 10 | WB 1136+00 | RT | - | - | - | - | - | - | - | - | - | - | 50 | - | - |
| USH 10 | WB 1225+50 | RT | - | - | - | - | - | - | - | █ | - | - | 50 | - | - |
| USH 10 | WB 1394+00 | RT | - | - | - | - | - | - | - | █ | - | - | 50 | - | - |
| USH 10 | WB 1432+00 | RT | - | - | - | - | - | - | - | █ | - | - | 50 | - | - |
| USH 10 | WB 1566+00 | RT | - | - | - | - | - | - | - | █ | - | - | 282 | - | - |
| USH 10 | WB 1682+50 | RT | - | - | - | - | - | - | - | █ | - | - | 282 | - | - |
| USH 10 | WB 1728+00 | RT | - | - | - | - | - | - | - | █ | - | - | 50 | - | - |
| USH 10 | WB 1764+50 | RT | - | - | - | - | - | - | - | █ | - | - | 282 | - | - |
| USH 10 | WB 1797+00 | RT | - | - | - | - | - | - | - | █ | - | - | 282 | - | - |
| USH 10 | WB 526+50 | RT | - | - | - | - | - | - | - | █ | - | - | 282 | - | - |
| SUBTOTAL | | | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 1,660 | 0 | 0 |

NOTES:
 *ITEMS & QUANTITIES LISTED FOR BID INFORMATION ONLY
 **SEE SPECIAL PROVISIONS FOR OPTIONAL SEED MIXTURE PROPORTIONS

BARRIER SYSTEM (CONTINUED)

| ROADWAY | STATION | LOCATION | 614.0010 BARRIER SYSTEM | | | | *FERTILIZER TYPE B CWT | **SEEDING MIXTURE NO. LB | *SEEDING TEMPORARY LB | *EROSION MAT CLASS 1 TYPE B SY | *SEED WATER MGAL | 614.0400 | 614.0950 | 614.0952 |
|------------------------|---------|----------|--|-----------------------------|---------------|----------------|------------------------------|--------------------------------|-----------------------------|---|------------------------|--|--|--|
| | | | GRADING SHAPING AND FINISHING EACH | *EXCAVATION COMMON CY | *BORROW CY | *TOPSOIL SY | | | | | | ADJUSTING STEEL PLATE BEAM GUARD EACH | REPLACE GUARDRAIL POSTS AND BLOCKS EACH | REPLACE GUARDRAIL REFLECTORS EACH |
| USH 45 SB TO USH 10 EB | 115+00 | RT | - | - | - | - | - | - | ✓ | - | - | 345 | - | - |
| USH 45 SB TO USH 10 EB | 115+00 | LT | - | - | - | - | - | - | ✓ | - | - | 295 | - | - |
| USH 10 EB TO USH 45 NB | 1318+50 | RT | - | - | - | - | - | - | ✓ | - | - | 146 | - | - |
| USH 10 EB TO USH 45 NB | 1318+50 | LT | - | - | - | - | - | - | ✓ | - | - | 182 | - | - |
| USH 10 WB TO USH 45 SB | 480+50 | RT | - | - | - | - | - | - | ✓ | - | - | 182 | - | - |
| USH 10 WB TO USH 45 SB | 480+50 | LT | - | - | - | - | - | - | ✓ | - | - | 167 | - | - |
| USH 45 NB TO USH 10 WB | 470+00 | RT | - | - | - | - | - | - | ✓ | - | - | 295 | - | - |
| USH 45 NB TO USH 10 WB | 470+00 | LT | - | - | - | - | - | - | ✓ | - | - | 50 | - | - |
| USH 45 NB TO USH 10 WB | 477+00 | RT | - | - | - | - | - | - | ✓ | - | - | 50 | - | - |
| USH 45 NB TO USH 10 WB | 477+00 | LT | - | - | - | - | - | - | ✓ | - | - | 50 | - | - |
| USH 45 NB TO USH 10 EB | 470+00 | LT | - | - | - | - | - | - | ✓ | - | - | 428 | - | - |
| UNDISTRIBUTED | | | - | - | - | - | - | - | - | - | 40 | 98 | 4 | 14 |
| SUBTOTAL | | | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 40 | 2,288 | 4 | 14 |
| PROJECT TOTAL | | | 10 | 28 | 215 | 1,710 | 1.1 | 46 | 23 | 1,710 | 40 | 10,500 | 10 | 20 |

NOTES:
 *ITEMS & QUANTITIES LISTED FOR BID INFORMATION ONLY
 **SEE SPECIAL PROVISIONS FOR OPTIONAL SEED MIXTURE PROPORTIONS

TRAFFIC CONTROL

| LOCATION | DURATION DAYS | 643.0300 TRAFFIC CONTROL DRUMS | | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III | | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A | | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C | | 643.0800 TRAFFIC CONTROL ARROW BOARDS | | 643.0900* TRAFFIC CONTROL SIGNS | | 643.1050* TRAFFIC CONTROL SIGNS PCMS | | **643.1055.S TRUCK OR TRAILER- MOUNTED ATTENUATOR | | ***643.1070 TRAFFIC CONTROL CONES 42-INCH | | 649.0150 TEMP MARKING LINE REMOVABLE TAPE 4-INCH | 649.0970 TEMP MARKING REMOVABLE MASK OUT TAPE 10-INCH | |
|-------------------------|------------------|--------------------------------------|----------------|--|---------------|--|---------------|---|--------------|--|------------|---------------------------------------|---------------|---|------------|---|-----------|--|---------------|--|---|--------------|
| | | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAYS | EACH | DAYS | EACH | DAYS | LF | LF | |
| | | USH 10 EB STAGE 1A | 2 | 900 | 1,800 | 70 | 140 | 140 | 280 | 30 | 60 | 6 | 12 | 80 | 160 | 2 | 7 | - | - | 200 | 400 | 660 |
| USH 10 WB STAGE 1A | 2 | 900 | 1,800 | 70 | 140 | 140 | 280 | 30 | 60 | 6 | 12 | 80 | 160 | 2 | 7 | - | - | 200 | 400 | 660 | 175 | |
| USH 10 EB STAGE 1B | 21 | 900 | 18,900 | 70 | 1,470 | 140 | 2,940 | 30 | 630 | 6 | 126 | 80 | 1,680 | 2 | 7 | - | - | 200 | 4,200 | 1,320 | 350 | |
| USH 10 WB STAGE 1B | 21 | 900 | 18,900 | 70 | 1,470 | 140 | 2,940 | 30 | 630 | 6 | 126 | 80 | 1,680 | 2 | 7 | - | - | 200 | 4,200 | 1,980 | 525 | |
| USH 10 EB STAGE 1C | 14 | 900 | 12,600 | 70 | 980 | 140 | 1,960 | 30 | 420 | 6 | 84 | 80 | 1,120 | 2 | 7 | - | - | 200 | 2,800 | - | - | |
| USH 10 WB STAGE 1C | 14 | 900 | 12,600 | 70 | 980 | 140 | 1,960 | 30 | 420 | 6 | 84 | 80 | 1,120 | 2 | 7 | - | - | 200 | 2,800 | - | - | |
| USH 10 EB STAGE 2A | 28 | 900 | 25,200 | 70 | 1,960 | 140 | 3,920 | 30 | 840 | 6 | 168 | 80 | 2,240 | 2 | 7 | - | - | 200 | 5,600 | 2,640 | 700 | |
| USH 10 WB STAGE 2A | 28 | 900 | 25,200 | 70 | 1,960 | 140 | 3,920 | 30 | 840 | 6 | 168 | 80 | 2,240 | 2 | 7 | - | - | 200 | 5,600 | 3,300 | 875 | |
| USH 10 WB STAGE 2B | 7 | 900 | 6,300 | 70 | 490 | 140 | 980 | 30 | 210 | 6 | 42 | 80 | 560 | 2 | 7 | - | - | 200 | 1,400 | - | - | |
| USH 10 WB STAGE 2B | 7 | 900 | 6,300 | 70 | 490 | 140 | 980 | 30 | 210 | 6 | 42 | 80 | 560 | 2 | 7 | - | - | 200 | 1,400 | - | - | |
| USH 10 EB STAGE 3 | 4 | - | - | - | - | - | - | - | - | 2 | 8 | 4 | 16 | 1 | 4 | 2 | 8 | - | - | - | - | |
| USH 10 WB STAGE 3 | 4 | - | - | - | - | - | - | - | - | 2 | 8 | 4 | 16 | 1 | 4 | 2 | 8 | - | - | - | - | |
| USH 45 SB to USH 10 WB | 5 | 25 | 125 | 5 | 25 | 6 | 30 | 10 | 50 | 2 | 10 | 8 | 40 | 1 | 7 | - | - | - | - | - | - | |
| USH 45 SB to USH 10 EB | 5 | 25 | 125 | 5 | 25 | 6 | 30 | 10 | 50 | 2 | 10 | 8 | 40 | 1 | 7 | - | - | - | - | - | - | |
| USH 10 WB to USH 45 NB | 5 | 25 | 125 | 5 | 25 | 6 | 30 | 10 | 50 | 2 | 10 | 14 | 70 | 1 | 7 | - | - | - | - | - | - | |
| USH 10 EB to USH 45 SB | 14 | 25 | 350 | 4 | 56 | 8 | 112 | 10 | 140 | 2 | 28 | 14 | 196 | 2 | 14 | - | - | 60 | 840 | - | - | |
| USH 10 WB to USH 45 SB | 5 | 25 | 125 | 5 | 25 | 6 | 30 | 10 | 50 | 2 | 10 | 14 | 70 | 1 | 7 | - | - | - | - | - | - | |
| USH 45 NB to USH 10 WB | 14 | 25 | 350 | 4 | 56 | 8 | 112 | 10 | 140 | 2 | 28 | 14 | 196 | 2 | 14 | - | - | 60 | 840 | - | - | |
| STH 76 to USH 10 WB | 5 | - | - | 5 | 25 | 6 | 30 | - | - | - | - | 1 | 5 | 1 | 7 | - | - | - | - | - | - | |
| CTH CB to USH 10 WB | 5 | - | - | 5 | 25 | 6 | 30 | - | - | - | - | 1 | 5 | 1 | 7 | - | - | - | - | - | - | |
| USH 10 WB to CTH CB | 5 | - | - | 5 | 25 | 6 | 30 | - | - | - | - | 1 | 5 | 1 | 7 | - | - | - | - | - | - | |
| CTH CB to USH 10 EB | 5 | - | - | 5 | 25 | 6 | 30 | - | - | - | - | 1 | 5 | 1 | 7 | - | - | - | - | - | - | |
| PROJECT SUBTOTAL | | | 130,800 | | 10,400 | | 20,600 | | 4,800 | | 980 | | 12,184 | | 162 | | 16 | | 30,480 | | 10,560 | 2,800 |

NOTES

* ADDITIONAL QUANTITIES SHOWN IN TRAFFIC CONTROL DETOUR SUMMARY

** USED ONLY FOR STAGE 3, INSTALLATION OF RUMBLE STRIPS

*** 42 INCH CONES ANTICIPATED FOR USE INSIDE BRIDGE AND BEAM GUARD AREAS WHERE WIDTH WILL BE TIGHT

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY - S-E RAMP CLOSURE

3

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643. 0900 DETOUR SIGNS DAYS | 643. 0420 BARRICADE TYPE III DAYS | 643. 0705 WARNING LIGHTS TYPE A DAYS | 643. 1000 FIXED MESSAGE SIGN SF | 643. 1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643. 0910 COVERING SIGN TYPE I EACH | 643. 0920 COVERING SIGN TYPE II EACH | REMARKS |
|----------------|---|-----------|------------|-------------------|-------------------------------|-----------------------------|-----------------------------------|--------------------------------------|---------------------------------|--|---------------|-------------------------------------|--------------------------------------|-------------------|
| 1 | US 45, N. OF STH 96, PLACE 1/2 MILE N. OF STH 96 INTERSECTION | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | | | | | | |
| 2 | US 45, N. OF STH 96, PLACE 1500' N. OF STH 96 INTERSECTION | FMS | 84"x48" | 1 | | | | | 28 | | | | | |
| 3 | US 45, N. OF STH 96, PLACE 750' N. OF STH 96 INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | MO 5-1L | 21"X21" | 1 | 5 | 5 | | | | | | | | |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 5-1L | 21"X21" | 1 | 5 | 5 | | | | | | | | |
| 4 | US 45, AT STH 96, PLACE RIGHT OF EXISTING J3-2 SIGN | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | LEFT |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | LEFT |
| 5 | US 45, AT STH 96, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF STH 96 INTERSECTION | R 11-3 | 60"X30" | 1 | 5 | 5 | 5 | 10 | | | | | | 2 1/2 MILES AHEAD |
| | " | M 4-9L | 30"X24" | 1 | 5 | 5 | | | | | | | | |
| 6 | STH 96, W. OF US 45, PLACE 1500' W. OF US 45 INTERSECTION | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | M 20-2A | 48"X48" | 1 | 5 | 5 | | | | | | | | |
| 7 | STH 96, W. OF US 45, PLACE 750' W. OF US 45 INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | AHEAD |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | AHEAD |
| 8 | STH 96, E. OF US 45, PLACE RIGHT OF EXISTING J4-1 SIGN | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| PAGE SUBTOTALS | | | | 43 | | 210 | 5 | 10 | 28 | 0 | | 0 | 0 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

PROJECT NUMBER: 1500-48-60

HWY: USH 10

COUNTY: WINNEBAGO

MISCELLANEOUS QUANTITIES

SHEET

E

TRAFFIC CONTROL DETOUR SIGN SUMMARY - S-E RAMP CLOSURE

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643. 0900 DETOUR SIGNS DAYS | 643. 0420 BARRICADE TYPE III DAYS | 643. 0705 WARNING LIGHTS TYPE A DAYS | 643. 1000 FIXED MESSAGE SIGN SF | 643. 1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643. 0910 COVERING SIGN TYPE I EACH | 643. 0920 COVERING SIGN TYPE II EACH | REMARKS |
|----------------|--|-----------|------------|-------------------|-------------------------------|-----------------------------|-----------------------------------|--------------------------------------|---------------------------------|--|---------------|-------------------------------------|--------------------------------------|---------|
| 9 | STH 96, W. OF CTH M, PLACE 150' W. OF CTH M INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | AHEAD |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | AHEAD |
| 10 | STH 96, W. OF STH 76, PLACE 1000' W. OF STH 76 INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | | | | |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | | | | |
| 11 | STH 96, W. OF STH 76, PLACE 200' W. OF STH 76 INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | RIGHT |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | RIGHT |
| 12 | STH 76, S. OF STH 96, PLACE RIGHT OF EXISTING J4-1 SIGN | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| 13 | STH 76, N. OF CTH BB, PLACE 150' N. OF CTH BB INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-2 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | AHEAD |
| | " | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | AHEAD |
| 14 | STH 76, N. OF US 10, MODIFY EXISTING J1-1 SIGN AS SHOWN | M 4-8A | 24"X18" | 1 | 5 | 5 | | | | | | | | |
| 15 | STH 76, N. OF US 10, PLACE RIGHT OF EXISTING J2-2 SIGN ON RIGHT SHOULDER | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | | | | |
| PAGE SUBTOTALS | | | | 43 | | 215 | 0 | 0 | 0 | 0 | | 0 | 0 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY - S-E RAMP CLOSURE

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 DETOUR SIGNS DAYS | 643.0420 BARRICADE TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1000 FIXED MESSAGE SIGN SF | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0910 COVERING SIGN TYPE I EACH | 643.0920 COVERING SIGN TYPE II EACH | REMARKS |
|--------------------------------|---|-----------|------------|-------------------|-------------------------------------|-------------------------------------|---|---|--|--|------------------|--|---|------------------------------------|
| 16 | STH 76, N. OF US 10, PLACE ACROSS FROM SIGN #15 IN MEDIAN | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | | | | |
| 17 | STH 76, AT US 10, PLACE RIGHT OF EXISTING J3-1 SIGN AT SIGNAL | M 4-8 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | | | RIGHT |
| 18 | US 10, W. OF STH 76, PLACE RIGHT OF EXISTING J4-1 SIGN | M 4-8 | 36"X18" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 36"X18" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | | | | | | 45 |
| 19 | US 10, E. OF US 45, PLACE NEXT TO ADVANCED TYPE I US 45 SIGN | M 4-8A | 24"X18" | 1 | 5 | 5 | | | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | | | |
| 20 | US 45, S. OF STH 96, PLACE ON RIGHT SHOULDER, FIELD DETERMINED | PCMS | | 1 | | | | | | 7 | | | | PLACE IN ADVANCE OF FULL CLOSURE |
| 21 | US 45, N. OF US 10, COVER EXISTING J3-3 SIGN AS SHOWN | | | | | | | | | | 1 | | 1 | COVER "E-10-TILT LT, S-45-TILT LT" |
| 22 | US 45, N. OF US 10, PLACE ON OVERHEAD TYPE I SIGN ON SIGN BRIDGE AS SHOWN | G 20-60 | 108"X24" | | | | | | | | | | | |
| 23 | US 45, N. OF US 10, COVER EXISTING TYPE II SIGN AS SHOWN | | | | | | | | | | 1 | | 1 | COVER ENTIRE SIGN |
| 24 | US 45, N. OF US 10, COVER EXISTING TYPE I SIGN AS SHOWN | | | | | | | | | | 1 | | | COVER "APPLETON" |
| PAGE SUBTOTALS | | | | 15 | | 70 | 0 | 0 | 0 | 7 | | 1 | 2 | |
| S-E RAMP CLOSURE TOTALS | | | | 101 | | 495 | 5 | 10 | 28 | 7 | | 1 | 2 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY - W-N RAMP CLOSURE

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643. 0900 SIGNS DAYS | 643. 1000 FIXED MESSAGE SIGN SF | 643. 1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|----------|--|-----------|------------|-------------------|-------------------------------------|----------------------------|---|---|-----------------------------|
| 1 | US 45/US 10, S. OF NORTH INTERCHANGE, PLACE 1-1/2 MILE S. OF NORTH INTERCHANGE IN MEDIAN | M 3-1 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | |
| 1A | US 45/US 10, S. OF NORTH INTERCHANGE, PLACE 1-1/4 MILE S. OF NORTH INTERCHANGE IN MEDIAN | FMS | 78"x36" | 1 | | | 19.5 | | |
| 2 | US 45/US 10, S. OF NORTH INTERCHANGE, PLACE 1-1/2 MILE S. OF NORTH INTERCHANGE ON RIGHT SHOULDER | M 3-1 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | |
| 2A | US 45/US 10, S. OF NORTH INTERCHANGE, PLACE 1-1/4 MILE S. OF NORTH INTERCHANGE ON RIGHT SHOULDER | FMS | 78"x36" | 1 | | | 19.5 | | |
| 3 | US 45/US 10, S. OF NORTH INTERCHANGE, PLACE S. OF NORTH INTERCHANGE ON RIGHT SHOULDER | PCMS | | 1 | | | | 7 | PLACE IN ADVANCE OF CLOSURE |
| 4 | US 45/US 10, S. OF NORTH INTERCHANGE, PLACE ON EXISTING ADVANCED TYPE I SIGN AS SHOWN | G 20-60 | 108"X24" | 1 | 5 | 5 | | | |
| 5 | US 45/US 10, S. OF NORTH INTERCHANGE, PLACE 1/2 MILE S. OF NORTH INTERCHANGE IN MEDIAN | M 4-8 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | 45 |
| | " | MO 6-1 | 30"X30" | 1 | 5 | 5 | | | AHEAD |
| 6 | US 45/US 10, S. OF NORTH INTERCHANGE, PLACE 1/2 MILE S. OF NORTH INTERCHANGE ON RIGHT SHOULDER | M 4-8 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | 45 |
| | " | MO 6-1 | 30"X30" | 1 | 5 | 5 | | | AHEAD |
| 7 | US 45/US 10, AT NORTH INTERCHANGE, PLACE ON EXISTING AT-GORE TYPE I SIGN AS SHOWN | G 20-60 | 108"X24" | 1 | 5 | 5 | | | |
| 8 | US 10, W. OF US 45, PLACE RIGHT OF EXISTING J4-1 SIGN | M 4-8 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | 45 |
| 9 | US 10, E. OF STH 110, PLACE 1/2 MILE E. OF STH 110 OFF-RAMP ON RIGHT SHOULDER | M 4-8 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | 45 |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | |
| 10 | US 10, E. OF STH 110, PLACE 1/2 MILE E. OF STH 110 OFF-RAMP IN MEDIAN | M 4-8 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | 45 |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | |
| 11 | US 10, E. OF STH 110, PLACE AT STH 110 OFF-RAMP ON RIGHT SHOULDER | M 4-8 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 36"X18" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | 45 |
| | " | MO 6-2 | 30"X30" | 1 | 5 | 5 | | | TILT RIGHT |
| 12 | US 10 OFF-RAMP TO STH 110, PLACE 750' PRIOR TO STH 110 RAMP INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | 45 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | |

PLAN SHEET PRODUCED

PAGE SUBTOTALS

38

175

39

7

BY WisDOT - NE REGION

PROJECT NUMBER: 1500-48-60

HWY: USH 10

COUNTY: WINNEBAGO

MISCELLANEOUS QUANTITIES

SHEET

E

3

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY - W-N RAMP CLOSURE

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643. 3000 DETOUR SIGNS DAYS | 643. 1000 FIXED MESSAGE SIGN SF | 643. 1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|--------------------------------|--|-----------|------------|-------------------|-------------------------------------|--------------------------------------|---|---|---------|
| 13 | US 10 OFF-RAMP TO STH 110, PLACE RIGHT OF EXISTING R6-3 SIGN AT END OF STH 110 RAMP INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | RIGHT |
| 14 | STH 110, N. OF US 10, PLACE RIGHT OF EXISTING R2-1 SIGN | M 4-8 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | 45 |
| 15 | STH 110, S. OF STH 96, PLACE 750' S. OF STH 96 INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | 45 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | |
| 16 | STH 110, S. OF STH 96, PLACE RIGHT OF SIGNAL AT STH 96 INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | RIGHT |
| 17 | STH 96, E. OF STH 110, PLACE 200' E. OF STH 110 INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | 45 |
| 18 | STH 96, W. OF MARTEN RD, PLACE 200' W. OF MARTEN RD INTERSECTION | M 4-8 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 3-1 | 24"X12" | 1 | 5 | 5 | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | |
| 19 | STH 96, W. OF US 45, MODIFY EXISTING J1-1 SIGN AS SHOWN | M 4-8A | 24"X18" | 1 | 5 | 5 | | | |
| PAGE SUBTOTALS | | | | 23 | | 115 | 0 | 0 | |
| W-N RAMP CLOSURE TOTALS | | | | 61 | | 290 | 39 | 7 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY (US 10 WB TO 45 SB)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|----------|--|-----------|------------|-------------------|-------------------------------|---------------------|-----------------------------------|-------------------------------------|---------------------------------|---|-----------------------|
| 1 | US 10, E. OF STH 76, PLACE ON RIGHT SHOULDER 1/2 MILE E. OF STH 76 INTERCHANGE | M 3-3 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | | | 45 |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | | | |
| 2 | US 10, E. OF STH 76, PLACE IN MEDIAN 1/2 MILE E. OF STH 76 INTERCHANGE | M 3-3 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | | | 45 |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | | | |
| 3 | US 10, E. OF STH 76, PLACE ON RIGHT SHOULDER 1500' E. OF STH 76 INTERCHANGE | FMS | 132"X54" | 1 | | | | | 49.5 | | SEE SIGN DETAIL SHEET |
| 4 | US 10, E. OF STH 76, PLACE IN MEDIAN 1500' E. OF STH 76 INTERCHANGE | FMS | 132"X54" | 1 | | | | | 49.5 | | SEE SIGN DETAIL SHEET |
| 5 | US 10, E. OF STH 76, PLACE ON RIGHT SHOULDER 750' E. OF STH 76 INTERCHANGE | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | | | |
| 6 | US 10, E. OF STH 76, PLACE IN MEDIAN 750' E. OF STH 76 INTERCHANGE | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | | | |
| 7 | US 10, E. OF STH 76, PLACE LEFT OF EXISTING TYPE I GROUND MOUNT SIGN | MO 4-5 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-2 | 30"X30" | 1 | 5 | 5 | | | | | TILT RIGHT |
| 8 | US 10 OFF-RAMP TO STH 76, PLACE 500' PRIOR TO RAMP INTERSECTION ON LEFT SIDE | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 5-1L | 21"X21" | 1 | 5 | 5 | | | | | |
| 9 | US 10 OFF-RAMP TO STH 76, PLACE AT RAMP INTERSECTION ON LEFT SIDE | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | LEFT |
| 10 | STH 76, N. OF US 10, PLACE 1/4 MILE N. OF US 10 INTERCHANGE | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | 45 |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | | | |
| 11 | STH 76, N. OF US 10, PLACE 500' N. OF US 10 INTERCHANGE | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | AHEAD |
| 12 | STH 76, AT US 10 INTERCHANGE, PLACE 100' N. OF US 10 EB RAMP INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | AHEAD |
| 13 | STH 76, N. OF CTH II, PLACE 750' N. OF CTH II INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | |

PAGE SUBTOTALS

43

205

0

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99

0

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

PROJECT NUMBER: 1500-48-60

HWY: US 10

COUNTY: WINNEBAGO

MISCELLANEOUS QUANTITIES

SHEET

E

TRAFFIC CONTROL DETOUR SIGN SUMMARY (US 10 WB TO 45 SB)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|---------------------------------|--|-------------|------------|-------------------|-------------------------------|---------------------|-----------------------------------|-------------------------------------|---------------------------------|---|----------------------------------|
| 14 | STH 76, N. OF CTH II, PLACE 150' N. OF CTH II INTERSECTION | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"x21" | 1 | 5 | 5 | | | | | AHEAD |
| 15 | CTH II, E. OF STH 76, PLACE 150' E. OF STH 76 INTERSECTION | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"x21" | 1 | 5 | 5 | | | | | AHEAD |
| 16 | STH 76, S. OF CTH II, PLACE 150' S. OF CTH II INTERSECTION | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"x21" | 1 | 5 | 5 | | | | | LEFT |
| 17 | STH 76, S. OF CTH II, PLACE 750' S. OF CTH II INTERSECTION | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 5-1L | 21"x21" | 1 | 5 | 5 | | | | | |
| 18 | CTH II, W. OF STH 76, PLACE 150' W. OF STH 76 INTERSECTION | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| 19 | CTH II, E. OF CTH T, PLACE 250' E. OF CTH T INTERSECTION | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"x21" | 1 | 5 | 5 | | | | | AHEAD |
| 20 | CTH II, E. OF CTH M, PLACE 250' E. OF CTH M INTERSECTION | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"x21" | 1 | 5 | 5 | | | | | AHEAD |
| 21 | CTH II, E. OF US 45, PLACE 500' E. OF US 45 INTERCHANGE | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 5-1L | 21"x21" | 1 | 5 | 5 | | | | | |
| 22 | CTH II, AT US 45, PLACE IN MEDIAN AT US 45 SB RAMP INTERSECTION | MO 4-5 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 5 | 5 | | | | | |
| | " | M 1-4 | 24"x24" | 1 | 5 | 5 | | | | | 45 |
| | " | MO 6-1 | 21"x21" | 1 | 5 | 5 | | | | | LEFT |
| 23 | US 10 WB, AT US 45 SPLIT, PLACE ON OH TYPE I SIGN AS SHOWN | G 20-60 | 108"x24" | 1 | 5 | 5 | | | | | |
| 24 | US 10 WB TO US 45 SB RAMP, PLACE WITHIN CLOSURE AT CLOSURE POINT | R 11-2(MOD) | 48"x30" | 1 | 5 | 5 | 5 | 10 | | | |
| 25 | US 10 WB TO US 45 SB RAMP, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | | 7 | PLACE IN ADVANCE OF RAMP CLOSURE |
| PAGE SUBTOTALS | | | | 38 | | 185 | 5 | 10 | 0 | 7 | |
| US 10 WB TO 45 SB DETOUR TOTALS | | | | 81 | | 390 | 5 | 10 | 99 | 7 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|----------------|---|------------|------------|-------------------|-------------------------------|---------------------|-----------------------------------|-------------------------------------|---|---------------|--------------------------------------|-----------------------------|
| 1 | STH 76, N. OF US 10, PLACE 1000' N. OF US 10 INTERCHANGE | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | | | | |
| 2 | STH 76, N. OF US 10, MODIFY EXISTING J2-2 SIGN AS SHOWN | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 3 | STH 76, N. OF US 10, COVER EXISTING D1-3 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER "STEVENS POINT RT" |
| 4 | STH 76, AT US 10, MODIFY EXISTING J3-1 AT US 10 WEST RAMP INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 5 | STH 76, AT US 10, PLACE TO LEFT OF EXISTING SIGNAL IN MEDIAN | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 6 | STH 76 ON-RAMP TO US 10, PLACE IN MIDDLE OF ROADWAY WITHIN CLOSURE | R 11-2 MOD | 48"X30" | 1 | 5 | 5 | 5 | 10 | | | | |
| 7 | STH 76 ON-RAMP TO US 10, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 7 | | | PLACE IN ADVANCE OF CLOSURE |
| 8 | STH 76, BETWEEN US 10 RAMPS, COVER EXISTING J3-1 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER ENTIRE SIGN |
| 9 | STH 76, BETWEEN US 10 RAMPS, COVER EXISTING D1-2 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER ENTIRE SIGN |
| 10 | STH 76, BETWEEN US 10 RAMPS, COVER EXISTING J2-2 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER "WEST 10 ADV LT" |
| 11 | STH 76, BETWEEN US 10 RAMPS, PLACE IN MEDIAN IN FRONT OF LIGHT POLE AT US 10 EB RAMP INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 76 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 12 | STH 76, N. OF CTH II, PLACE 500' N. OF CTH II INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | | |
| 13 | STH 76, AT CTH II, PLACE 150' N. OF CTH II INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | RIGHT |
| PAGE SUBTOTALS | | | | 25 | | 120 | 5 | 10 | 7 | | 4 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|------------------------------|--|-----------|------------|-------------------|-------------------------------|---------------------|-----------------------------------|-------------------------------------|---|---------------|--------------------------------------|---------|
| 14 | CTH II, E. OF STH 76, PLACE 250' E. OF STH 76 INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 15 | STH 76, AT CTH II, PLACE RIGHT OF EXISTING J3-2 SIGN AT CTH II INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | LEFT |
| 16 | STH 76, S. OF CTH II, PLACE 500' S. OF CTH II INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 5-1L | 21"X21" | 1 | 5 | 5 | | | | | | |
| 17 | CTH II, W. OF STH 76, PLACE 250' W. OF STH 76 INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| 18 | CTH II, E. OF CTH T, PLACE 150' E. OF CTH T INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 19 | CTH II, E. OF CTH M, PLACE 150' E. OF CTH M INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 20 | CTH II, E. OF US 45, PLACE 500' E. OF US 45 INTERCHANGE | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | | |
| 21 | CTH II, AT US 45, PLACE RIGHT OF EXISTING J3-1 SIGN AT US 45 NB INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | RIGHT |
| 22 | US 45, N. OF CTH II, PLACE 500' PRIOR TO S-70-45 SIGN BRIDGE ON RIGHT SHOULDER | M 4-8A | 30"X24" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 36"X18" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 36"X36" | 1 | 5 | 5 | | | | | | 10 |
| PAGE SUBTOTALS | | | | 34 | | 170 | 0 | 0 | 0 | | 0 | |
| STH 76 TO 10 W DETOUR TOTALS | | | | 59 | | 290 | 5 | 10 | 7 | | 4 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1000 SIGNS FIXED MESSAGE SF | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|----------|---|------------|------------|-------------------|-------------------------------|---------------------|-----------------------------------|-------------------------------------|---------------------------------|---|-----------------------------|
| 1 | US 10, E. OF CTH CB, PLACE 1500' E. OF CTH CTH CB ON RIGHT SHOULDER | M 1-6 | 36"X36" | 1 | 5 | 5 | | | | | 76 |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | | | |
| 2 | US 10, E. OF CTH CB, PLACE 1500' E. OF CTH CTH CB IN MEDIAN | M 1-6 | 36"X36" | 1 | 5 | 5 | | | | | 76 |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | | | |
| 3 | US 10, E. OF CTH CB, PLACE 1000' E. OF CTH CTH CB ON RIGHT SHOULDER | FMS | 132"X54" | 1 | | | | | 49.5 | | SEE SIGN DETAIL SHEET |
| 4 | US 10, E. OF CTH CB, PLACE 1000' E. OF CTH CTH CB IN MEDIAN | FMS | 132"X54" | 1 | | | | | 49.5 | | SEE SIGN DETAIL SHEET |
| 5 | US 10, E. OF CTH CB, PLACE 500' E. OF CTH CTH CB ON RIGHT SHOULDER | MO 4-8 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 5 | 5 | | | | | 76 |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | | | |
| 6 | US 10, E. OF CTH CB, PLACE 500' E. OF CTH CTH CB IN MEDIAN | MO 4-8 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 5 | 5 | | | | | 76 |
| | " | MO 5-2R | 30"X30" | 1 | 5 | 5 | | | | | |
| 7 | US 10, AT CTH CB RAMP, PLACE IN FRONT OF S-70-251 RIGHT COLUMN | MO 4-8 | 36"X18" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 36"X36" | 1 | 5 | 5 | | | | | 76 |
| | " | MO 6-2 | 30"X30" | 1 | 5 | 5 | | | | | TILT RIGHT |
| 8 | US 10 OFF-RAMP TO CB, PLACE ON LEFT SHOULDER 500' PRIOR TO INTERSECTION | MO 4-8 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | 76 |
| | " | MO 5-1L | 21"X21" | 1 | 5 | 5 | | | | | |
| 9 | US 10 OFF-RAMP TO CB, PLACE ON LEFT SHOULDER LEFT OF EXISTING R5-1 SIGN | MO 4-8 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | 76 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | LEFT |
| 10 | CTH CB, BETWEEN US 10 RAMPS, PLACE 250' PRIOR TO US 10 EB RAMP INTERSECTION | MO 4-8 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | 76 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | AHEAD |
| 11 | CTH CB, N. OF CTH II, PLACE 500' N. OF CTH II INTERSECTION | MO 4-8 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | 76 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | AHEAD |
| 12 | CTH CB, AT CTH II, PLACE RIGHT OF SIGNAL AT CTH II INTERSECTION | MO 4-8 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | 76 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | RIGHT |
| 13 | CTH II, W. OF CTH CB, PLACE 250' W. OF CTH CB INTERSECTION | MO 4-8 | 24"X12" | 1 | 5 | 5 | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 5 | 5 | | | | | 76 |
| 14 | CTH II, E. OF STH 76, MODIFY EXISTING J1-1 SIGN AS SHOWN | M 4-8A | 24"X18" | 1 | 5 | 5 | | | | | |
| 15 | US 10 OFF-RAMP TO STH 76, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | | 7 | PLACE IN ADVANCE OF CLOSURE |
| 16 | US 10 OFF-RAMP TO STH 76, PLACE IN MIDDLE OF ROADWAY AT EXIT DIVERGE | R 11-2 MOD | 48"X30" | 1 | 5 | 5 | 5 | 10 | | | |
| 17 | US 10, AT STH 76, PLACE ON EXISTING TYPE I SIGN AS SHOWN | G 20-60 | 108"X24" | 1 | 5 | 5 | | | | | |
| 18 | US 10, E. OF STH 76, PLACE ON EXISTING TYPE I SIGN AS SHOWN | G 20-60 | 108"X24" | 1 | 5 | 5 | | | | | |

10W TO 76 DETOUR TOTALS

37

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PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 5 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING SIGNS TYPE II EACH | REMARKS |
|----------|--|------------|------------|-------------------|-------------------------------|---------------------|-----------------------------------|-------------------------------------|---|---------------|--------------------------------------|-----------------------------|
| 1 | CTH CB, N. OF US 10, PLACE 1000' N. OF US 10 RAMP INTERSECTION | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | W 20-2A | 48"X48" | 1 | 5 | 5 | | | | | | |
| 2 | CTH CB, N. OF US 10, COVER EXISTING D1-2 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER "TO HWY 45 RT" |
| 3 | CTH CB, AT US 10, MODIFY EXISTING J3-2 SIGN AS SHOWN | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 4 | CTH CB, AT US 10, PLACE IN MEDIAN AT US 10 WB RAMP INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | 10 |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | AHEAD |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | |
| 5 | CTH CB ON-RAMP TO US 10, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 7 | | | PLACE IN ADVANCE OF CLOSURE |
| 6 | CTH CB, AT US 10, COVER EXISTING J3-1 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER ENTIRE SIGN |
| 7 | CTH CB, N. OF CTH II, PLACE 500' N. OF CTH II INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | | |
| 8 | CTH CB, AT CTH II, PLACE RIGHT OF EXISTING SIGNAL | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | RIGHT |
| 9 | CTH II, AT CTH CB, PLACE RIGHT OF EXISTING SIGNAL | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | AHEAD |
| 10 | CTH CB, AT CTH II, PLACE RIGHT OF EXISTING SIGNAL | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | LEFT |
| 11 | CTH CB, S. OF CTH II, PLACE 500' S. OF CTH II INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 5-1L | 21"X21" | 1 | 5 | 5 | | | | | | |
| 12 | CTH II, W. OF CTH CB, PLACE 250' W. OF CTH CB INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| 13 | CTH II, E. OF STH 76, PLACE 500' E. OF STH 76 INTERSECTION | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 5-1R | 21"X21" | 1 | 5 | 5 | | | | | | |
| 14 | CTH II, AT STH 76, PLACE RIGHT OF EXISTING SIGNAL | MO 4-5 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 3-4 | 24"X12" | 1 | 5 | 5 | | | | | | |
| | " | M 1-4 | 24"X24" | 1 | 5 | 5 | | | | | | 10 |
| | " | MO 6-1 | 21"X21" | 1 | 5 | 5 | | | | | | RIGHT |
| 15 | STH 76, S. OF US 10, MODIFY EXISTING J1-1 SIGN AS SHOWN | M 4-8A | 24"X18" | 1 | 5 | 5 | | | | | | |
| 16 | CTH CB ON-RAMP TO US 10, PLACE IN ROADWAY | R 11-2 MOD | 48"X30" | 1 | 5 | 5 | 5 | 10 | | | | |

CB TO 10W DETOUR TOTALS

43

210

5

10

7

2

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

PROJECT NUMBER: 1500-48-60

HWY: US 10

COUNTY: WINNEBAGO

MISCELLANEOUS QUANTITIES

SHEET

E

PAVEMENT MARKING

| ROADWAY | STATION | TO | STATION | LOCATION | 646.1040 | | 646.1555 | | 646.3555 | | 646.6464 | | 646.6468 | | 646.7220 | |
|------------------------|---------|--------------------|---------|--------------------|----------------|----------------|--------------|------------|---------------|----------------|--------------|------------|--------------|---|----------|---|
| | | | | | MARKING LINE | | MARKING LINE | | MARKING LINE | | COLD WEATHER | | COLD WEATHER | | MARKING | |
| | | | | | GROOVED | | GROOVED | | GROOVED | | MARKING | | MARKING | | MARKING | |
| WET REFLECTIVE | | CONTRAST PERMANENT | | CONTRAST PERMANENT | | EPOXY | | EPOXY | | EPOXY | | CHEVRON | | | | |
| EPOXY 4-INCH | | TAPE 4-INCH | | TAPE 8-INCH | | 4-INCH | | 8-INCH | | 24-INCH | | | | | | |
| SOLID | | SOLID | | 3-FT SKIP | | 12.5-FT SKIP | | SOLID | | SOLID | | SOLID | | | | |
| YELLOW | | WHITE | | WHITE | | WHITE | | WHITE | | WHITE | | WHITE | | | | |
| LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | | | |
| USH 10 | 1130+00 | - | 528+08 | WB | 82,910 | 79,470 | - | 450 | - | 79,470 | - | - | - | - | - | - |
| USH 10 | 1130+00 | - | 528+08 | EB | 84,490 | 78,755 | - | 450 | - | 78,755 | - | - | - | - | - | - |
| USH 45 SB to USH 10 WB | 1298+72 | - | 1278+30 | RAMP | 1,970 | 2,930 | - | - | 1335 | 2,930 | - | - | - | - | - | - |
| USH 10 EB to USH 45 NB | 1269+60 | - | 123+85 | RAMP | 3,450 | 3,515 | 39 | - | 410 | 3,515 | 410 | - | 120 | - | - | - |
| USH 10 WB to USH 45 NB | 99+34 | - | 123+85 | RAMP | 1,820 | 2,720 | 57 | - | 550 | 2,720 | 550 | - | 120 | - | - | - |
| USH 45 SB to USH 10 EB | 73+87 | - | 127+00 | RAMP | 5,260 | 4,880 | - | - | 660 | 4,880 | - | - | - | - | - | - |
| USH 10 EB to USH 45 SB | 465+16 | - | 490+83 | RAMP | 2,095 | 2,775 | 48 | - | 540 | 2,775 | 540 | - | 120 | - | - | - |
| USH 45 NB to USH 10 WB | 455+95 | - | 492+33 | RAMP | 4,250 | 2,500 | - | - | 1160 | 2,500 | - | - | - | - | - | - |
| USH 10 WB to USH 45 SB | 464+50 | - | 489+32 | RAMP | 2,110 | 2,700 | 48 | - | 820 | 2,700 | 820 | - | 120 | - | - | - |
| USH 45 NB to USH 10 EB | 462+98 | - | 483+12 | RAMP | 1,480 | 2,675 | - | - | 1240 | 2,675 | - | - | - | - | - | - |
| USH 45 SB | 465+00 | - | 467+60 | RAMP | - | - | - | - | 360 | - | 360 | - | 120 | - | - | - |
| USH 45 NB | 463+00 | - | 465+75 | RAMP | - | - | - | - | 550 | - | - | - | - | - | - | - |
| USH 10 EB to STH 76 | 1837+00 | - | 1849+00 | RAMP | 770 | 1,320 | 39 | - | 820 | 1,320 | - | - | - | - | - | - |
| STH 76 to USH 10 WB | 1835+55 | - | 1848+00 | RAMP | 775 | 2,075 | - | - | 1560 | 2,075 | - | - | - | - | - | - |
| USH 10 WB to STH 76 | 400+25 | - | 411+69 | RAMP | 805 | 1,330 | 39 | - | 820 | 1,330 | - | - | - | - | - | - |
| STH 76 to USH 10 EB | 400+25 | - | 412+95 | RAMP | 850 | 2,160 | - | - | 1560 | 2,160 | - | - | - | - | - | - |
| USH 10 EB to CTH CB | 517+31 | - | 528+40 | RAMP | 825 | 1,325 | 45 | - | 700 | 1,325 | - | - | - | - | - | - |
| CTH CB to USH 10 WB | 515+94 | - | 528+52 | RAMP | 825 | 2,150 | - | - | 1715 | 2,150 | - | - | - | - | - | - |
| USH 10 WB to CTH CB | 529+50 | - | 540+62 | RAMP | 825 | 1,180 | - | - | 700 | 1,180 | - | - | - | - | - | - |
| CTH CB to USH 10 EB | 530+00 | - | 542+01 | RAMP | 790 | 2,340 | - | - | 1500 | 2,340 | - | - | - | - | - | - |
| PROJECT TOTAL | | | | | 196,300 | 196,800 | 315 | 900 | 17,000 | 196,800 | 2,680 | 600 | | | | |

3

SAWING ASPHALT

| ROADWAY | STATION | LOCATION | 690.0150 SAWING ASPHALT LF |
|-----------------|---------|----------|-------------------------------------|
| USH 10 EB | 1134+29 | LT | 4 |
| USH 10 EB | 1221+69 | LT | 6 |
| USH 10 EB | 1224+21 | LT | 4 |
| USH 10 EB | 1391+09 | LT | 8 |
| USH 10 EB | 1394+13 | LT | 4 |
| USH 10 EB | 1427+79 | LT | 8 |
| USH 10 EB | 1430+11 | LT | 4 |
| USH 10 EB | 1562+95 | LT | 6 |
| USH 10 EB | 1565+38 | LT | 6 |
| USH 10 EB | 1678+84 | LT | 6 |
| USH 10 EB | 1681+60 | LT | 4 |
| USH 10 EB | 1723+31 | LT | 6 |
| USH 10 EB | 1761+64 | LT | 6 |
| USH 10 EB | 1765+08 | LT | 4 |
| USH 10 EB | 1792+35 | LT | 6 |
| USH 10 EB | 1796+15 | LT | 5 |
| USH 10 EB | 451+49 | LT | 6 |
| USH 10 EB | 454+07 | LT | 5 |
| USH 10 EB | 500+43 | LT | 6 |
| USH 10 EB | 502+99 | LT | 6 |
| USH 10 EB | 527+65 | LT | 8 |
| USH 10 EB | 530+46 | LT | 5 |
| USH 10 EB | 1130+13 | RT | 8 |
| USH 10 EB | 1134+29 | RT | 8 |
| USH 10 EB | 1221+69 | RT | 8 |
| USH 10 EB | 1224+21 | RT | 8 |
| USH 10 EB | 1391+09 | RT | 8 |
| USH 10 EB | 1394+13 | RT | 8 |
| USH 10 EB | 1427+79 | RT | 8 |
| USH 10 EB | 1430+11 | RT | 8 |
| USH 10 EB | 1562+95 | RT | 8 |
| USH 10 EB | 1565+48 | RT | 8 |
| USH 10 EB | 1678+84 | RT | 9 |
| USH 10 EB | 1681+60 | RT | 8 |
| USH 10 EB | 1723+31 | RT | 8 |
| USH 10 EB | 1761+64 | RT | 8 |
| USH 10 EB | 1765+26 | RT | 8 |
| USH 10 EB | 1792+36 | RT | 8 |
| USH 10 EB | 1796+15 | RT | 8 |
| USH 10 EB | 451+49 | RT | 8 |
| USH 10 EB | 454+07 | RT | 8 |
| USH 10 EB | 500+43 | RT | 8 |
| USH 10 EB | 502+99 | RT | 8 |
| USH 10 EB | 527+65 | RT | 8 |
| USH 10 EB | 530+46 | RT | 8 |
| SUBTOTAL | | | 308 |

SAWING ASPHALT







| ROADWAY | STATION | LOCATION | 690.0150 SAWING ASPHALT LF |
|-----------------|---------|----------|-------------------------------------|
| USH 10 WB | 1131+48 | LT | 9 |
| USH 10 WB | 1135+27 | LT | 8 |
| USH 10 WB | 1221+68 | LT | 8 |
| USH 10 WB | 1224+23 | LT | 8 |
| USH 10 WB | 1390+64 | LT | 8 |
| USH 10 WB | 1393+40 | LT | 8 |
| USH 10 WB | 1427+69 | LT | 8 |
| USH 10 WB | 1430+13 | LT | 8 |
| USH 10 WB | 1562+94 | LT | 8 |
| USH 10 WB | 1565+46 | LT | 8 |
| USH 10 WB | 1678+98 | LT | 8 |
| USH 10 WB | 1681+45 | LT | 8 |
| USH 10 WB | 1721+09 | LT | 9 |
| USH 10 WB | 1760+59 | LT | 8 |
| USH 10 WB | 1764+02 | LT | 8 |
| USH 10 WB | 1792+40 | LT | 9 |
| USH 10 WB | 1796+59 | LT | 8 |
| USH 10 WB | 451+43 | LT | 8 |
| USH 10 WB | 454+00 | LT | 8 |
| USH 10 WB | 500+32 | LT | 8 |
| USH 10 WB | 502+82 | LT | 8 |
| USH 10 WB | 527+50 | LT | 8 |
| USH 10 WB | 530+49 | LT | 8 |
| USH 10 WB | 1131+49 | RT | 8 |
| USH 10 WB | 1135+27 | RT | 6 |
| USH 10 WB | 1221+68 | RT | 5 |
| USH 10 WB | 1224+23 | RT | 6 |
| USH 10 WB | 1390+64 | RT | 4 |
| USH 10 WB | 1393+40 | RT | 8 |
| USH 10 WB | 1427+69 | RT | 4 |
| USH 10 WB | 1430+13 | RT | 6 |
| USH 10 WB | 1562+94 | RT | 5 |
| USH 10 WB | 1565+46 | RT | 7 |
| USH 10 WB | 1678+98 | RT | 4 |
| USH 10 WB | 1681+45 | RT | 6 |
| USH 10 WB | 1721+09 | RT | 4 |
| USH 10 WB | 1761+39 | RT | 4 |
| USH 10 WB | 1764+02 | RT | 7 |
| USH 10 WB | 1792+40 | RT | 9 |
| USH 10 WB | 1796+59 | RT | 5 |
| USH 10 WB | 451+43 | RT | 5 |
| USH 10 WB | 453+99 | RT | 8 |
| USH 10 WB | 500+32 | RT | 5 |
| USH 10 WB | 502+82 | RT | 6 |
| USH 10 WB | 527+50 | RT | 6 |
| SUBTOTAL | | | 315 |

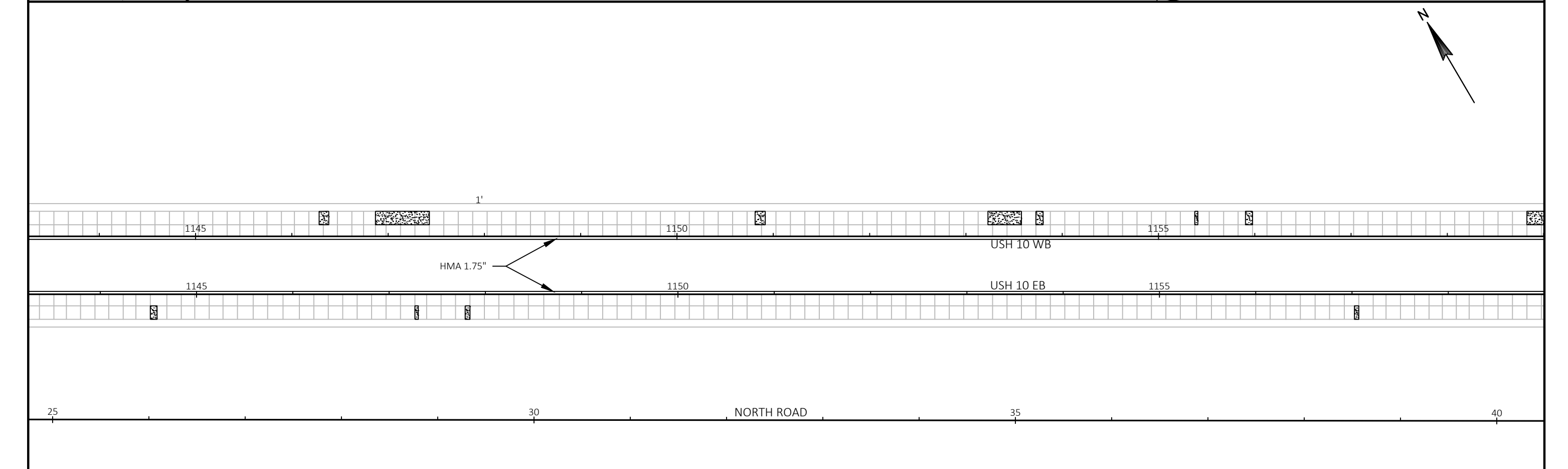
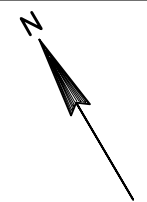
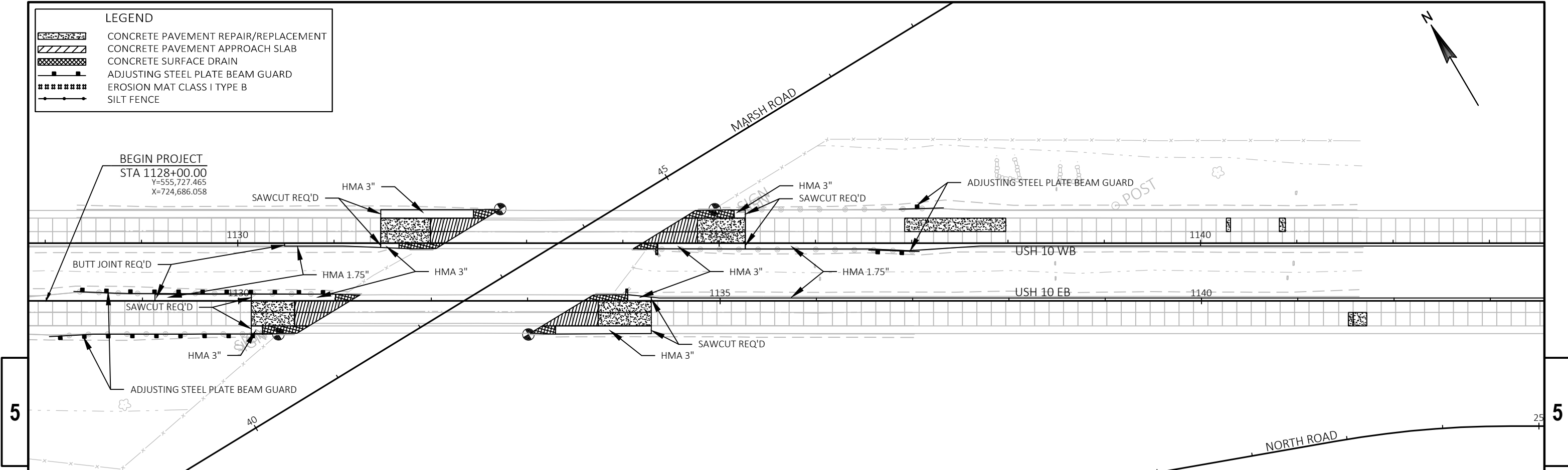
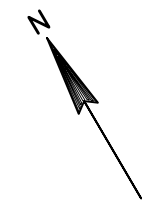
SAWING ASPHALT

| ROADWAY | STATION | LOCATION | 690.0150 SAWING ASPHALT LF |
|------------------------|---------|----------|-------------------------------------|
| USH 10 WB | 1131+48 | RT | 6 |
| USH 45 SB to USH 10 EB | 110+10 | RT | 4 |
| USH 45 SB to USH 10 EB | 110+10 | LT | 4 |
| USH 45 SB to USH 10 EB | 113+61 | RT | 4 |
| USH 45 SB to USH 10 EB | 113+61 | LT | 8 |
| USH 10 EB to USH 45 NB | 1318+56 | LT | 4 |
| USH 10 EB to USH 45 NB | 1318+56 | RT | 10 |
| USH 10 EB to USH 45 NB | 1322+13 | LT | 4 |
| USH 10 EB to USH 45 NB | 1322+13 | RT | 5 |
| USH 45 NB to USH 10 WB | 471+16 | LT | 4 |
| USH 45 NB to USH 10 WB | 471+16 | RT | 9 |
| USH 45 NB to USH 10 WB | 474+08 | LT | 4 |
| USH 45 NB to USH 10 WB | 474+08 | RT | 8 |
| USH 45 NB to USH 10 WB | 478+34 | RT | 8 |
| USH 45 NB to USH 10 WB | 478+34 | LT | 5 |
| USH 45 NB to USH 10 WB | 482+09 | RT | 5 |
| USH 45 NB to USH 10 WB | 482+09 | LT | 5 |
| USH 10 WB to USH 45 SB | 477+34 | LT | 8 |
| USH 10 WB to USH 45 SB | 477+34 | RT | 5 |
| USH 10 WB to USH 45 SB | 479+85 | LT | 8 |
| USH 10 WB to USH 45 SB | 479+85 | RT | 5 |
| SUBTOTAL | | | 123 |
| PROJECT TOTAL: | | | 750 |

3

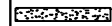



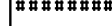

LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

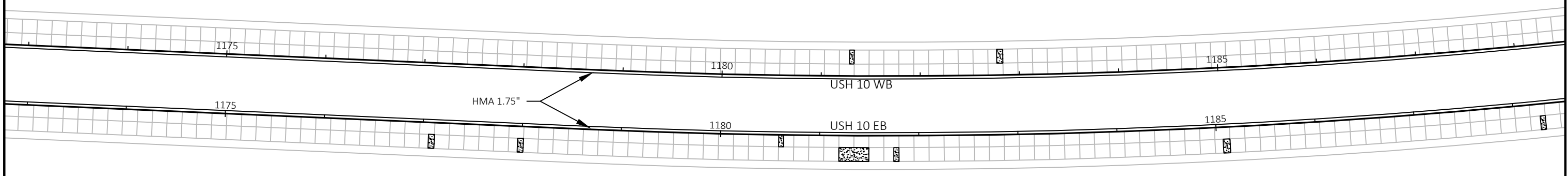
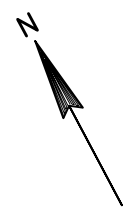
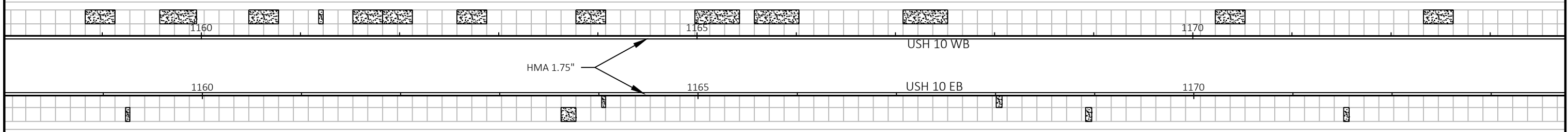
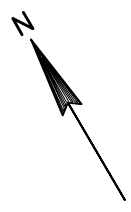


| | | | | |
|------------------------|-------------|-------------------|----------------------|----------------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET E |
|------------------------|-------------|-------------------|----------------------|----------------|

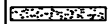



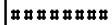
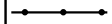
LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

LOON LANE



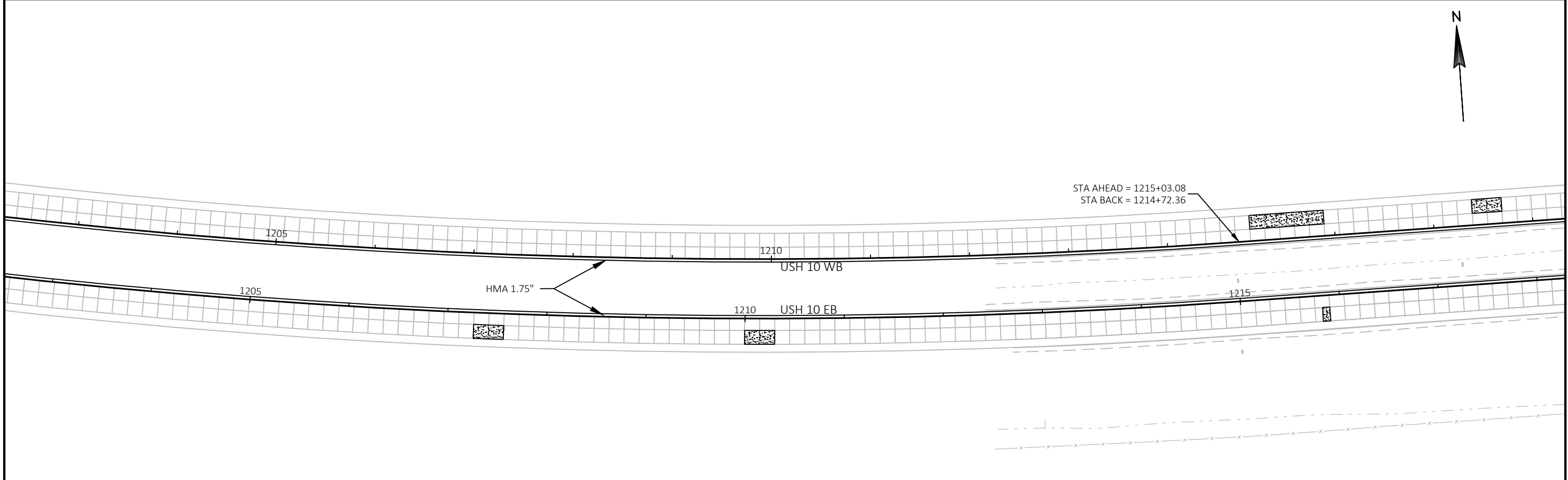
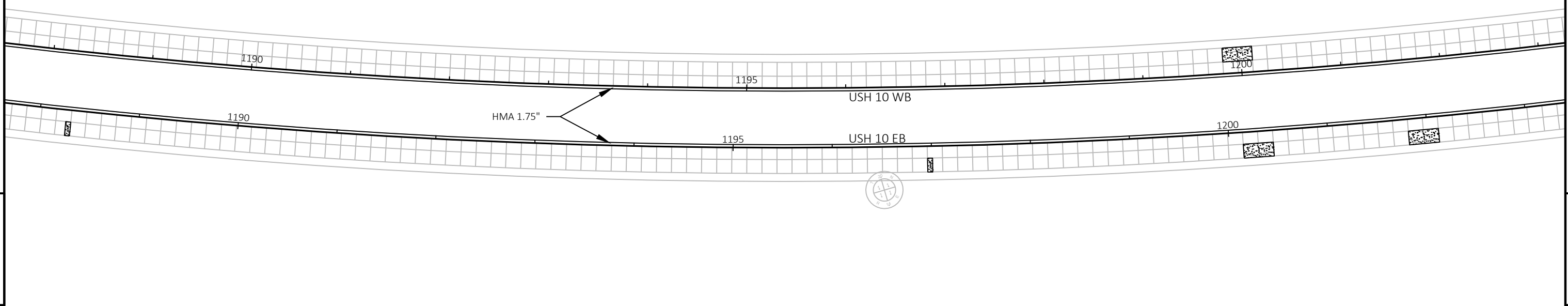
LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE



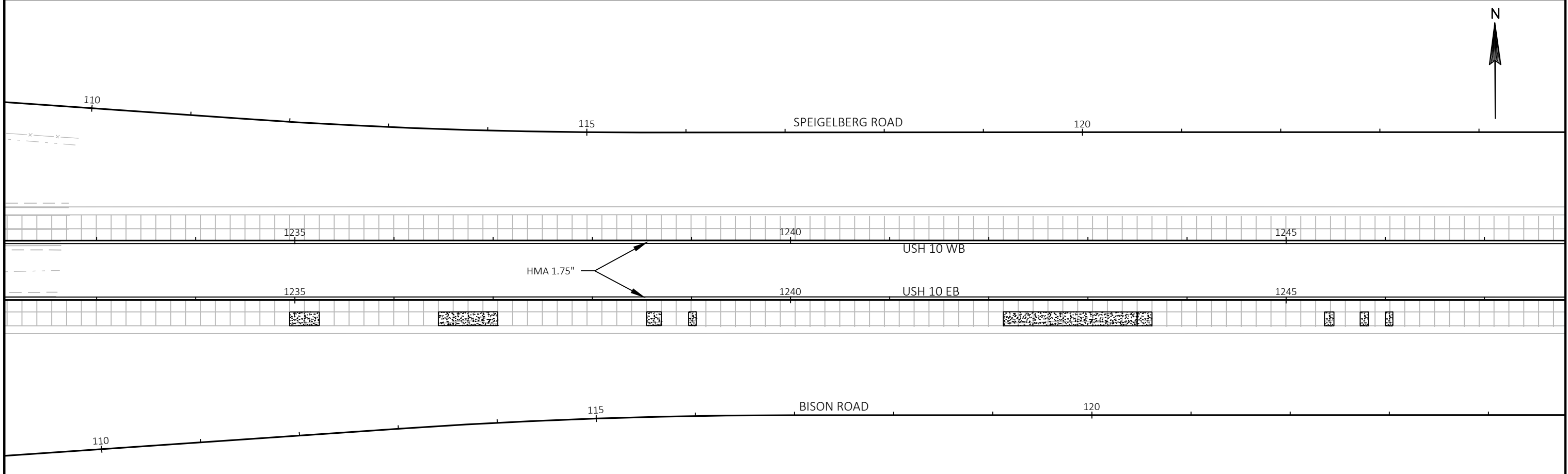
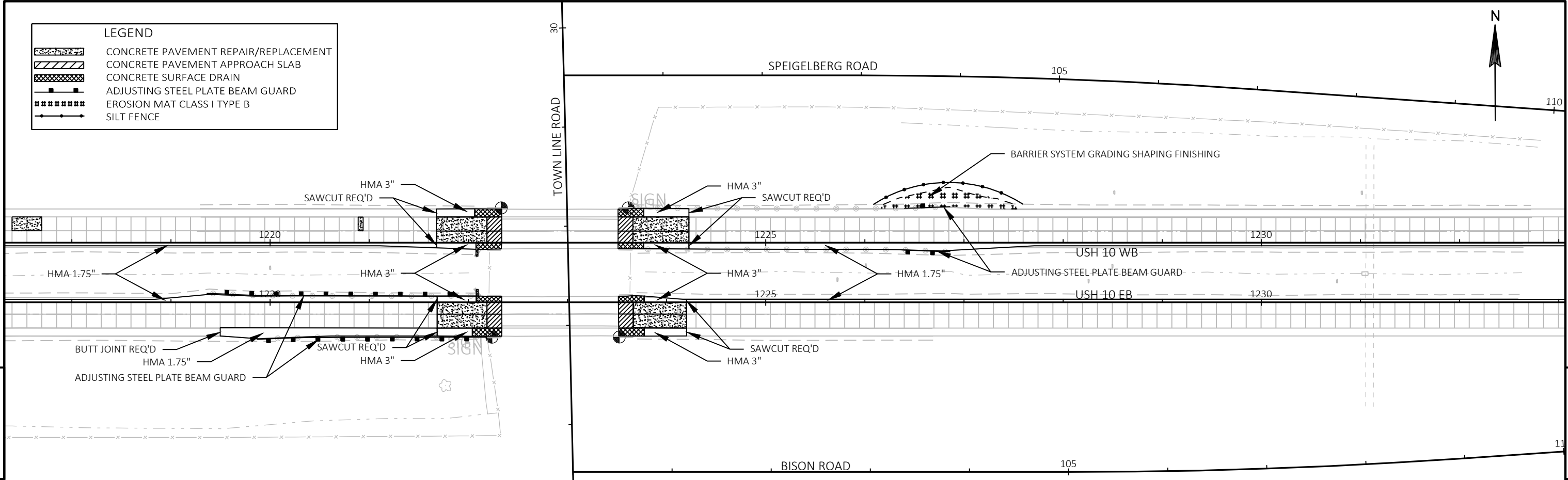
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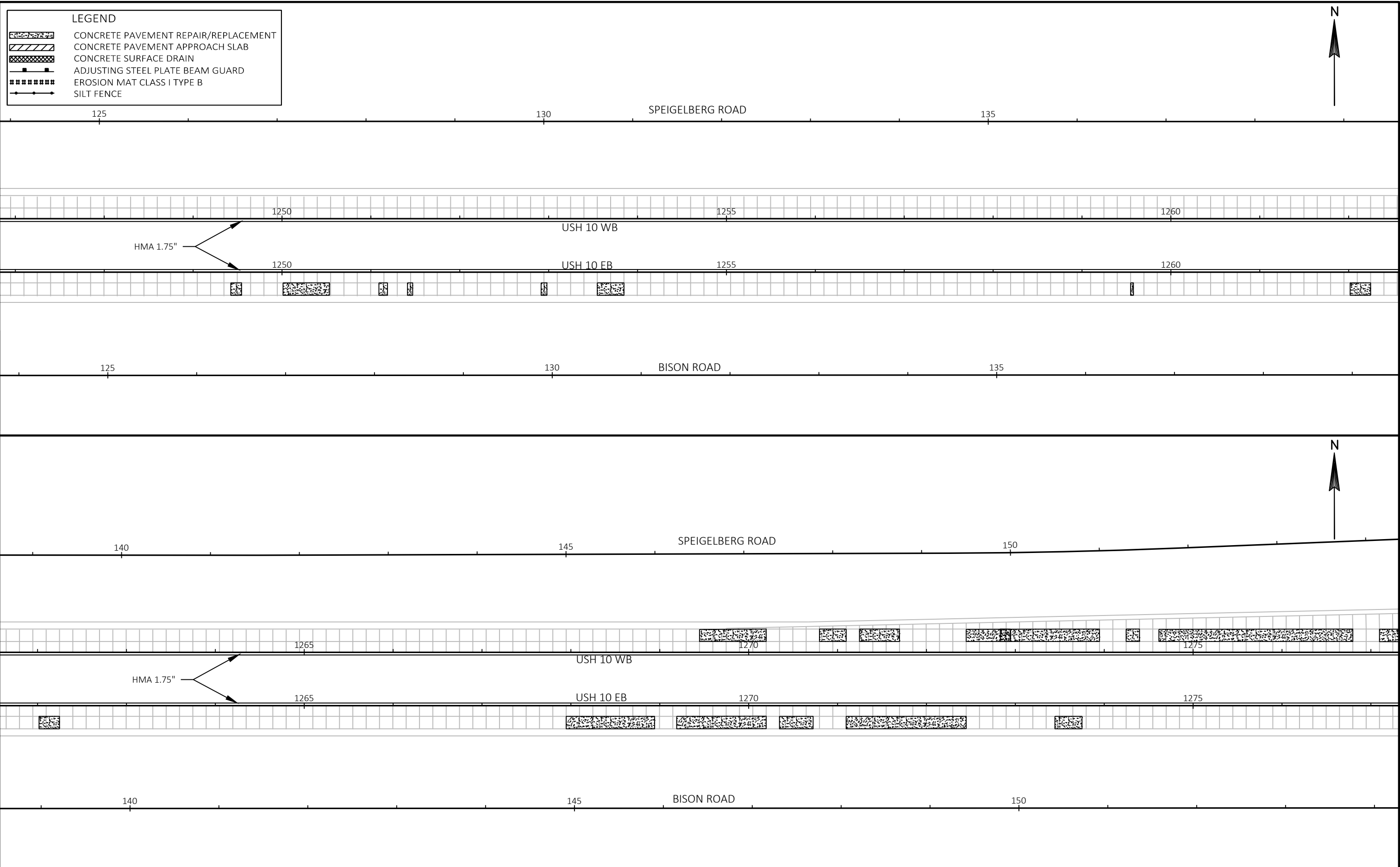


| | | | | | |
|------------------------|-------------|-------------------|----------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

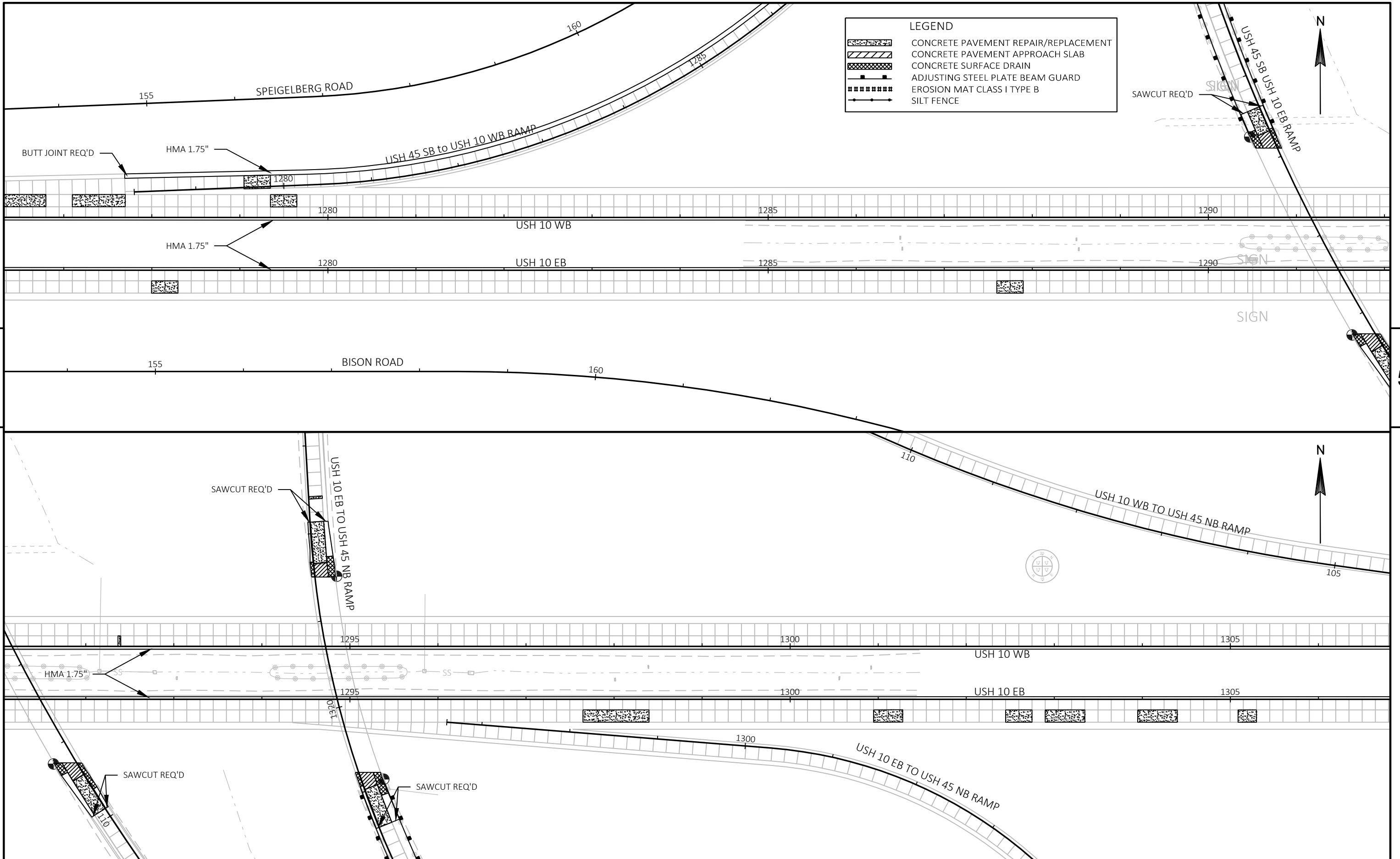
| LEGEND | |
|--------|--------------------------------------|
| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |



| | | | | | |
|------------------------|-------------|-------------------|----------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|



| | | | | | |
|------------------------|-------------|-------------------|----------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|



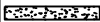



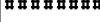

| LEGEND | |
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| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |

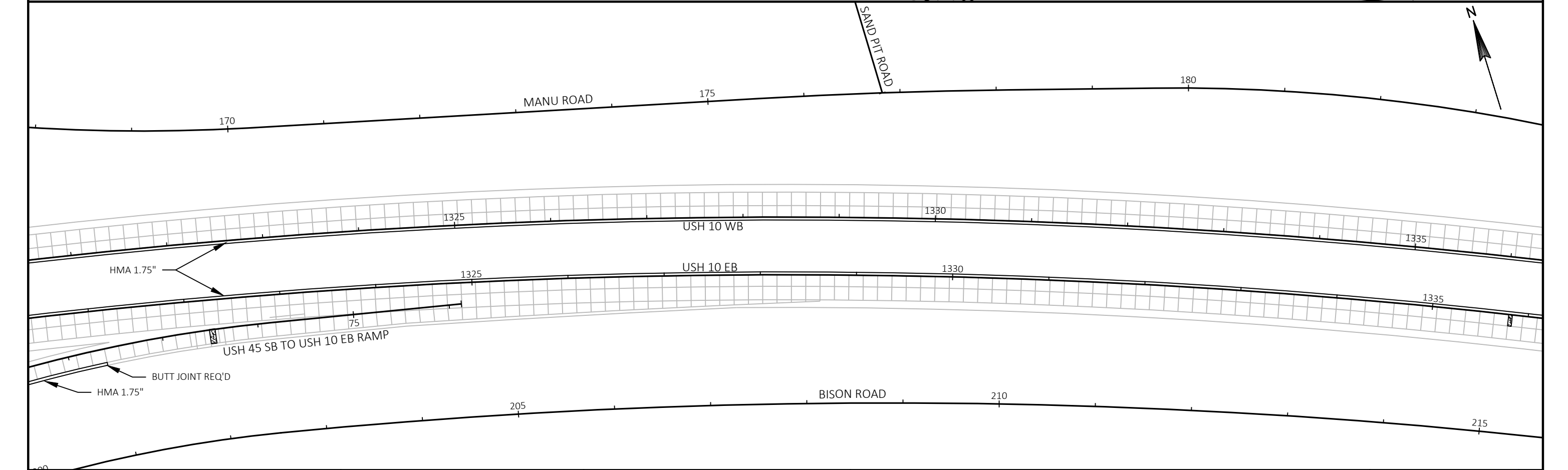
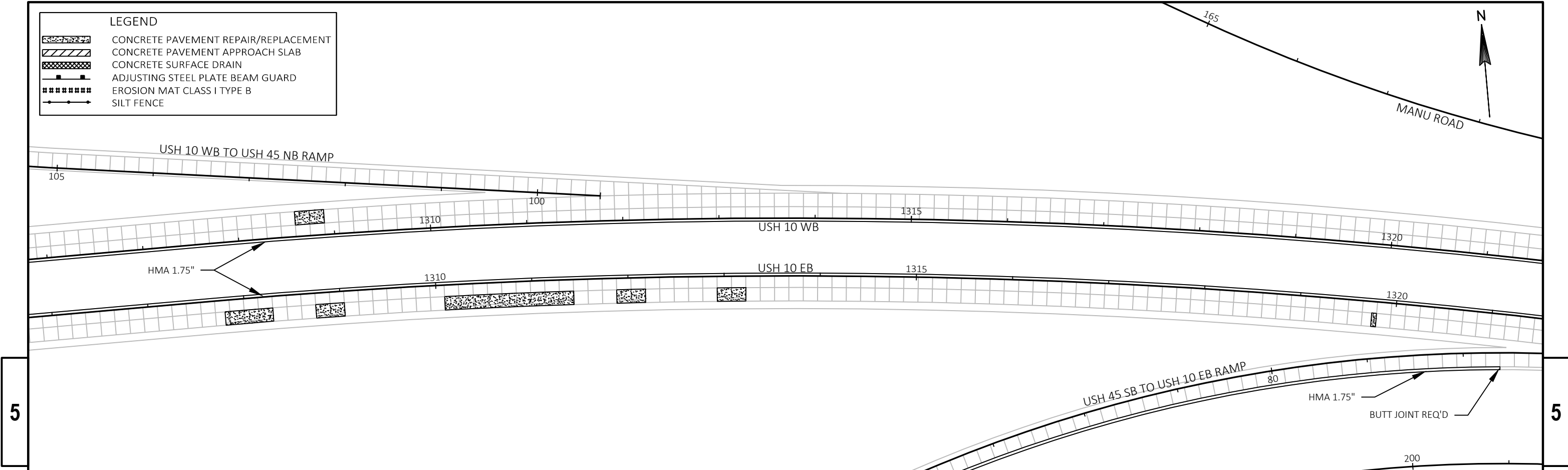
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
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





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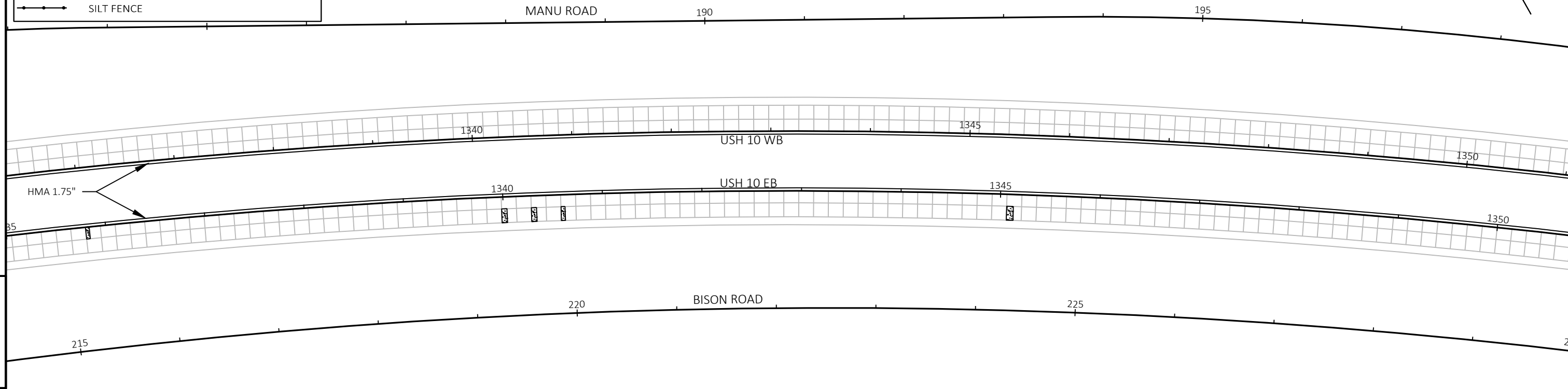
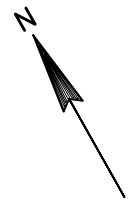
-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE



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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
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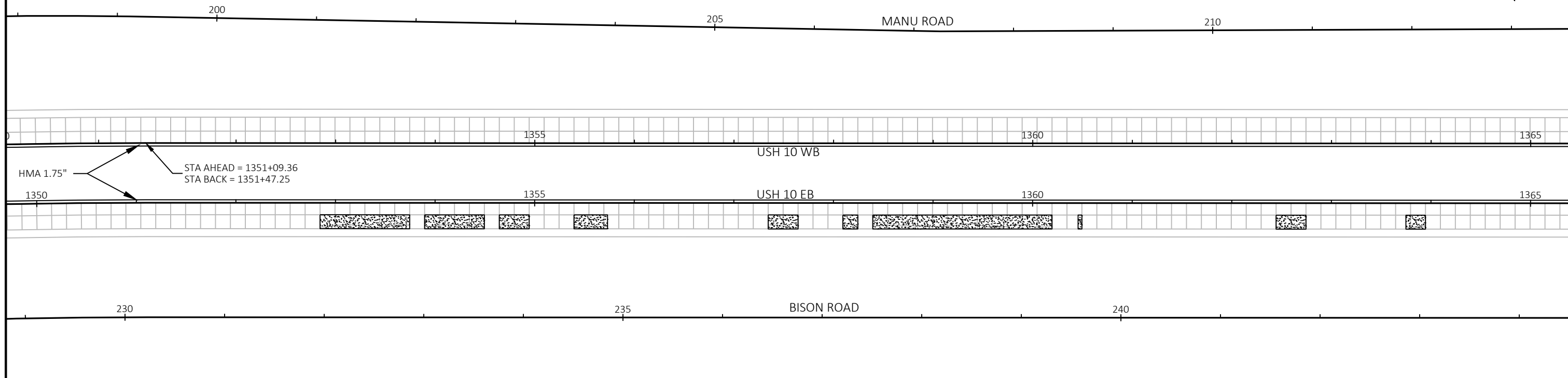
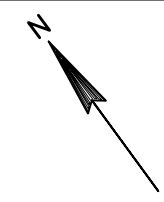
LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE



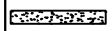



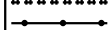
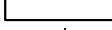
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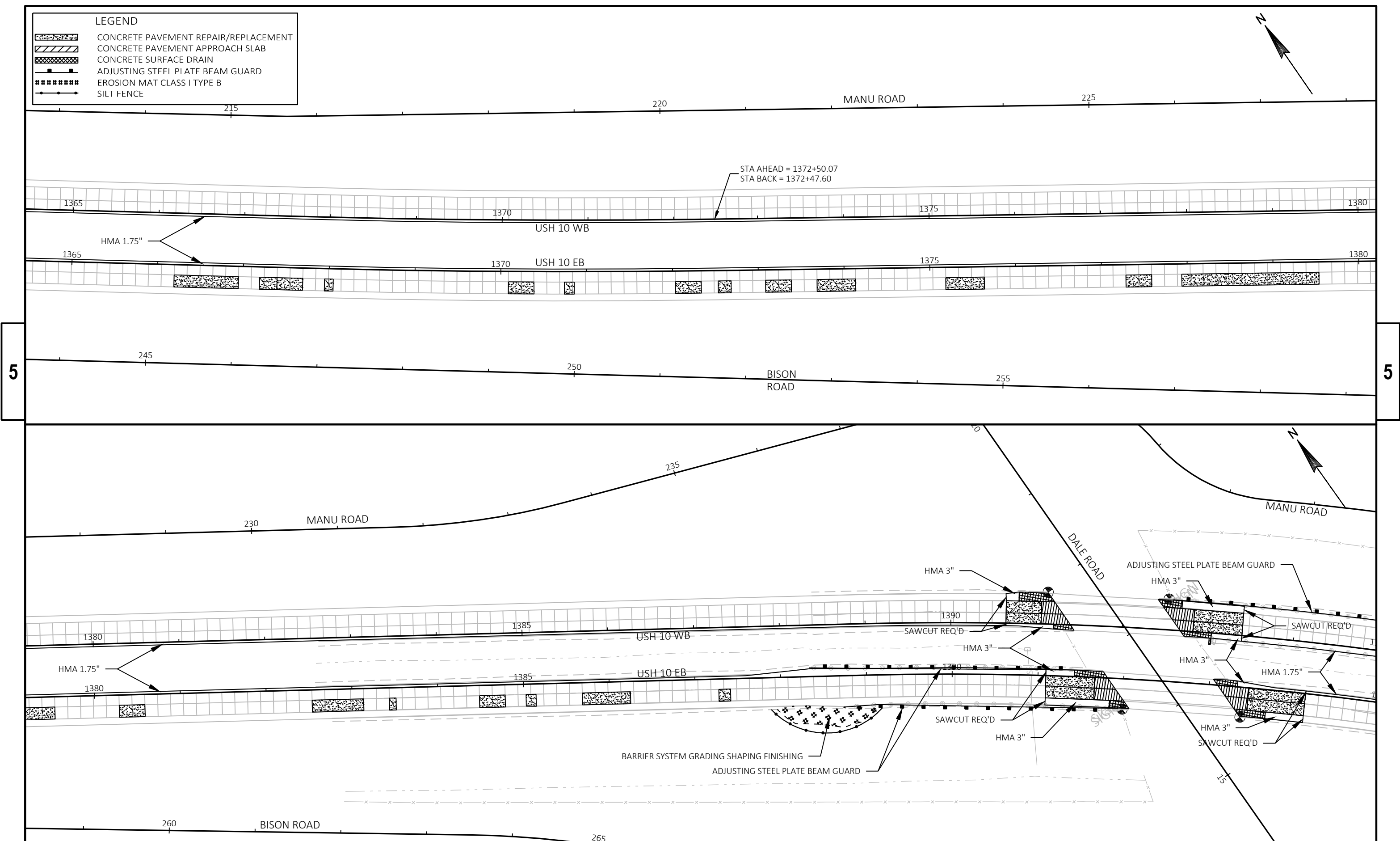
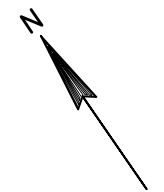
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
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LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
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PROJECT NO: 1500-48-60

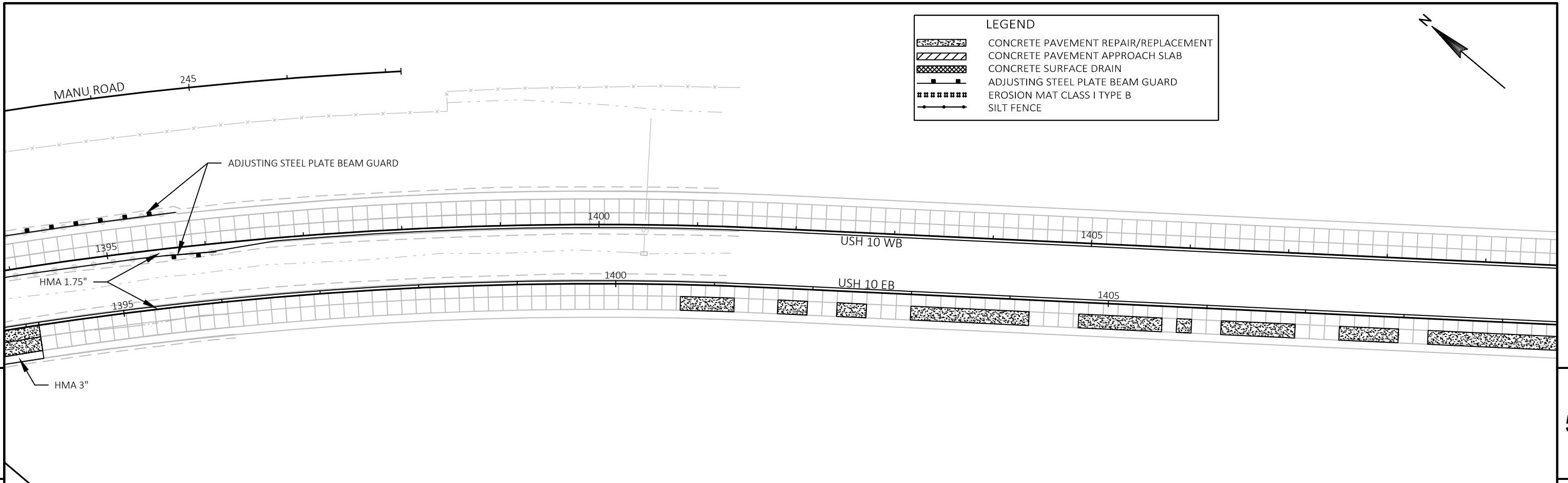
HWY: USH 10

COUNTY: WINNEBAGO

PLAN SHEETS - USH 10

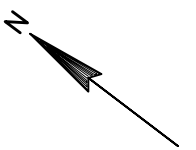
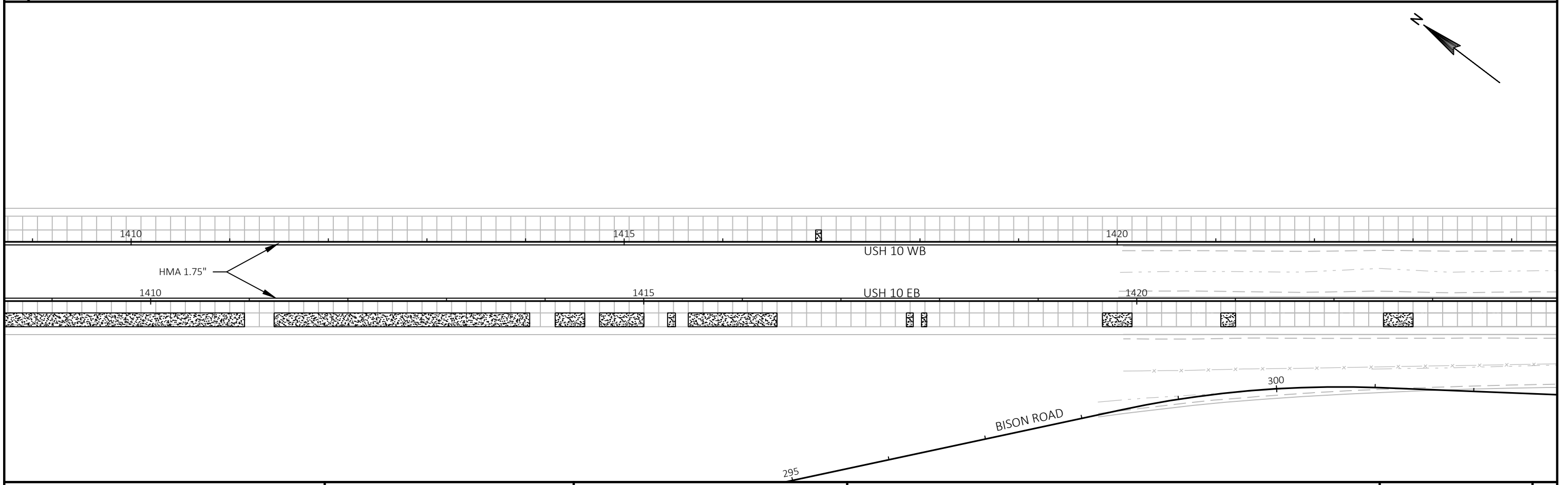
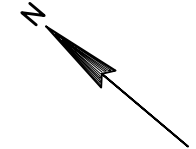
SHEET

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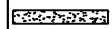
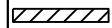


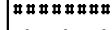
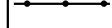
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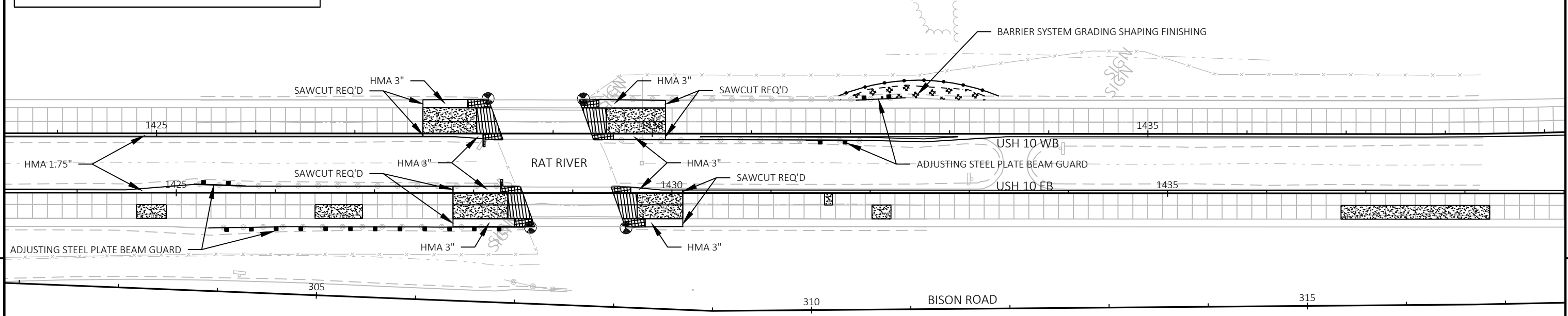
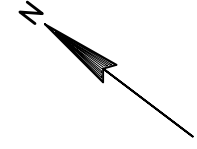
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|--|--------------------------------------|
| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |



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|------------------------|-------------|-------------------|----------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

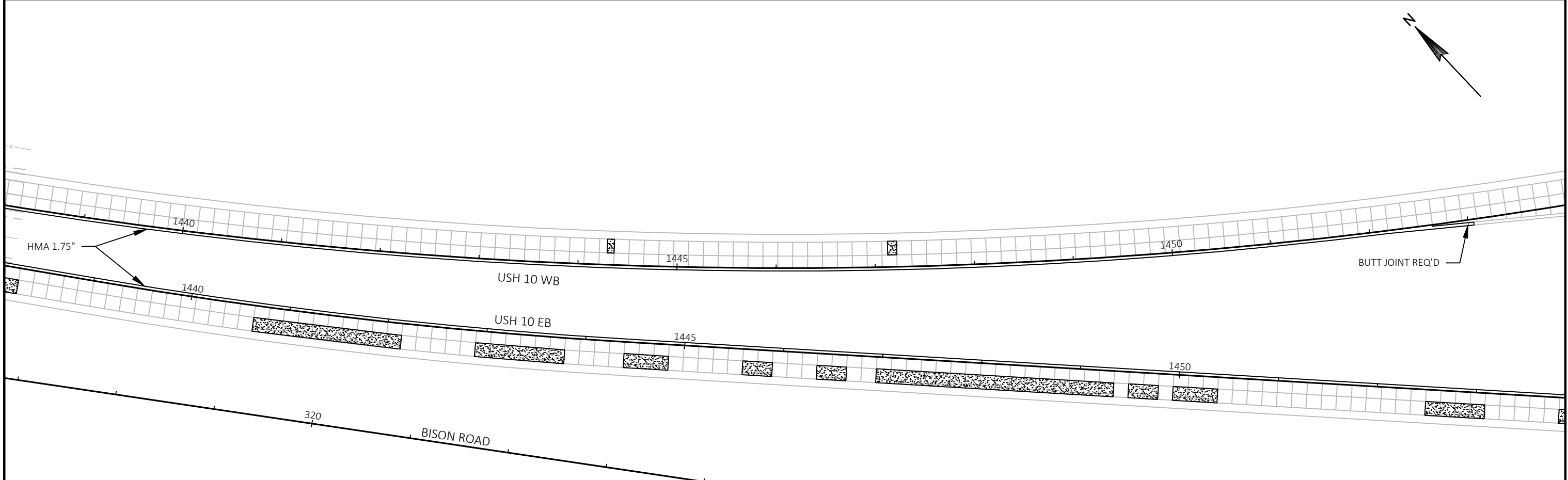
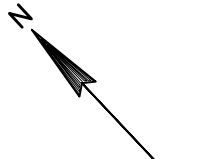
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-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

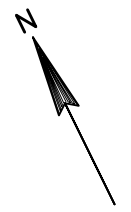


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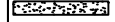





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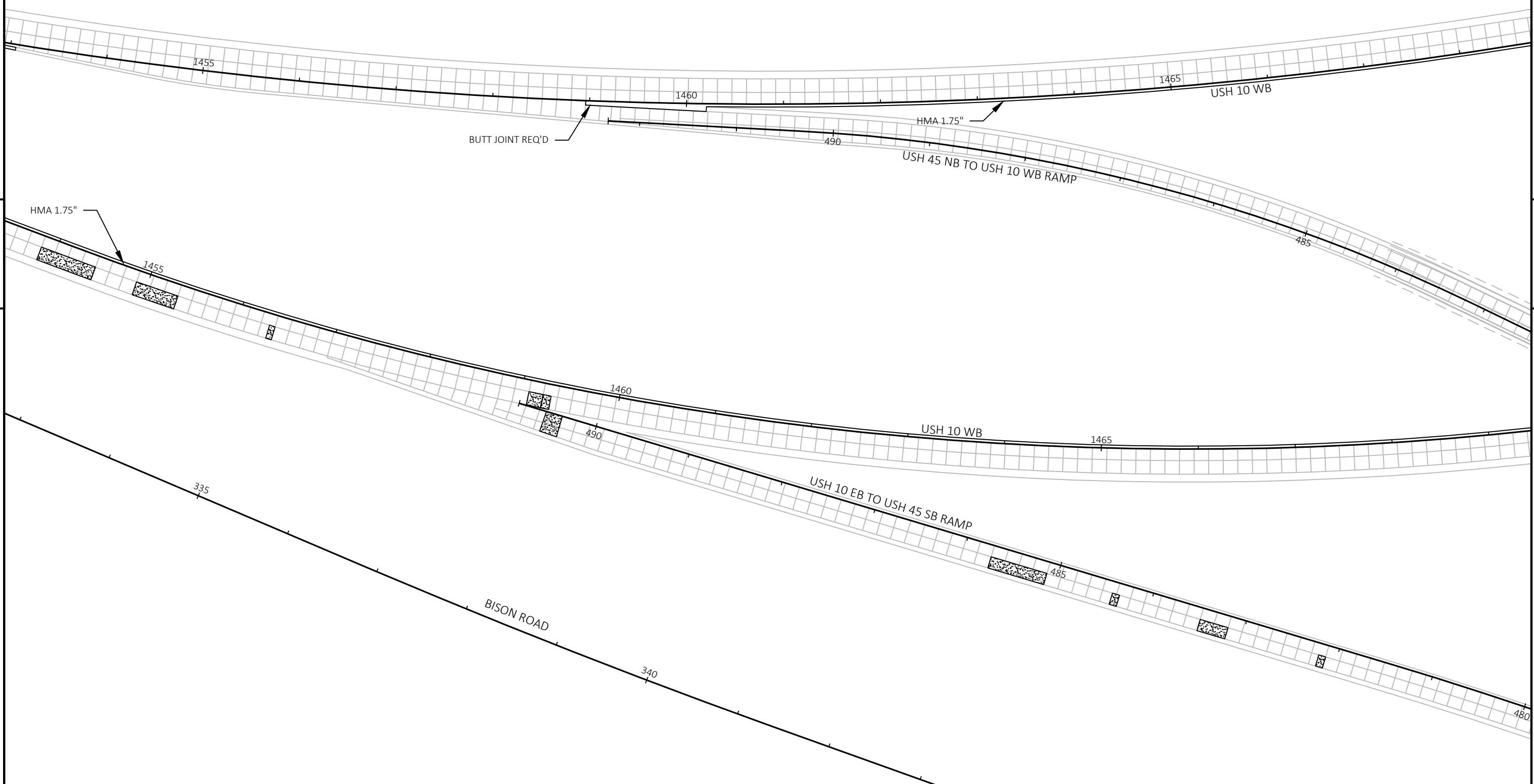


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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET E |
|------------------------|-------------|-------------------|----------------------|----------------|



LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

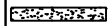
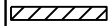


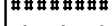



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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
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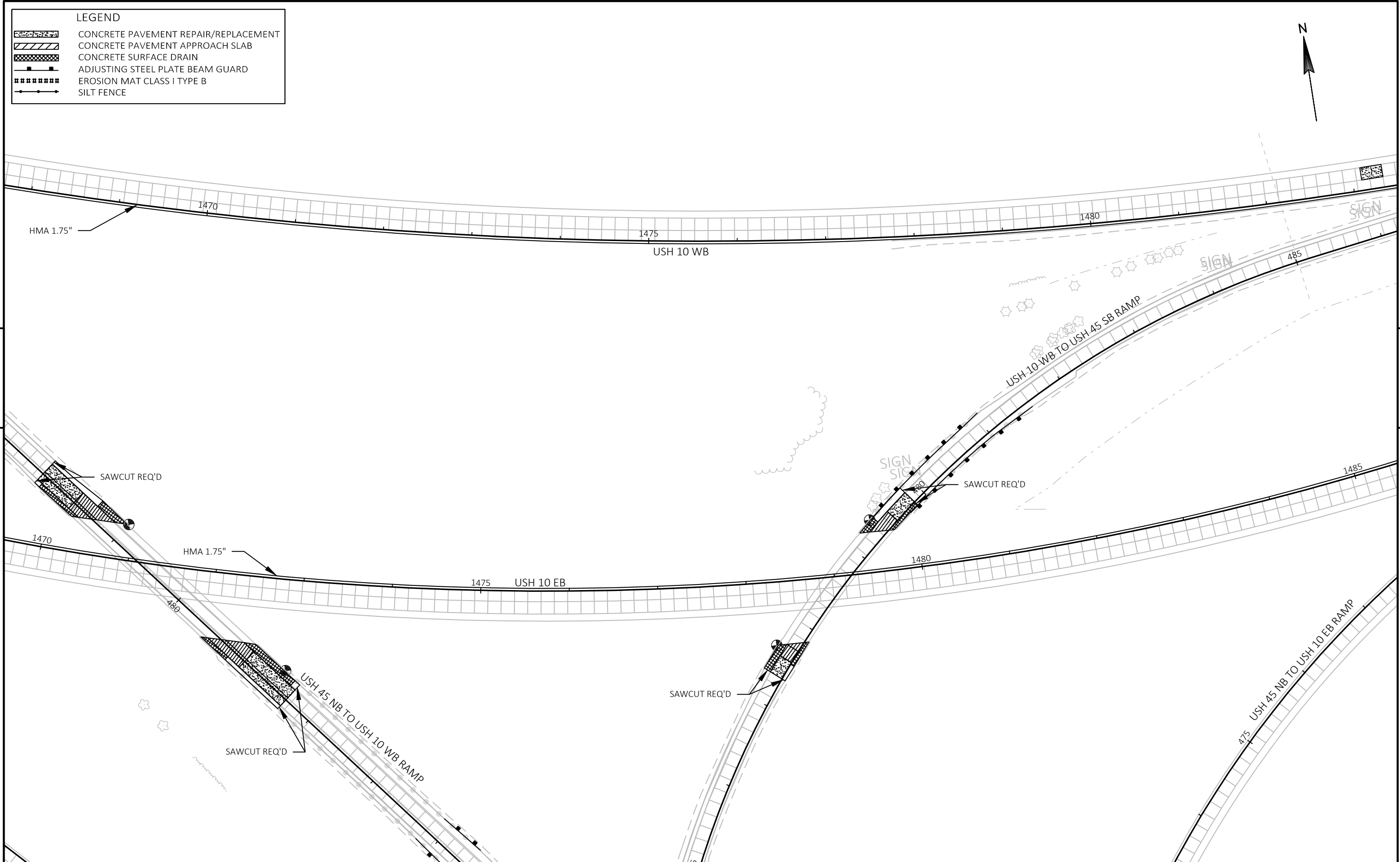
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-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
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PROJECT NO: 1500-48-60

HWY: USH 10

COUNTY: WINNEBAGO

PLAN SHEETS - USH 10

SHEET

E

FILE NAME : N:\PDS\C3D\15004830\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050213-pn

PLOT DATE : 3/17/2022 9:21 AM

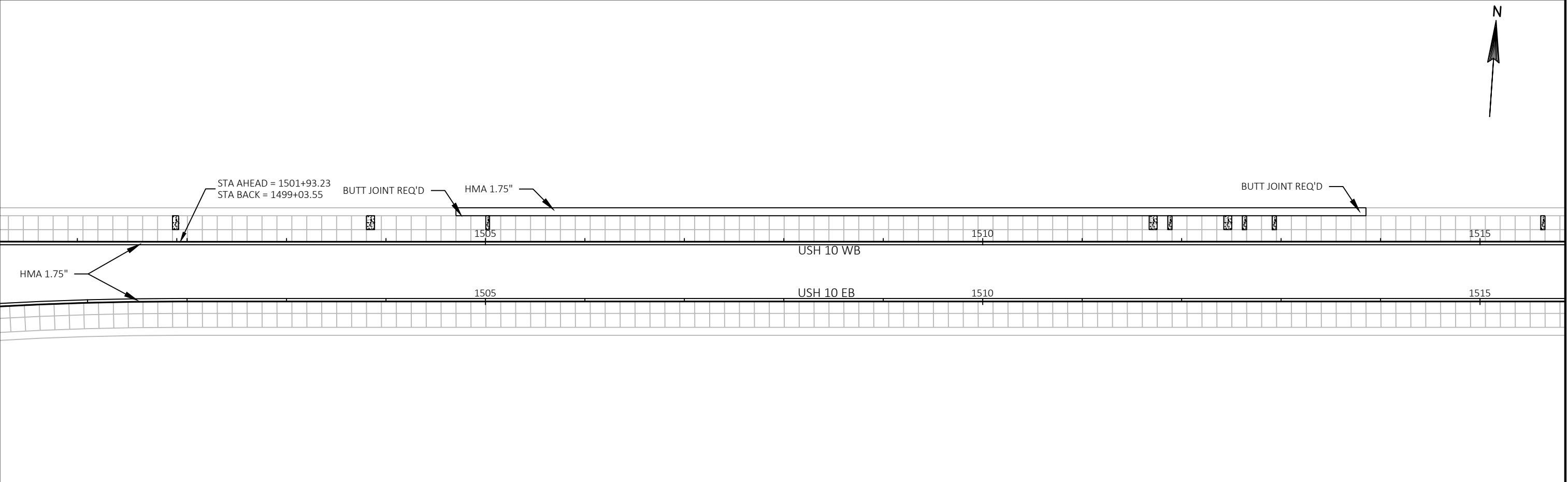
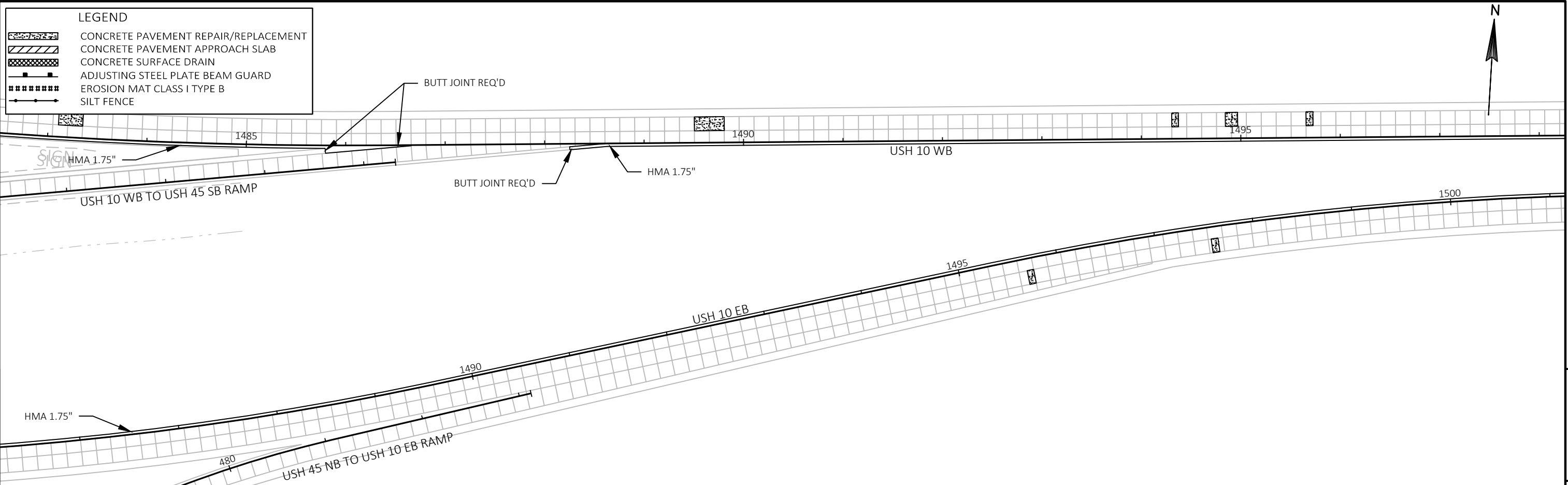
PLOT BY : ERDMANN, RYAN DARYL

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

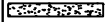



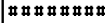

WISDOT/CADD SHEET 44

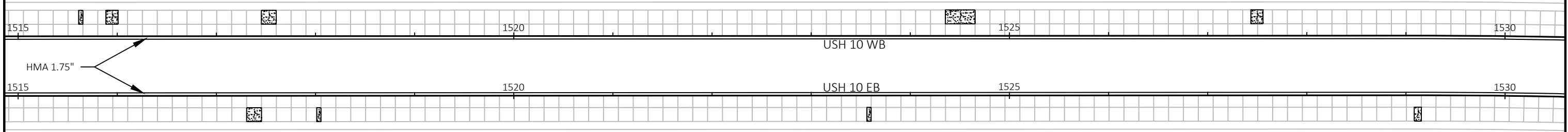
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| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |



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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
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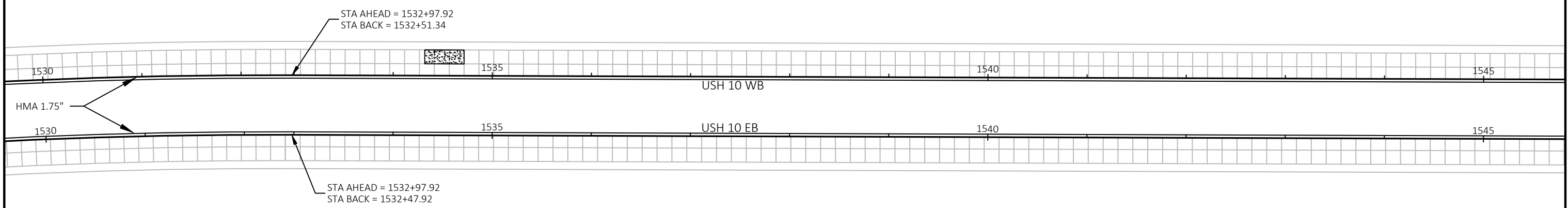
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-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE



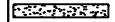
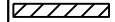




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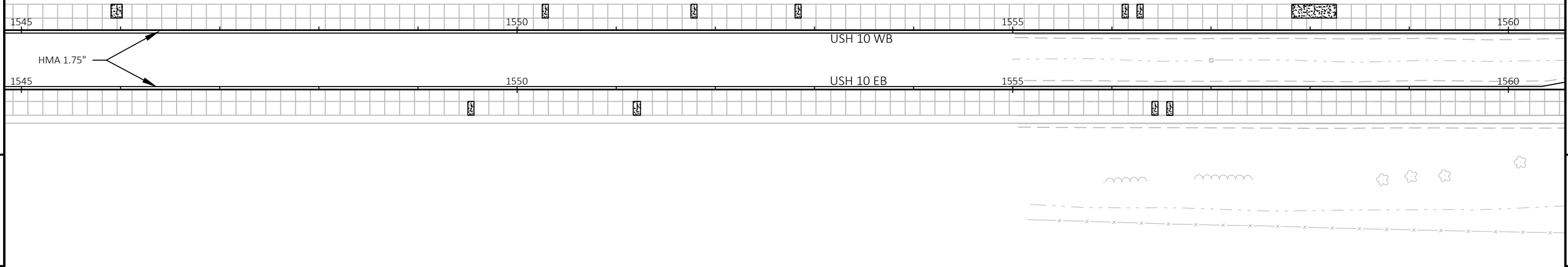
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

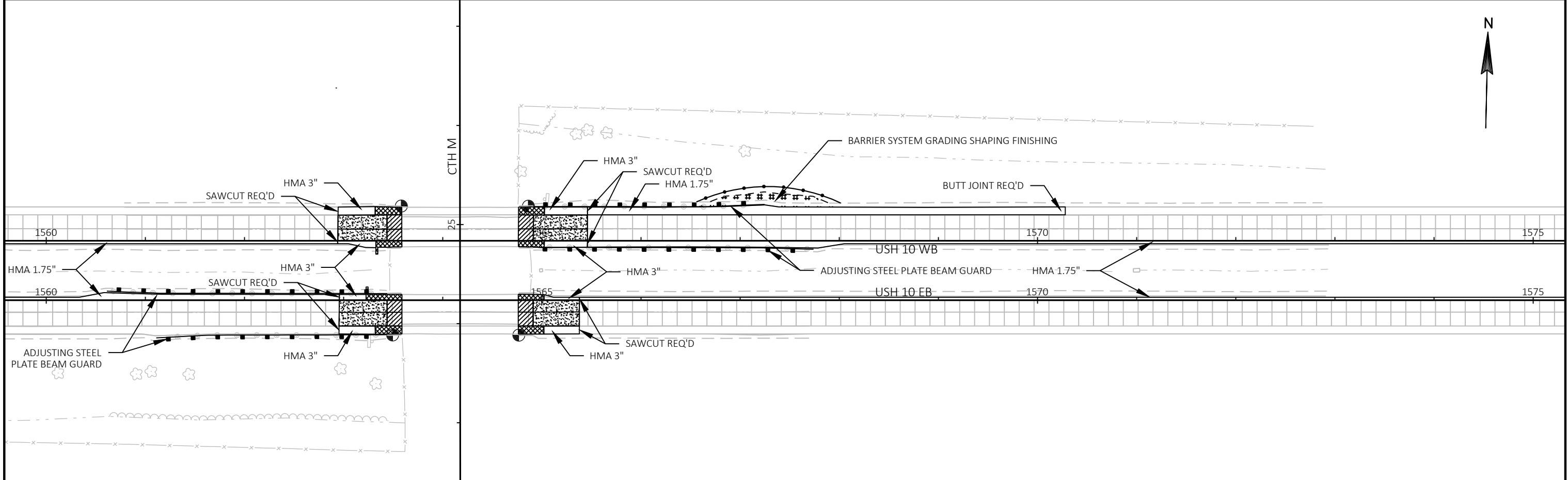
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-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
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





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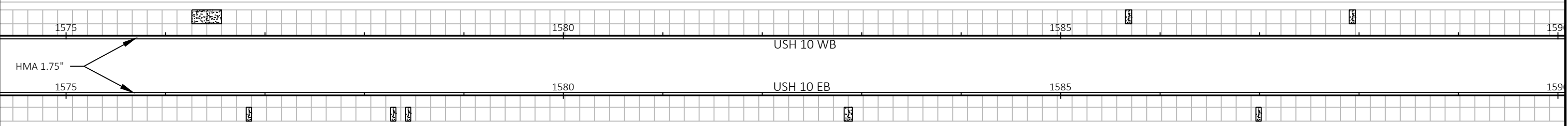
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

LEGEND

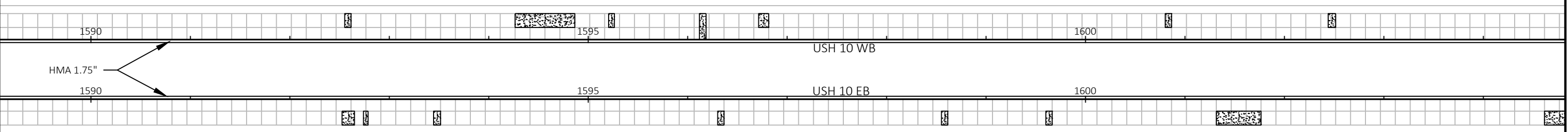
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-  CONCRETE PAVEMENT APPROACH SLAB
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-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
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





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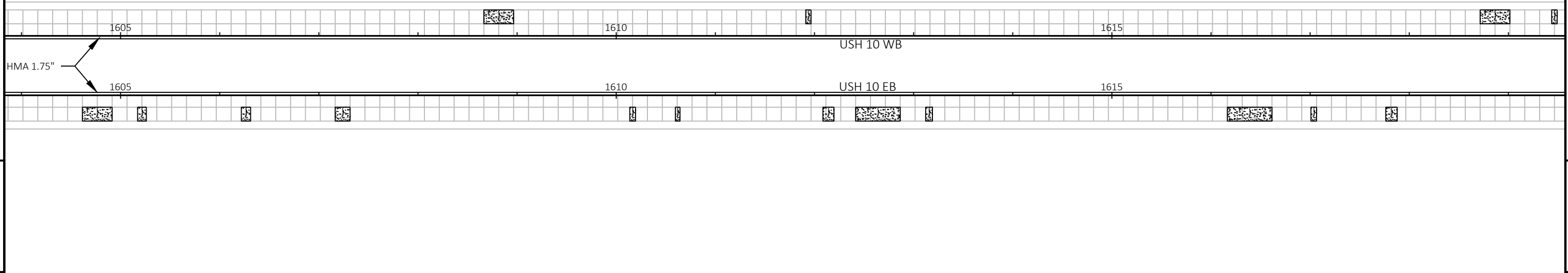
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
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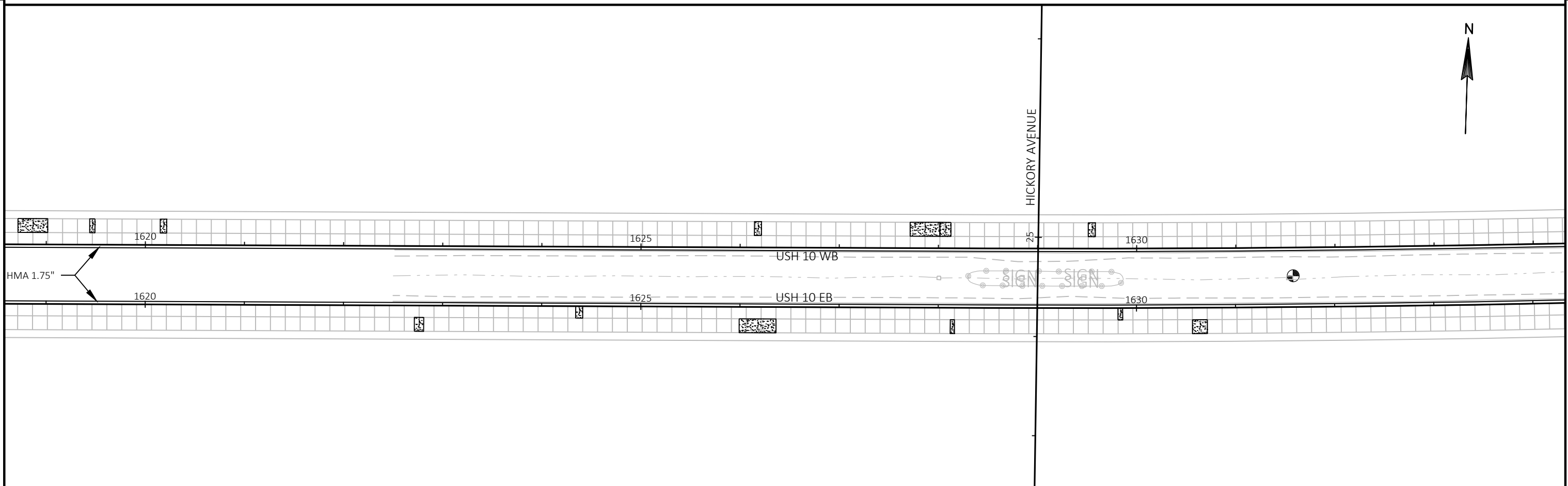
LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
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





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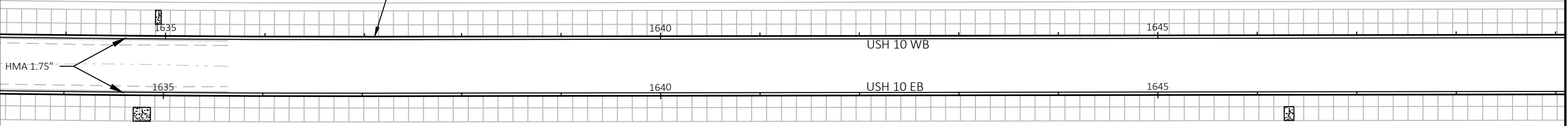
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET E |
|------------------------|-------------|-------------------|----------------------|----------------|

LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
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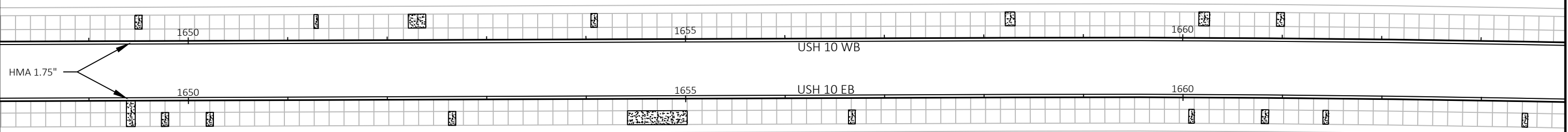


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STA BACK = 1637+10.22

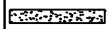
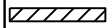


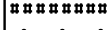
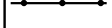


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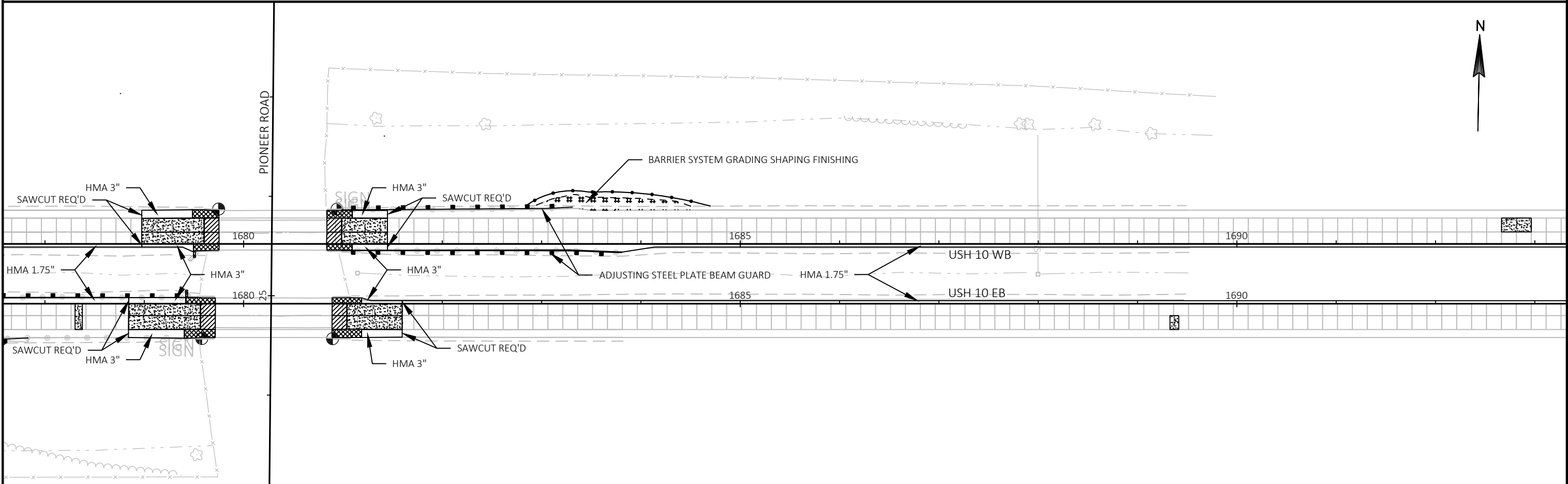
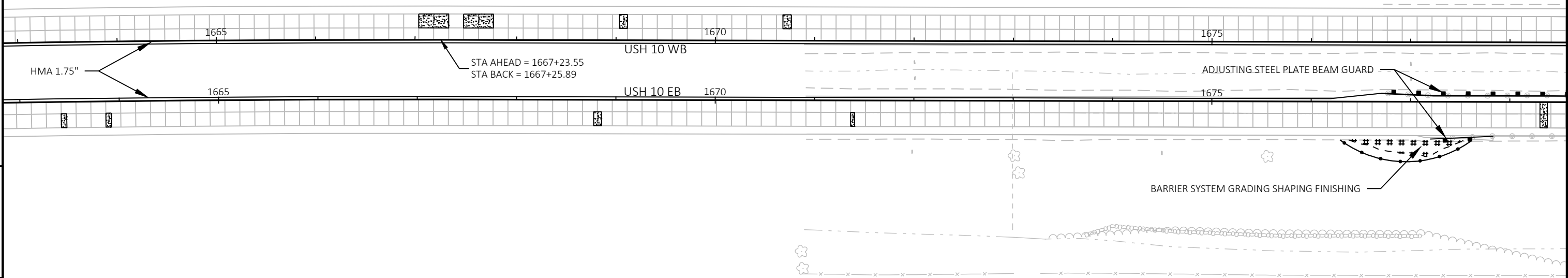
LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
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-  EROSION MAT CLASS I TYPE B
-  SILT FENCE



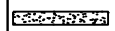



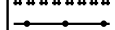
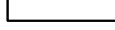
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|------------------------|-------------|-------------------|----------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

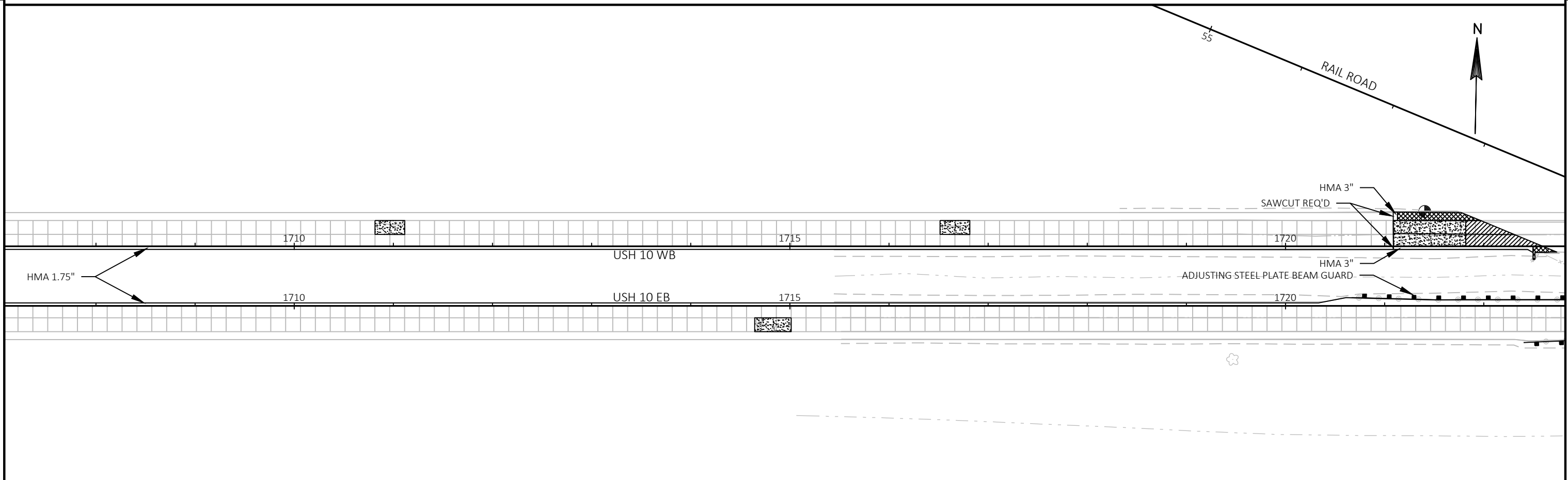
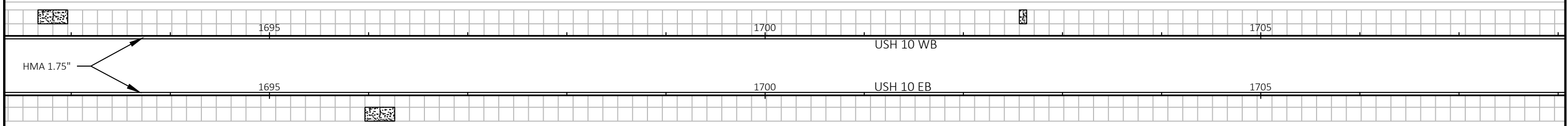
LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

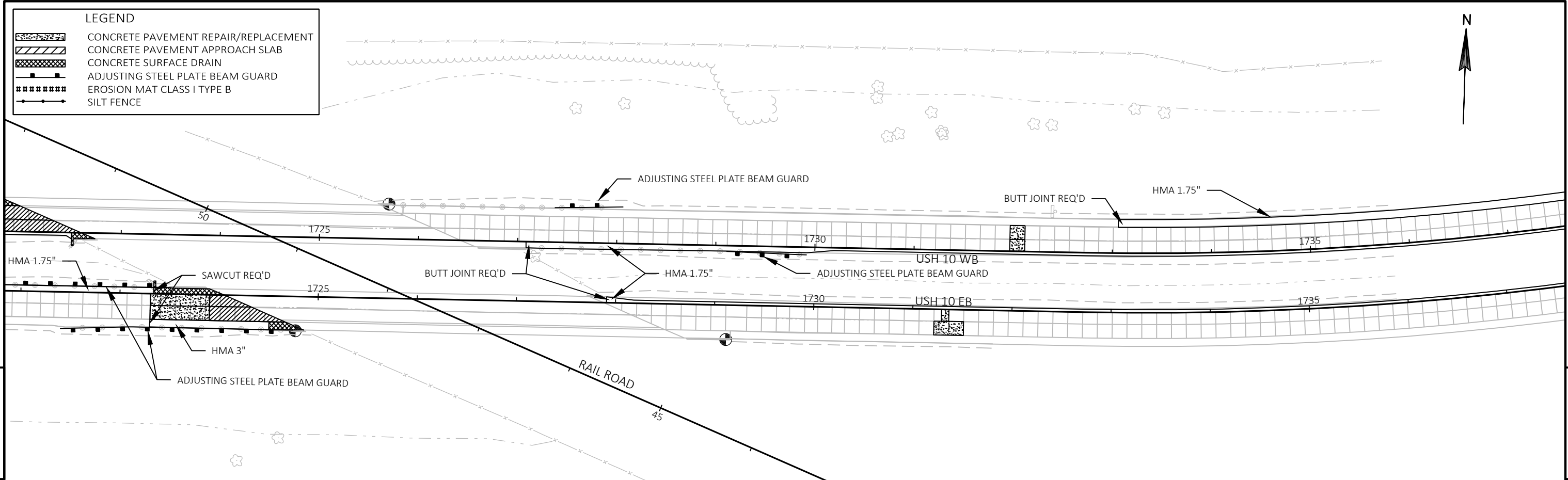


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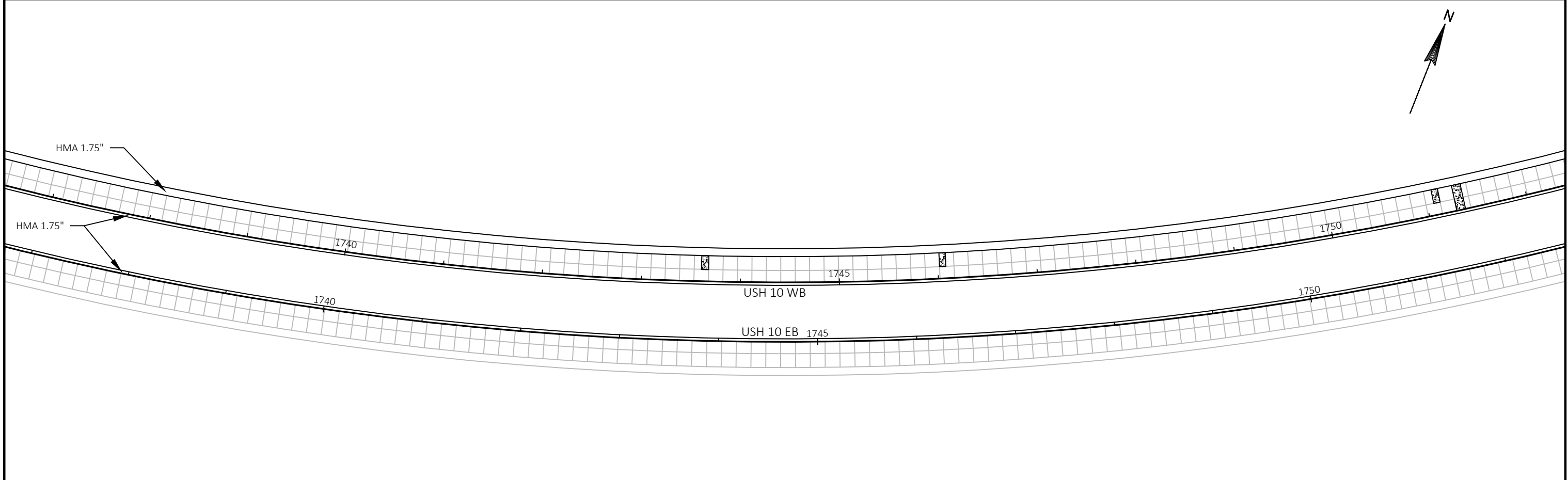


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|------------------------|-------------|-------------------|----------------------|----------------|



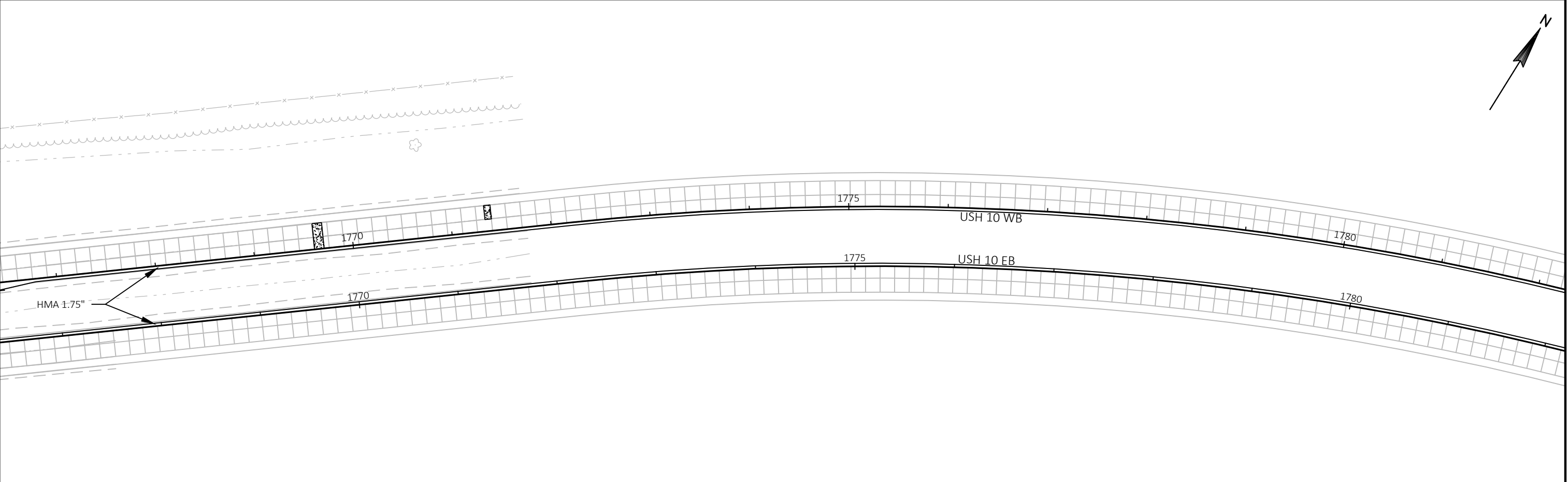
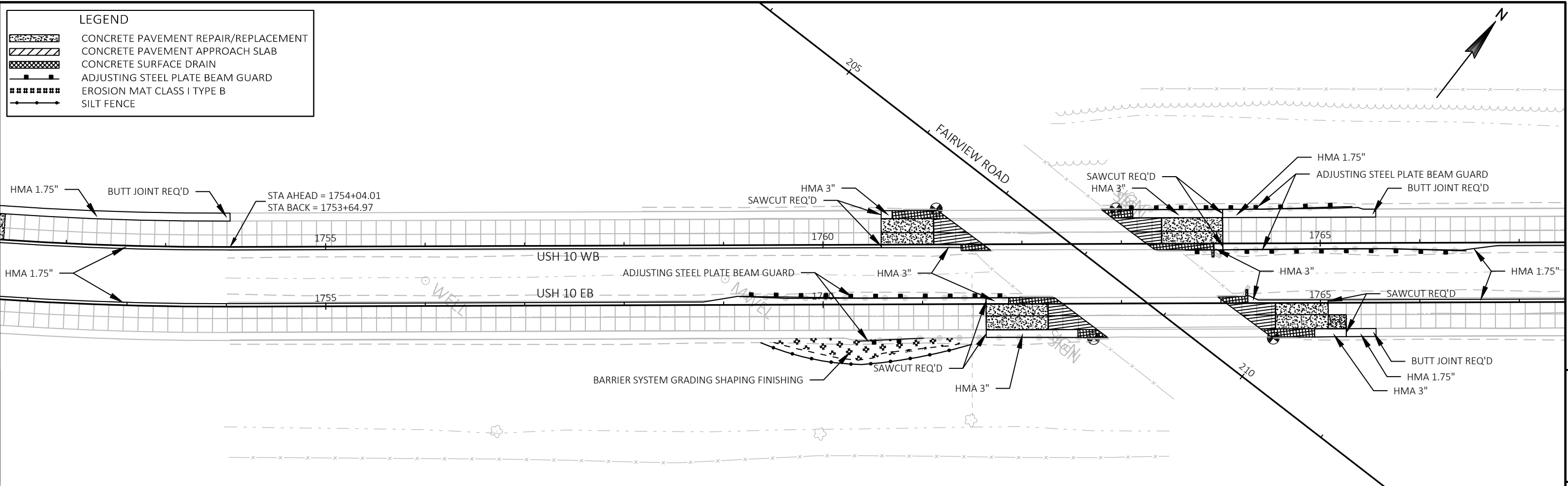
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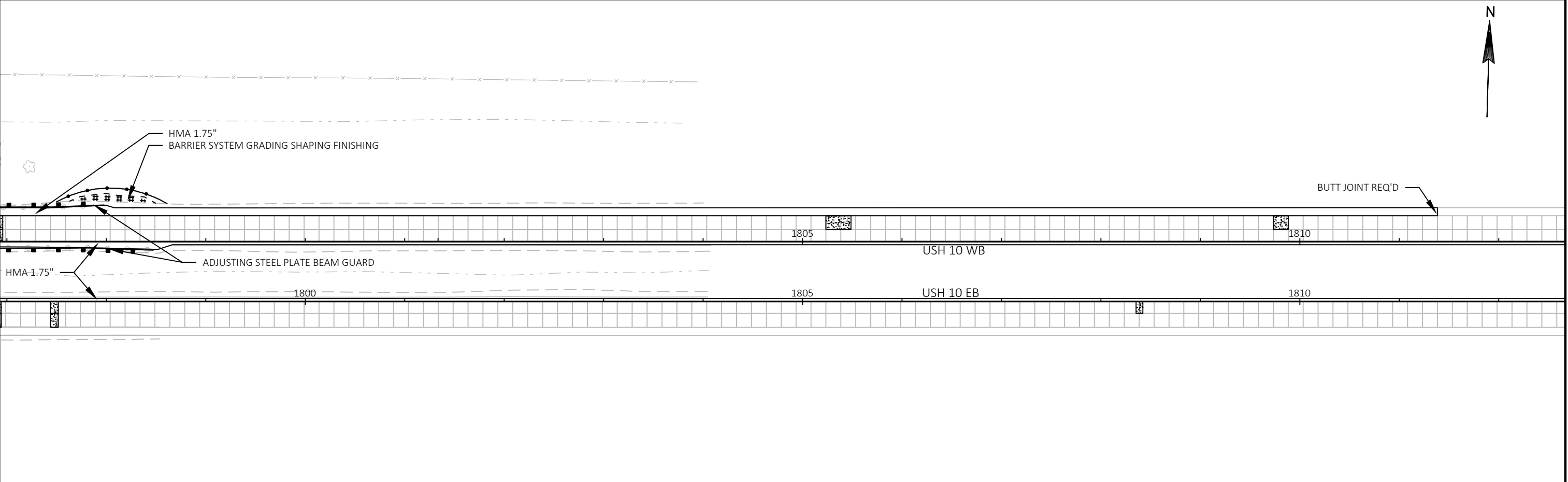
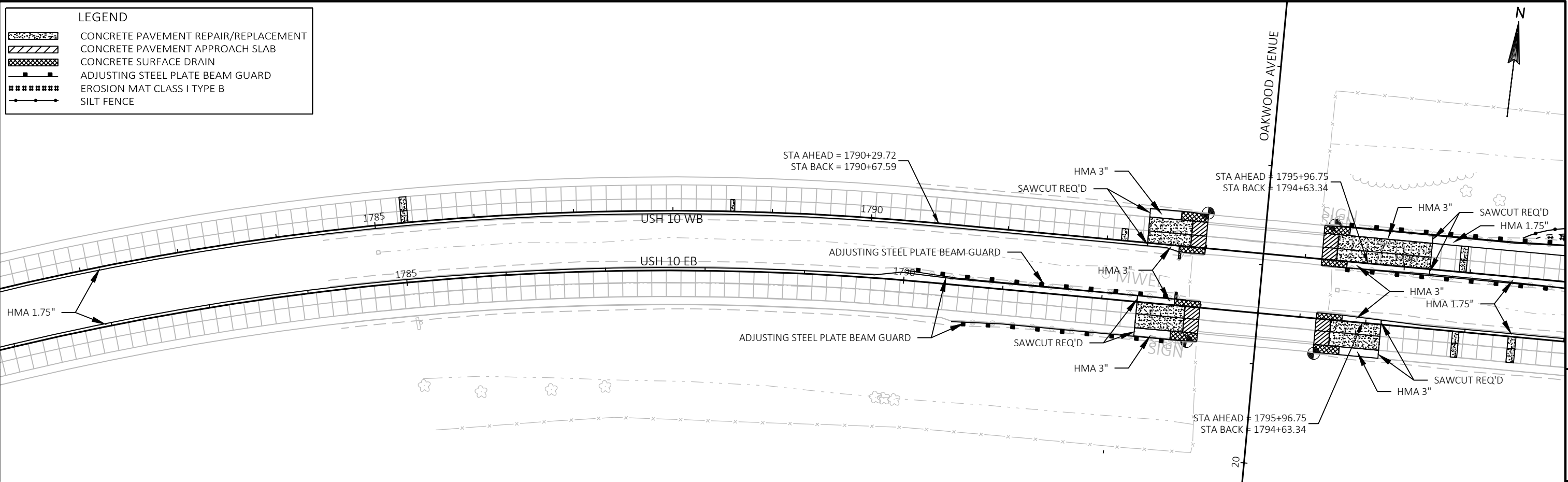
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

| LEGEND | |
|--------|--------------------------------------|
| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |









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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

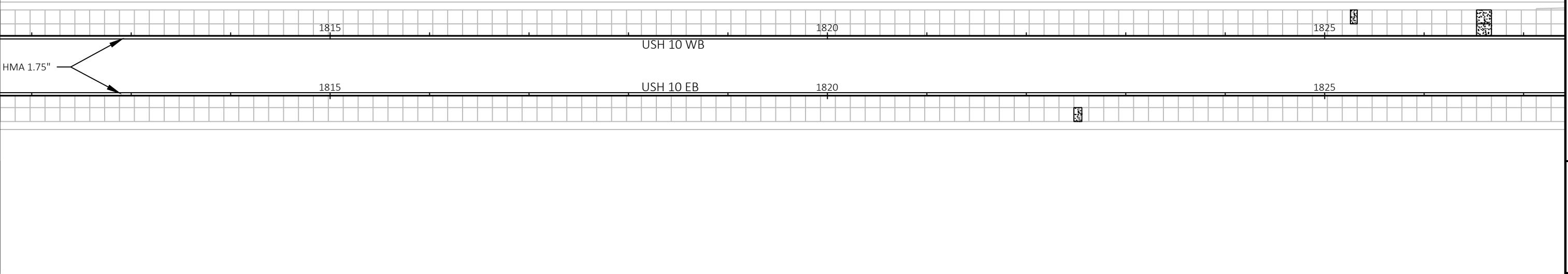
| LEGEND | |
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| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |



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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

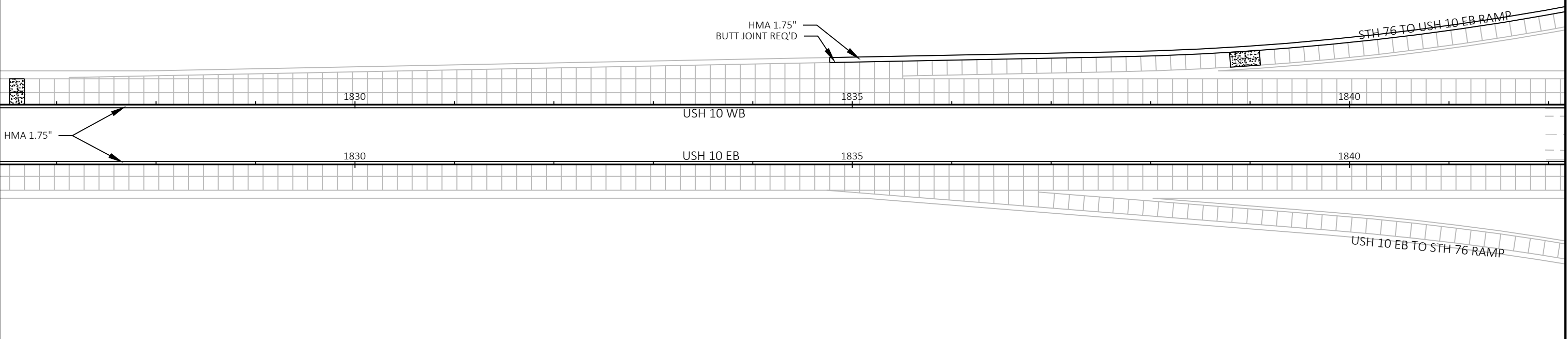
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-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

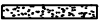


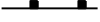




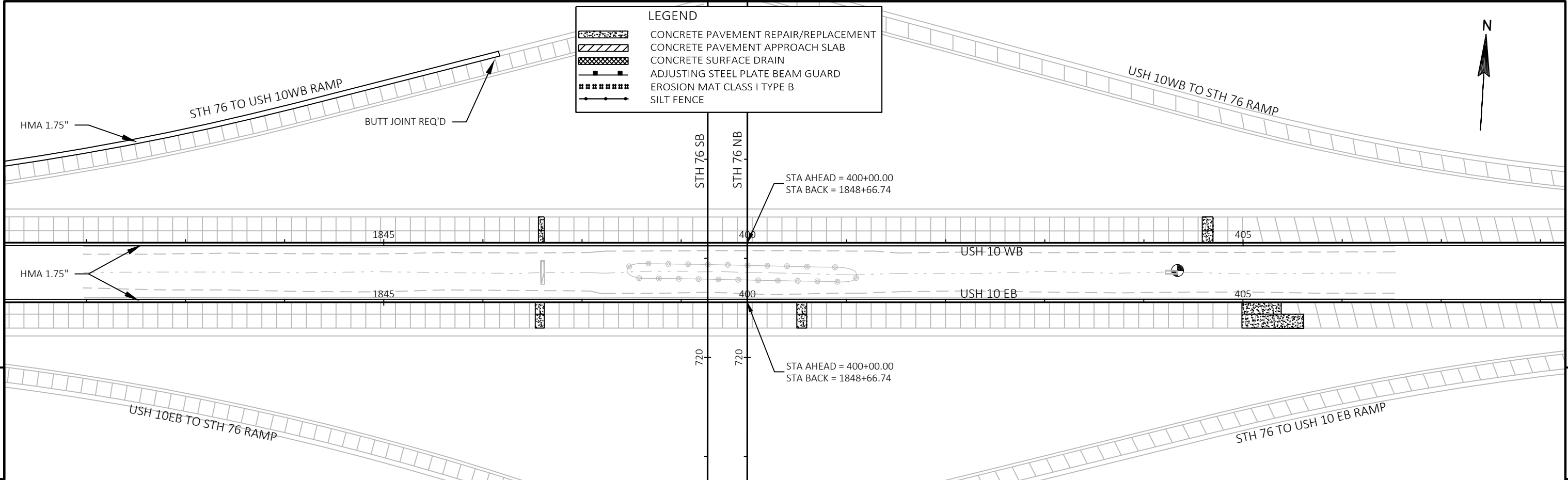
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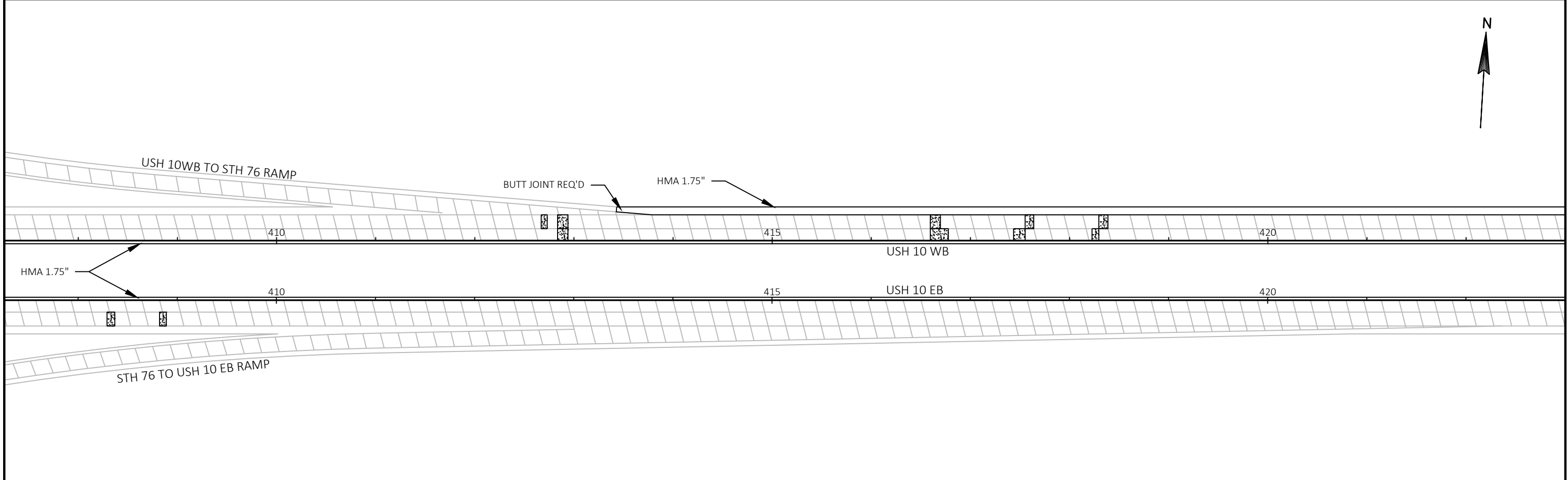
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-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE



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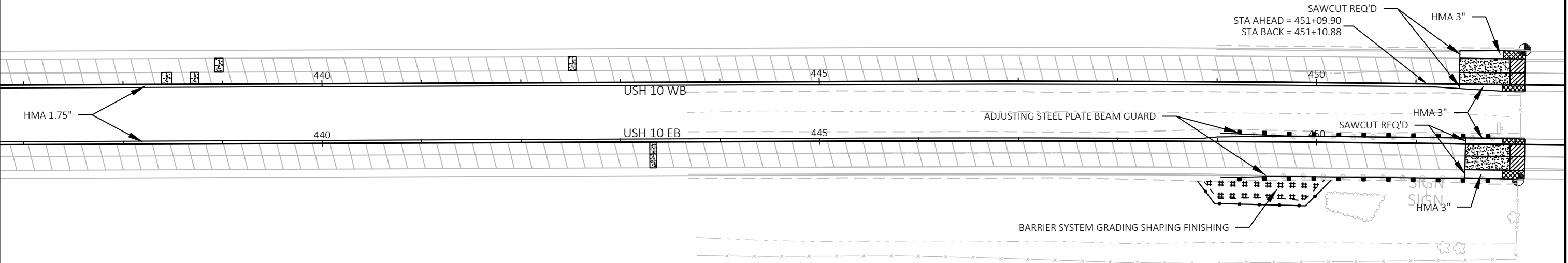
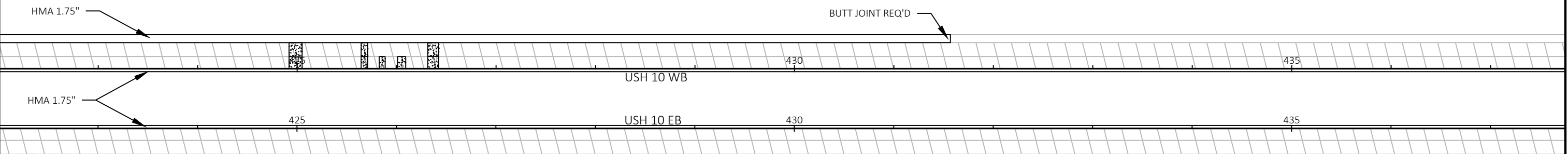


| LEGEND | |
|--------|--------------------------------------|
| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |

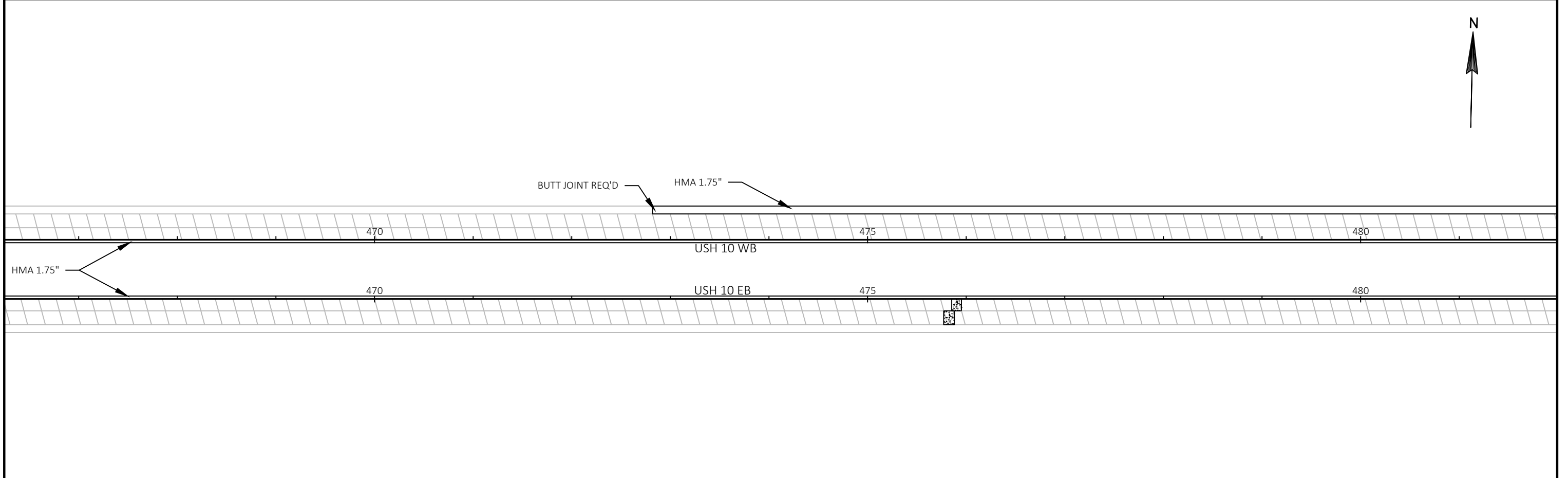
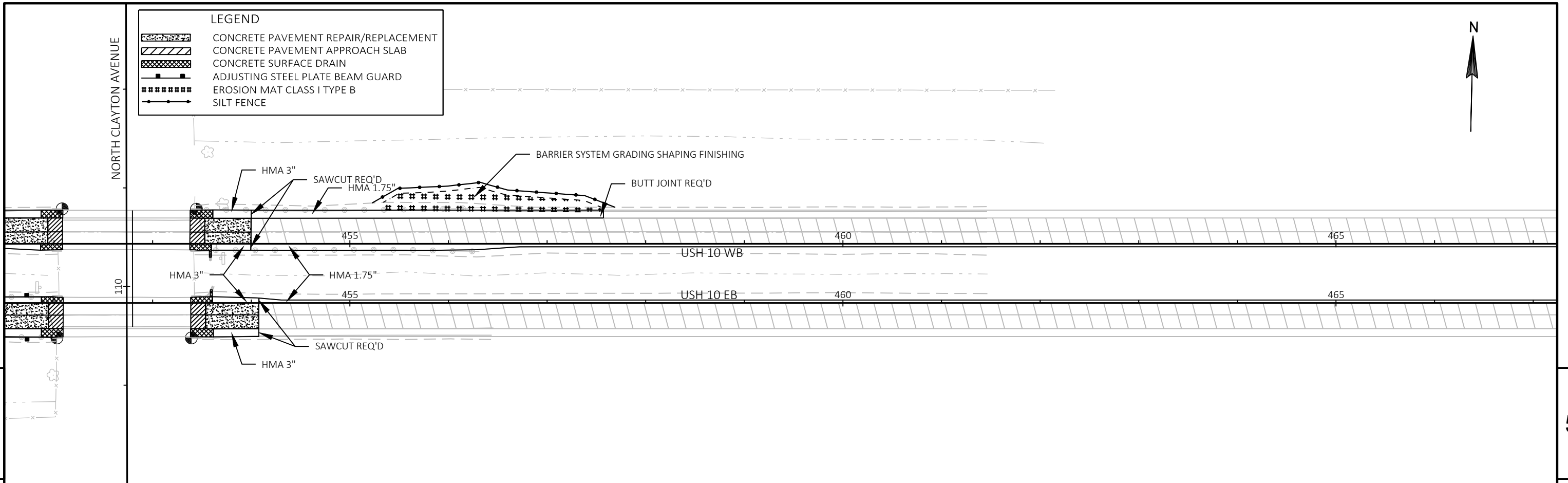


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|------------------------|-------------|-------------------|----------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|



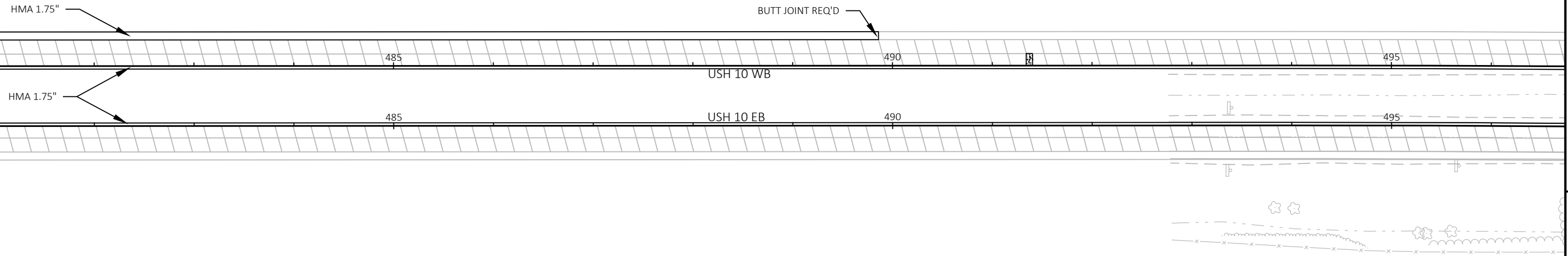
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

| LEGEND | |
|--------|--------------------------------------|
| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |

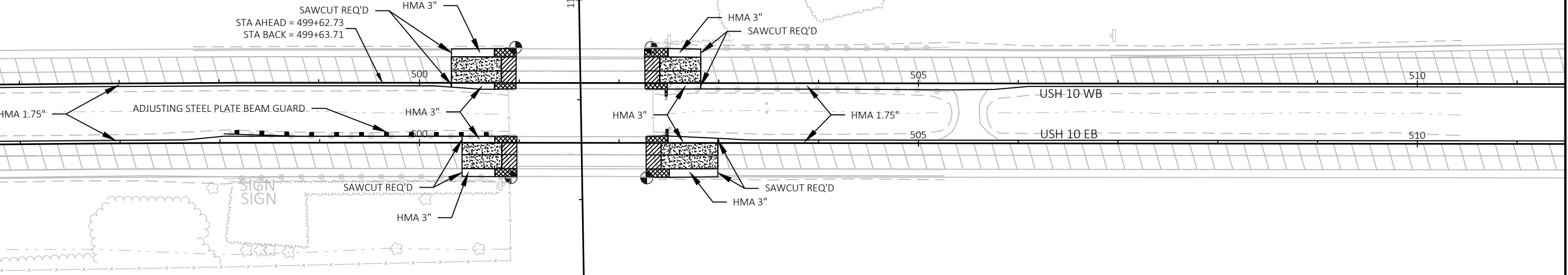


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IRISH ROAD



PROJECT NO: 1500-48-60

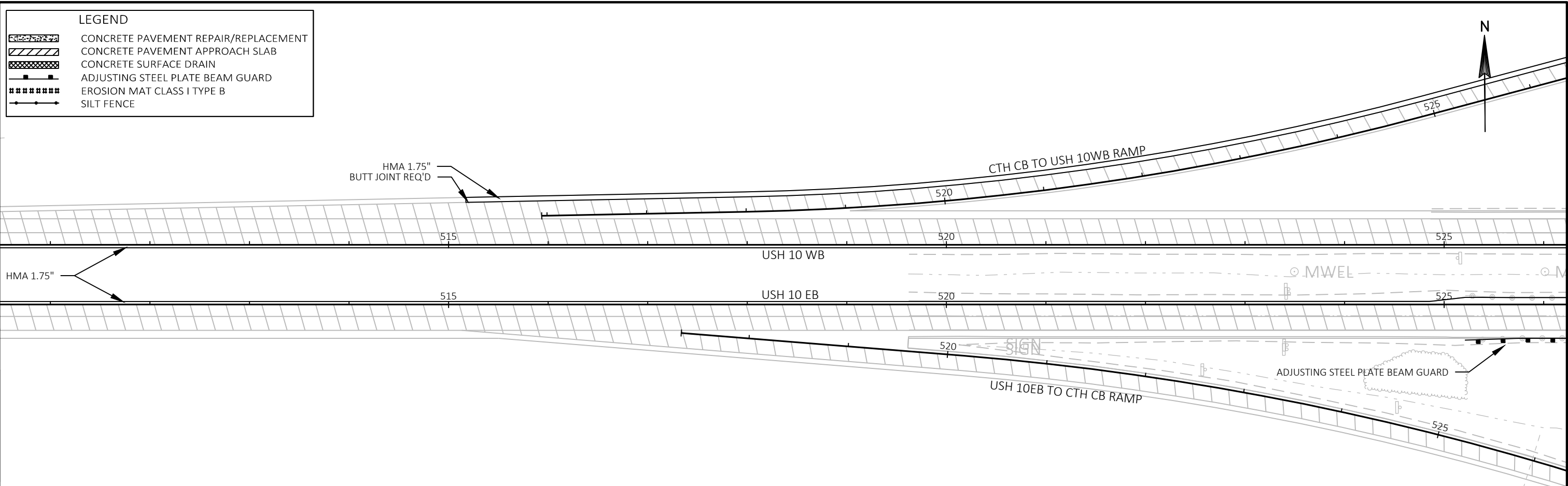
HWY: USH 10

COUNTY: WINNEBAGO

PLAN SHEETS - USH 10

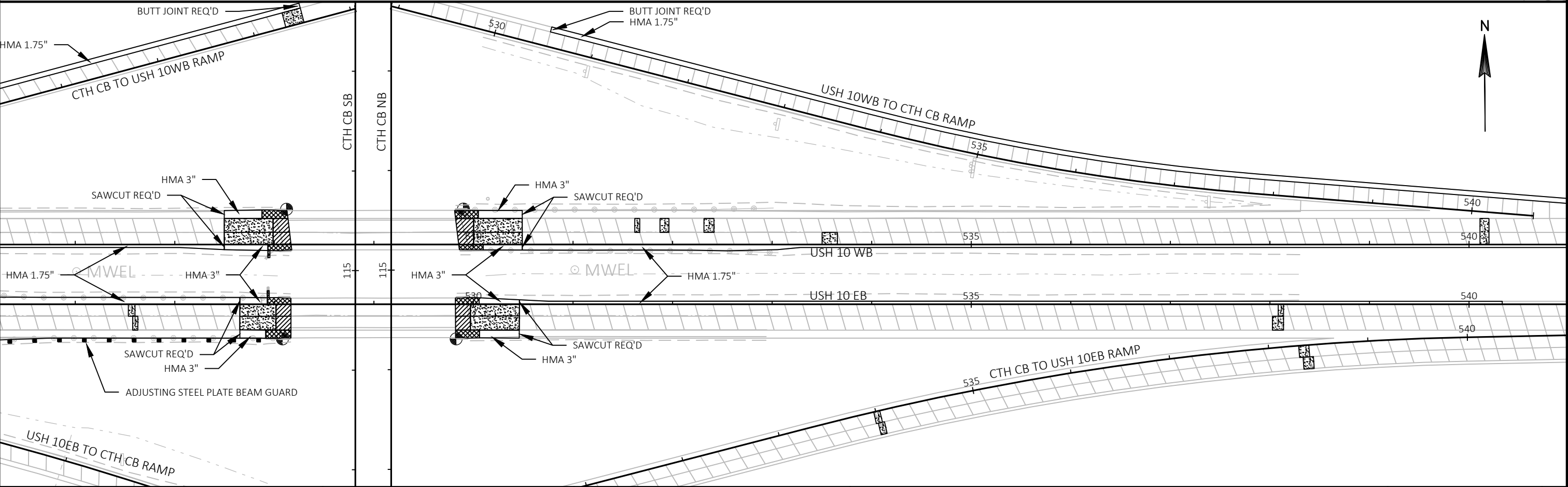
SHEET

E



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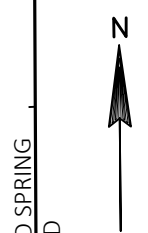


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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|

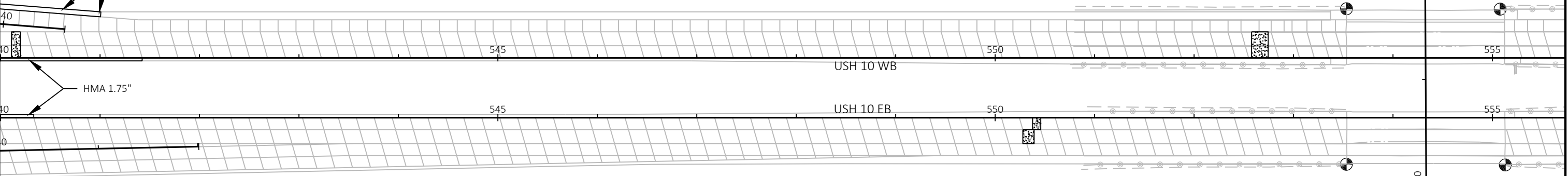
| LEGEND | |
|--------|--------------------------------------|
| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |

HMA 1.75"
BUTT JOINT REQ'D

HMA 1.75"

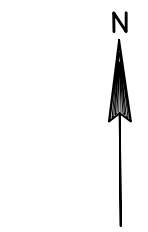
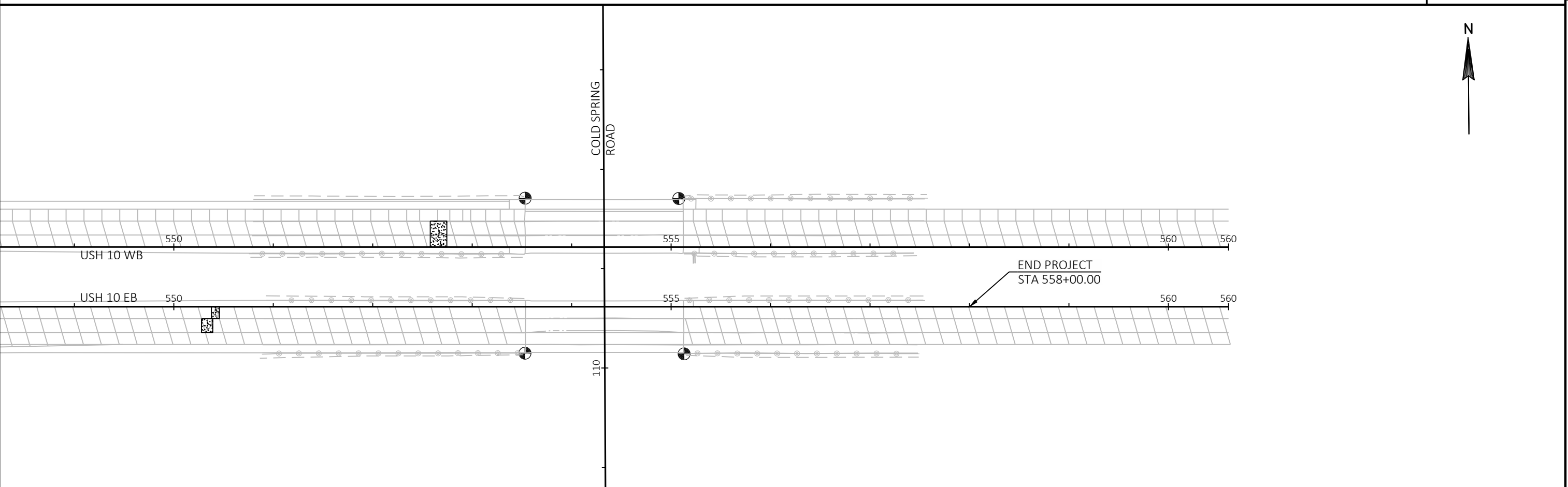


COLD SPRING
ROAD



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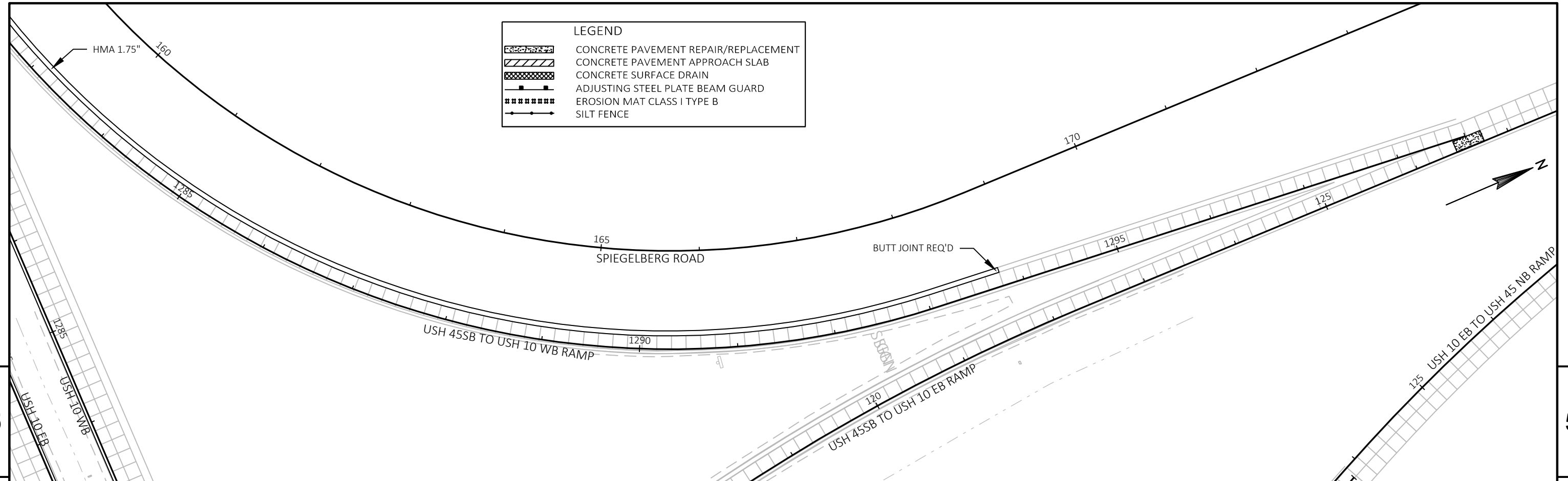
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COLD SPRING
ROAD

END PROJECT
STA 558+00.00

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|------------------------|-------------|-------------------|----------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 | SHEET | E |
|------------------------|-------------|-------------------|----------------------|-------|----------|



PROJECT NO: 1500-48-60

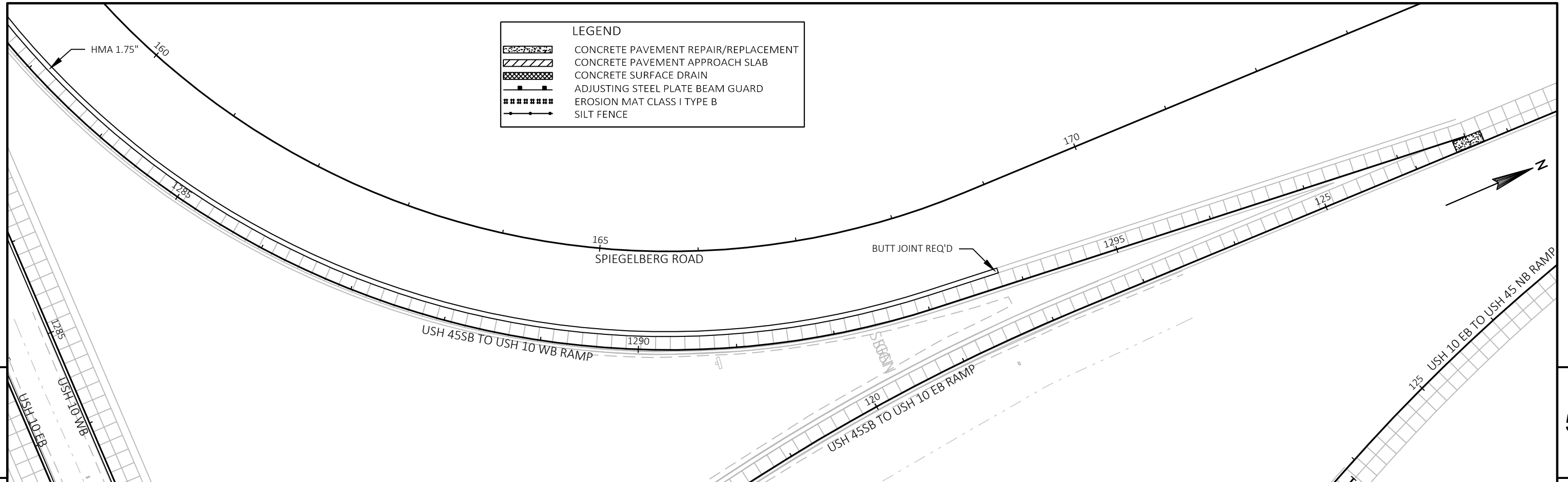
HWY: USH 10

COUNTY: WINNEBAGO

PLAN SHEETS - USH 45 SB TO USH 10 WB

SHEET

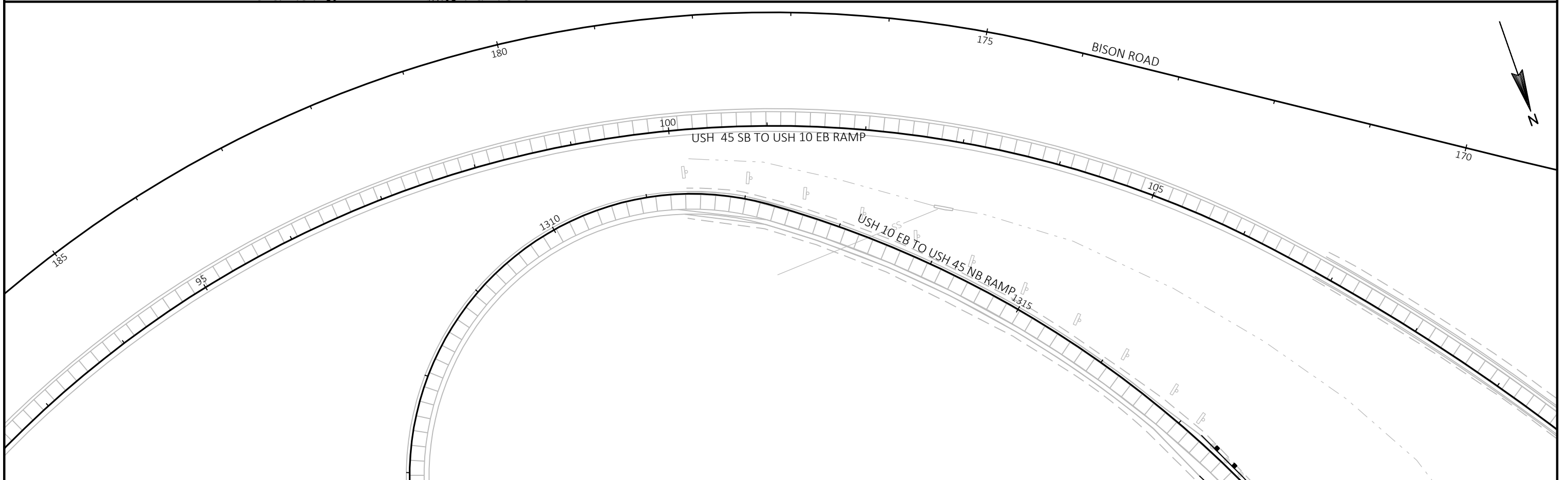
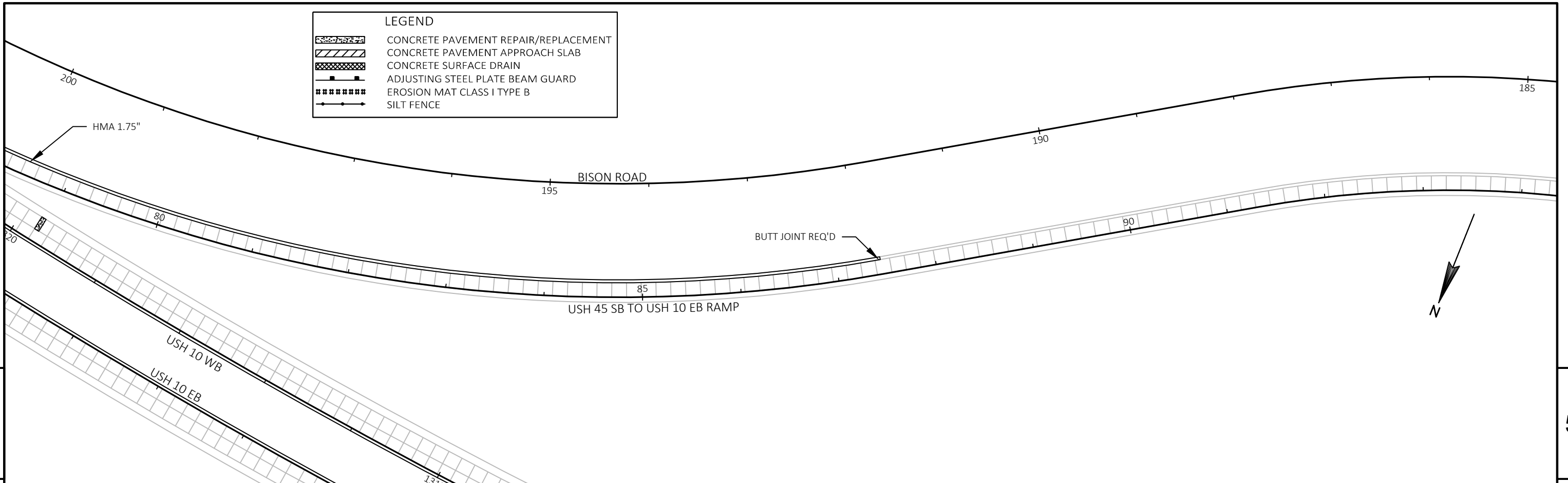
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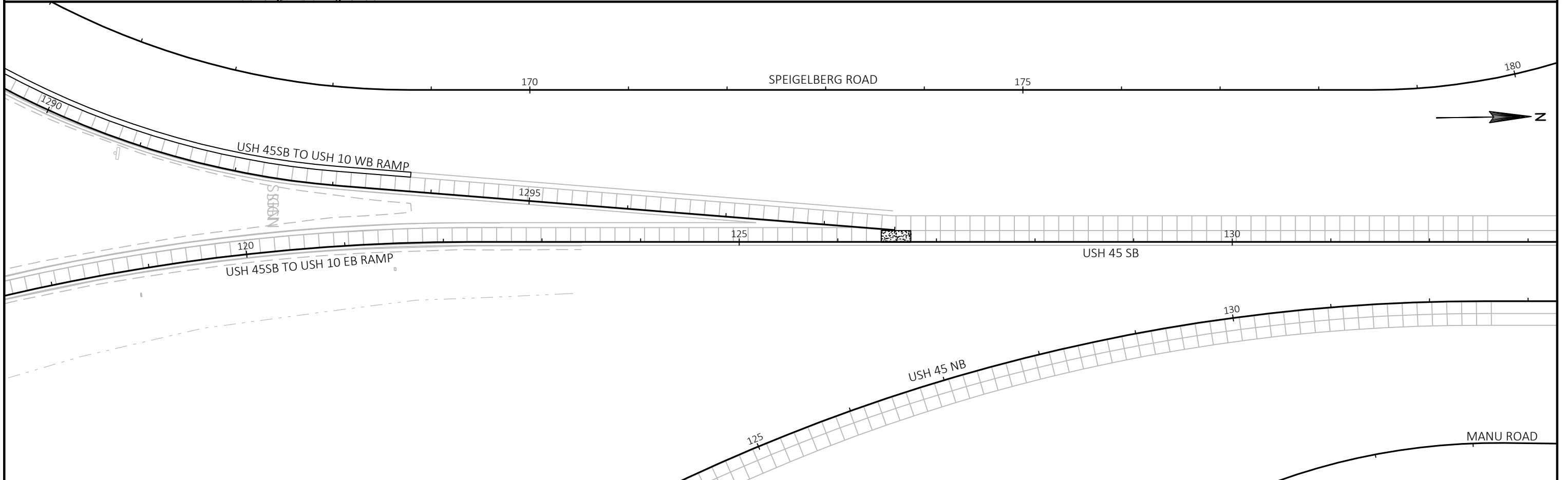
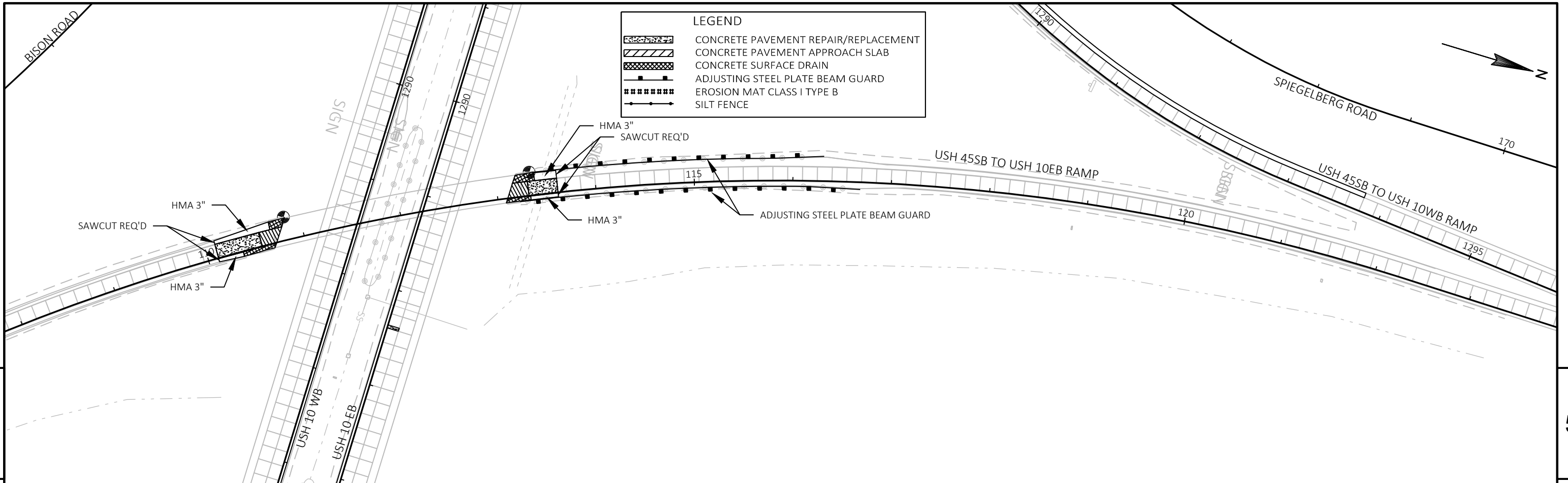
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| LEGEND | |
|--------|--------------------------------------|
| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |




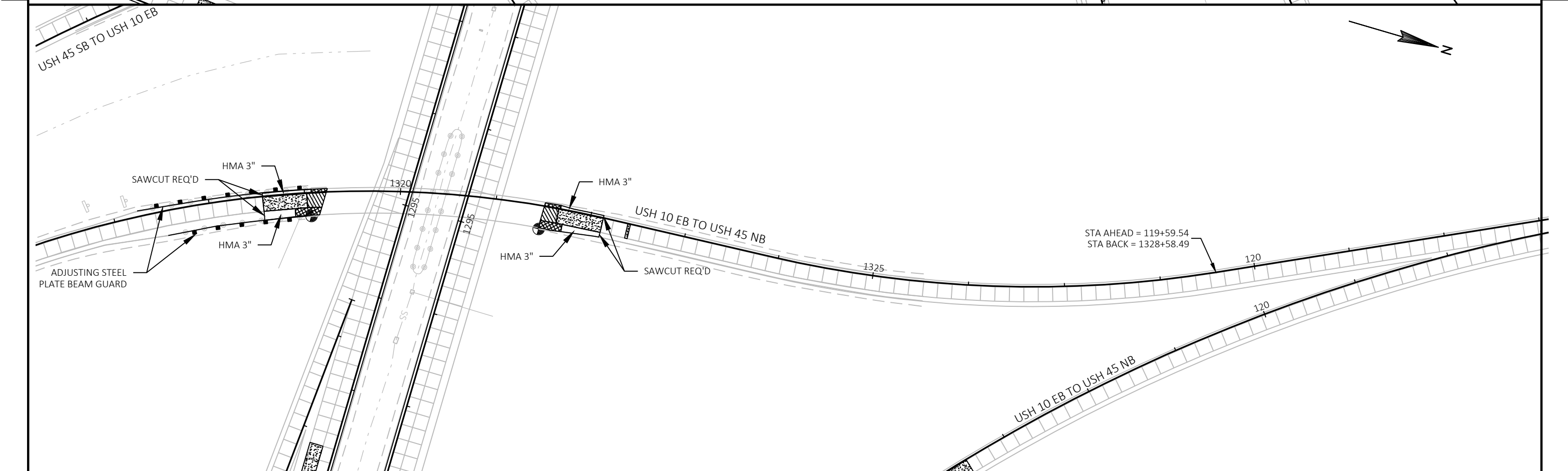
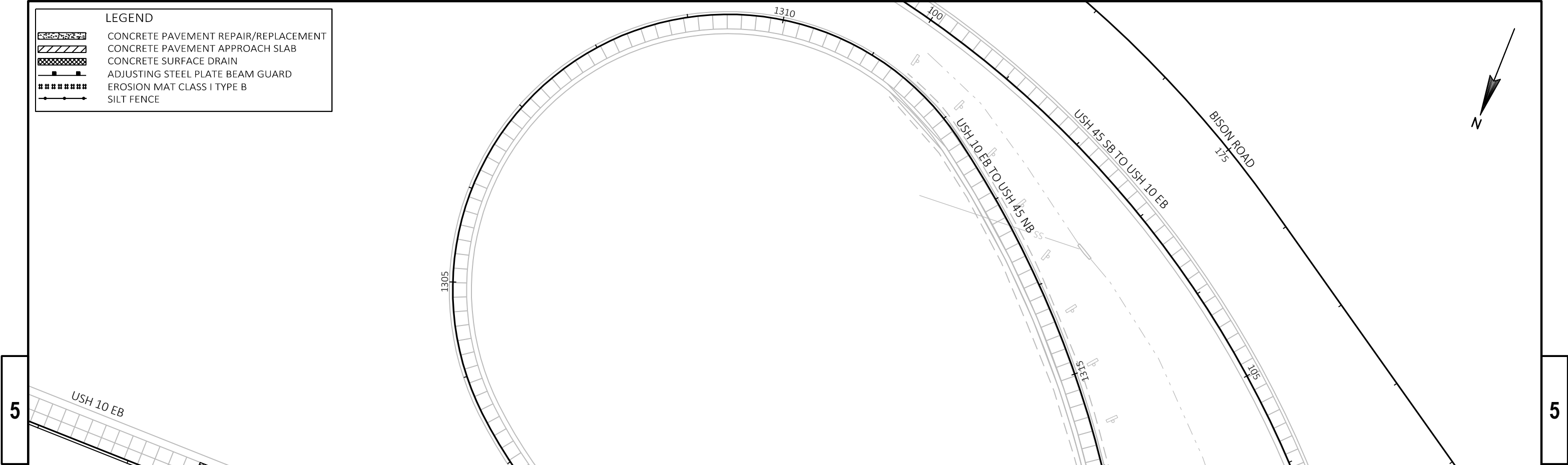
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 45 SB TO USH 10 EB | SHEET | E |
|------------------------|-------------|-------------------|--------------------------------------|-------|----------|



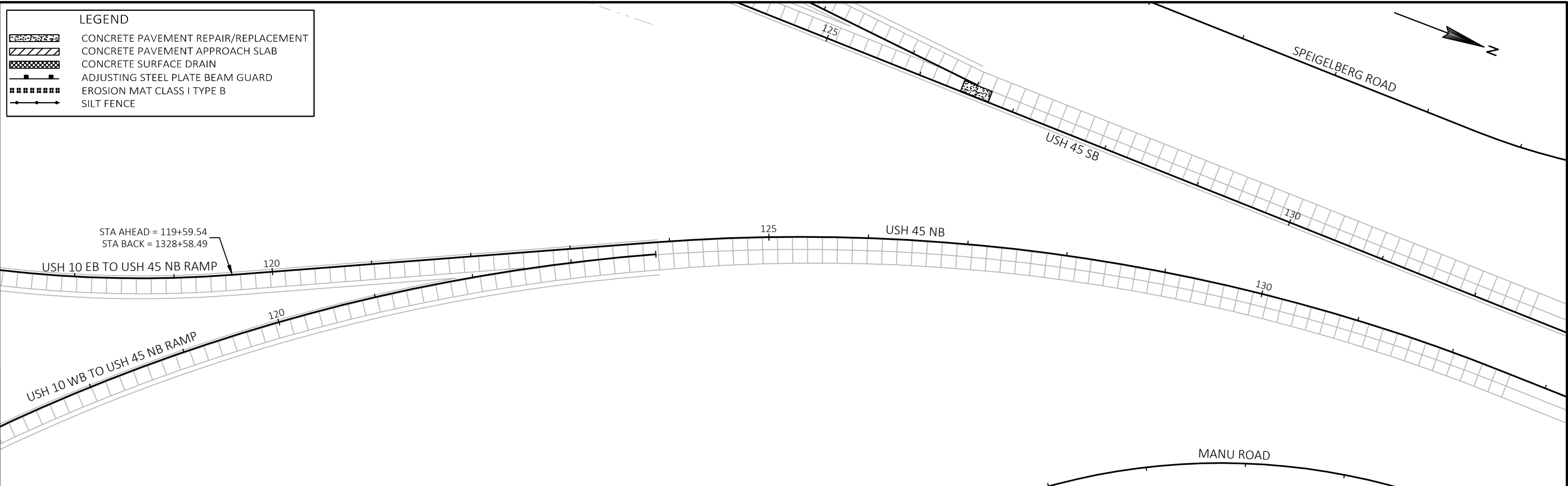
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 45 SB TO USH 10 EB | SHEET | E |
|------------------------|-------------|-------------------|--------------------------------------|-------|----------|

LEGEND







-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

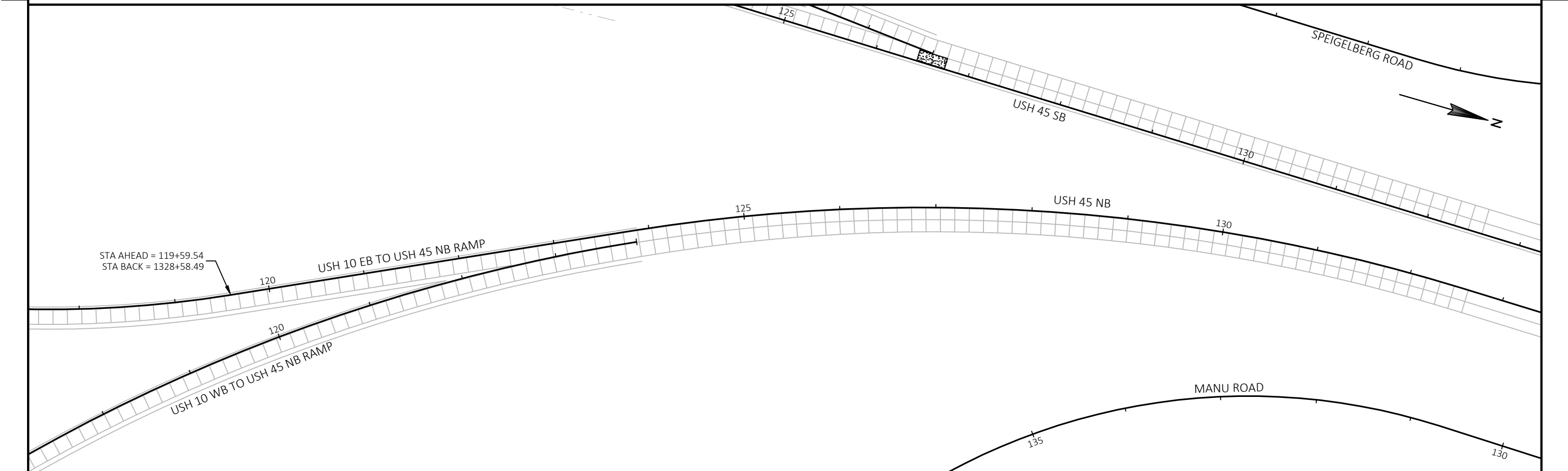
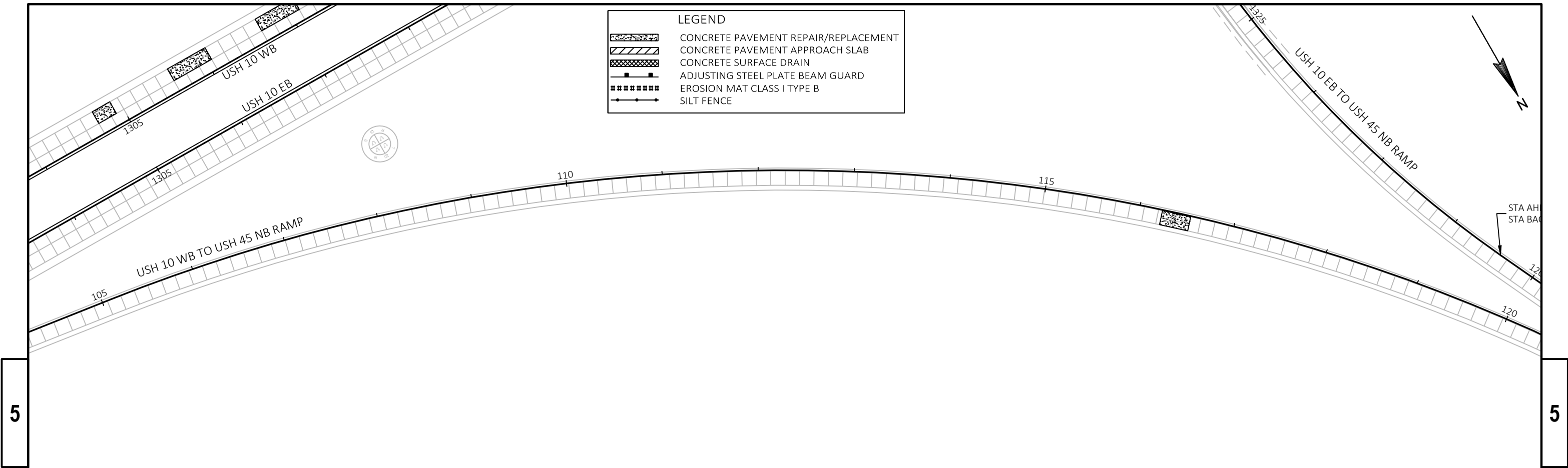


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|------------------------|-------------|-------------------|--------------------------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 EB TO USH 45 NB | SHEET | E |
|------------------------|-------------|-------------------|--------------------------------------|-------|----------|

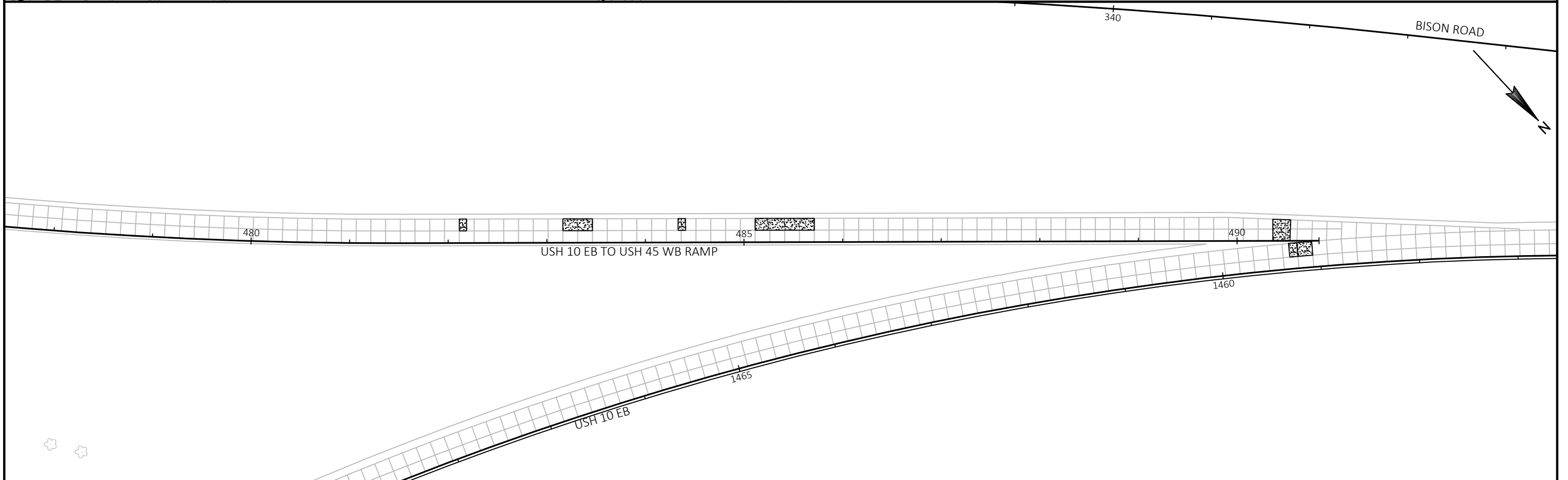
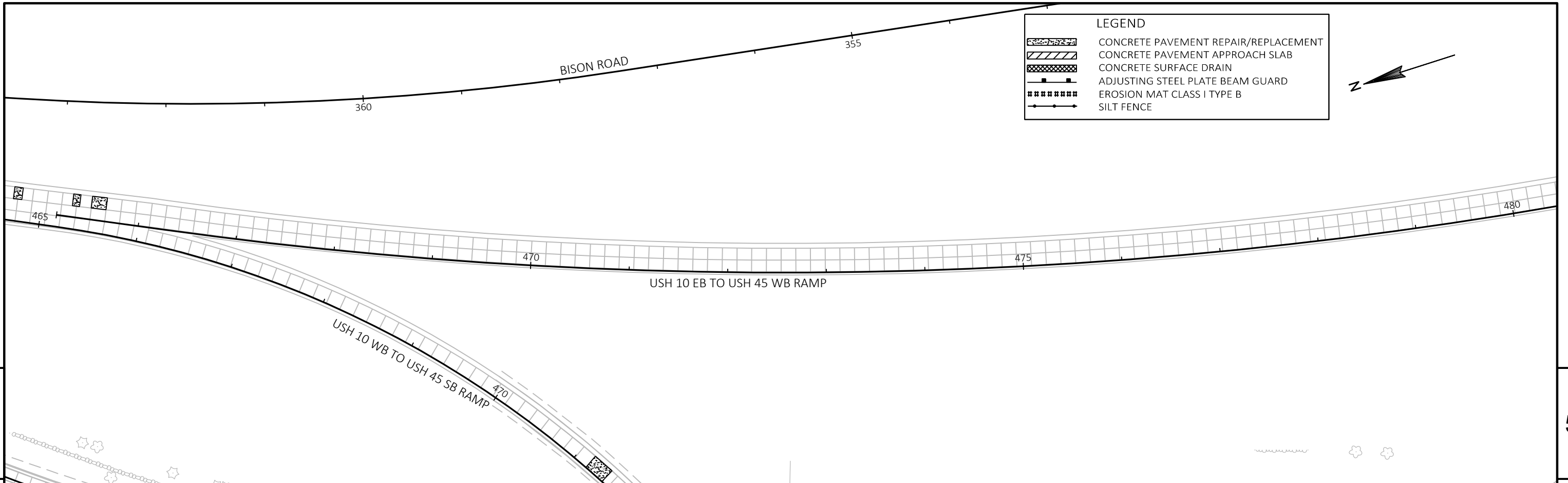


LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE









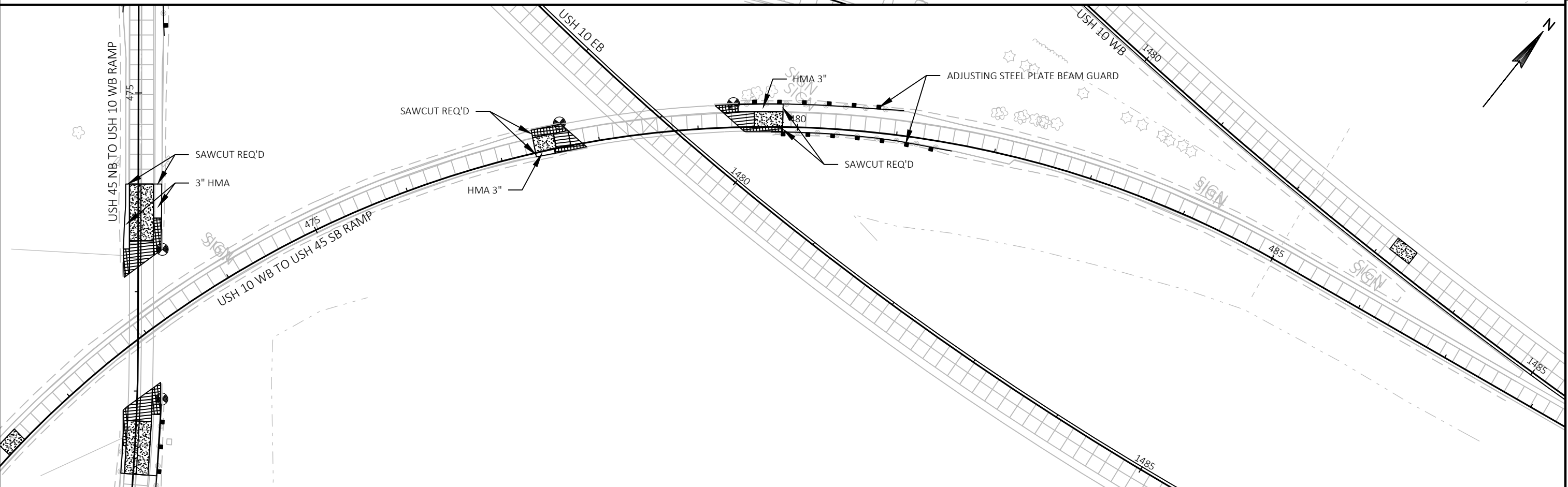
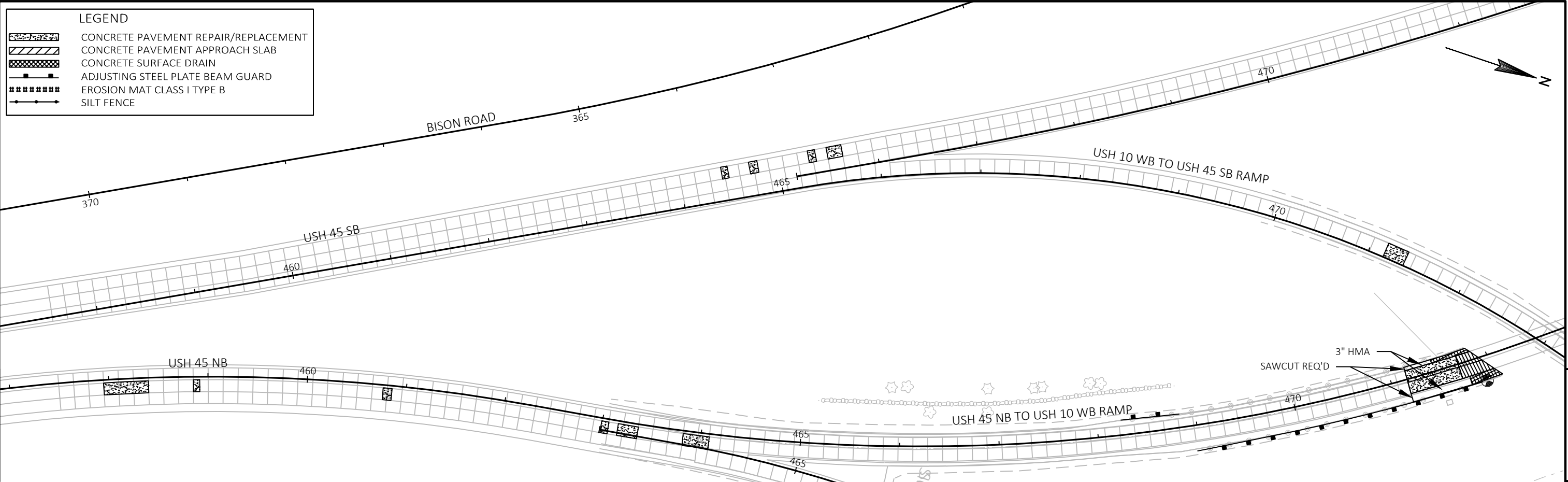
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| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 WB TO USH 45 NB | SHEET | 5 |
|------------------------|-------------|-------------------|--------------------------------------|-------|----------|



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|------------------------|-------------|-------------------|--------------------------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 EB TO USH 45 SB | SHEET | E |
|------------------------|-------------|-------------------|--------------------------------------|-------|----------|







LEGEND

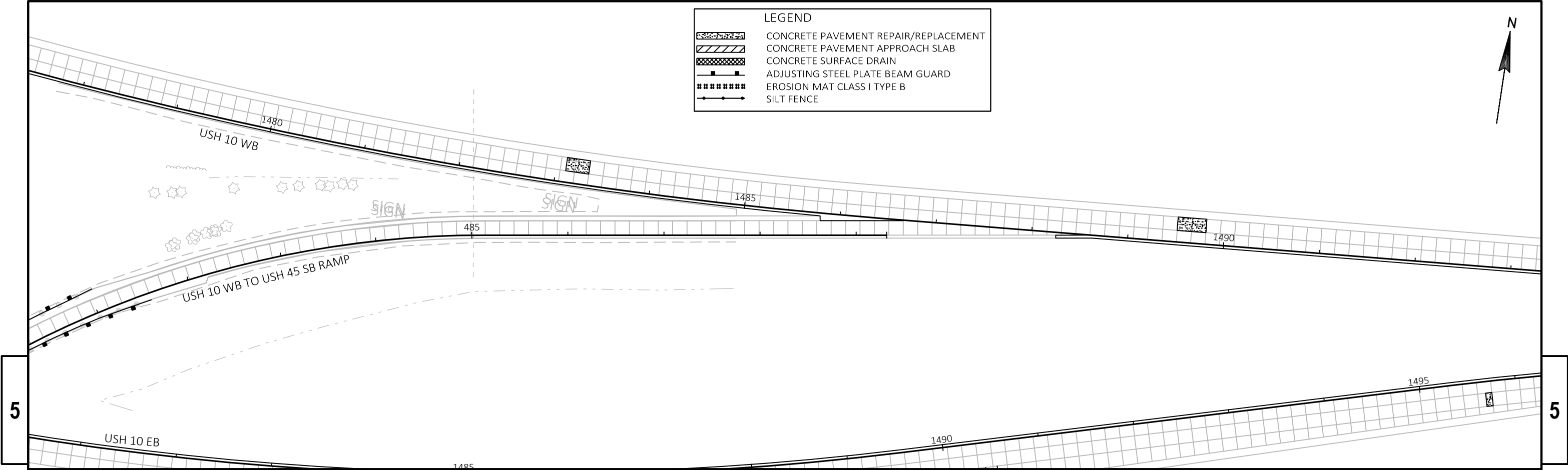
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-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

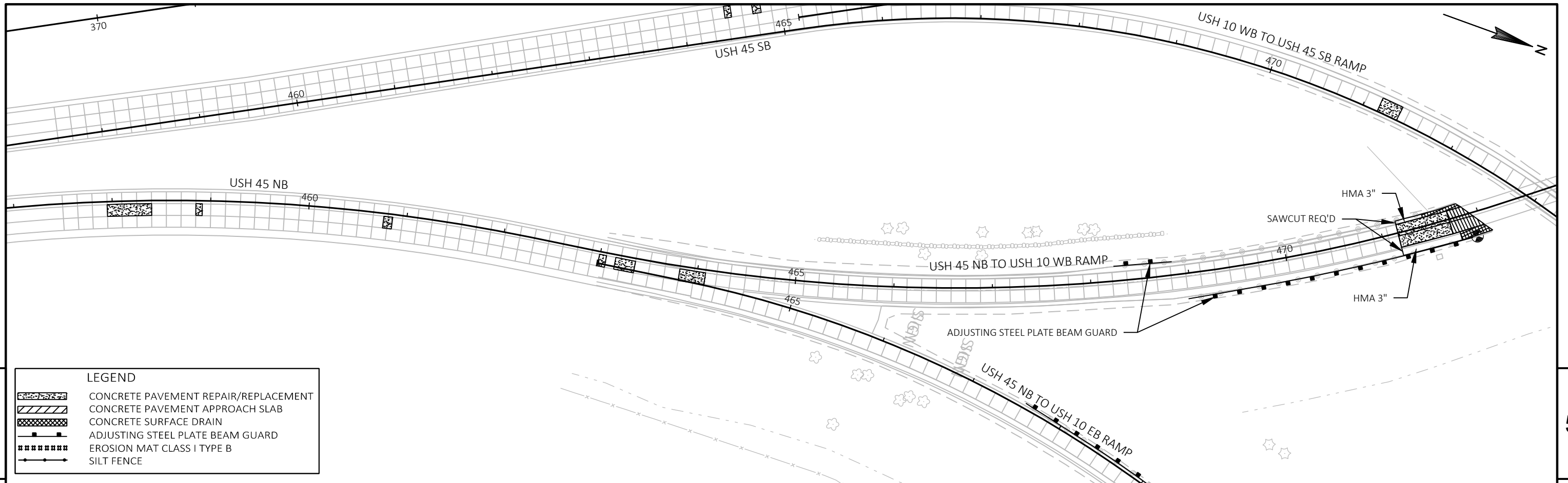


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|------------------------|-------------|-------------------|--------------------------------------|-------|----------|
| PROJECT NO: 1500-48-60 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN SHEETS - USH 10 WB TO USH 45 SB | SHEET | E |
|------------------------|-------------|-------------------|--------------------------------------|-------|----------|

LEGEND

-  CONCRETE PAVEMENT REPAIR/REPLACEMENT
-  CONCRETE PAVEMENT APPROACH SLAB
-  CONCRETE SURFACE DRAIN
-  ADJUSTING STEEL PLATE BEAM GUARD
-  EROSION MAT CLASS I TYPE B
-  SILT FENCE

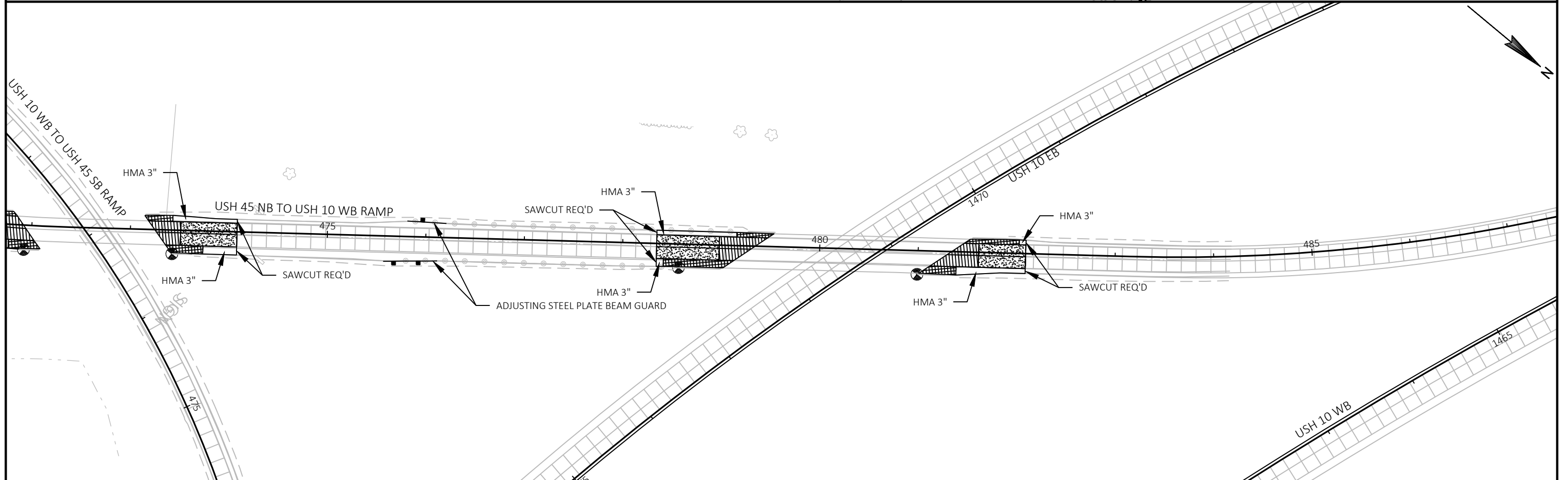


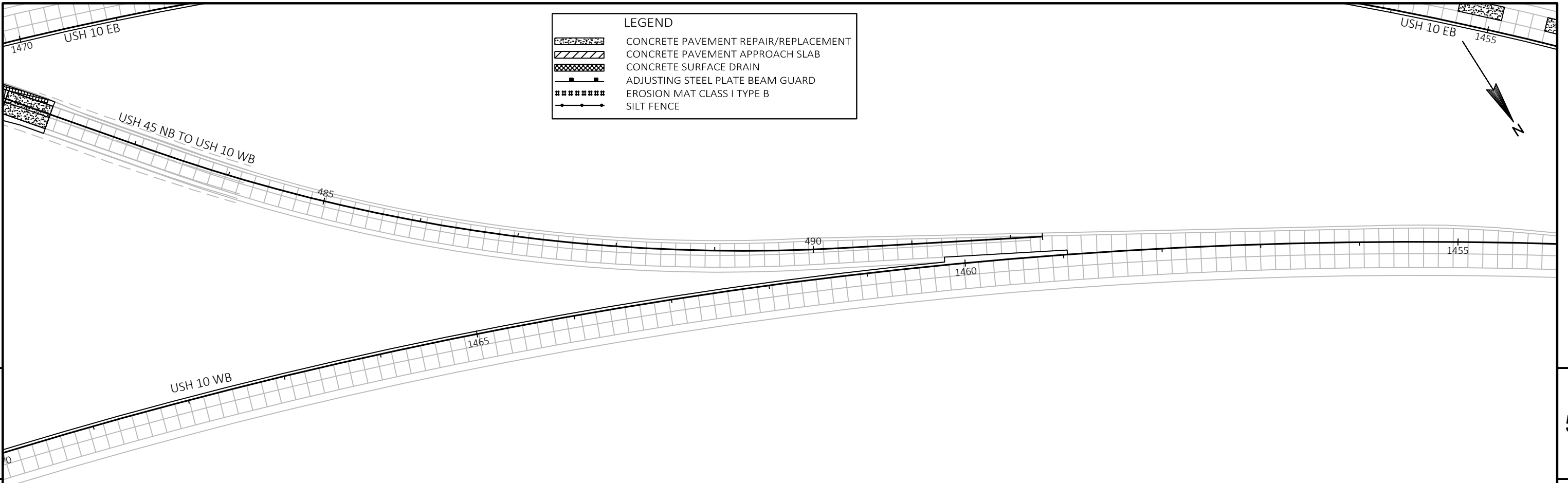


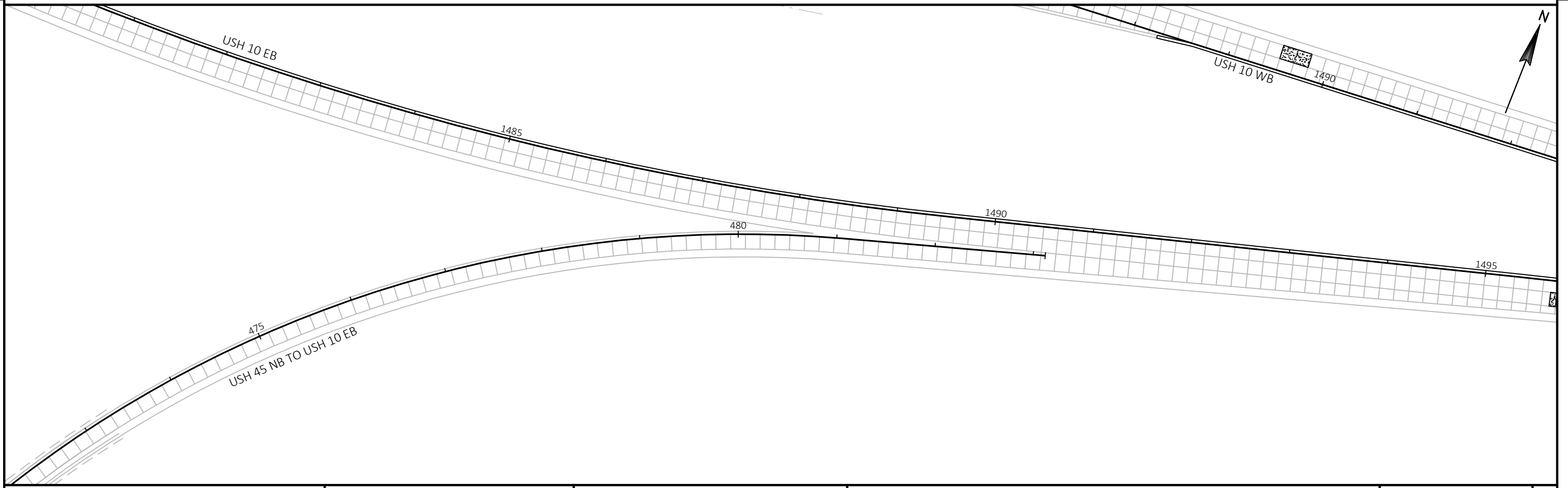
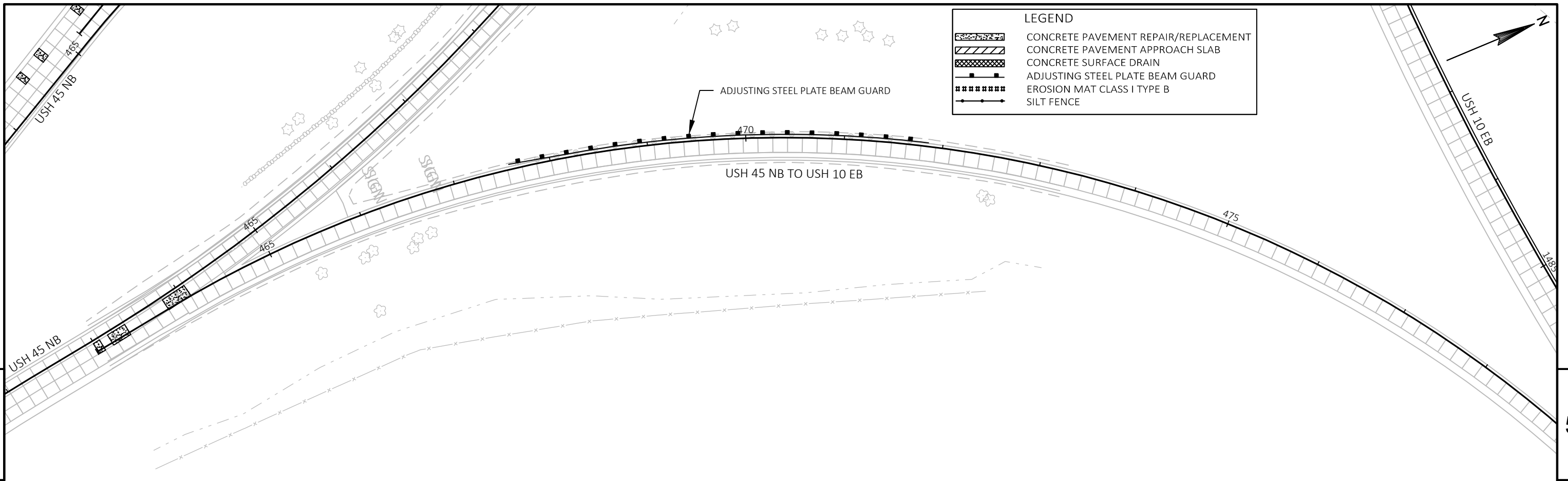
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| LEGEND | |
|--------|--------------------------------------|
| | CONCRETE PAVEMENT REPAIR/REPLACEMENT |
| | CONCRETE PAVEMENT APPROACH SLAB |
| | CONCRETE SURFACE DRAIN |
| | ADJUSTING STEEL PLATE BEAM GUARD |
| | EROSION MAT CLASS I TYPE B |
| | SILT FENCE |

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Standard Detail Drawing List

| | |
|-----------|---|
| 08D02-07A | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D02-07B | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D02-07C | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D03-08A | CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES |
| 08D03-08B | CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES |
| 08E09-06 | SILT FENCE |
| 13A05-05A | SHOULDER RUMBLE STRIP, MILLING |
| 13A05-05B | SHOULDER RUMBLE STRIP, MILLING |
| 13B02-09A | CONCRETE PAVEMENT APPROACH SLAB |
| 13C09-15A | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-15B | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-15C | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 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 |
| 14B18-06A | STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS) |
| 14B18-06B | STEEL PLATE BEAM GUARD, CLASS "A" AT MEDIAN APPROACH TO BRIDGES |
| 14B20-11A | STEEL THRIE BEAM STRUCTURE APPROACH |
| 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 |
| 15C02-08D | ON RAMP LANE CLOSURE |
| 15C02-08E | OFF RAMP LANE CLOSURE |
| 15C08-20A | LONGITUDINAL MARKING (MAINLINE) |
| 15C19-06C | MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY |
| 15C31-04A | PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP |
| 15D04-01 | TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING |
| 15D12-10B | TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION |
| 15D27-03 | TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH |
| 15D43-02 | TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS |

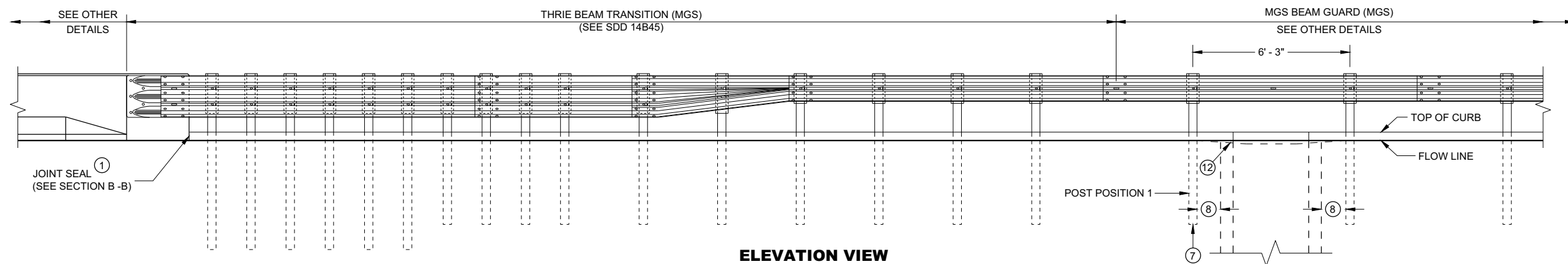
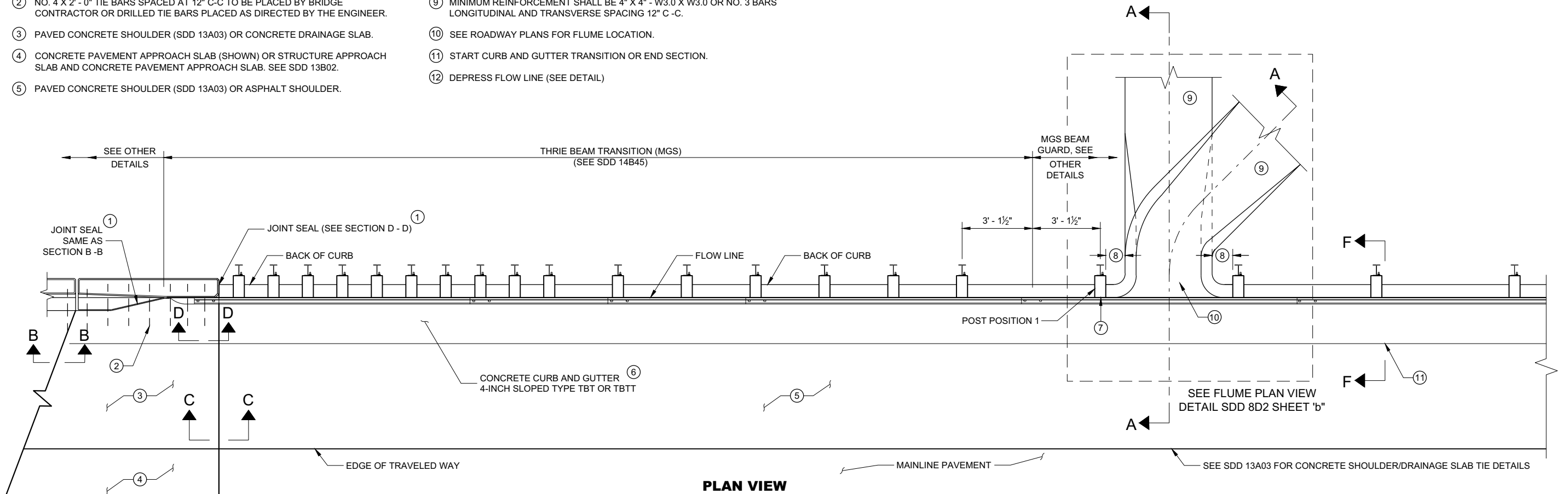
GENERAL NOTES

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

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

- ① USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
- ② NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
- ③ PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
- ④ CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.
- ⑤ PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

- ⑥ CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' - 0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
- ⑦ PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
- ⑧ CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
- ⑨ MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.
- ⑩ SEE ROADWAY PLANS FOR FLUME LOCATION.
- ⑪ START CURB AND GUTTER TRANSITION OR END SECTION.
- ⑫ DEPRESS FLOW LINE (SEE DETAIL)



**CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES**

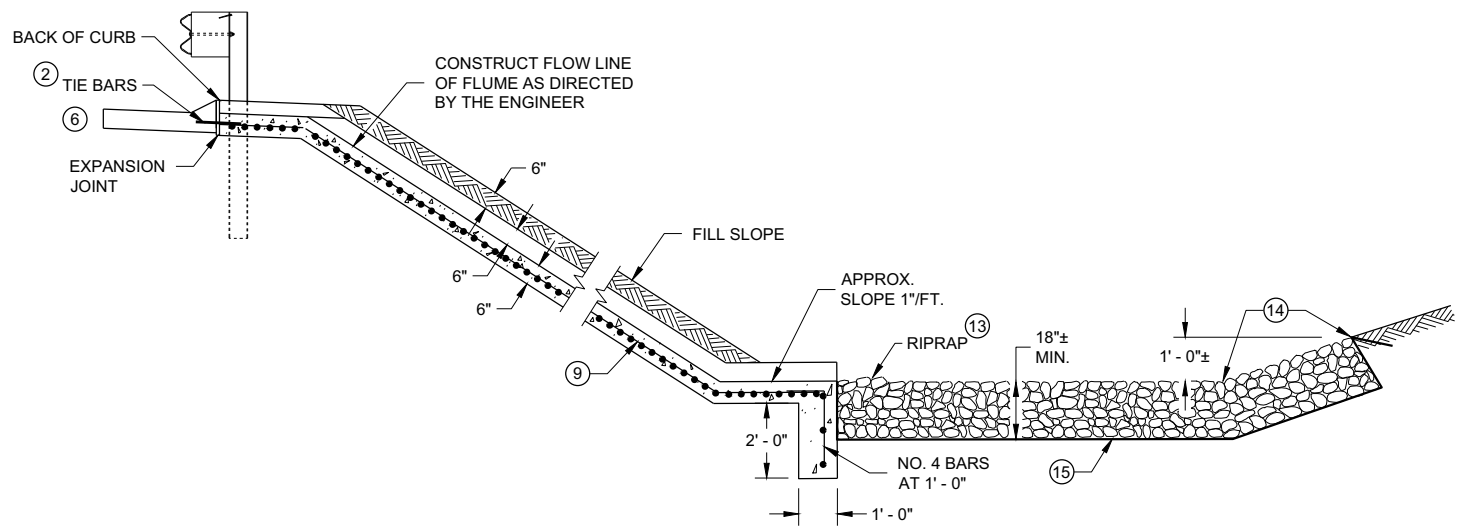
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

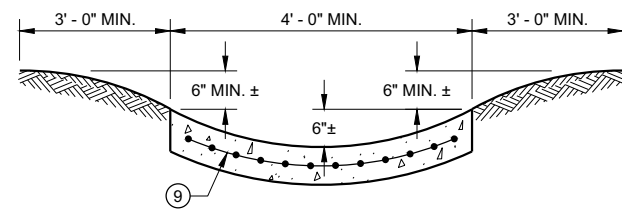
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SDD 08D02 - 07a

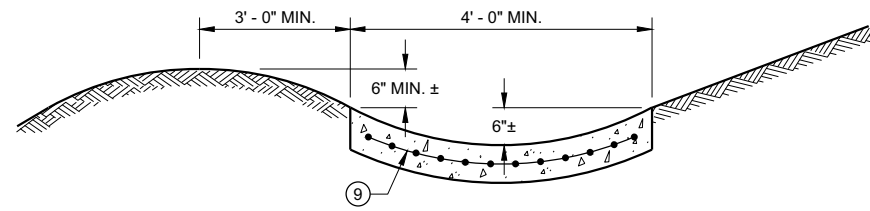
SDD 08D02 - 07a



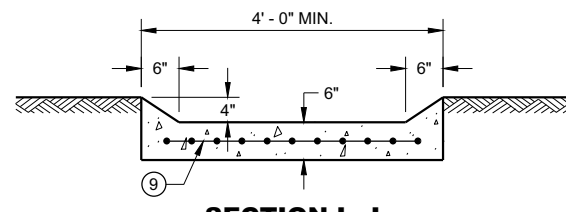
SECTION A - A



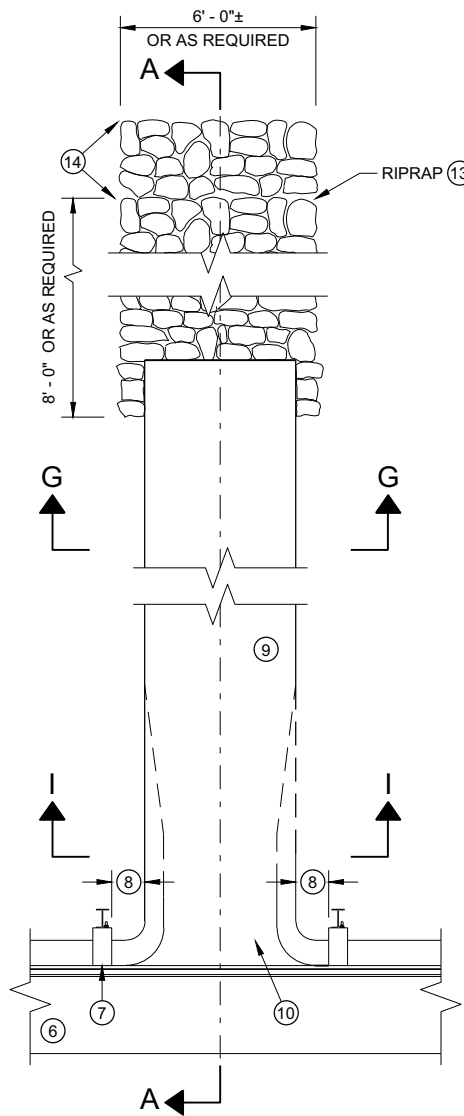
SECTION G - G



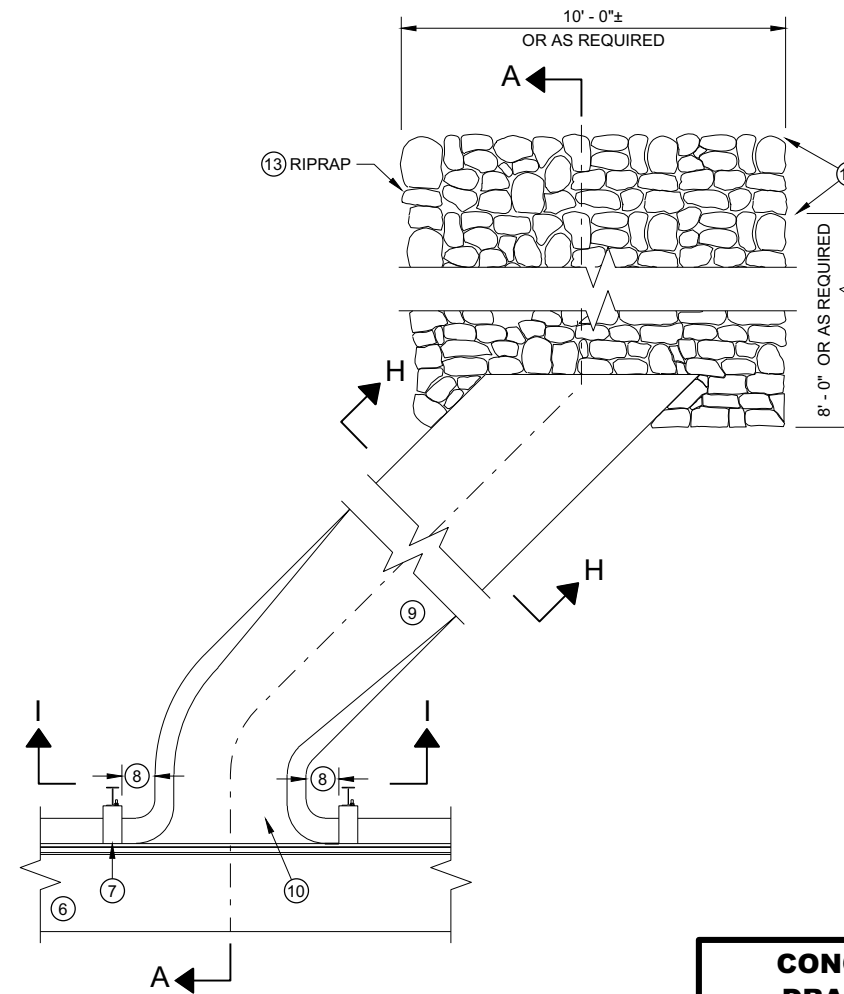
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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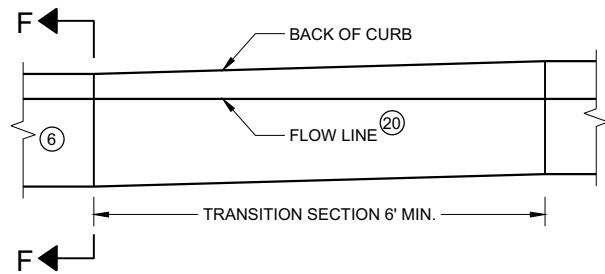
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- ④ CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
- ⑤ PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
- ⑥ CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

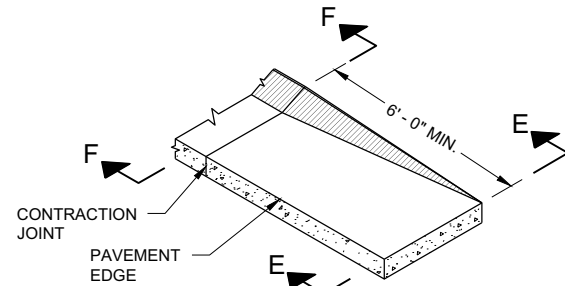
- ⑦ PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
- ⑧ CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
- ⑨ MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
- ⑩ SEE ROADWAY PLANS FOR FLUME LOCATION.
- ⑪ START CURB AND GUTTER TRANSITION OR END SECTION.
- ⑫ DEPRESS FLOW LINE (SEE DETAIL)
- ⑬ MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
- ⑭ LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
- ⑮ GEOTEXTILE FABRIC TYPE HR.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

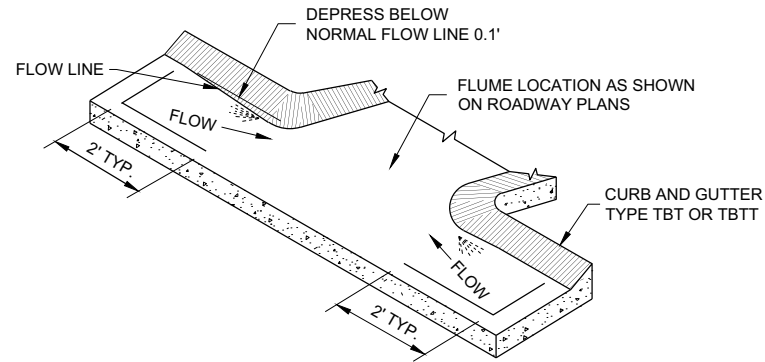
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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



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



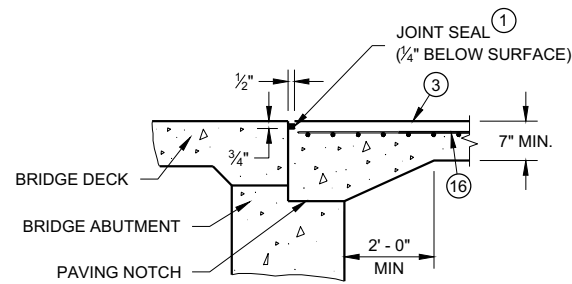
**CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT**

GENERAL NOTES

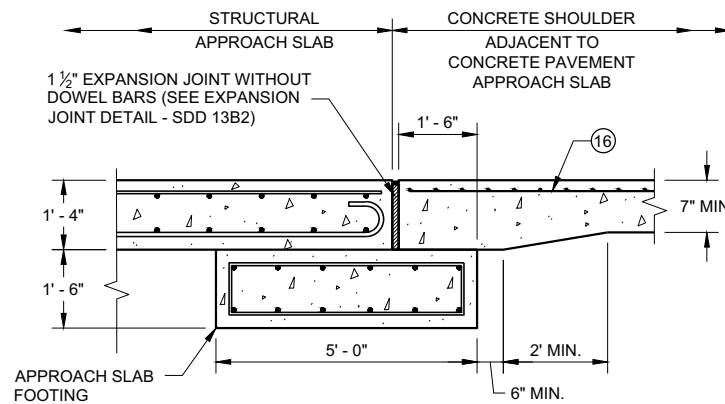
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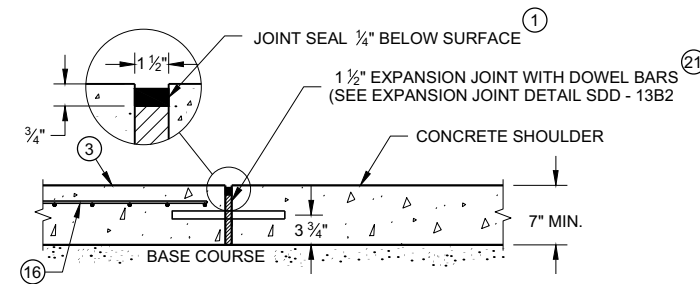
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- ⑤ PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
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- ⑮ GEOTEXTILE FABRIC TYPE HR.
- ⑯ MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.
- ⑰ MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.
- ⑱ MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.
- ⑲ ALIGN FACE OF POST BLOCK WITH FLOW LINE.
- ⑳ MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.
- ㉑ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



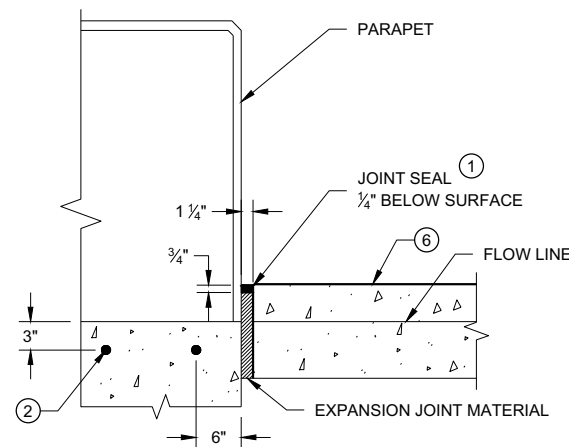
SECTION B-B



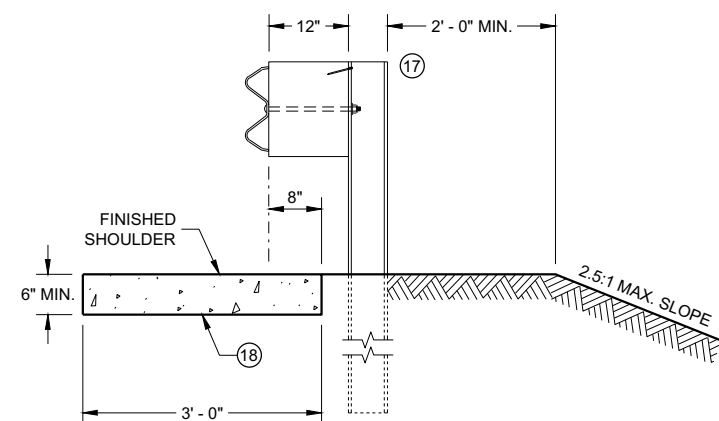
**SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL
APPROACH SLAB AND CONCRETE APPROACH SLAB**



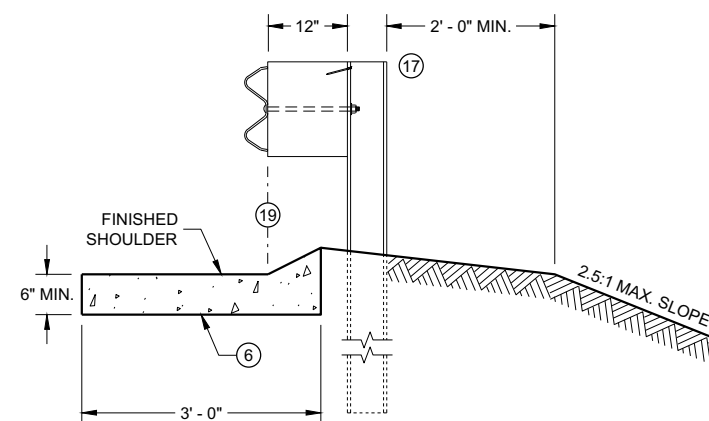
**SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH
WITH CONCRETE SHOULDERS**



SECTION D - D



SECTION E - E



SECTION F - F

6

6

SDD08D02 - 07C

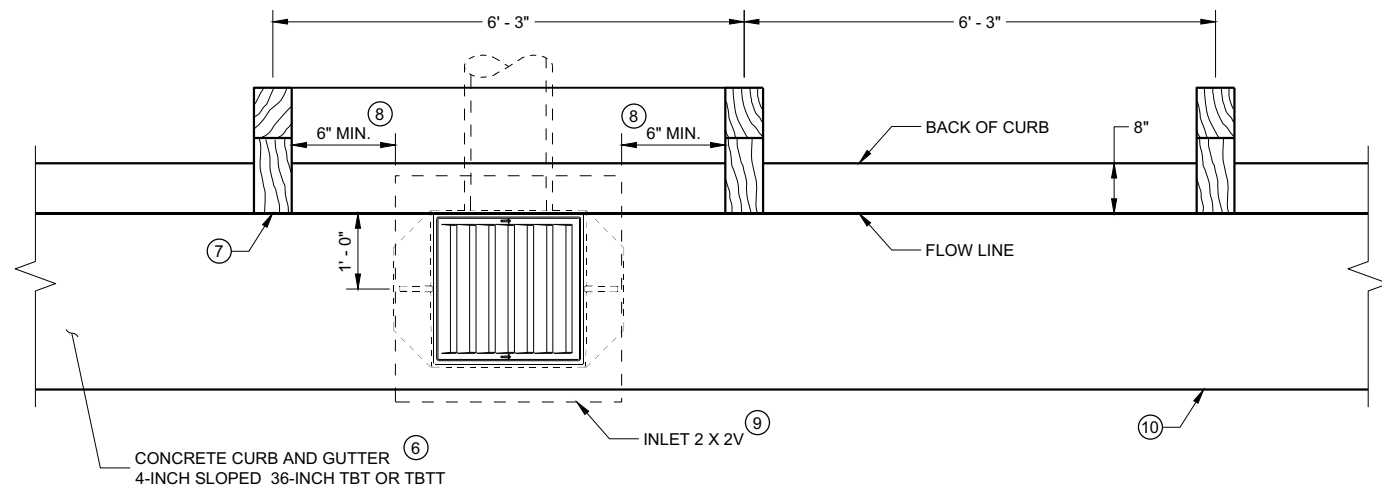
SDD08D02 - 07C

**CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES**

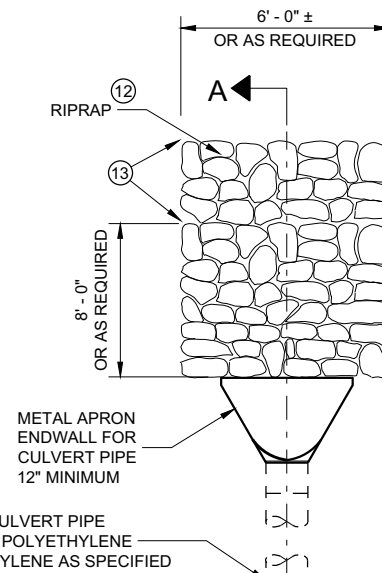
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA



INLET PLAN VIEW
(NOTE: RAIL NOT SHOWN FOR CLARITY)



12" MINIMUM CULVERT PIPE
CORRUGATED POLYETHYLENE
OR POLYPROPYLENE AS SPECIFIED

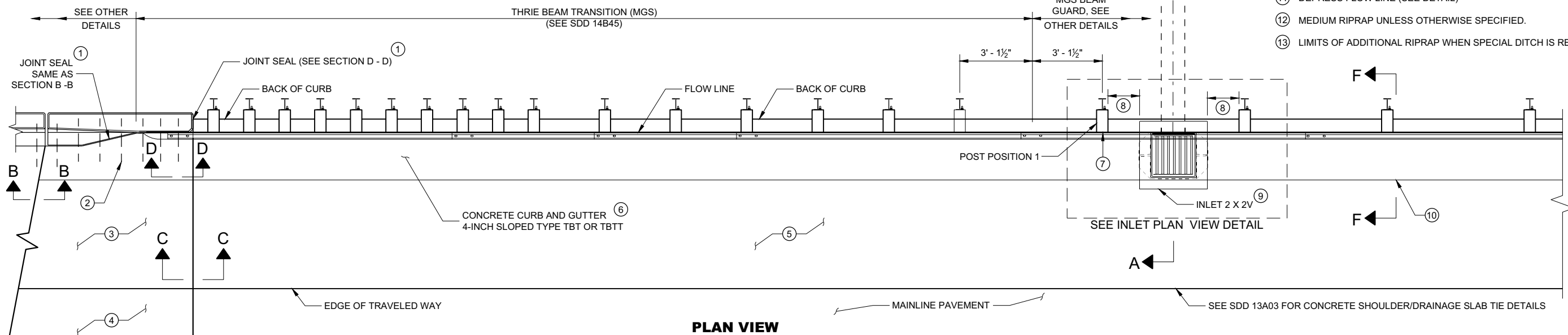
METAL APRON
ENDWALL FOR
CULVERT PIPE
12" MINIMUM

GENERAL NOTES

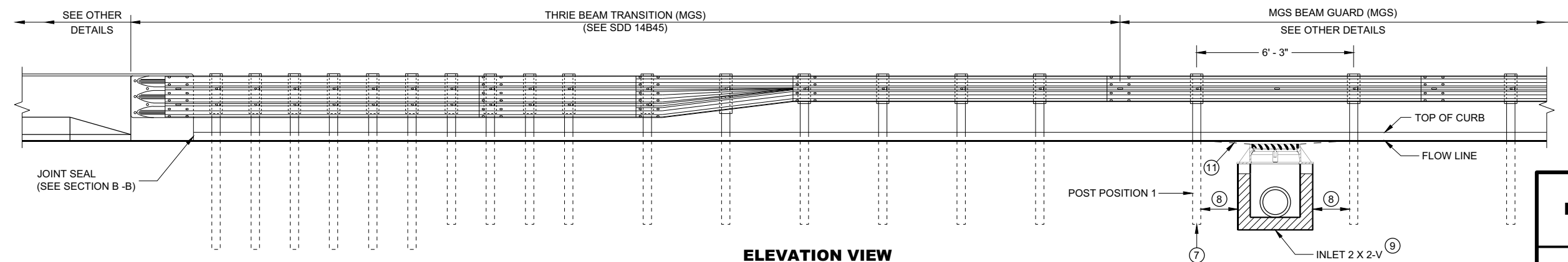
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- ⑩ START CURB AND GUTTER TRANSITION OR END SECTION.
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- ⑫ MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
- ⑬ LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.



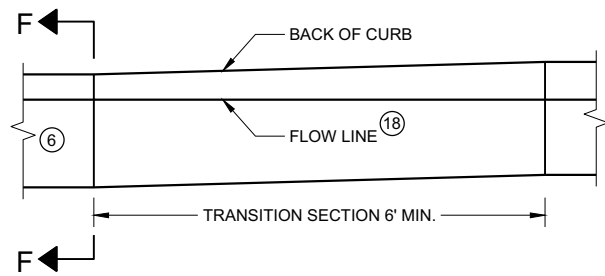
PLAN VIEW



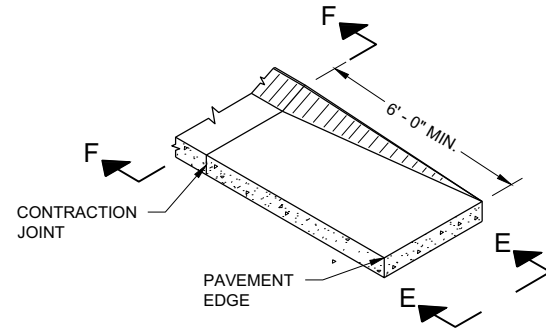
ELEVATION VIEW

**CONCRETE SURFACE
DRAINS DROP INLET TYPE
AT STRUCTURES**

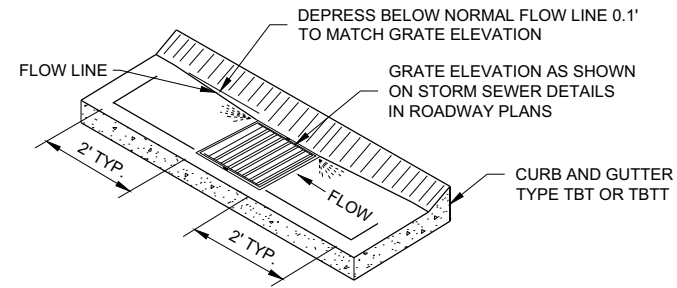
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



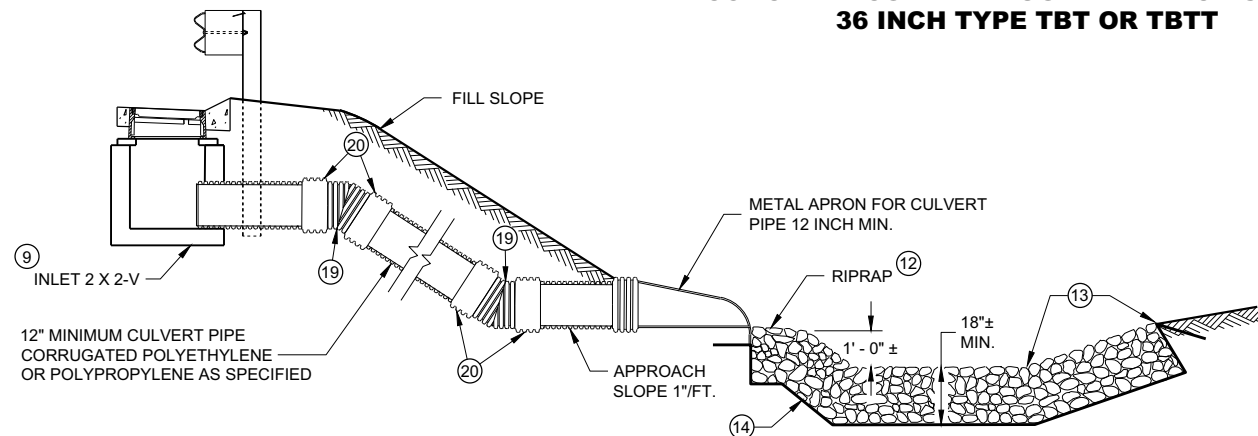
**CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT**



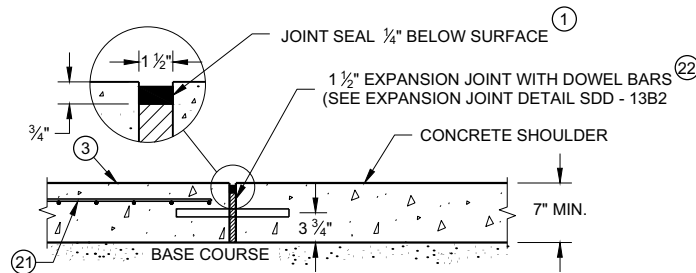
**CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT**



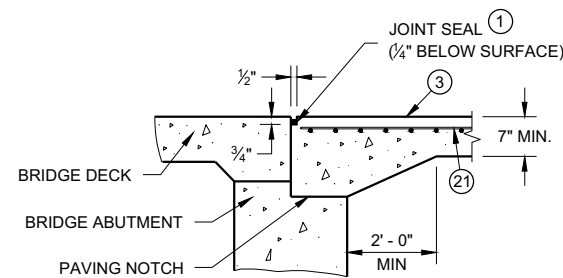
**CURB AND GUTTER FLOW LINE DEPRESSION
AT INLETS CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT**



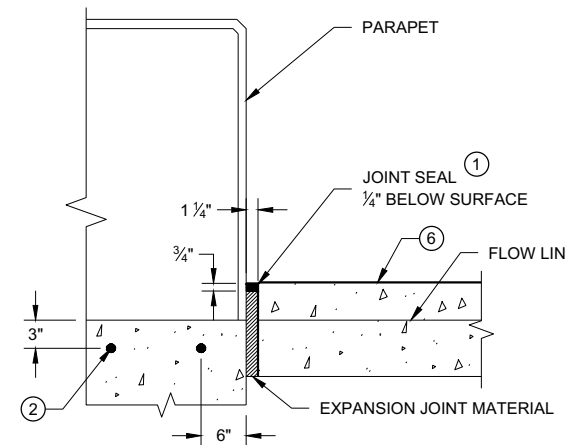
SECTION A - A



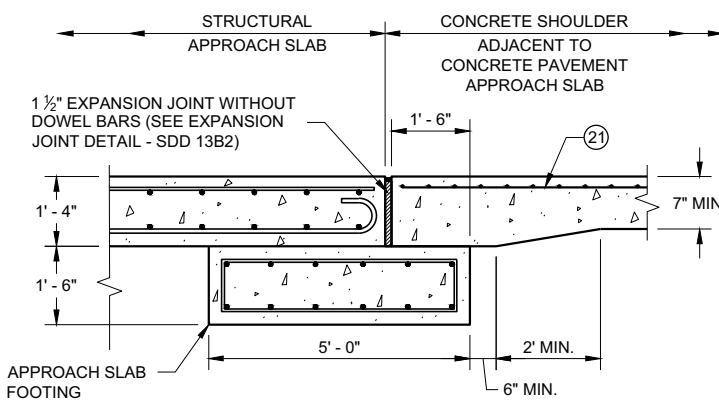
**SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH
WITH CONCRETE SHOULDERS**



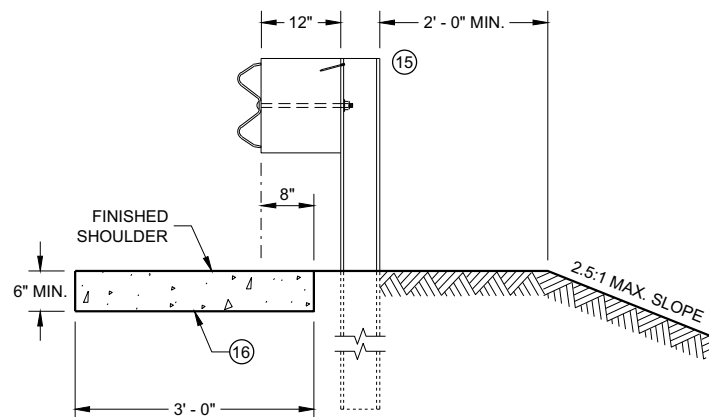
SECTION B - B



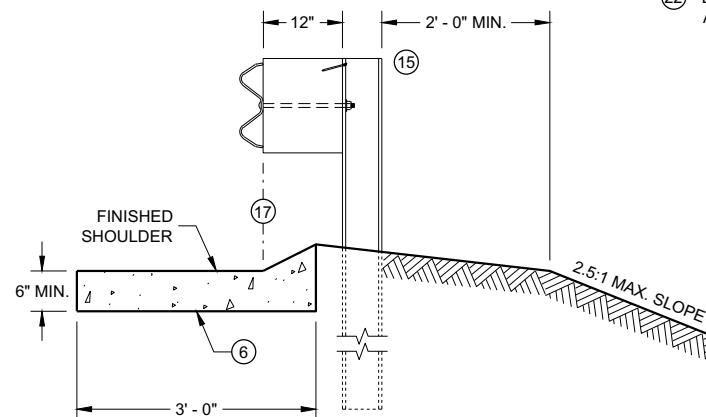
SECTION D - D



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



SECTION E - E



SECTION F - F

GENERAL NOTES

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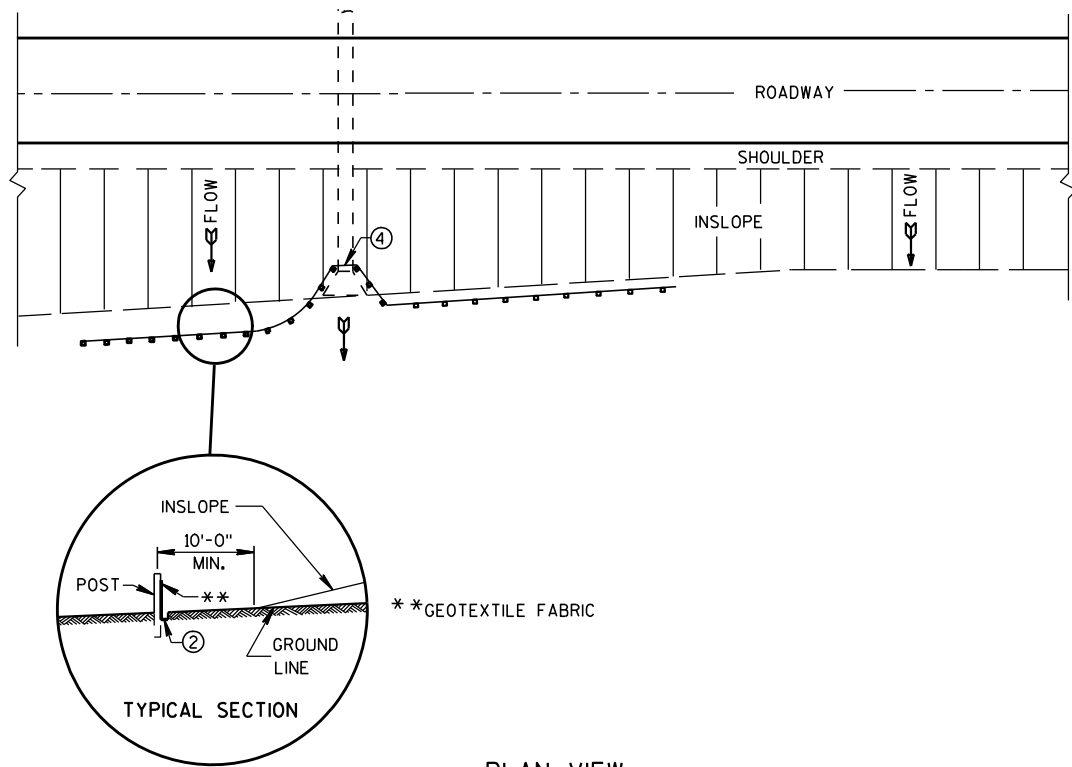
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- ⑩ START CURB AND GUTTER TRANSITION OR END SECTION.
- ⑪ DEPRESS FLOW LINE (SEE DETAIL)
- ⑫ MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
- ⑬ LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.
- ⑭ GEOTEXTILE FABRIC TYPE HR.
- ⑮ MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.
- ⑯ MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.
- ⑰ ALIGN FACE OF POST BLOCK WITH FLOW LINE.
- ⑱ MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.
- ⑲ MANUFACTURER SUPPLIED BEND.
- ⑳ MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.
- ㉑ MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.
- ㉒ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.

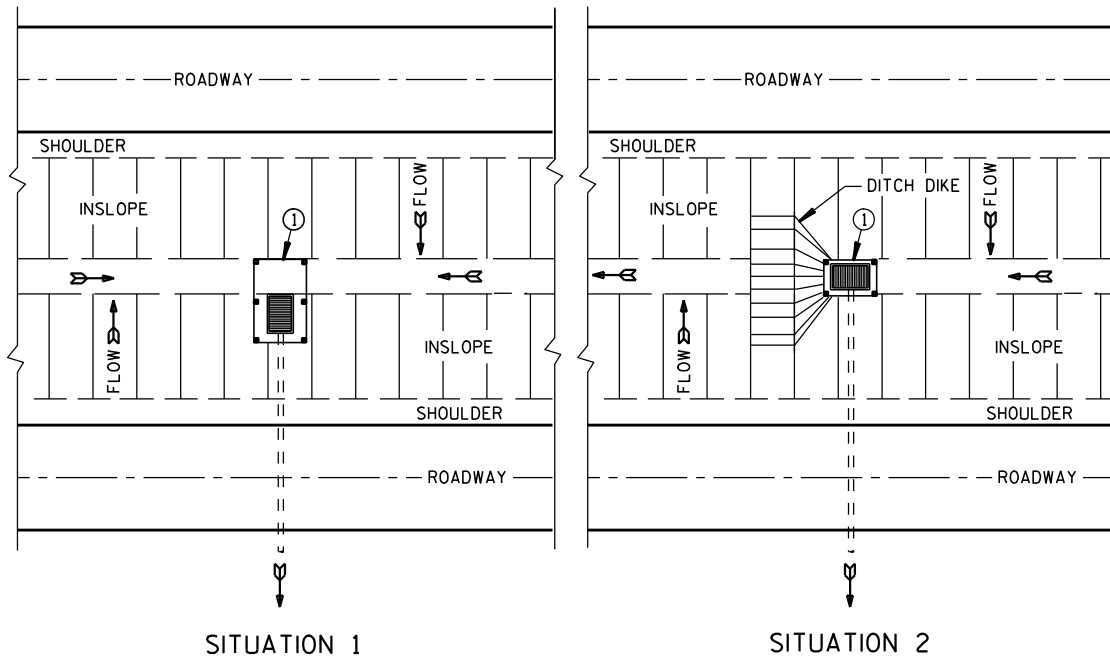
**CONCRETE SURFACE
DRAINS DROP INLET TYPE
AT STRUCTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

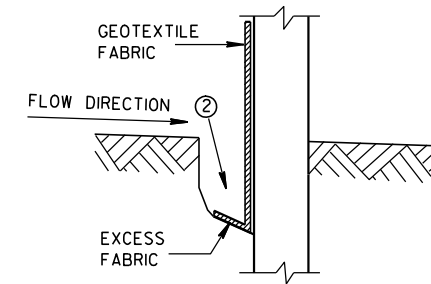


SITUATION 1 SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

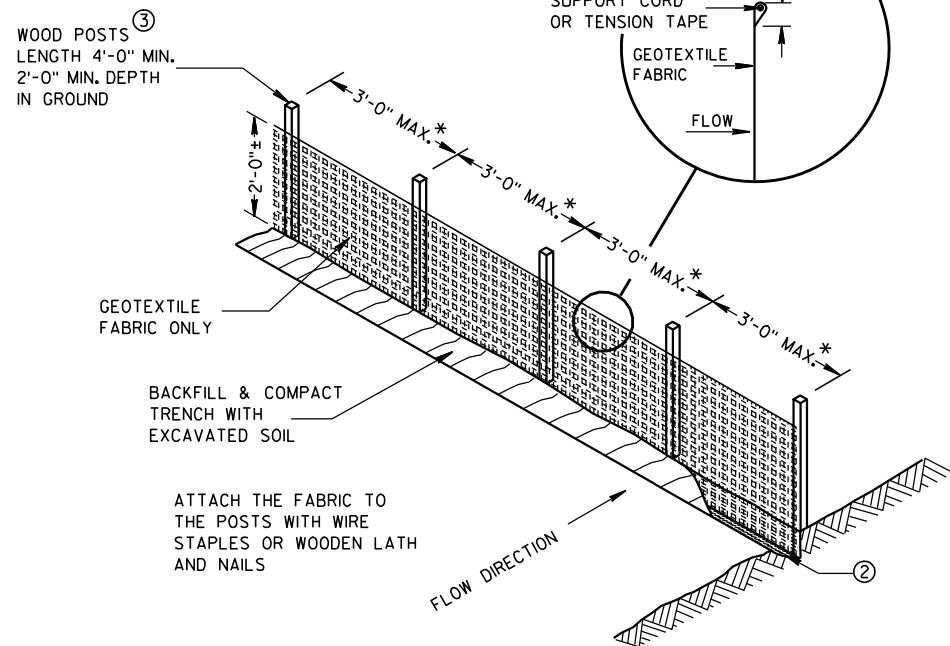
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- 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 1 1/8" X 1 1/8" 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.



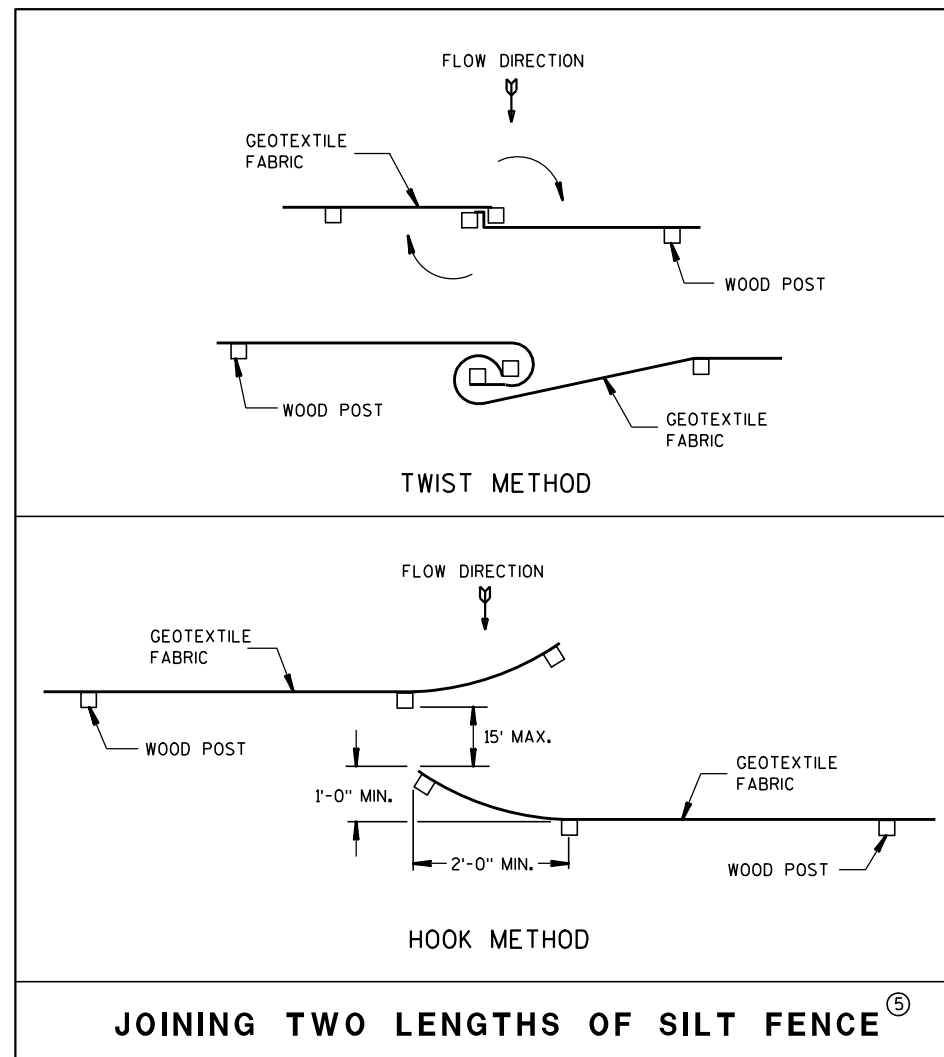
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

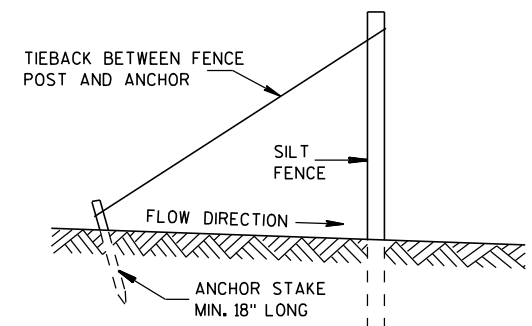


SILT FENCE

* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.



JOINING TWO LENGTHS OF SILT FENCE ⑤

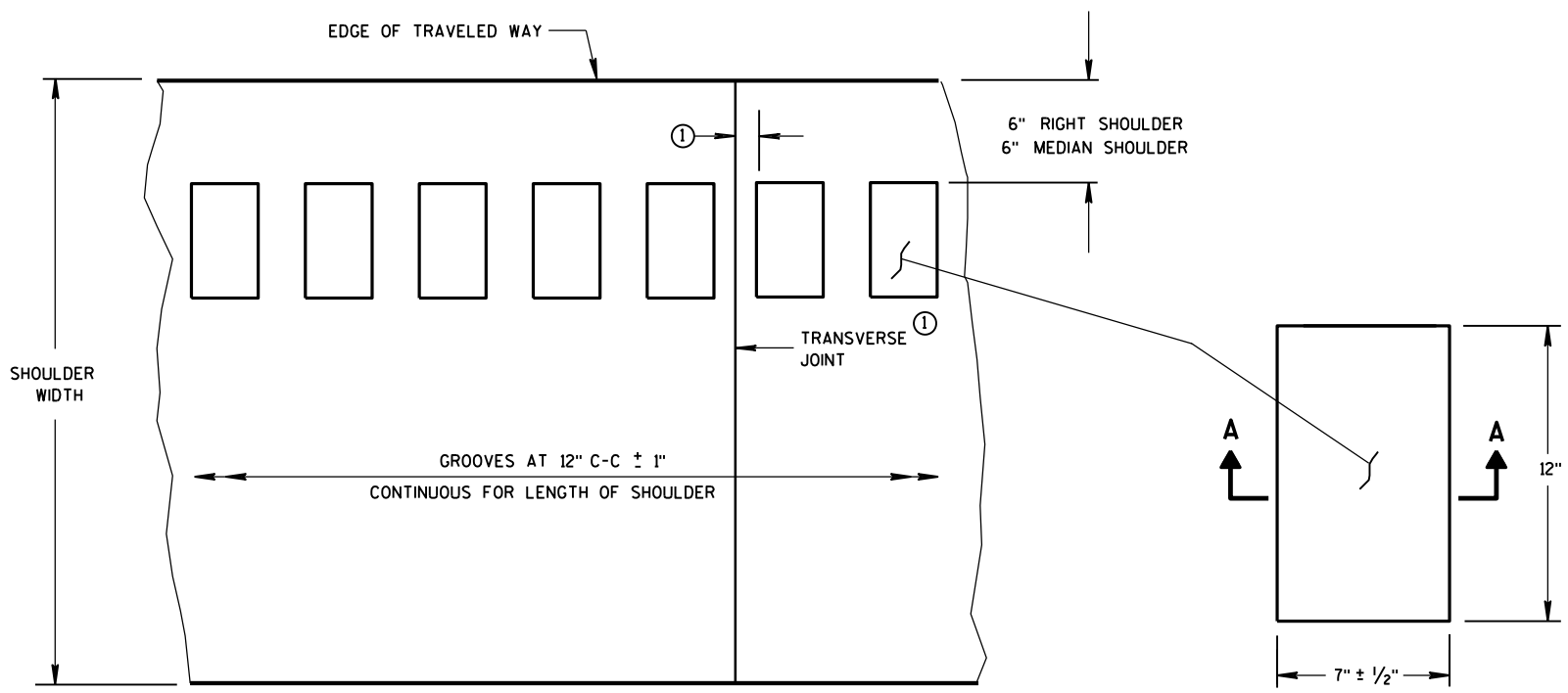


SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

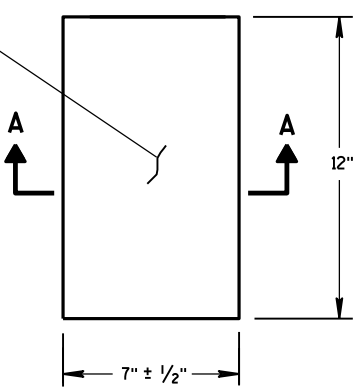
SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Canestra
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW
SHOULDER WITH GROOVES



PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

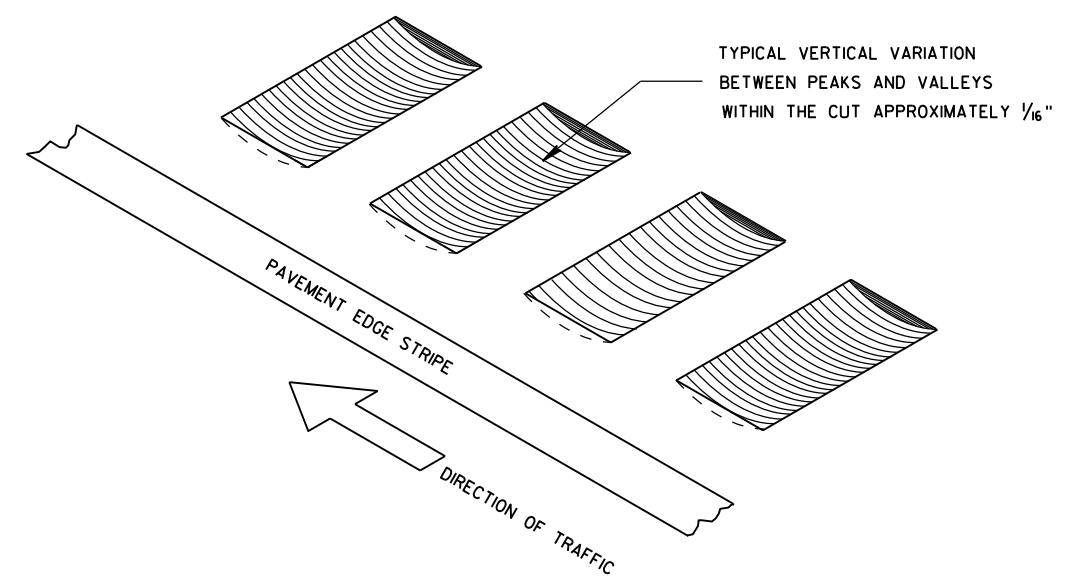
GENERAL NOTES

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

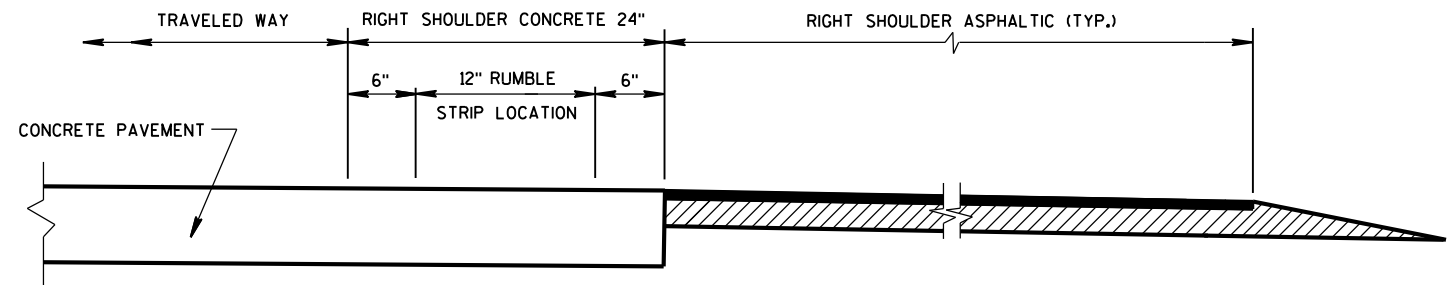
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

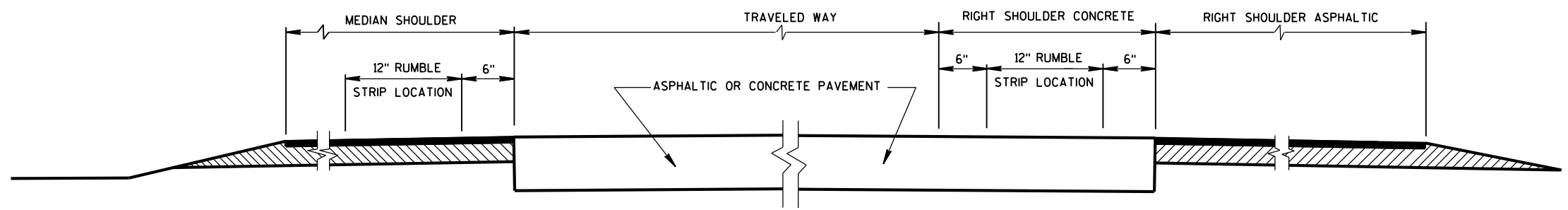
① CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



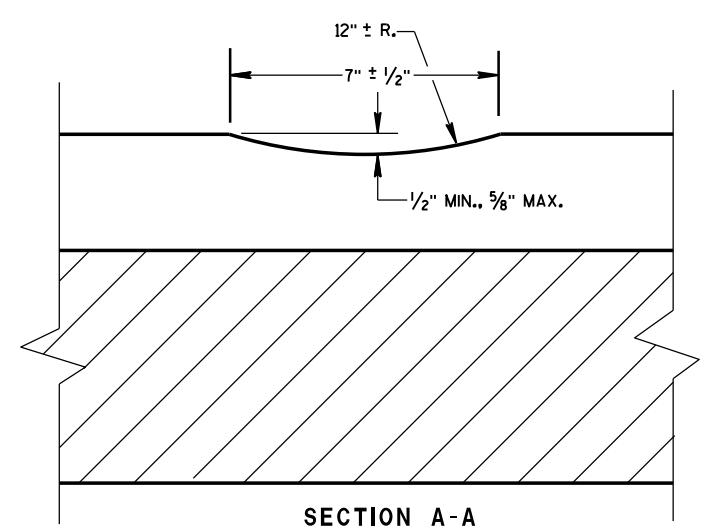
ISOMETRIC



SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW
TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS
IN RURAL DIVIDED HIGHWAYS
(ONE ROADWAY IS SHOWN)



SECTION A-A

6

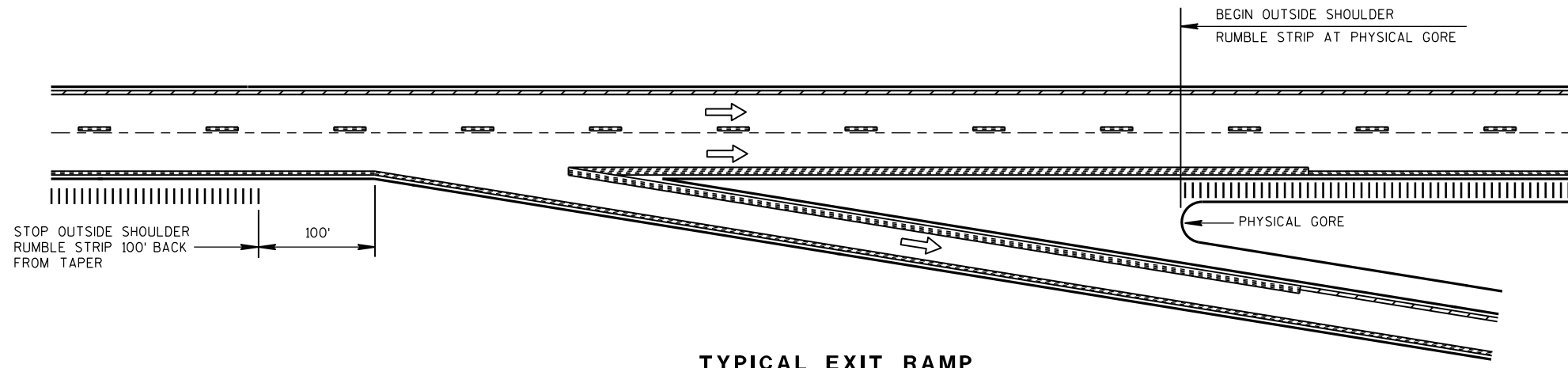
6

S.D.D. 13 A 5-5a

S.D.D. 13 A 5-5a

SHOULDER RUMBLE STRIP,
MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

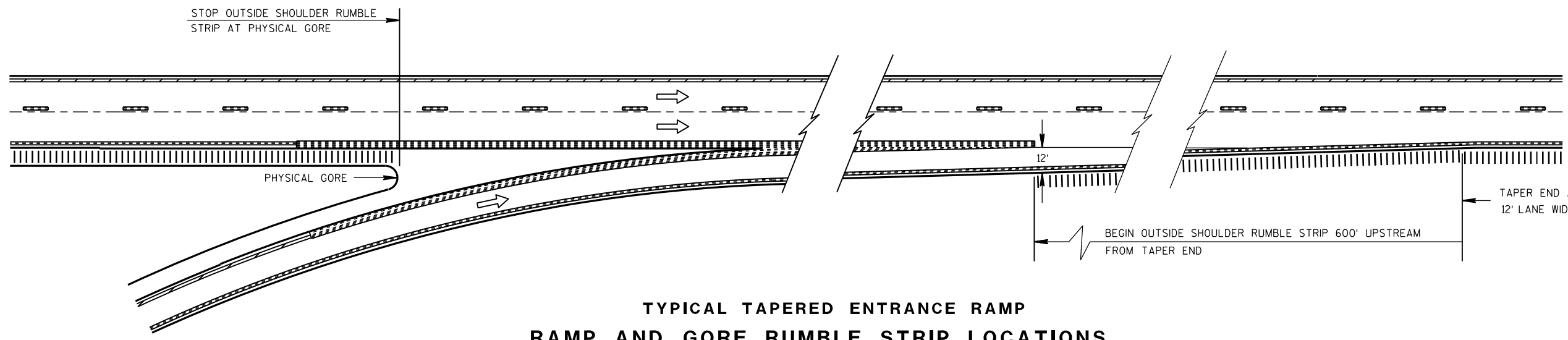


TYPICAL EXIT RAMP

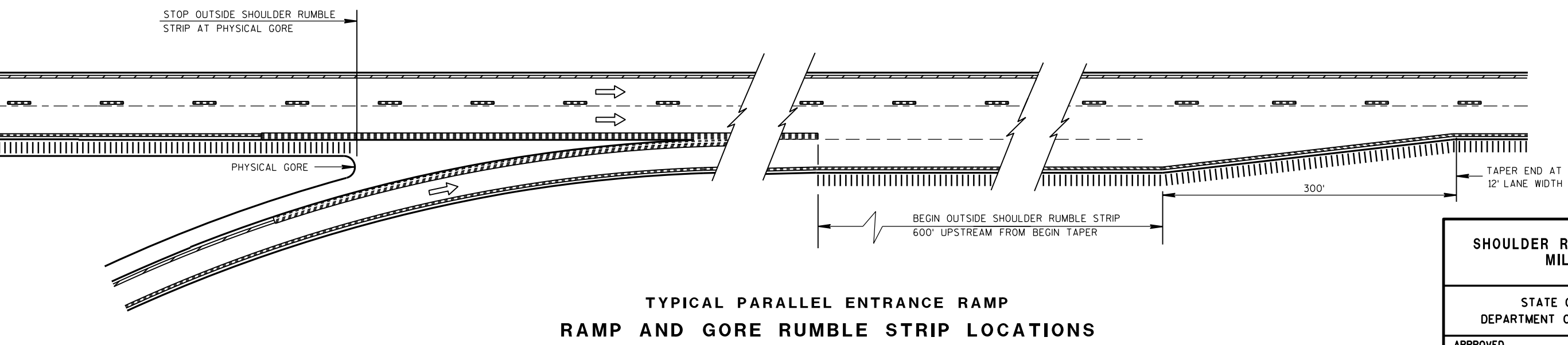
NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.
 PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
 ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP
 RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP
 RAMP AND GORE RUMBLE STRIP LOCATIONS

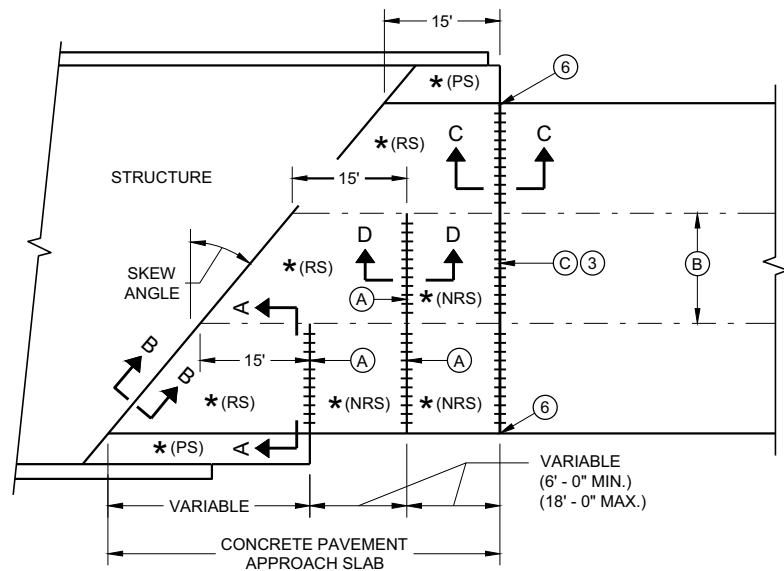
6

6

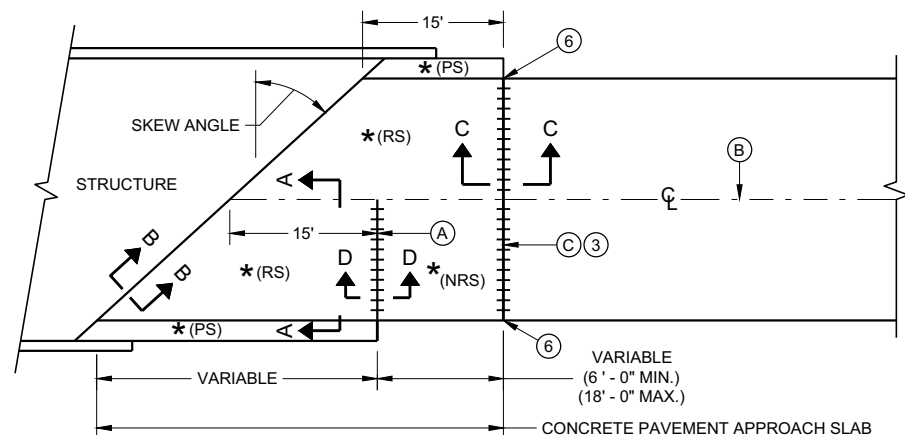
S.D.D. 13 A 5-5b

S.D.D. 13 A 5-5b

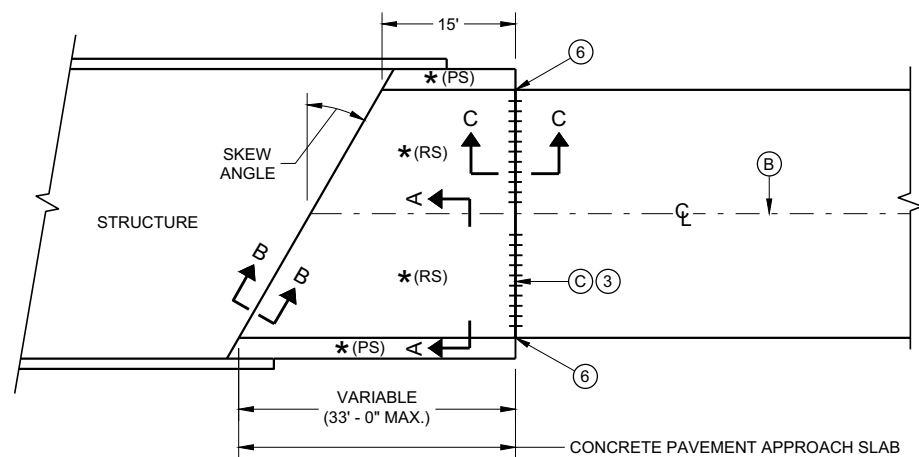
| | |
|--|--|
| SHOULDER RUMBLE STRIP, MILLING | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED DATE 12/17/2012 | /s/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER |
| FHWA | |



**SKewed Approach
(PAVEMENT MORE THAN TWO LANES)**

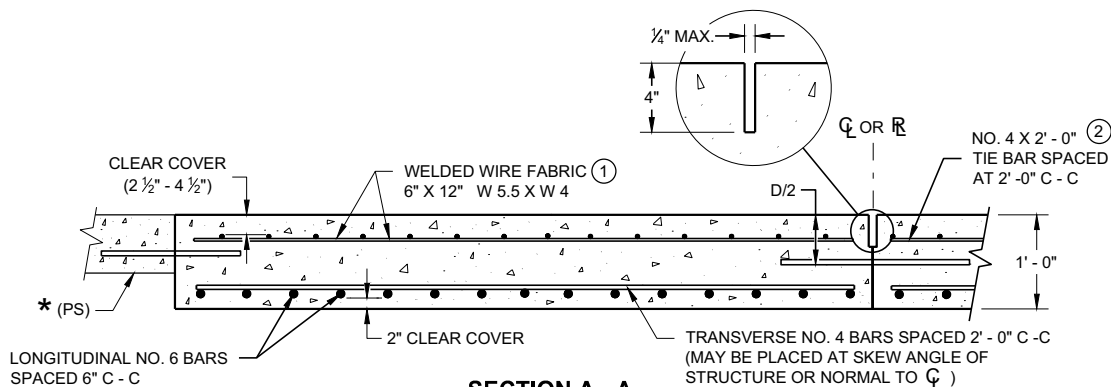


**SKews > 20°
(PAVEMENT WIDTH ≤ 30')**

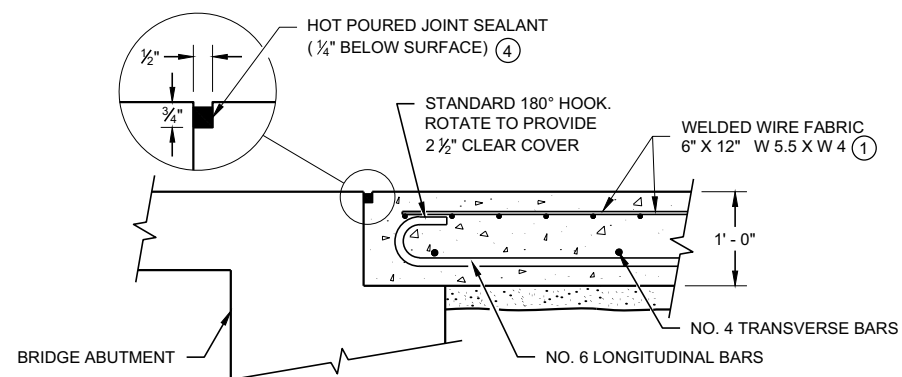


**SKews ≤ 20°
(PAVEMENT WIDTH ≤ 30')**
APPROACH SLAB AND ADJACENT PAVEMENT

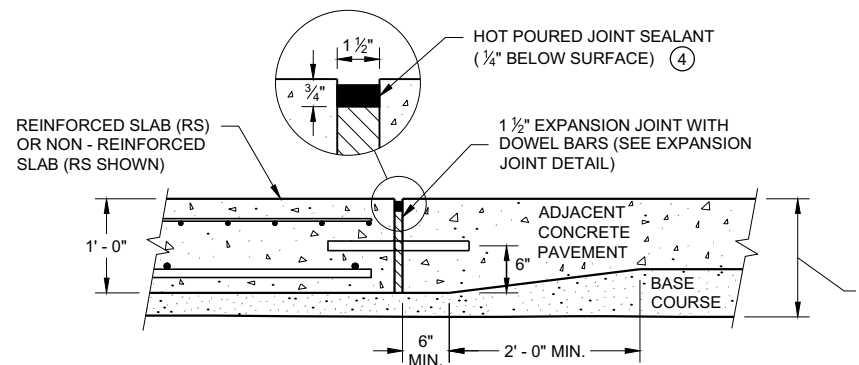
- * (RS) = REINFORCED CONCRETE SLAB
- * (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
- * (NRS) = NON - REINFORCED CONCRETE SLAB
- *** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



**SECTION A - A
REINFORCEMENT POSITIONING DETAIL**



**SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT**



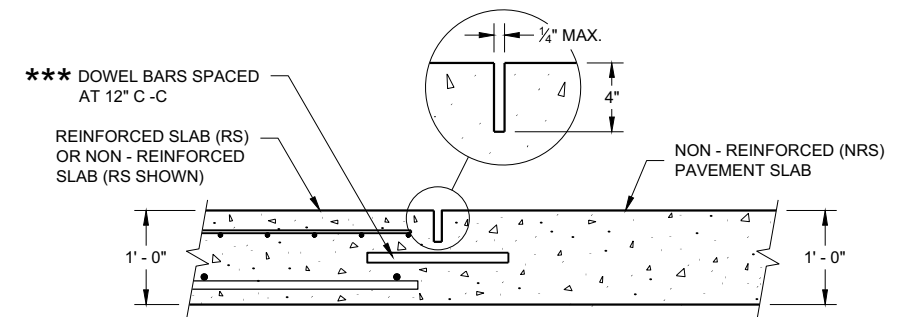
**SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT**

GENERAL NOTES

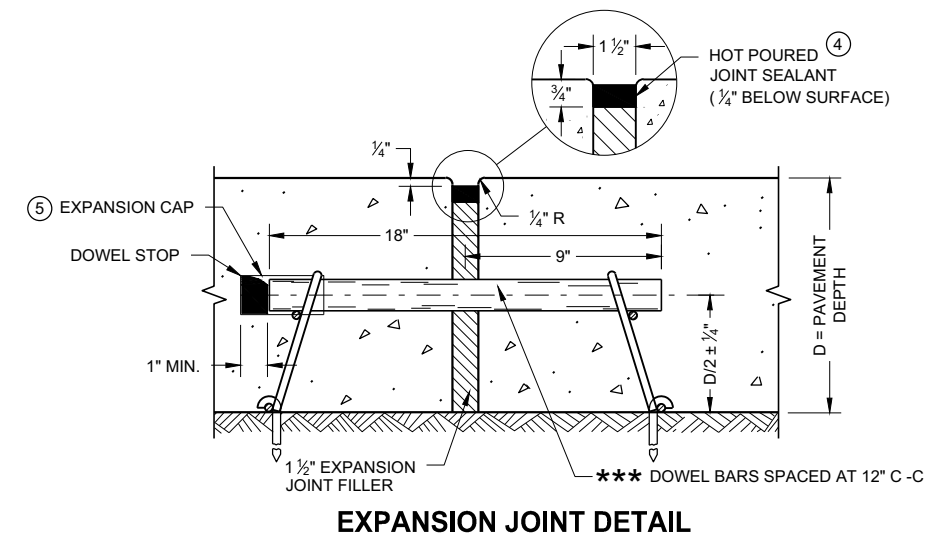
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

- ① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0" C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
- ② THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
- ③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.
- ④ USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
- ⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.
- ⑥ EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.
- (A) STANDARD CONTRACTION JOINT NORMAL TO \mathcal{C} OR \mathcal{R} .
- (B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.
- (C) 1 1/2" EXPANSION JOINT WITH DOWEL BARS NORMAL TO \mathcal{C} OR \mathcal{R} .



**SECTION D - D
CONTRACTION JOINT**



EXPANSION JOINT DETAIL

**CONCRETE PAVEMENT
APPROACH SLAB**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Peter Kemp, P.E.
DATE PAVEMENT SUPERVISOR

FHWA

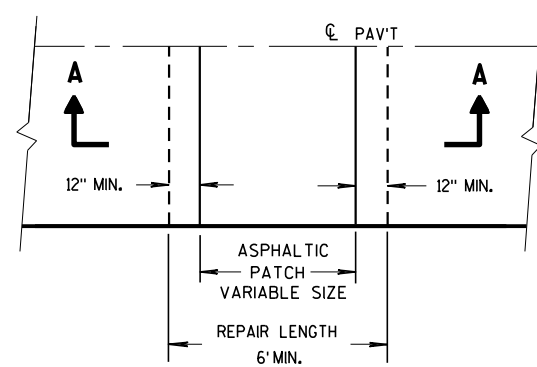
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

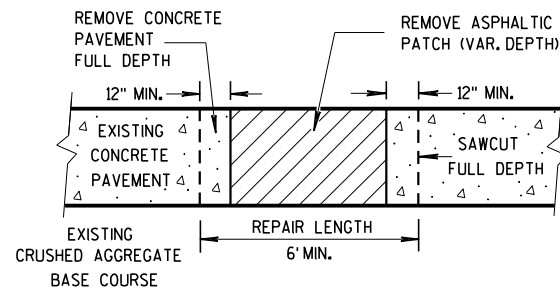
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

① DOWEL BARS MIGHT NOT EXIST.

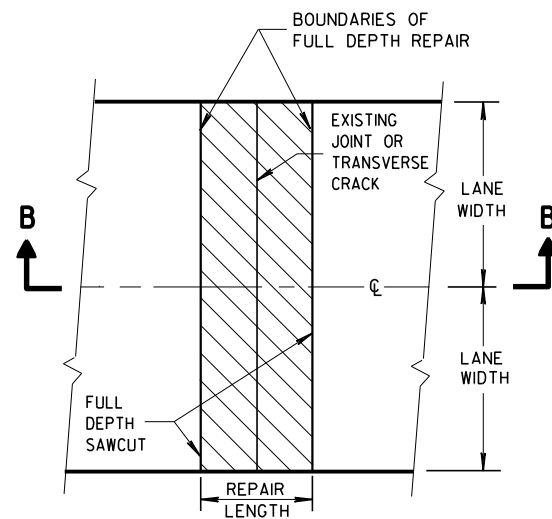


PLAN VIEW

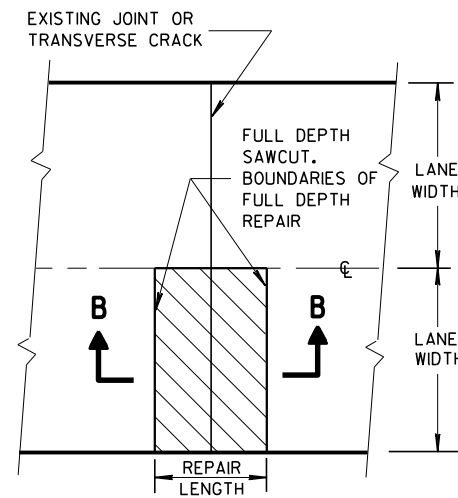


SECTION A-A

HMA PATCH REMOVAL

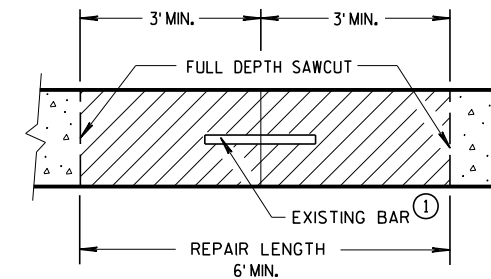


**PLAN VIEW
(DOUBLE LANE REPAIR)**



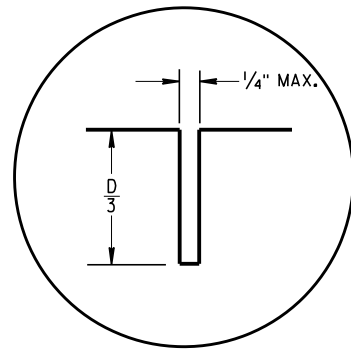
**PLAN VIEW
(SINGLE LANE REPAIR)**

FULL DEPTH CONCRETE PAVEMENT REMOVAL

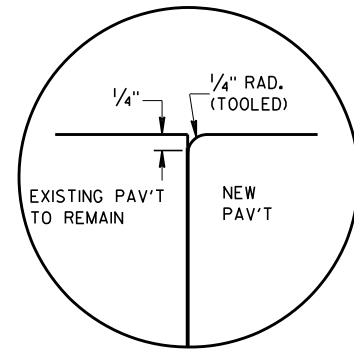


**SECTION B-B
CONCRETE REMOVAL**

| |
|--|
| <p>CONCRETE PAVEMENT REPAIR AND REPLACEMENT</p> |
| <p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p> |

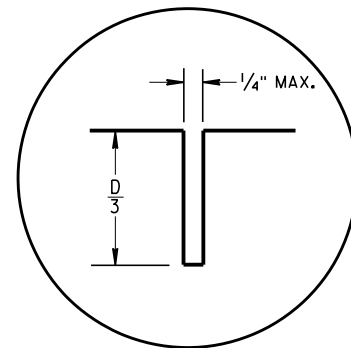


C1

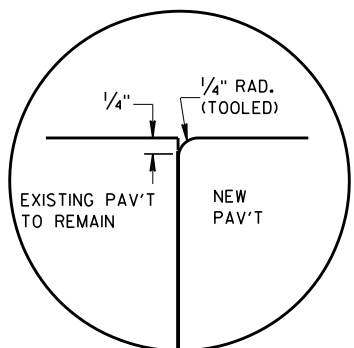


C2

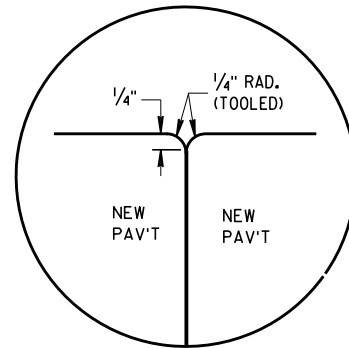
TRANSVERSE JOINTS



L1



L2



L3

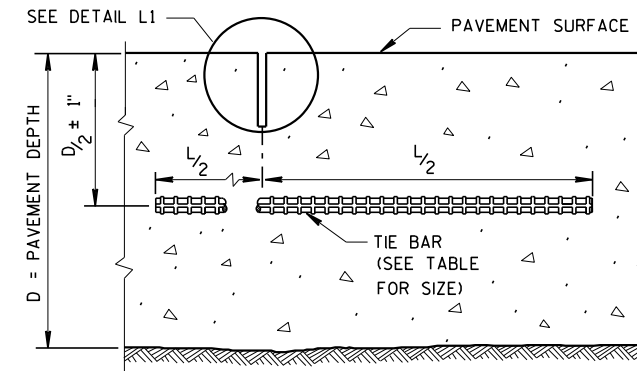
LONGITUDINAL JOINTS

TIE BAR TABLE

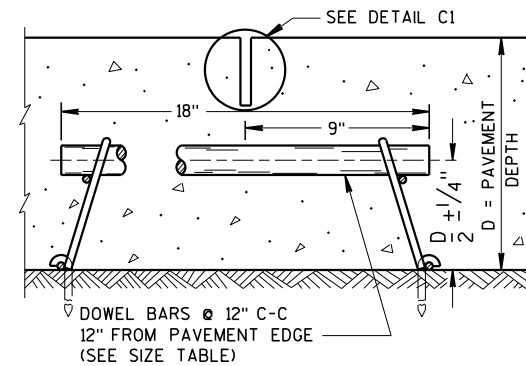
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|--------------------|--------------|--------------------|----------------------|
| < 10 1/2" | NO. 4 | 30" | 36" |
| ≥ 10 1/2" | NO. 5 | 36" | 36" |
| | NO. 4* | 30" | 24" ** |

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



**SECTION C-C
SAWED LONGITUDINAL JOINT**



**SECTION F-F
CONTRACTION JOINT**

GENERAL NOTES

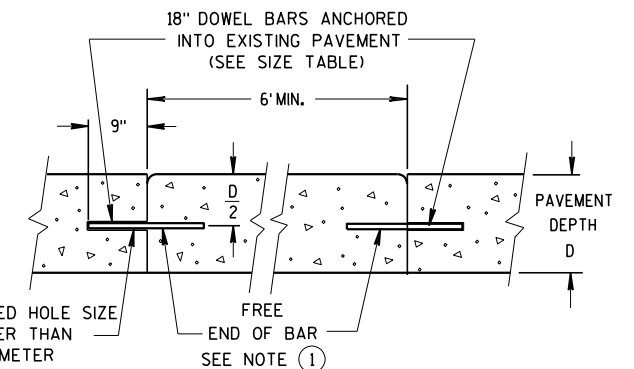
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

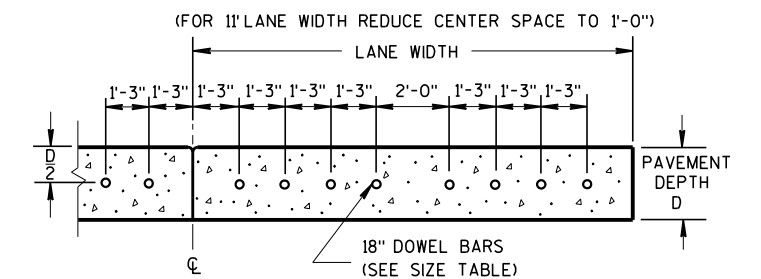
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

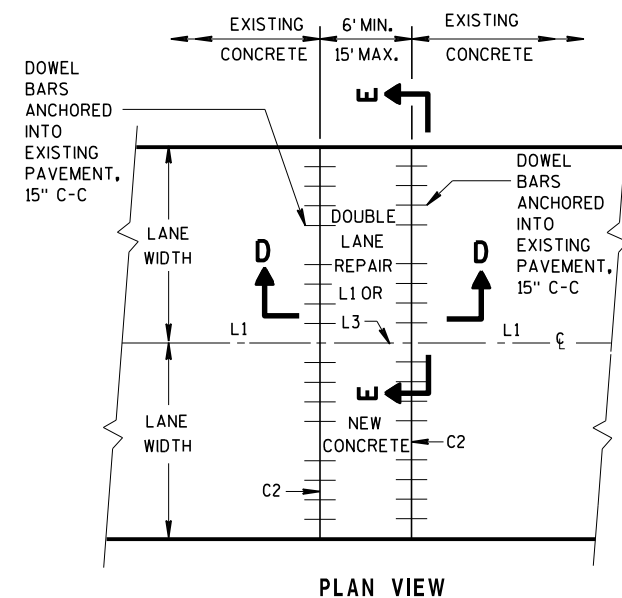
- ① APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION D-D

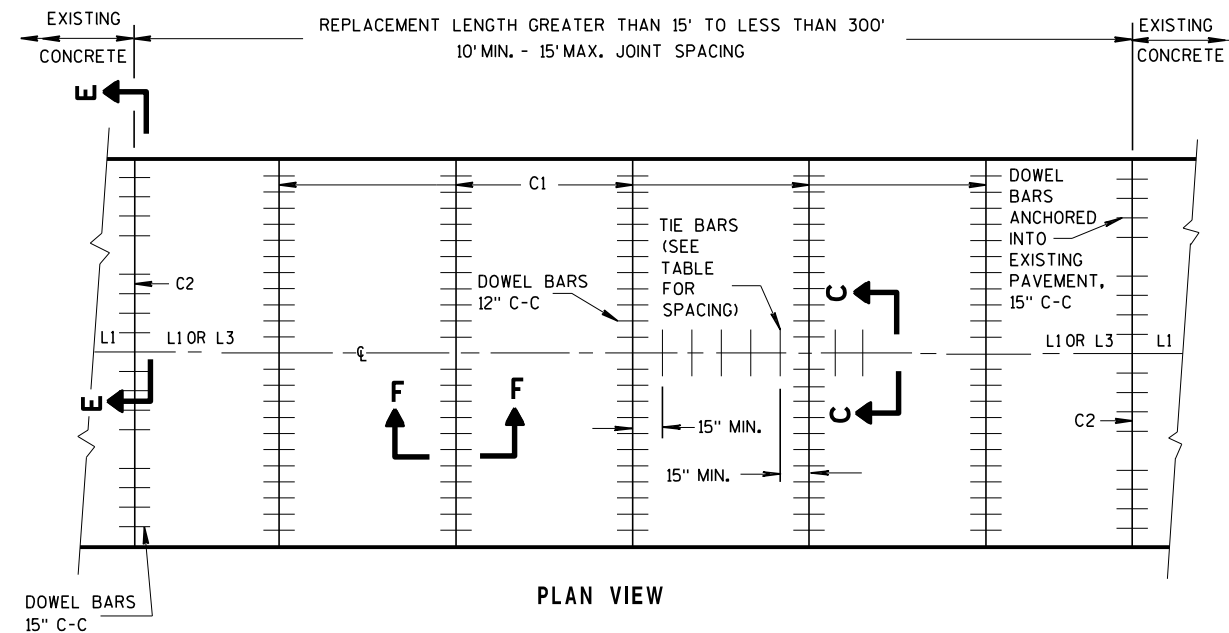


**SECTION E-E
DRILLED DOWEL BAR CONSTRUCTION JOINT**



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

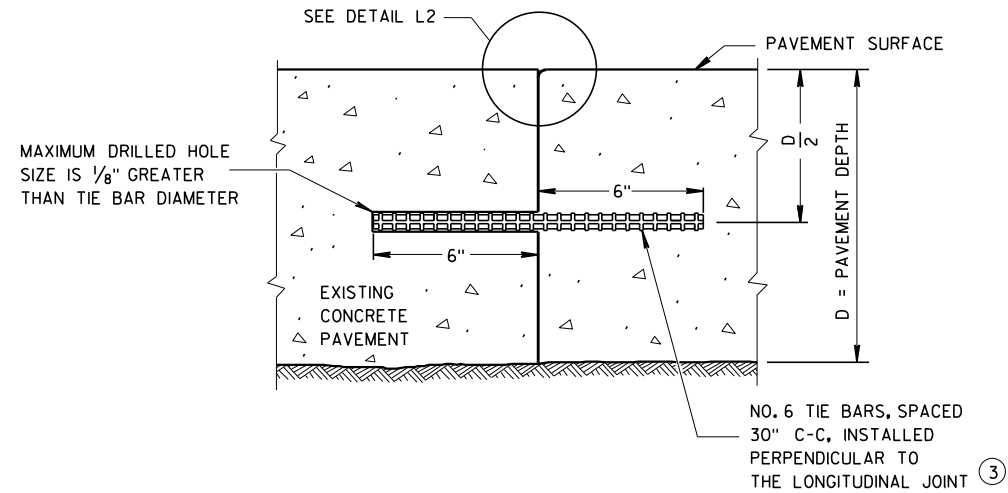
| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | DRILLED DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|--------------------|--------------------|----------------------------|---------------------------|
| 5 1/2", 6", 6 1/2" | NONE | NONE | 12' |
| 7", 7 1/2" | 1" | 1" | 14' |
| 8", 8 1/2" | 1 1/4" | 1 1/4" | 15' |
| 9", 9 1/2" | 1 1/4" | 1 1/4" | 15' |
| 10" & ABOVE | 1 1/2" | 1 1/4" | 15' |

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

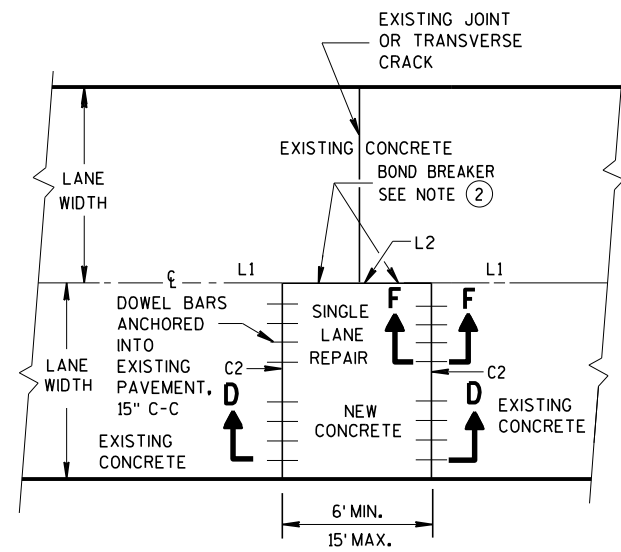
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

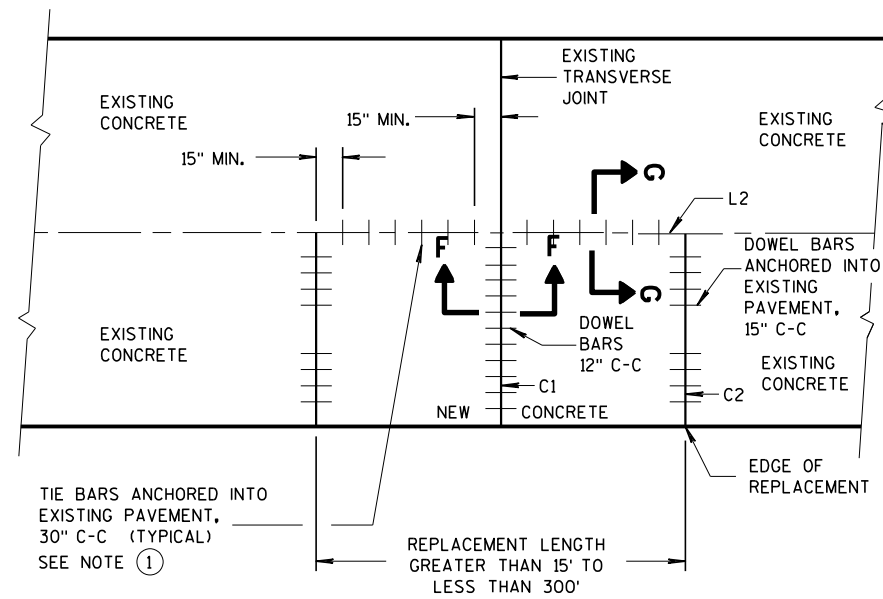
- ① WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- ② USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
- ③ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



SECTION G-G
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



PLAN VIEW
SINGLE LANE
CONCRETE PAVEMENT REPAIR



PLAN VIEW
SINGLE LANE
CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT
REPAIR AND REPLACEMENT

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED

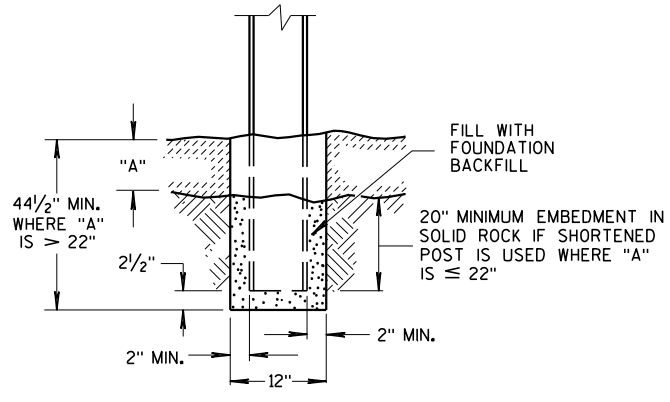
March 2018
 DATE

/s/ Peter Kemp, P.E.
 PAVEMENT SUPERVISOR

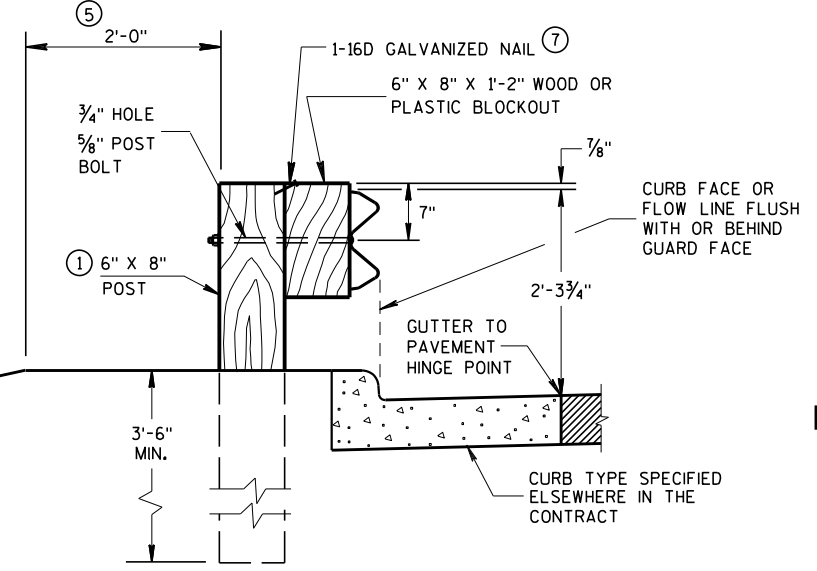
FHWA

GENERAL NOTES

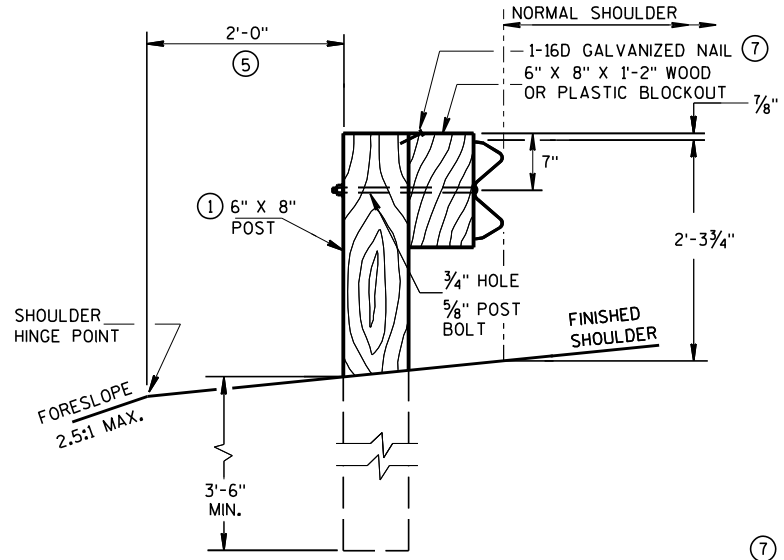
- ① W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS. DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.
 - ② USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.
 - ③ INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
 - ④ USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.
 - ⑤ IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).
 - ⑥ IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2 INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE 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.



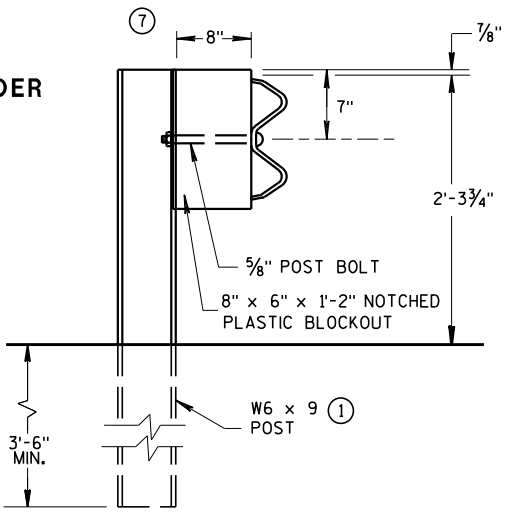
END VIEW SETTING STEEL OR WOOD POST IN ROCK ⑥



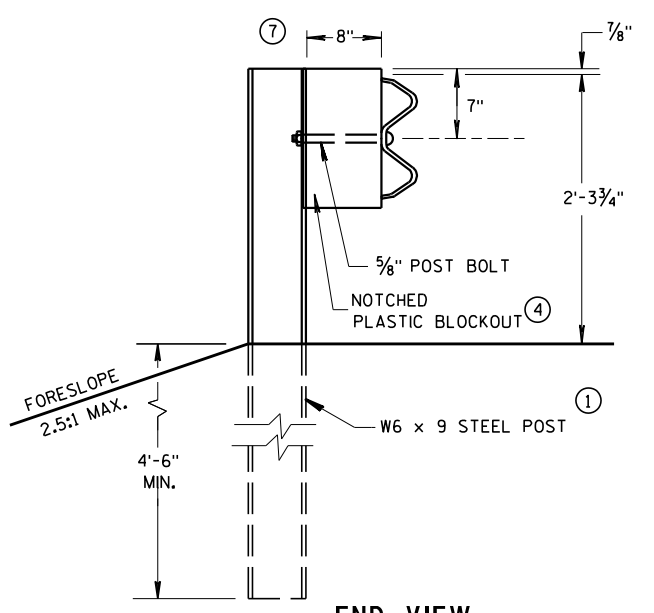
END VIEW LOCATED ALONG A CURBED ROADWAY



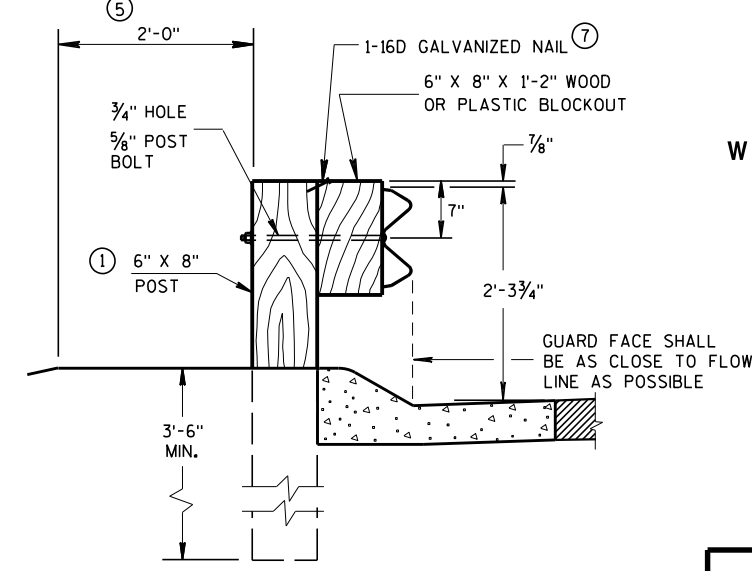
END VIEW LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



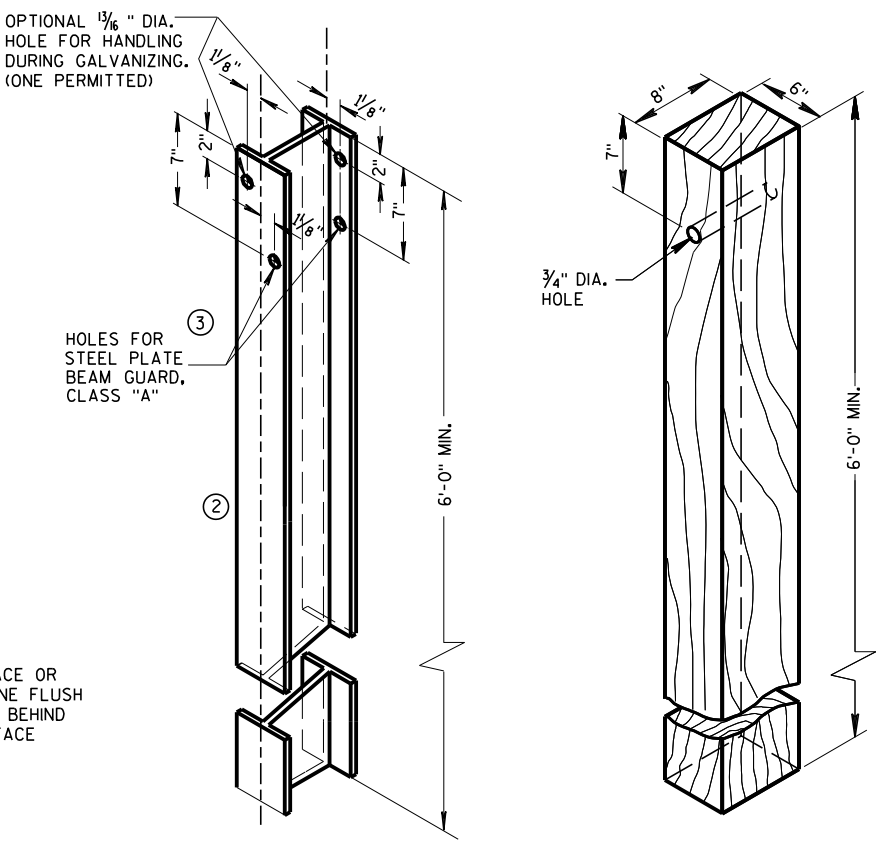
END VIEW STEEL POST & NOTCHED PLASTIC BLOCKOUT ALTERNATIVE STANDARD INSTALLATION



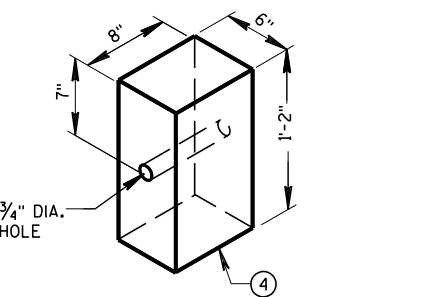
END VIEW LONGER POST AT HALF POST SPACING W BEAM (LHW)



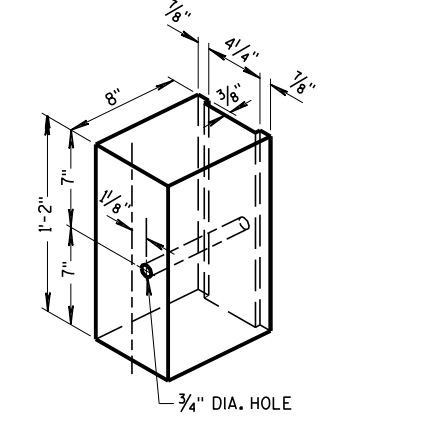
END VIEW LOCATED ALONG A MOUNTABLE CURBED ROADWAY



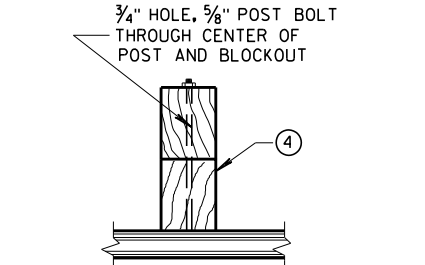
STEEL POST & HOLE PUNCHING DETAIL (W6 X 9) ①
WOOD POST (6" X 8") NOMINAL
 ALL HOLES 1/8" DIAMETER EXCEPT AS NOTED



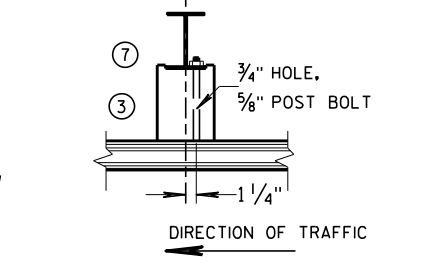
WOOD OR PLASTIC BLOCKOUT FOR WOOD POSTS



TYPICAL NOTCHED PLASTIC BLOCKOUT FOR STEEL POSTS ①



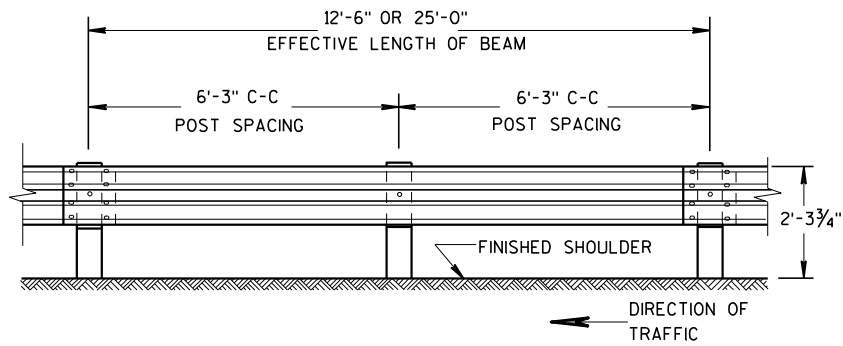
PLAN VIEW WOOD POST, BLOCKOUT & BEAM



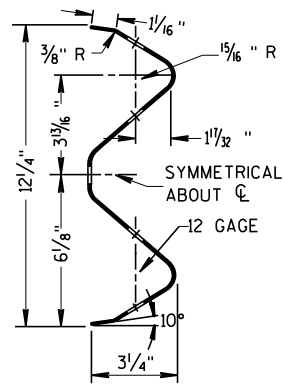
PLAN VIEW STEEL POST, NOTCHED PLASTIC BLOCKOUT & BEAM

STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS

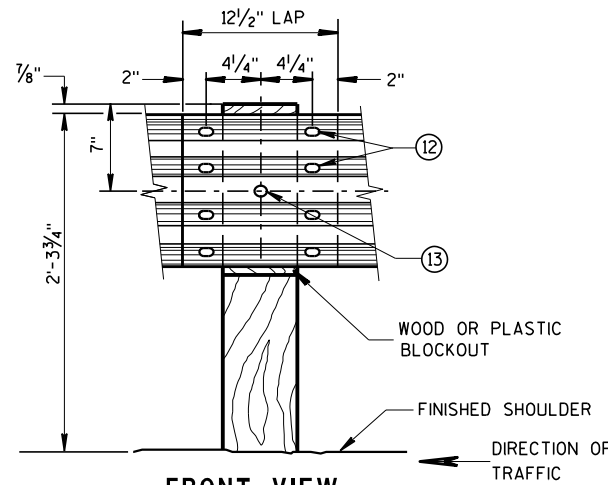
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION



**FRONT VIEW
POST SPACING STANDARD INSTALLATION**



SECTION THRU W BEAM

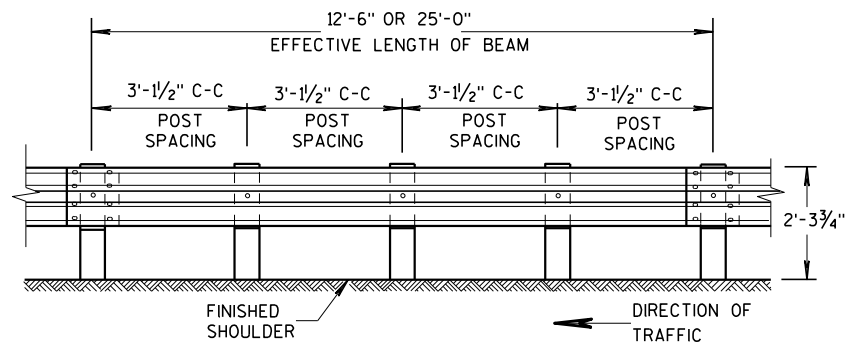


**FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL**

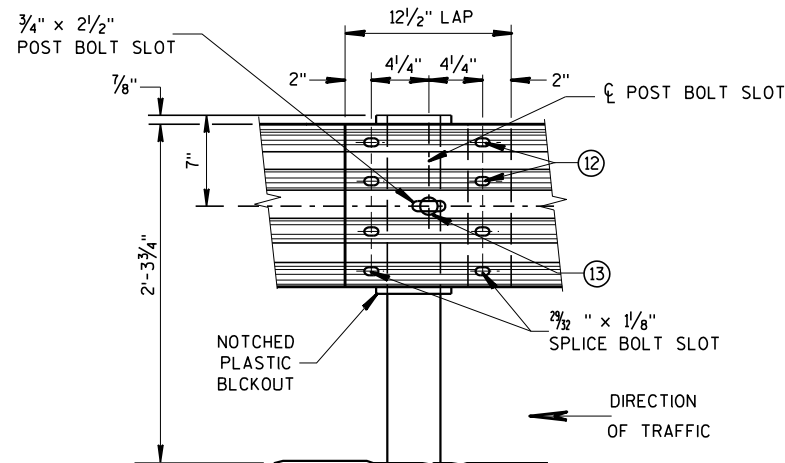
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

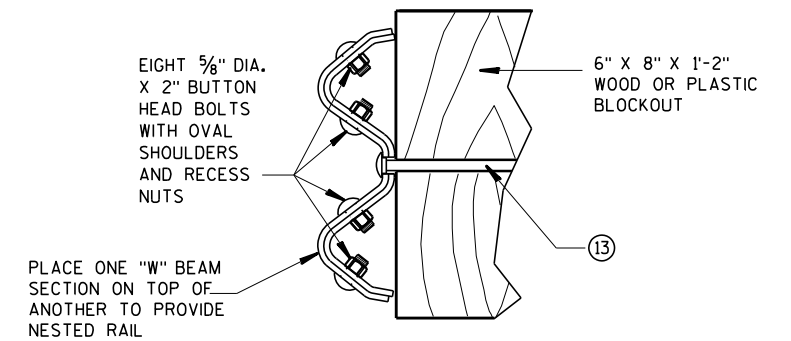
- ⑨ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.
- ⑫ 8 - 5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
- 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)**

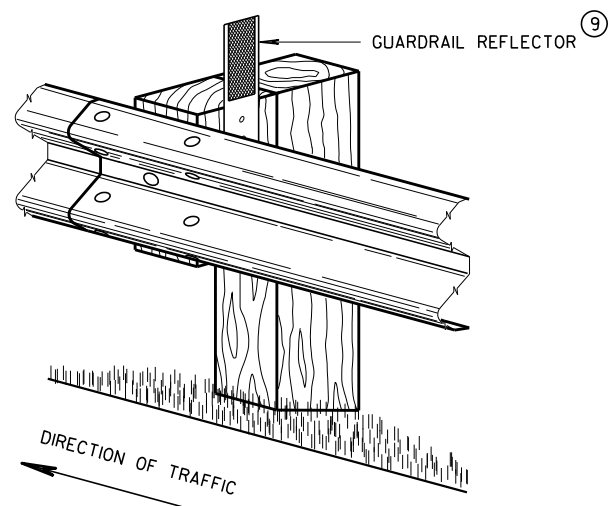


**FRONT VIEW
BEAM SPLICE AT STEEL POST
TYPICAL SPLICING DETAILS
OF STEEL PLATE BEAM GUARD**

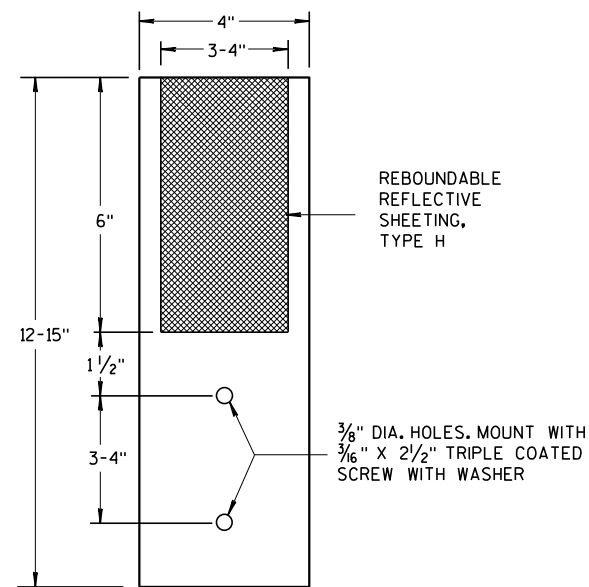


NESTED W BEAM (NW)
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR
CONSTRUCTING NESTED W BEAM (NW)

* USE DOUBLE SIDED WHITE GUARDRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



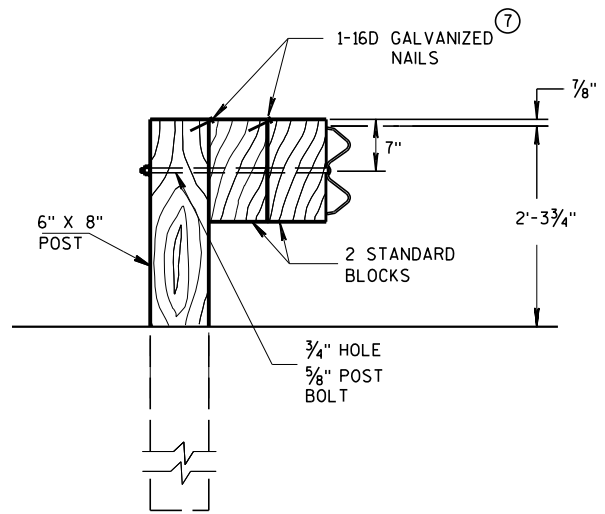
**4" X 12" GUARDRAIL REFLECTOR DETAIL
AND TYPICAL INSTALLATION ***



4" x 12" GUARDRAIL REFLECTOR

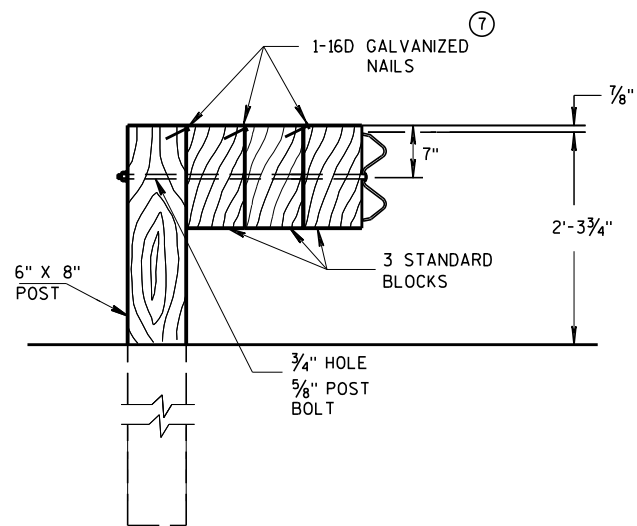
**STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

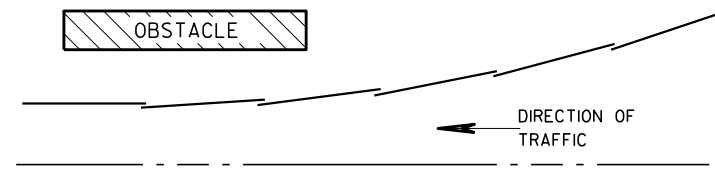


DETAIL FOR TRIPLE BLOCKS

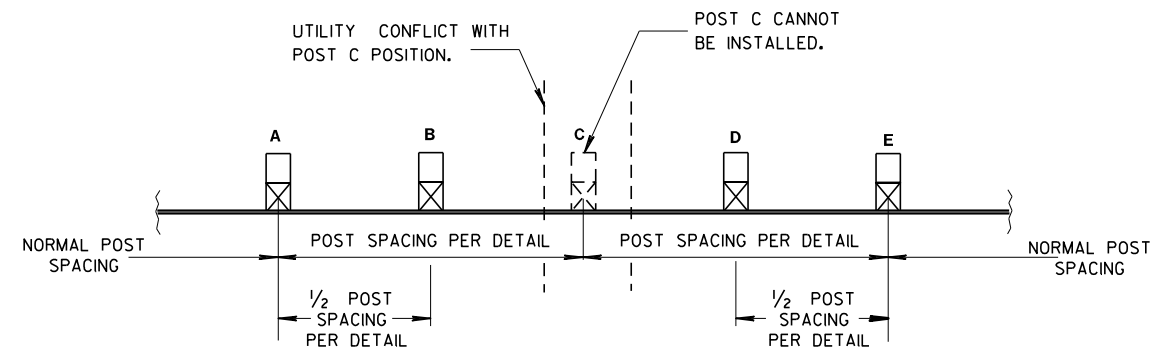
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

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.

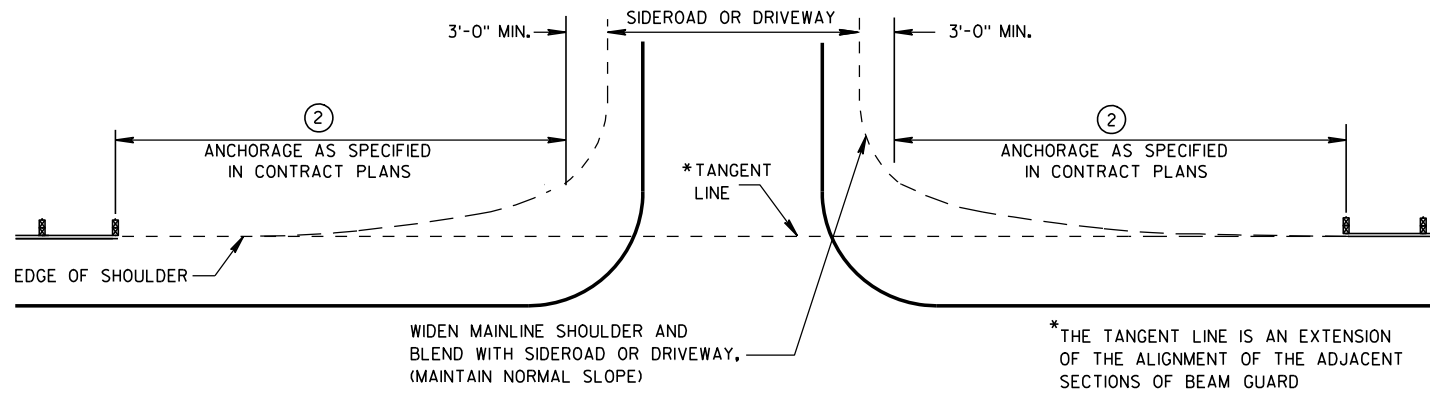


**PLAN VIEW
BEAM LAPPING DETAIL**

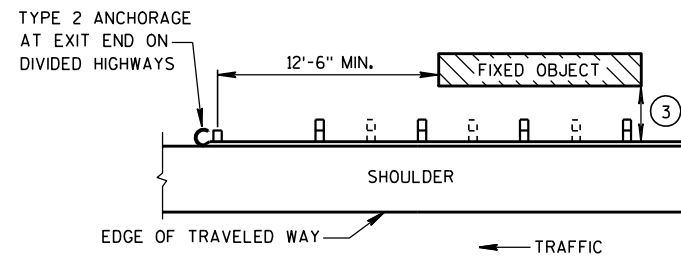


**POST DRIVING FOR CONTINUOUS
UNDERGROUND OBSTRUCTION**

| | |
|---|--|
| STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED June 2017 | /s/ Rodney Taylor |
| DATE | ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR |
| FHWA | |



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



**BEAM GUARD AT OBSTACLES
EXIT END - ONE WAY TRAFFIC**

GENERAL NOTES

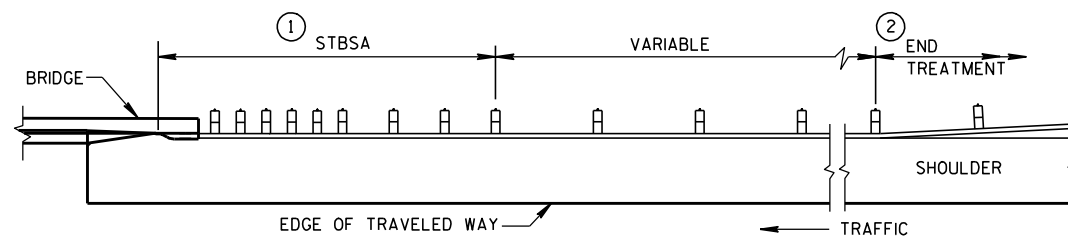
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

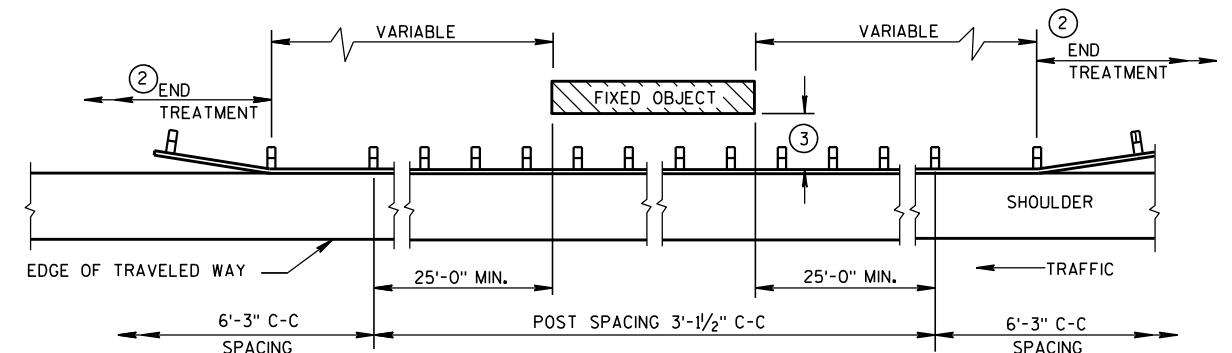
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

- ① STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.
- ② USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

| MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT | POST SPACING |
|--|--------------|
| 3'-6" | 3' - 1/2" |
| 4'-6" | 6' - 3" |



BEAM GUARD AT FULL WIDTH BRIDGES

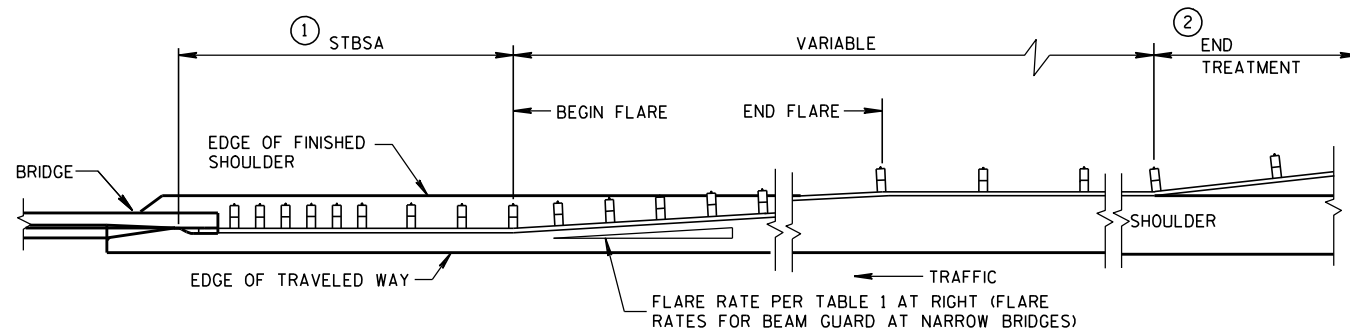


BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")

**TABLE 1
FLARE RATES FOR BEAM
GUARD AT NARROW BRIDGES**

| POSTED SPEED (MPH) | FLARE RATE |
|--------------------|------------|
| 25 | 13:1 |
| 30 | 15:1 |
| 35 | 16:1 |
| 40 | 18:1 |
| 45 | 21:1 |
| 50 | 24:1 |
| 55 | 26:1 |
| 65 | 30:1 |



**BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)**

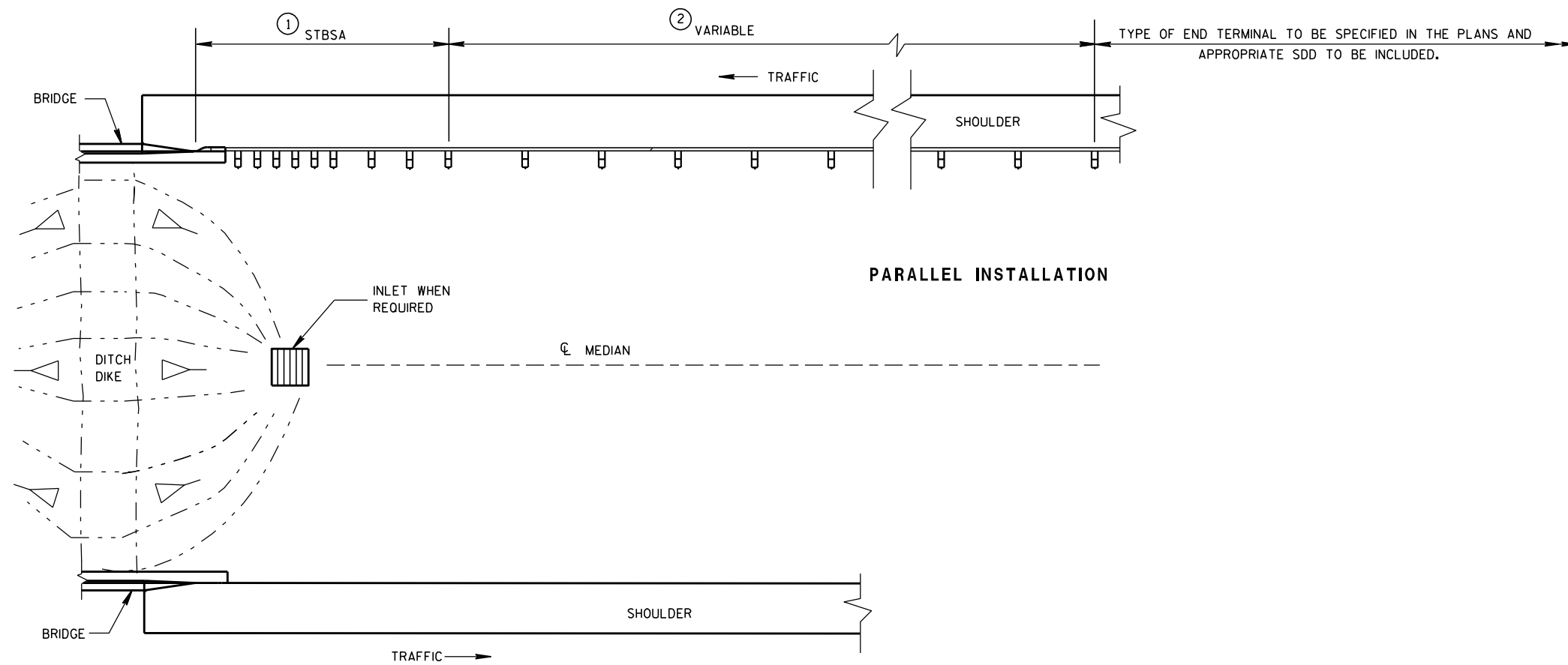
**STEEL PLATE BEAM GUARD
CLASS "A"
AT BRIDGES, OBSTACLES
AND SIDEROADS/DRIVEWAYS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-21-07 /s/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

GENERAL NOTES

- ① STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.
- ② LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.



BEAM GUARD AT MEDIAN APPROACH TO BRIDGES

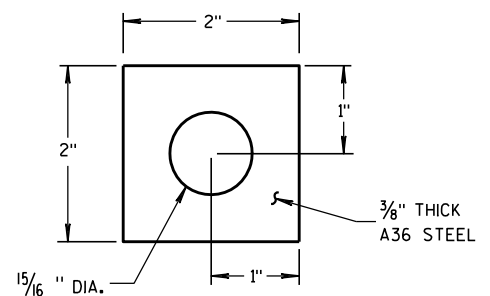
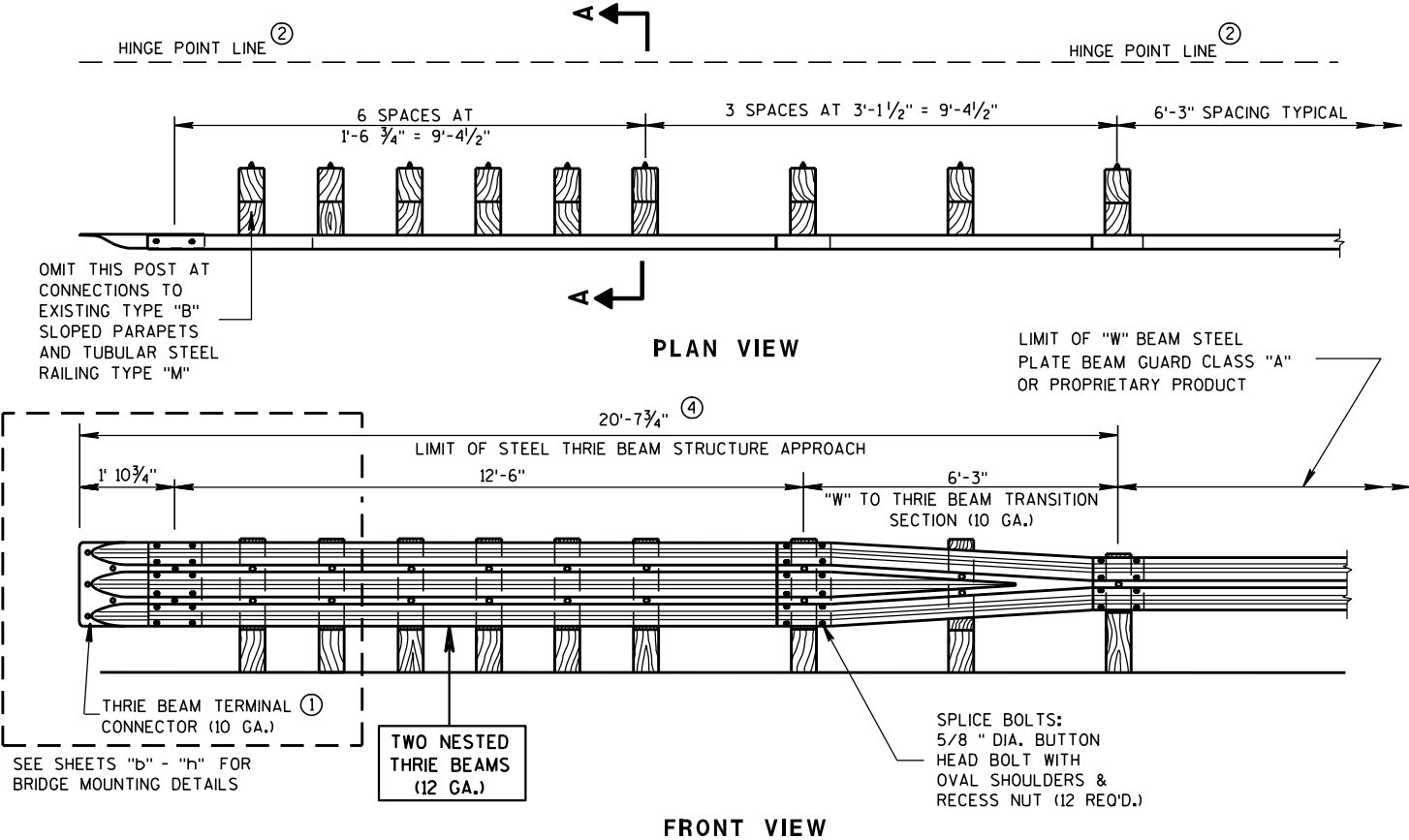
6

6

S.D.D. 14 B 18-6b

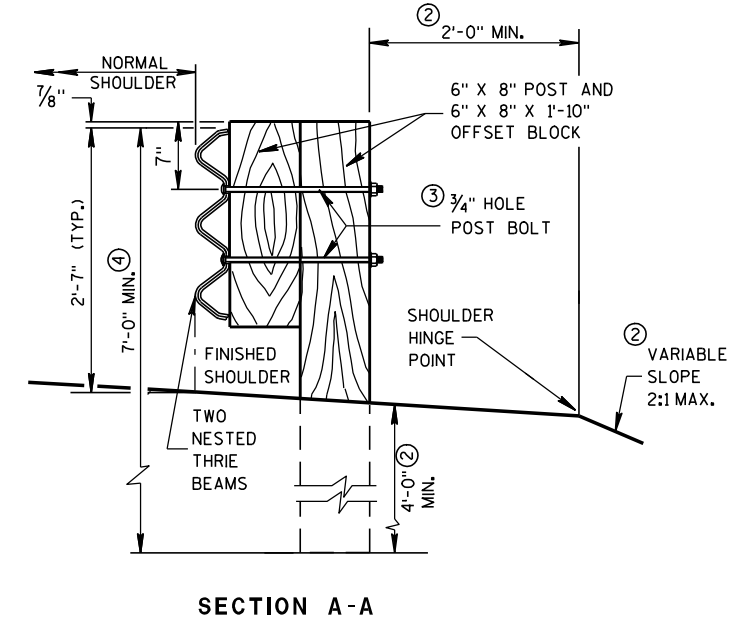
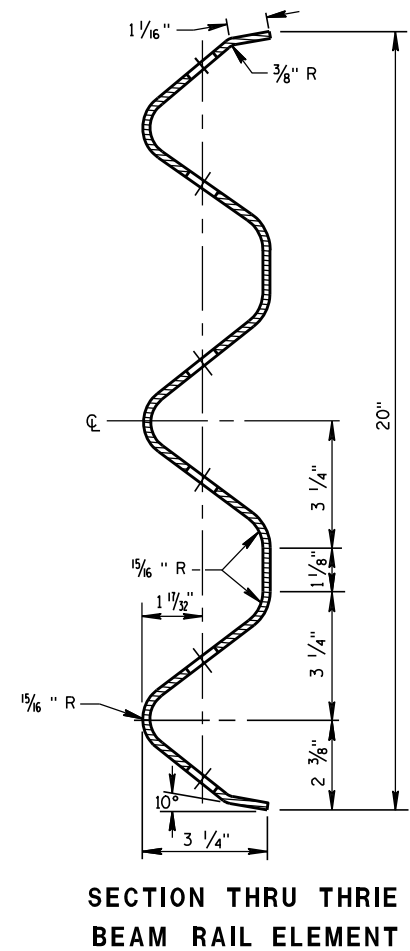
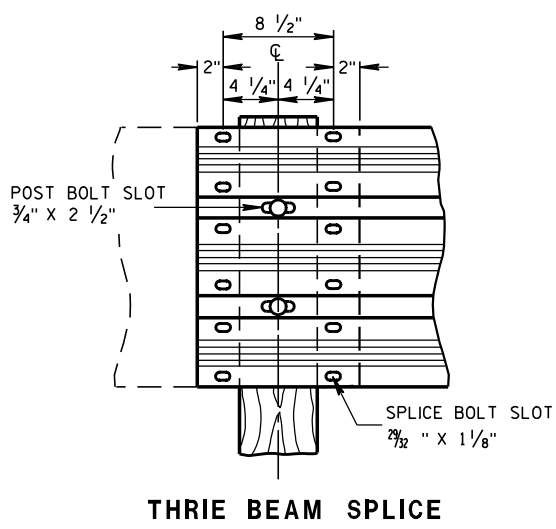
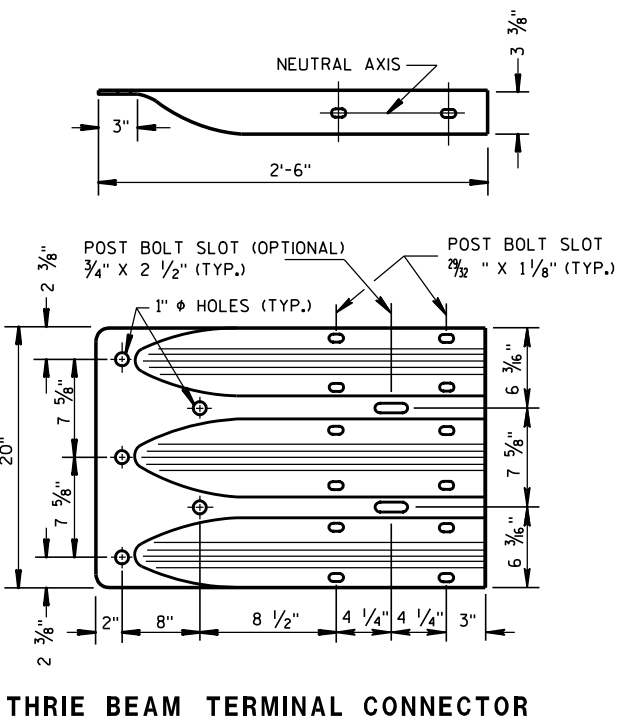
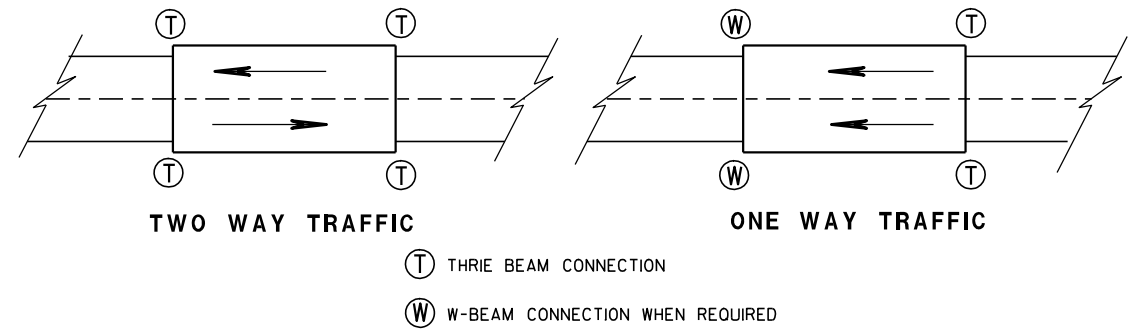
S.D.D. 14 B 18-6b

| | |
|---|--|
| STEEL PLATE BEAM GUARD CLASS "A" AT MEDIAN APPROACH TO BRIDGES | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED 8-21-07 DATE | /S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER |
| FHWA | |



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 1/2", AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.
- BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.
 - MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.
 - POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.
 - ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED 8/31/2012 DATE /S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

BILL OF MATERIALS

| NOTE NO. | DESCRIPTION |
|----------|--|
| ① | WOOD BREAKAWAY TERMINAL POST: 5 1/2" X 7 1/2" 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 1/2" 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'-6 1/2" |
| ⑬ | IMPACT HEAD |
| ⑭ | 0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS |

GENERAL NOTES

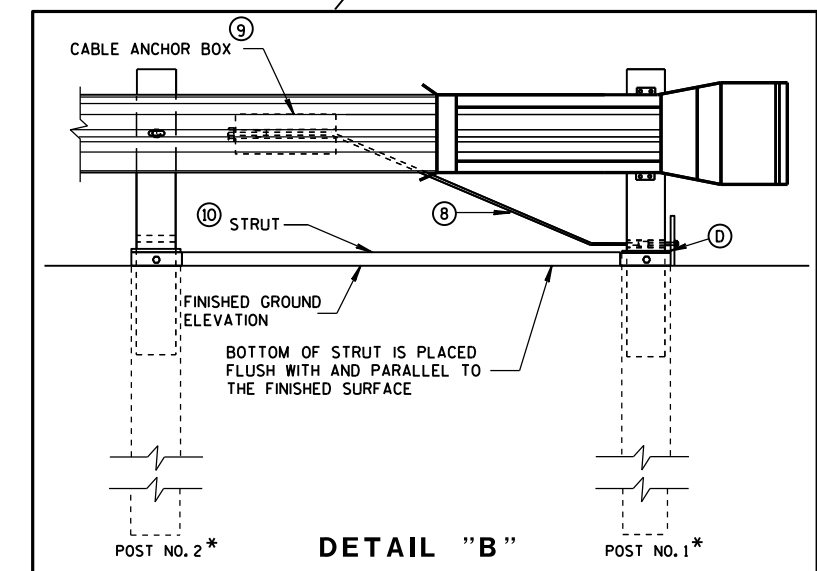
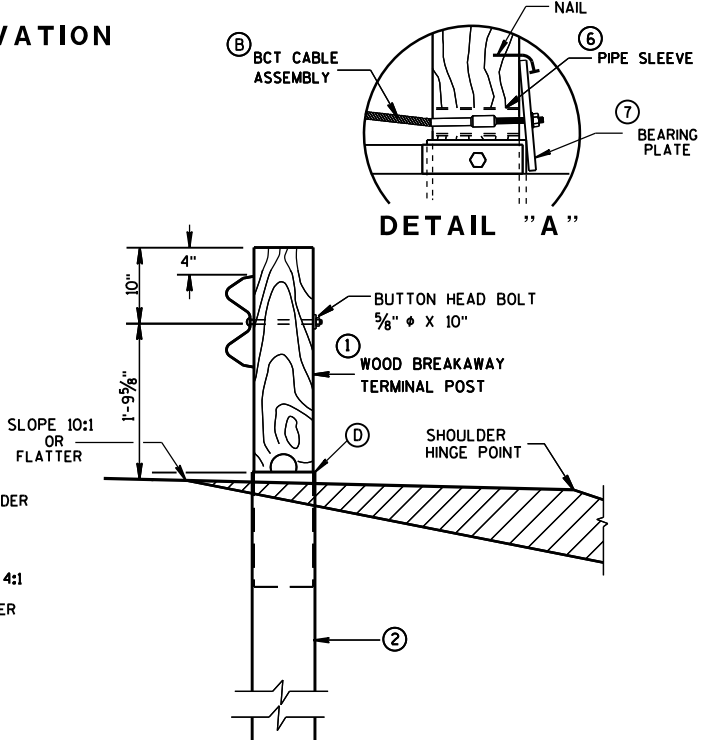
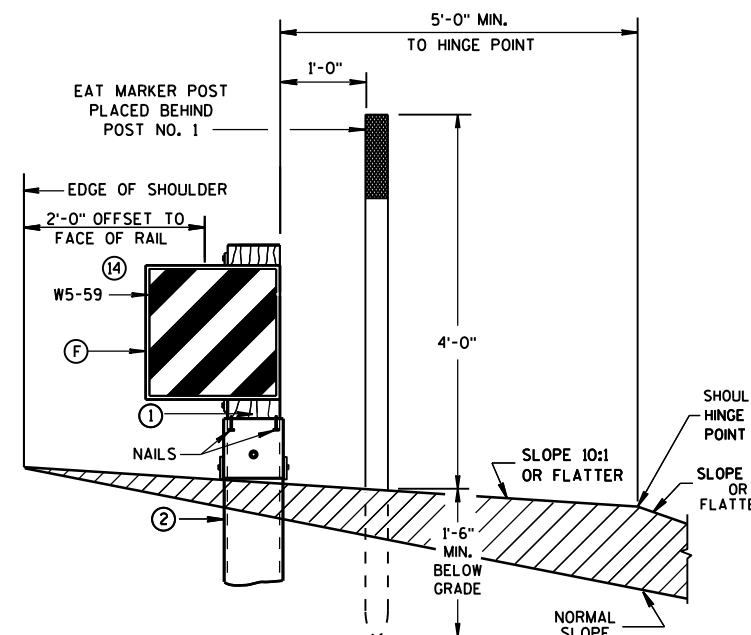
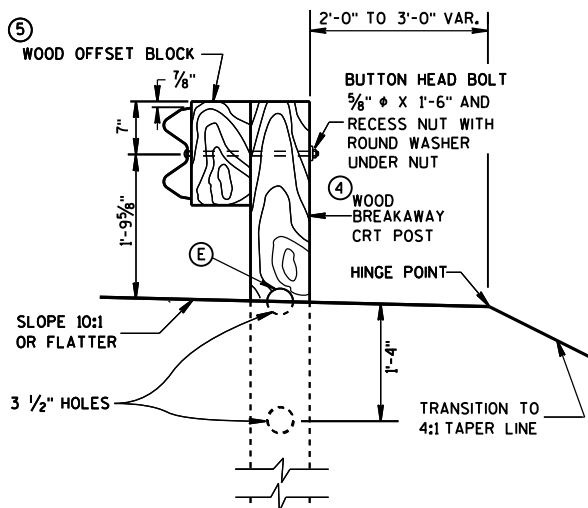
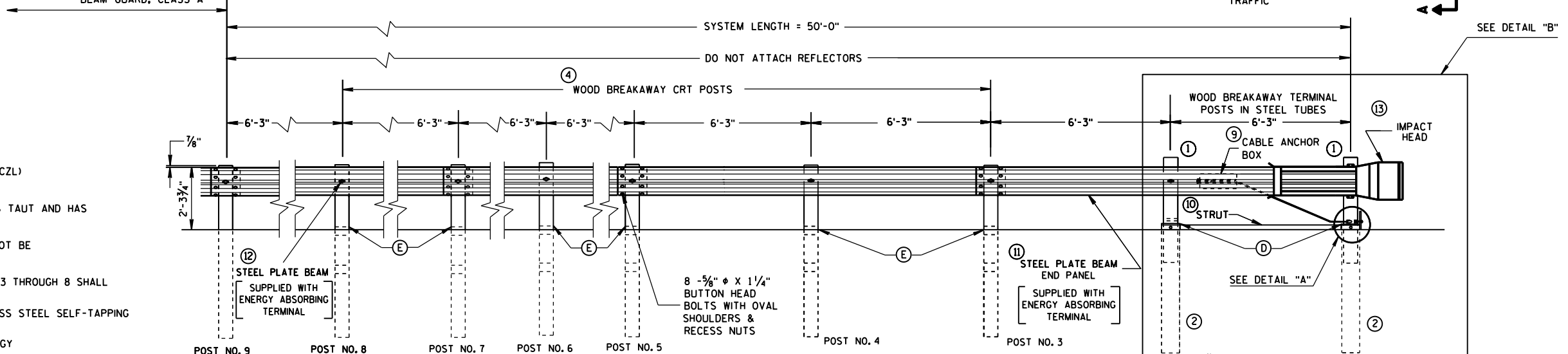
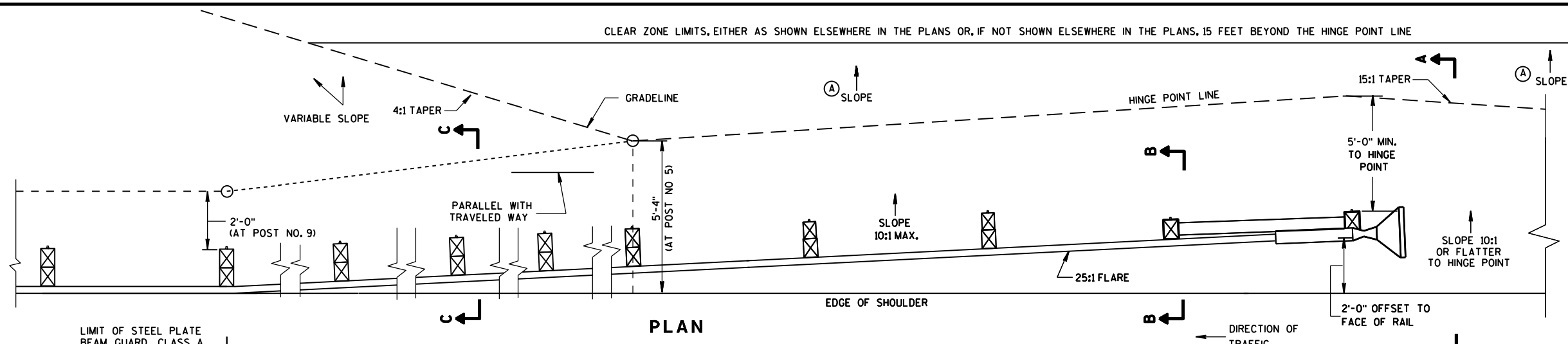
FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

- (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 3 1/2" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE 3/4" 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.

CLEAR ZONE LIMITS, EITHER AS SHOWN ELSEWHERE IN THE PLANS OR, IF NOT SHOWN ELSEWHERE IN THE PLANS, 15 FEET BEYOND THE HINGE POINT LINE



DETAIL "A"

DETAIL "B"

**STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL**

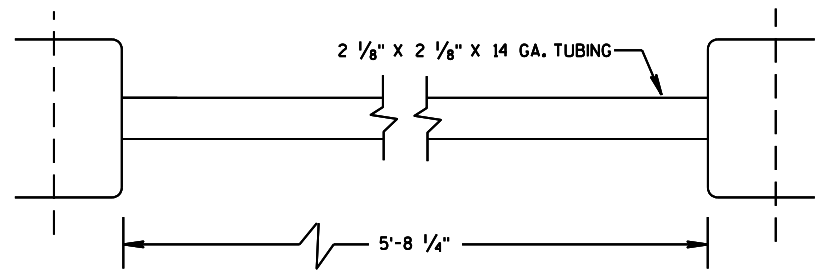
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

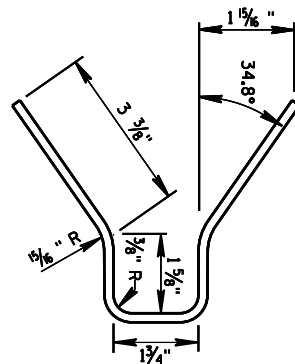
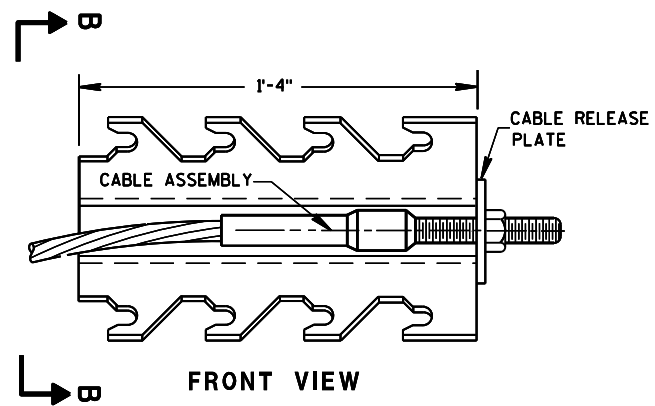
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S.D.D. 14 B 24-9a

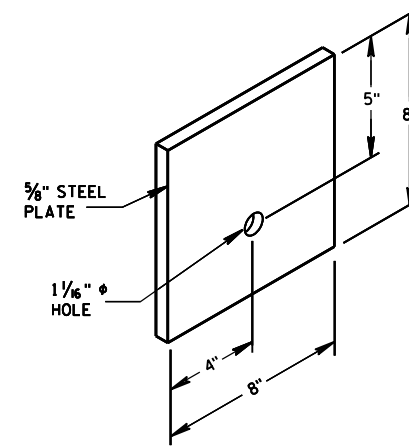
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL



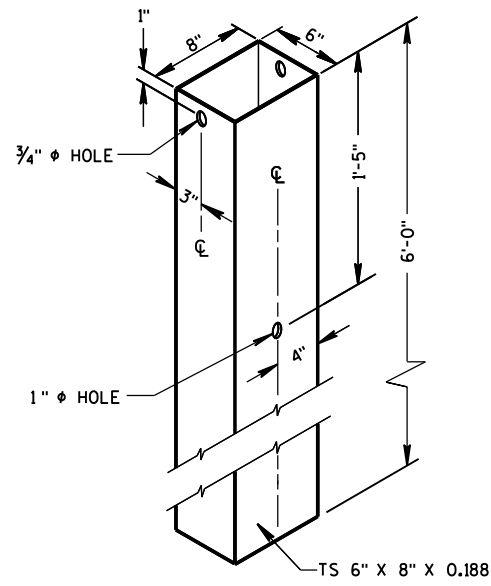
⑨ CABLE ANCHOR BOX



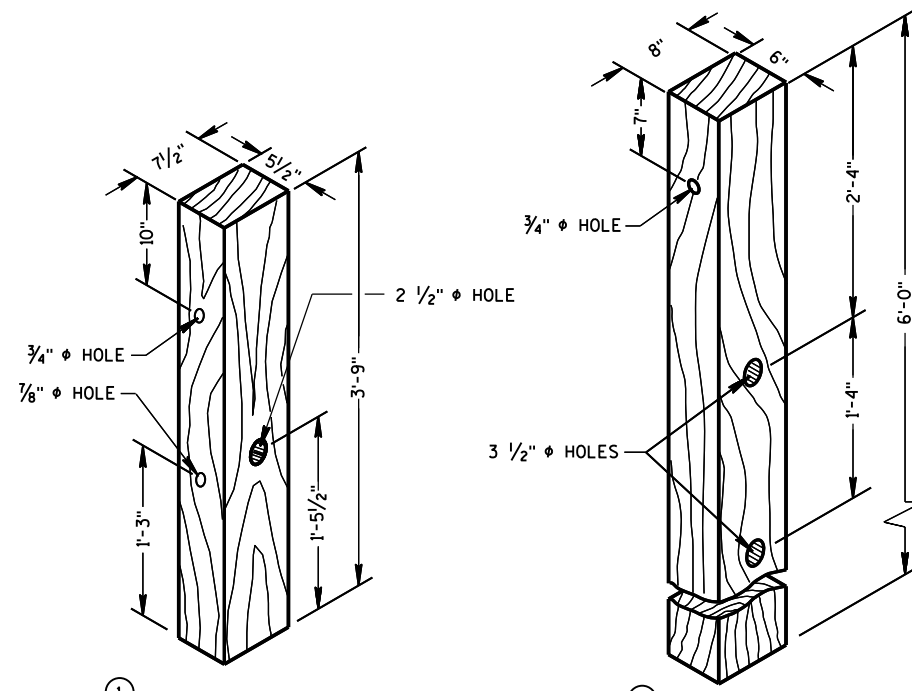
⑦ STEEL BEARING PLATE

6

6



② **72" STEEL TUBE**
(POSTS NO. 1-2)



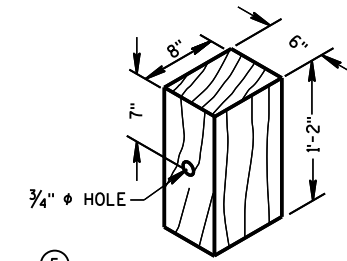
① **TERMINAL POST**

④ **CRT POST**
(POSTS NO'S 5-8)

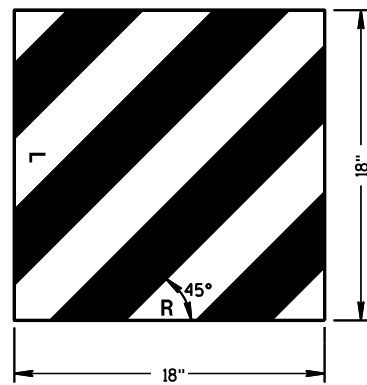
WOOD BREAKAWAY POSTS

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 1/2" 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.

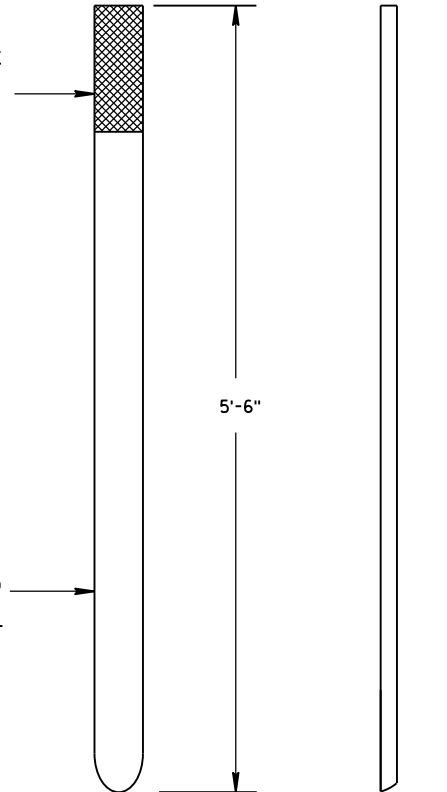


⑤ **WOOD OFFSET BLOCK**
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ **REFLECTIVE SHEETING DETAILS**

TYPE H
YELLOW REFLECTIVE
SHEETING 3" X 9".
SEE STANDARD
SPECIFICATION 637.



E.A.T. MARKER
POST (YELLOW)
SEE APPROVED
PRODUCTS LIST

FRONT VIEW SIDE VIEW

E.A.T. MARKER POST

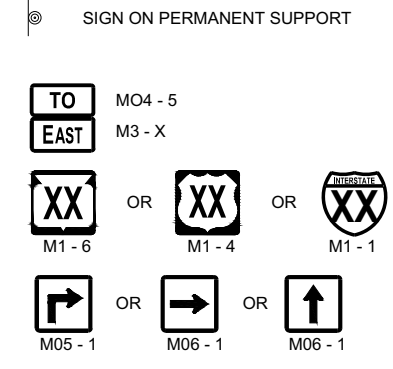
**STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND



GENERAL NOTES

- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND TO SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS THAT SHALL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOW:
M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
M04 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
M05 - 1, M05 - 2, AND M06 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
W20 - 53A SHALL BE 48" X 48"
- * PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

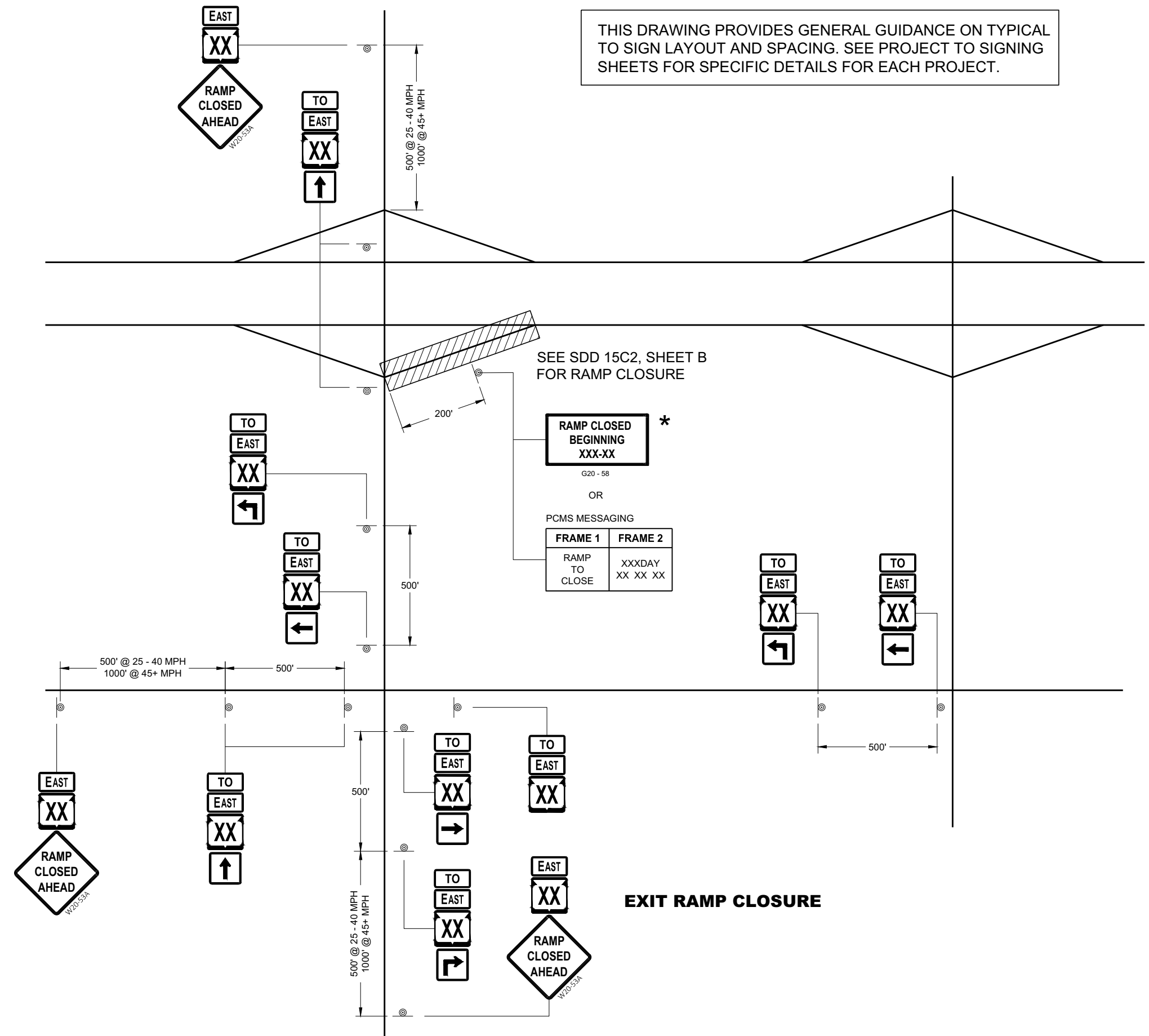
6

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SDD 15C02 - 08d

SDD 15C02 - 08d

EXIT RAMP CLOSURE



**ON RAMP
LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TO MO4 - 5
- M1 - 4 OR M1 - 6 OR COUNTY M1 - 5A
- M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

- SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS THAT SHALL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOW:
 MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
 M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
 MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- ① ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

SEE SDD 15D16 FOR RAMP CLOSURE

EXIT RAMP CLOSURE

6

6

SDD 15C02 - 08e

SDD 15C02 - 08e

PCMS

PCMS MESSAGING

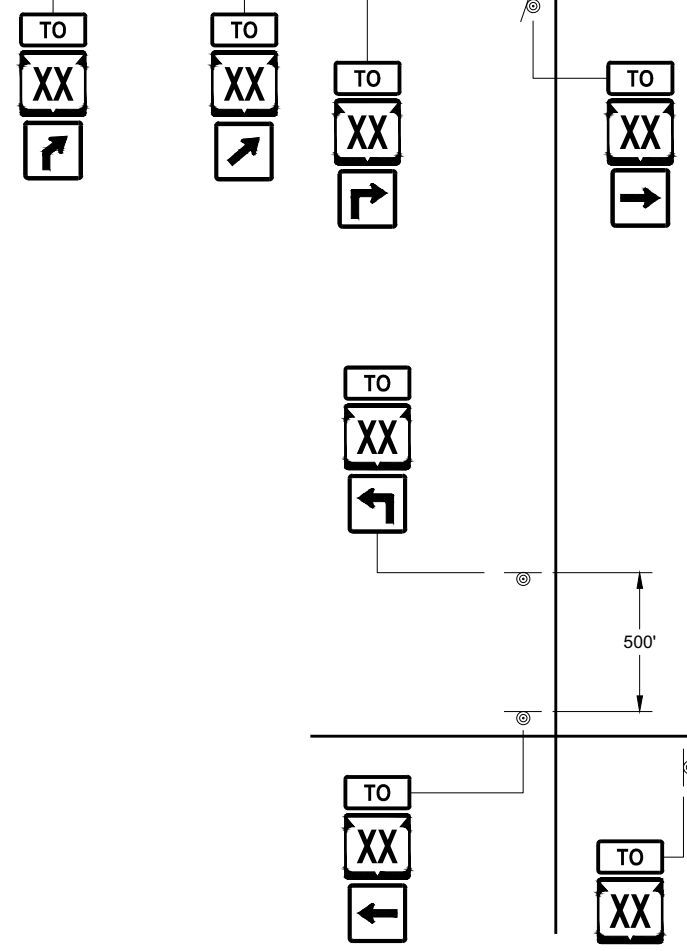
| FRAME 1 | FRAME 2 |
|----------------------|-------------------|
| EXIT XX CLOSED | USE EXIT XX |

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

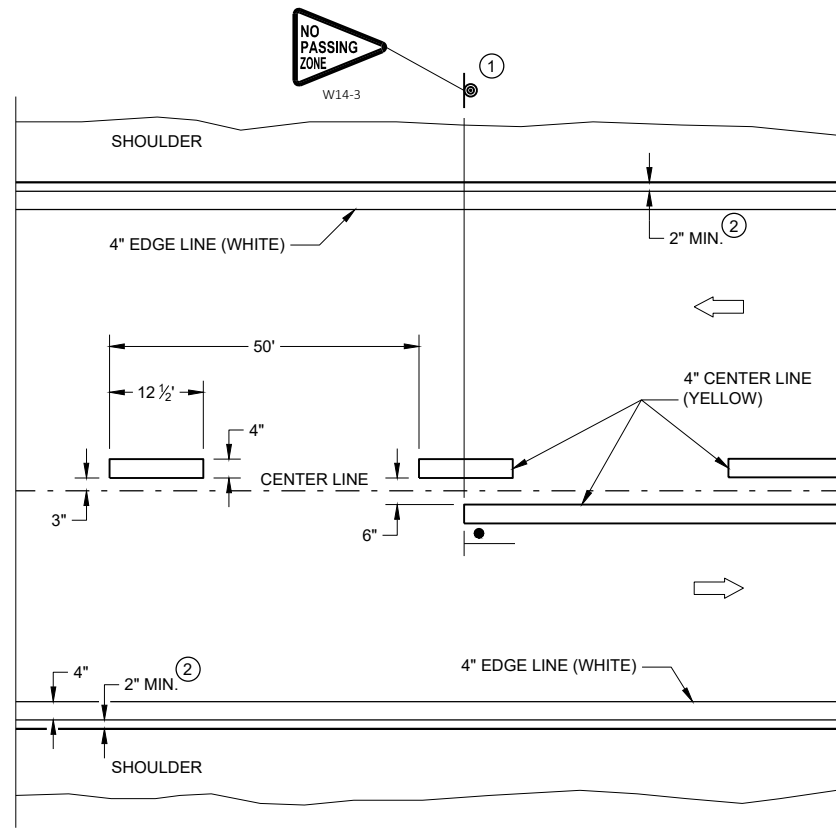


**OFF RAMP
LANE CLOSURE**

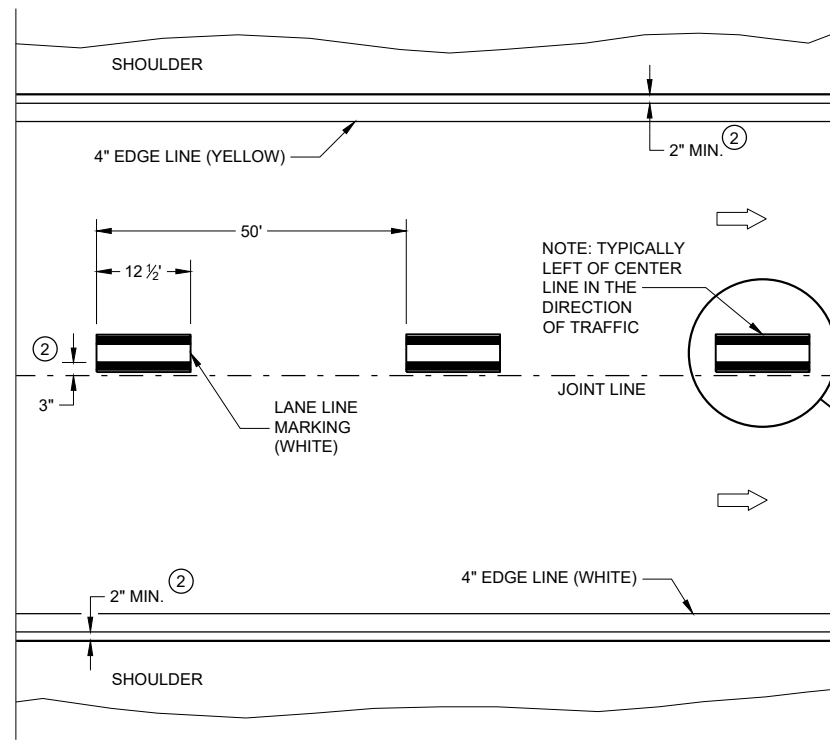
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

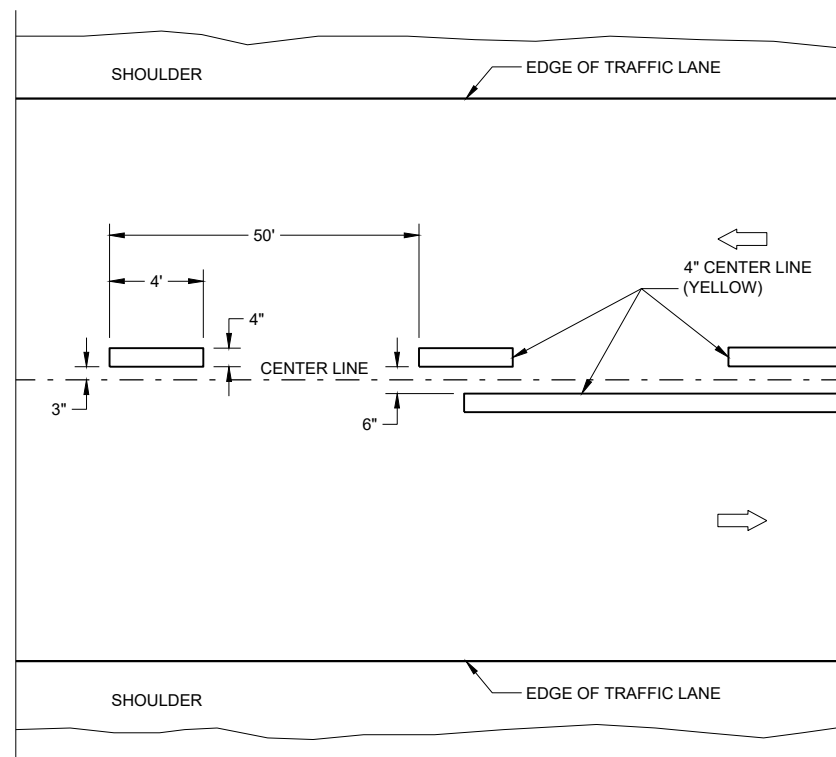


TWO WAY TRAFFIC

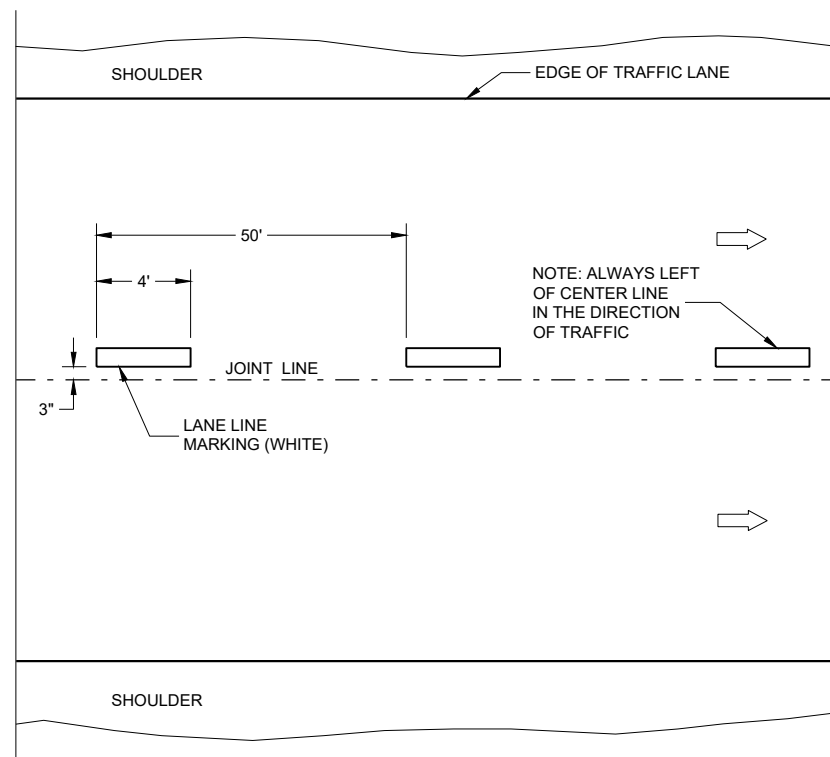


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

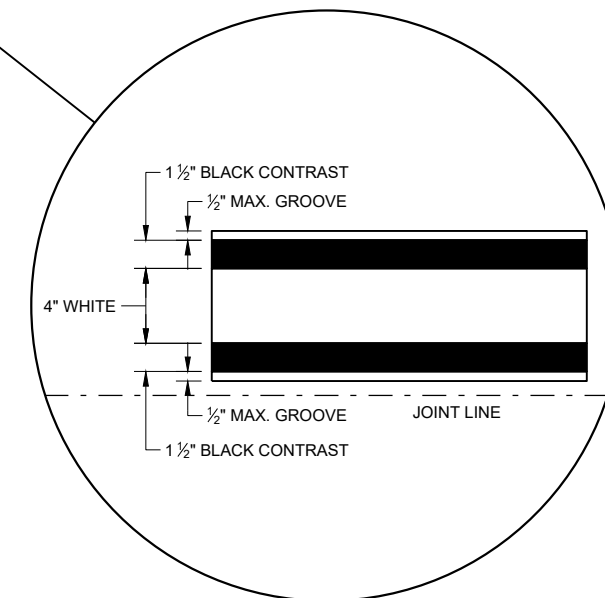
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC








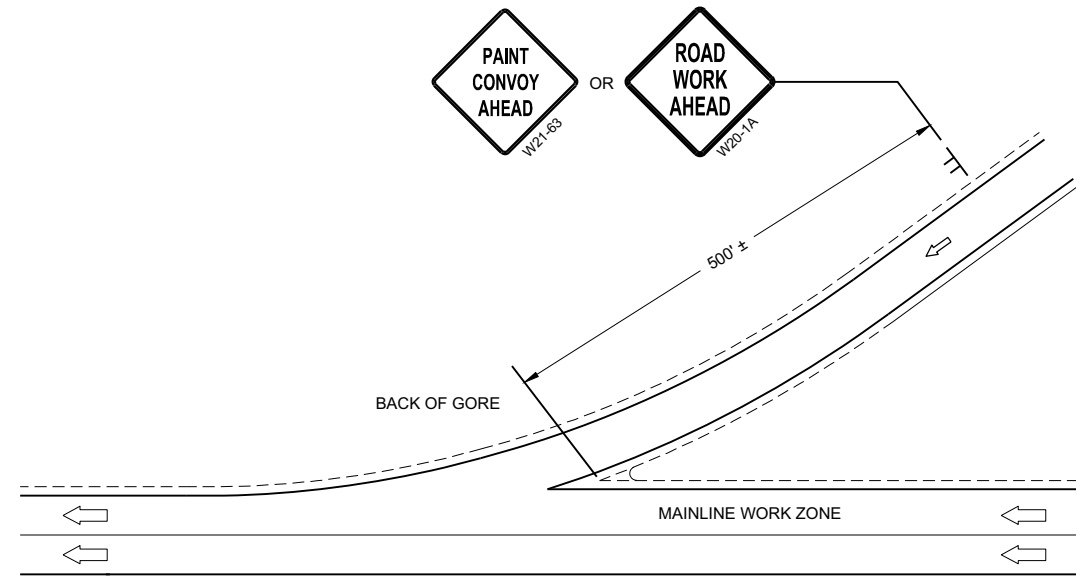
**LONGITUDINAL MARKING
(MAINLINE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Matthew Rauch
DATE STATEWIDE SIGNING AND MARKING
ENGINEER

LEGEND

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (MERGE)
-  FLASHING ARROW PANEL (CAUTION)



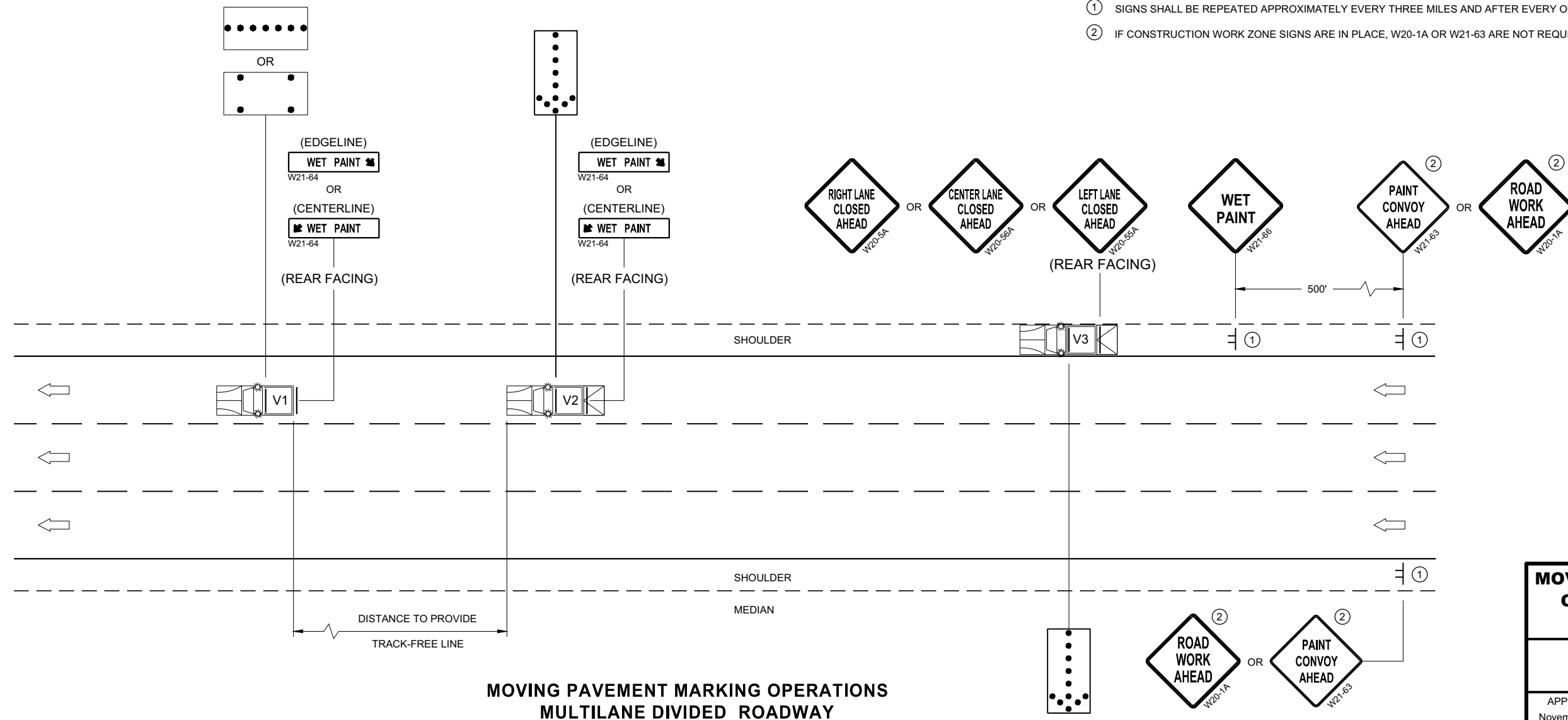
GENERAL NOTES

- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.
- DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.
- WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.
- USE AN ATTENUATOR ON THE REAR MOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC
- CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- CONES SHALL BE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

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SDD 15C19 - 06C

SDD 15C19 - 06C



**MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY**

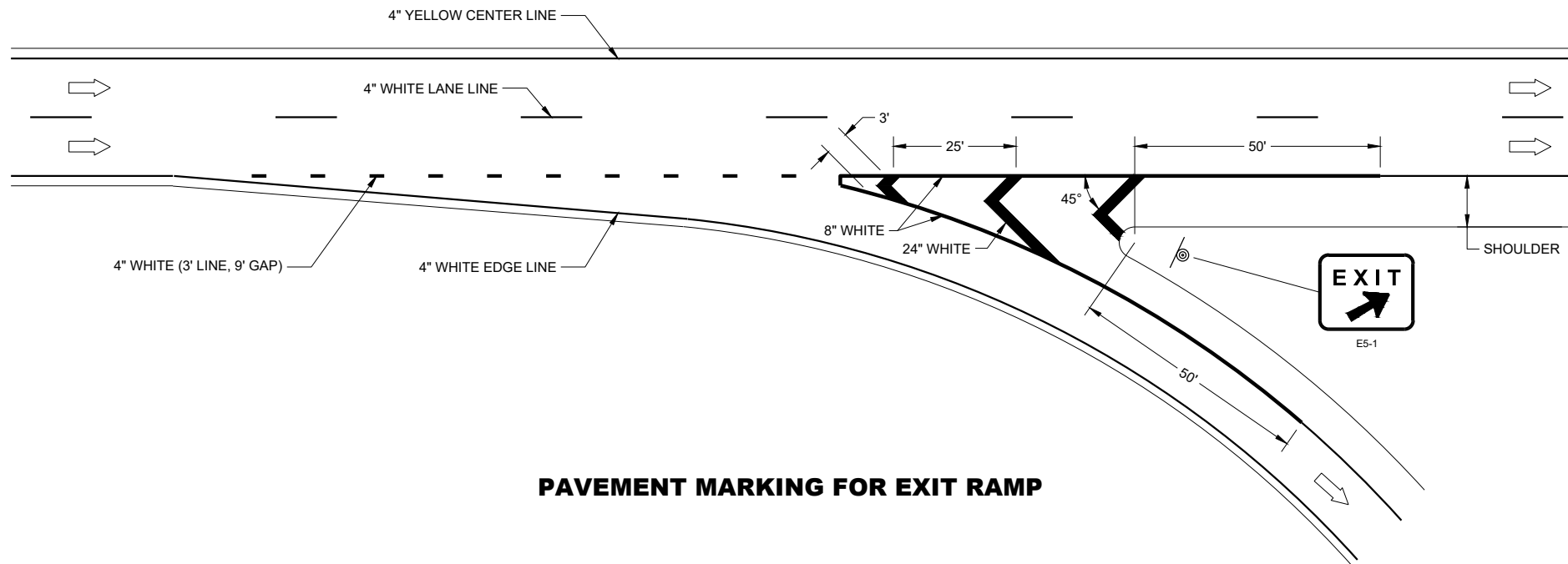
| | |
|---|--|
| MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED November 2019 DATE | /S/ Andrew Heidtke WORK ZONE ENGINEER |
| FHWA | |

GENERAL NOTES

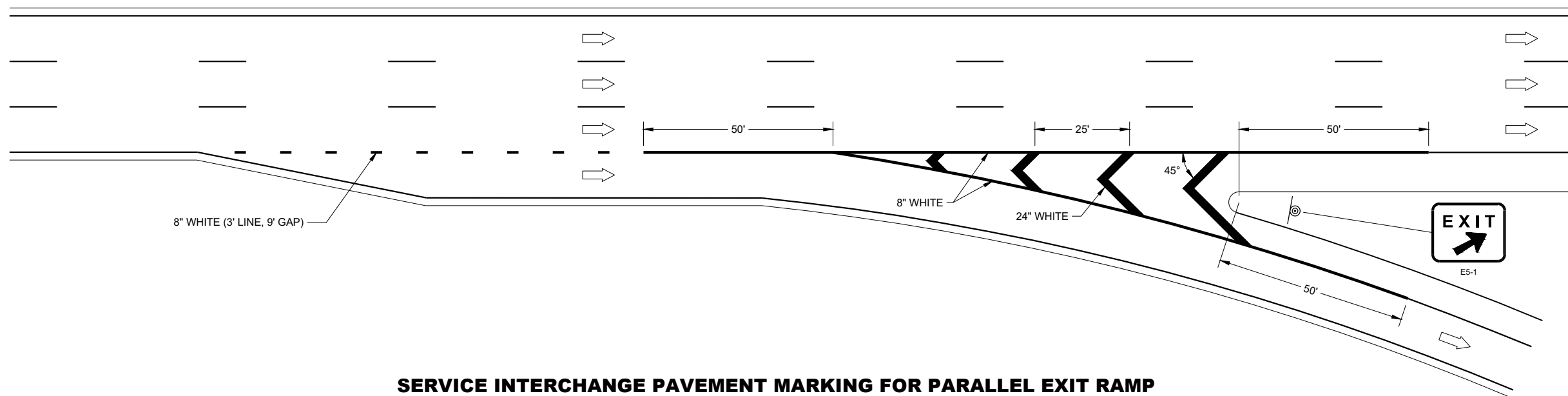
PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

**PAVEMENT MARKING,
EXIT RAMP AND
PARALLEL EXIT RAMP**

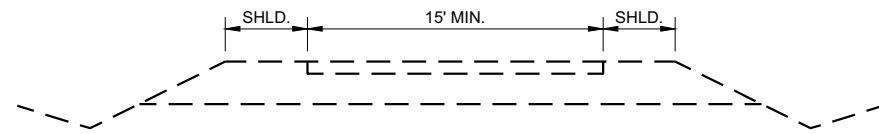
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 15C31 - 04a

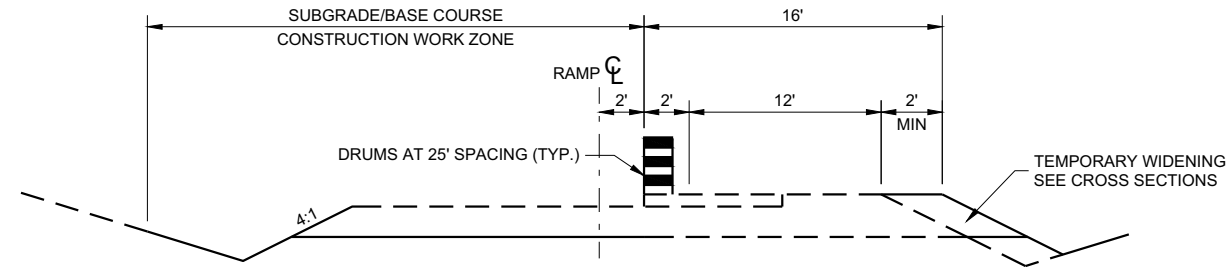
SDD 15C31 - 04a



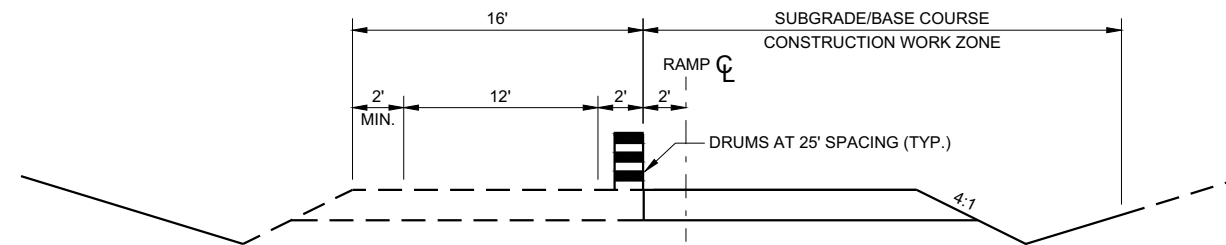
INITIAL RAMP - TYPICAL

GENERAL NOTES

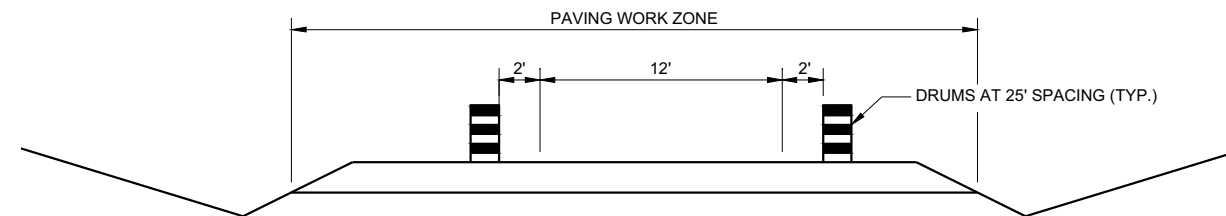
WORK SHALL BE SCHEDULED FOR ALL STAGES TO MINIMIZE INCONVENIENCE TO THE TRAFFIC USING THE RAMP WHILE IT IS ONLY BASE COURSE.
 IN STATE III, A MINIMUM 12' LANE WIDTH SHALL BE DELINEATED WITH DRUMS ALONG BOTH EDGES AT ALL TIMES UNTIL PAVED AND PAVEMENT MARKINGS ARE PLACED.



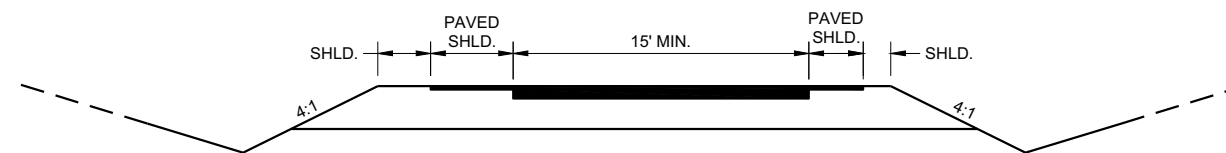
STAGE I - CONSTRUCTION TO SUBGRADE, LEFT



STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT



STAGE III - TRAFFIC ON BASE COURSE



STAGE IV - PAVING

6

6

SDD 15D04 - 01

SDD 15D04 - 01

| | |
|---|---|
| TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED July 1994 DATE | /s/ Chester J. Spang DIRECTOR, OFFICE OF TRAFFIC |
| FHWA | |

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.










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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

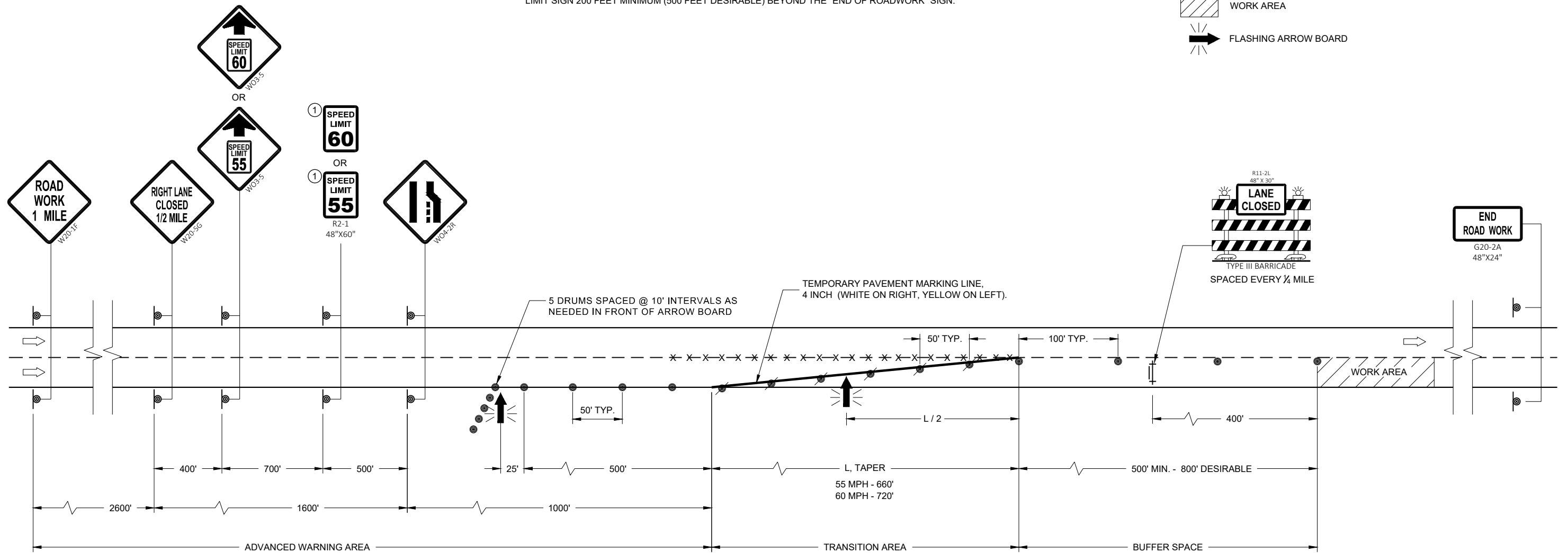
- ① A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  REMOVING PAVEMENT MARKINGS
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLASHING ARROW BOARD

6

SDD 15D12 - 10b



6

SDD 15D12 - 10b

| | |
|---|--|
| TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED February 2022 DATE | /S/ Andrew Heidtke WORK ZONE ENGINEER |
| FHWA | |

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

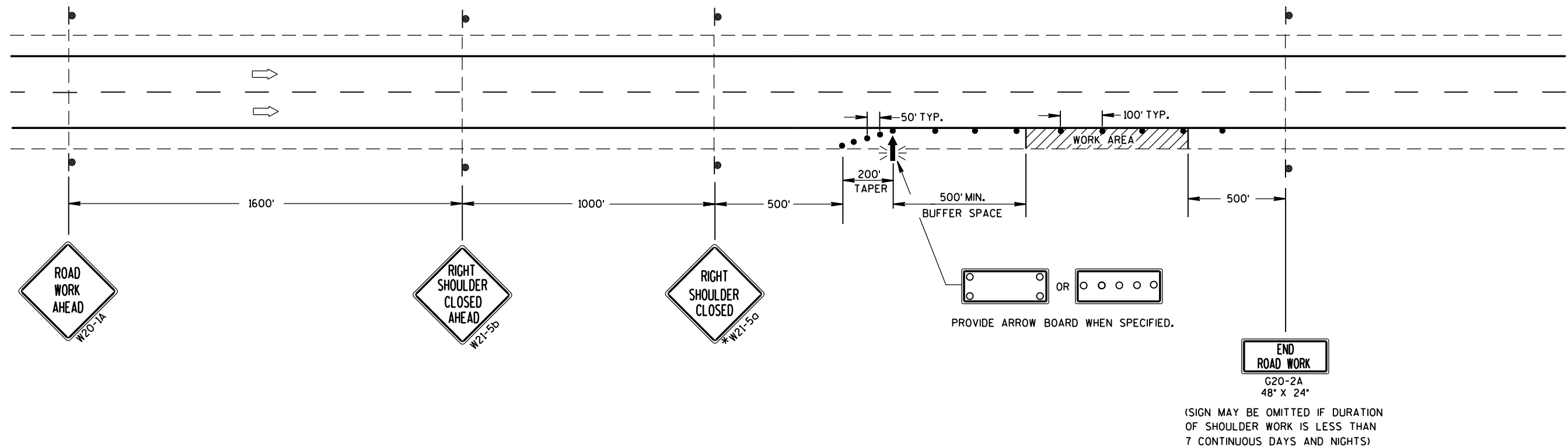
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-50 SIGN MAY BE OMITTED.

LEGEND

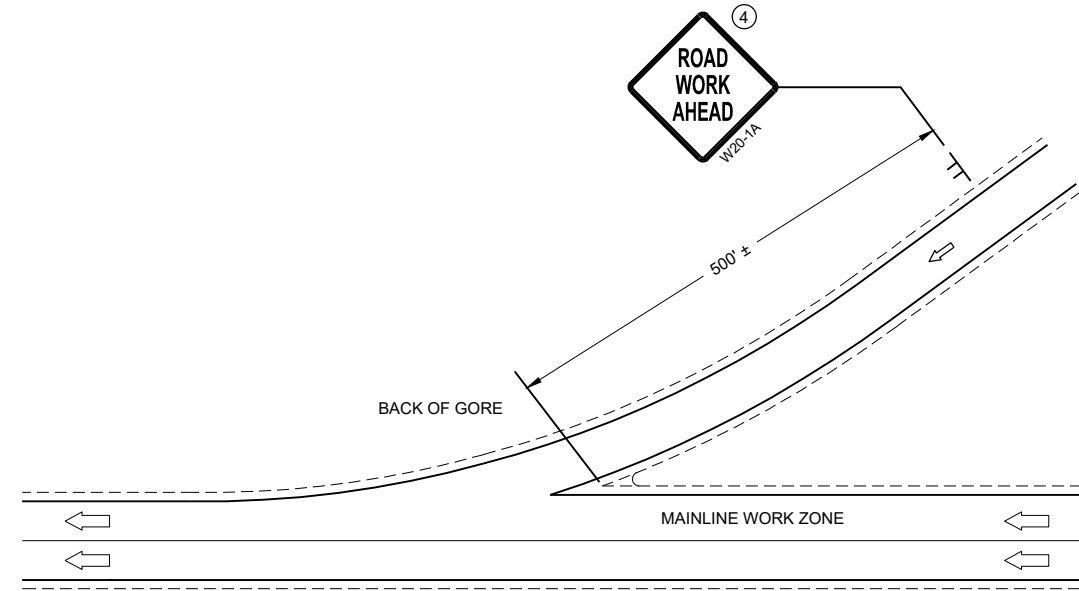
- TRAFFIC CONTROL DRUM
- ⊙ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡ FLASHING ARROW BOARD
- ▨ WORK AREA



| | |
|--|---|
| TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED DATE FHWA | /s/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER |

LEGEND

- V1 SHADOW VEHICLE 1
- V2 SHADOW VEHICLE 2
- V3 ADVANCE WARNING TRUCK
- TRAFFIC CONTROL DRUM
- ◻ TRUCK MOUNTED ATTENUATOR (TMA)
- ⊥ SIGN ON TEMPORARY SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ◻ FLASHING ARROW PANEL (MERGE)
- ◻ FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ▨ WORK AREA



GENERAL NOTES

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

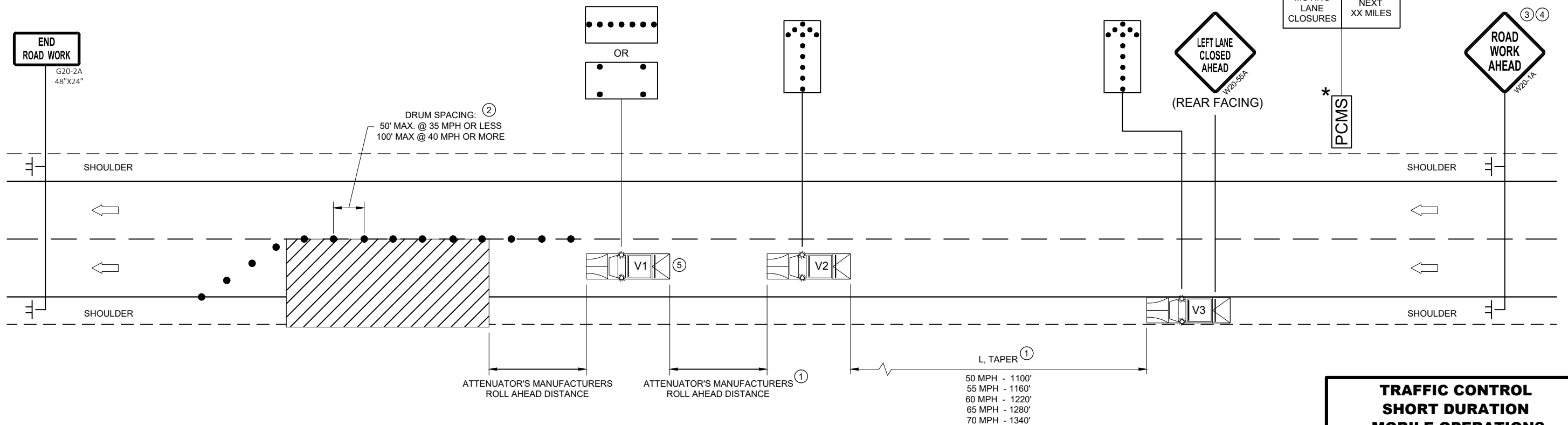
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

- ① DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ② DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.
- ③ WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.
- ④ SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ⑤ SHADOW VEHICLE 1 (V1) IS OPTIONAL

* PCMS OPTIONAL

PCMS MESSAGING

| FRAME 1 | FRAME 2 |
|----------------------|---------------|
| MOVING LANE CLOSURES | NEXT XX MILES |



**TRAFFIC CONTROL
SHORT DURATION
MOBILE OPERATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

6

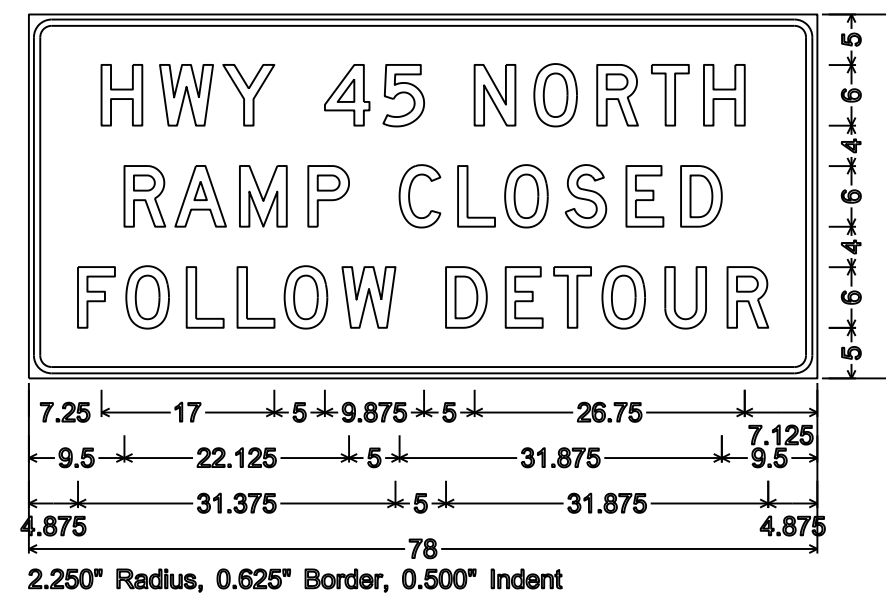
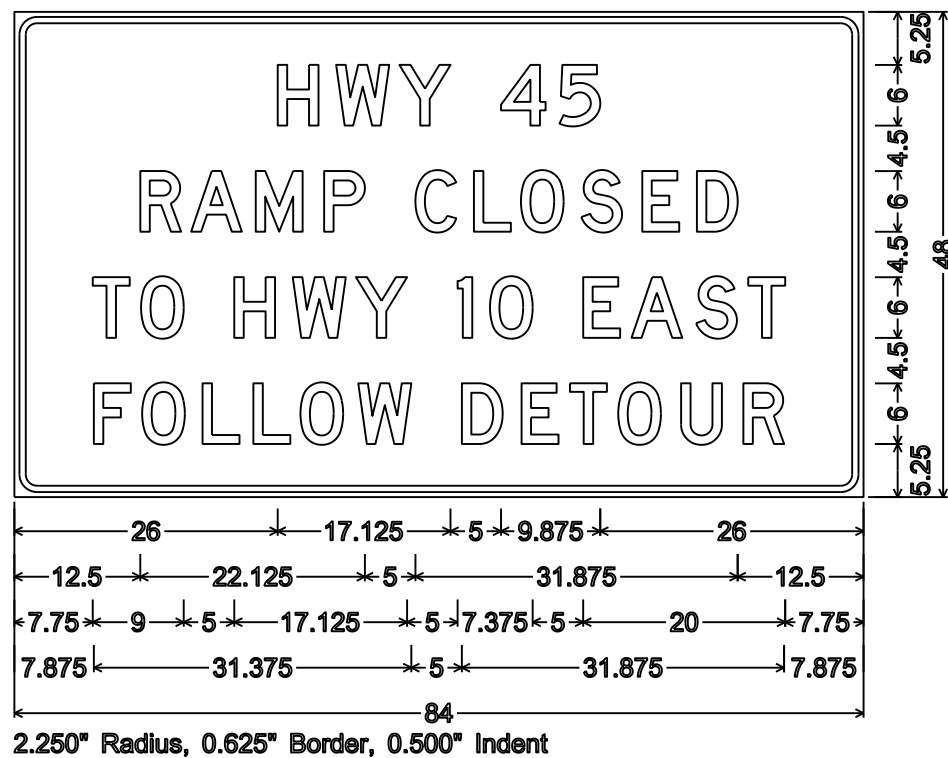
6

SDD 15D43 - 02

SDD 15D43 - 02

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D

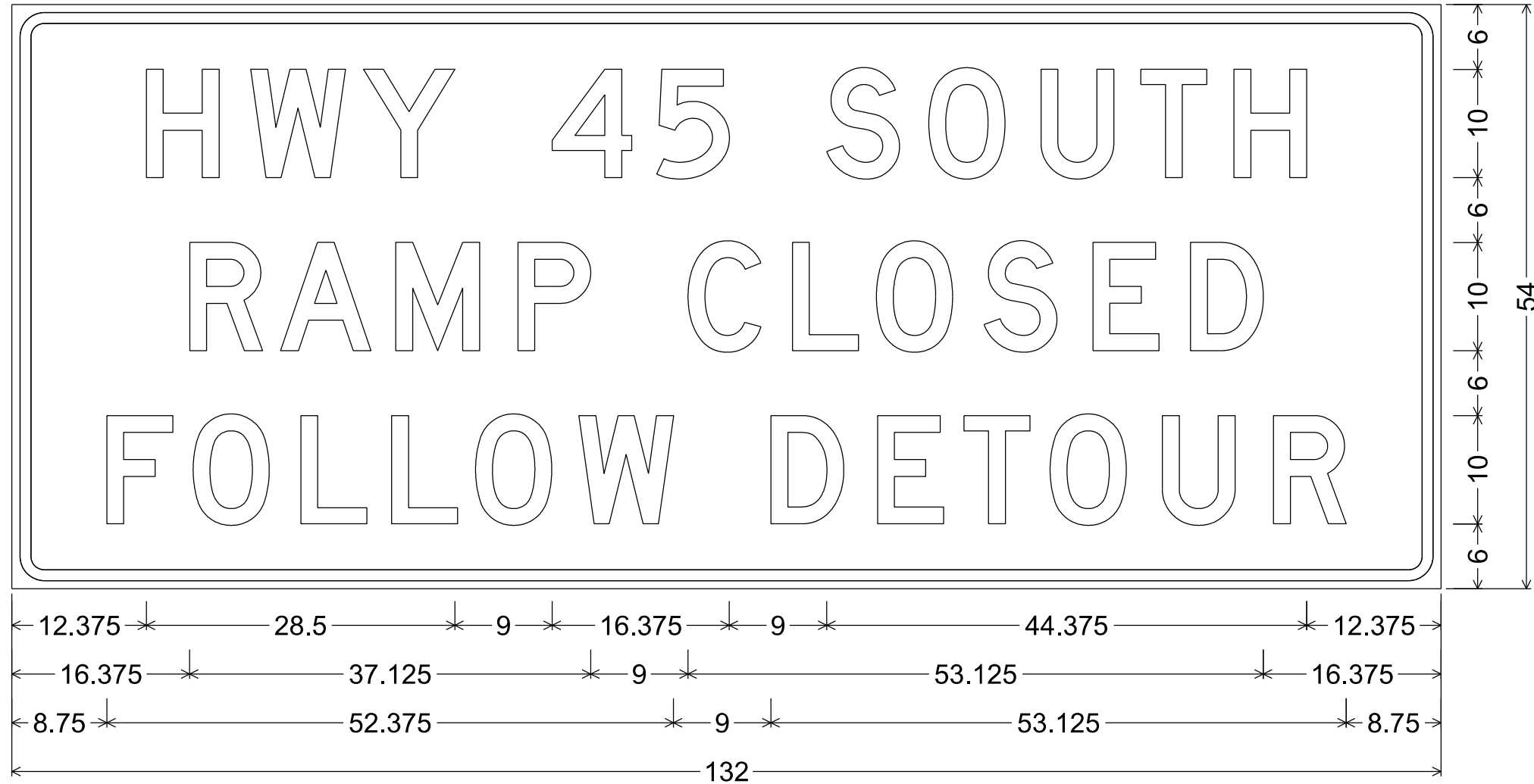


7

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NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
 Background - Orange
 Message - Black
3. Message Series - D



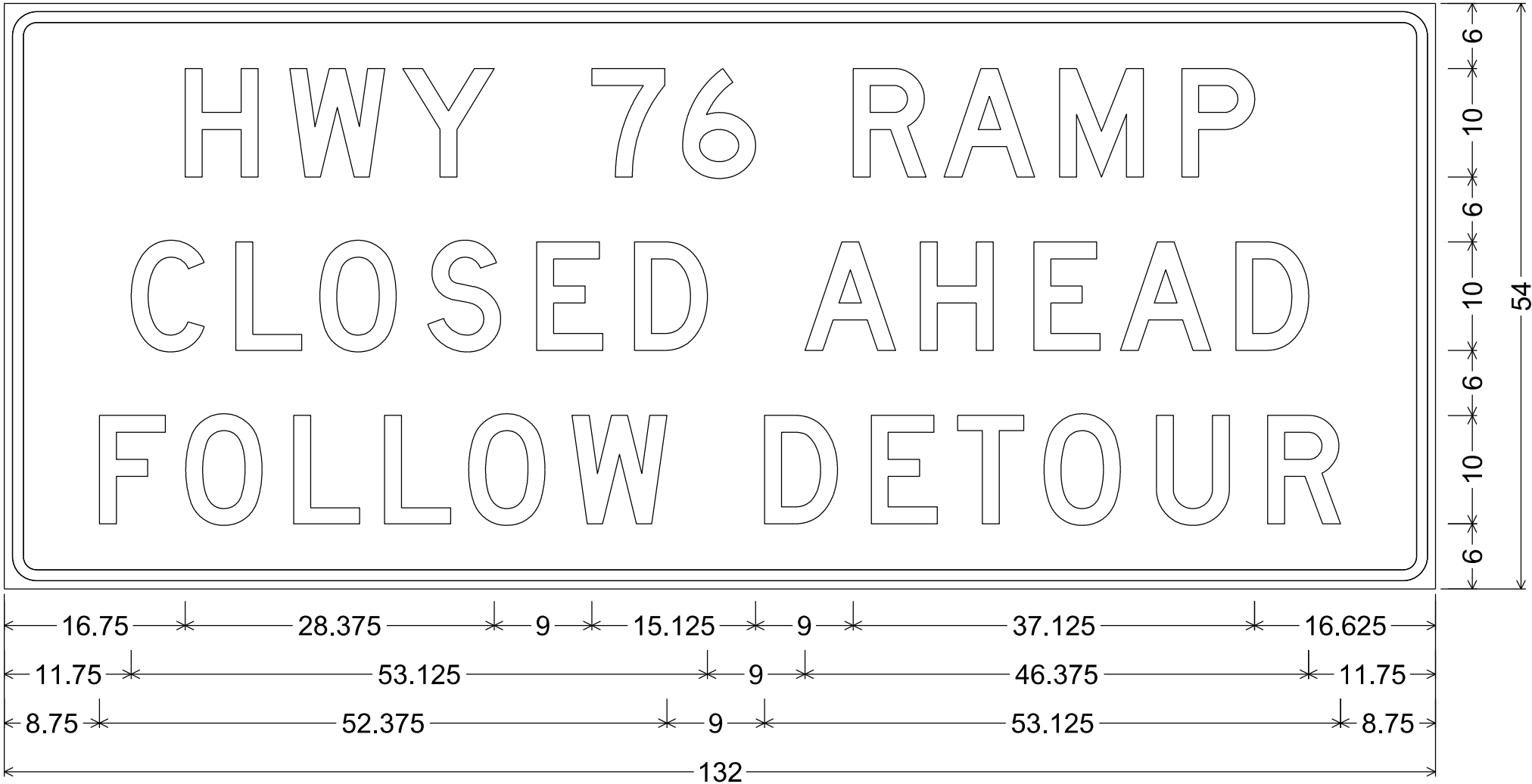
3.000" Radius, 1.000" Border, 0.750" Indent

7

7

NOTES

- 1. Fixed Message Signs Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - D

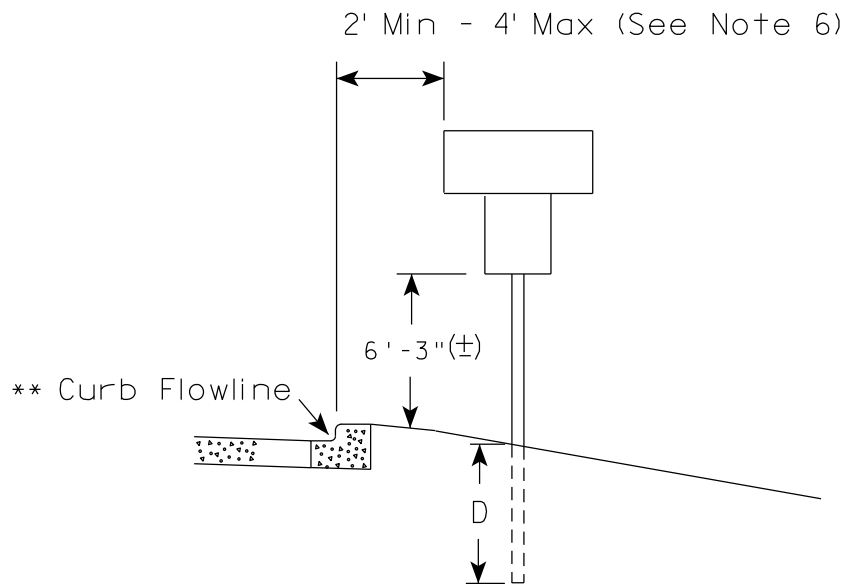
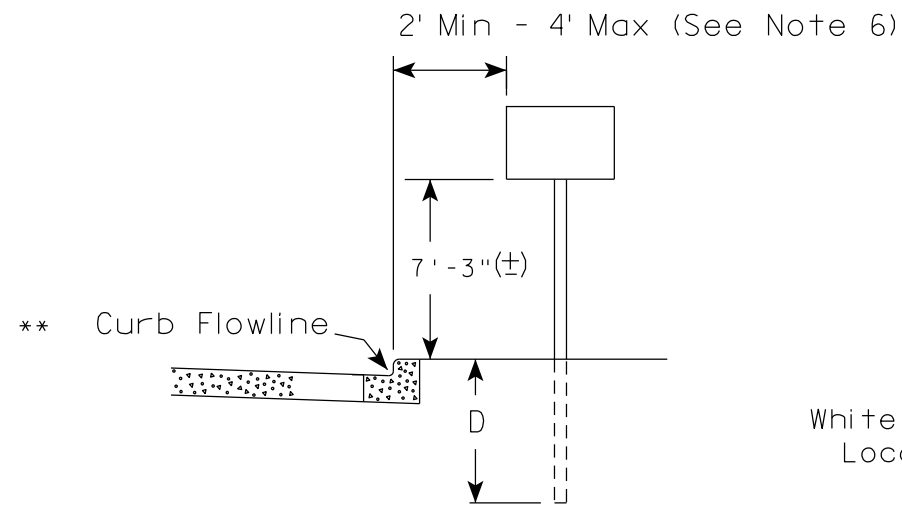


3.000" Radius, 1.000" Border, 0.750" Indent

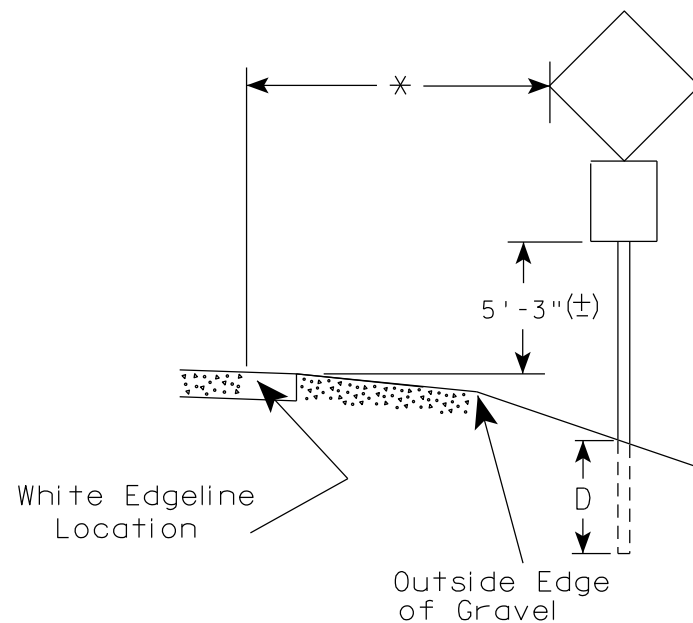
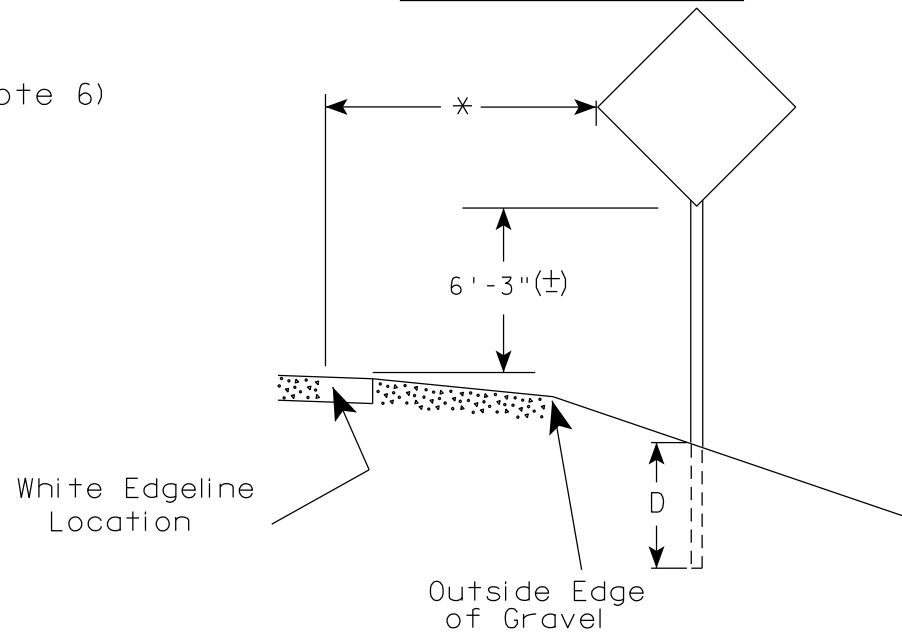
7

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URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

POST EMBEDMENT DEPTH

| Area of Sign Installation (Sq. Ft.) | D (Min) |
|---------------------------------------|-----------|
| 20 or Less | 4' |
| Greater than 20 | 5' |

* * The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22



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

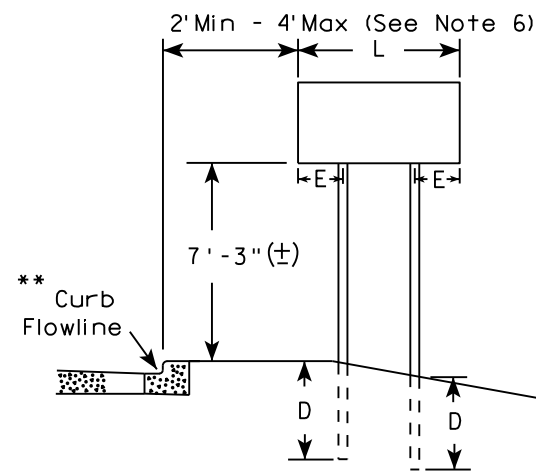
7

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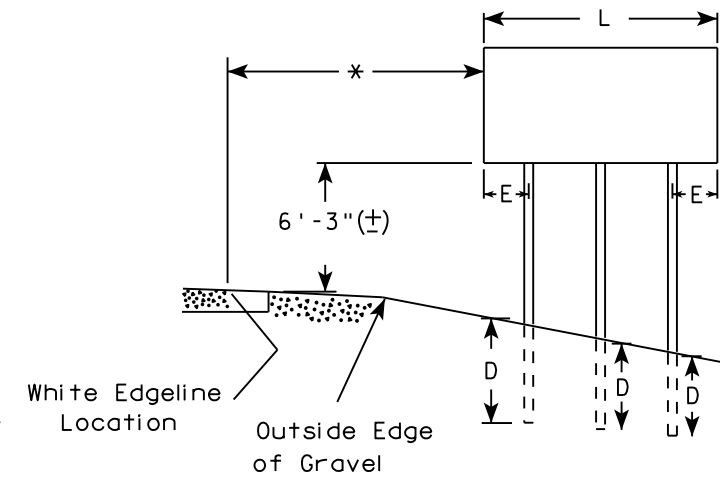
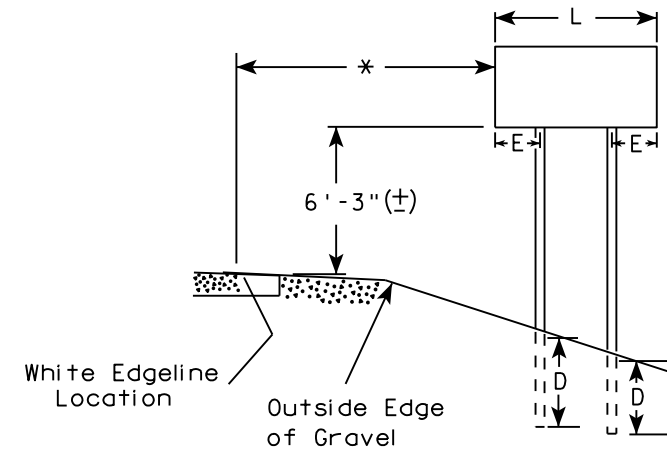
GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

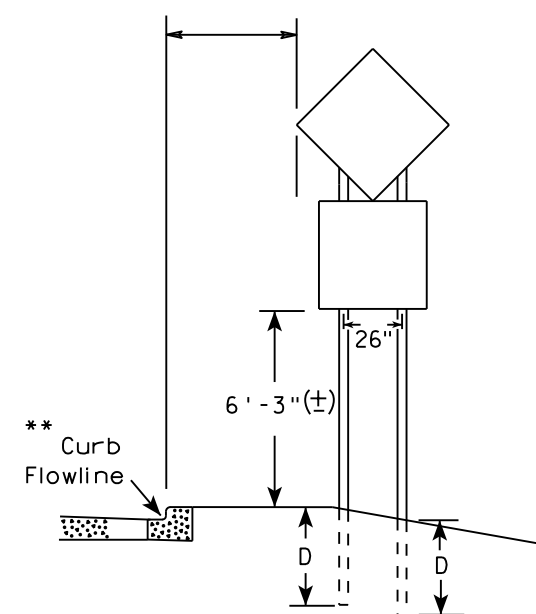
URBAN AREA



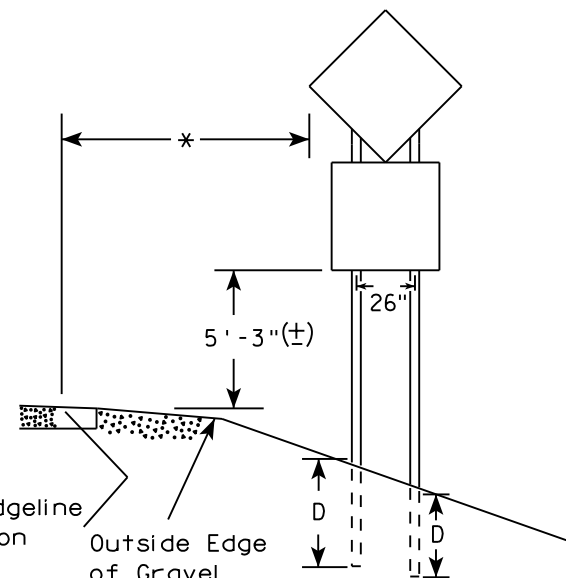
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

* 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.

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | |
|--|-----|
| L | E |
| Greater than 48" Less than 60" | 12" |
| 60" to 108" | L/5 |

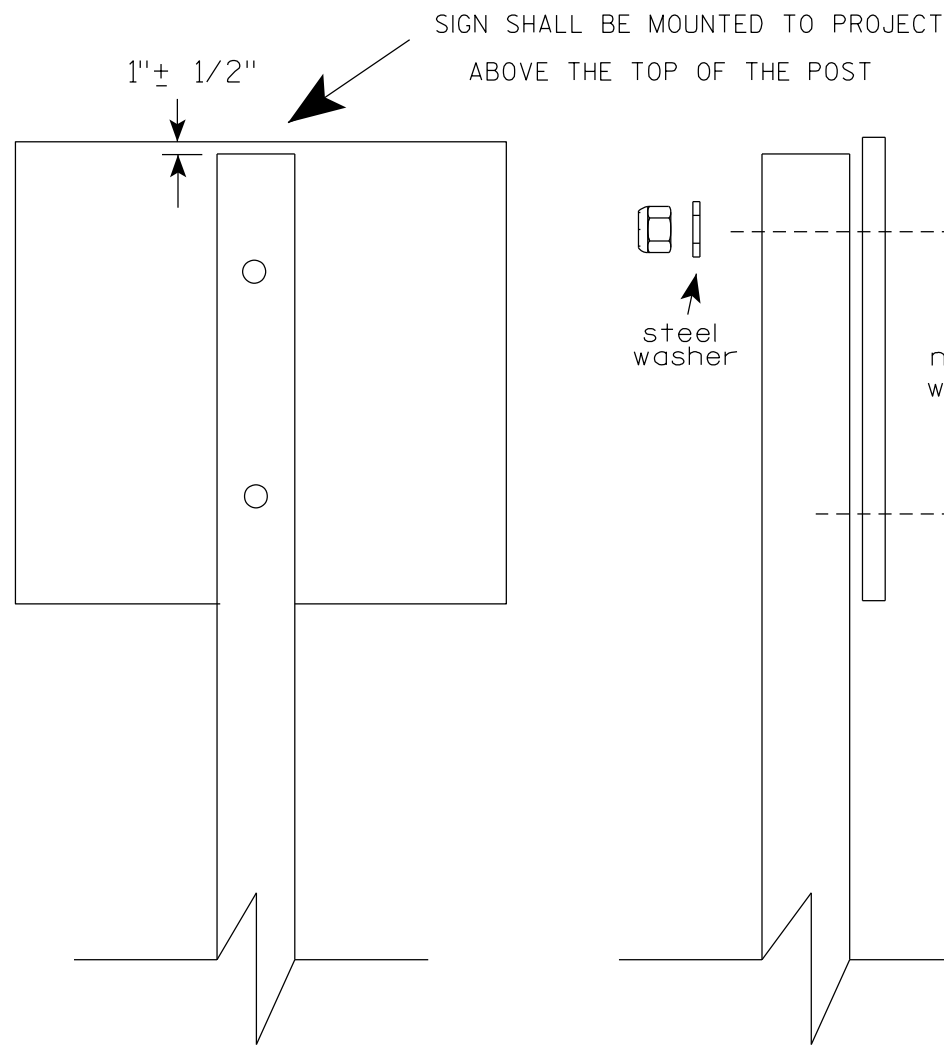
| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|--|-----|
| L | E |
| Greater than 108" to 144" | 12" |

POST EMBEDMENT DEPTH

| Area of Sign Installation (Sq. Ft.) | D (Min) |
|---------------------------------------|-----------|
| 20 or Less | 4' |
| Greater than 20 | 5' |

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 8/21/17 PLATE NO. A4-4.15



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- 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.

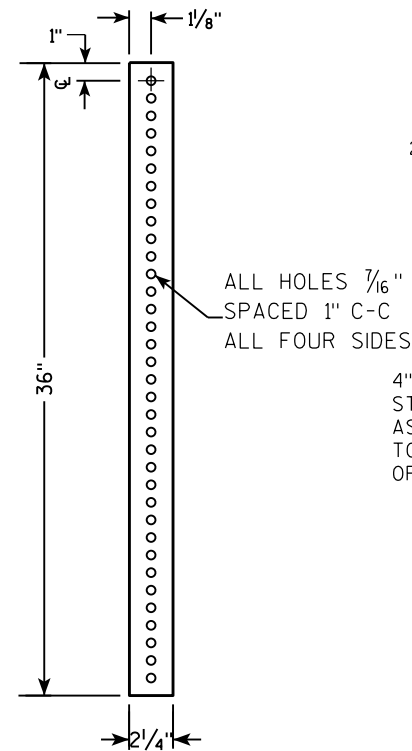
- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" X 3-1/4" Length w/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

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

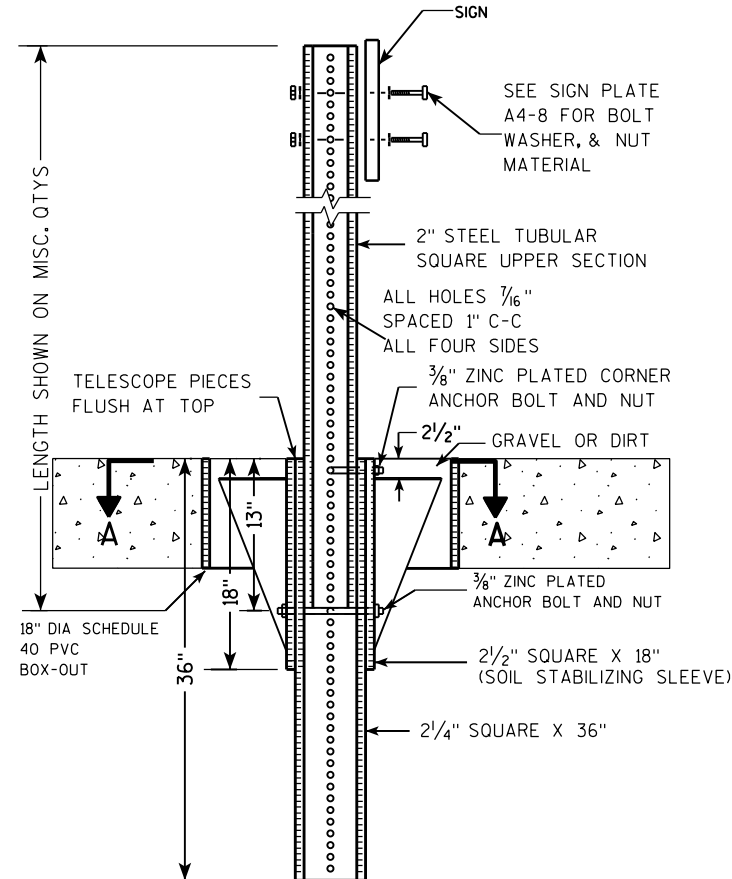
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



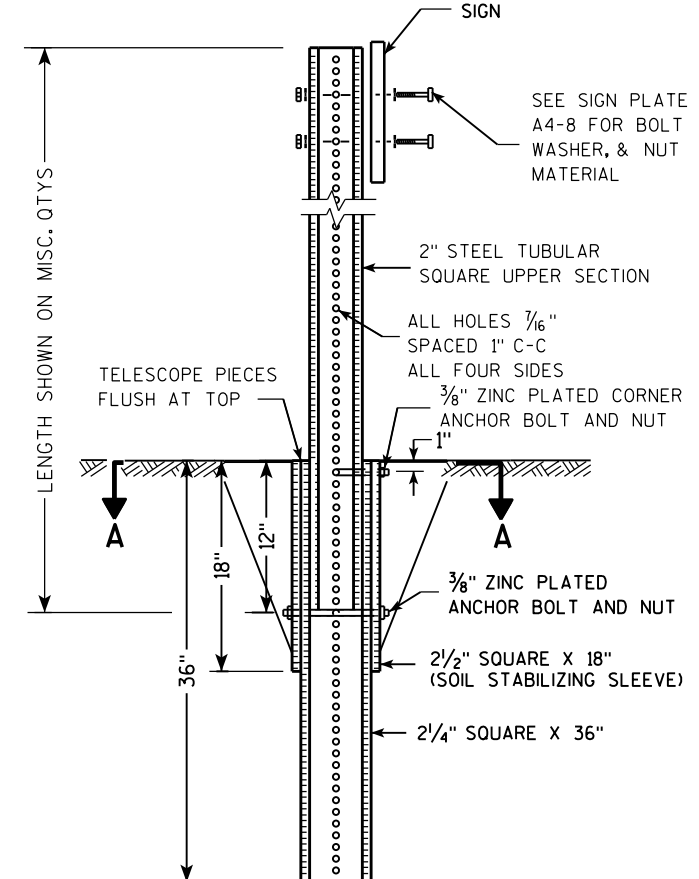
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



**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)**



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

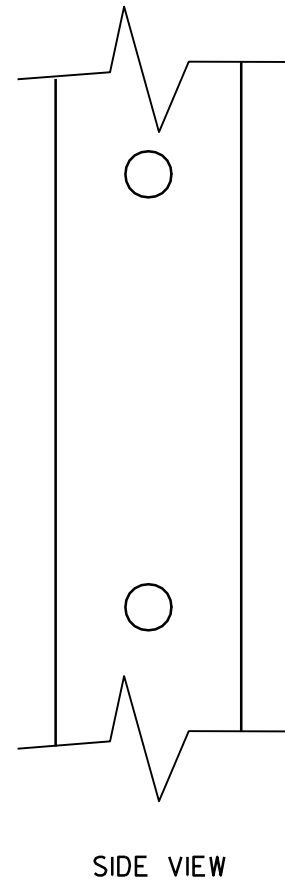
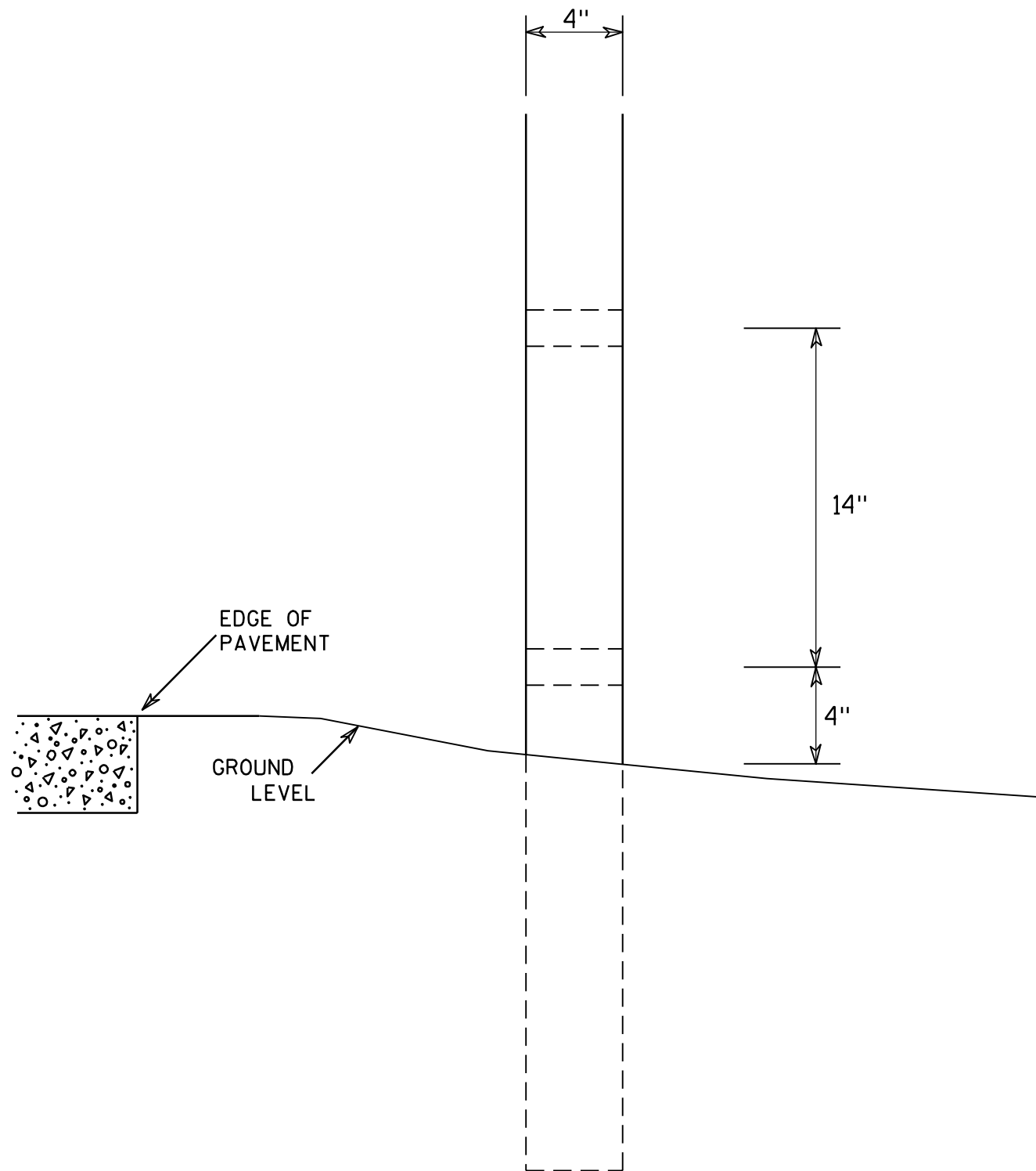
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



GENERAL NOTES

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

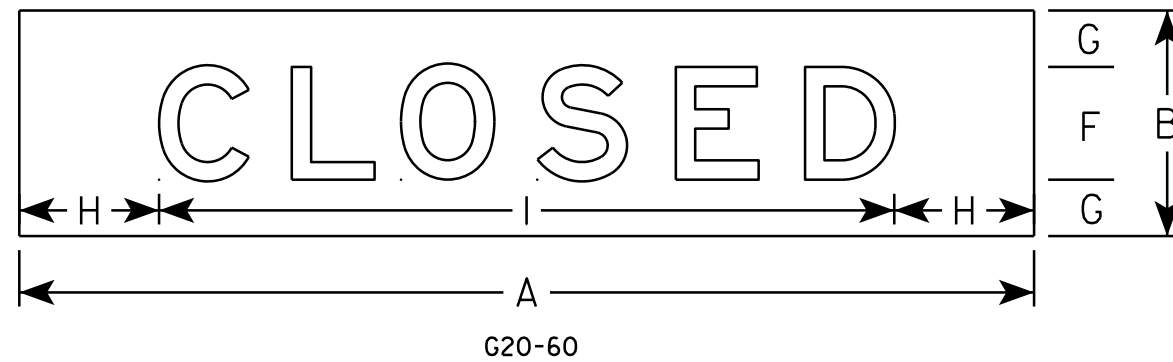
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| | |
|---|---|
| 4 X 6 WOOD POST MODIFICATIONS | |
| <i>WISCONSIN DEPT OF TRANSPORTATION</i> | |
| APPROVED | <i>Chester J. Spang</i> for State Traffic Engineer |
| DATE <u>3/27/97</u> | PLATE NO. <u>A4-11.2</u> |

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - E
4. Material shall be .040 aluminum



7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|-----|----|---|---|---|----|---|--------|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 108 | 24 | | | | 12 | 6 | 14 7/8 | 78 1/4 | | | | | | | | | | | | | | | | | | 18.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
G20-60

WISCONSIN DEPT OF TRANSPORTATION

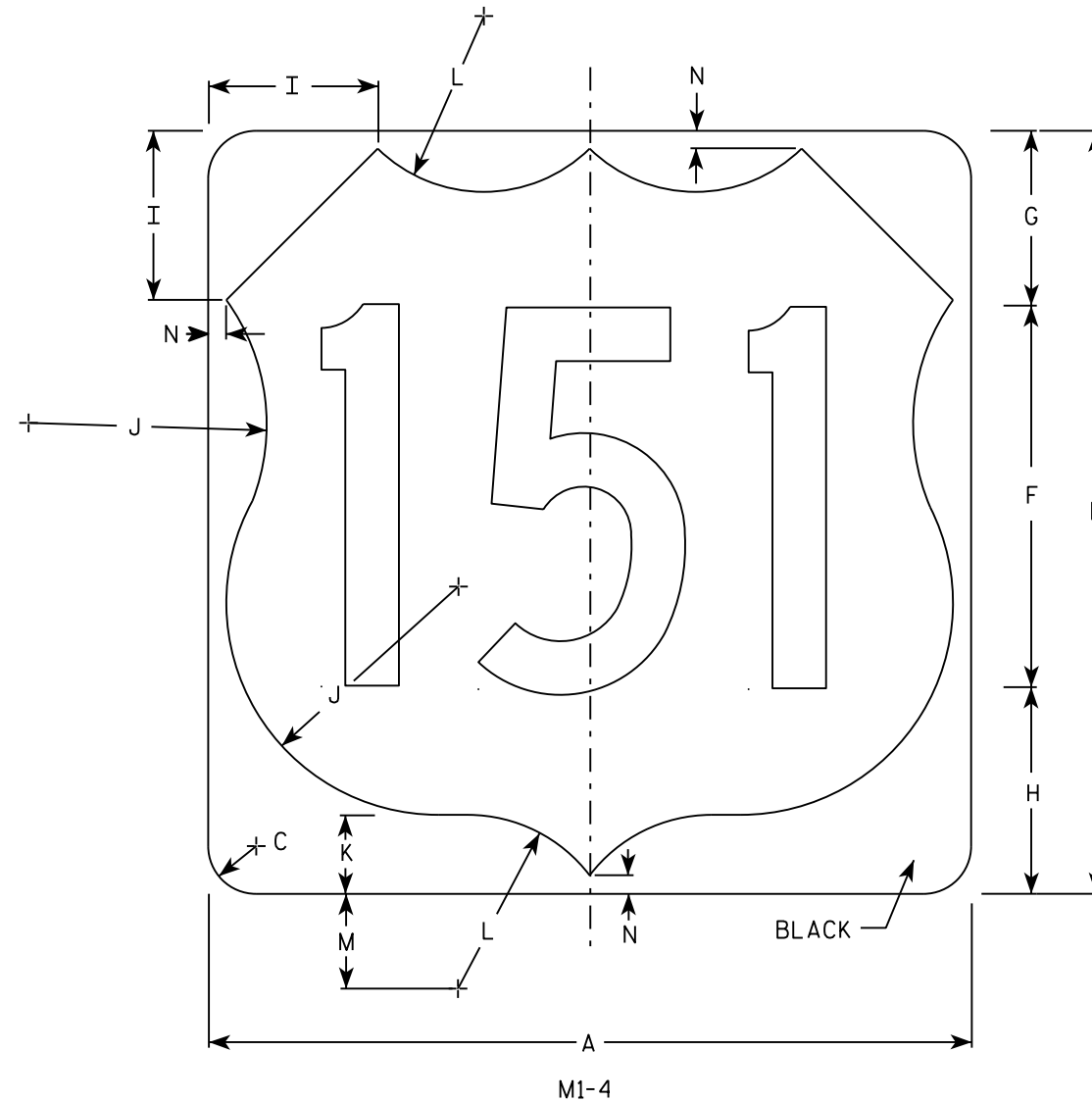
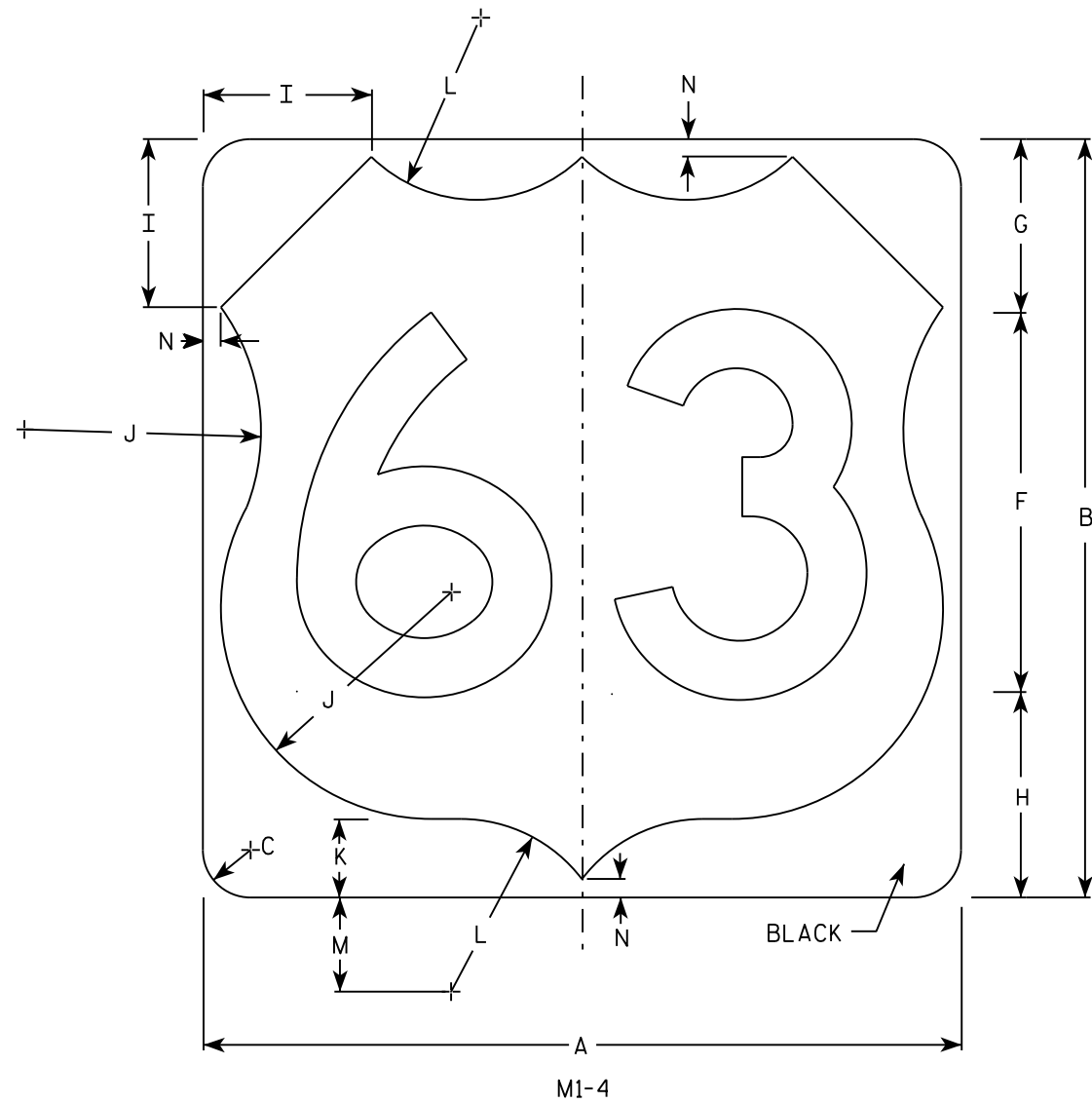
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/13/15 PLATE NO. G20-60.1

| | | | |
|-------------|------|---------|--------------------|
| PROJECT NO: | HWY: | COUNTY: | SHEET NO: E |
|-------------|------|---------|--------------------|

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|---|---|----|-------|-------|-------|--------|-------|-------|-------|-----|---|---|---|---|---|---|---|---|---|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 24 | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 5 | 7 1/2 | 2 1/2 | 5 1/2 | 3 | 1/2 | | | | | | | | | | | | | 4.0 |
| 3 | 36 | 36 | 2 1/4 | | | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 | | | | | | | | | | | | | 9.0 |
| 4 | 36 | 36 | 2 1/4 | | | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 | | | | | | | | | | | | | 9.0 |
| 5 | 36 | 36 | 2 1/4 | | | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 | | | | | | | | | | | | | 9.0 |

USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

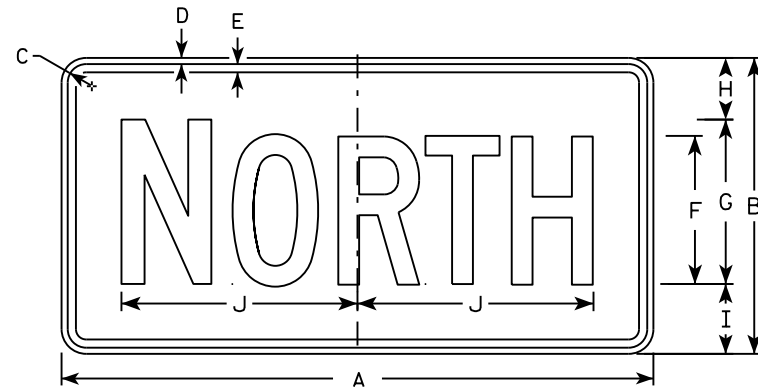
APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

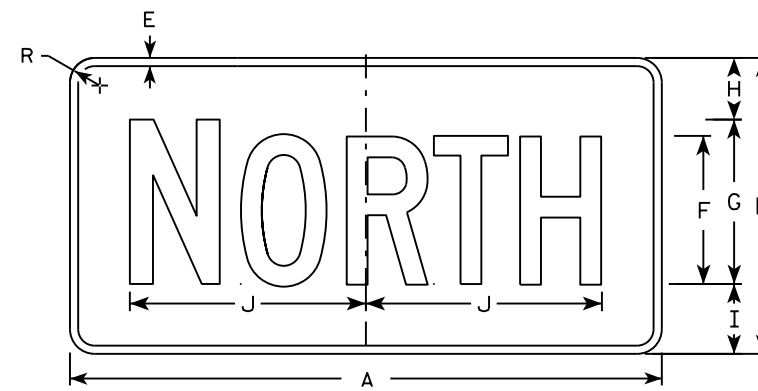
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**

NOTES

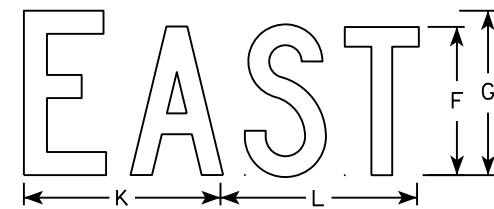
- All Signs Type II - Type H
- Color:
 - Background - See note 5
 - Message - See note 5
- Message Series - C
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M3-1 thru M3-4 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
- Note the first letter of each direction is larger than the remainder of the message.



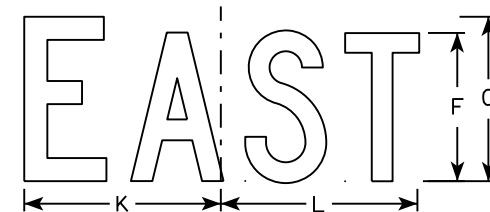
M3-1
MM3-1
MP3-1



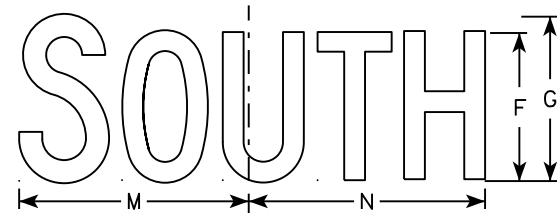
MB3-1
MK3-1
MN3-1



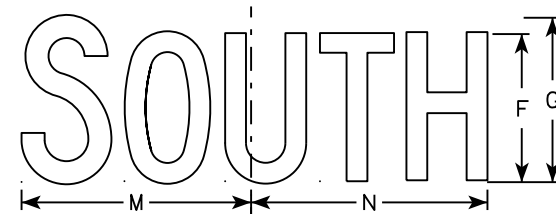
M3-2
MM3-2
MP3-2



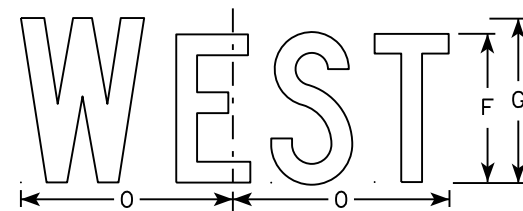
MB3-2
MK3-2
MN3-2



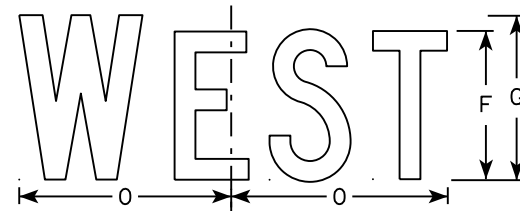
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

7

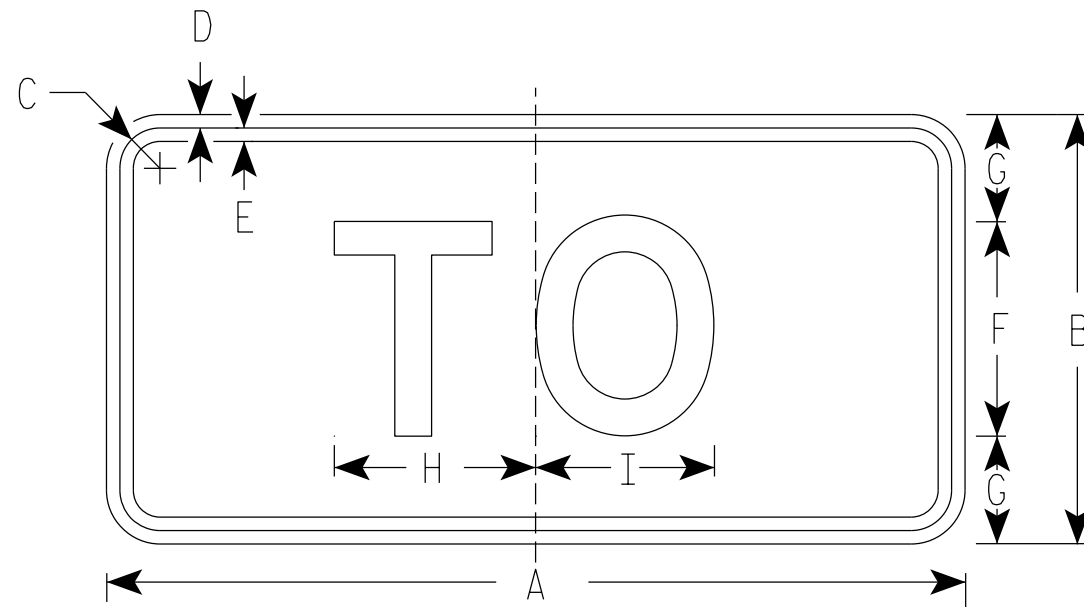
| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|----|-------|-------|--------|-------|--------|--------|--------|-------|---|---|-------|---|---|---|---|---|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | 1 1/2 | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |

STANDARD SIGNS
M3-1 thru M3-4
SERIES

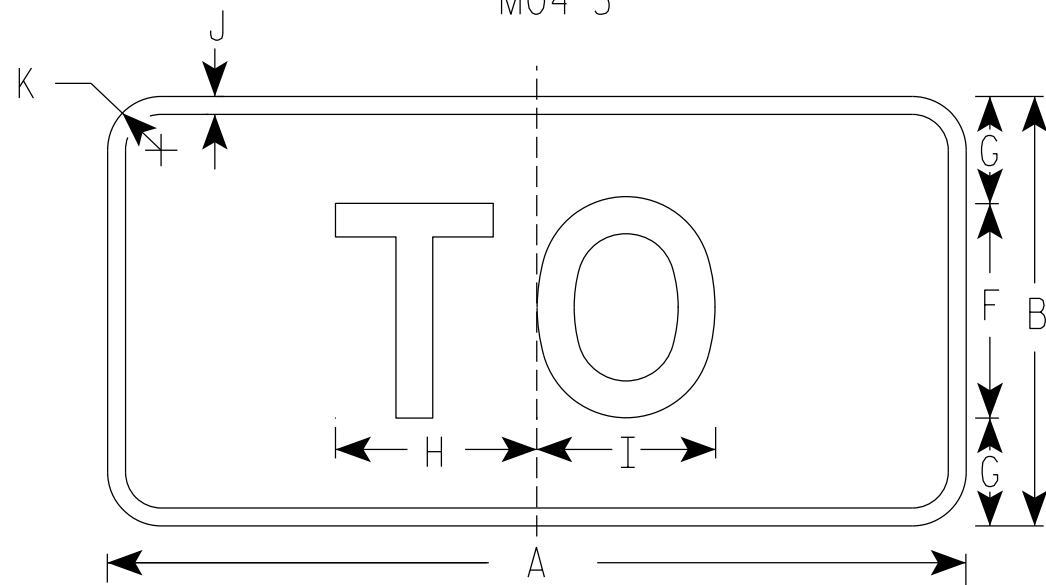
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
Message - Black
MB4-5 Background - Blue
Message - White
MK4-5 Background - Green
Message - White
MM4-5 Background - White
Message - Green
MN4-5 Background - Brown
Message - White
MP4-5 Background - White
Message - Blue
M04-5 Background - Orange Type F Reflective
Message - Black

7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|-------|-------|-------|-----|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 5 3/8 | 5 1/4 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |

STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

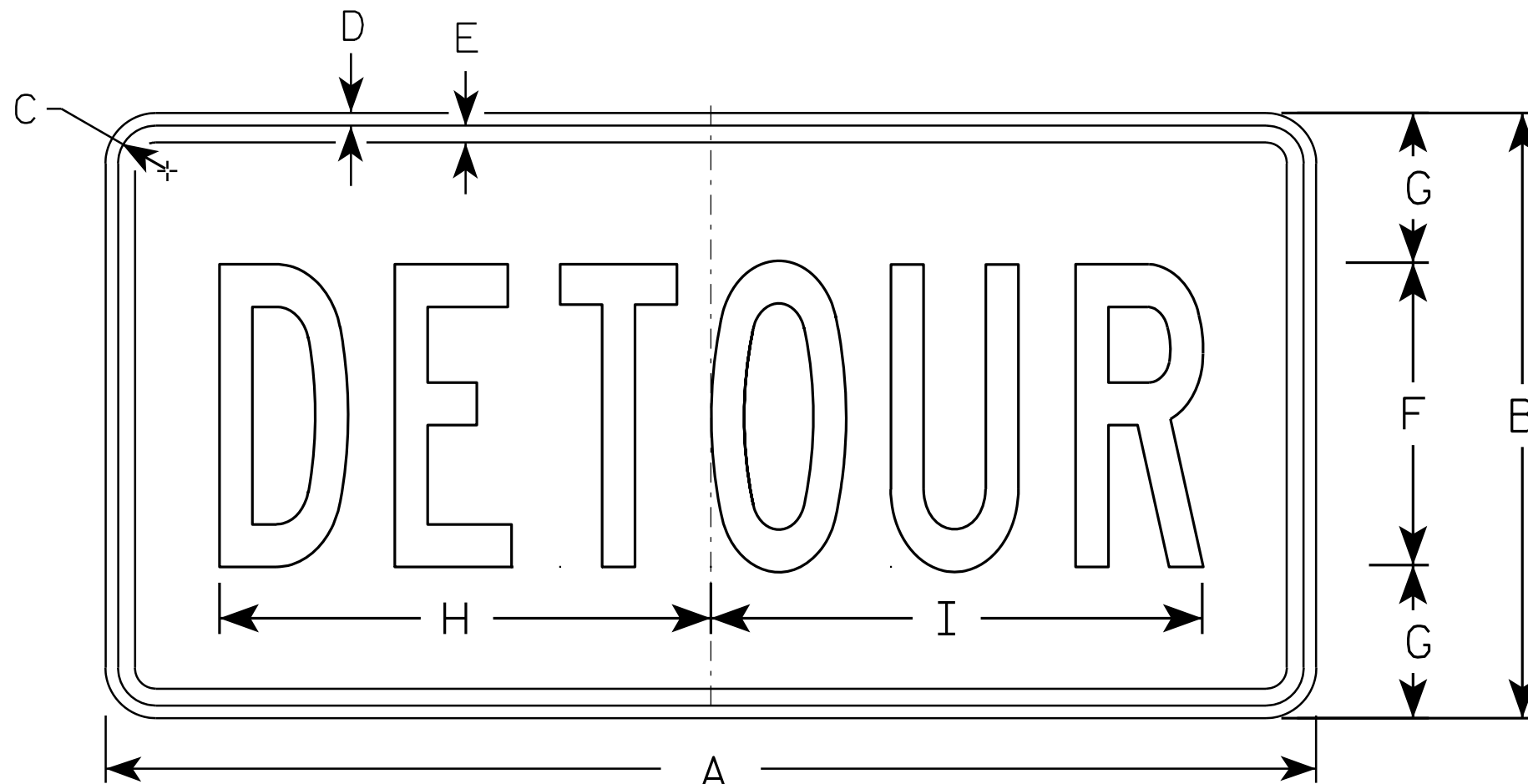
APPROVED *Matthew R. Rauch*
State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - B
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.



M4-8

7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|-------|--------|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

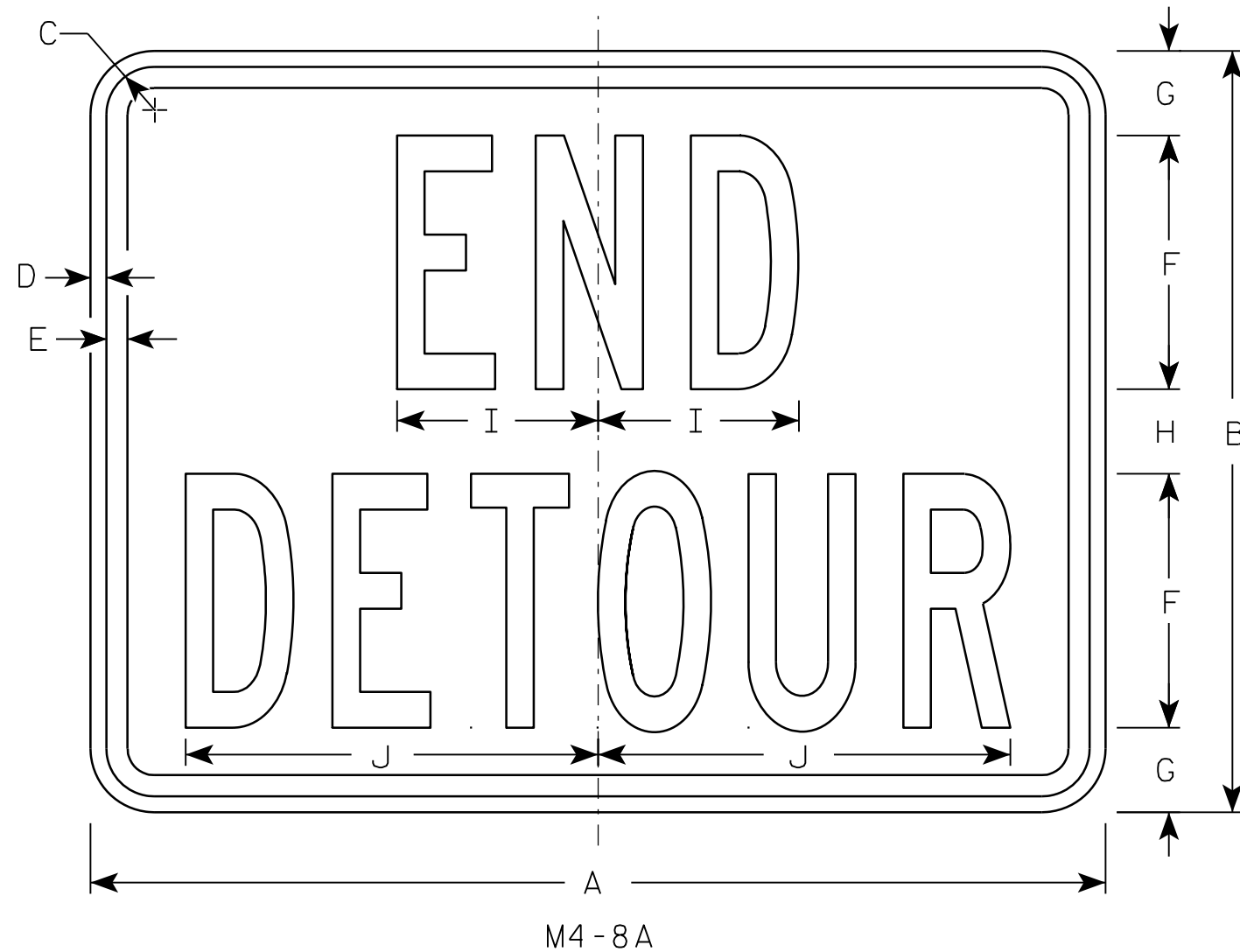
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - B
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.



7

7

| 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 | 18 | 1 1/8 | 3/8 | 1/2 | 6 | 2 | 2 | 4 3/4 | 9 3/4 | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 8 | 2 1/2 | 3 | 6 3/4 | 13 | | | | | | | | | | | | | | | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

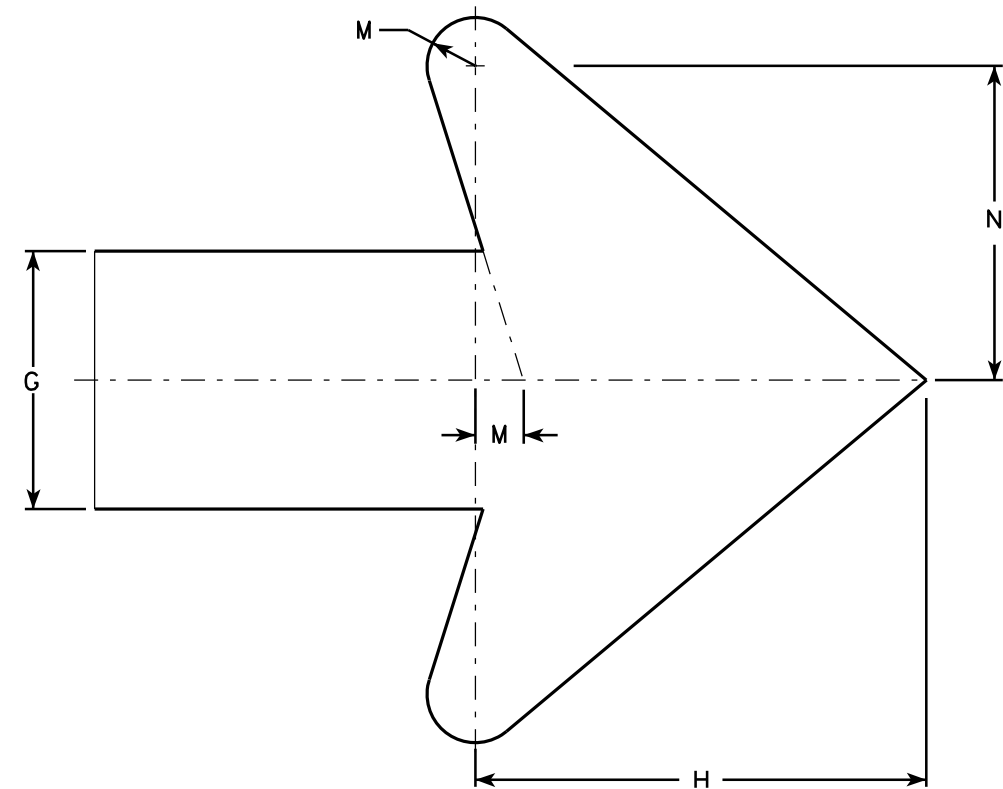
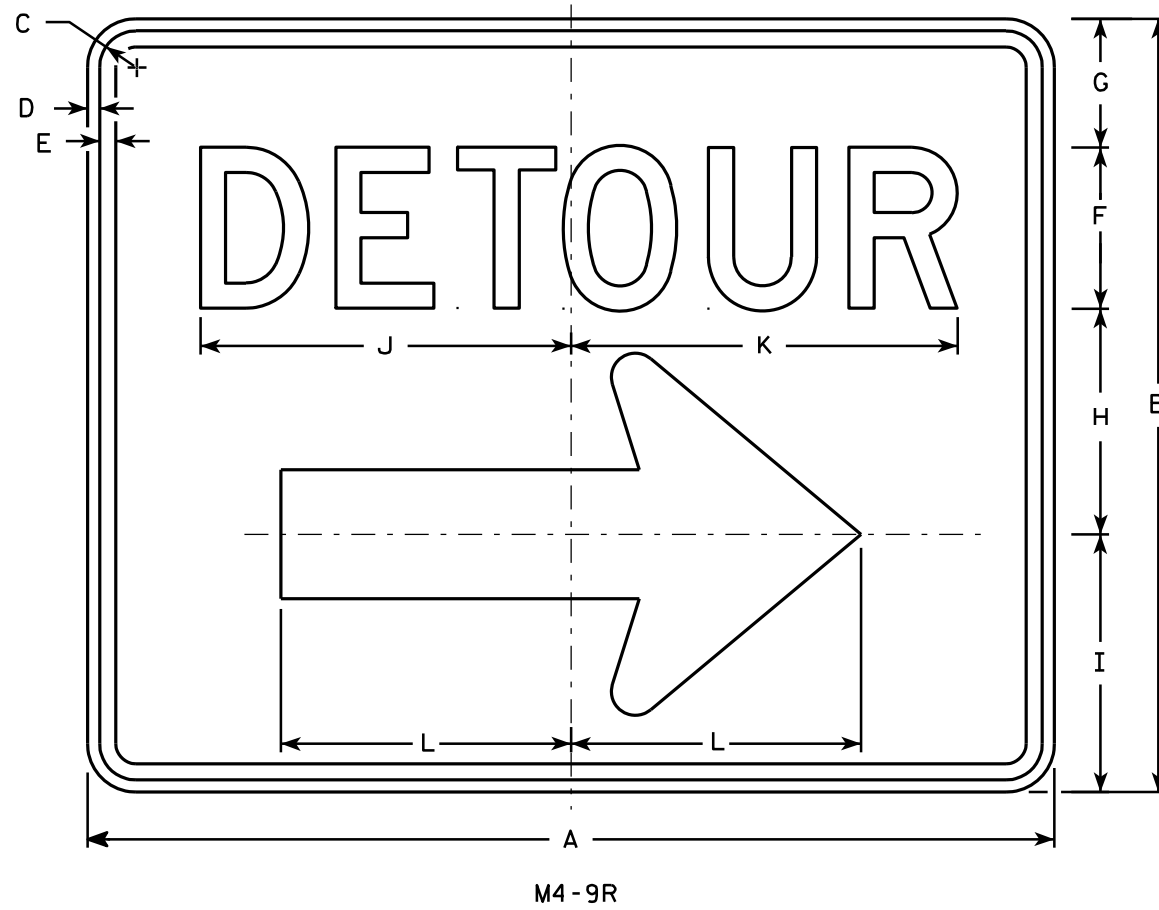
APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|---|--------|--------|--------|--------|--------|-------|-------|---|---|---|---|---|---|---|---|---|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 4 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |

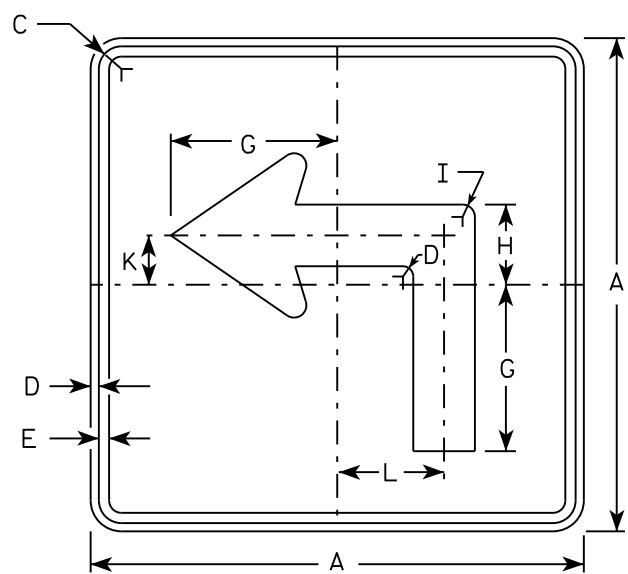
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

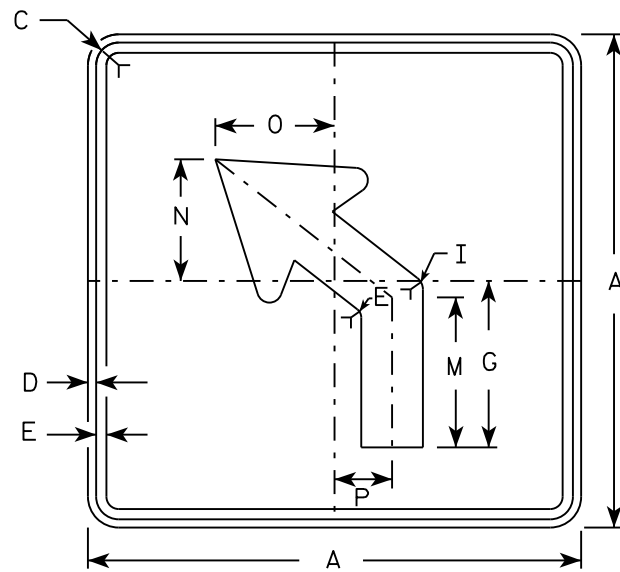
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

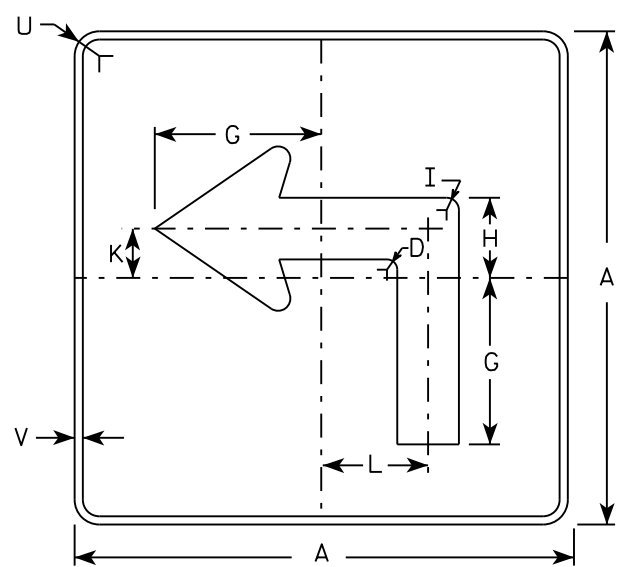
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



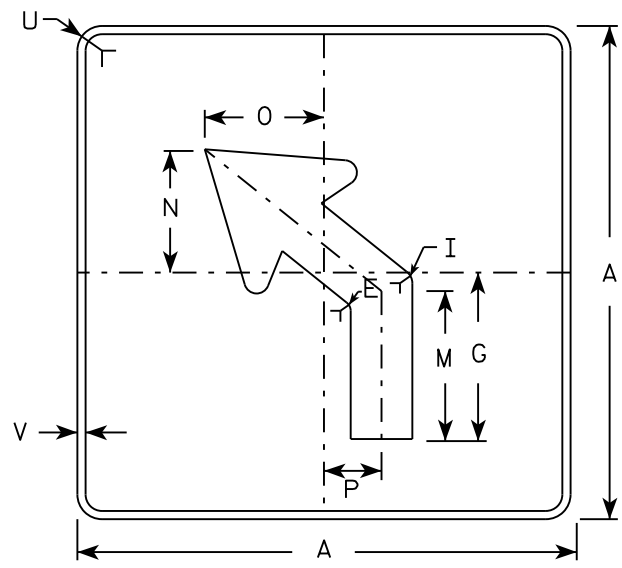
M5-1L
MM5-1L
M05-1L
MP5-1L



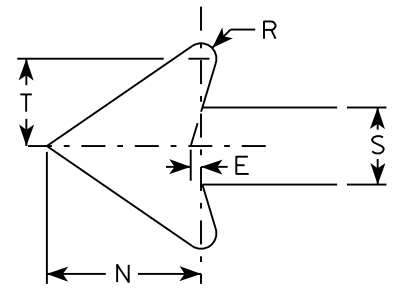
M5-2L
MM5-2L
M05-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
 - Background - See note 4
 - Message - See note 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.
- M5-1 and M5-2 Background - White
Message - Black
 - MB5-1 and MB5-2 Background - Blue
Message - White
 - MK5-1 and MK5-2 Background - Green
Message - White
 - MM5-1 and MM5-2 Background - White
Message - Green
 - MN5-1 and MN5-2 Background - Brown
Message - White
 - M05-1 and M05-2 Background - Orange - Type F Reflective
Message - Black
 - MP5-1 and MP5-2 Background - White - Type H Reflective
Message - Blue
 - MR5-1 and MR5-2 Background - Brown
Message - Yellow
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

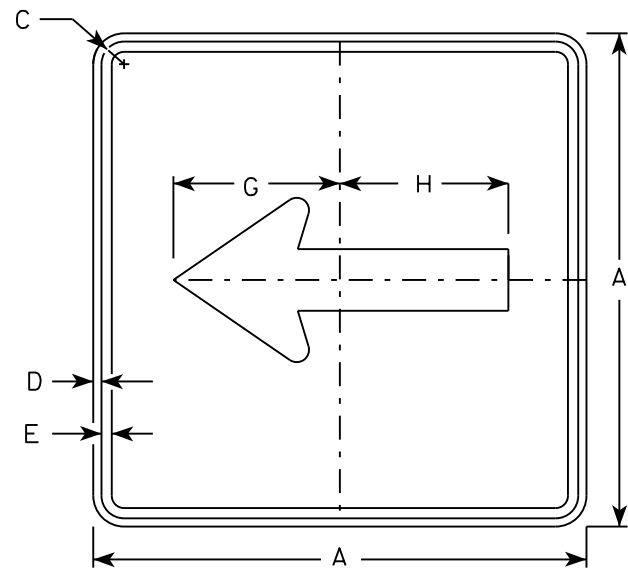
| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|---|--------|-------|-----|---|-------|-------|-------|-------|-------|-------|---|-----|-------|-------|-------|-----|---|---|---|---|-----------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |

STANDARD SIGN
M5-1 & M5-2

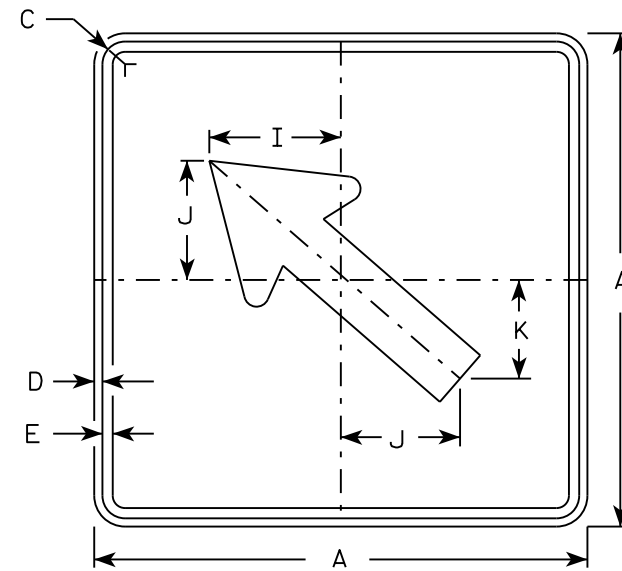
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

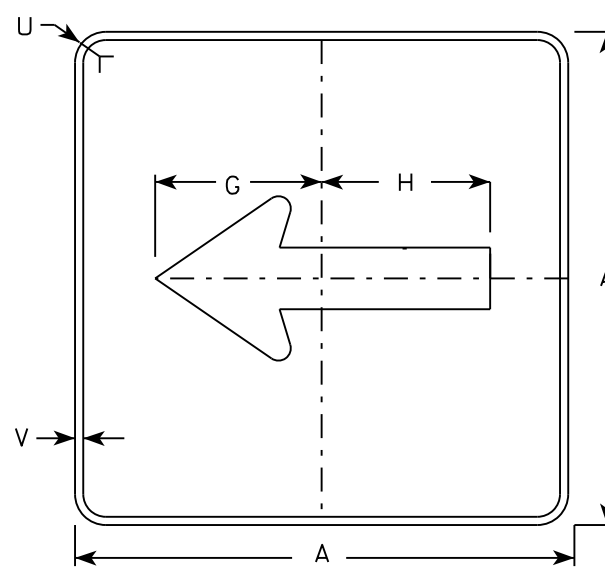
DATE 10/15/15 PLATE NO. M5-1.13



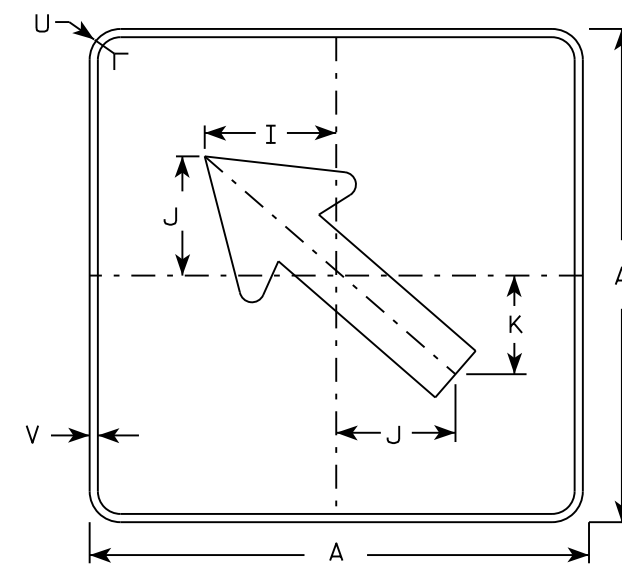
M6-1
MM6-1
M06-1
MP6-1



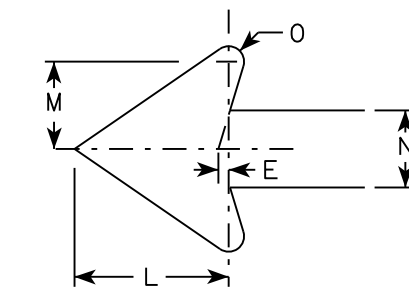
M6-2
MM6-2
M06-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



NOTES

- Signs are Type II - Type H except as Shown
- Color:
Background - See note 4
Message - See note 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.
- M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

7

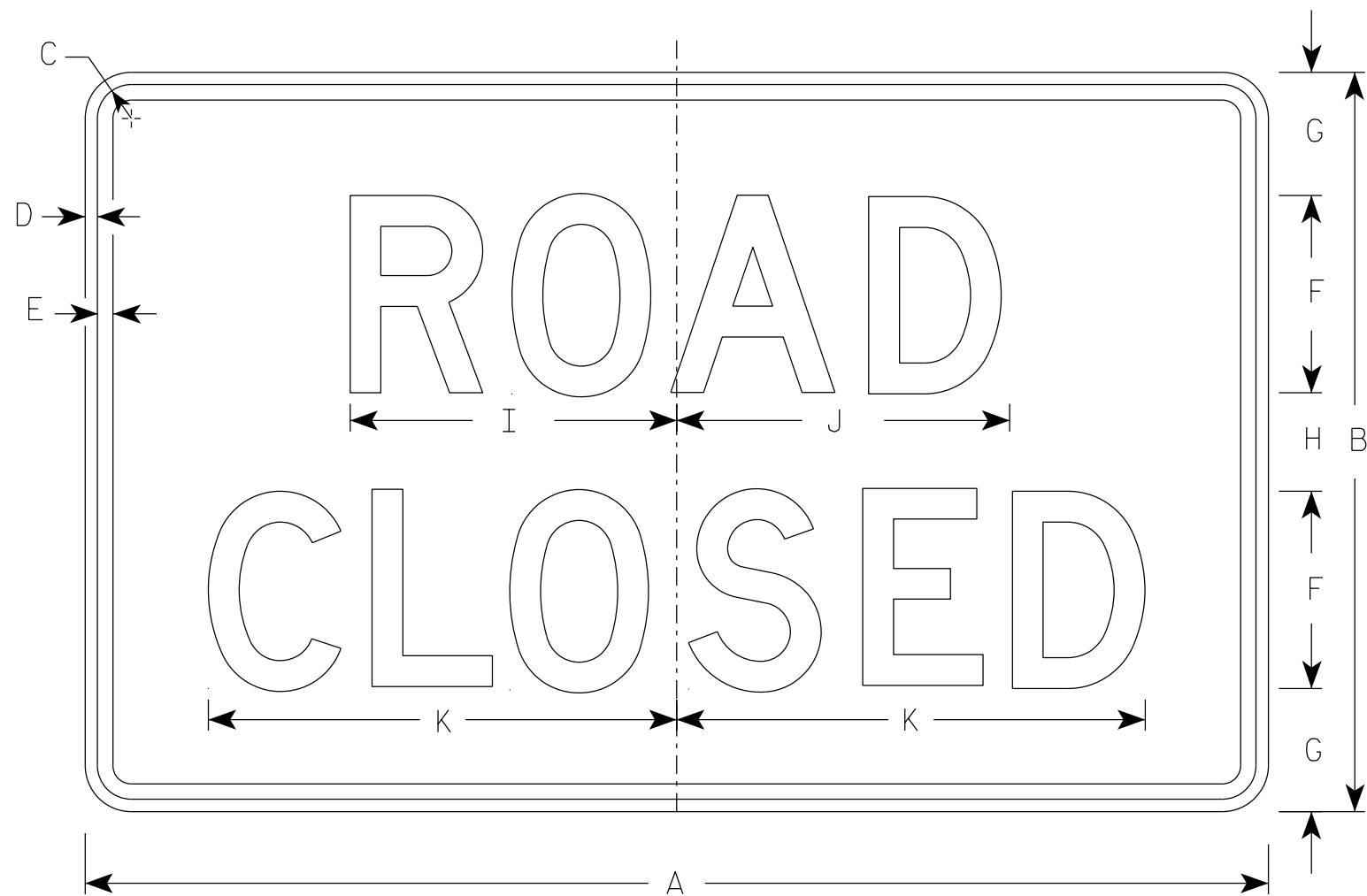
| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|---|--------|--------|-------|-------|-------|-------|-------|-------|-----|---|---|---|---|---|-------|-----|---|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

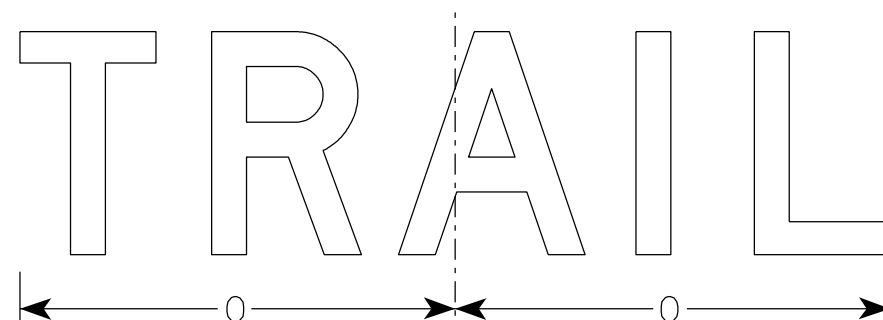
DATE 10/15/15 PLATE NO. M6-1.15



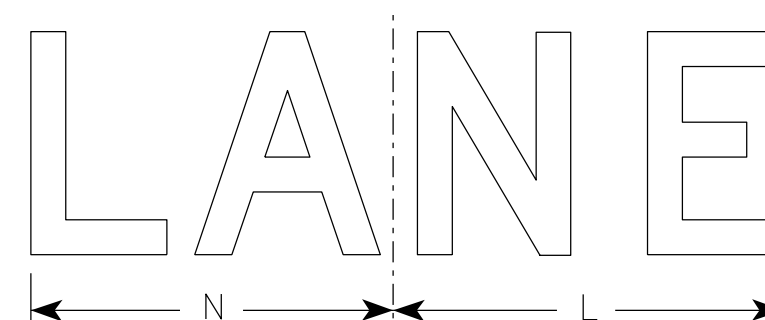
R11-2



R11-2R



R11-2T



R11-2L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.

7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|---|---|--------|--------|----|----|----|----|--------|---|---|---|---|---|---|---|---|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

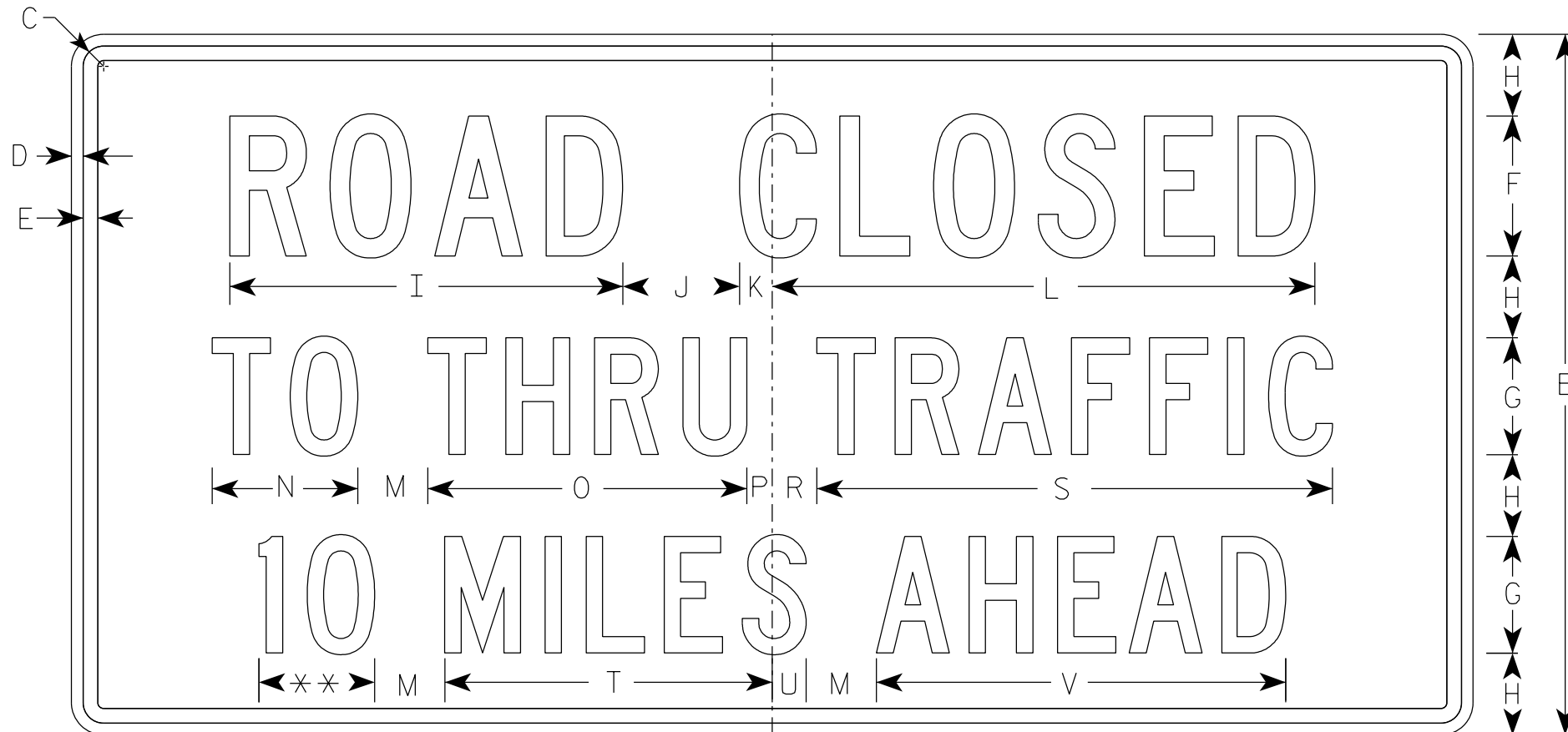
APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

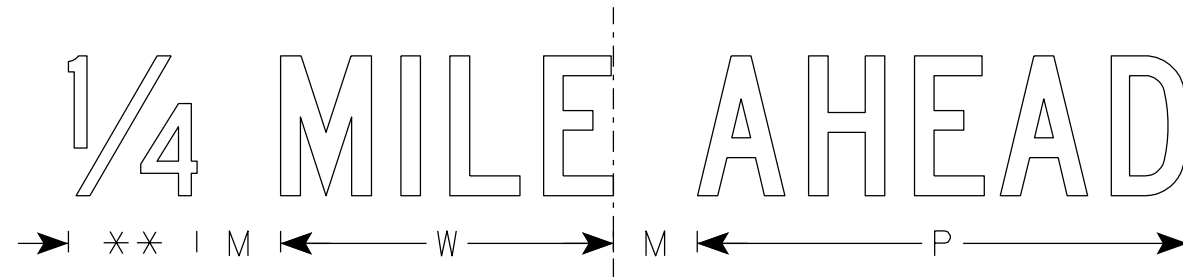
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** 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 | 18 | 1 1/4 | 3/8 | 3/8 | 4 | 3 | 2 | 11 1/4 | 3 | 1 1/8 | 15 3/8 | 2 | 3 3/4 | 8 1/4 | 5/8 | | 1 3/8 | 13 1/4 | 8 3/8 | 7/8 | 10 1/2 | 7 1/8 | | | | 4.5 | |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 | |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

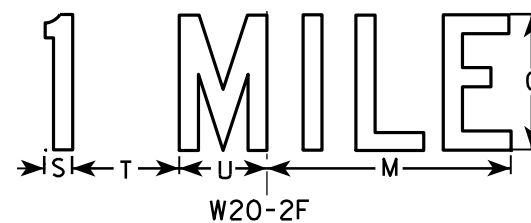
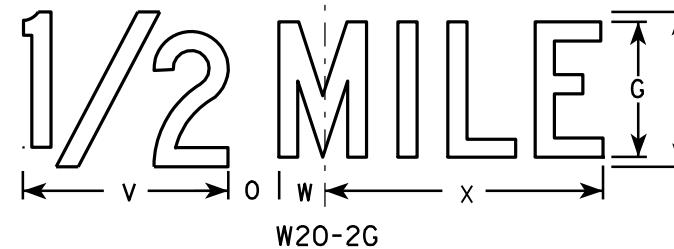
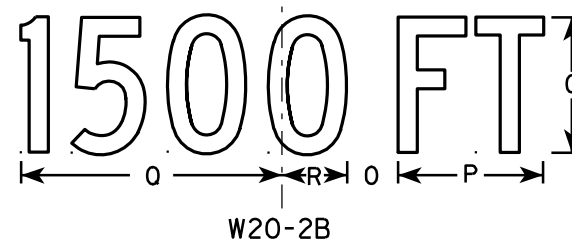
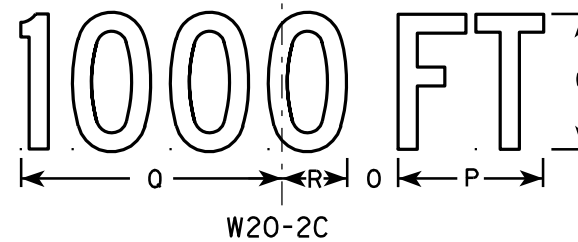
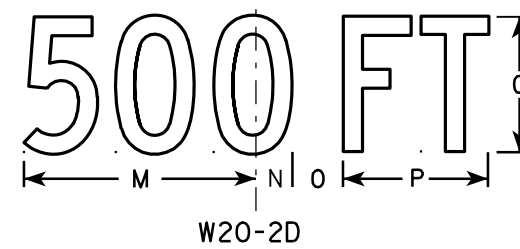
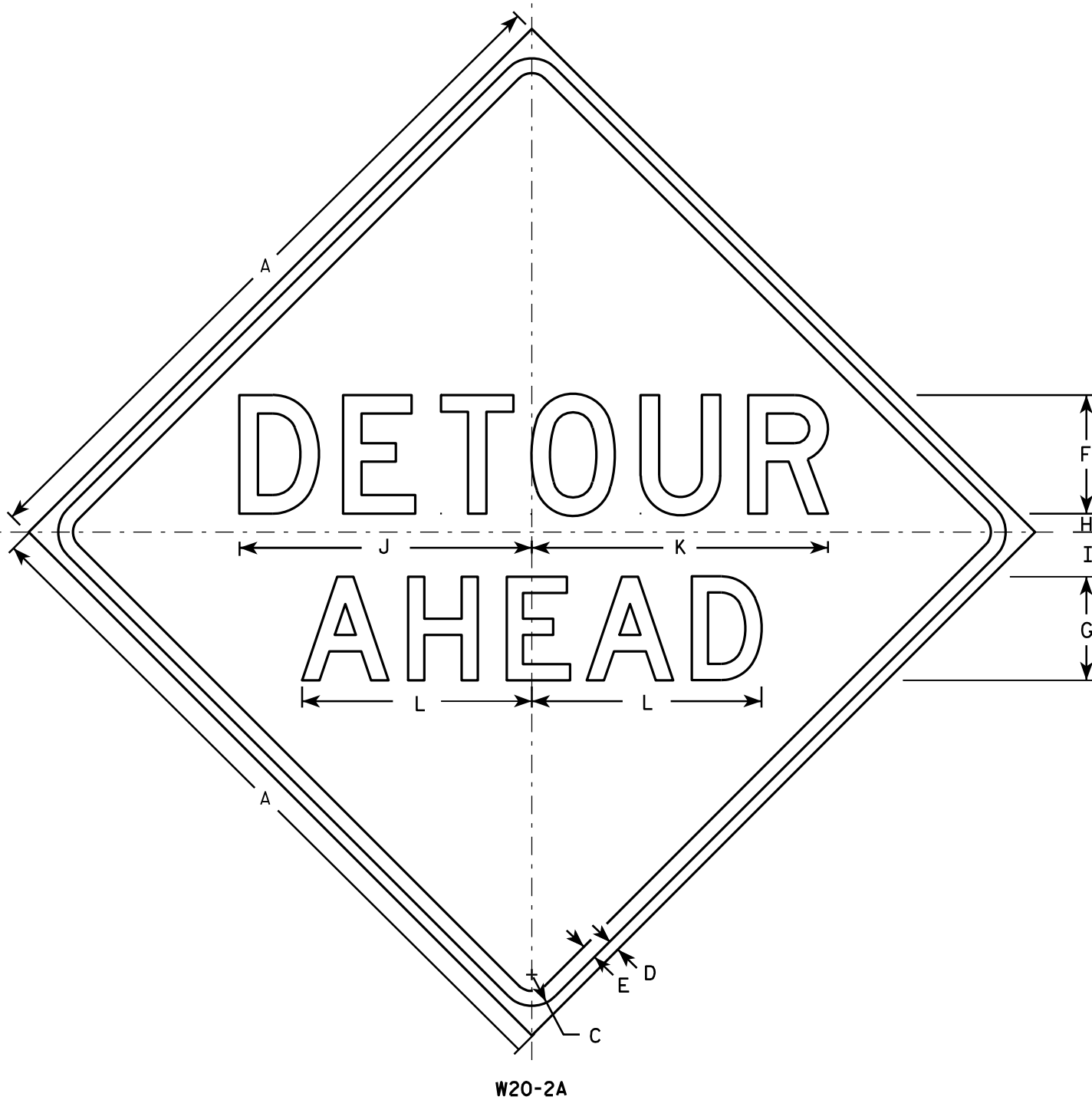
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
Line 2 is Series D for AHEAD and Series C for all other distances.

7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|---|---|-------|-------|--------|----|--------|----|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|--------|---|---|--------------|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 5 | 1 | 2 1/4 | 14 3/4 | 15 | 11 5/8 | 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 | 8 | 1 3/4 | 10 3/4 | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |

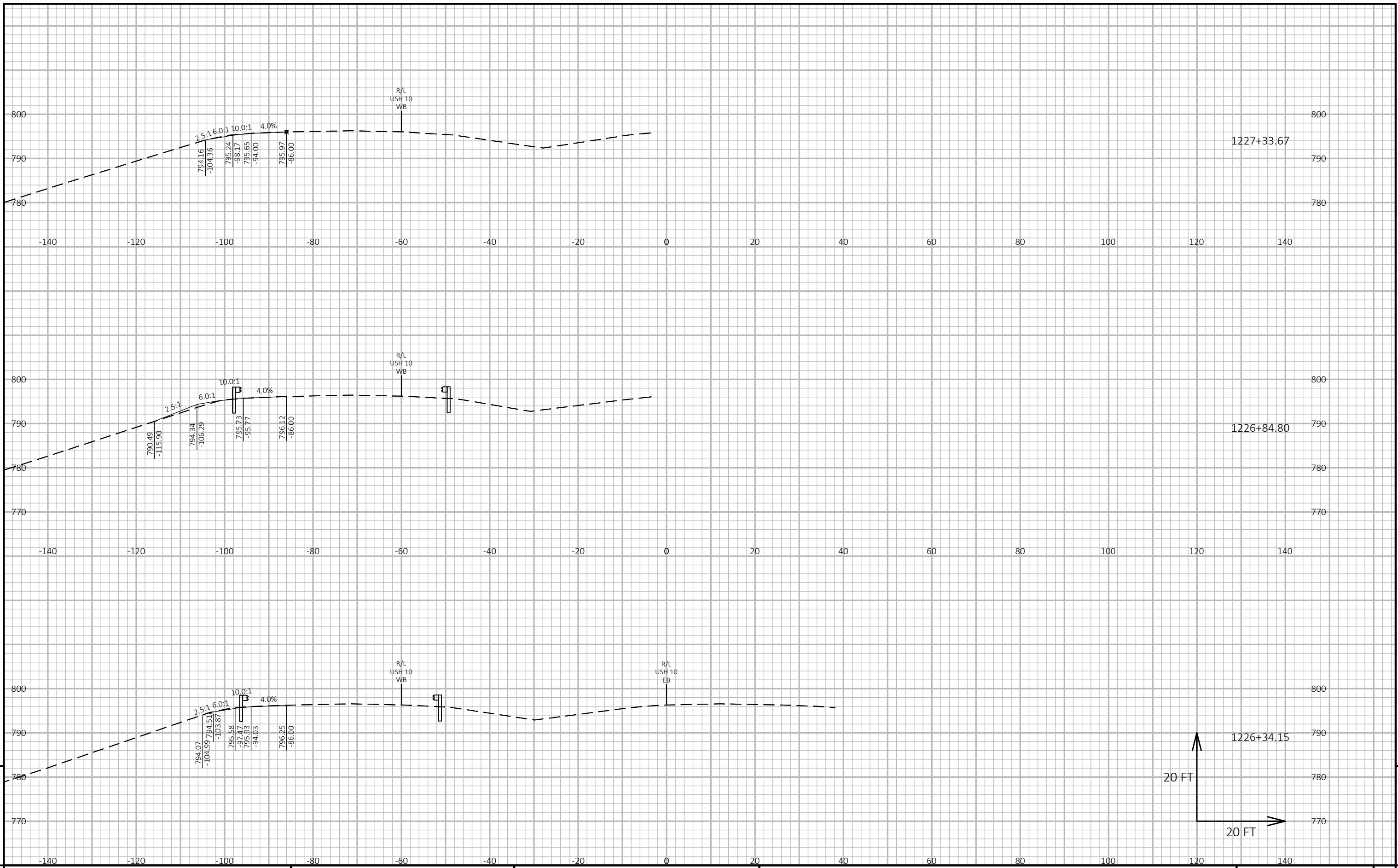
STANDARD SIGN
W20-2A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Raub*
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E



9

9

PROJECT NO: 1500-48-60

HWY: USH 10

COUNTY: WINNEBAGO

CROSS SECTIONS: USH 10

SHEET

E

FILE NAME : N:\PDS\C3D\15004830\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

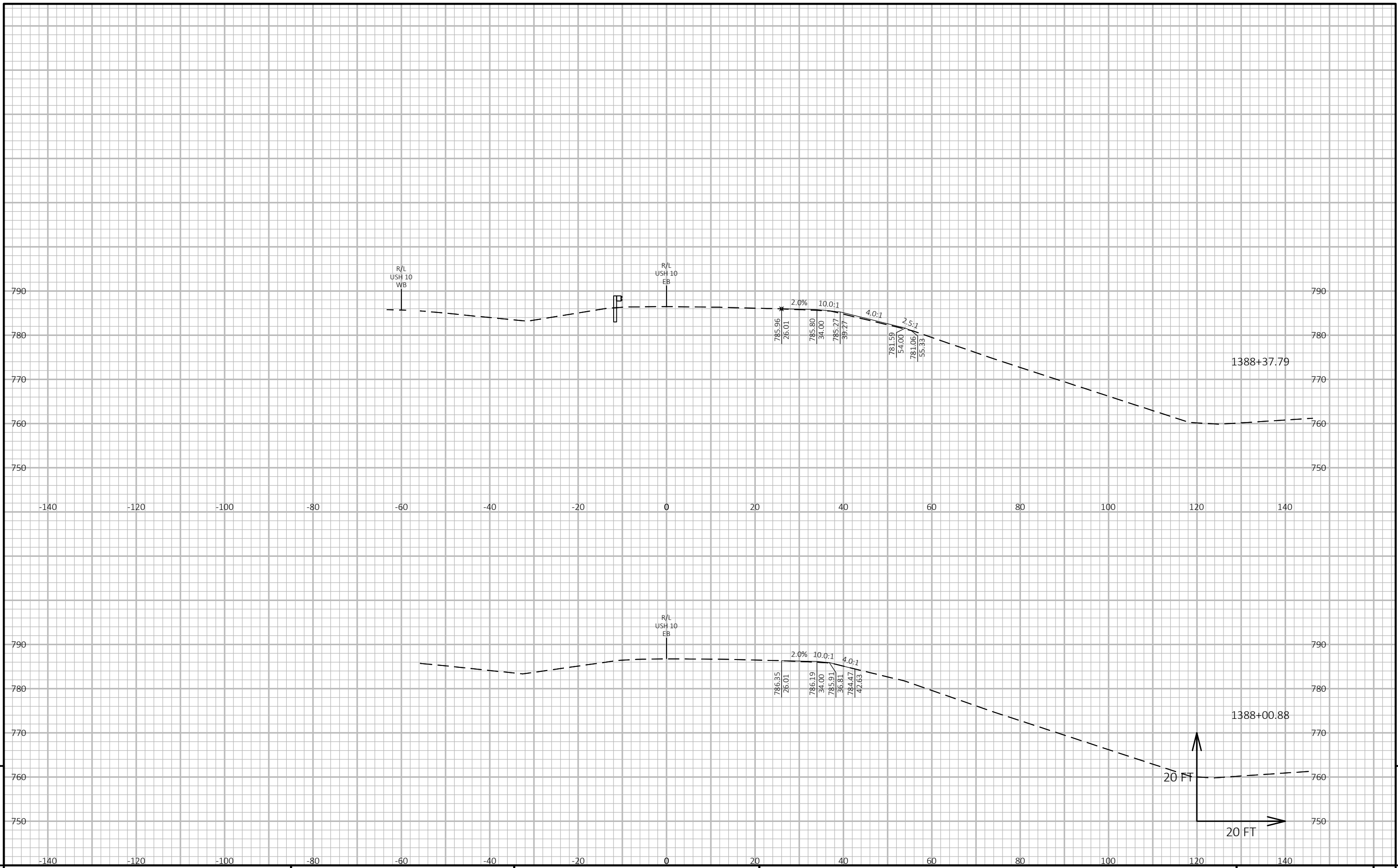
PLOT DATE : 4/11/2019 12:07 PM

PLOT BY : MALUEG, RYAN P

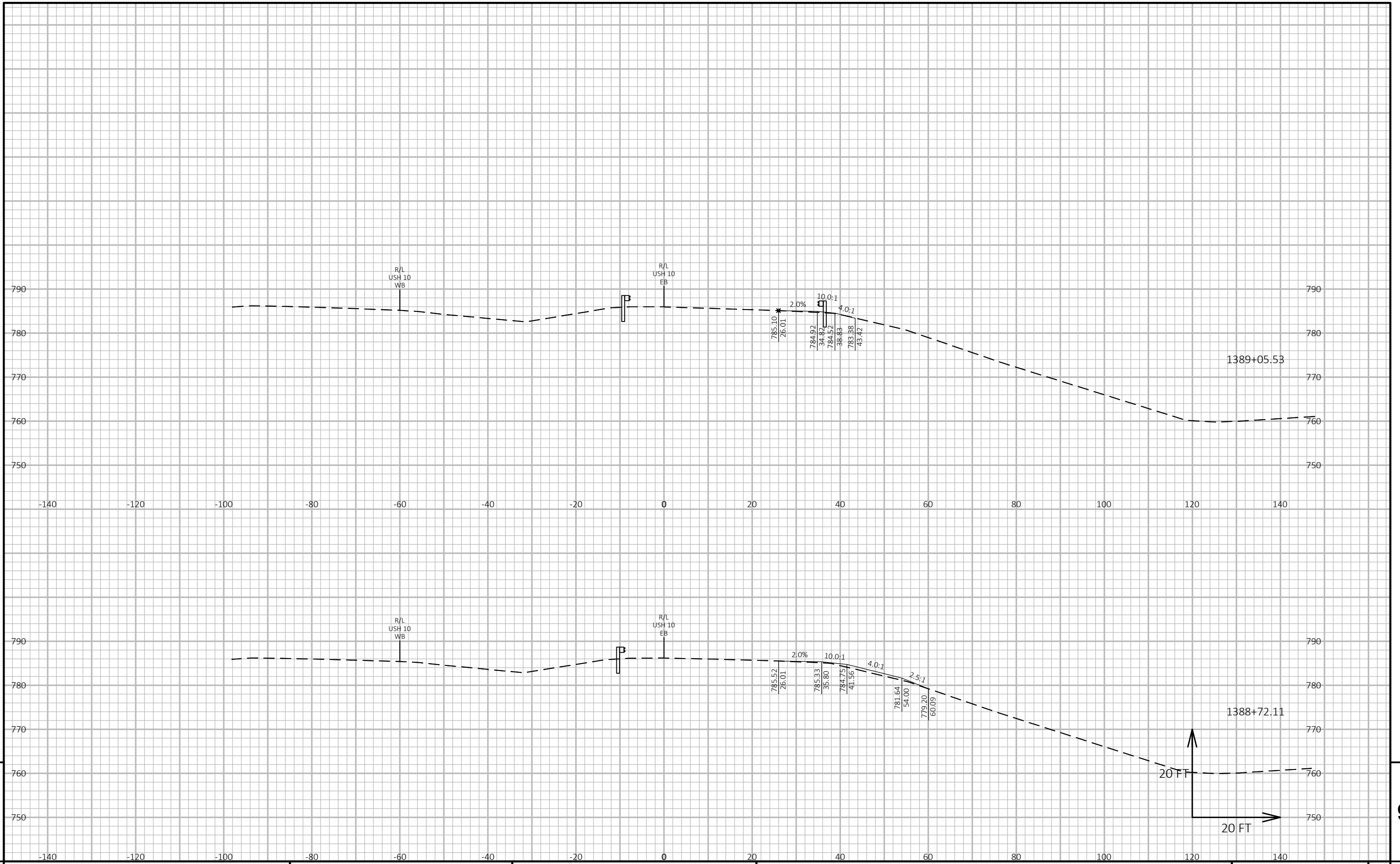
PLOT NAME :

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

WISDOT/CADD SHEET 49



PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET 9



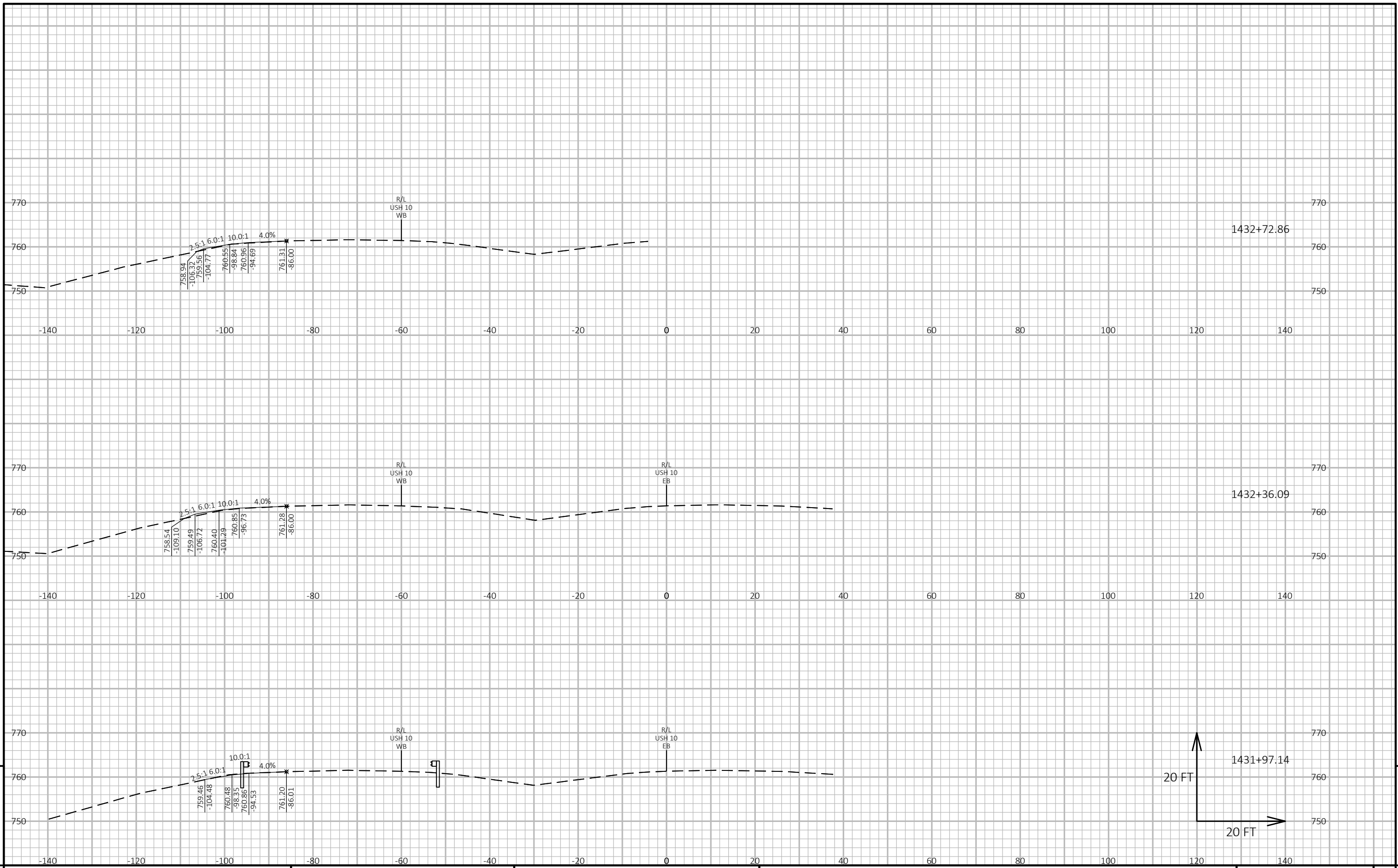
9

9

PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET E

FILE NAME : N:\PDS\C3D\15004830\SHEETSPLAN\090201-XS.DWG PLOT DATE : 4/11/2019 12:07 PM PLOT BY : MALUEG, RYAN P PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 090203-xs



PROJECT NO: 1500-48-60

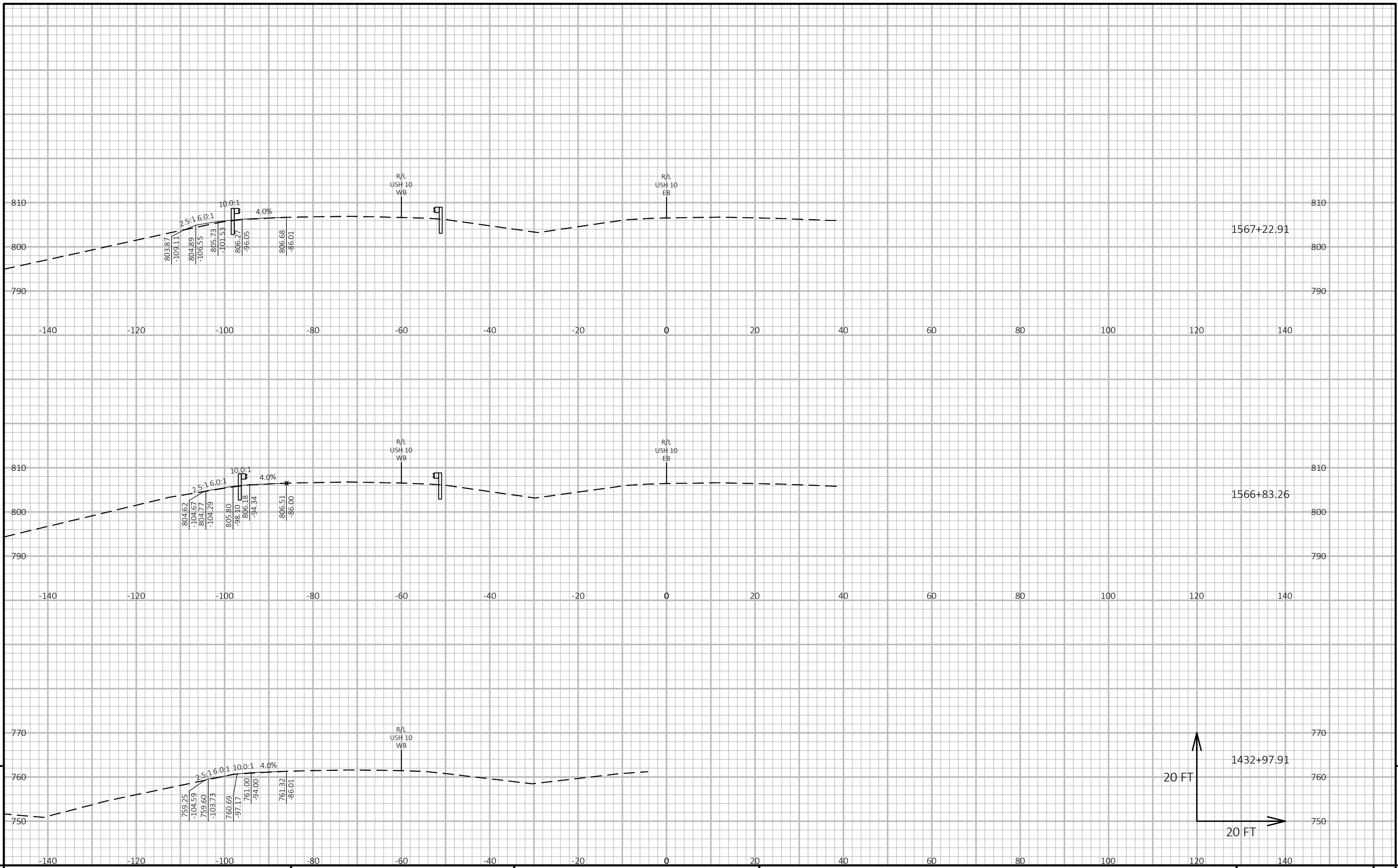
HWY: USH 10

COUNTY: WINNEBAGO

CROSS SECTIONS: USH 10

SHEET

E



PROJECT NO: 1500-48-60

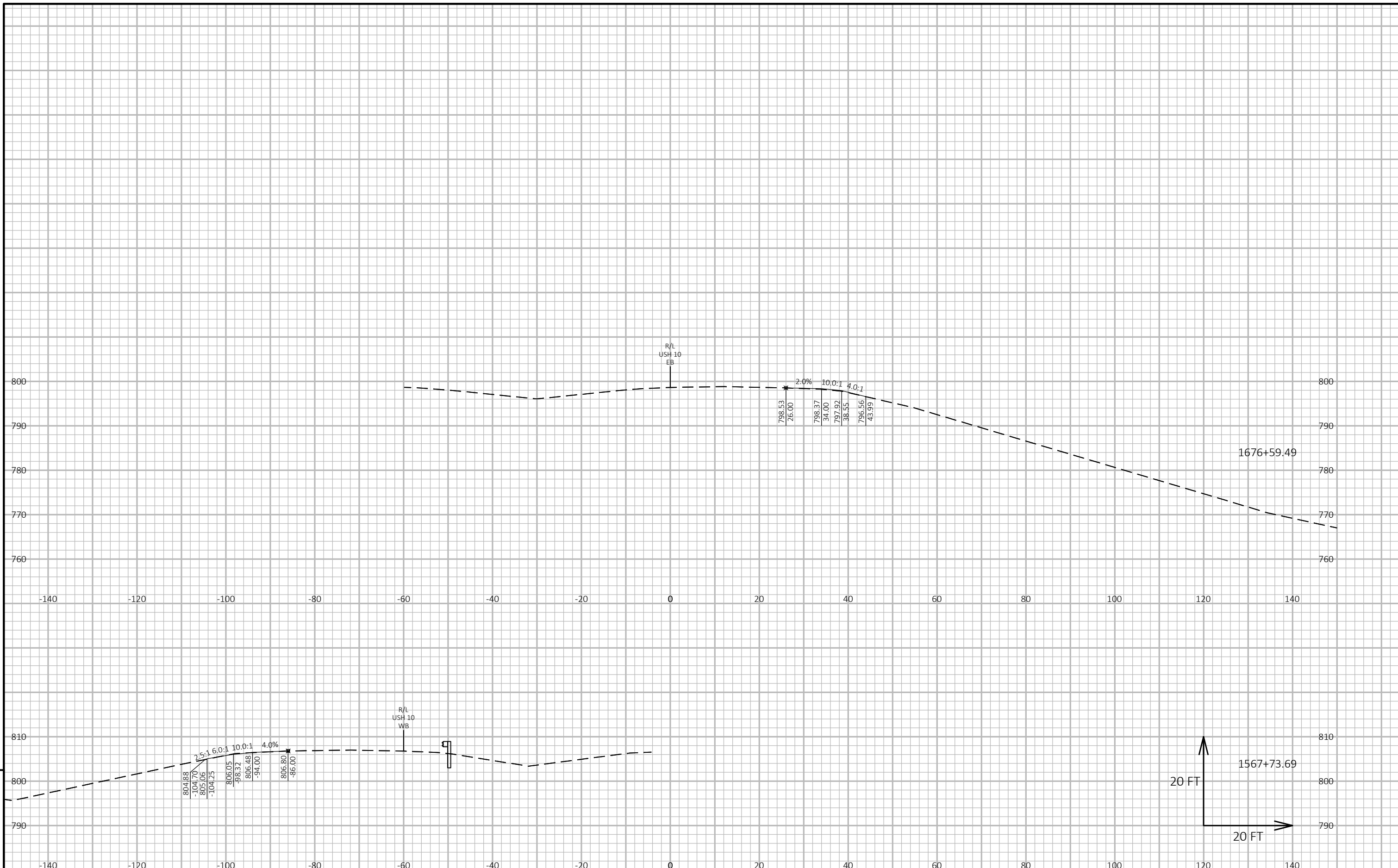
HWY: USH 10

COUNTY: WINNEBAGO

CROSS SECTIONS: USH 10

SHEET

E

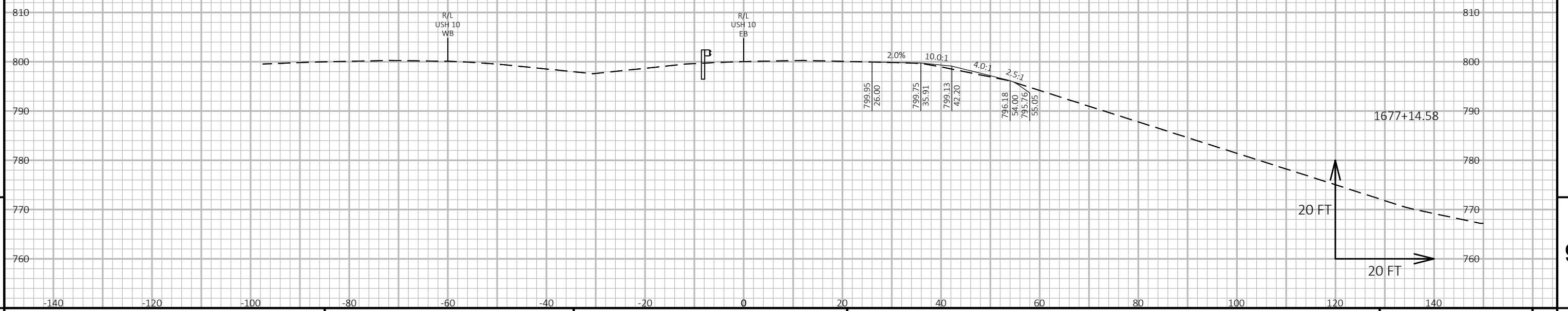


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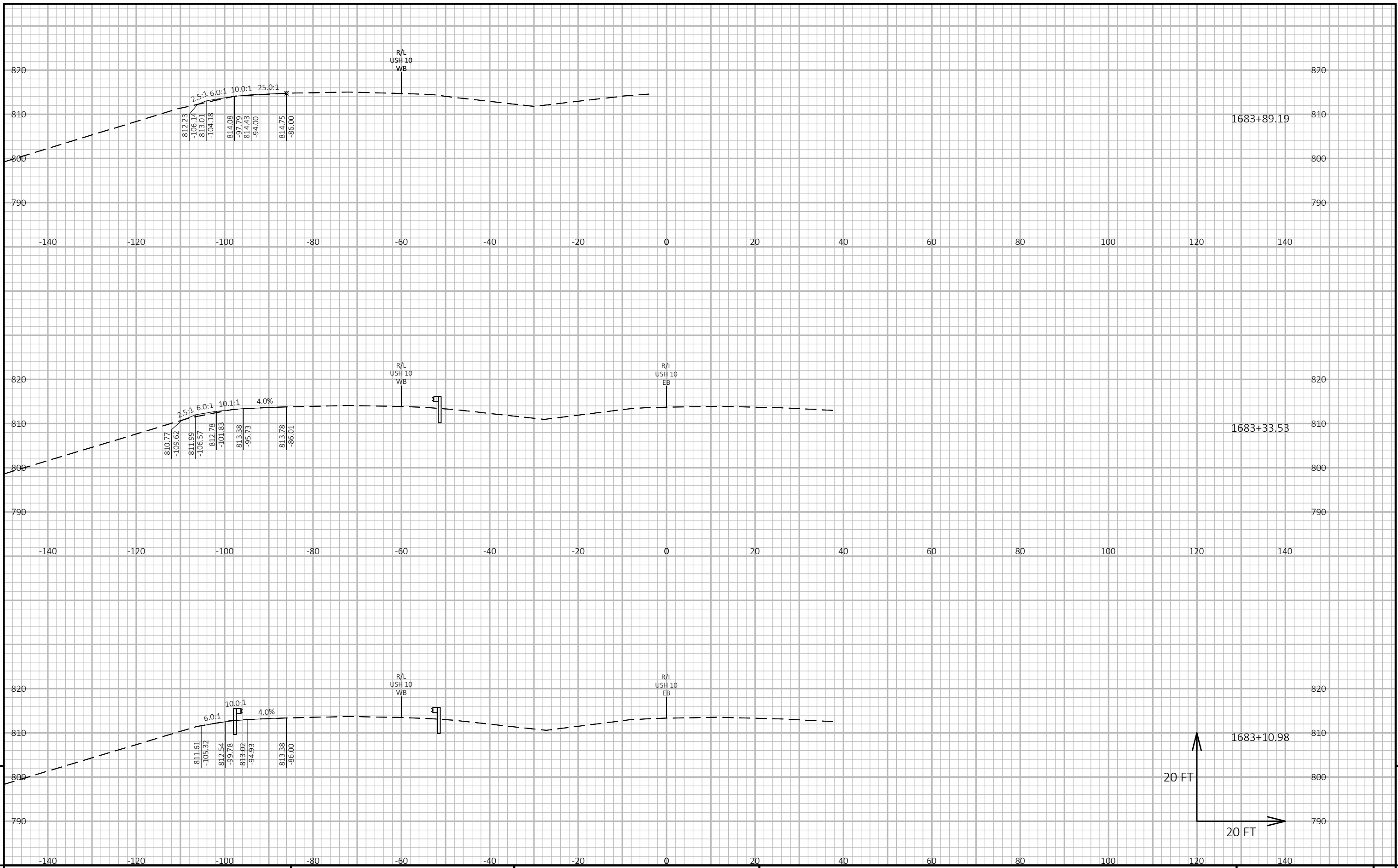
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PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET E

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PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET 9



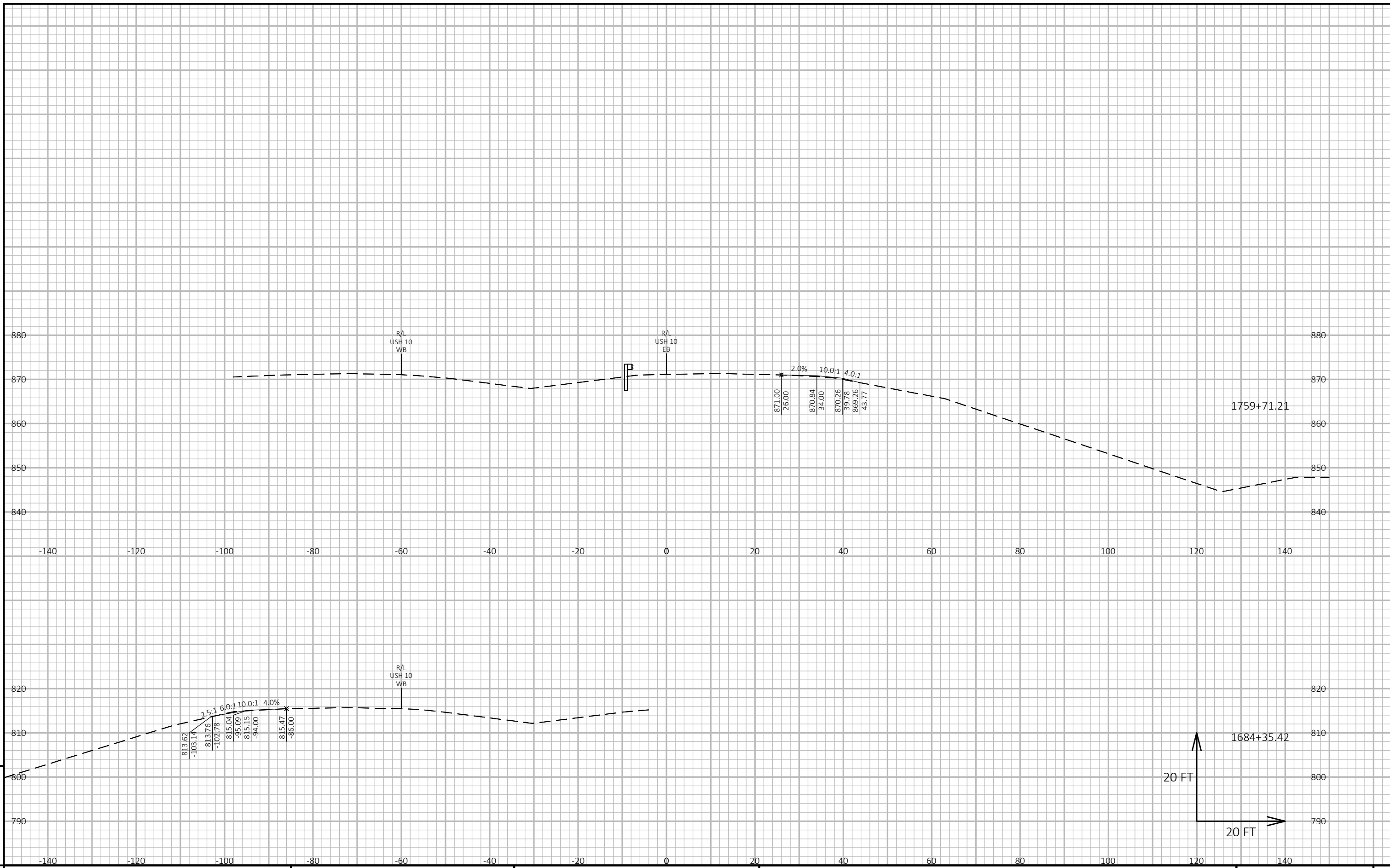
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PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET E

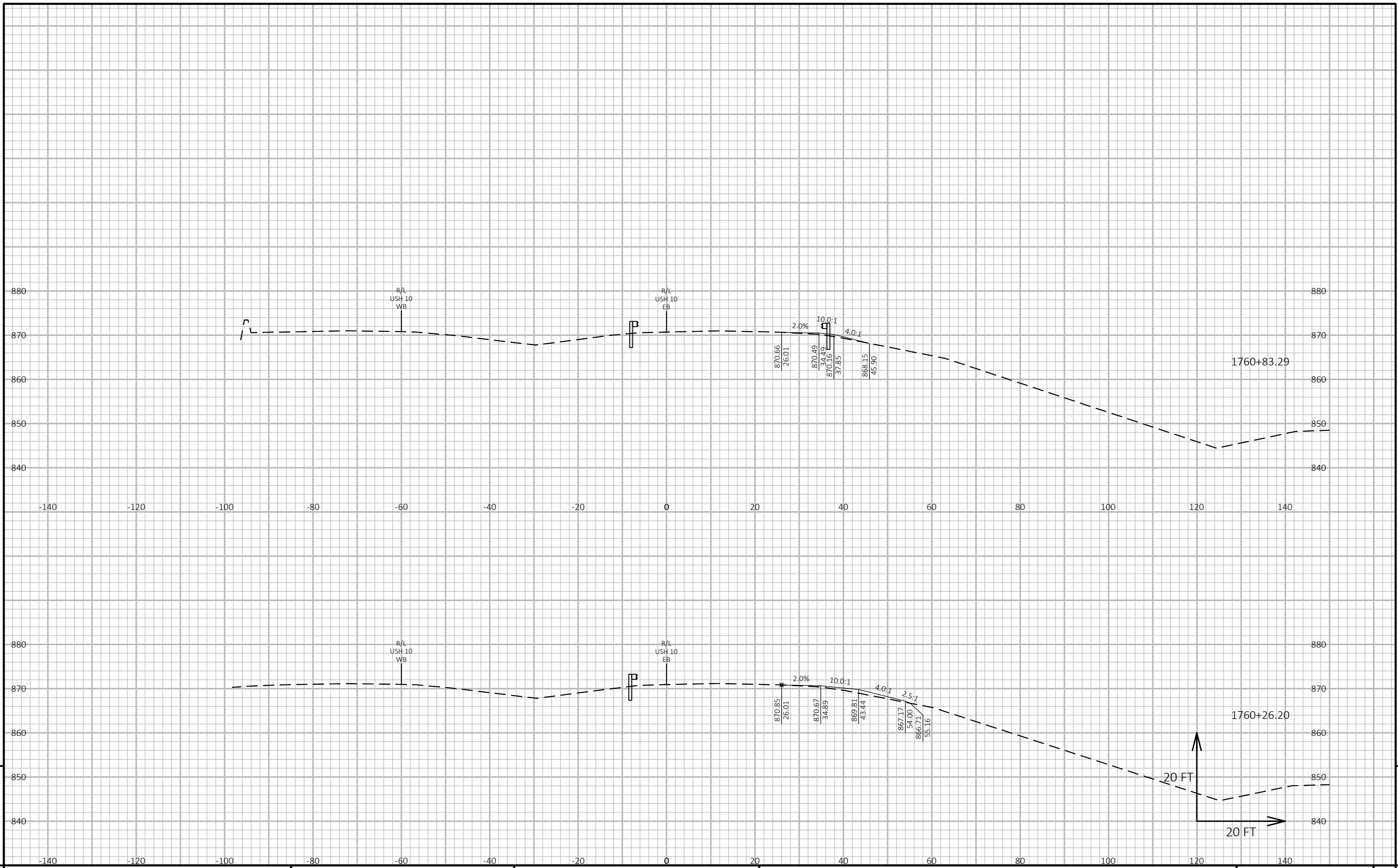
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LAYOUT NAME - 090208-xs



PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET 9

FILE NAME: N:\PDS\C3D\15004830\SHEETSPLAN\090201-XS.DWG PLOT DATE: 4/11/2019 12:09 PM PLOT BY: MALUEG, RYAN P PLOT NAME: PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

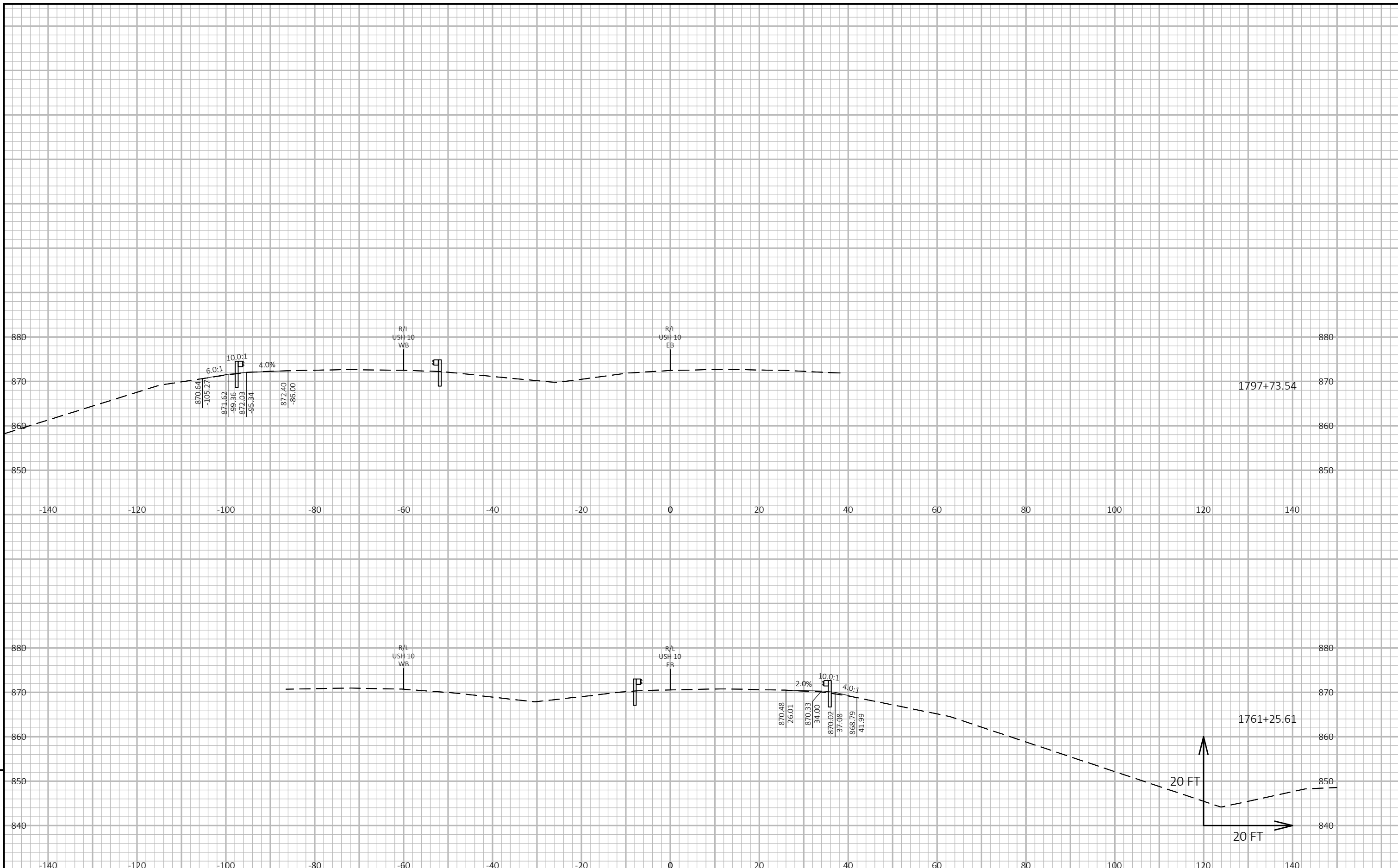


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PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET E

FILE NAME: N:\PDS\C3D\15004830\SHEETSPLAN\090201-XS.DWG PLOT DATE: 4/11/2019 12:09 PM PLOT BY: MALUEG, RYAN P PLOT NAME: PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

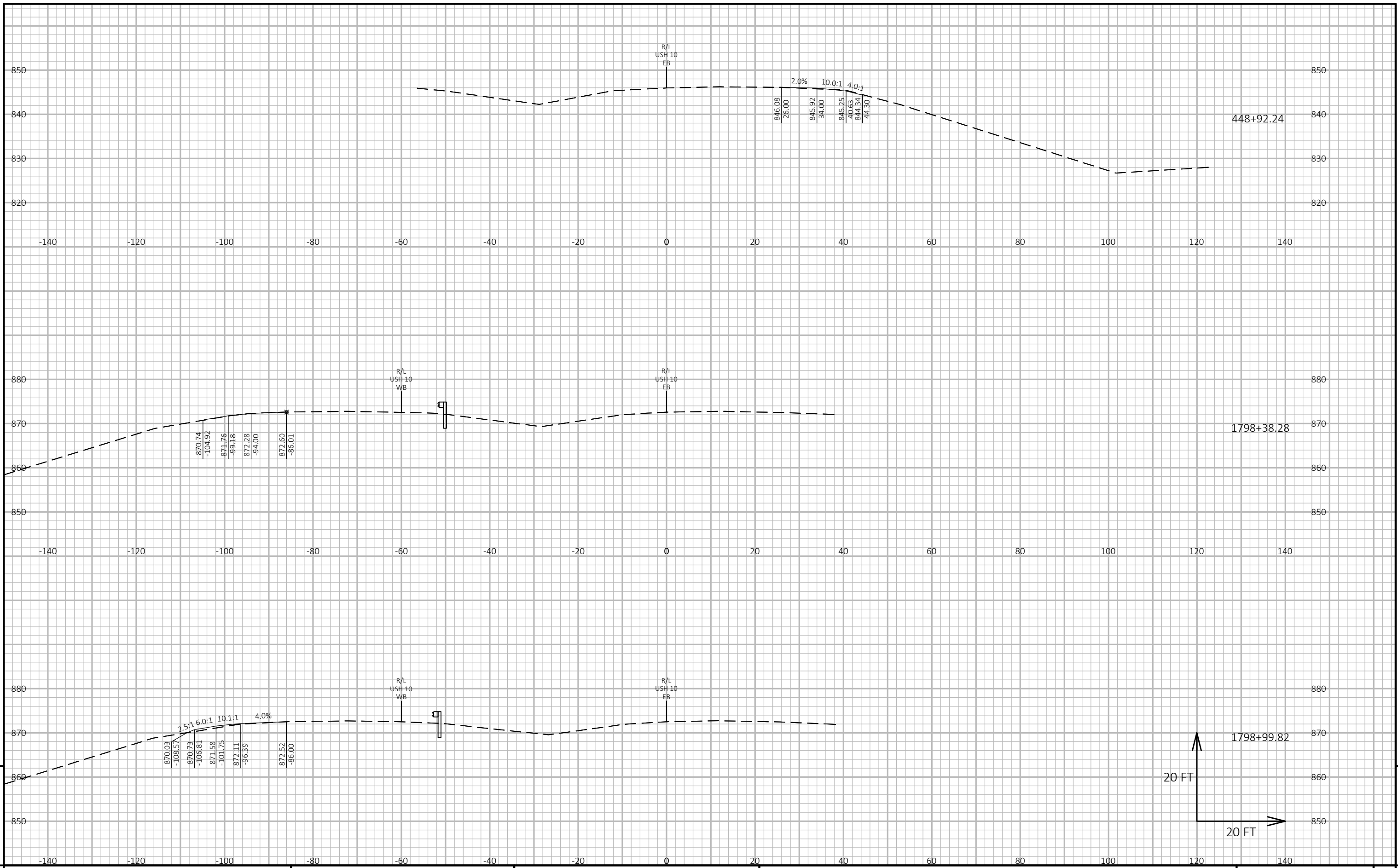


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PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET E

FILE NAME : N:\PDS\C3D\15004830\SHEETSPLAN\090201-XS.DWG PLOT DATE : 4/11/2019 12:09 PM PLOT BY : MALUEG, RYAN P PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49



PROJECT NO: 1500-48-60

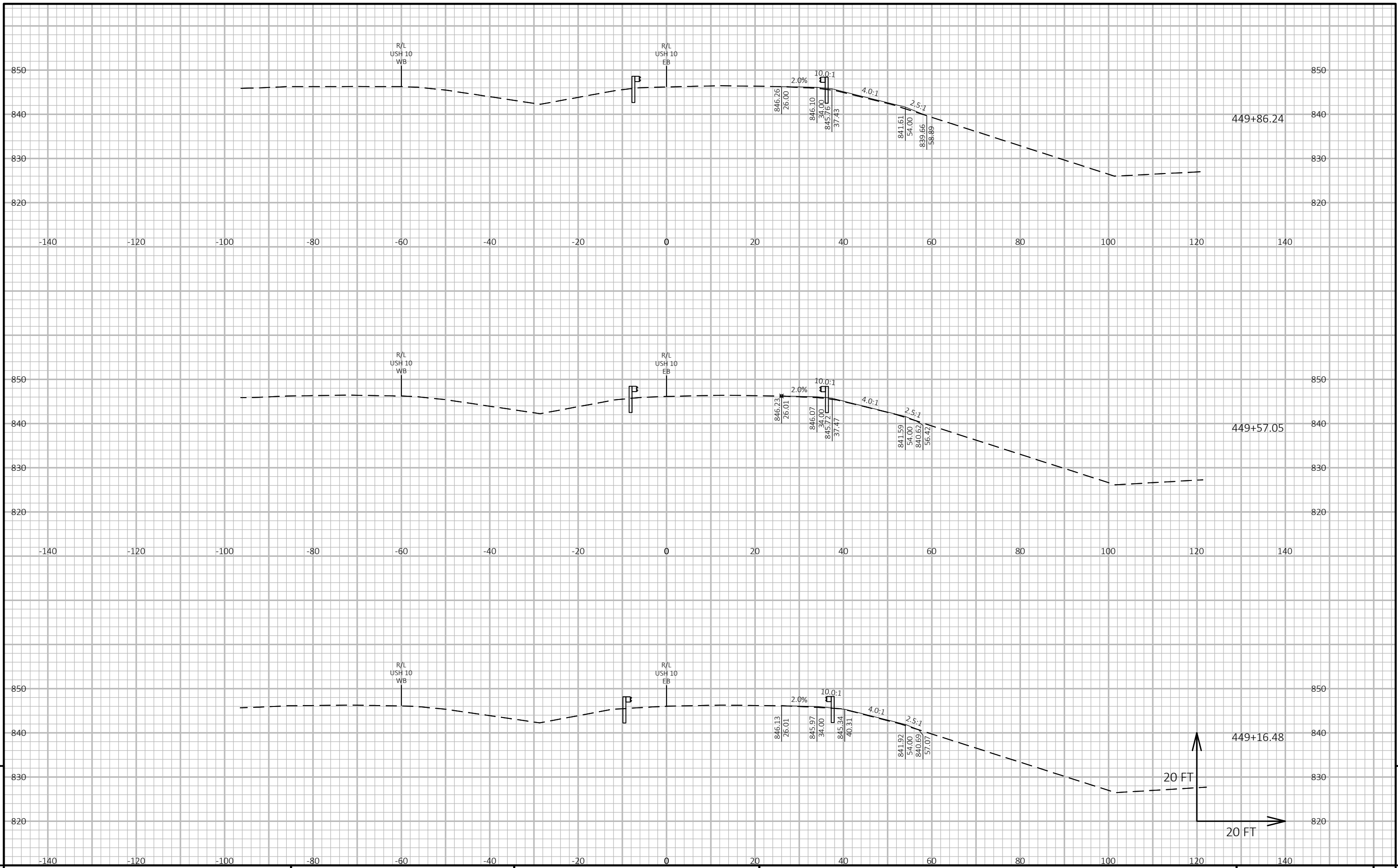
HWY: USH 10

COUNTY: WINNEBAGO

CROSS SECTIONS: USH 10

SHEET

E



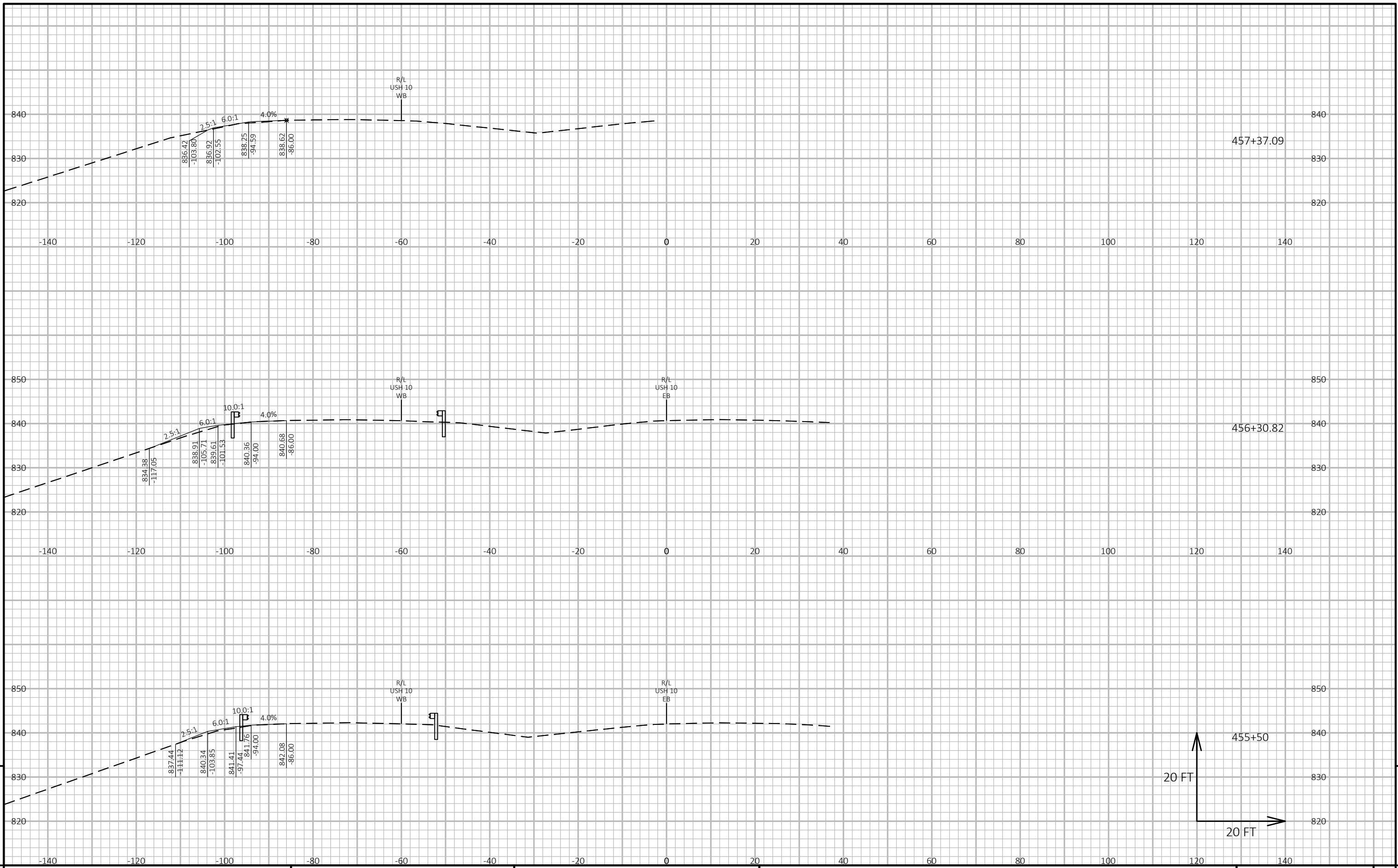
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PROJECT NO: 1500-48-60 HWY: USH 10 COUNTY: WINNEBAGO CROSS SECTIONS: USH 10 SHEET E

FILE NAME : N:\PDS\C3D\15004830\SHEETSPLAN\090201-XS.DWG PLOT DATE : 4/11/2019 12:09 PM PLOT BY : MALUEG, RYAN P PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 090213-xs



PROJECT NO: 1500-48-60

HWY: USH 10

COUNTY: WINNEBAGO

CROSS SECTIONS: USH 10

SHEET

E

Notes



Wisconsin Department of Transportation

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