

LAX  
 PROJECT ID: 1017-01-73  
 COUNTY: MONROE AND JUNEAU  
 WITH: N/A  
 02

NOVEMBER 2023

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 = 270



# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

### TOMAH - CAMP DOUGLAS, EB

USH 12 TO CTH C

IH 90

MONROE AND JUNEAU COUNTY

STATE PROJECT NUMBER  
 1017-01-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1017-01-73	WISC 2024020	1

DESIGN DESIGNATION	1017-01-03	IH 90	IH 94	IH 90/94
A.A.D.T. 2024	= 15,700	= 27,300	= 39,300	
A.A.D.T. 2044	= 17,100	= 30,600	= 44,000	
D.H.V.	= 2,292	= 4,328	= 5,852	
D.D.	= 58/42	= 58/42	= 52/48	
T.	= 37.3%	= 39.3%	= 32.1%	
DESIGN SPEED	= 70 MPH	= 70 MPH	= 70 MPH	
ESALS	= 35,000,000	= 35,000,000	= 35,000,000	

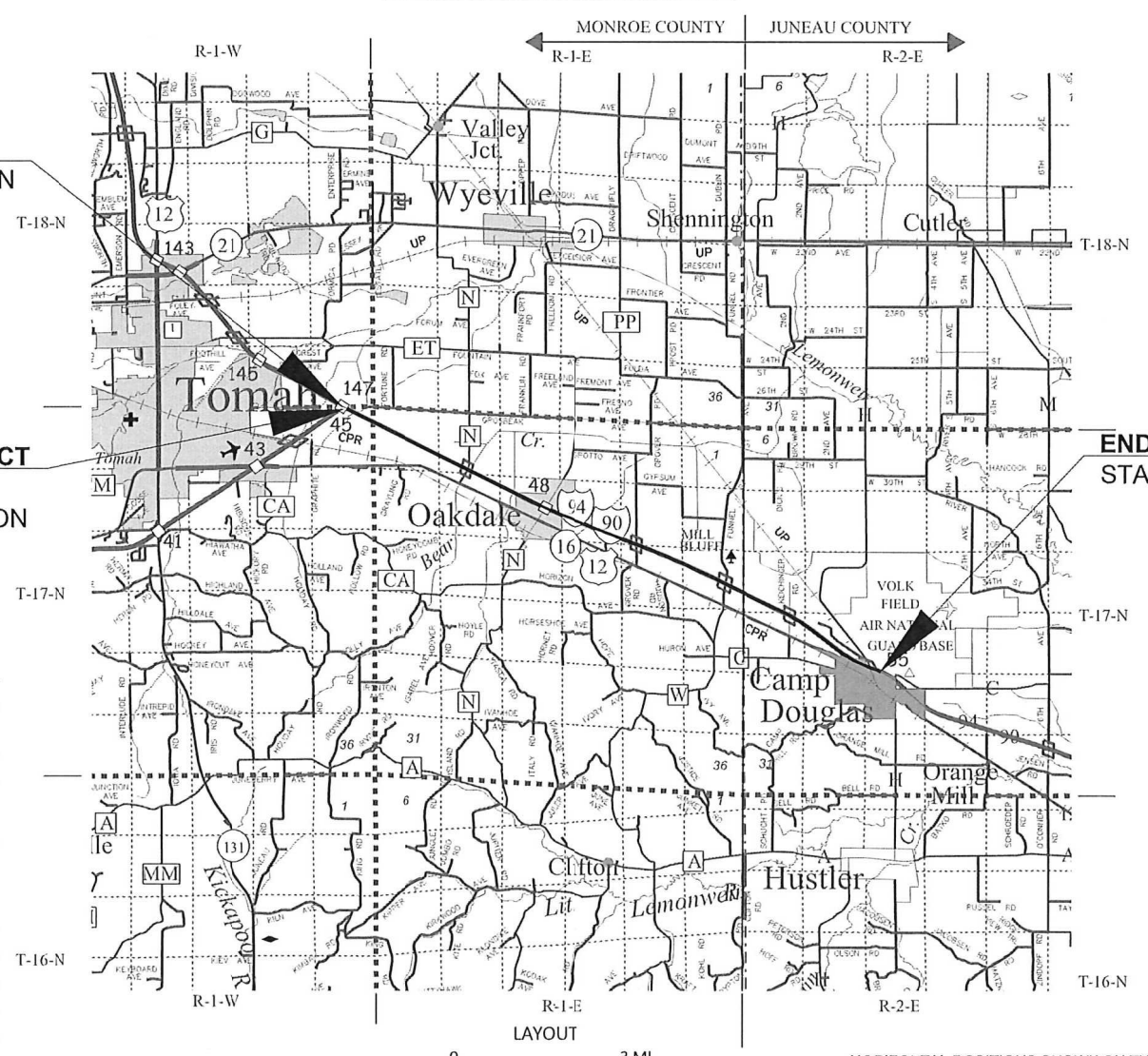
CONVENTIONAL SYMBOLS

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

BEGIN IH 94  
 CONSTRUCTION  
 STA 3147+19  
 X=722828.788  
 Y=394269.348

BEGIN PROJECT  
 BEGIN IH 90  
 CONSTRUCTION  
 STA 2420+00B  
 X=723790.443  
 Y=393925.219

END PROJECT  
 STA 3698+65



LAYOUT  
 SCALE 0 3 MI  
 TOTAL NET LENGTH OF CENTERLINE = 10.444

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MONROE COUNTY, NAD83 (2012), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	BRANDYN MECUM
Project Manager	BRIAN MEYER
Regional Examiner	SW REGION
Regional Supervisor	JIM SAVOLDELLI

APPROVED FOR THE DEPARTMENT

DATE: 8-22-23

(Signature)

E

GENERAL NOTES

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

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

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

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

IH 90, 94, 90/94 EB MAINLINE / INSIDE SHOULDER, 7 INCH TOTAL, 2.75 INCH HMA PAVEMENT 3 HT 58-28 S LOWER, 2.25 INCH HMA PAVEMENT 3 HT 58-28 H MIDDLE LAYER, 2 INCH HMA PAVEMENT 4 SMA 58-28 V UPPER LAYER.

IH 90, 94, 90/94 EB OUTSIDE SHOULDER, 7 INCH TOTAL, 2.75 INCH HMA PAVEMENT 3 HT 58-28 S LOWER LAYER, 2.25 INCH HMA PAVEMENT 3 HT 58-28 S MIDDLE LAYER, 2 INCH HMA PAVEMENT 4 HT 58-28 S UPPER LAYER.

EB RAMPS MAINLINE / INSIDE SHOULDER, 3.5 INCH TOTAL, 1.75 INCH HMA PAVEMENT 4 HT 58-28 S LOWER LAYER, 1.75 INCH HMA PAVEMENT 4 HT 58-28 H UPPER LAYER.

EB RAMPS OUTSIDE SHOULDER, 3.5 INCH HMA PAVEMENT 4 HT 58-28 S, SHALL BE CONSTRUCTED WITH TWO LAYERS OF 1.75 INCH.

CTH C, 2 INCH HMA PAVEMENT 4 HT 58-28 S, SHALL BE CONSTRUCTED WITH ONE LAYER.

TACK COAT TO BE APPLIED AT A RATE OF 0.07 GAL/SY ON MILLED SURFACE OR CONCRETE AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

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

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

CURVE DATA IS BASED ON THE RADIUS DEFINITION.

PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.

PRIOR TO PLACING THE NEW BASE AGGREGATE DENSE COURSE OR PAVED SHOULDERS EXISTING UNCOMPACTED SHOULDER MATERIAL SHALL BE REMOVED OR DEPOSITED ON THE OUTER PORTION OF THE EXISTING SHOULDER OR AS DIRECTED BY THE ENGINEER.

PIPE AND INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

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

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

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

PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

DO NOT DRIVE OR STORE EQUIPMENT, OR STORE CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED AND EMATED AS DIRECTED BY THE ENGINEER.

SALVAGED TOPSOIL AND EMAT HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS TO THE TOE OF SLOPE, SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT.

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL AND DRAINAGE
ADVANCED WARNING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
DETOUR
ALIGNMENT
CONTROL POINTS

STANDARD ABBREVIATIONS

Table with 4 columns: Abbreviation, Description, Abbreviation, Description. Includes entries like ABUT (ABUTMENT), AC (ACRE), AGG (AGGREGATE), AH (AHEAD), ANGLE, AADT (ANNUAL AVERAGE DAILY TRAFFIC), AEW (APRON ENDWALL), ASPH (ASPHALTIC), BK (BACK), BC (BACK OF CURB), BAD (BASE AGGREGATE DENSE), BL OR B/L (BASE LINE), BM (BENCH MARK), CB (CATCH BASIN), CL OR C/L (CENTER LINE), DELTA (CENTRAL ANGLE OR DELTA), CE (COMMERCIAL ENTRANCE), CONC (CONCRETE), CSW (CONCRETE SIDEWALK), CONST (CONSTRUCTION), CP (CONTROL POINT), CO (COUNTY), CTH (COUNTY TRUCK HIGHWAY), CY (CUBIC YARD), CP (CULVERT PIPE), CPCA (CULVERT PIPE CORRUGATED ALUMINUM), CPCPE (CULVERT PIPE CORRUGATED POLYETHYLENE), CPCPP (CULVERT PIPE CORRUGATED POLYPROPYLENE), CPCS (CULVERT PIPE CORRUGATED STEEL), CPCSAC (CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED), CPCSPC (CULVERT PIPE CORRUGATED STEEL POLYMER COATED), CPRC (CULVERT PIPE REINFORCED CONCRETE), CPRCHE (CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL), CPS (CULVERT PIPE SALVAGED), CPT (CULVERT PIPE TEMPORARY), C & G (CURB AND GUTTER), D (DEGREE OF CURVE), DHV (DESIGN HOUR VOLUME), DIA (DIAMETER), DD (DIRECTIONAL DISTRIBUTION), DE (DRAINAGE EASEMENT), DWY (DRIVEWAY), EA (EACH), EB (EASTBOUND), EL OR ELEV (ELEVATION), EMB (EMBANKMENT), EW (ENDWALL), EAT (ENERGY ABSORBING TERMINAL), ESALS (EQUIVALENT SINGLE AXLE LOADS), EXC (EXCAVATION), EBS (EXCAVATION BELOW SUBGRADE), EXIST (EXISTING), FERT (FERTILIZER), FE (FIELD ENTRANCE), FL OR F/L (FLOW LINE), FT (FOOT), FTMS (FREE TRAFFIC MANAGEMENT SYSTEM), HES (HIGH EARLY STRENGTH), HE (HIGHWAY EASEMENT), CWT (HUNDRED WEIGHT), IN DIA (INCH DIAMETER), INL (INLET), ID (INSIDE DIAMETER), INTERS (INTERSECTION), IH (INTERSTATE HIGHWAY), INV (INVERT), JT (JOINT), LT (LEFT), LHF (LEFT HAND FORWARD), L (LENGTH OF CURVE), LF (LINEAR FOOT), LC (LONG CHORD OF CURVE), LS (LUMP SUM), MGAL (ONE THOUSAND GALLONS), MH (MANHOLE), ML OR M/L (MATCH LINE), NOM (NOMINAL), NC (NORMAL CROWN), NB (NORTHBOUND), NO (NUMBER), OD (OUTSIDE DIAMETER), PAVT (PAVEMENT), PLE (PERMANENT LIMITED EASEMENT), PC (POINT OF CURVATURE), PI (POINT OF INTERSECTION), PT (POINT OF TANGENCY), PCC (PORTLAND CEMENT CONCRETE), LB (POUND), PSI (POUNDS PER SQUARE INCH), PE (PRIVATE ENTRANCE), PROJ (PROJECT), PL (PROPERTY LINE), PRW (PROPOSED RIGHT OF WAY), R (RADIUS), RL OR R/L (REFERENCE LINE), REQD (REQUIRED), RT (RIGHT), RHF (RIGHT HAND FORWARD), R/W (RIGHT OF WAY), RD (ROAD), RDWY (ROADWAY), SHLDR (SHOULDER), SW (SIDEWALK), SB (SOUTHBOUND), SPECS (SPECIFICATIONS), SF (SQUARE FEET), SY (SQUARE YARD), SDD (STANDARD DETAIL DRAWINGS), STH (STATE TRUNK HIGHWAY), STA (STATION), SSPC (STORM SEWER PIPE COMPOSITE), SSCPE (STORM SEWER PIPE CORRUGATED POLYETHYLENE), SSCPP (STORM SEWER PIPE CORRUGATED POLYPROPYLENE), SSPNRC (STORM SEWER PIPE NON-REINFORCED CONCRETE), SSPRC (STORM SEWER PIPE REINFORCED CONCRETE), SSPPRC (STORM SEWER PIPE REINFORCED CONCRETE), SSPRCHE (STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL), SE (SUPERELEVATION), SL OR S/L (SURVEY LINE), TEMP (TEMPORARY), TI (TEMPORARY INTEREST), TLE (TEMPORARY LIMITED EASEMENT), TC (TOP OF CURB), TL OR T/L (TRANSIT LINE), T (TRUCKS (PERCENT OF)), TYP (TYPICAL), USH (UNITED STATES HIGHWAY), VAR (VARIABLE), VC (VERTICAL CURVE), VPC (VERTICAL POINT OF CURVATURE), VPI (VERTICAL POINT OF INTERSECTION), VPT (VERTICAL POINT OF TANGENCY), W (WEST), WB (WESTBOUND)

UTILITIES CONTACTS

AT&T LEGACY  
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EMAIL: WPLROADPLANS@ALLIANTENERGY.COM

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EMAIL: TYLERDONOVAN@ALLIANTENERGY.COM  
EMAIL: WPLROADPLANS@ALLIANTENERGY.COM

BRIGHTSPEED  
COMMUNICATION LINE  
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PHONE: 608-780-5005  
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CAMP DOUGLAS MUNICIPAL WATER UTILITY  
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102 WASHBURN STREET, P.O. BOX 200  
CAMP DOUGLAS, WI 54618-0200  
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CAMP DOUGLAS MUNICIPAL WATER UTILITY  
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CAMP DOUGLAS, WI 54618-0200  
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EMAIL: CDDPW@MWT.NET

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EMAIL: MICHAEL.LYDON@DAIRYLANDPOWER.COM

LEMONWEIR VALLEY TELEPHONE COMPANY  
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EMAIL: BEN.GRILLEY@GETLYNXX.COM

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15725 WEST RYERSON ROAD  
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ROGERS TELECOM  
COMMUNICATION LINE  
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SHEBOYGAN, WI 53083  
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EMAIL: KARITY@TOMAHONLINE.COM

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DESIGN PROJECT MANAGER

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DESIGN PROJECT LEADER

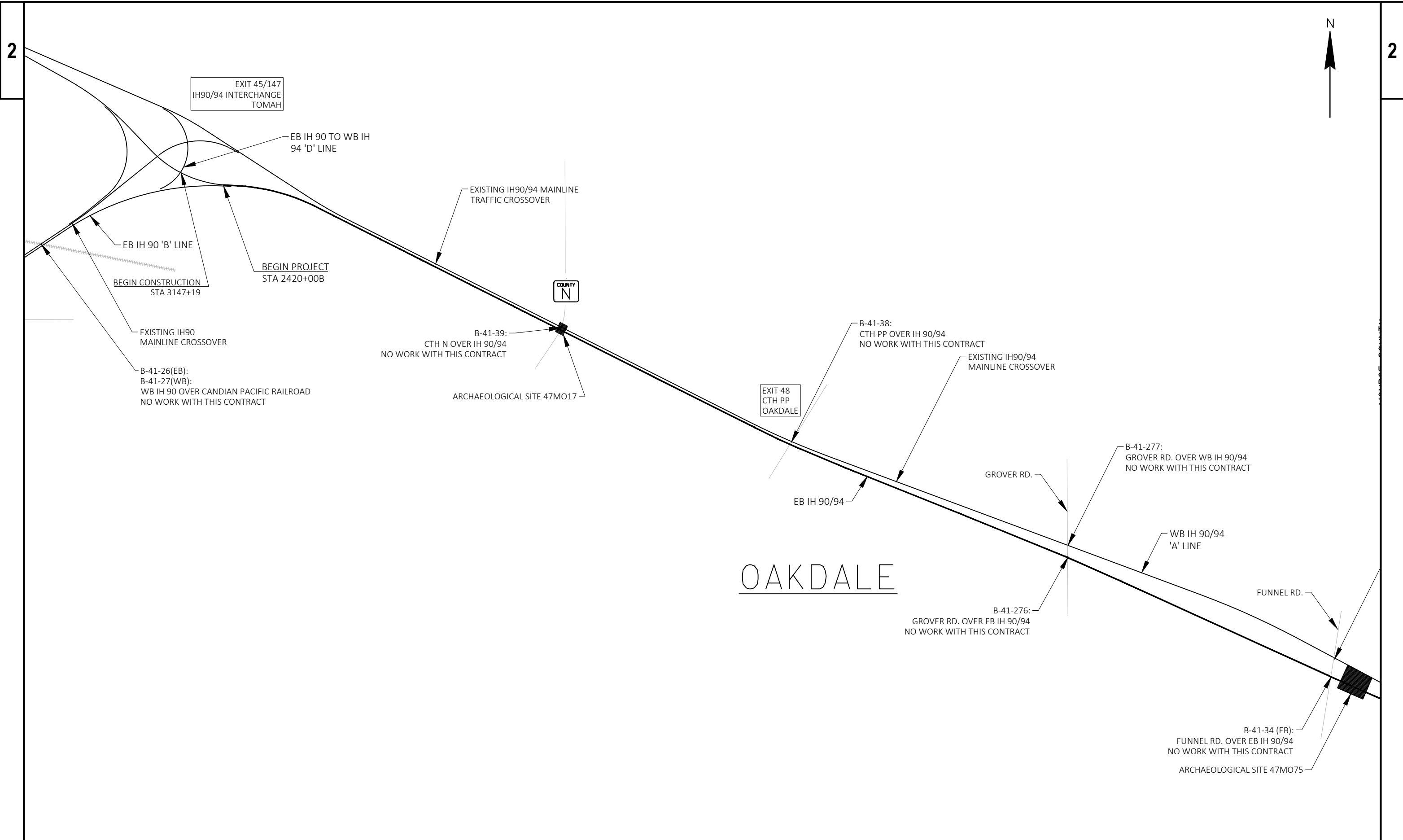
BRANDYN MECUM  
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PHONE: 608-785-9070  
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RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 65.09 ACRES  
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 11.92 ACRES



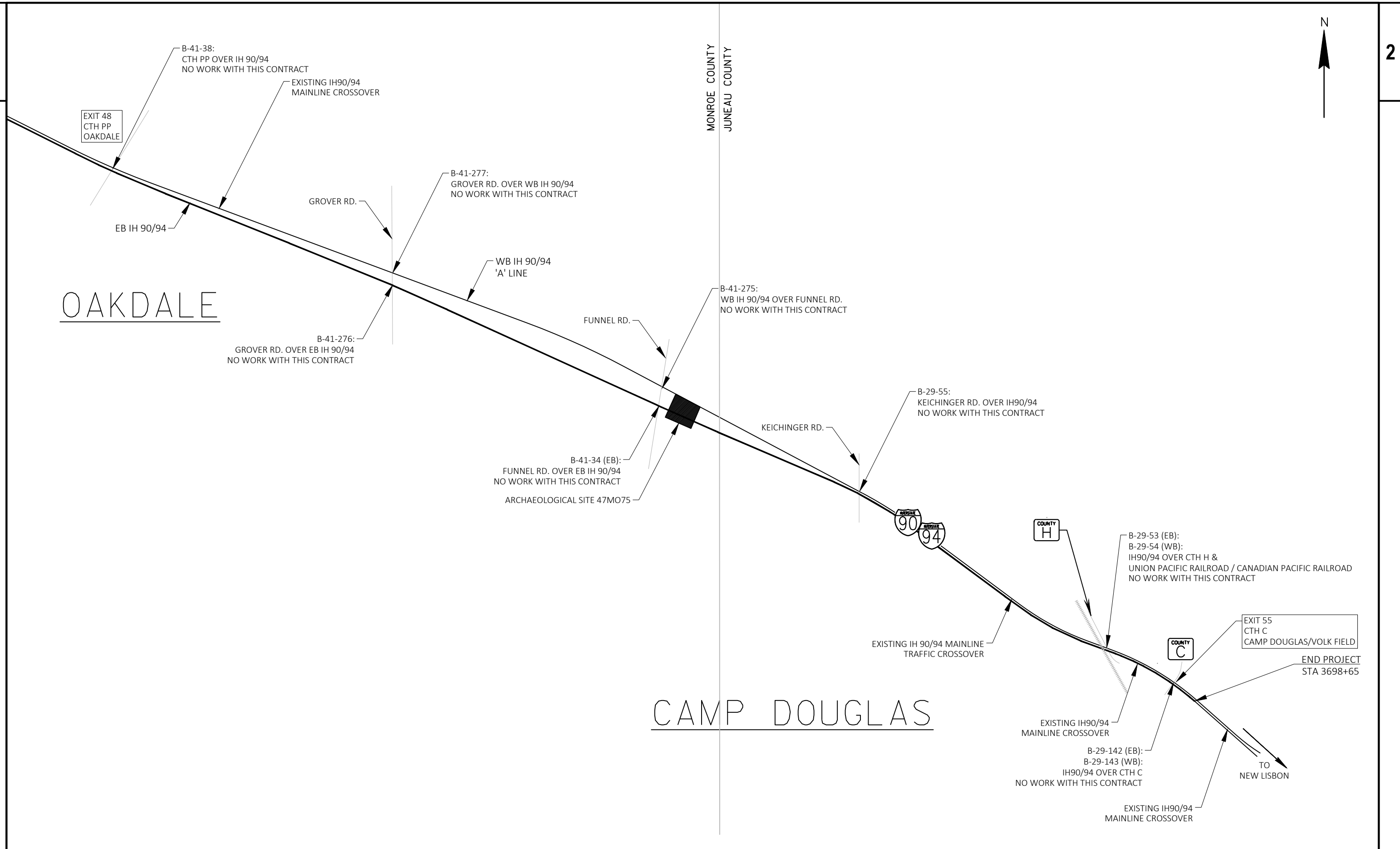


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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PROJECT OVERVIEW	SHEET	E
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PROJECT NO: 1017-01-73

HWY: IH 90

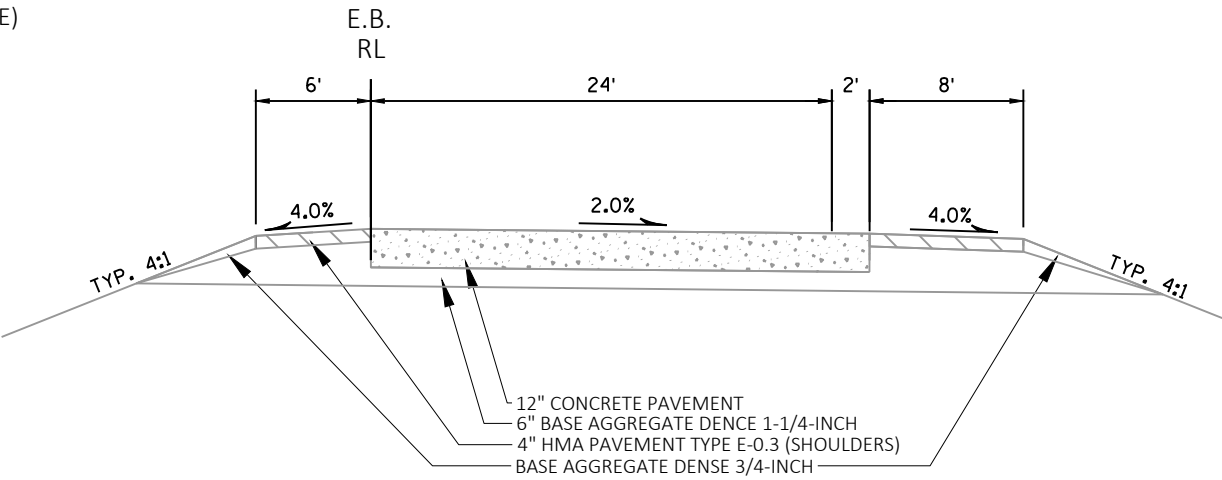
COUNTY: MONROE AND JUNEAU

PROJECT OVERVIEW

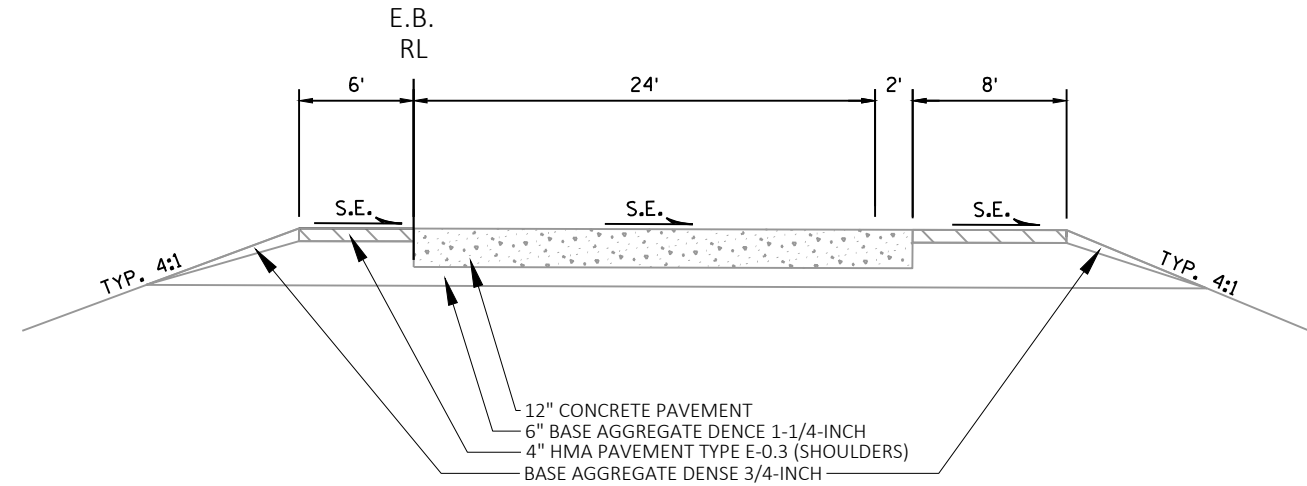
SHEET

E

NOTE:  
IH 90 E.B. (B LINE)

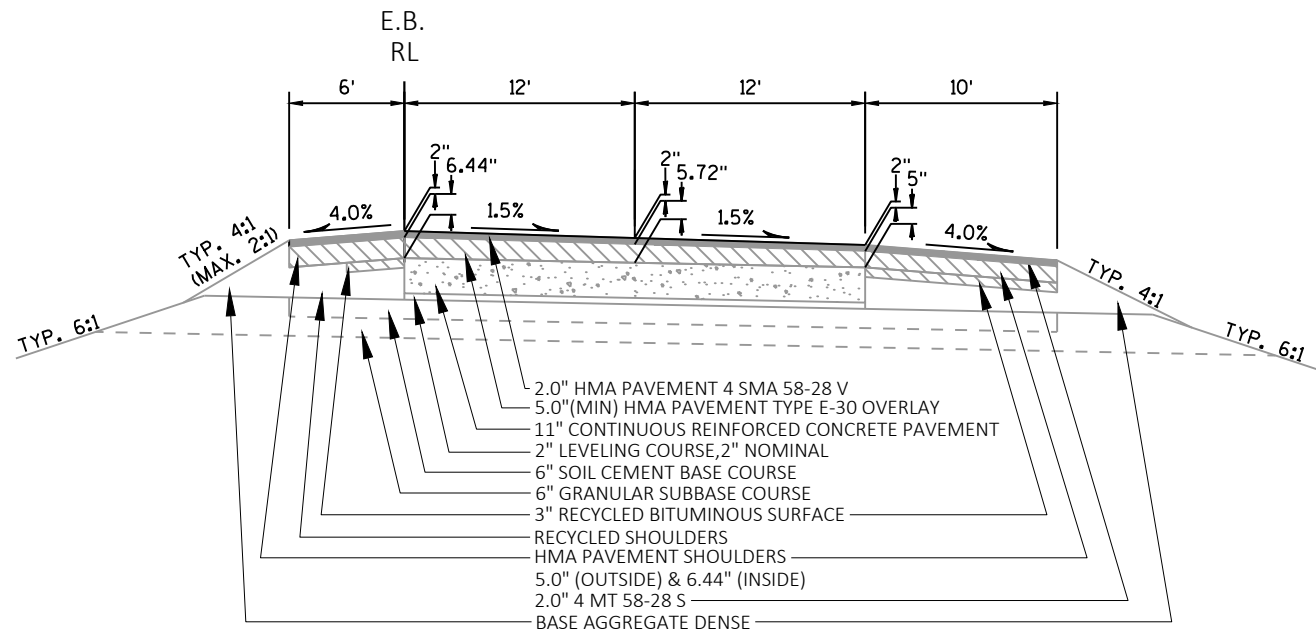


**EXISTING TYPICAL SECTION**  
IH 90/94 STA 3671+50 - 3698+65

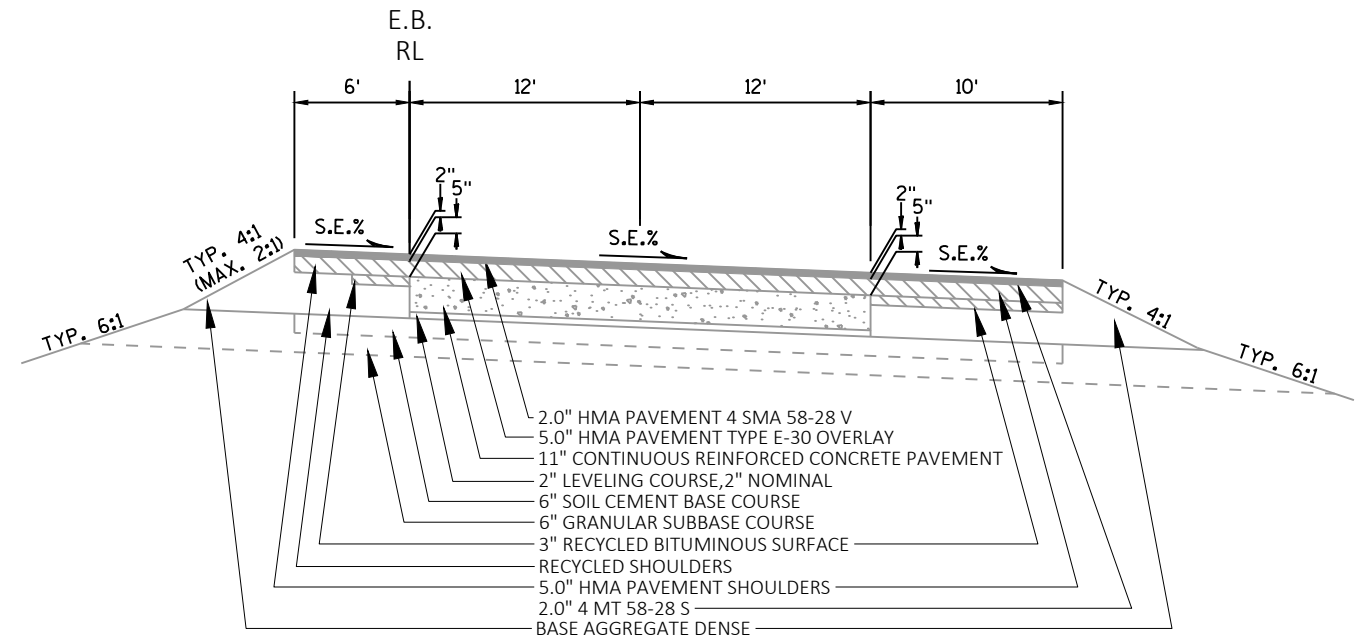


**EXISTING TYPICAL SUPERELEVATION SECTION**  
IH 90/94 STA 3671+50 - 3698+65

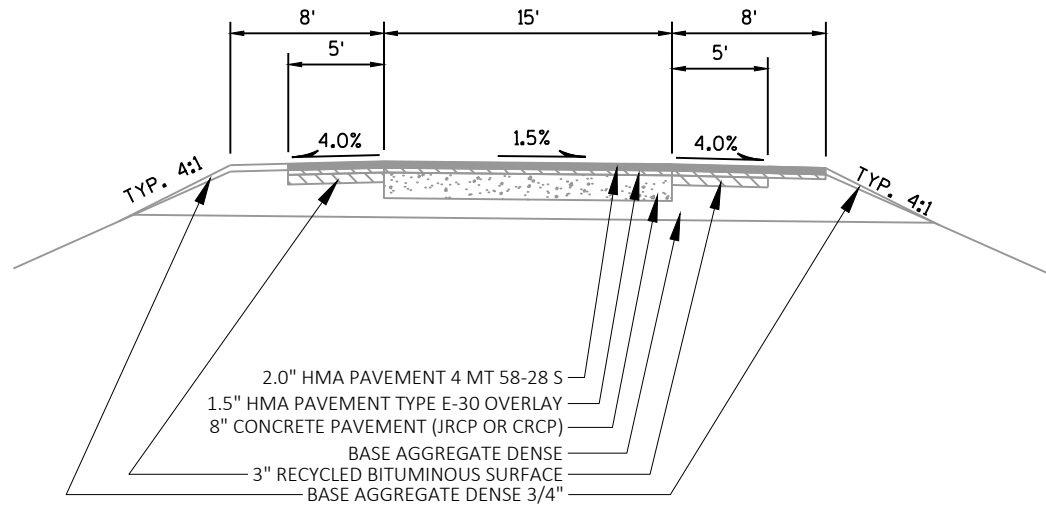
NOTE: ALL EXISTING PAVEMENT THICKNESSES ARE APPROXIMATE AND SHALL BE FIELD VERIFIED. ANY ADDITIONAL WORK DUE TO VARYING THICKNESS WILL BE CONSIDERED INCIDENTAL TO THE AFFECTED WORK ITEM(S).



**EXISTING TYPICAL SECTION**  
IH 90 STA 2420+00B - 2424+00B  
IH 94 STA 3147+19 - 3157+86  
IH 90/94 STA 3157+86 - 3671+50



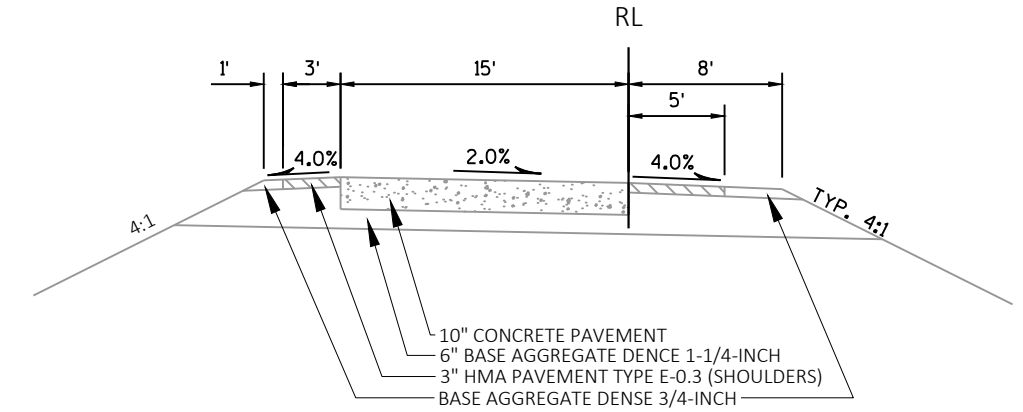
**EXISTING TYPICAL SUPERELEVATION SECTION**  
IH 90 STA 2420+00B - 2424+00B  
IH 94 STA 3147+19 - 3157+86  
IH 90/94 STA 3157+86 - 3671+50



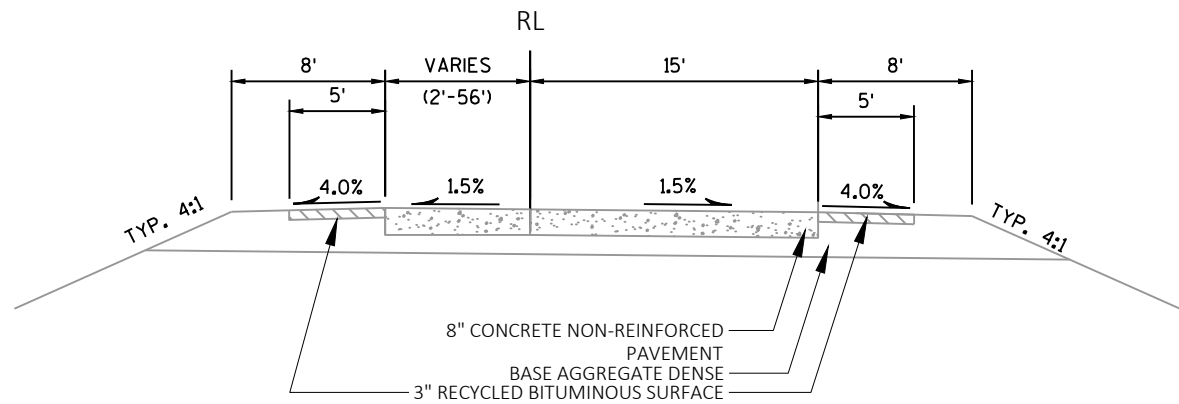
**EXISTING TYPICAL RAMP SECTION**

**EB IH90/94 & CTH PP INTERCHANGE**  
STA 3330+99RG - 3339+36RG  
STA 3342+15RG - 3352+59RH

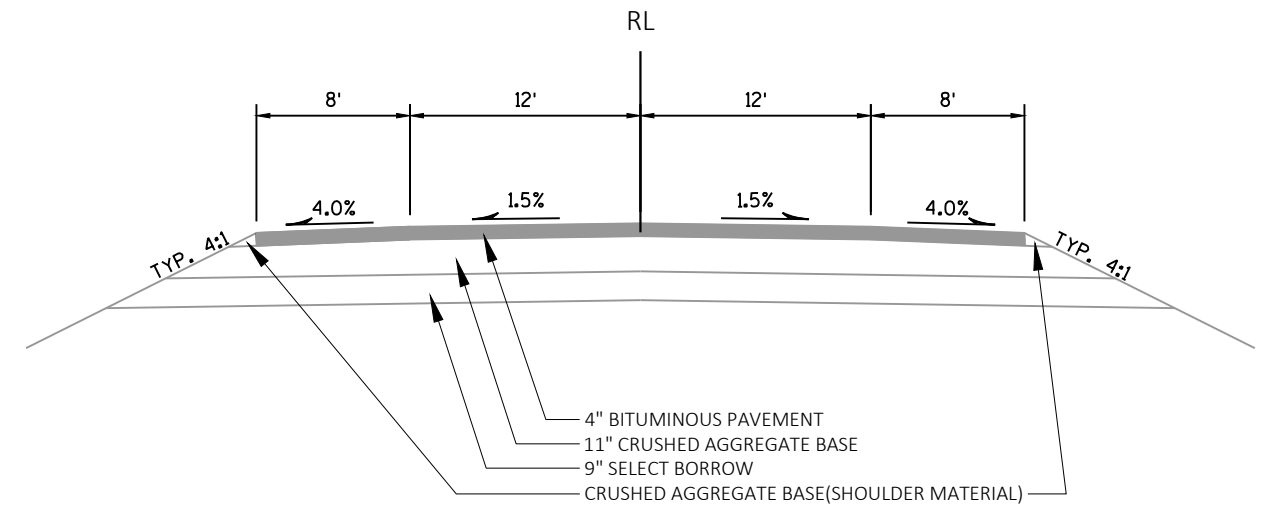
**EB IH 90/94 EXIT RAMP TO CTH C**  
STA 3671+26RI - 3680+21RI



**EXISTING TYPICAL RAMP SECTION**  
**EB IH90/94 & CTH C INTERCHANGE**  
STA 3681+01RJ - 3698+23RJ

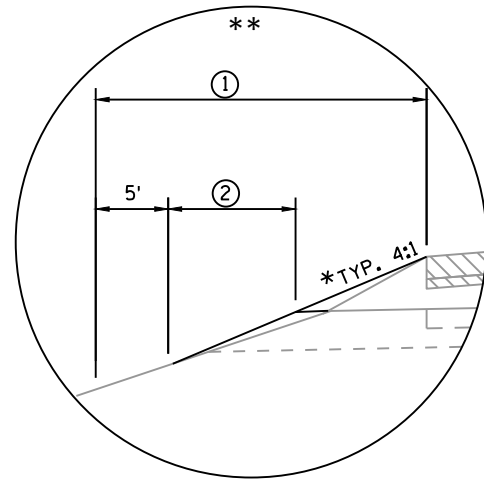
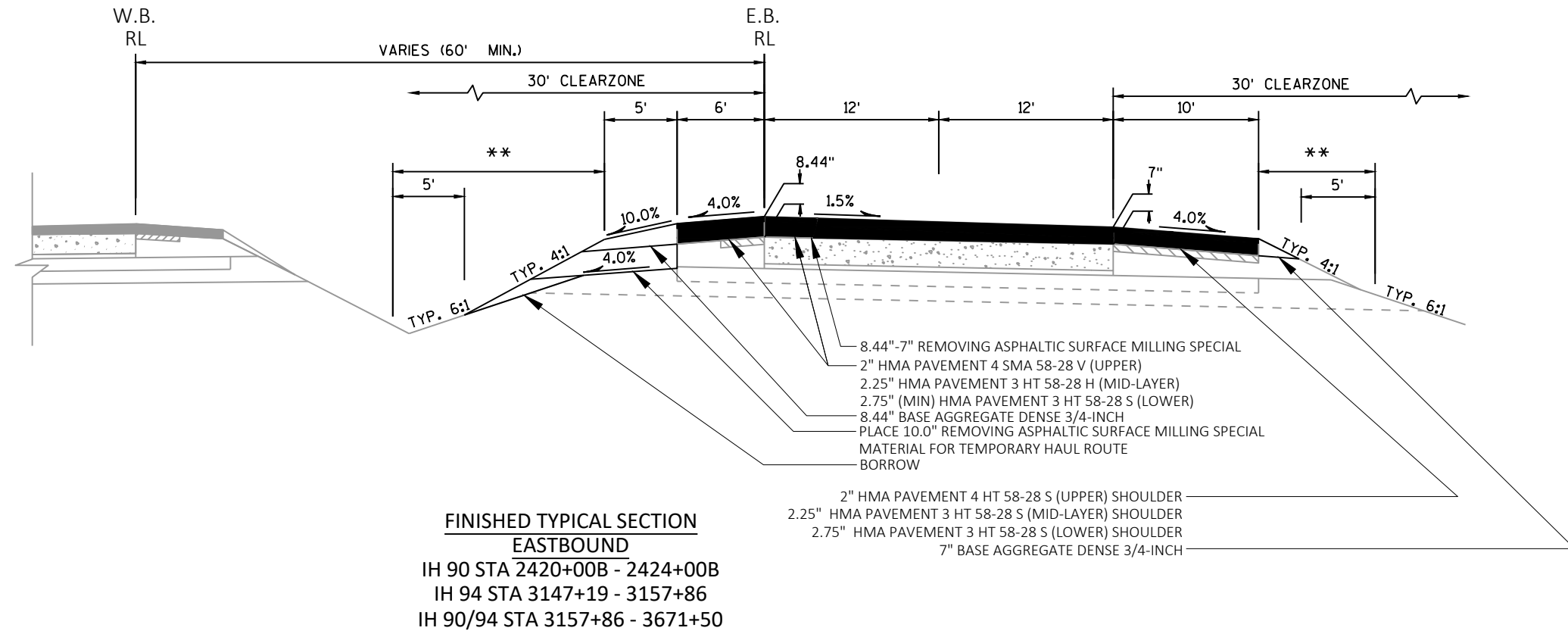


**EXISTING TYPICAL RAMP SECTION**  
**WB IH90/94 & CTH C INTERCHANGE**  
STA 3678+61RJ - 3688+44RJ

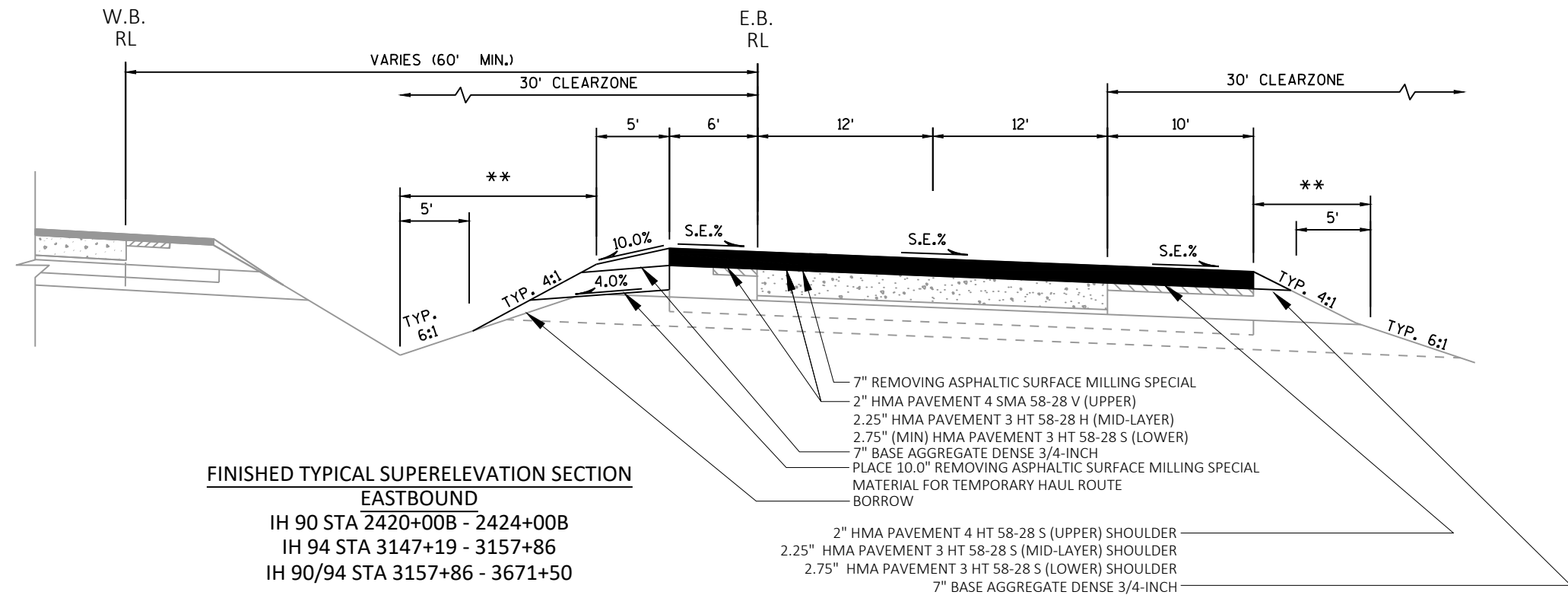


**EXISTING TYPICAL SECTION**  
**CTH C**  
STA 51+18CC - 57+25CC

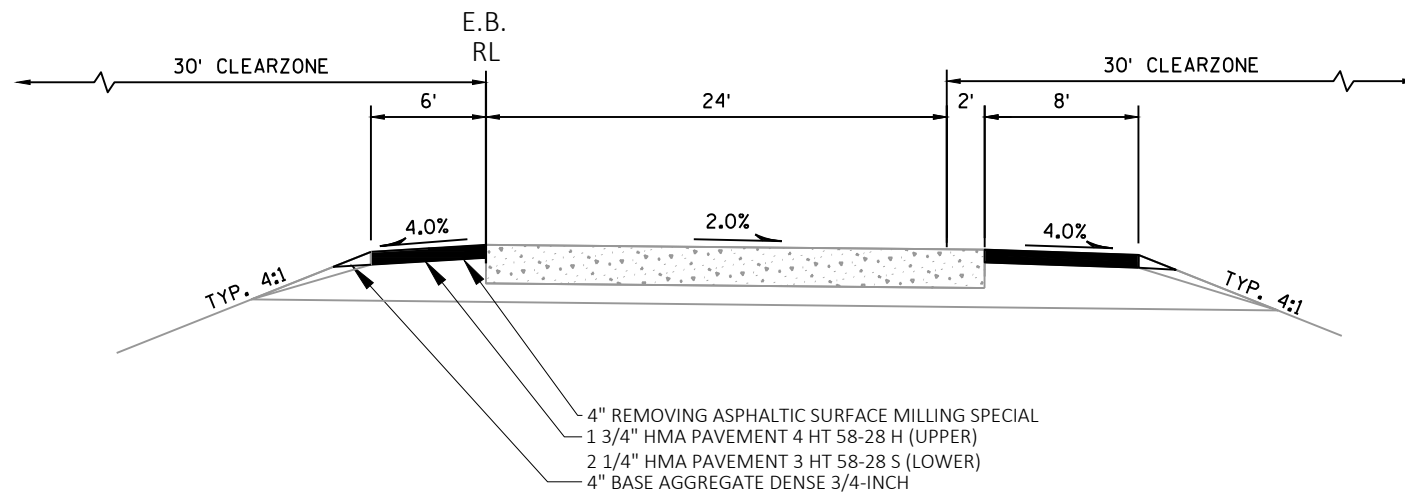
NOTE:  
IH 90 E.B. (B LINE)



- ① LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B
- ② LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A (SHOULDER BREAK POINT TO SLOPE INTERCEPT)

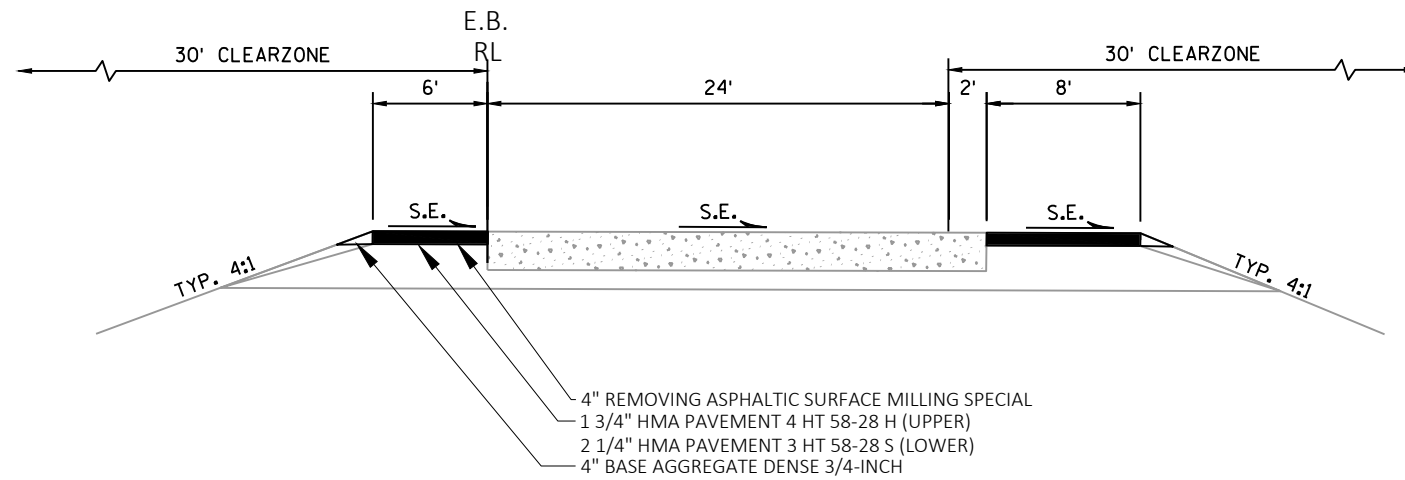




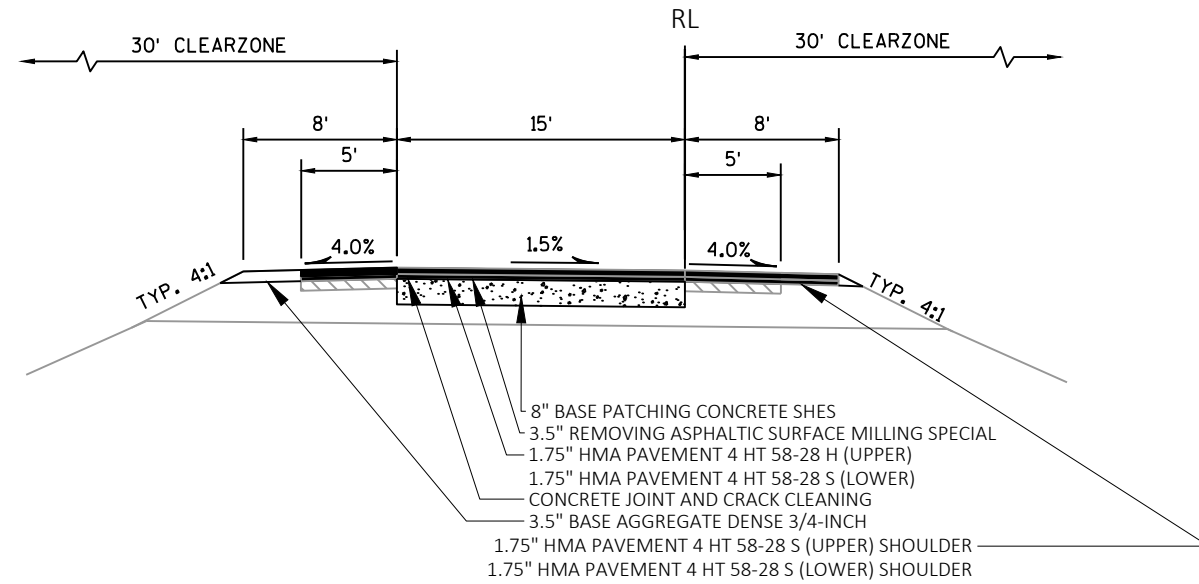


**FINISHED TYPICAL SECTION-MEDIAN SHOULDER**  
IH 90/94 STA 3671+50 - 3692+15

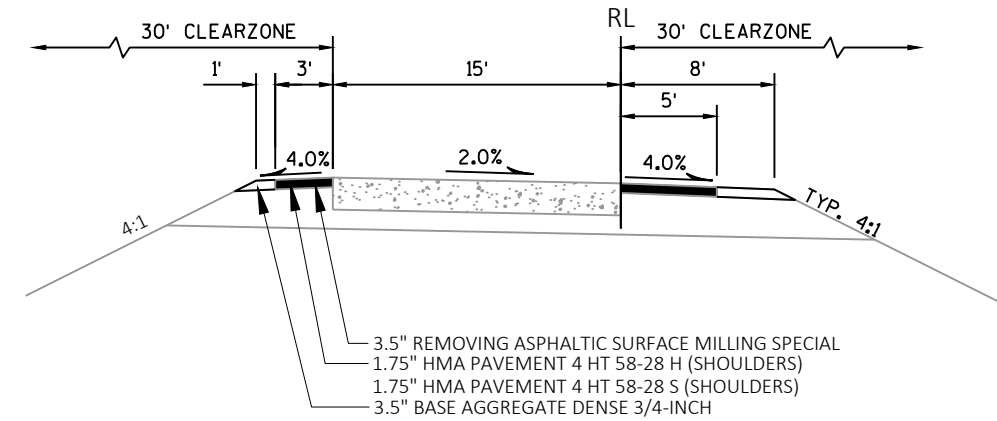
**FINISHED TYPICAL SECTION-OUTSIDE SHOULDER**  
IH 90/94 STA 3671+50 - 3687+19  
IH 90/94 STA 3698+23 - 3698+65



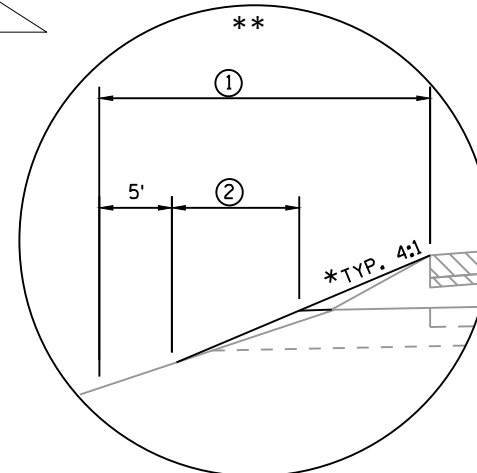
**FINISHED TYPICAL SUPERELEVATION SECTION**  
IH 94 & IH 90/94



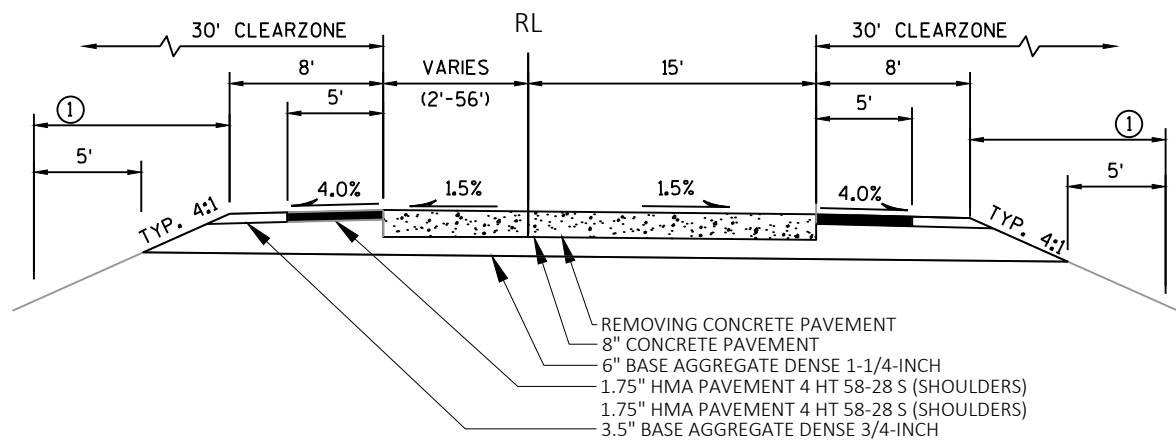
**FINISHED TYPICAL RAMP SECTION**  
 EB IH90/94 & CTH PP INTERCHANGE  
 STA 3330+99RG - 3339+36RG  
 STA 3342+15RG - 3352+59RH  
 EB IH 90/94 EXIT RAMP TO CTH C  
 STA 3671+26RI - 3680+21RI



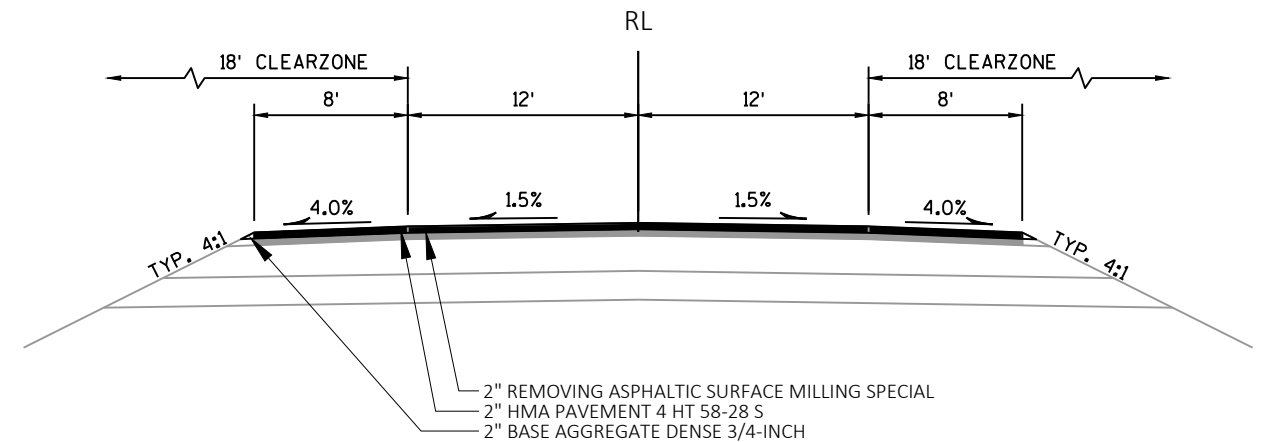
**FINISHED TYPICAL RAMP SECTION**  
 EB IH90/94 & CTH C INTERCHANGE  
 STA 3681+01RJ - 3689+07RJ (LEFT SHOULDER)  
 STA 3681+22RJ - 3698+23RJ (RIGHT SHOULDER)



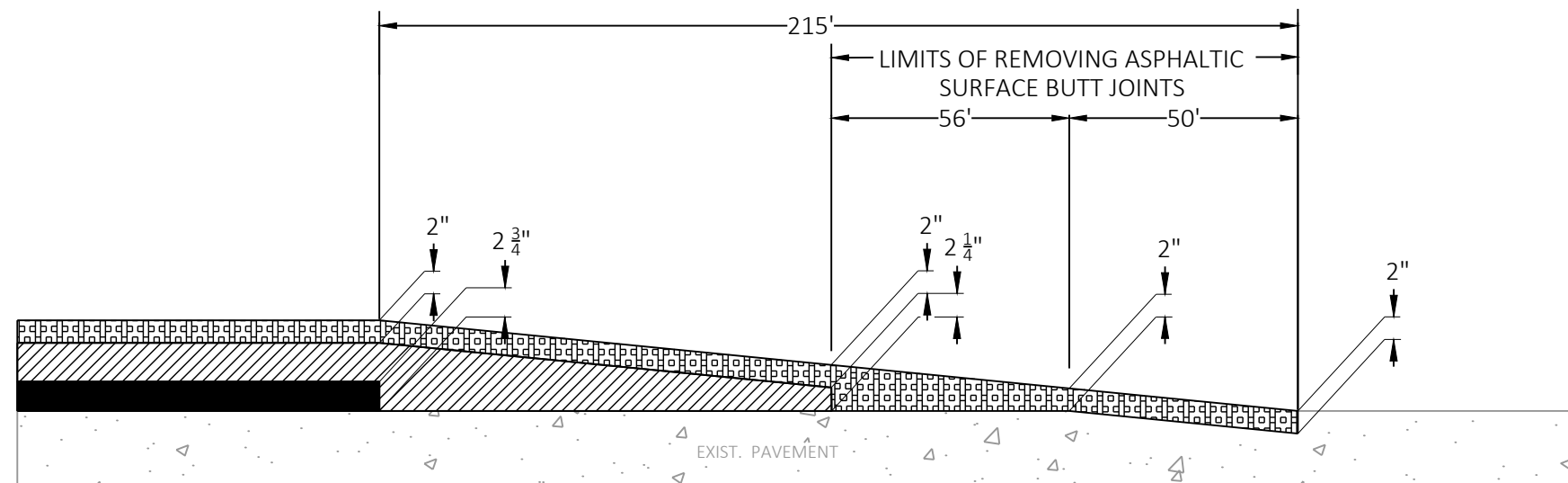
- ① LIMITS OF SEEDING MIXTURE #30, TEMP SEED & FERTILIZER TYPE B
- ② LIMITS OF SALVAGED TOPSOIL AND EMAT CLASS I TYPE A (SHOULDER BREAK POINT TO SLOPE INTERCEPT)








**FINISHED TYPICAL RAMP SECTION**  
 WB IH90/94 & CTH C INTERCHANGE  
 STA 3678+61RJ - 3688+44RJ



**FINISHED TYPICAL SECTION**  
 CTH C  
 STA 51+18CC - 57+25CC

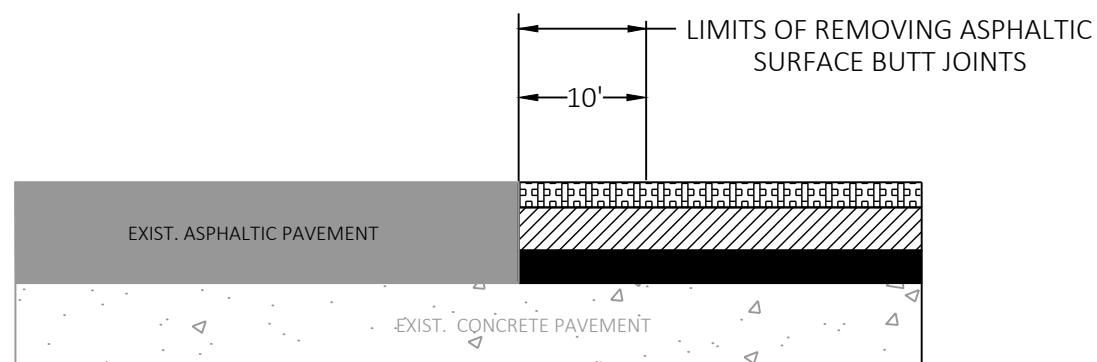







-  2-INCH HMA PAVEMENT 4 SMA 58-28 V
-  2.25-INCH HMA PAVEMENT 3 HT 58-28 H
-  2.75-INCH (MIN) HMA PAVEMENT 3 HT 58-28 S

-  2-INCH HMA PAVEMENT 4 HT 58-28 S
-  5-INCH HMA PAVEMENT 3 HT 58-28 S

END JOINT TRANSITION MAINLINE AND MEDIAN SHOULDER

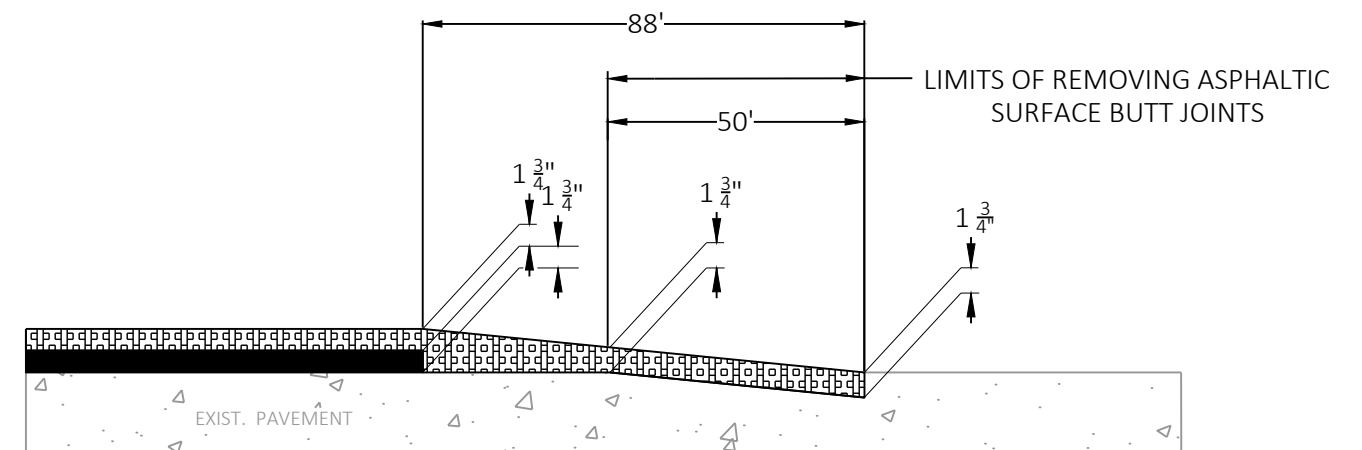
END JOINT TRANSITION OUTSIDE SHOULDER

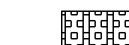



-  2-INCH HMA PAVEMENT 4 HT 58-28 S
-  2.25-INCH HMA PAVEMENT 3 HT 58-28 S
-  2-INCH HMA PAVEMENT 4 SMA 58-28 V
-  2.25-INCH HMA PAVEMENT 3 HT 58-28 H
-  2.75-INCH (MIN) HMA PAVEMENT 3 HT 58-28 S



END JOINT TRANSITION OUTSIDE SHOULDER

END JOINT TRANSITION MAINLINE AND MEDIAN SHOULDER



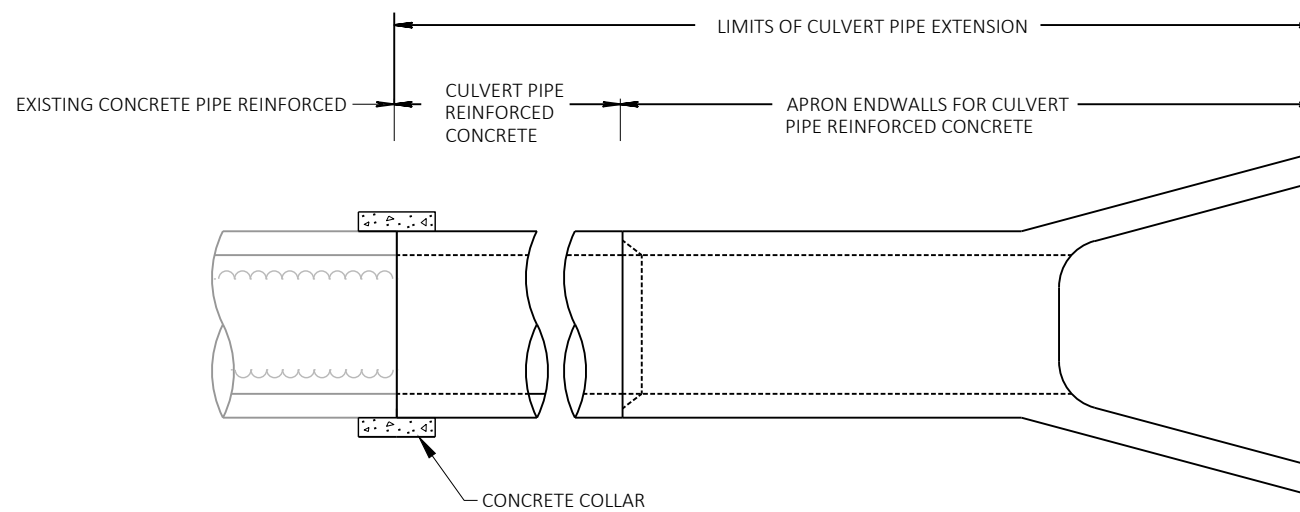
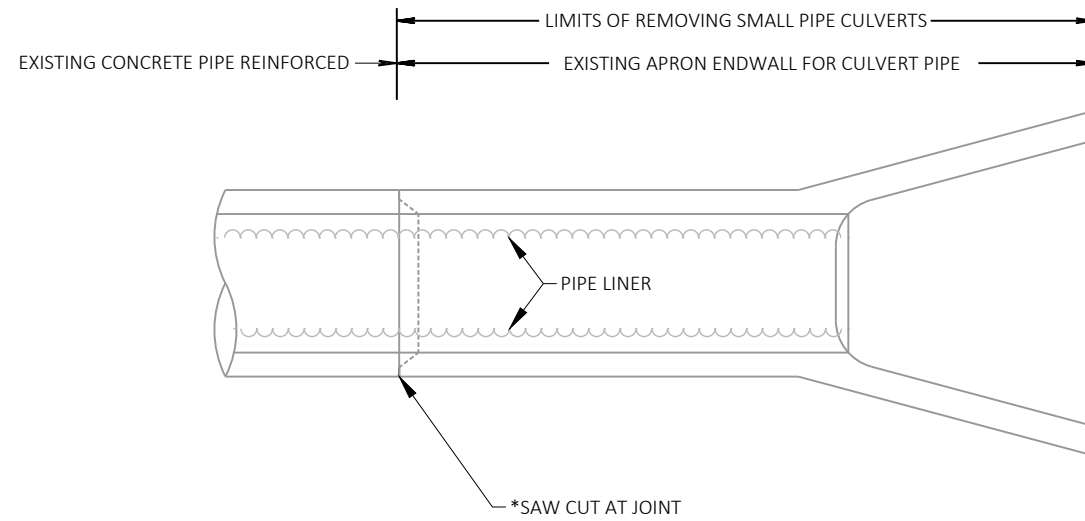
-  HMA PAVEMENT 4 HT 58-28 H
-  HMA PAVEMENT 4 HT 58-28 S

END JOINT TRANSITION ENTRANCE/EXIT RAMP  
INSIDE SHOULDER AND RAMP

-  HMA PAVEMENT 4 HT 58-28 S
-  HMA PAVEMENT 4 HT 58-28 S

END JOINT TRANSITION ENTRANCE/EXIT RAMP  
OUTSIDE SHOULDER

NOTES:  
 DETAIL SHOWN WITH PIPE LINER. METHOD TO EXTEND CULVERT DOES NOT CHANGE IF PIPE LINER IS NOT PRESENT.  
 \*SAW CUT AT JOINT IS INCIDENTAL TO THE ITEM REMOVING SMALL PIPE CULVERTS.

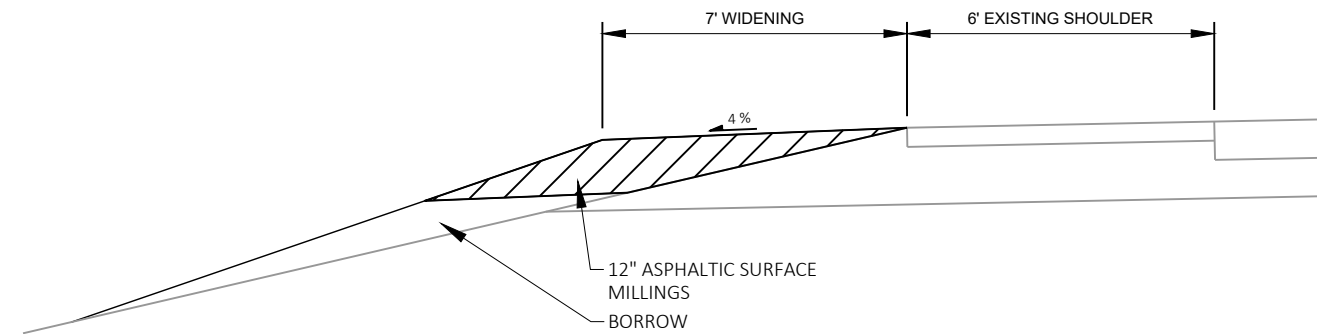
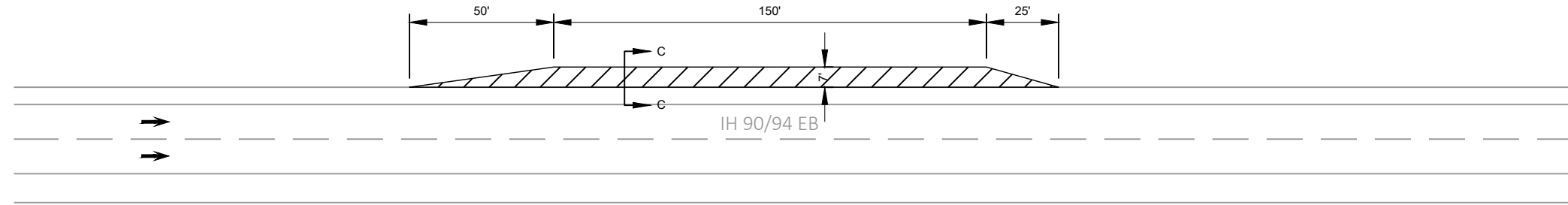


CULVERT PIPE EXTENSION DETAIL

**LEGEND**

← DIRECTION OF TRAFFIC

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



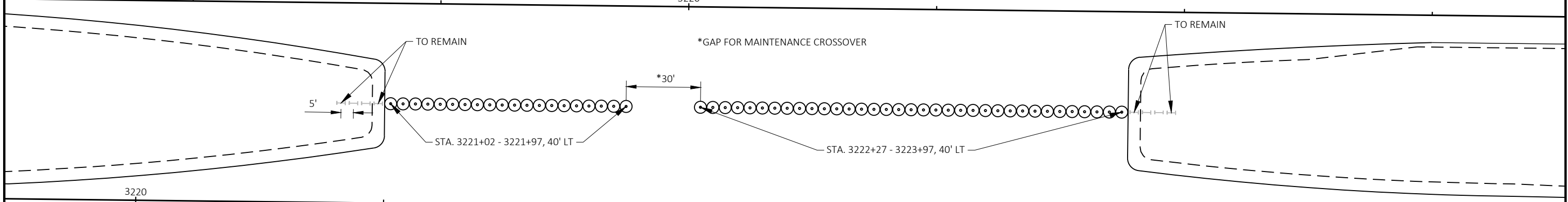
EMERGENCY PULLOUT 7-FT  
 SECTION C - C

PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONSTRUCTION DETAIL-EMERGENCY PULLOUT	SHEET	<b>E</b>
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LEGEND

- Delineator Flexible
- Markers Permanent Flexible

NOTE: SEE SDD TRAFFIC CONTROL, SINGLE LANE CROSSOVER

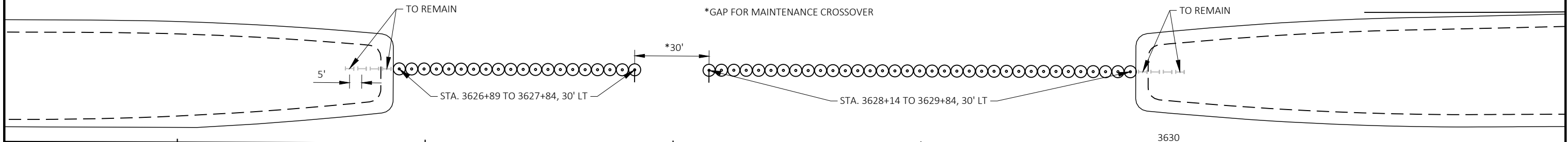


IH 90/94 EB

EAST CROSSOVER

IH 90/94 WB

N



IH 90/94 EB



2

2

PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE & JUNEAU	REMOVING ASPHALTIC SURFACE MILLING, SPECIAL STOCKPILE LOCATION	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\021012\_CD.DWG  
LAYOUT NAME - Plan 1 IN 100 FT

PLOT DATE : 9/6/2023 12:14 PM

PLOT BY : GREINER JR, MICHAEL

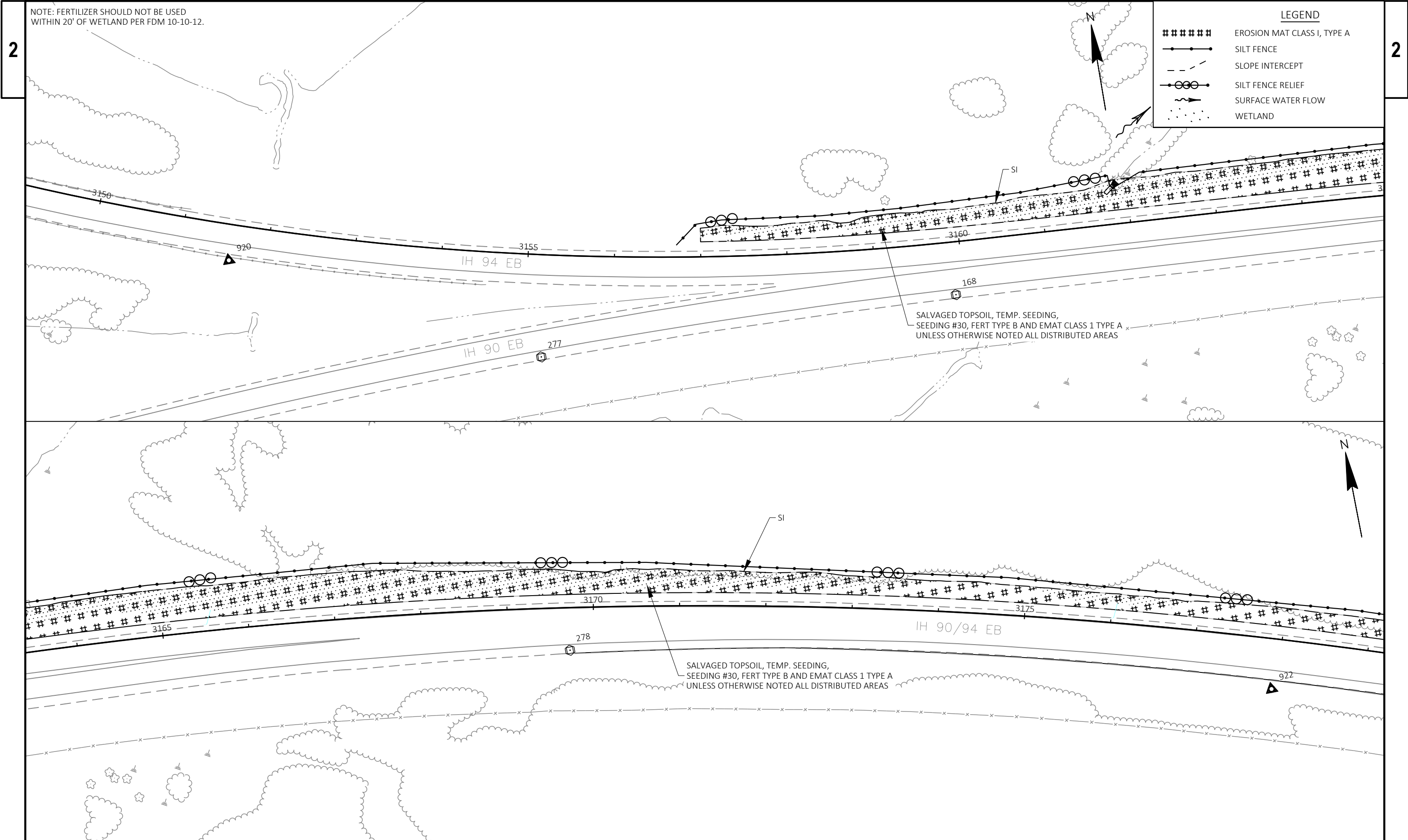
PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADD SHEET 42

NOTE: FERTILIZER SHOULD NOT BE USED  
WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND	
#####	EROSION MAT CLASS I, TYPE A
—●—●—●—●—	SILT FENCE
- - - - -	SLOPE INTERCEPT
○ ○ ○ ○	SILT FENCE RELIEF
~>	SURFACE WATER FLOW
.....	WETLAND



SALVAGED TOPSOIL, TEMP. SEEDING,  
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A  
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SALVAGED TOPSOIL, TEMP. SEEDING,  
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A  
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

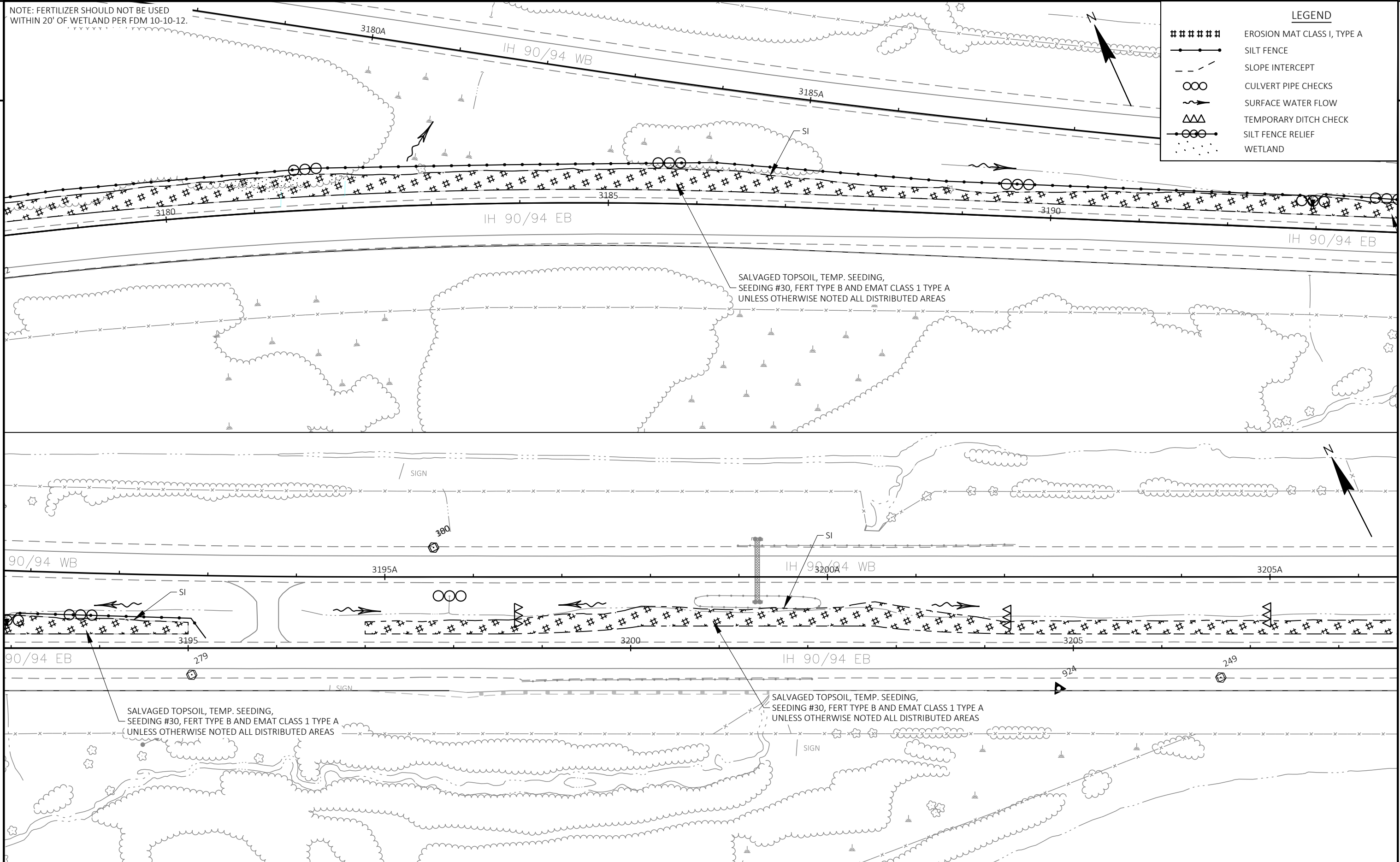
PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EROSION CONTROL	SHEET	<b>E</b>
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NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

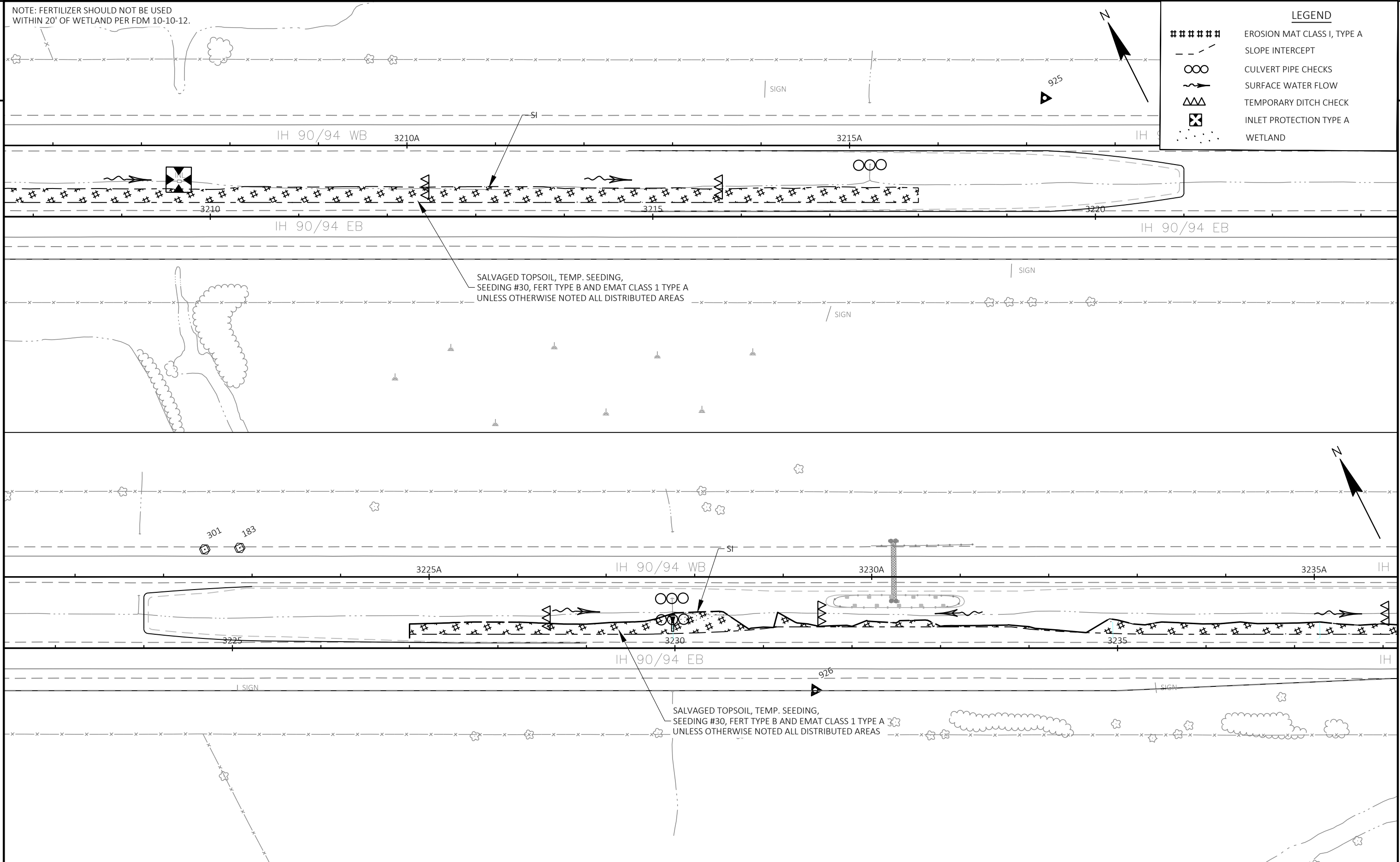
**LEGEND**

- ##### EROSION MAT CLASS I, TYPE A
- SILT FENCE
- - - SLOPE INTERCEPT
- OO CULVERT PIPE CHECKS
- ~ SURFACE WATER FLOW
- △△△ TEMPORARY DITCH CHECK
- SILT FENCE RELIEF
- · · · WETLAND



NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND	
#####	EROSION MAT CLASS I, TYPE A
- - -	SLOPE INTERCEPT
∞ ∞	CULVERT PIPE CHECKS
~ ~ ~	SURFACE WATER FLOW
△△△	TEMPORARY DITCH CHECK
⊠	INLET PROTECTION TYPE A
· · · · ·	WETLAND



SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

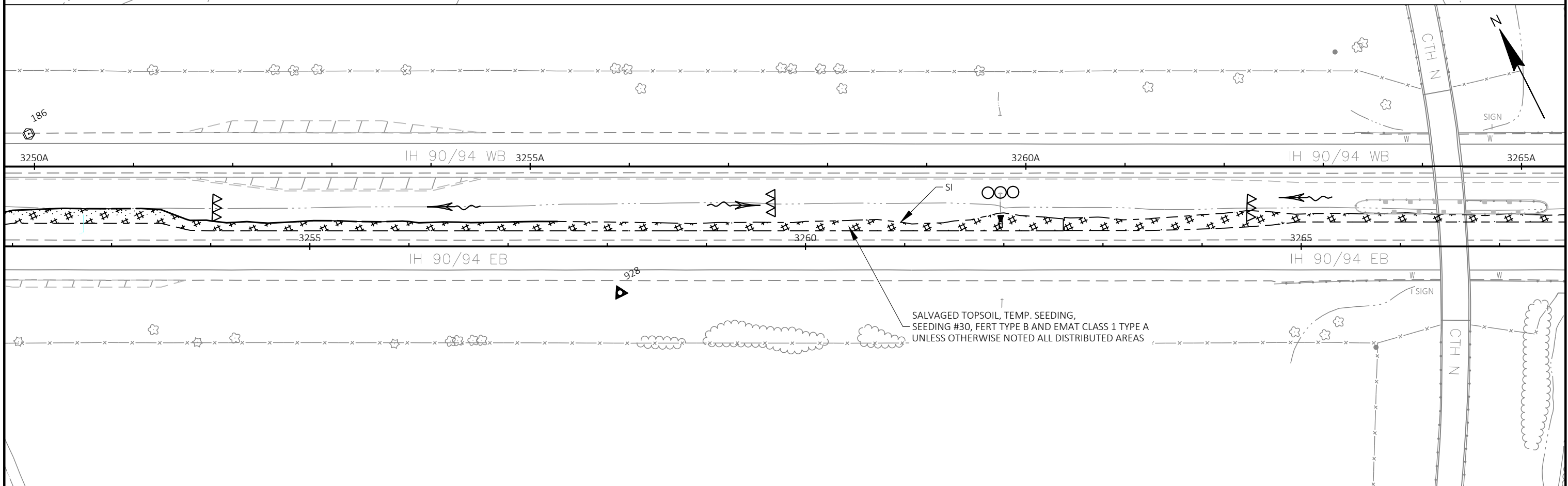
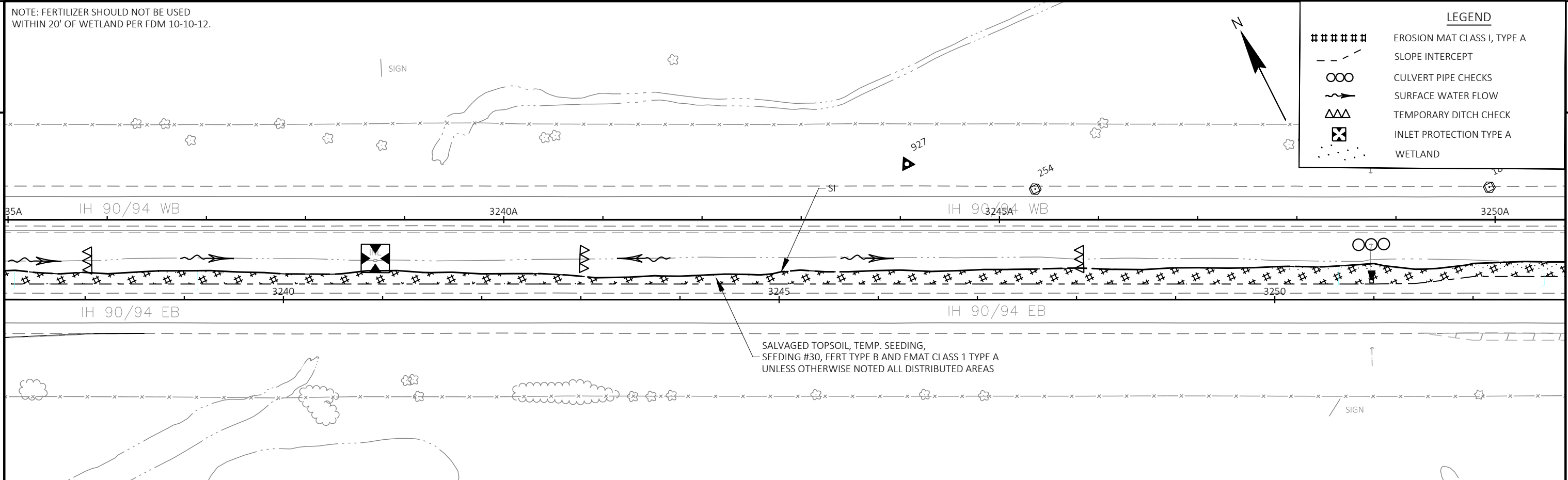
NOTE: FERTILIZER SHOULD NOT BE USED  
WITHIN 20' OF WETLAND PER FDM 10-10-12.

2

2

**LEGEND**

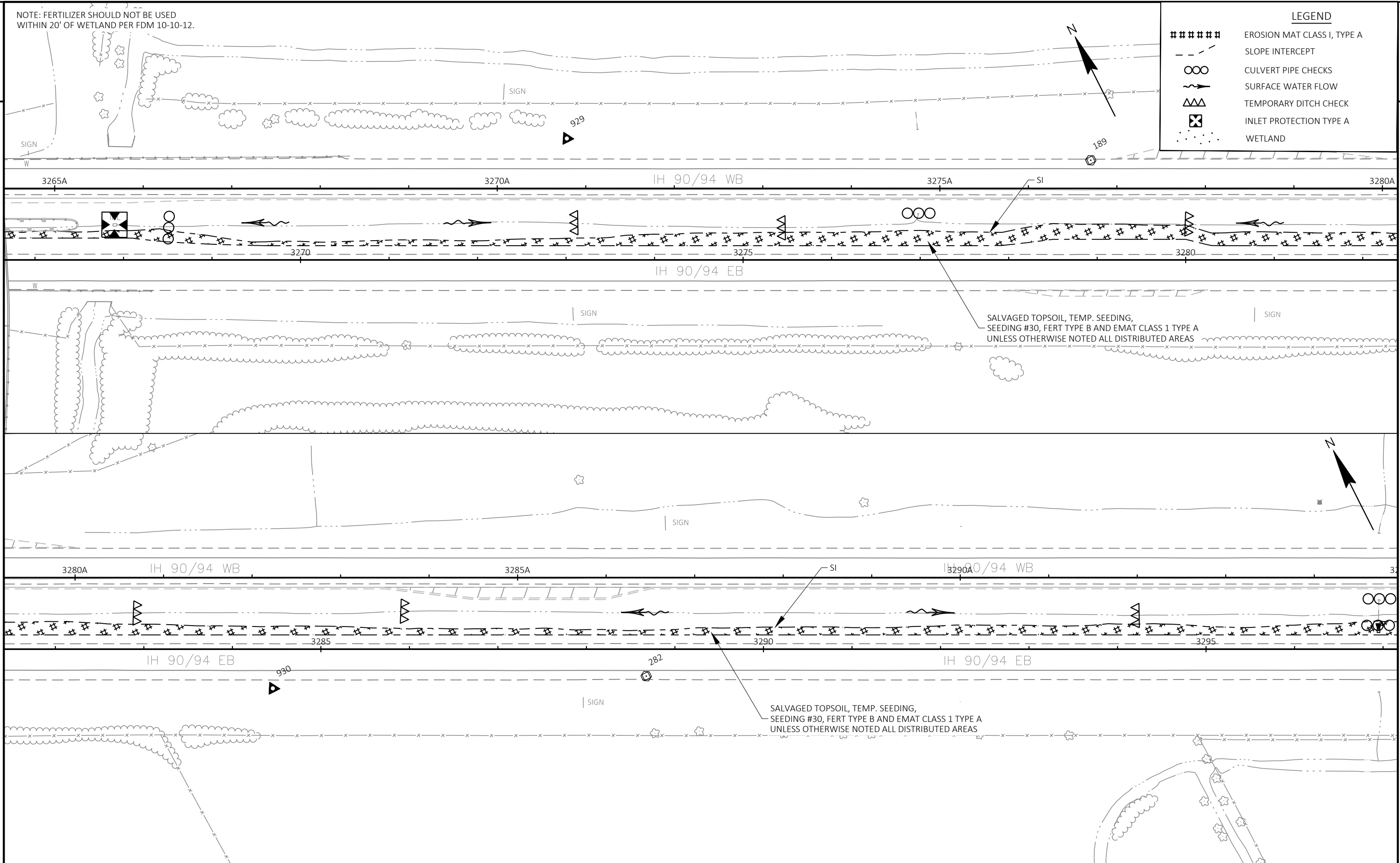
- ##### EROSION MAT CLASS I, TYPE A
- - - - - SLOPE INTERCEPT
- ∞ ∞ ∞ CULVERT PIPE CHECKS
- ~ ~ ~ SURFACE WATER FLOW
- △△△ TEMPORARY DITCH CHECK
- ⊠ INLET PROTECTION TYPE A
- ..... WETLAND



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EROSION CONTROL
SHEET			<b>E</b>

NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

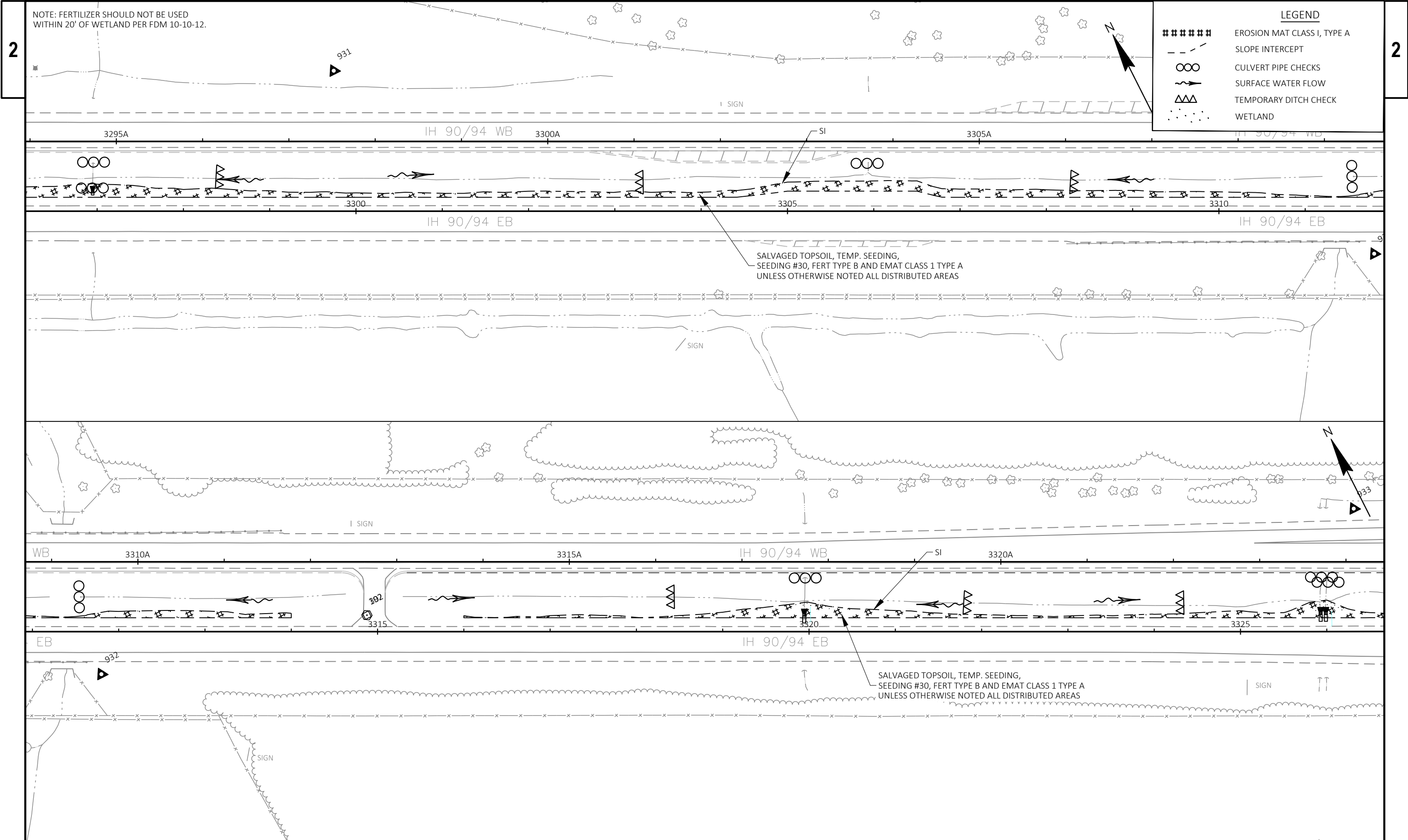
LEGEND	
#####	EROSION MAT CLASS I, TYPE A
- - - - -	SLOPE INTERCEPT
∞ ∞	CULVERT PIPE CHECKS
~ ~ ~ ~ ~	SURFACE WATER FLOW
△△△	TEMPORARY DITCH CHECK
⊠	INLET PROTECTION TYPE A
.....	WETLAND



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EROSION CONTROL	SHEET	E
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NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND	
#####	EROSION MAT CLASS I, TYPE A
- - - - -	SLOPE INTERCEPT
OO	CULVERT PIPE CHECKS
~>	SURFACE WATER FLOW
△△	TEMPORARY DITCH CHECK
.....	WETLAND



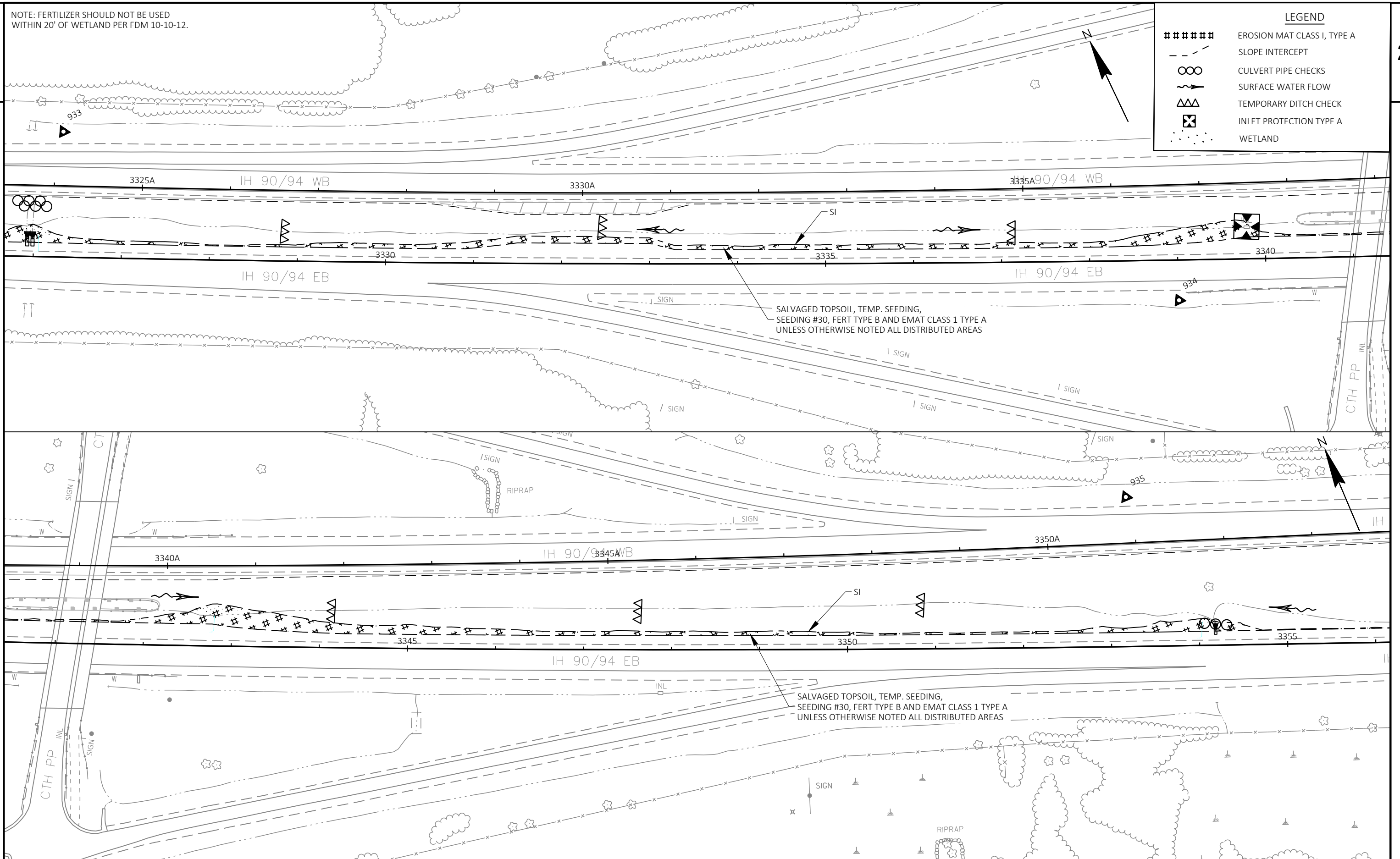
NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

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

2

2



PROJECT NO: 1017-01-73

HWY: IH 90

COUNTY: MONROE AND JUNEAU

EROSION CONTROL

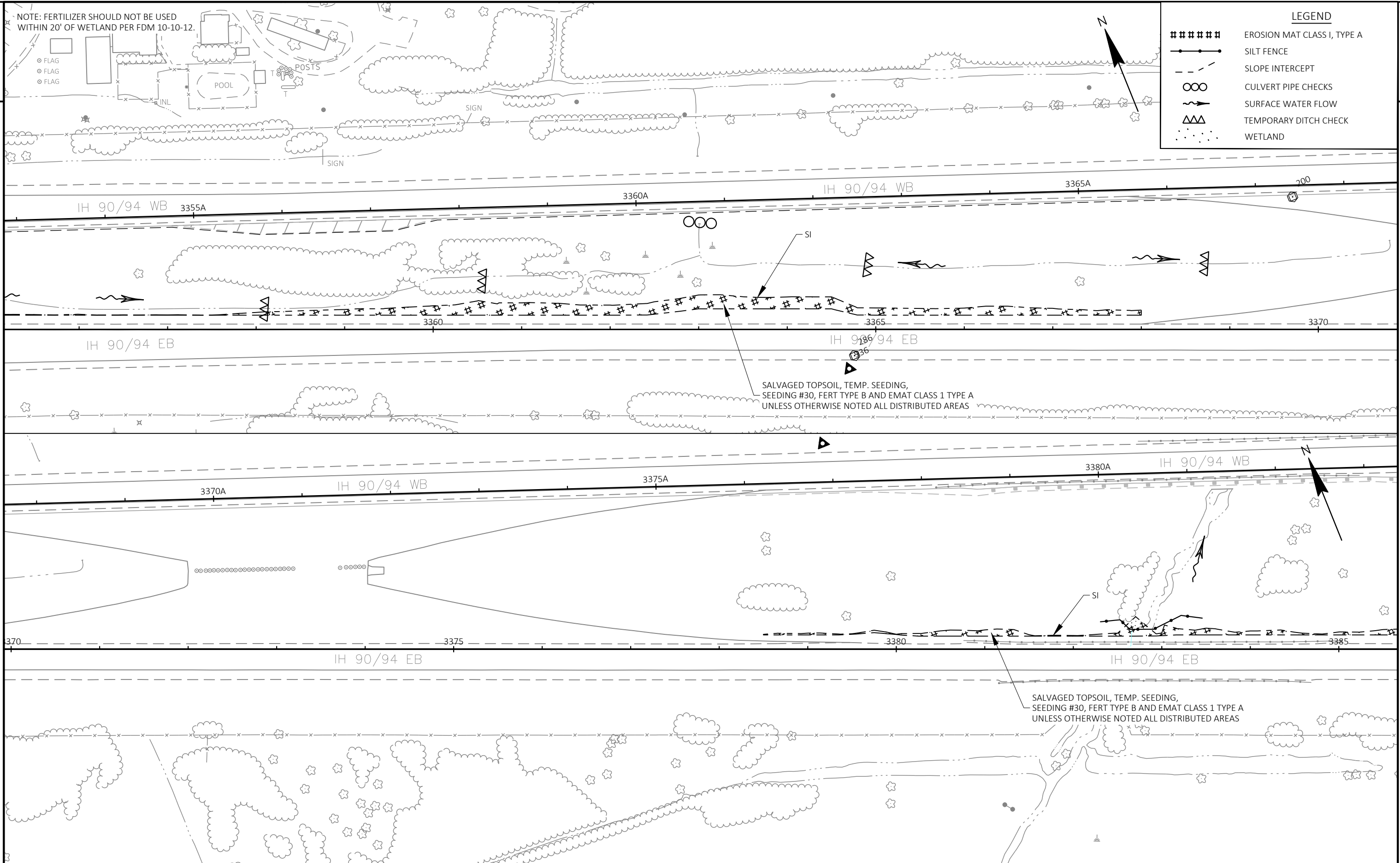
SHEET

E

NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

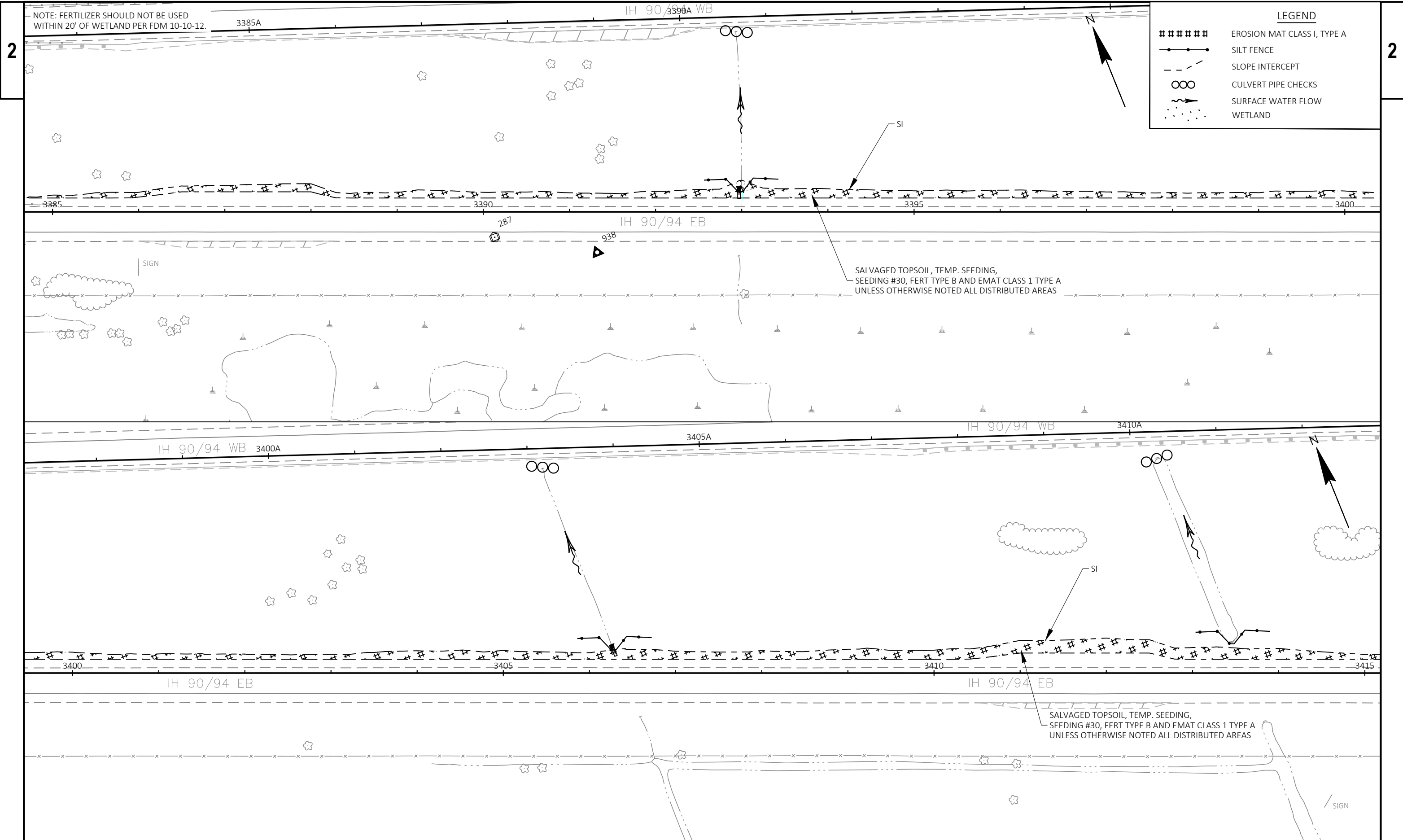
- FLAG
- FLAG
- FLAG

LEGEND	
#####	EROSION MAT CLASS I, TYPE A
—●—●—●—	SILT FENCE
- - - - -	SLOPE INTERCEPT
○ ○ ○	CULVERT PIPE CHECKS
~ ~ ~	SURFACE WATER FLOW
△ △ △	TEMPORARY DITCH CHECK
· · · · ·	WETLAND



SALVAGED TOPSOIL, TEMP. SEEDING,  
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A  
UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

SALVAGED TOPSOIL, TEMP. SEEDING,  
SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A  
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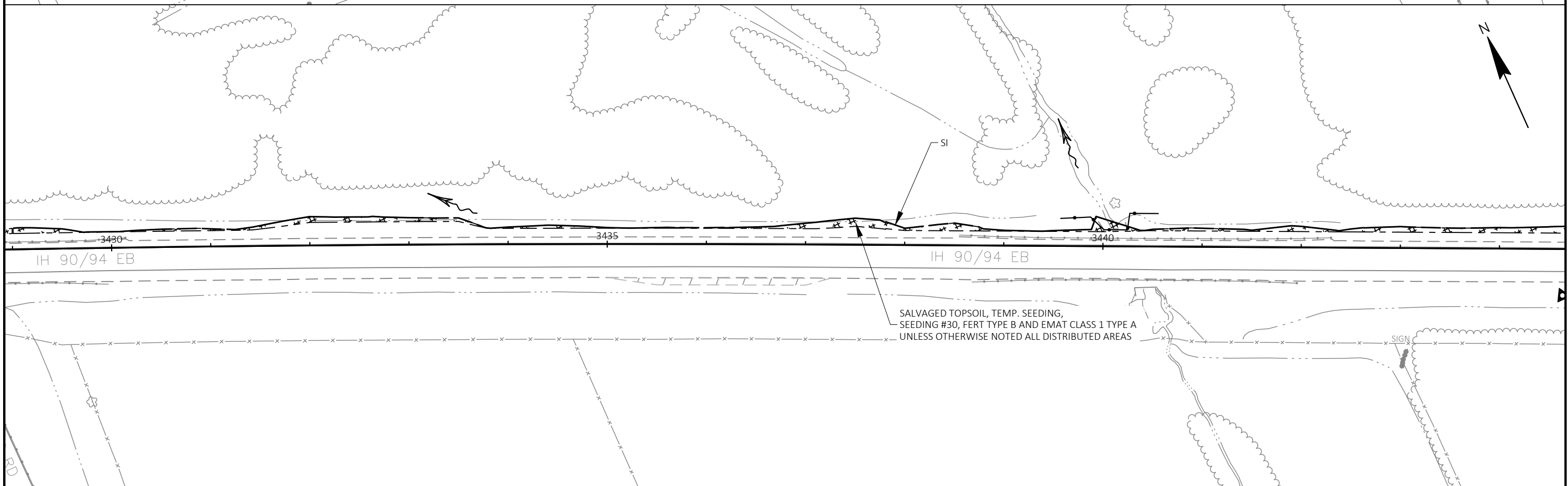
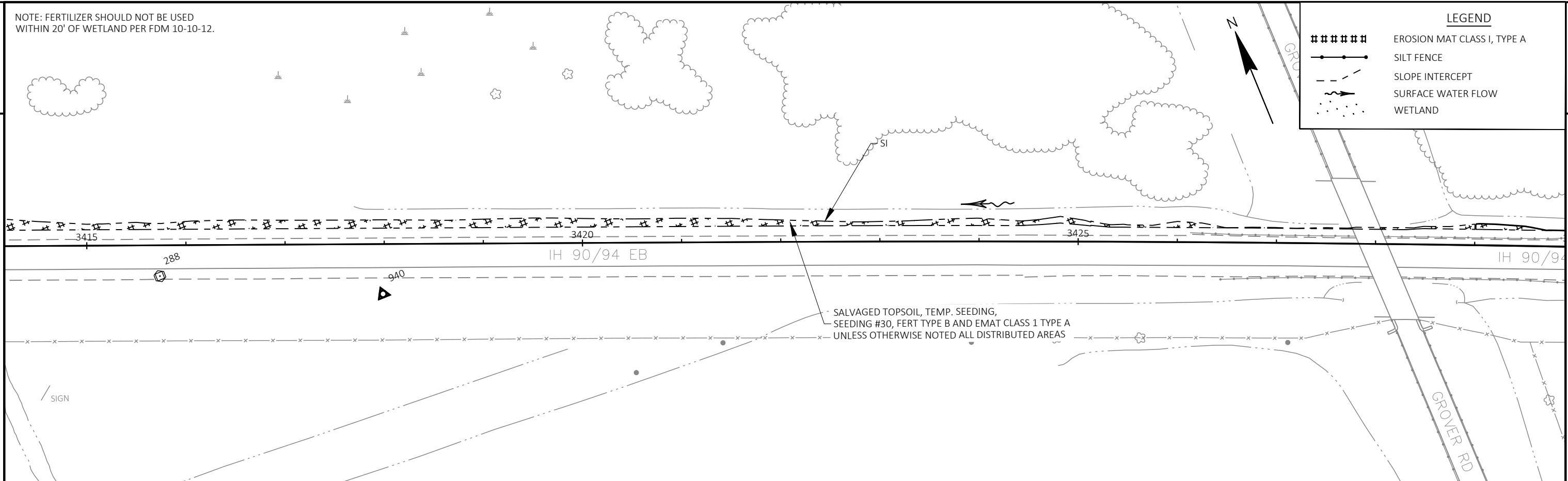




NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

**LEGEND**

- ##### EROSION MAT CLASS I, TYPE A
- SILT FENCE
- - - SLOPE INTERCEPT
- ~ ~ ~ SURFACE WATER FLOW
- · · WETLAND

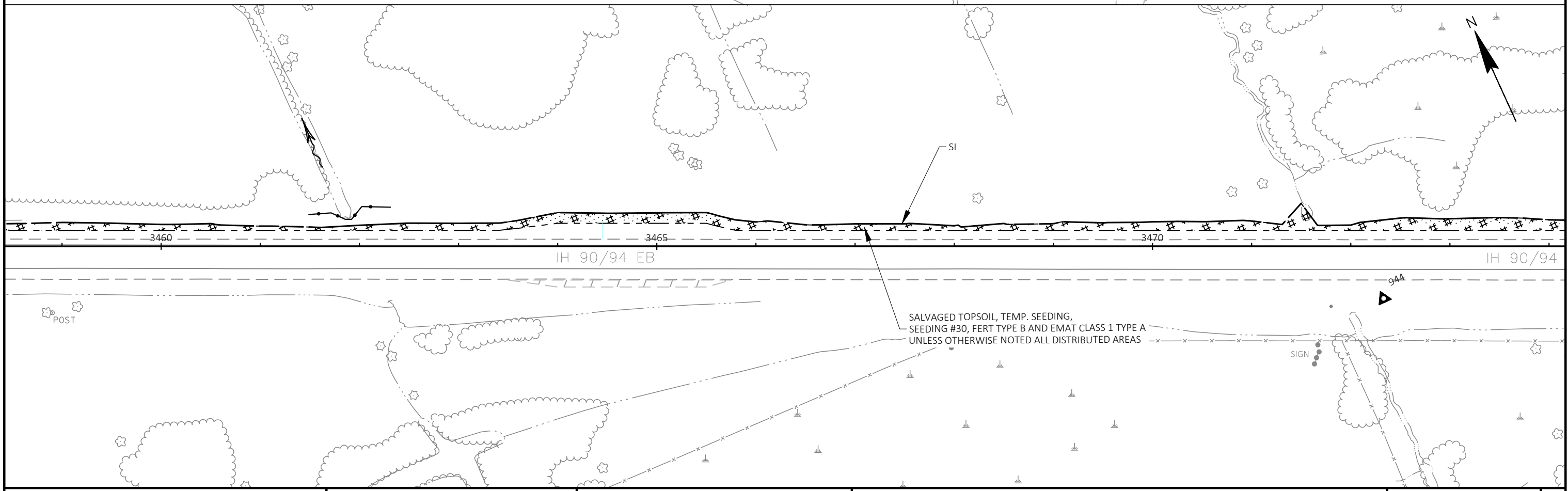
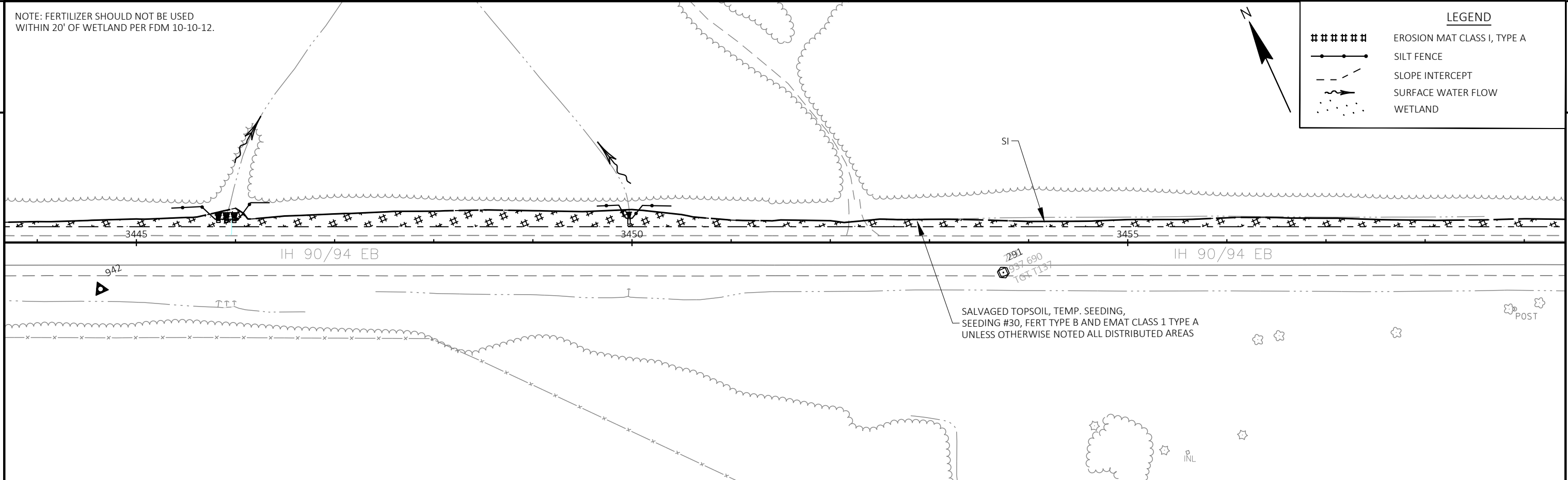


PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EROSION CONTROL	SHEET	<b>E</b>
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NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

**LEGEND**

- ##### EROSION MAT CLASS I, TYPE A
- SILT FENCE
- - - SLOPE INTERCEPT
- SURFACE WATER FLOW
- · · · · WETLAND

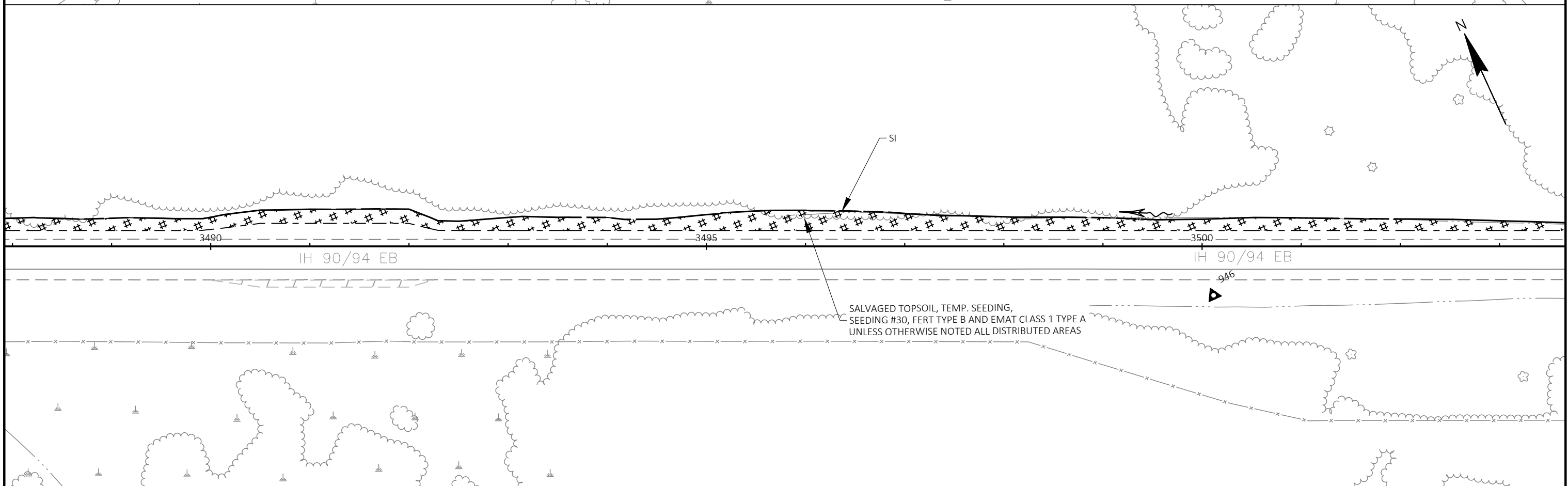
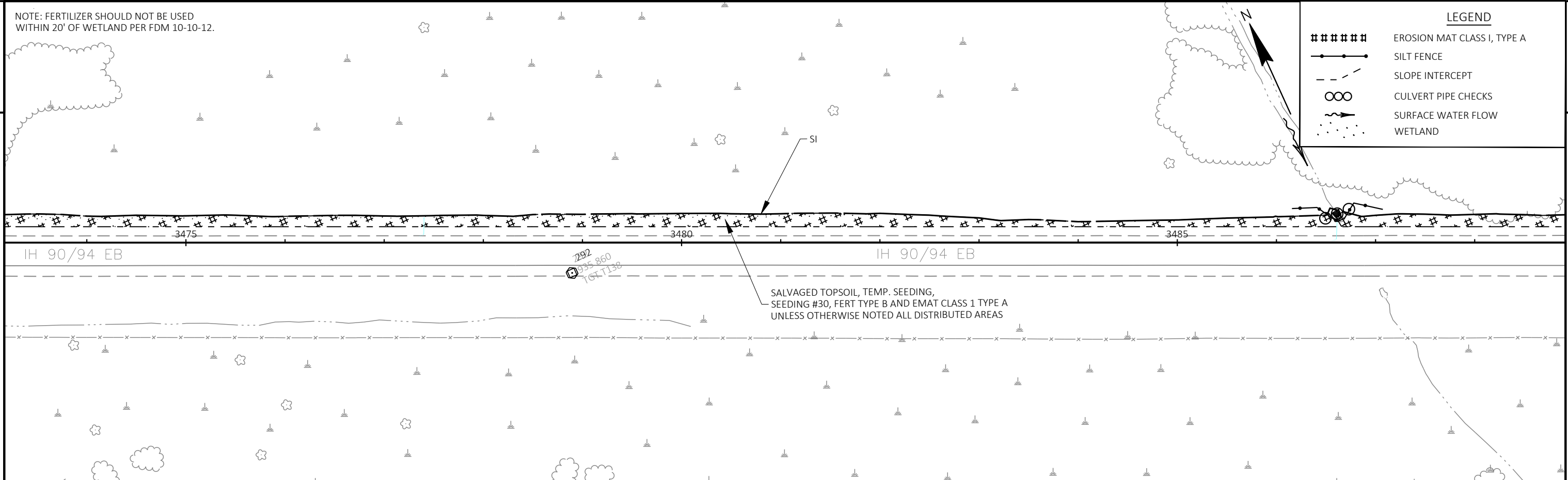


PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EROSION CONTROL	SHEET	<b>E</b>
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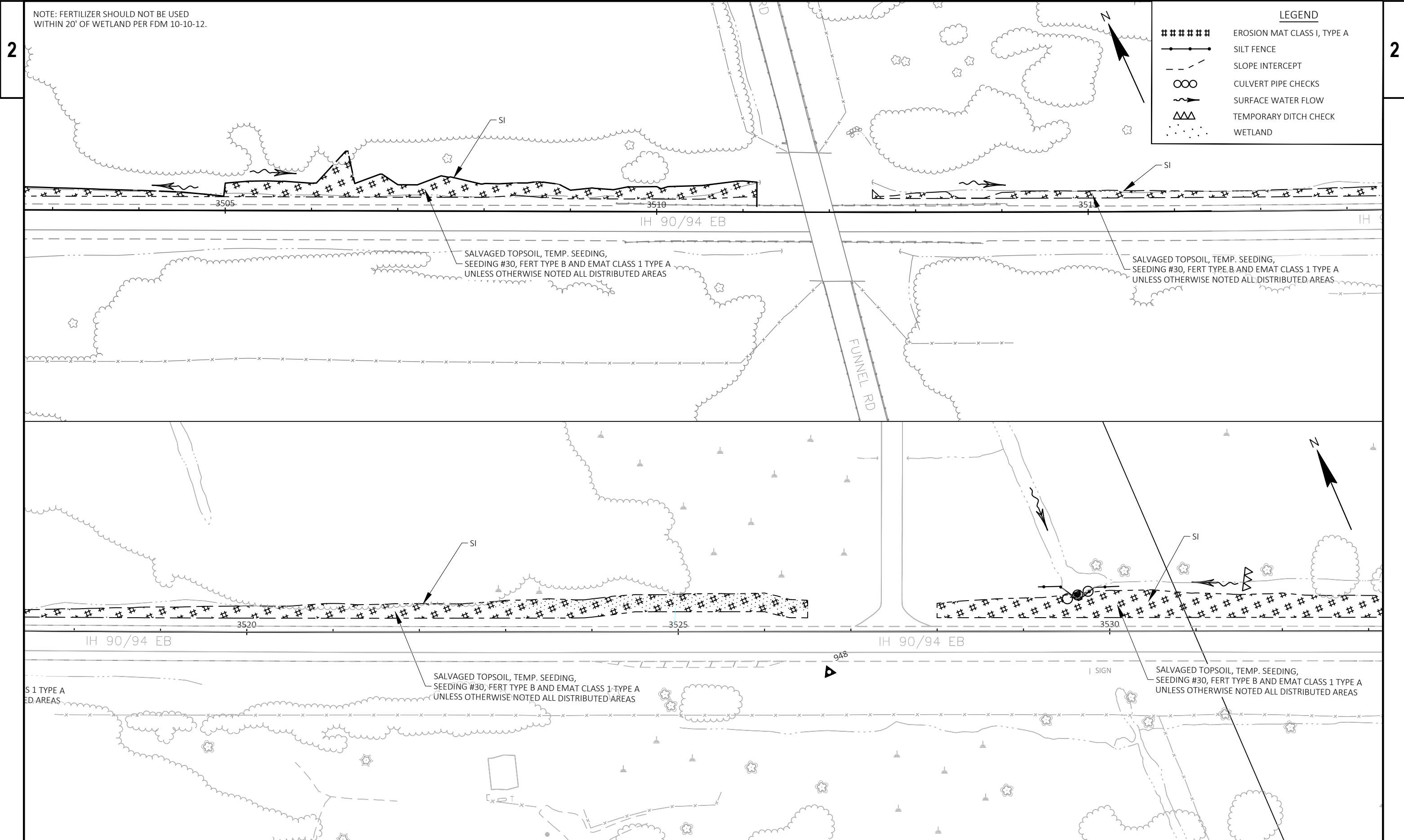
NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

**LEGEND**

- ##### EROSION MAT CLASS I, TYPE A
- SILT FENCE
- - - SLOPE INTERCEPT
- OOO CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- ... WETLAND



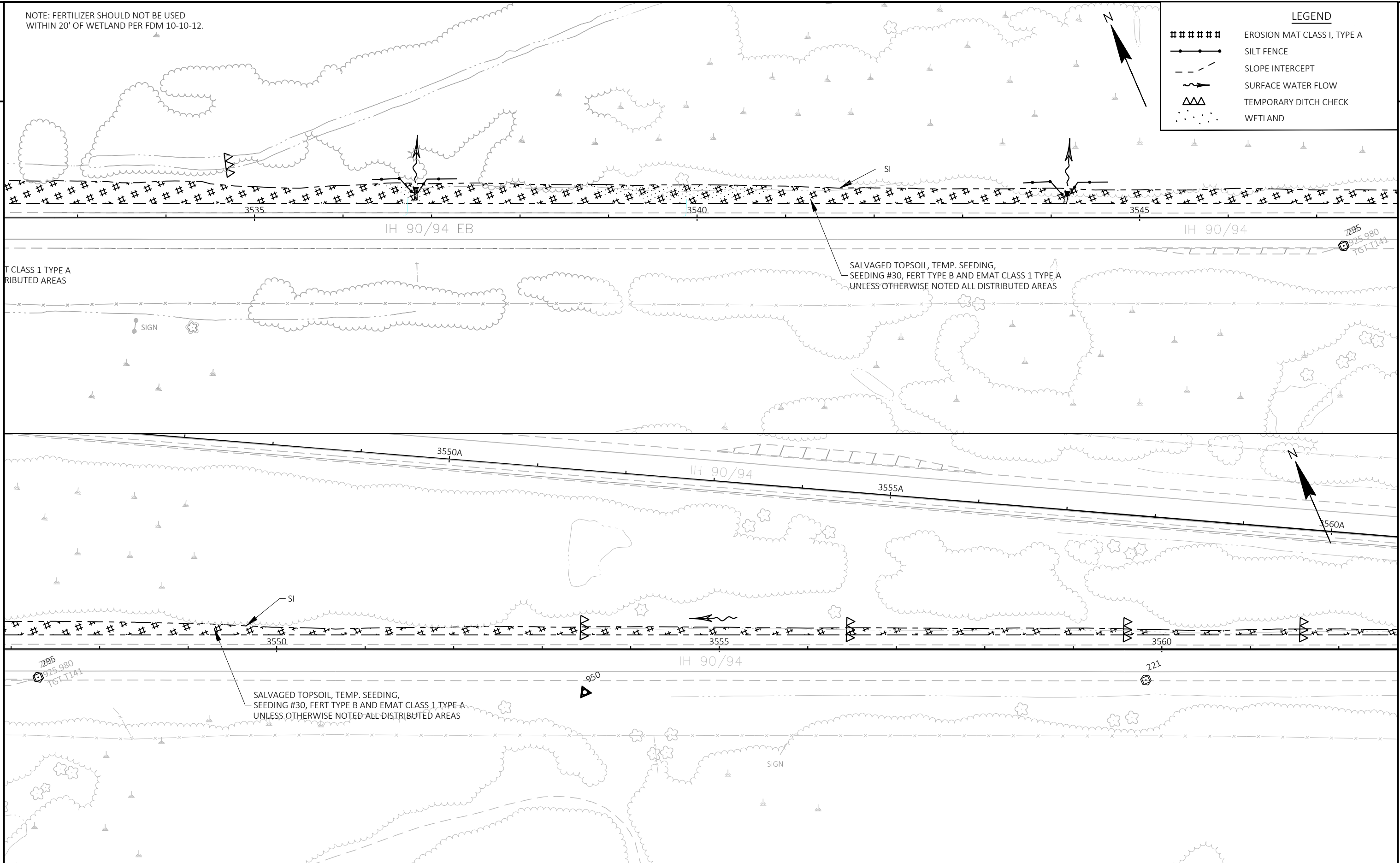
PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EROSION CONTROL	SHEET	<b>E</b>
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NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

**LEGEND**

- ##### EROSION MAT CLASS I, TYPE A
- SILT FENCE
- - - SLOPE INTERCEPT
- ~ ~ ~ SURFACE WATER FLOW
- △△△ TEMPORARY DITCH CHECK
- · · WETLAND



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EROSION CONTROL	SHEET	<b>E</b>
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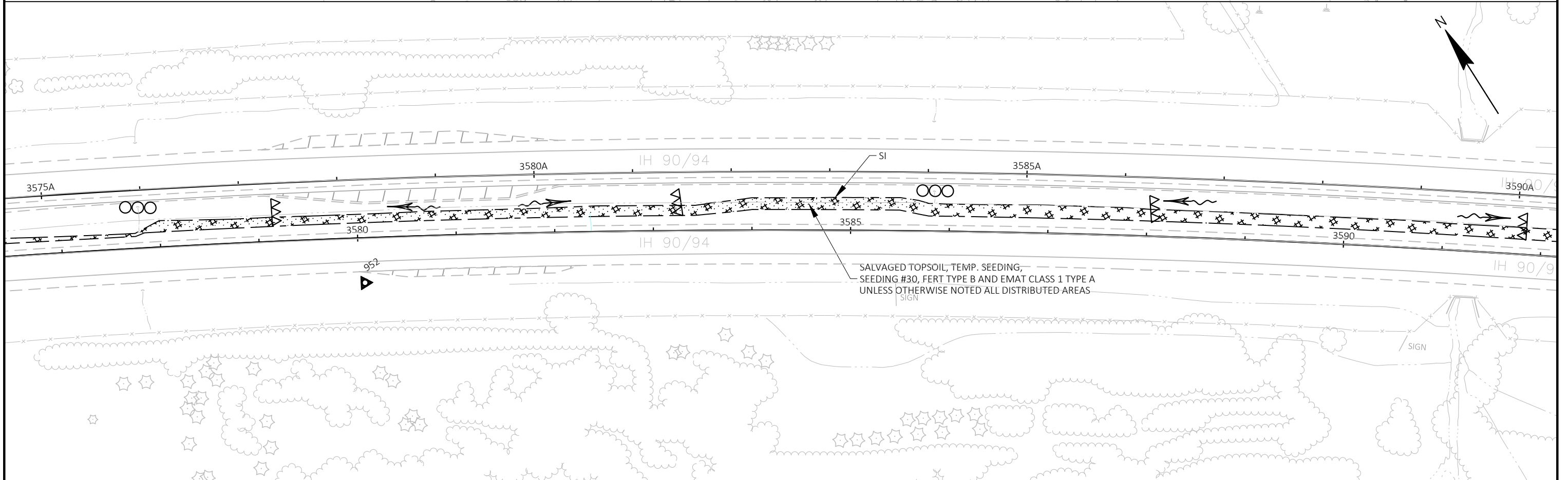
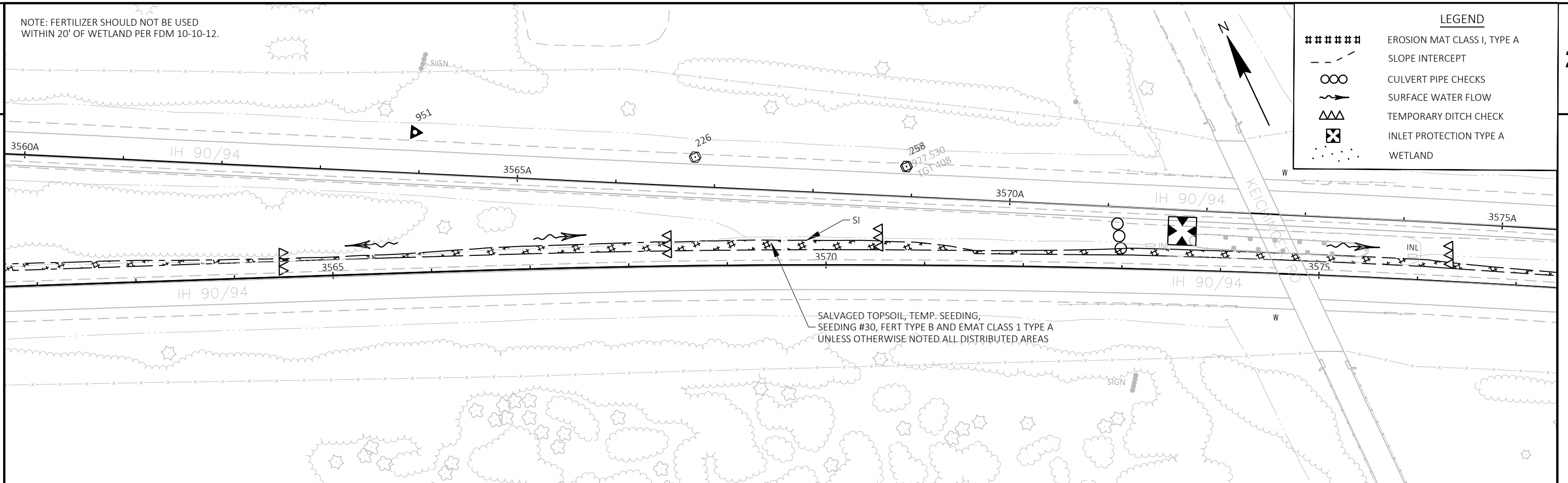
NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

LEGEND

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

2

2



PROJECT NO: 1017-01-73

HWY: IH 90

COUNTY: MONROE AND JUNEAU

EROSION CONTROL

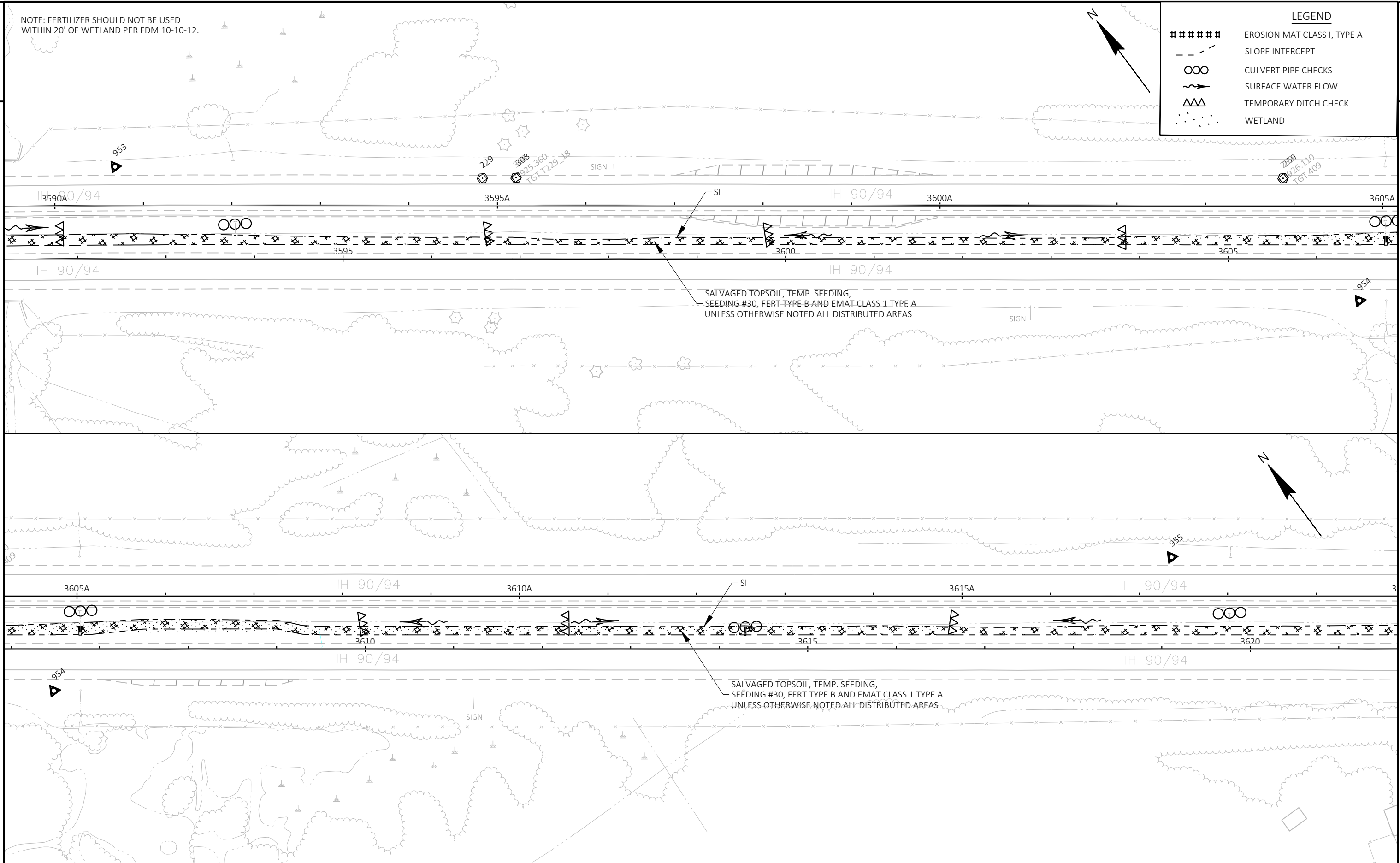
SHEET

E

NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

**LEGEND**

- ##### EROSION MAT CLASS I, TYPE A
- - - SLOPE INTERCEPT
- OOO CULVERT PIPE CHECKS
- ~ SURFACE WATER FLOW
- △△△ TEMPORARY DITCH CHECK
- ..... WETLAND

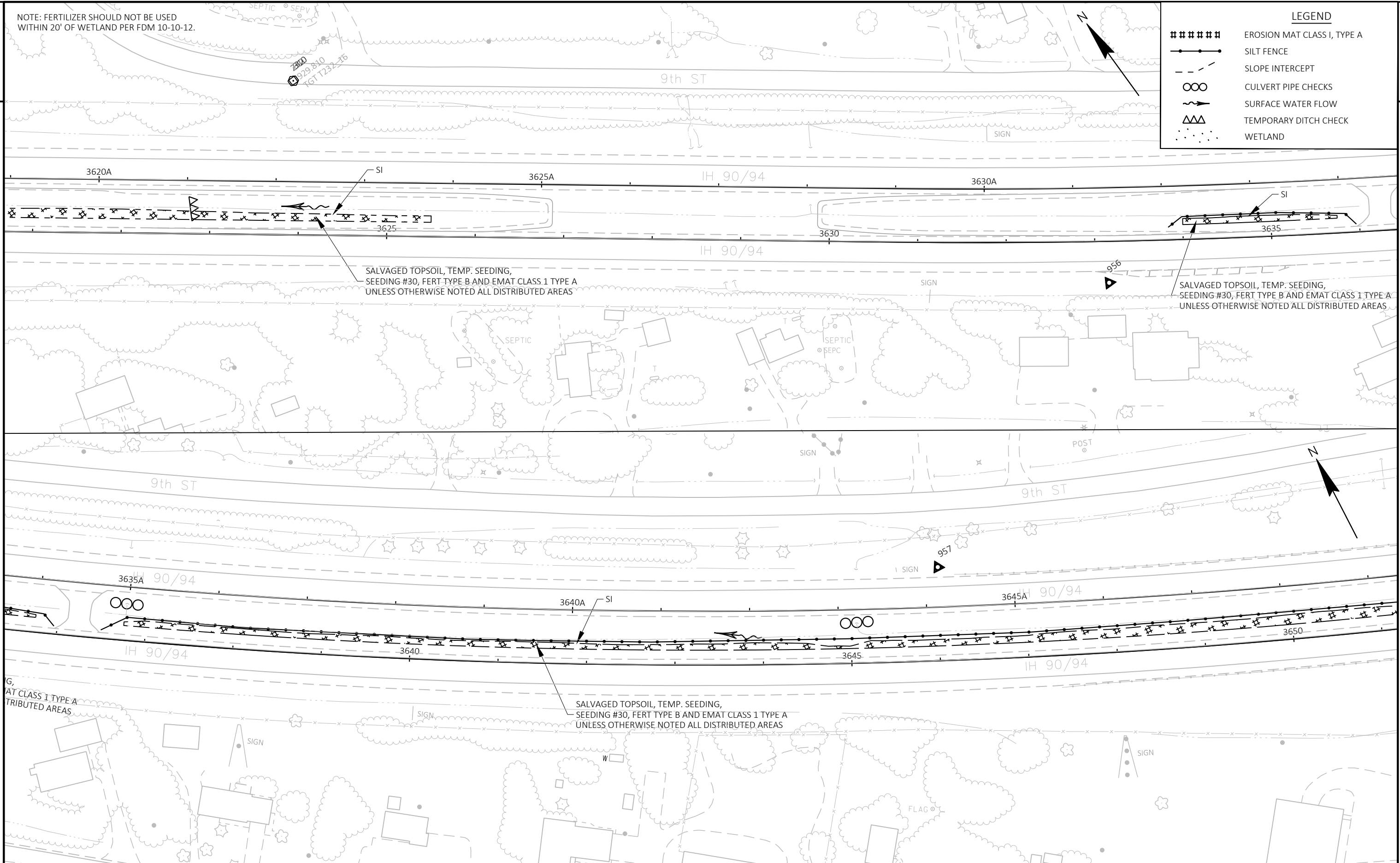


PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	EROSION CONTROL	SHEET	<b>E</b>
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NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

**LEGEND**

- ##### EROSION MAT CLASS I, TYPE A
- SILT FENCE
- - - - SLOPE INTERCEPT
- ∞ ∞ CULVERT PIPE CHECKS
- ~ ~ SURFACE WATER FLOW
- △△△△ TEMPORARY DITCH CHECK
- ..... WETLAND

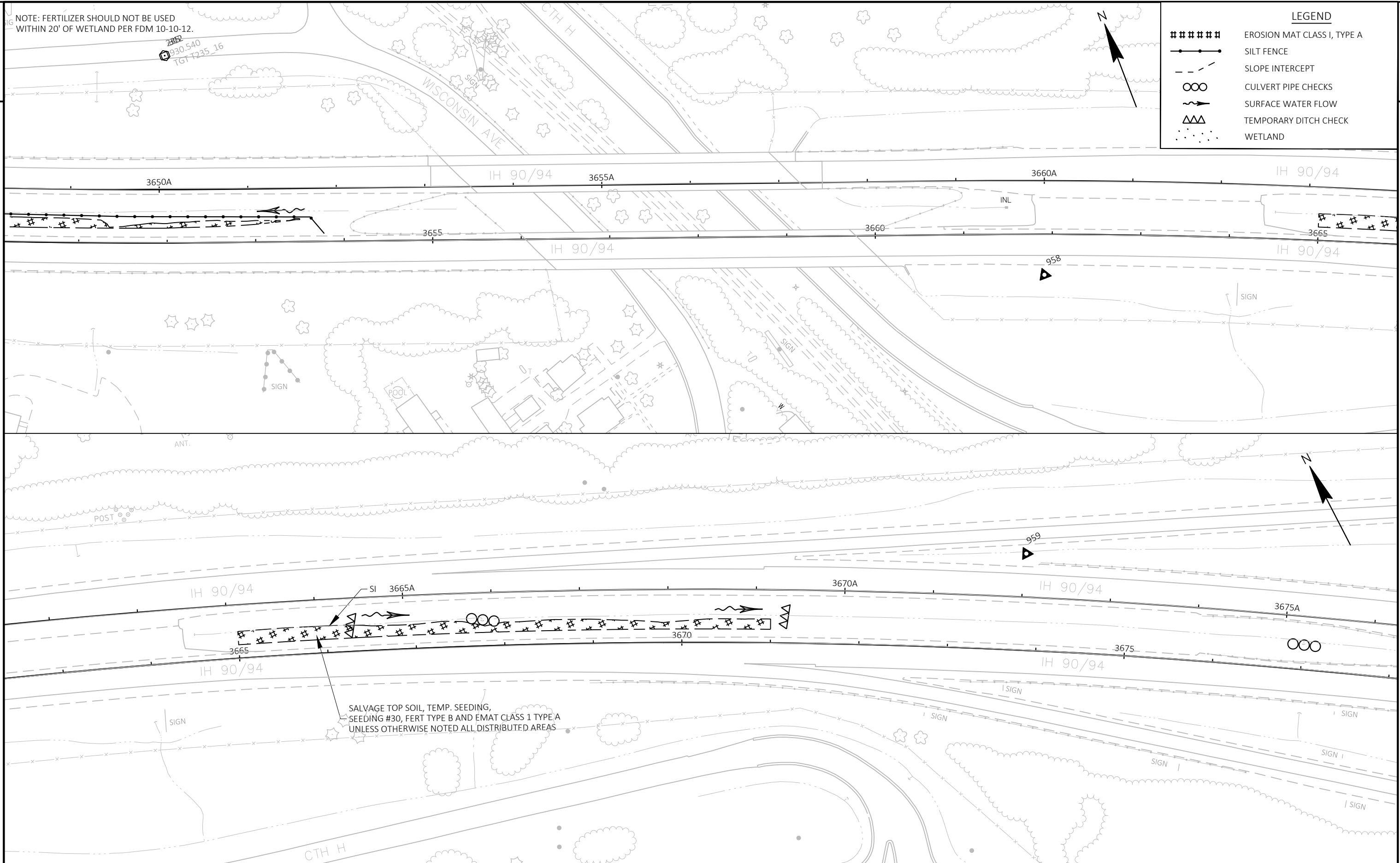




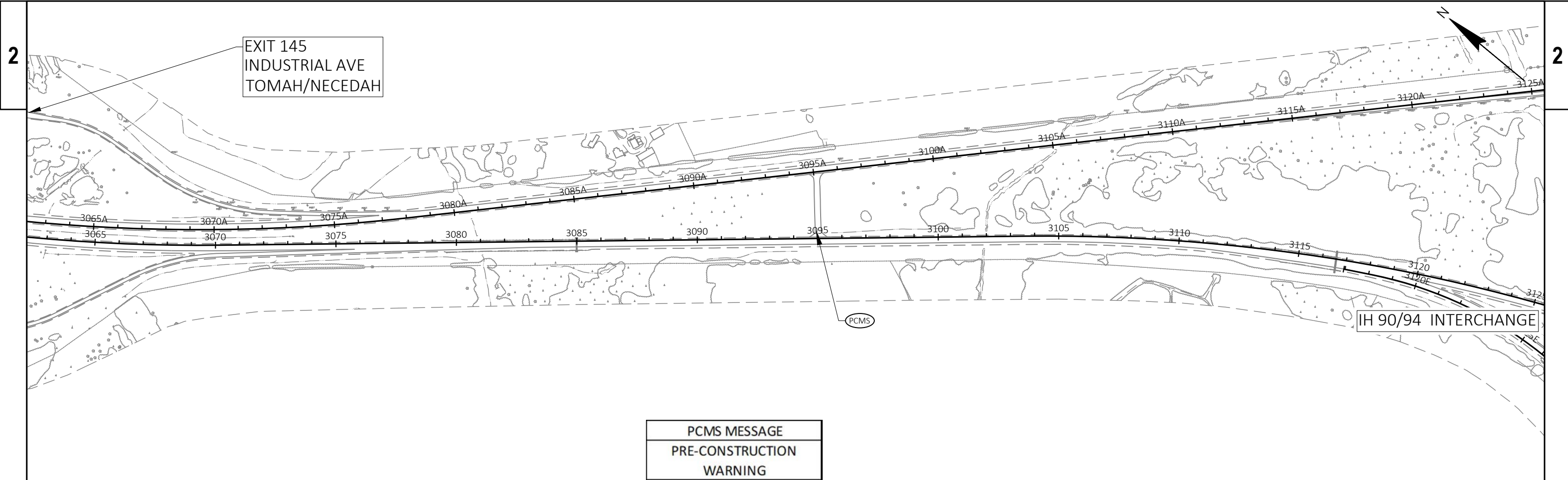
NOTE: FERTILIZER SHOULD NOT BE USED WITHIN 20' OF WETLAND PER FDM 10-10-12.

330.540  
TGT T235\_16

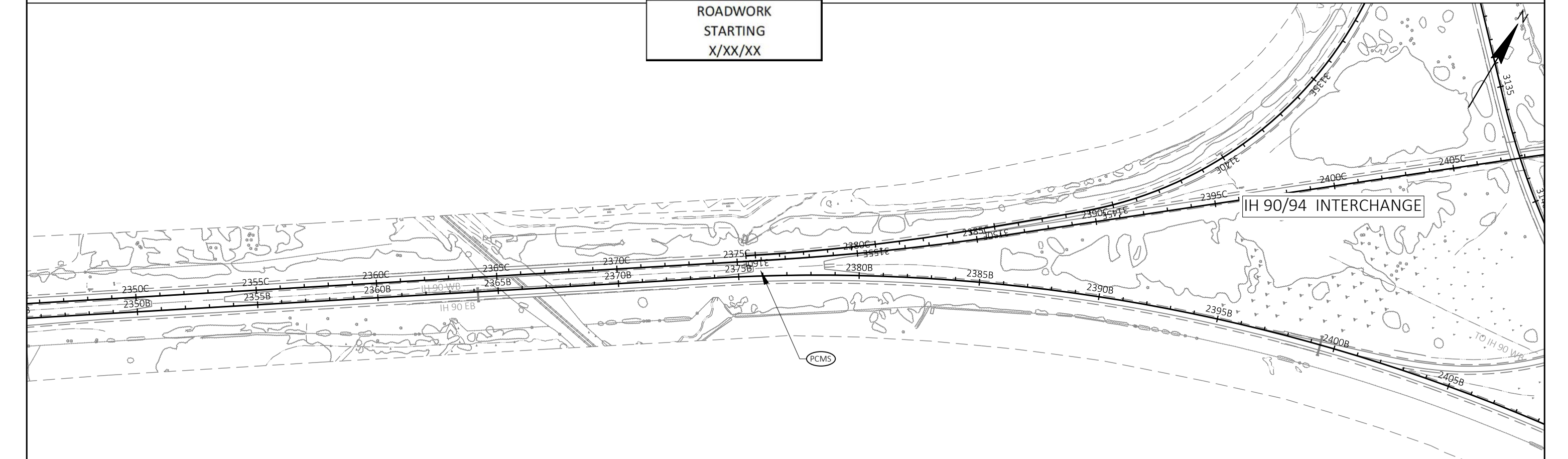
LEGEND	
#####	EROSION MAT CLASS I, TYPE A
—●—●—●—●—	SILT FENCE
- - - - -	SLOPE INTERCEPT
∞ ∞ ∞	CULVERT PIPE CHECKS
~ ~ ~ ~ ~	SURFACE WATER FLOW
△△△	TEMPORARY DITCH CHECK
· · · · ·	WETLAND

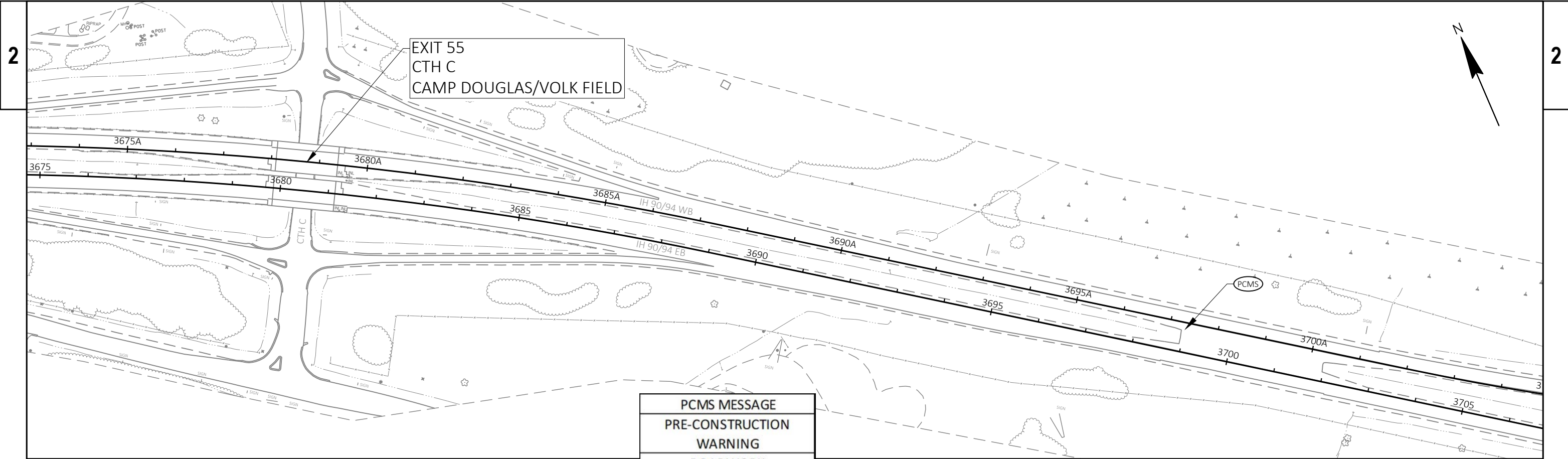


SALVAGE TOP SOIL, TEMP. SEEDING, SEEDING #30, FERT TYPE B AND EMAT CLASS 1 TYPE A UNLESS OTHERWISE NOTED ALL DISTRIBUTED AREAS

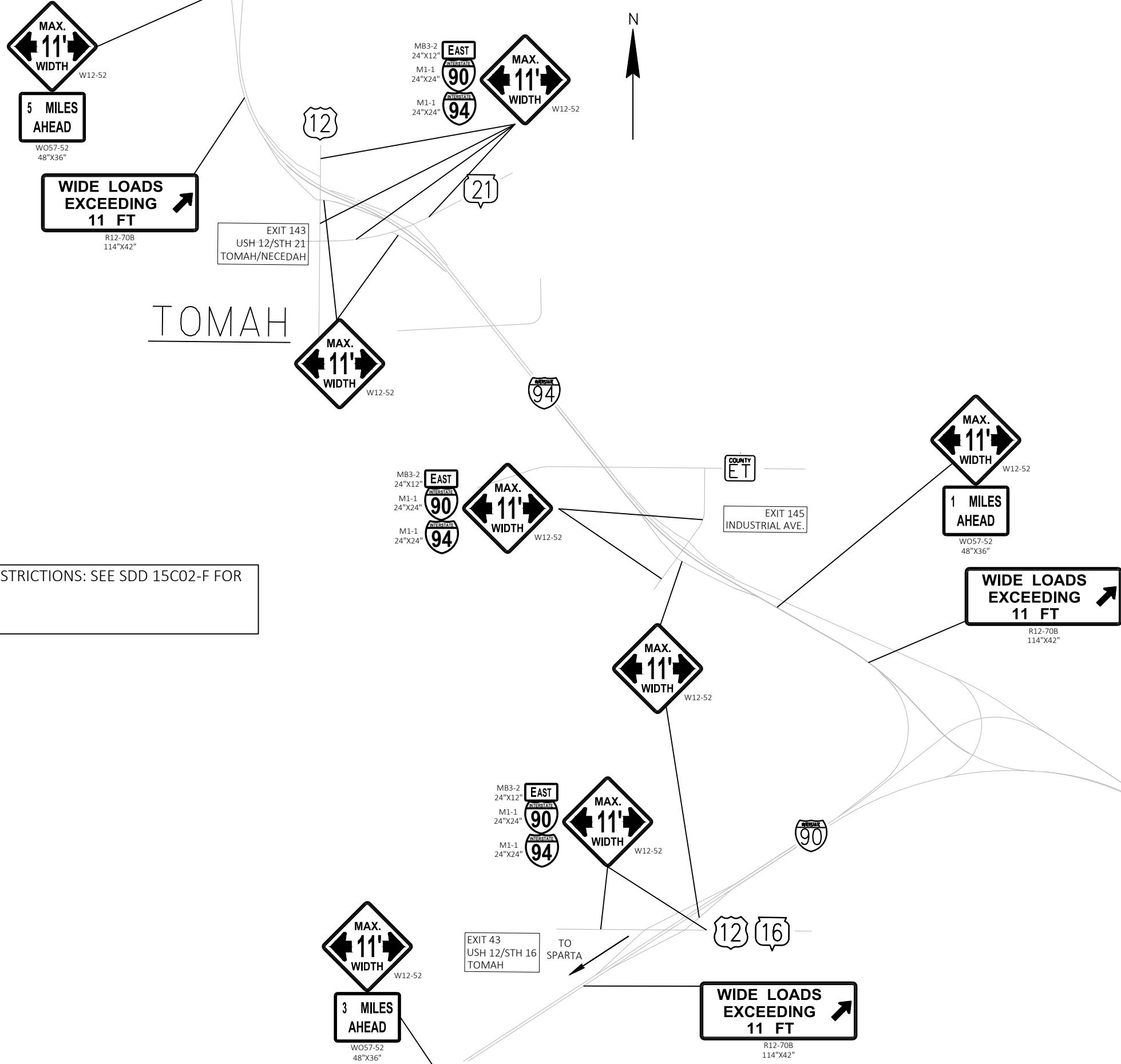


PCMS MESSAGE
PRE-CONSTRUCTION
WARNING
ROADWORK
STARTING
X/XX/XX





PCMS MESSAGE  
 PRE-CONSTRUCTION  
 WARNING  
 ROADWORK  
 STARTING  
 X/XX/XX



NOTE: MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR DETAILS

TOMAH



2

2

EXIT 45/147  
IH90/94 INTERCHANGE  
TOMAH



COUNTY  
N

NOTE: MAX WIDTH RESTRICTIONS: SEE SDD 15C02-F FOR  
DETAILS

EXIT 48  
CTH PP  
OAKDALE

MB3-2

24"x12"

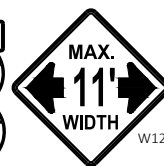
M1-1

24"x24"

M1-1

24"x24"

EAST

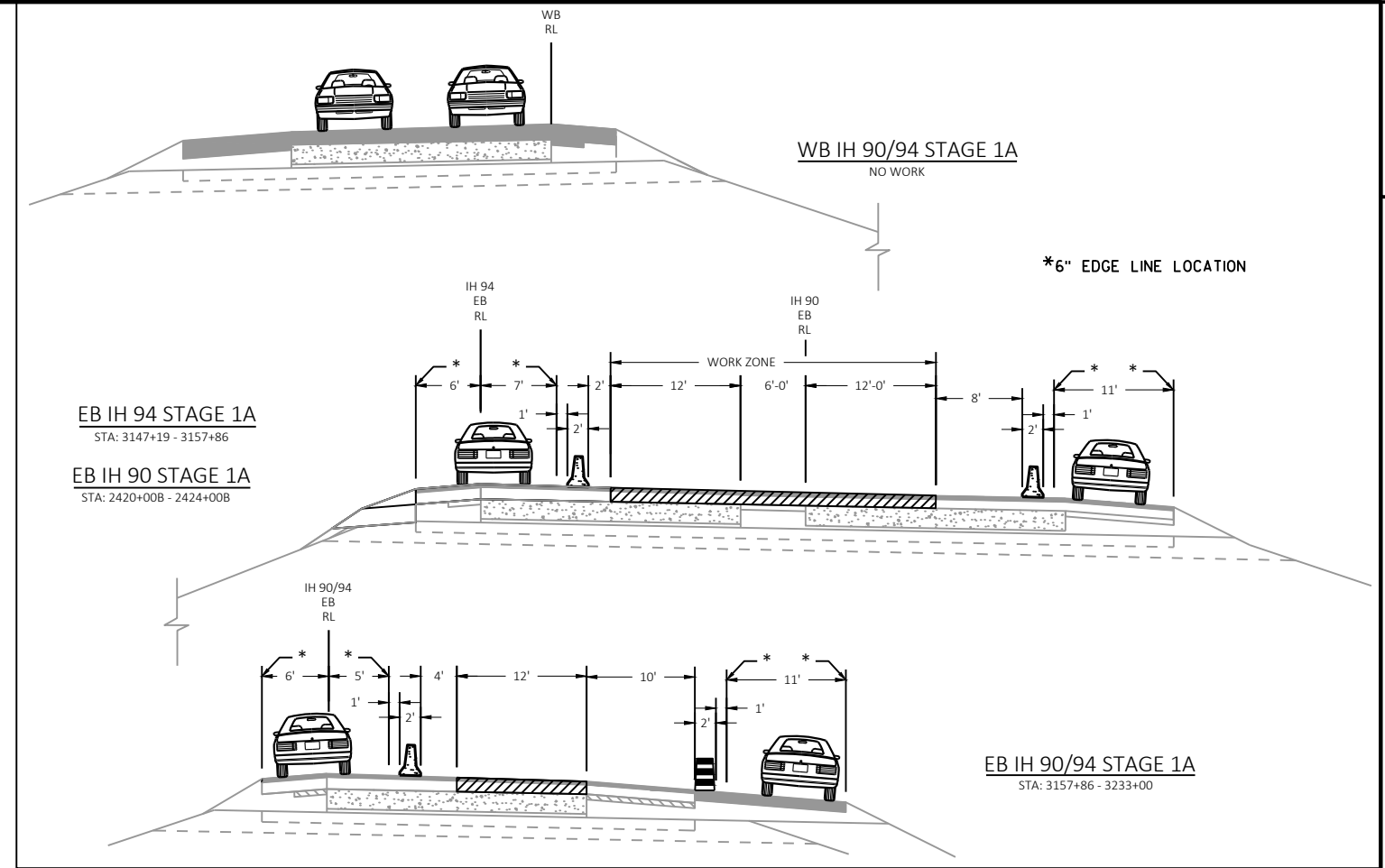
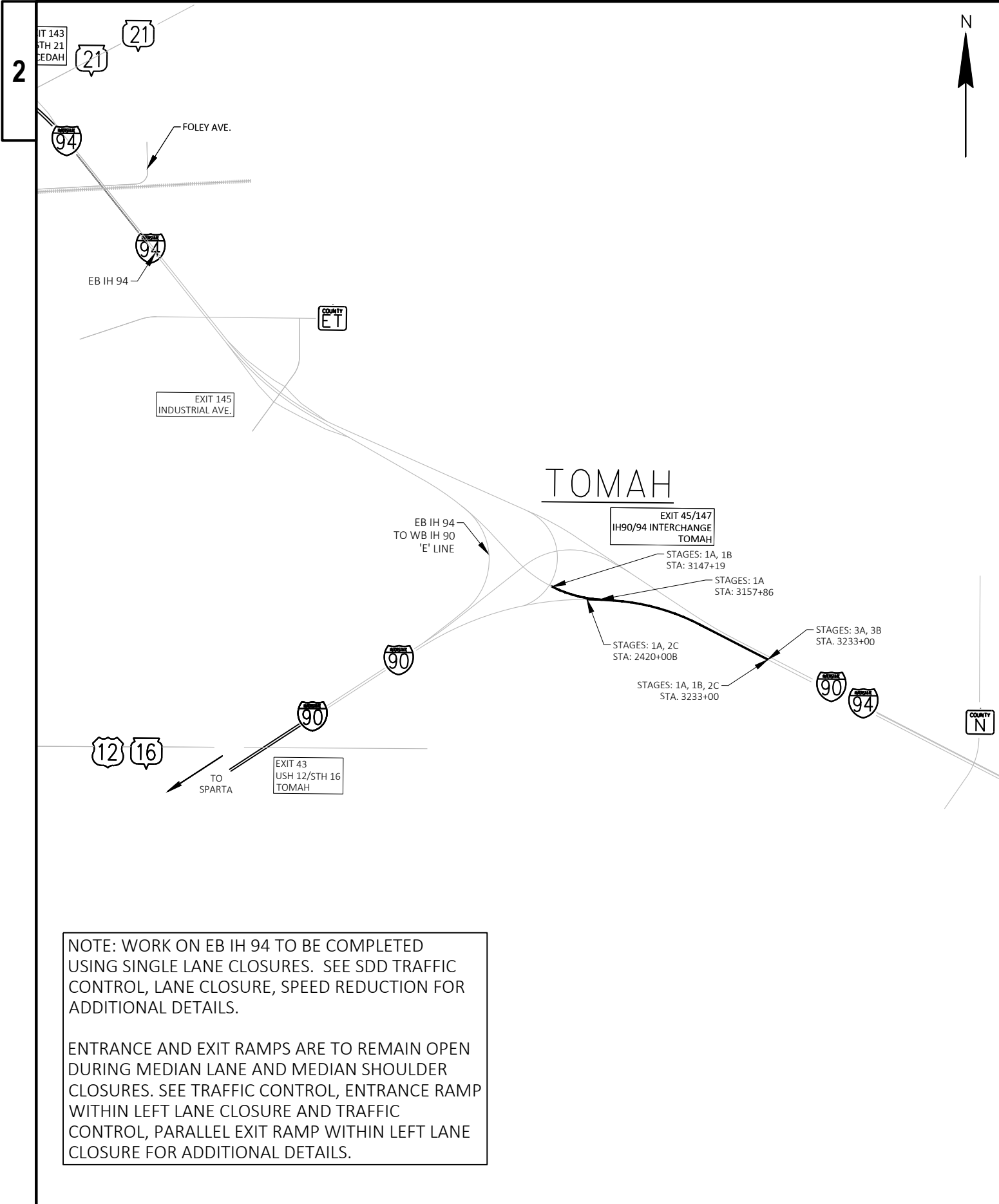


W12-52



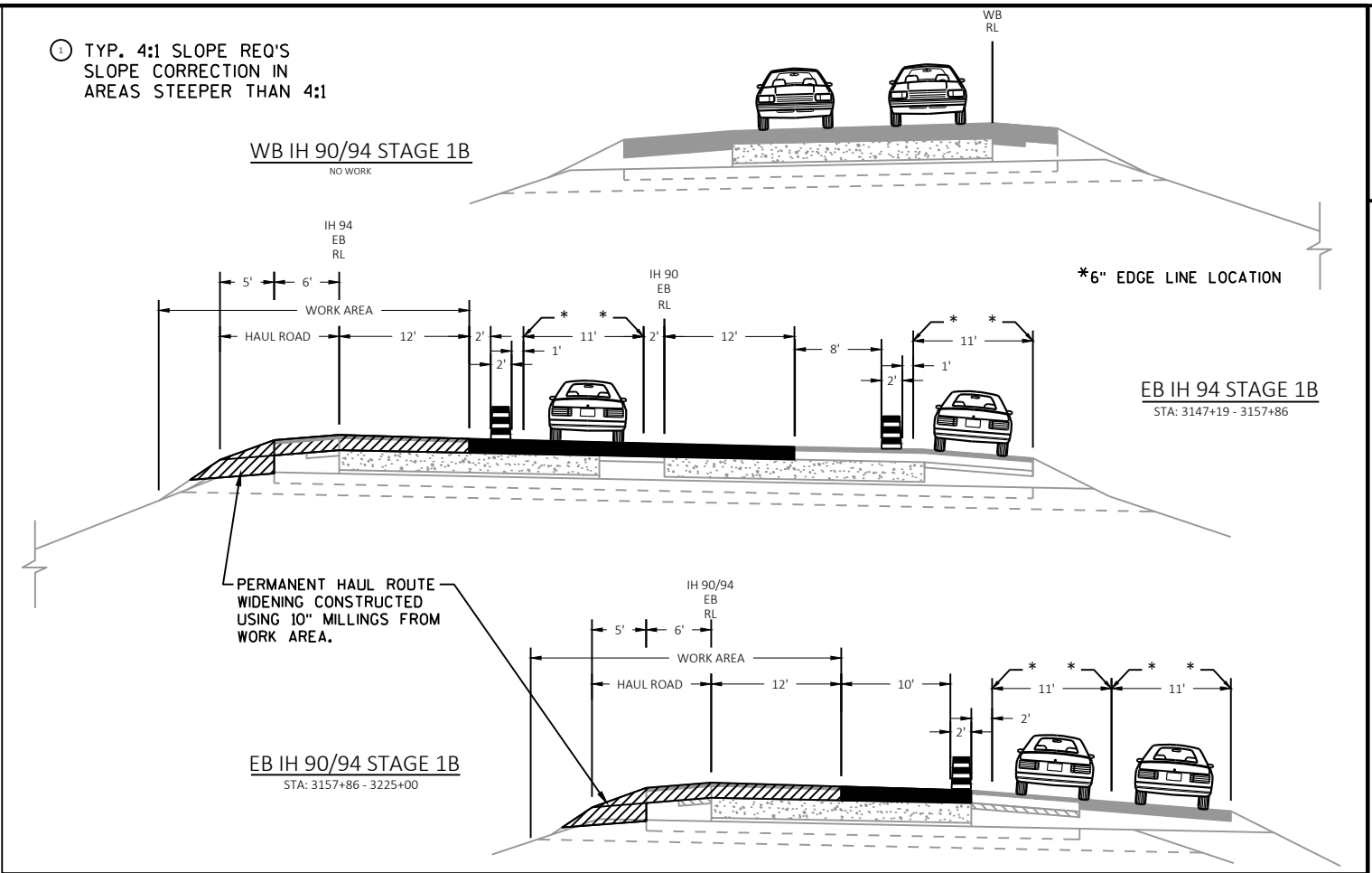
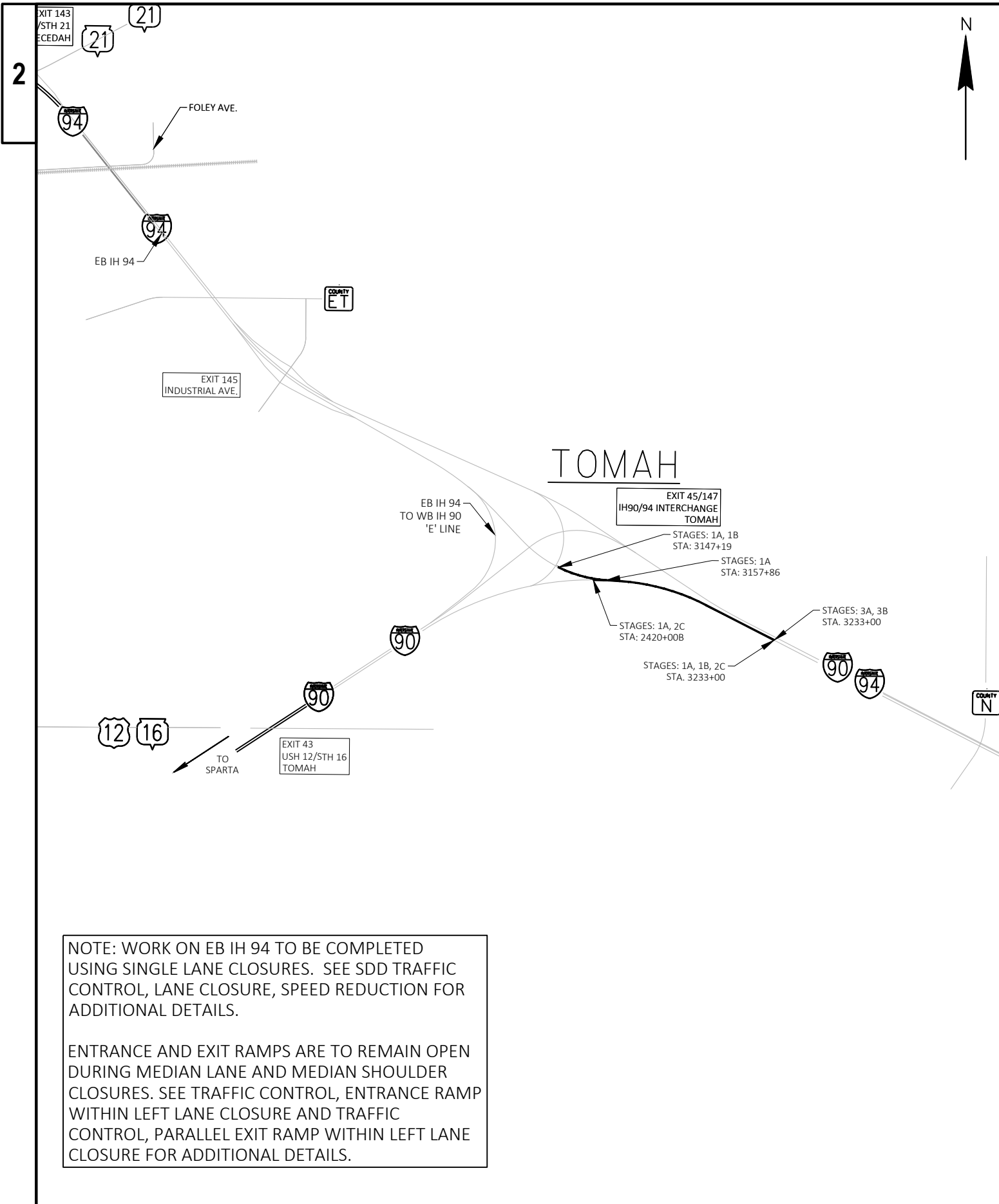
W12-52

OAKDALE



NOTE: WORK ON EB IH 94 TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL DETAILS.

ENTRANCE AND EXIT RAMP ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.

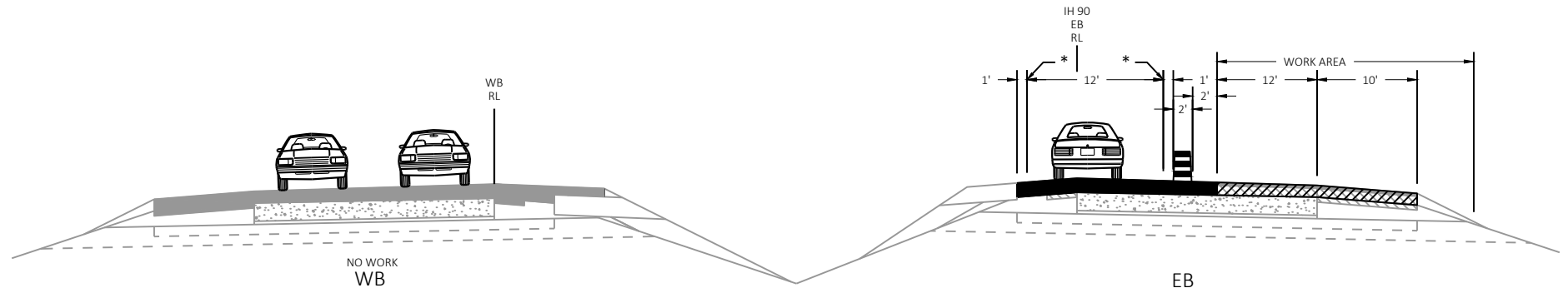
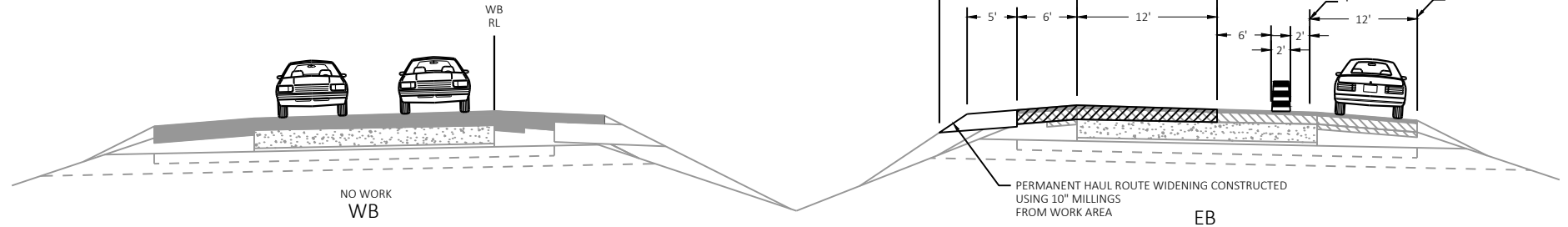


NOTE: WORK ON EB IH 94 TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL DETAILS.

ENTRANCE AND EXIT RAMP ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.



① TYP. 4:1 SLOPE REQ'S SLOPE CORRECTION IN AREAS STEEPER THAN 4:1



GROVER RD. FUNNEL RD. EB IH 90/94

LEGEND  
 — COMPLETE STAGE  
 — CURRENT STAGE

MONROE COUNTY  
JUNEAU COUNTY

KEICHINGER RD.

STAGES: 3, 3A, 3C  
STA. 3625+00  
STAGE: 2A, 2B  
STA. 3625+00

COUNTY H

COUNTY C

STAGE: 2A, 2B  
STA: 3671+50

EXIT 55  
CTH C  
CAMP DOUGLAS/VOLK FIELD

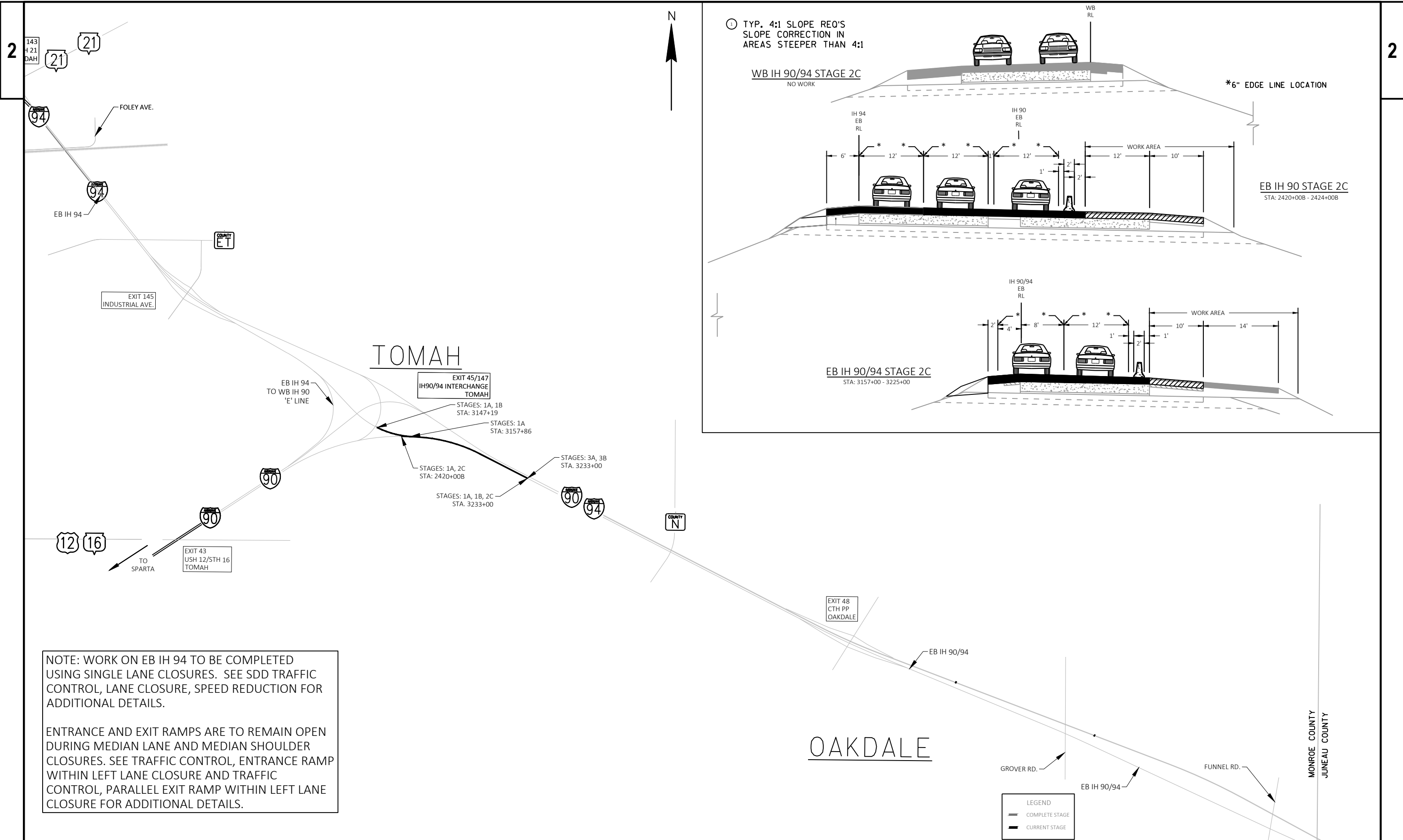
TO NEW LISBON

CAMP DOUGLAS

NOTE: WORK ON EB IH 94 TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL DETAILS.

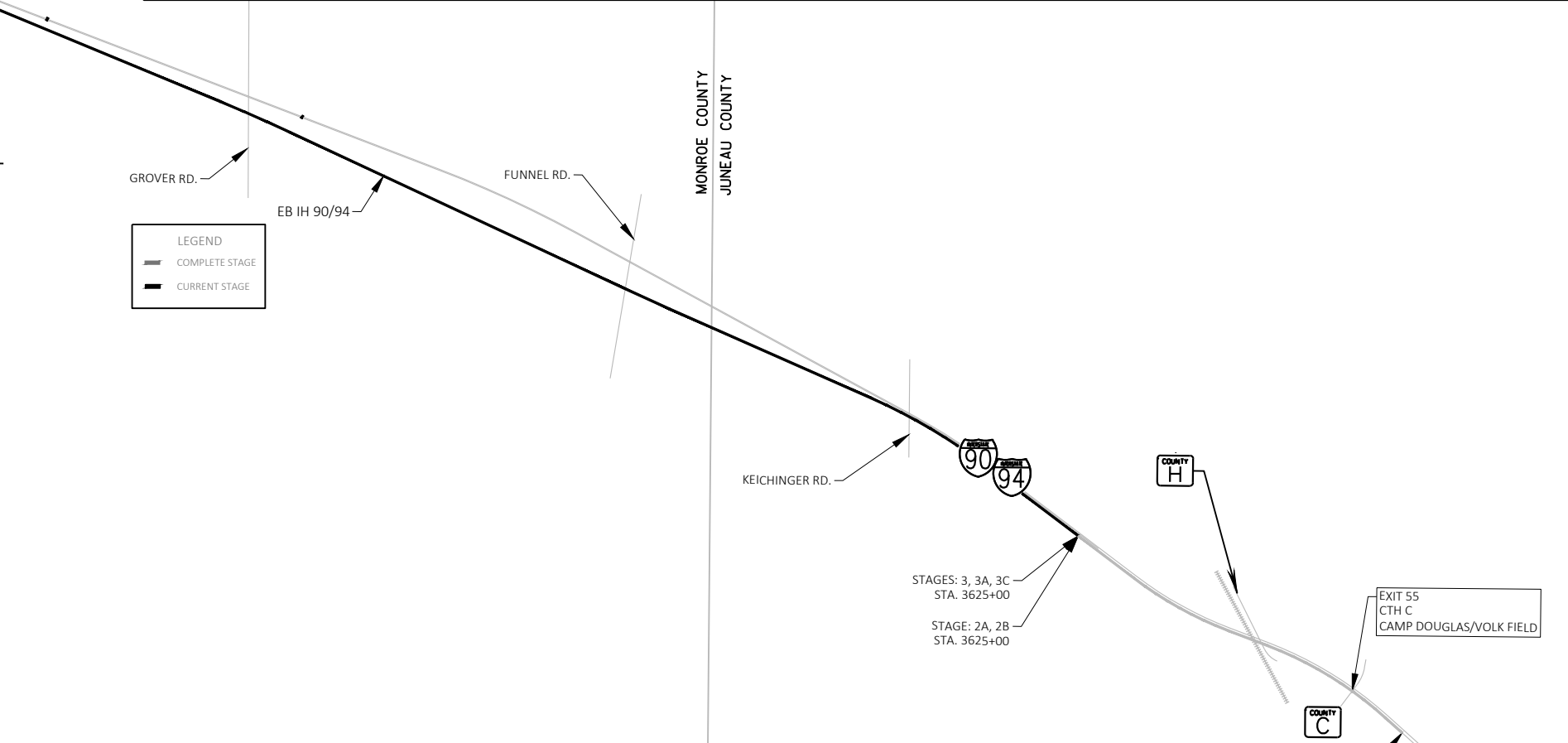
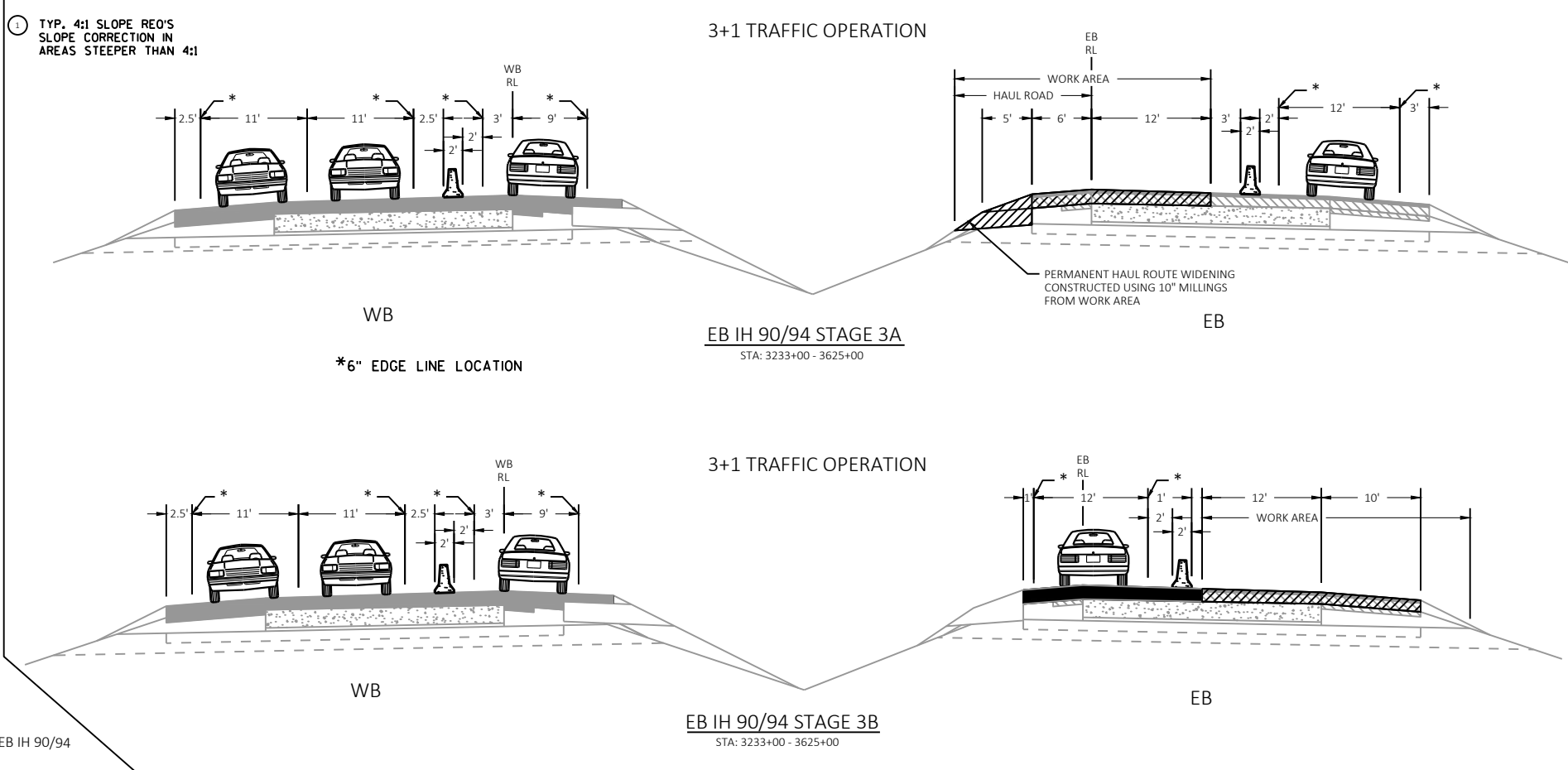
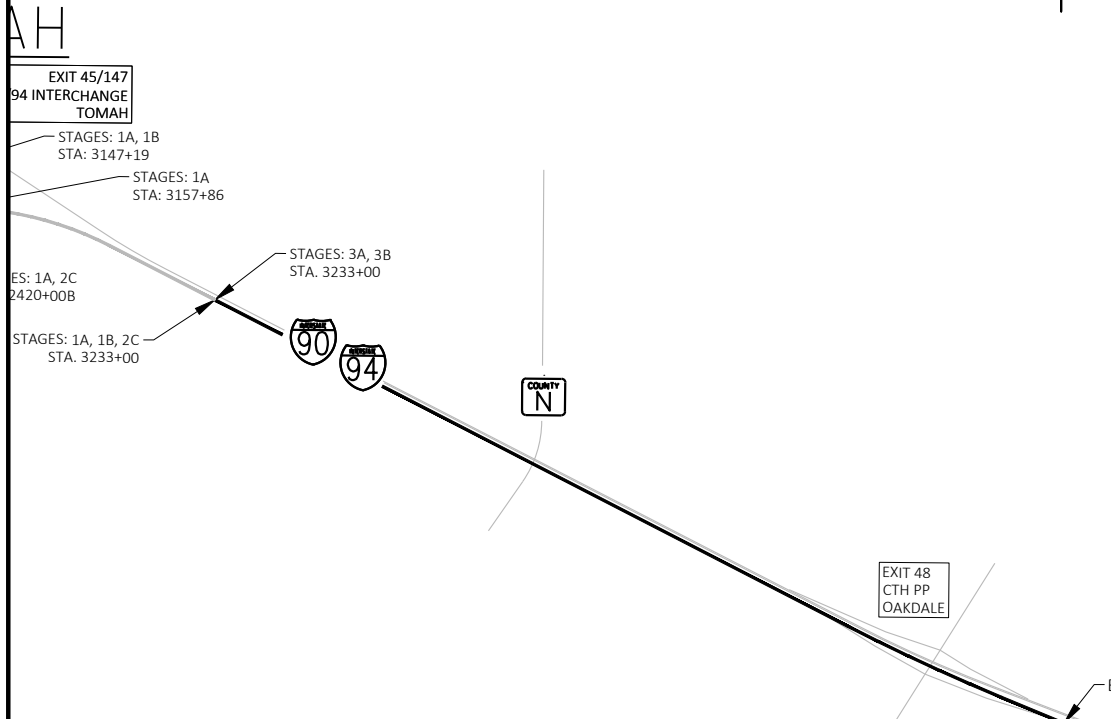
ENTRANCE AND EXIT RAMP ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.





NOTE: WORK ON EB IH 94 TO BE COMPLETED USING SINGLE LANE CLOSURES. SEE SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL DETAILS.

ENTRANCE AND EXIT RAMP ARE TO REMAIN OPEN DURING MEDIAN LANE AND MEDIAN SHOULDER CLOSURES. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.



① TYP. 4:1 SLOPE REQ'S SLOPE CORRECTION IN AREAS STEEPER THAN 4:1

NOTE: WORK ON EB IH 94 TO BE COMPLETED USING THE 3+1 TRAFFIC CONFIGURATION. SEE TRAFFIC CONTROL STAGE 3 FOR ADDITIONAL DETAILS.

ENTRANCE AND EXIT RAMP ARE TO REMAIN OPEN. SEE TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE AND TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LEFT LANE CLOSURE FOR ADDITIONAL DETAILS.

**LEGEND**

	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC

SEE SDD 15D12-B: TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION  
 SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

SEE SDD 15D12-C: TRAFFIC CONTROL, LANE CLOSURE, DYNAMIC LATE MERGE SYSTEM

SEE TRAFFIC CONTROL SHEET:  
 DYNAMIC LATE MERGE SYSTEM - SPLIT

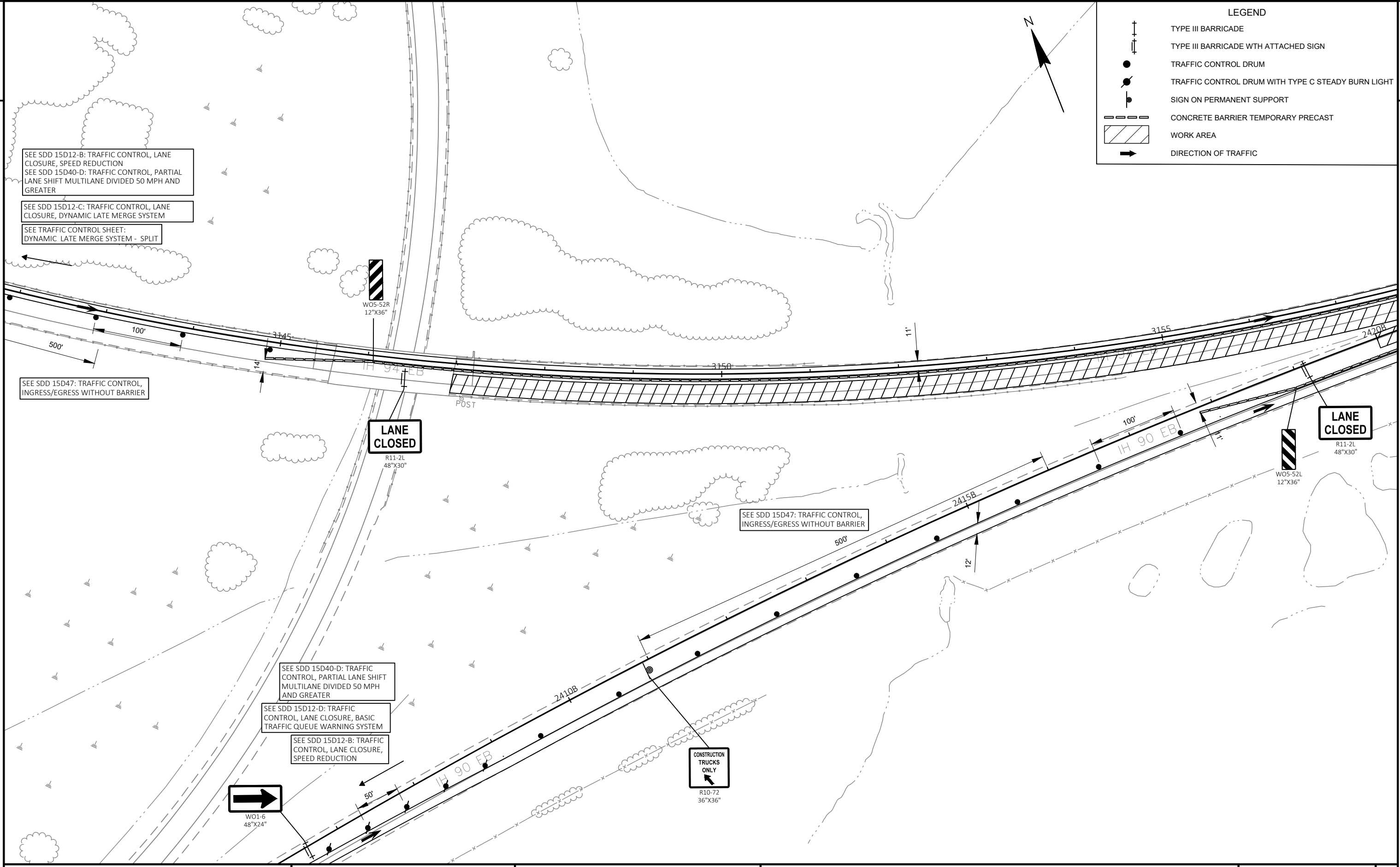
SEE SDD 15D47: TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER

SEE SDD 15D47: TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER

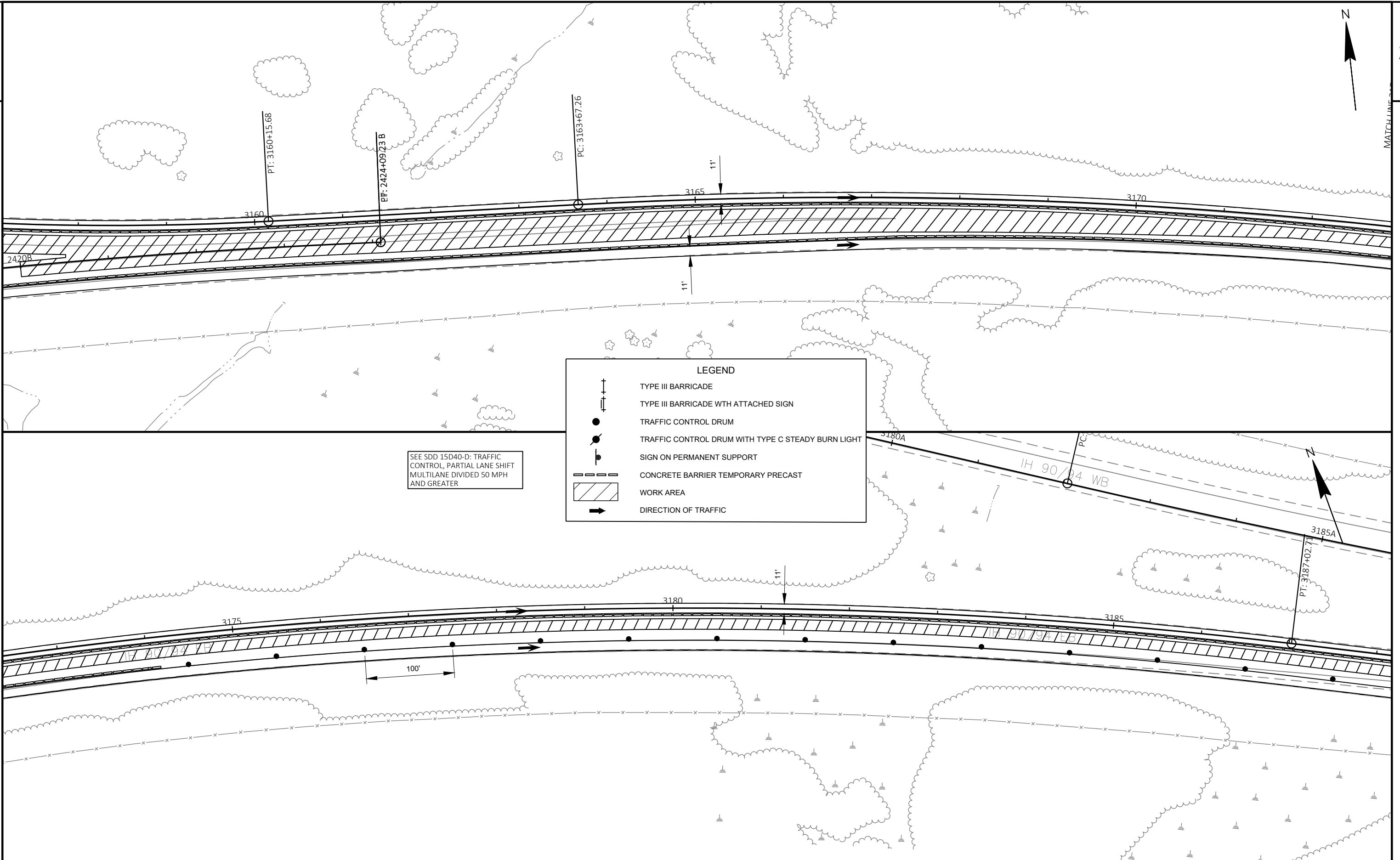
SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

SEE SDD 15D12-D: TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

SEE SDD 15D12-B: TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION



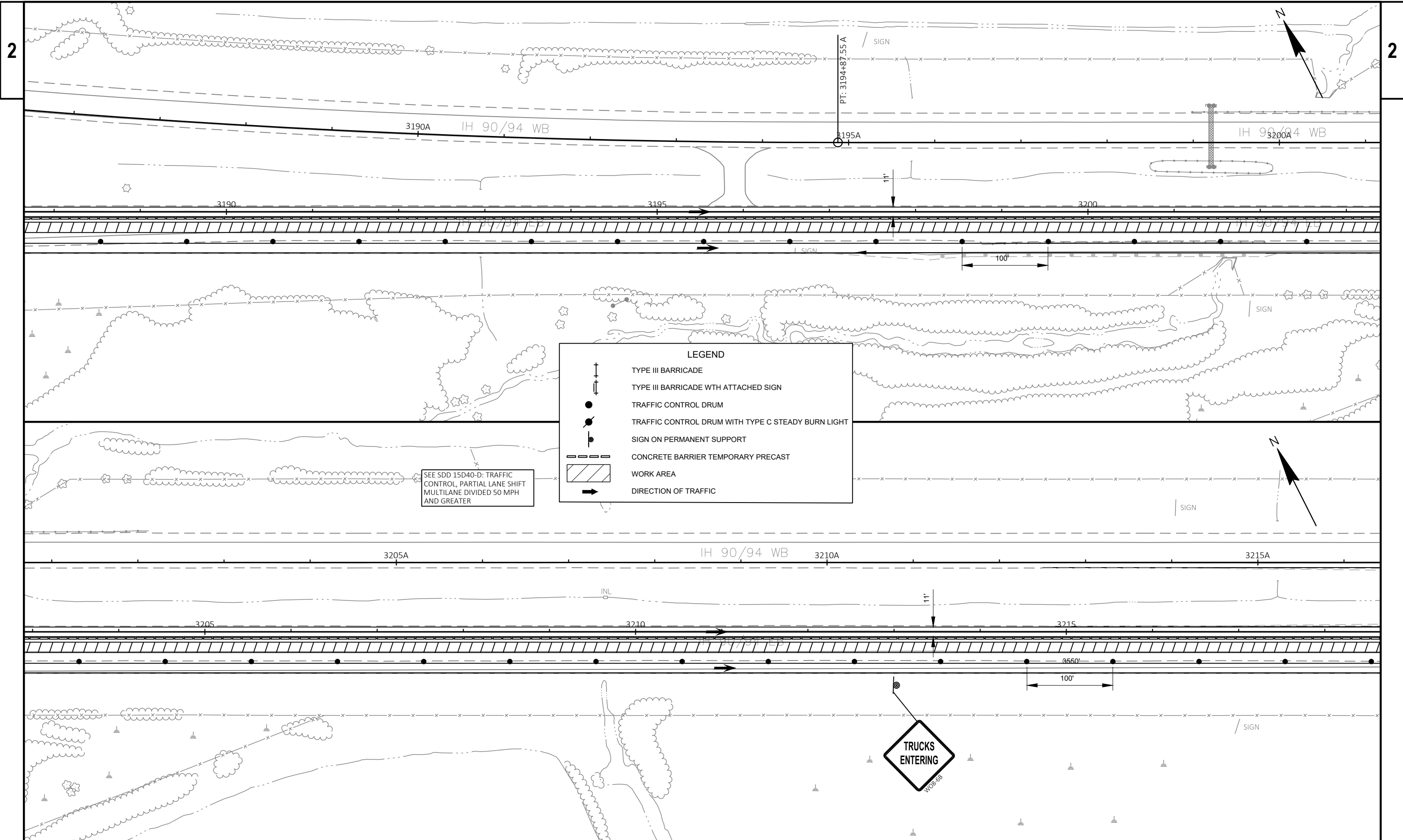
PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	TRAFFIC CONTROL STAGE 1A	SHEET	E
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**LEGEND**

	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC

SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

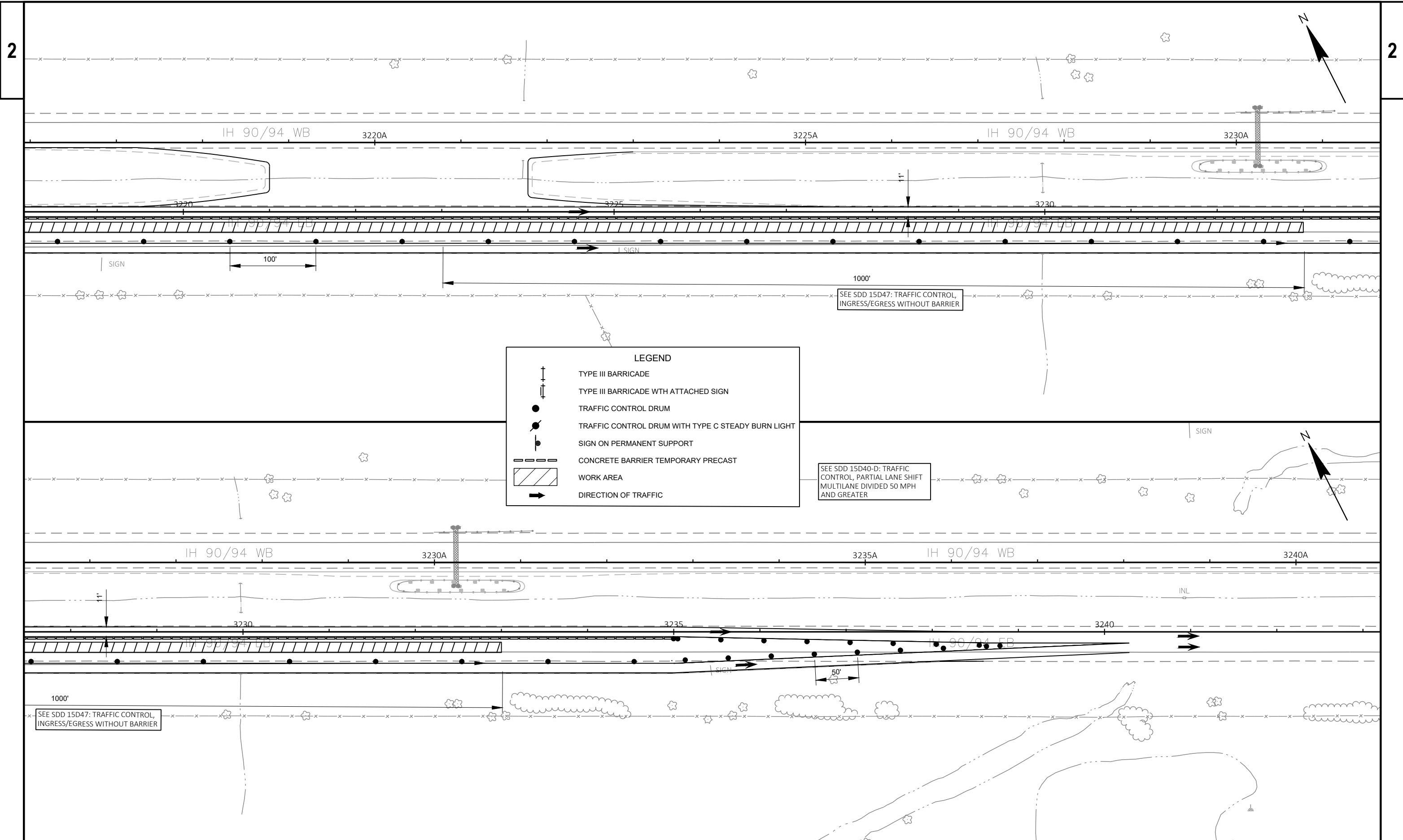


**LEGEND**

	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC

SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

**TRUCKS ENTERING**  
W08-5B



2

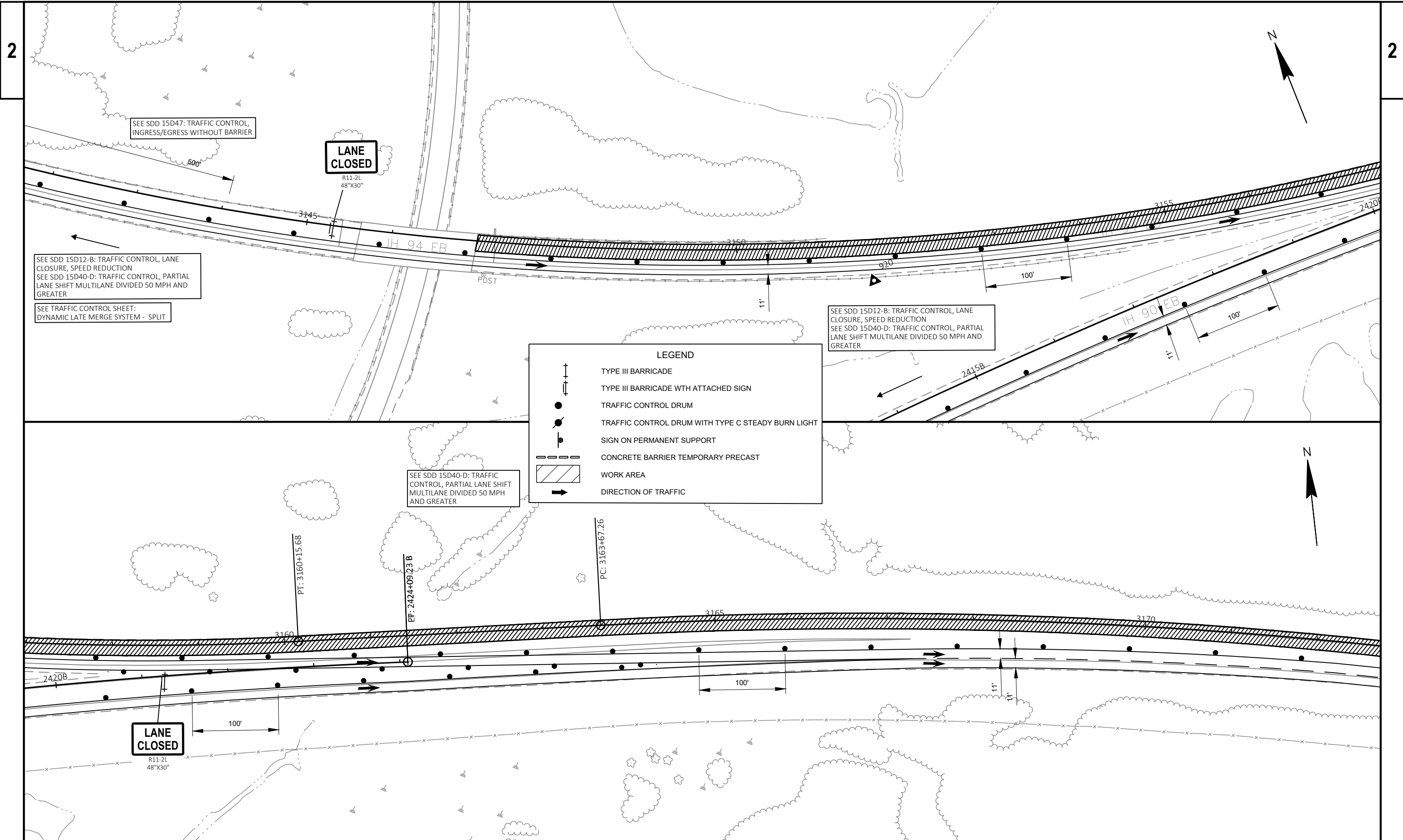
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**LEGEND**

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC

SEE SDD 15D47: TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER

SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER



PROJECT NO: 1017-01-73

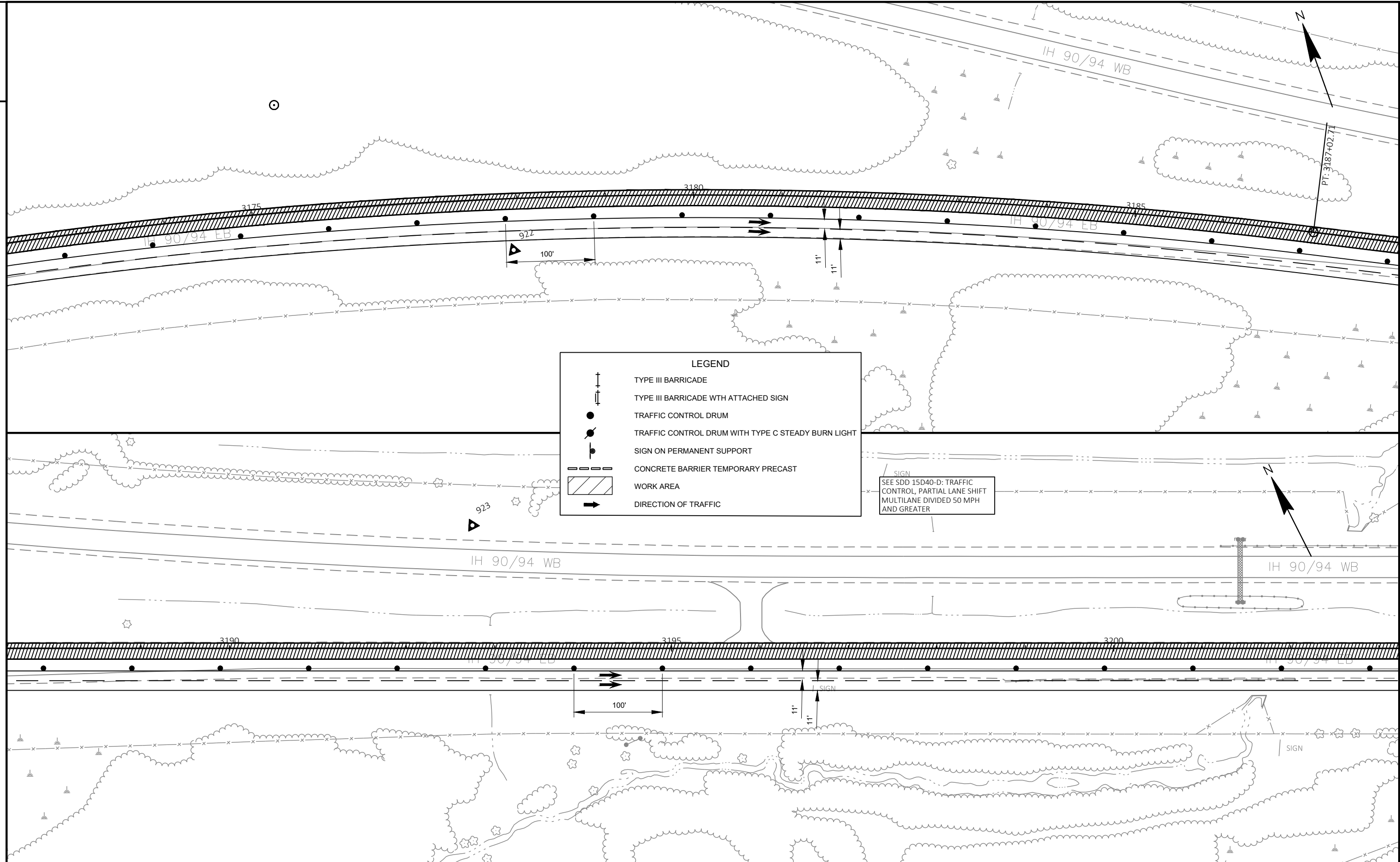
HWY: IH 90

COUNTY: MONROE AND JUNEAU









TRAFFIC CONTROL STAGE 1B

SHEET

E

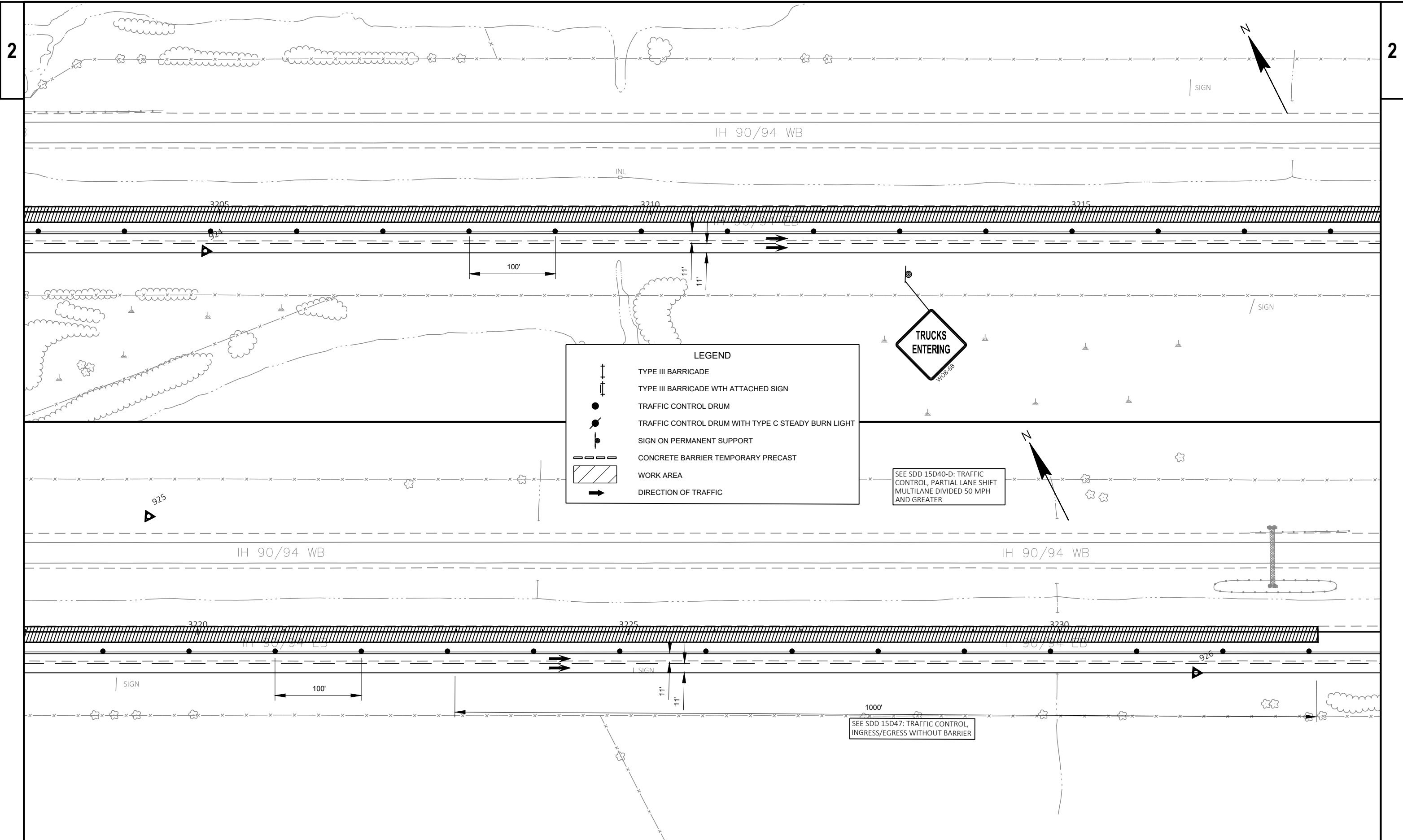


**LEGEND**

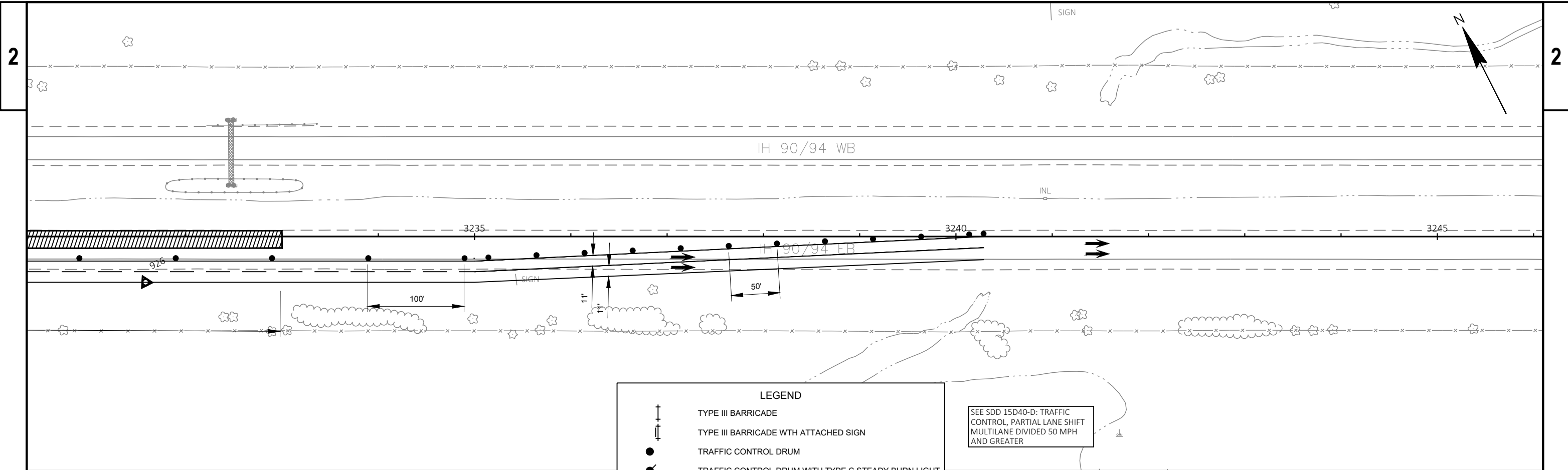
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  SIGN ON PERMANENT SUPPORT
-  CONCRETE BARRIER TEMPORARY PRECAST
-  WORK AREA
-  DIRECTION OF TRAFFIC

SIGN  
SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER





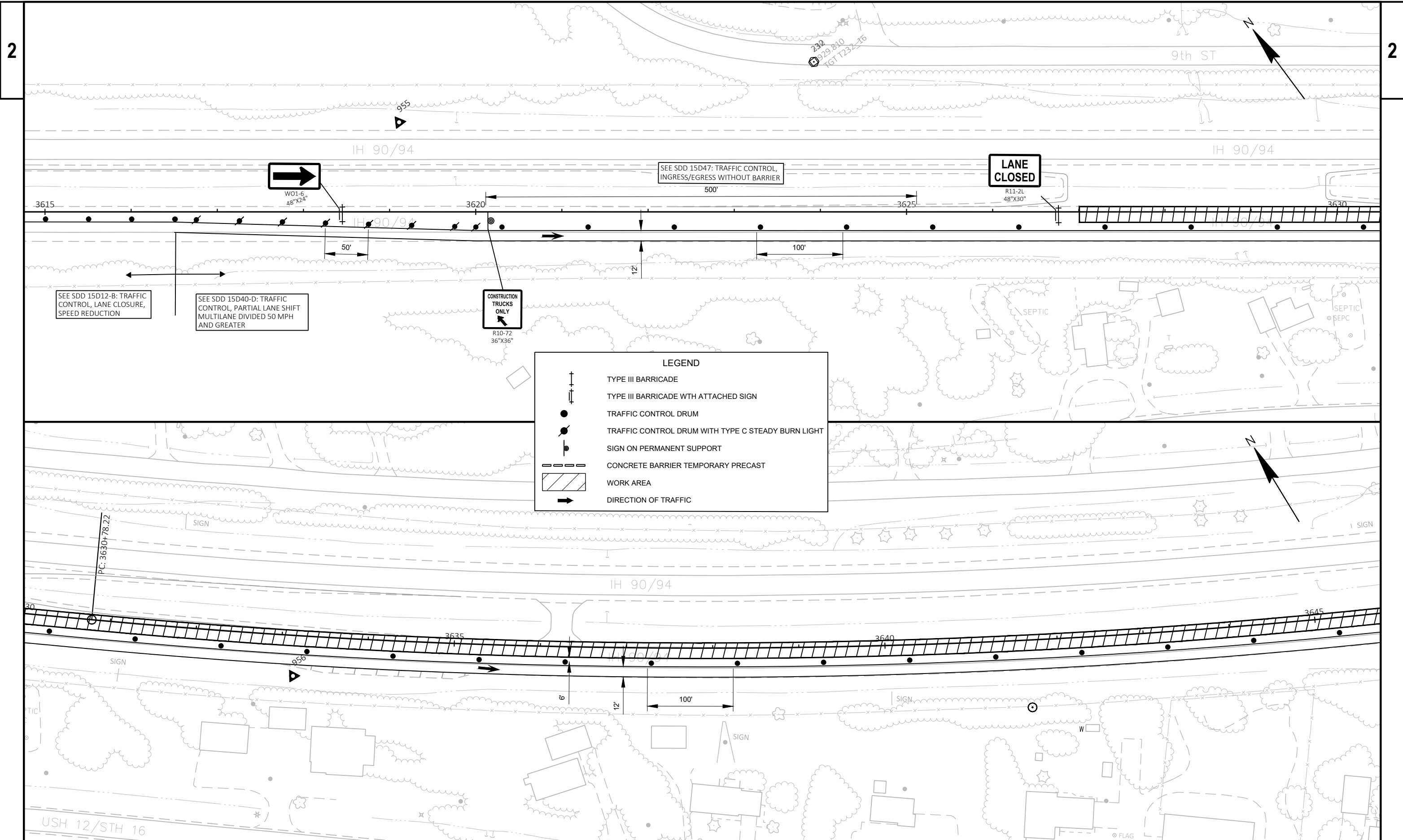
PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL STAGE 1B	SHEET	<b>E</b>
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**LEGEND**

+	TYPE III BARRICADE
+	TYPE III BARRICADE WITH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
- - -	CONCRETE BARRIER TEMPORARY PRECAST
▨	WORK AREA
➔	DIRECTION OF TRAFFIC

SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER



PROJECT NO: 1017-01-73

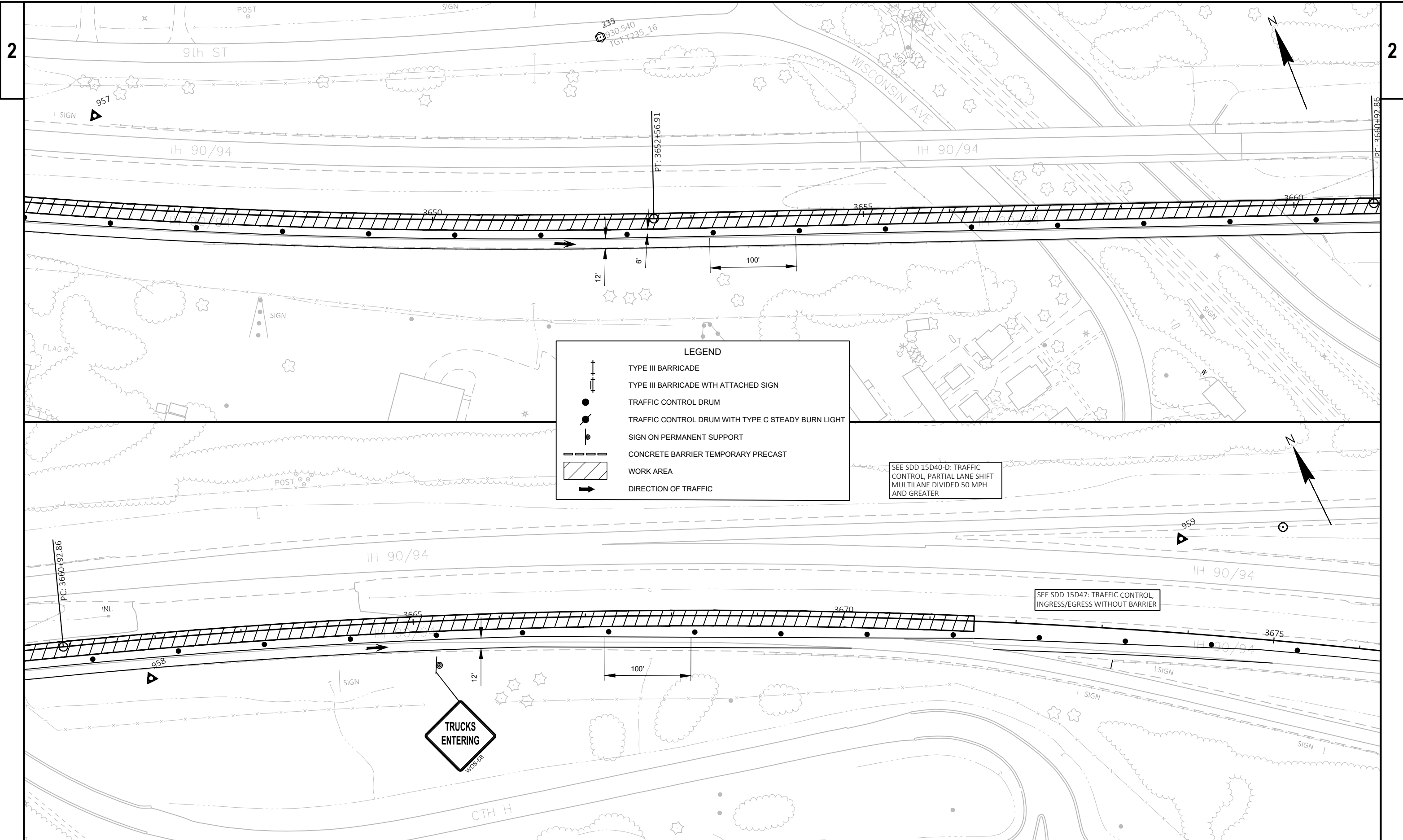
HWY: IH 90

COUNTY: MONROE AND JUNEAU









TRAFFIC CONTROL STAGE 2A

SHEET

E



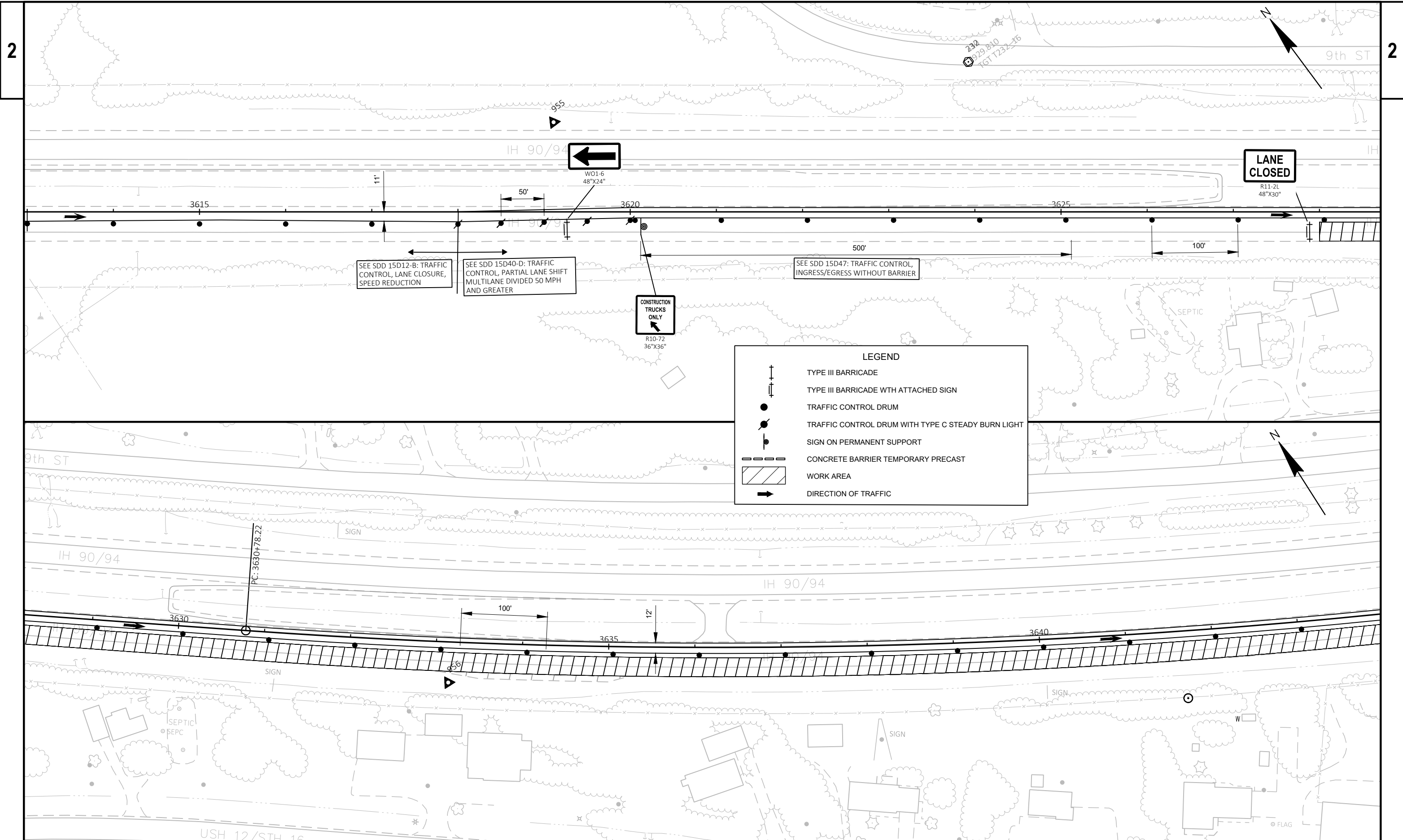
**LEGEND**

-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  SIGN ON PERMANENT SUPPORT
-  CONCRETE BARRIER TEMPORARY PRECAST
-  WORK AREA
-  DIRECTION OF TRAFFIC

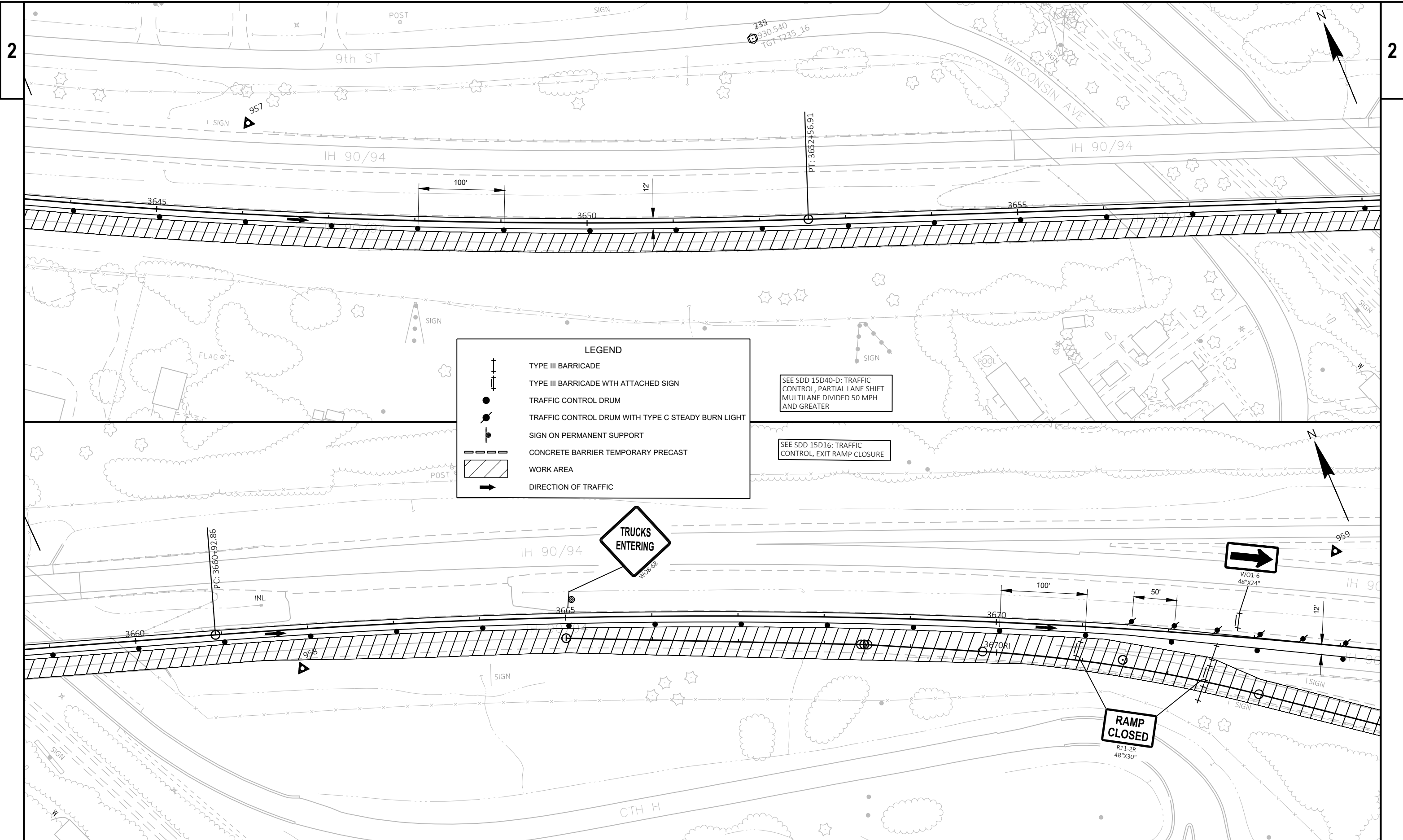
SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

SEE SDD 15D47: TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER

TRUCKS  
ENTERING



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL STAGE 2B
SHEET			<b>E</b>



LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC

SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

SEE SDD 15D16: TRAFFIC CONTROL, EXIT RAMP CLOSURE

PROJECT NO: 1017-01-73

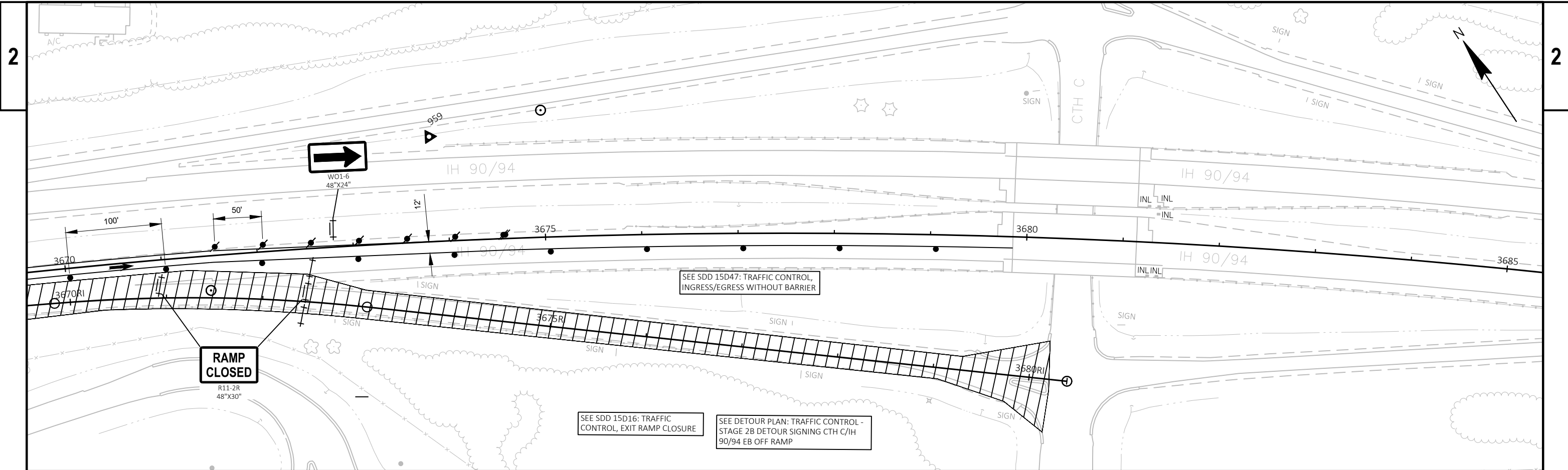
HWY: IH 90

COUNTY: MONROE AND JUNEAU

TRAFFIC CONTROL STAGE 2B

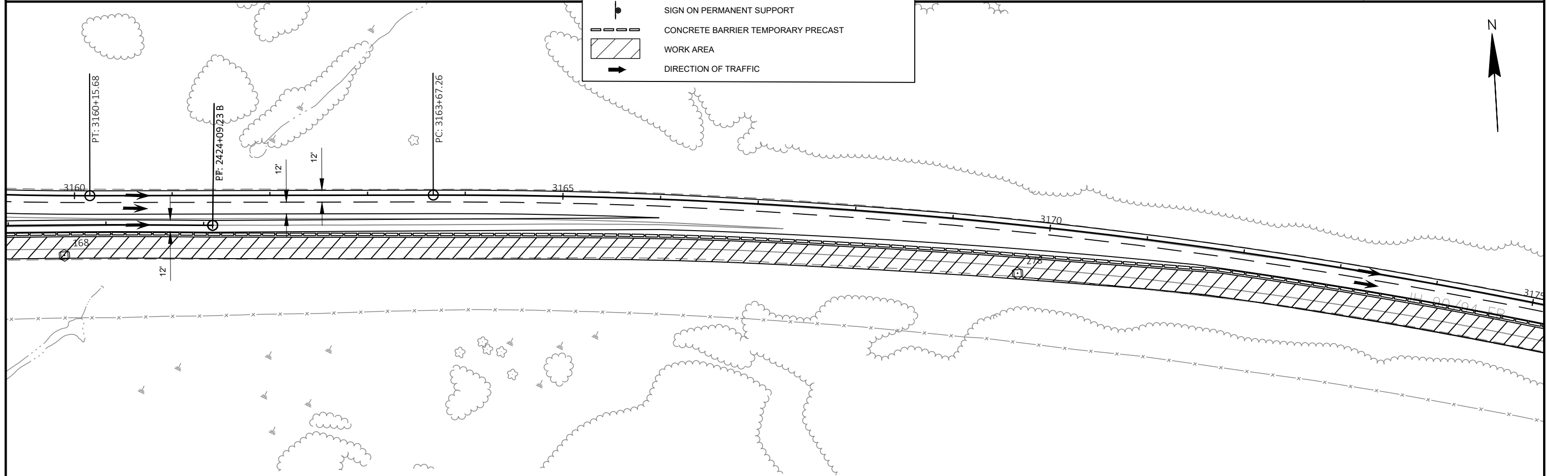
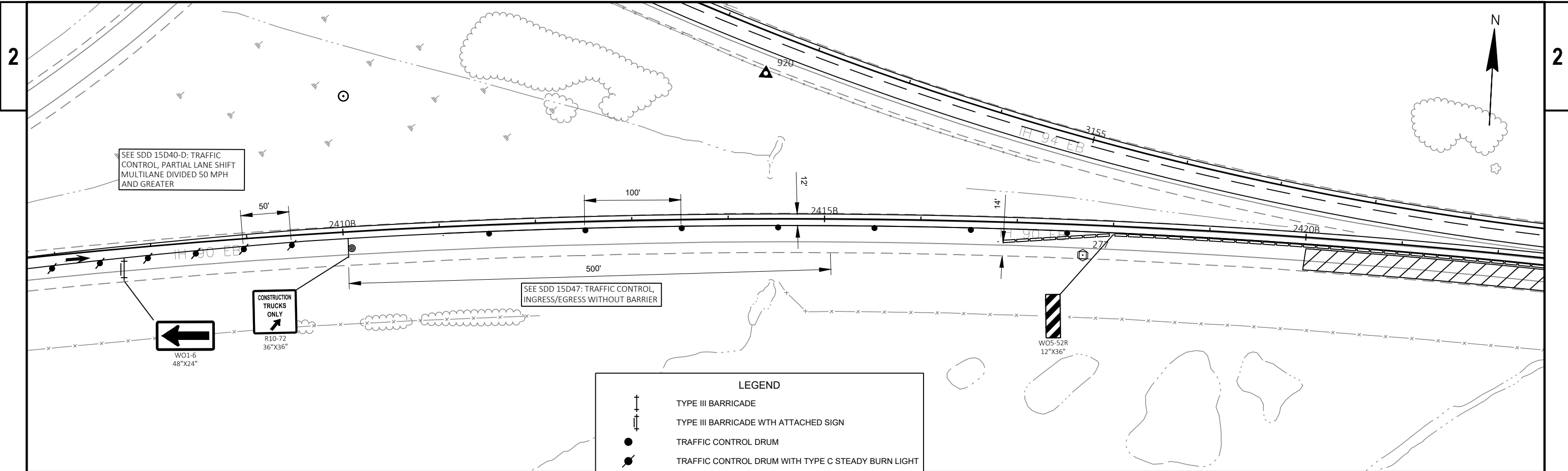
SHEET

E



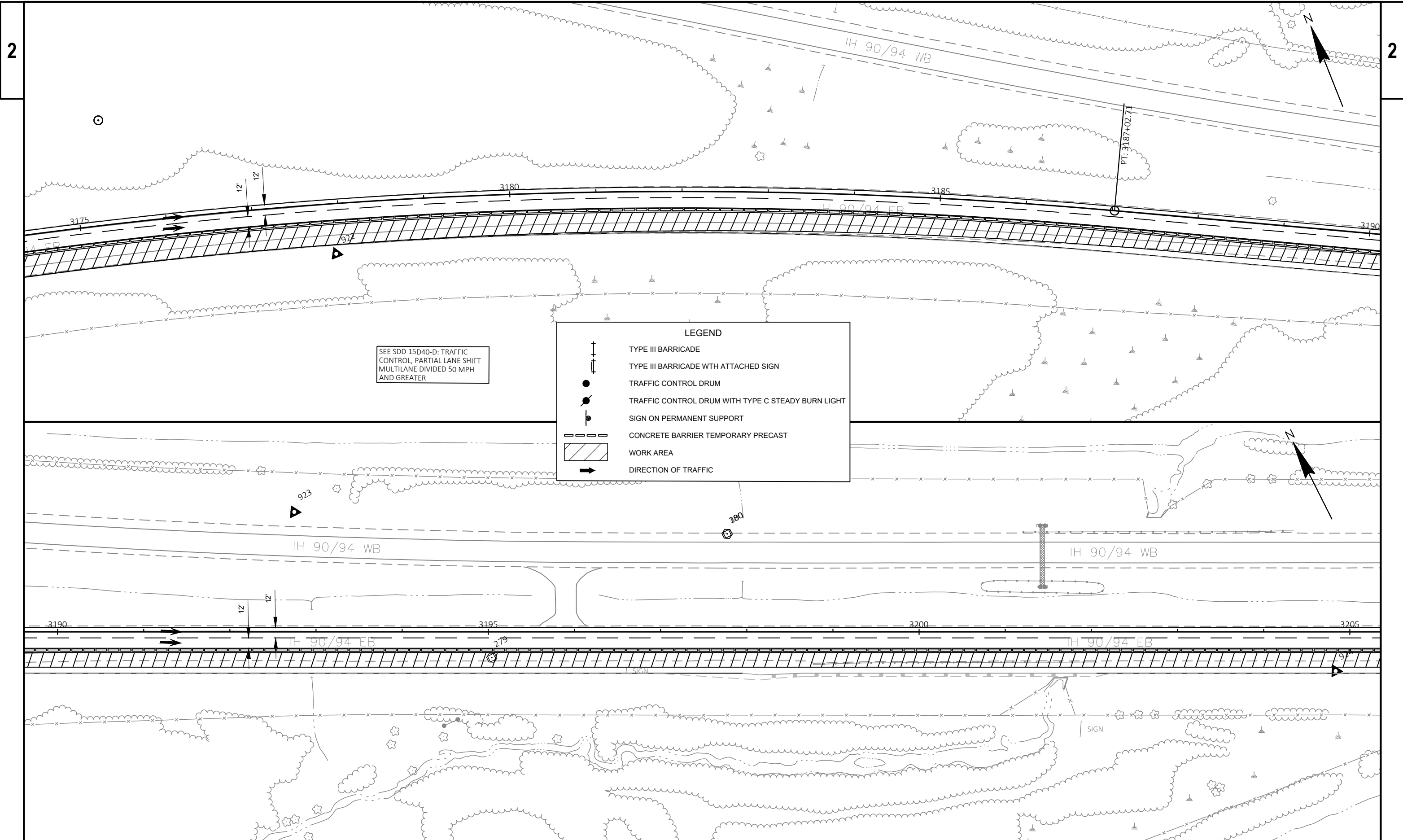
LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC

PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL STAGE 2B	SHEET	<b>E</b>
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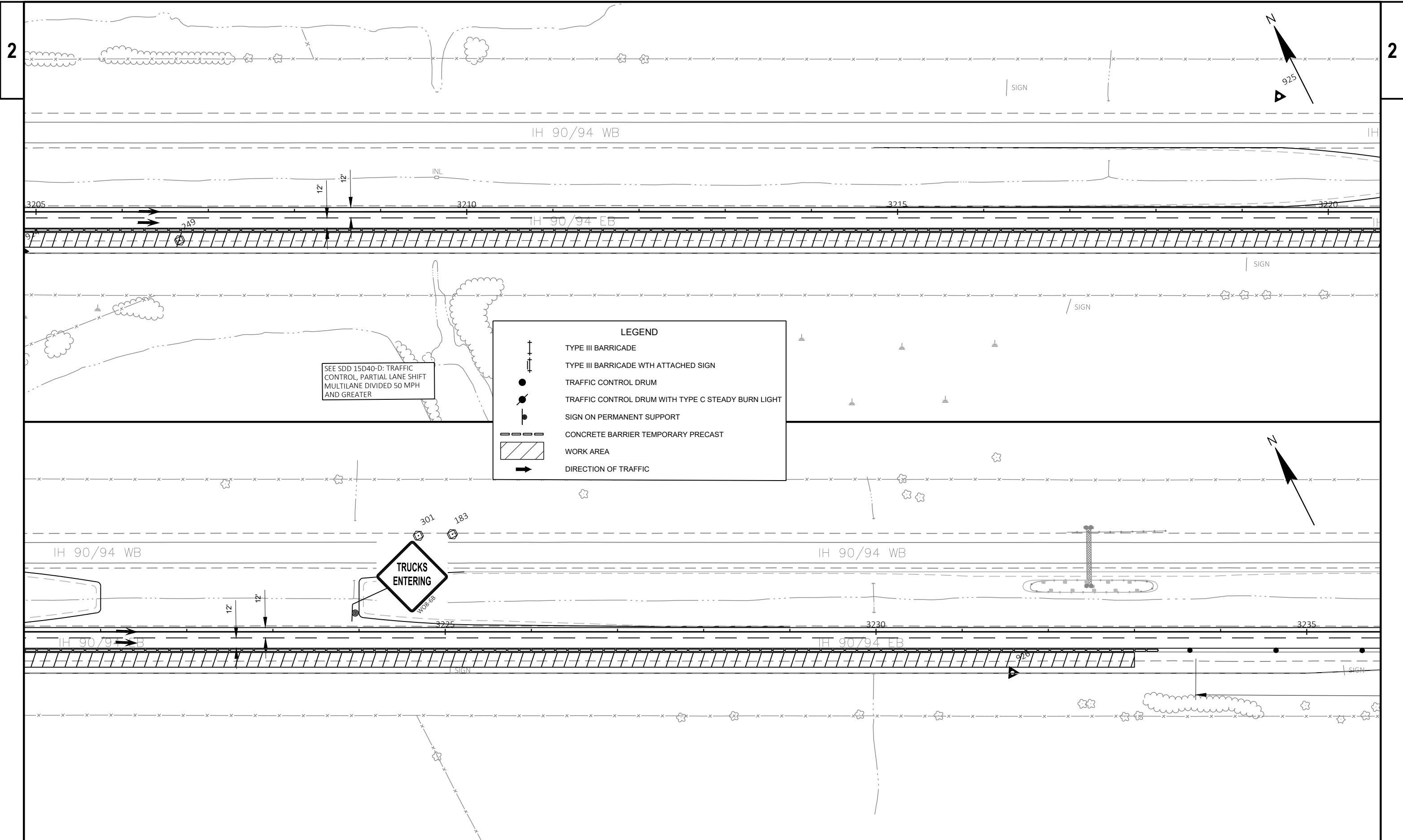


PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE AND JUNEAU      TRAFFIC CONTROL STAGE 2C      SHEET      E





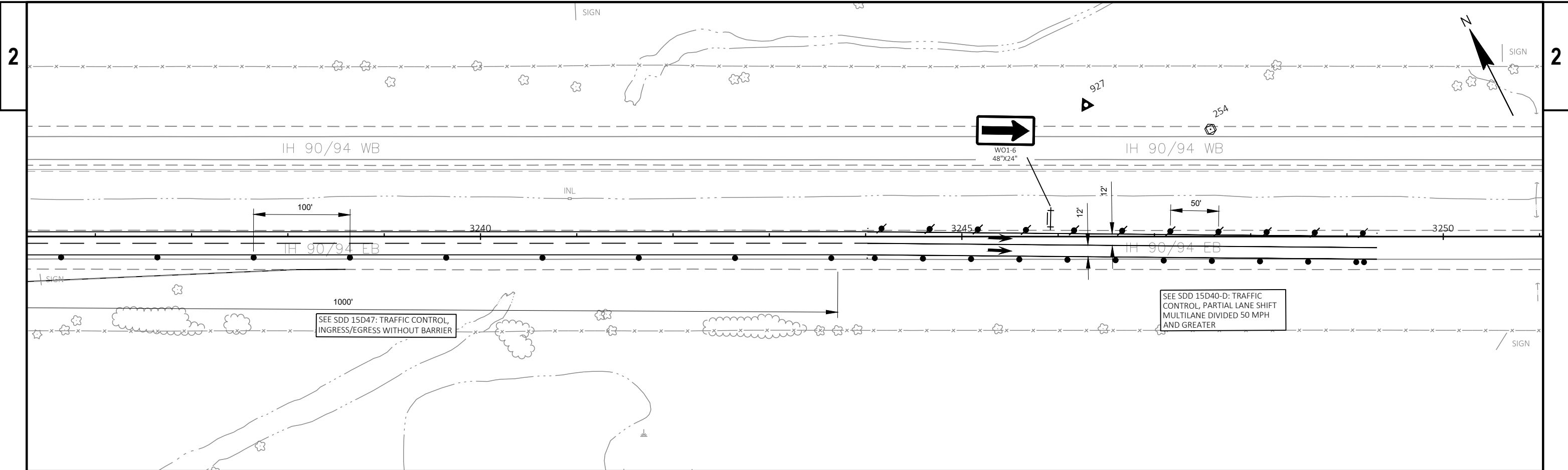
PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE AND JUNEAU      TRAFFIC CONTROL STAGE 2C      SHEET      E



SEE SDD 15D40-D: TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

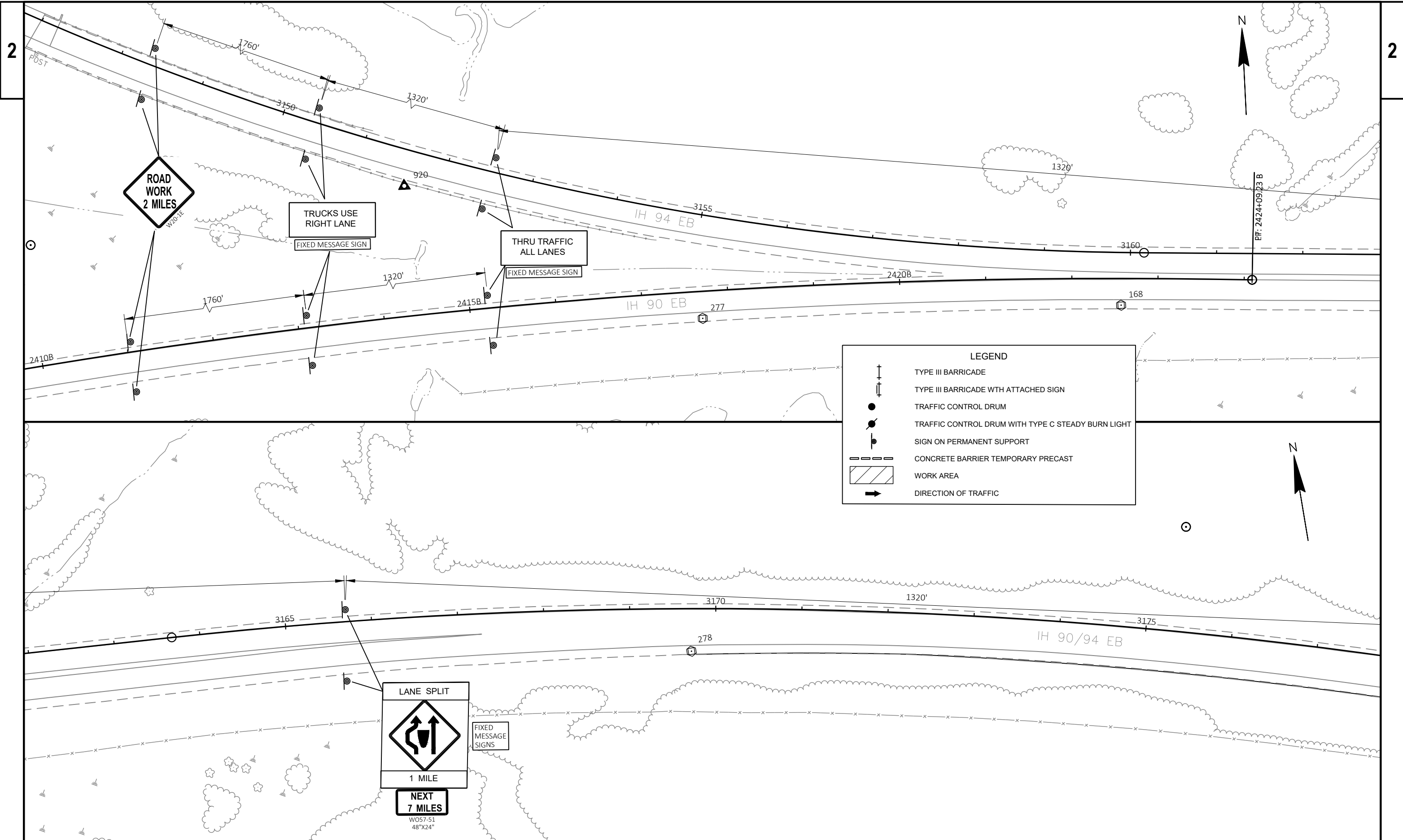
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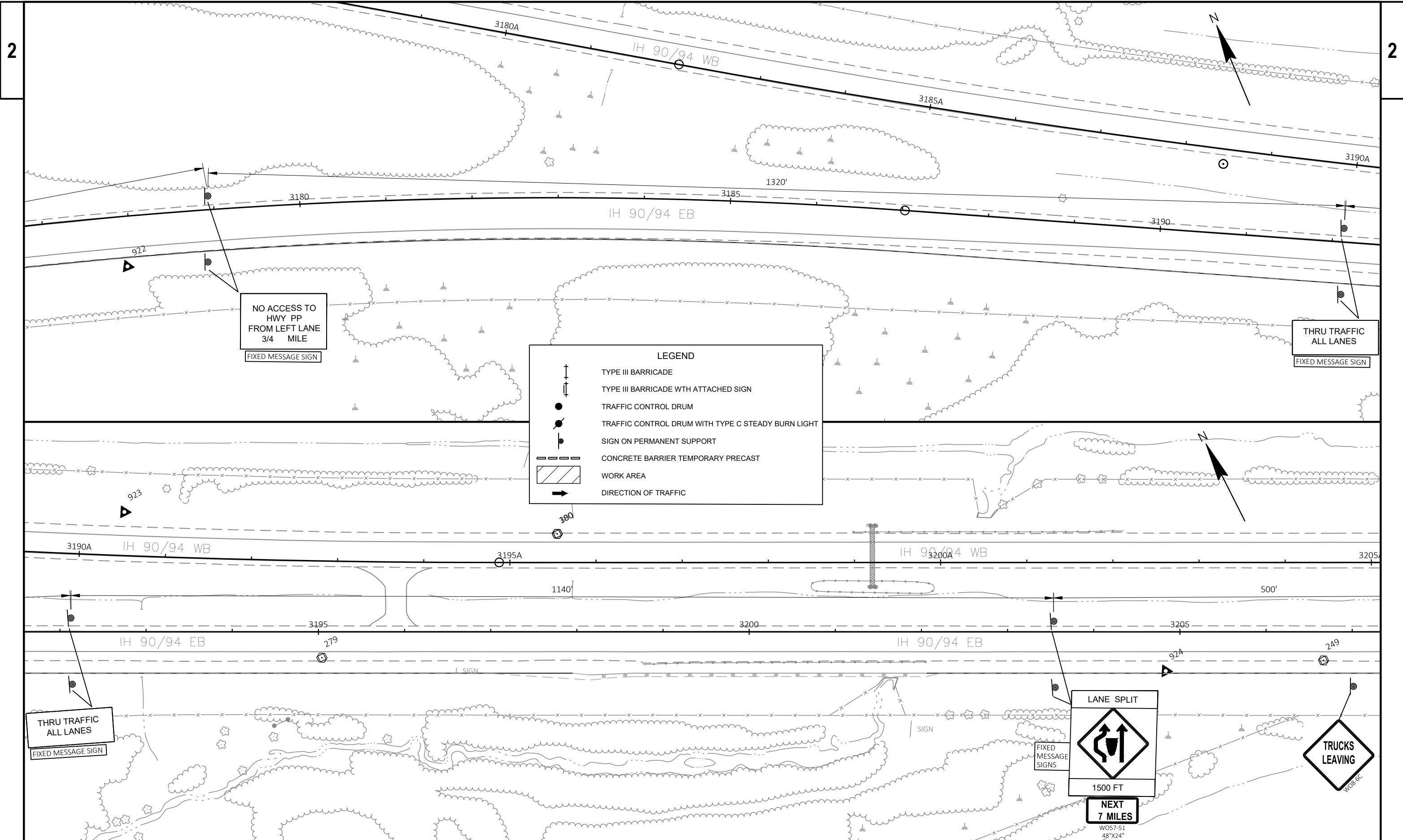
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC



LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC

PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL STAGE 2C	SHEET	<b>E</b>
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NO ACCESS TO  
HWY PP  
FROM LEFT LANE  
3/4 MILE  
FIXED MESSAGE SIGN

THRU TRAFFIC  
ALL LANES  
FIXED MESSAGE SIGN

**LEGEND**

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC

THRU TRAFFIC  
ALL LANES  
FIXED MESSAGE SIGN

FIXED  
MESSAGE  
SIGNS

**LANE SPLIT**

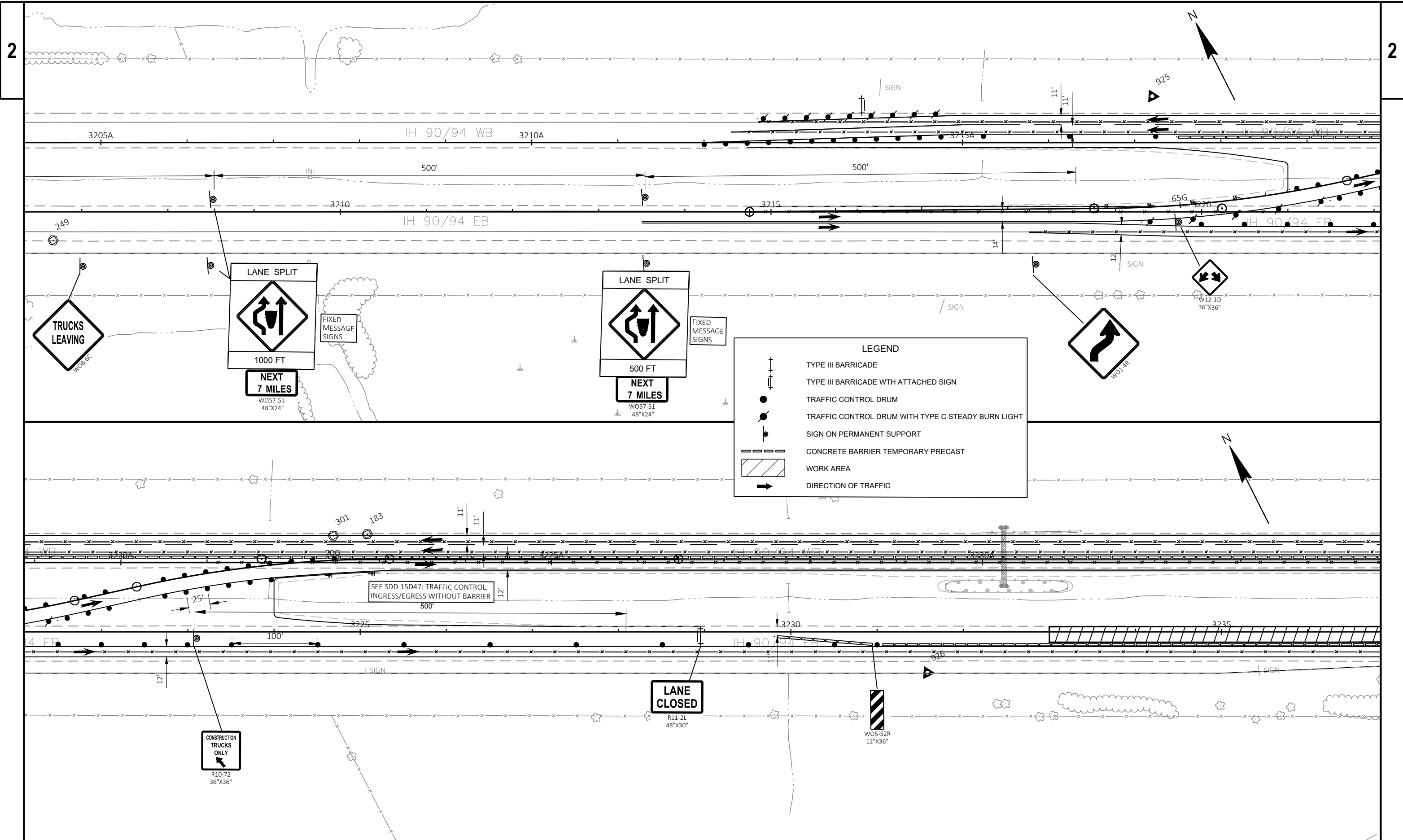
1500 FT

**NEXT  
7 MILES**

W057-51  
48"X24"

**TRUCKS  
LEAVING**

W08-5C



PROJECT NO: 1017-01-73

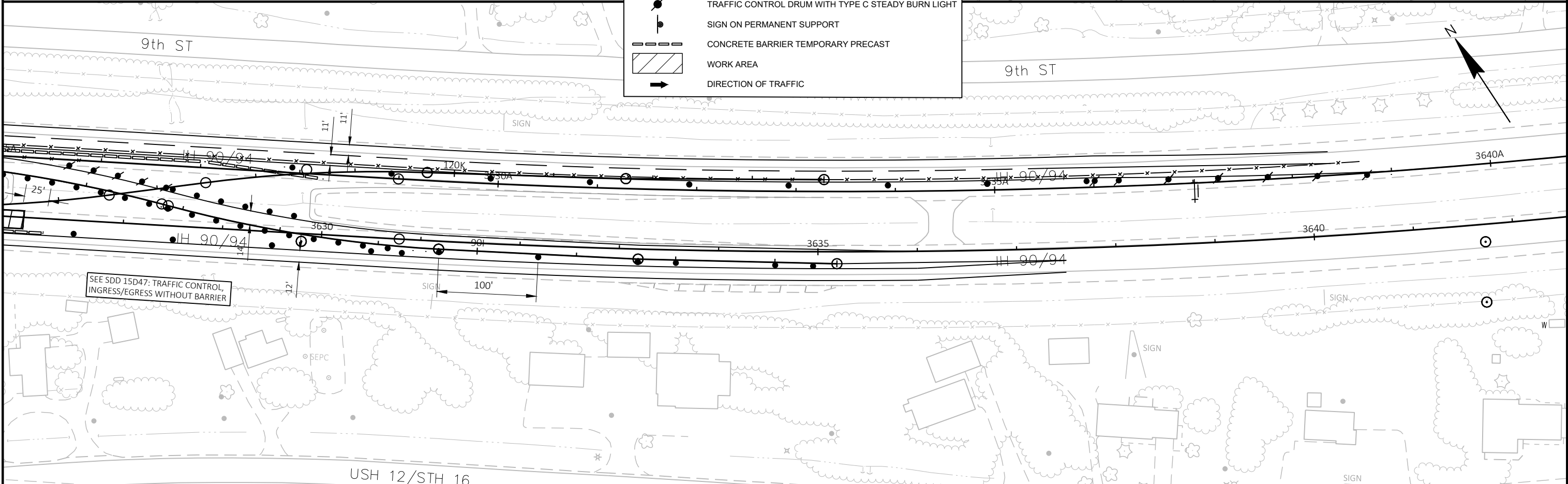
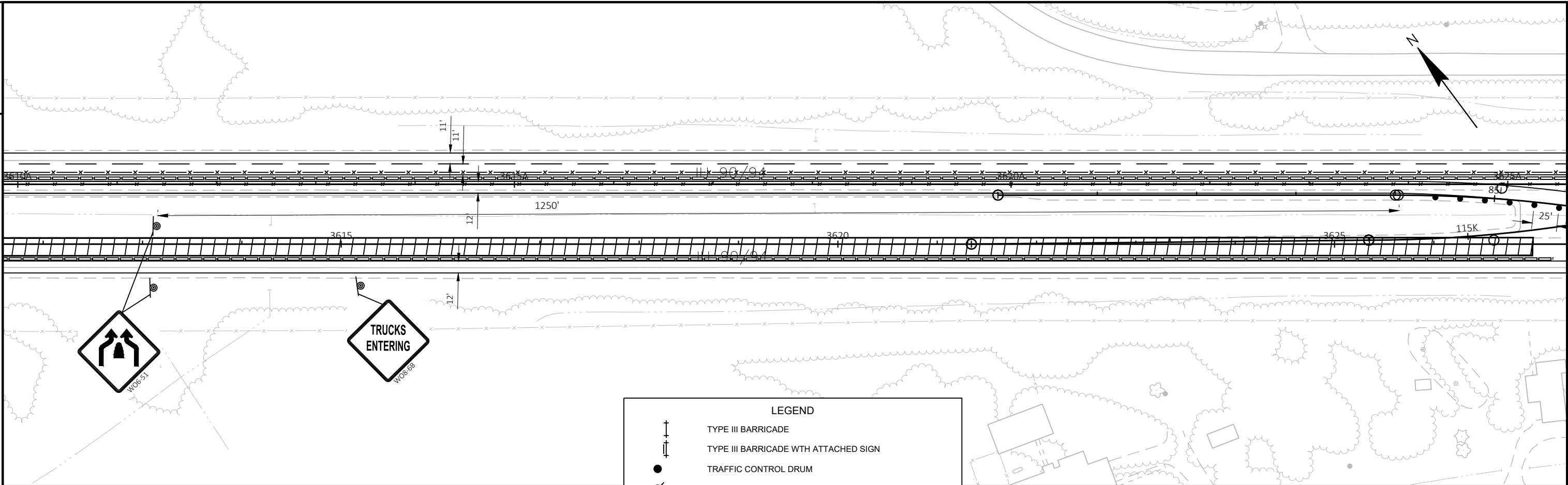
HWY: IH 90

COUNTY: MONROE

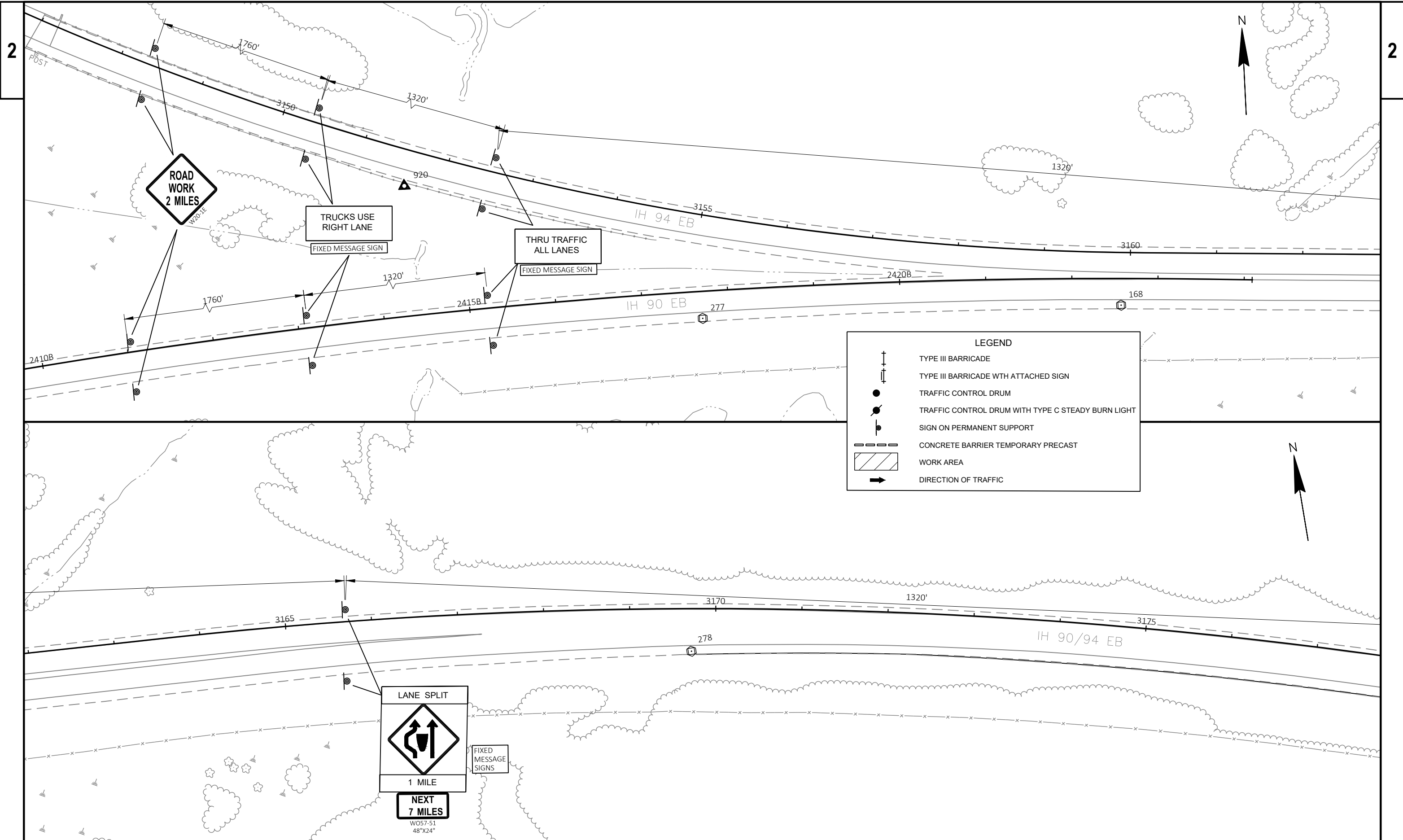
TRAFFIC CONTROL STAGE 3A

SHEET

E



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL STAGE 3A	SHEET	E
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PROJECT NO: 1017-01-73

HWY: IH 90

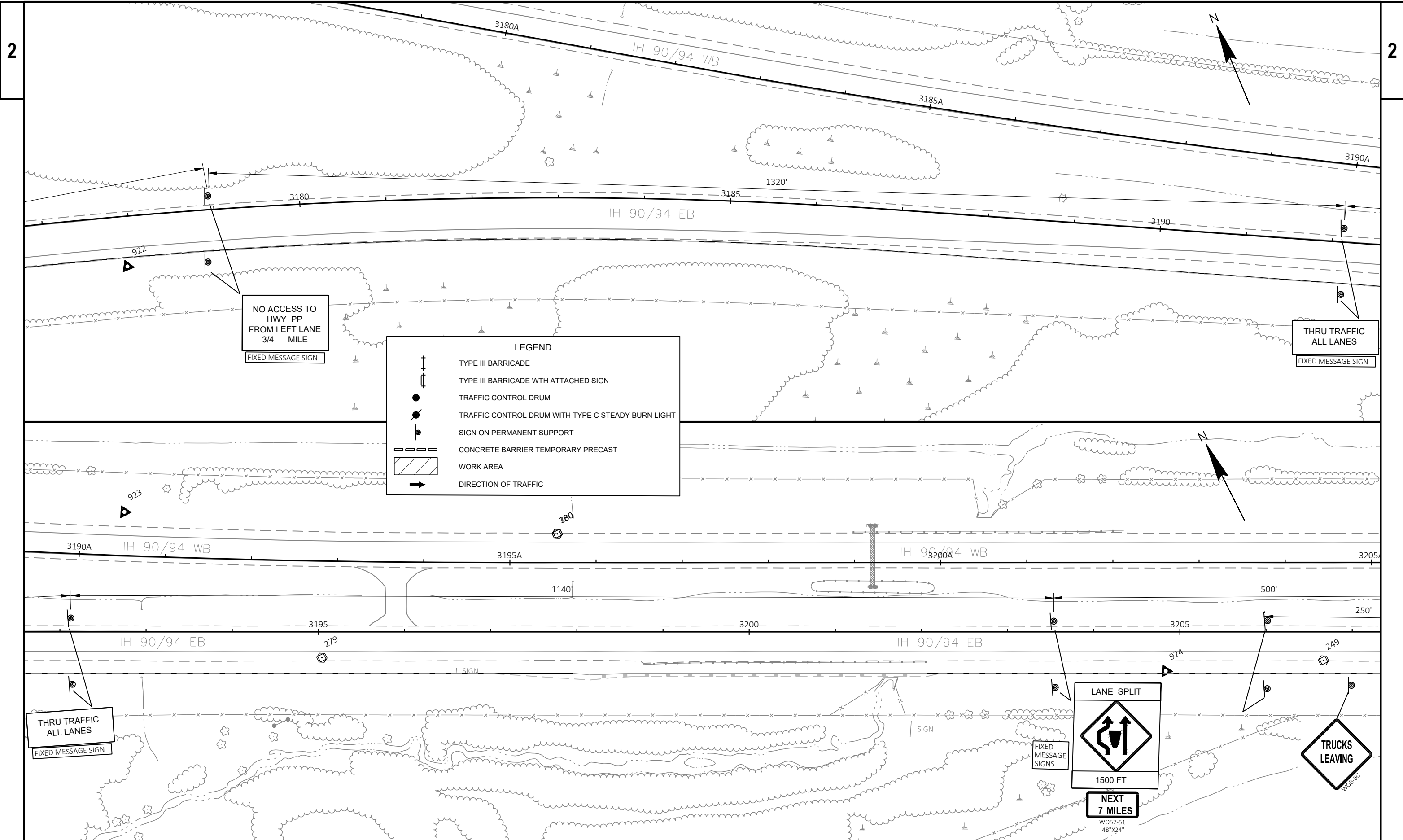
COUNTY: MONROE

TRAFFIC CONTROL STAGE 3B

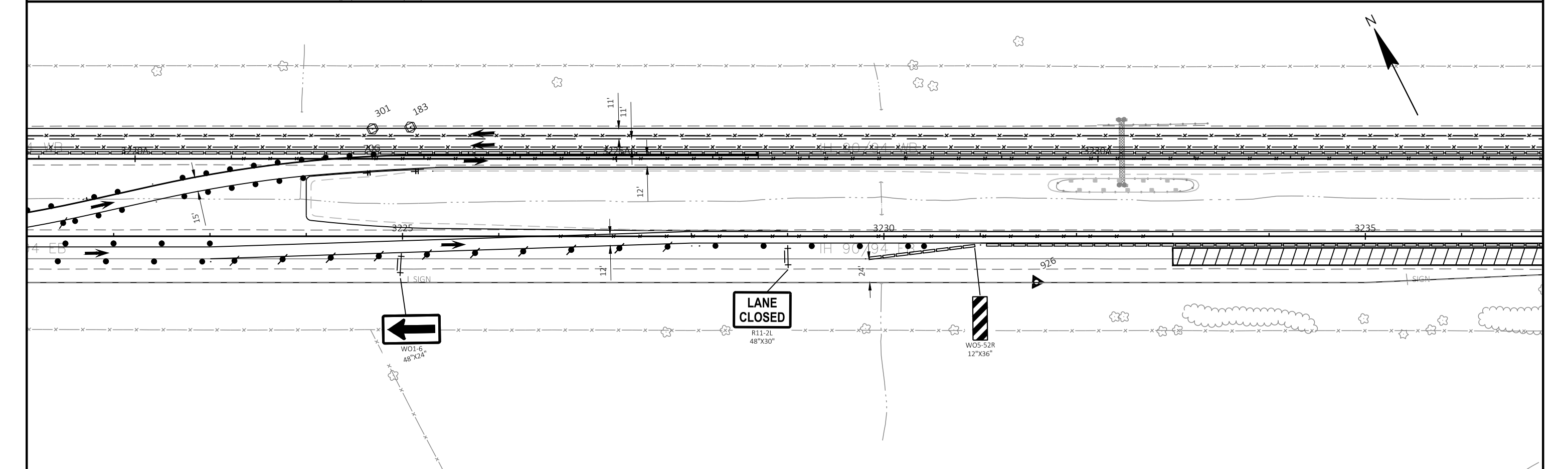
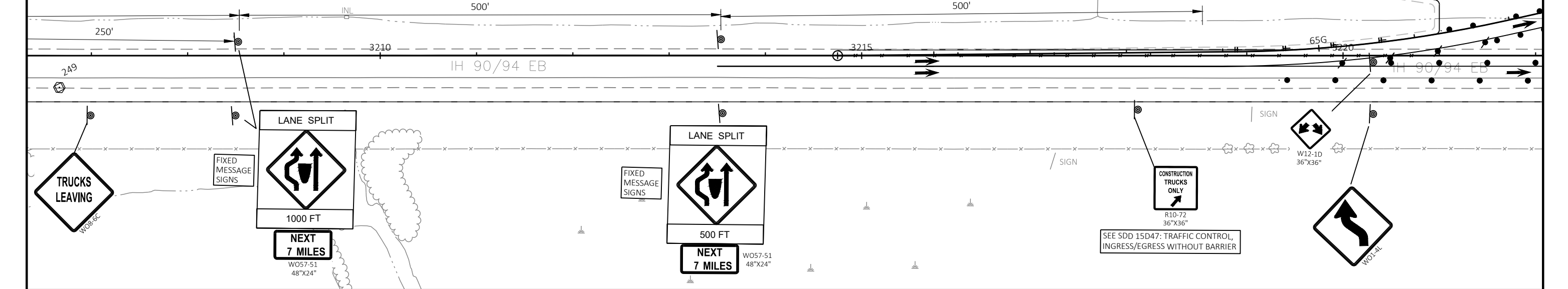
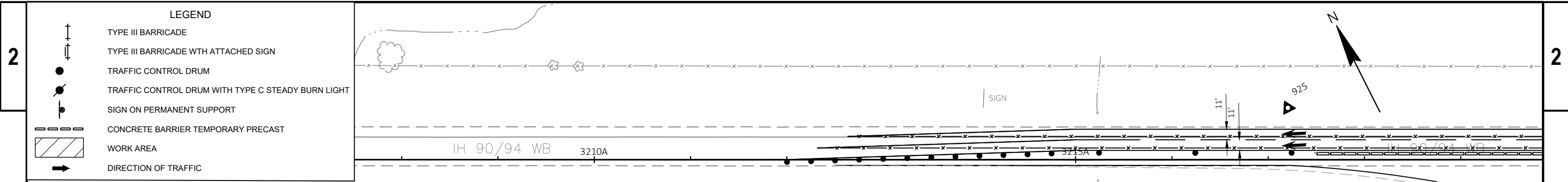
SHEET

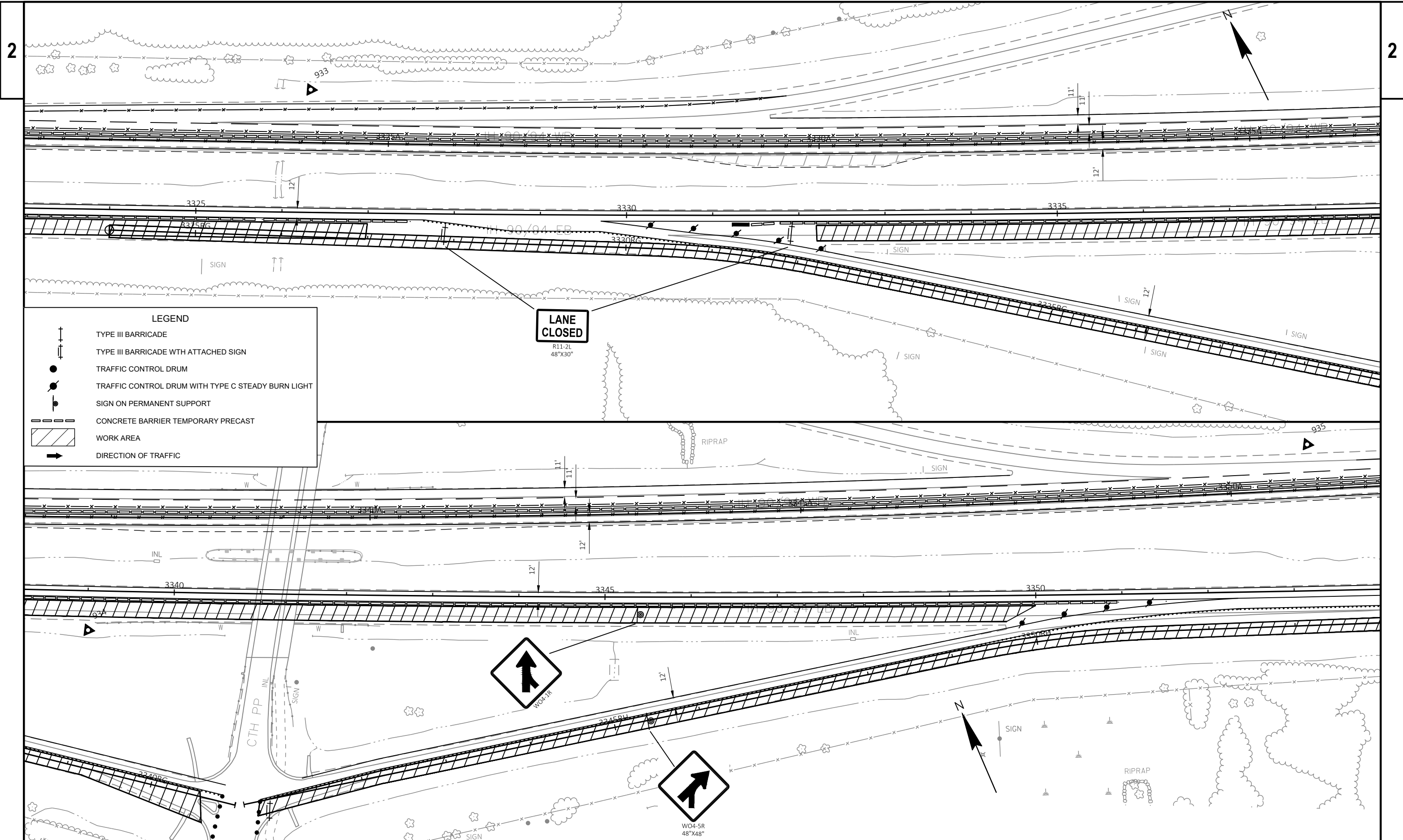
E





PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	TRAFFIC CONTROL STAGE 3B	SHEET	<b>E</b>
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL STAGE 3B	SHEET	<b>E</b>
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FILE NAME : N:\PDS\VC3D\10170103\SHEETSP\1017-01-73 RESURF\025107\_TC.DWG  
LAYOUT NAME - 04

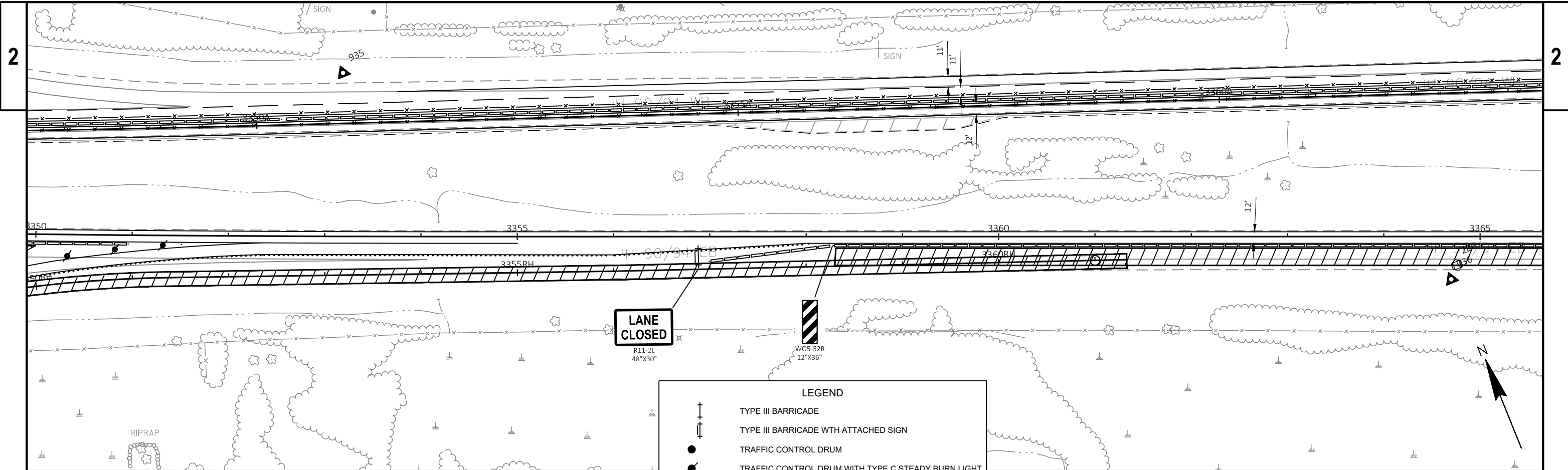
PLOT DATE : 8/16/2023 10:35 AM

PLOT BY : MECUM, BRANDYN W

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

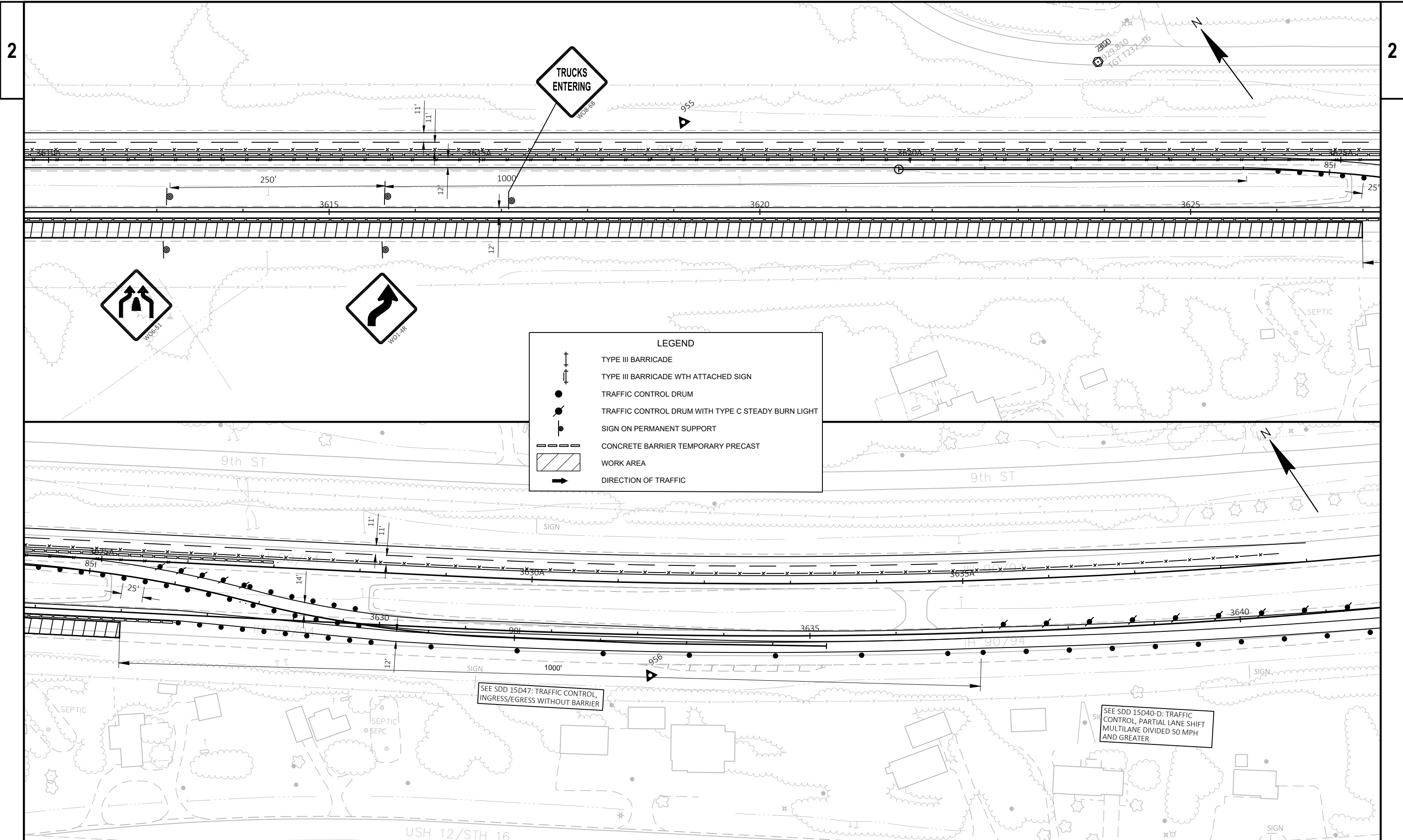
WISDOT/CADD SHEET 44



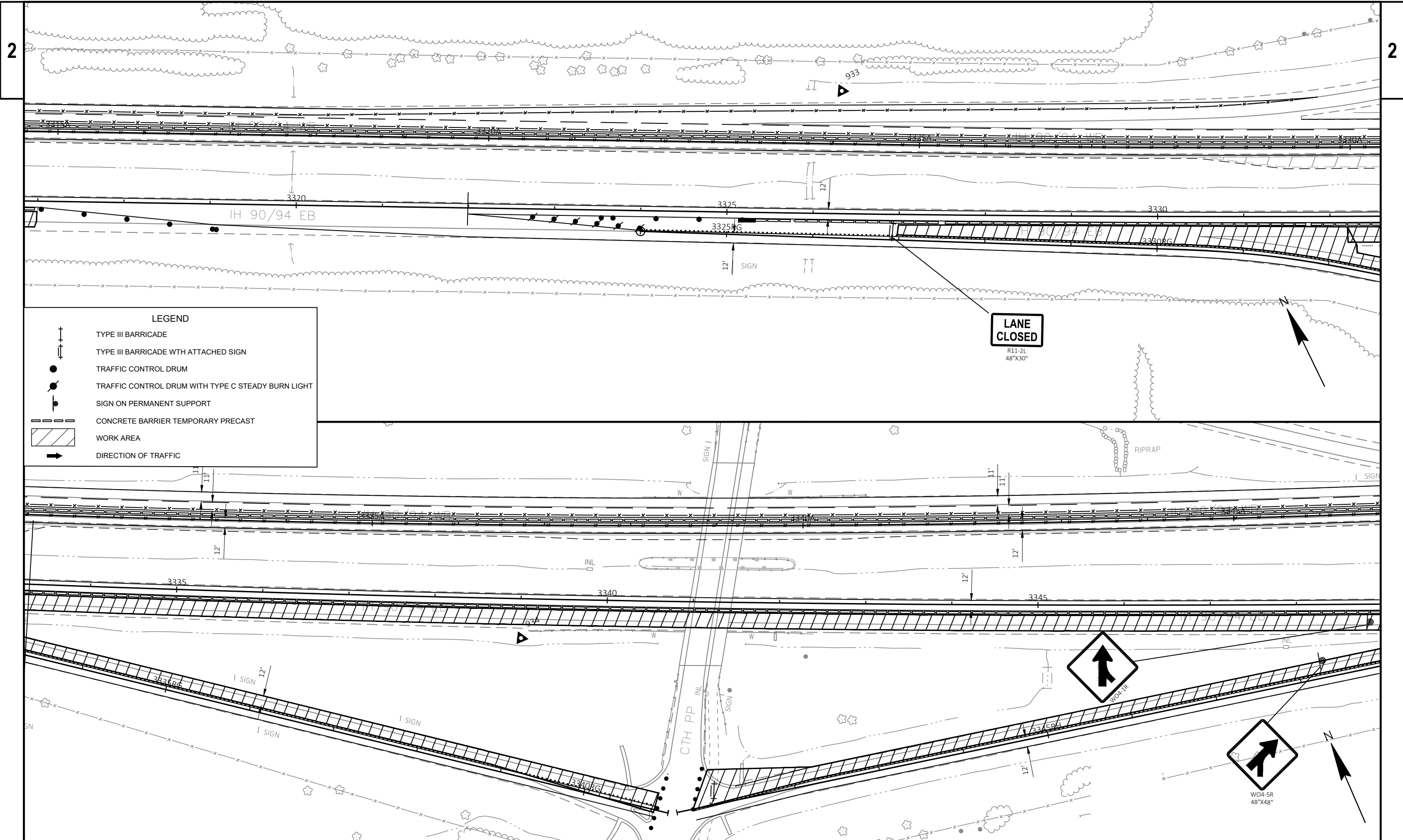
**LANE  
CLOSED**  
R11-2L  
48"X30"

W05-52R  
12"X36"

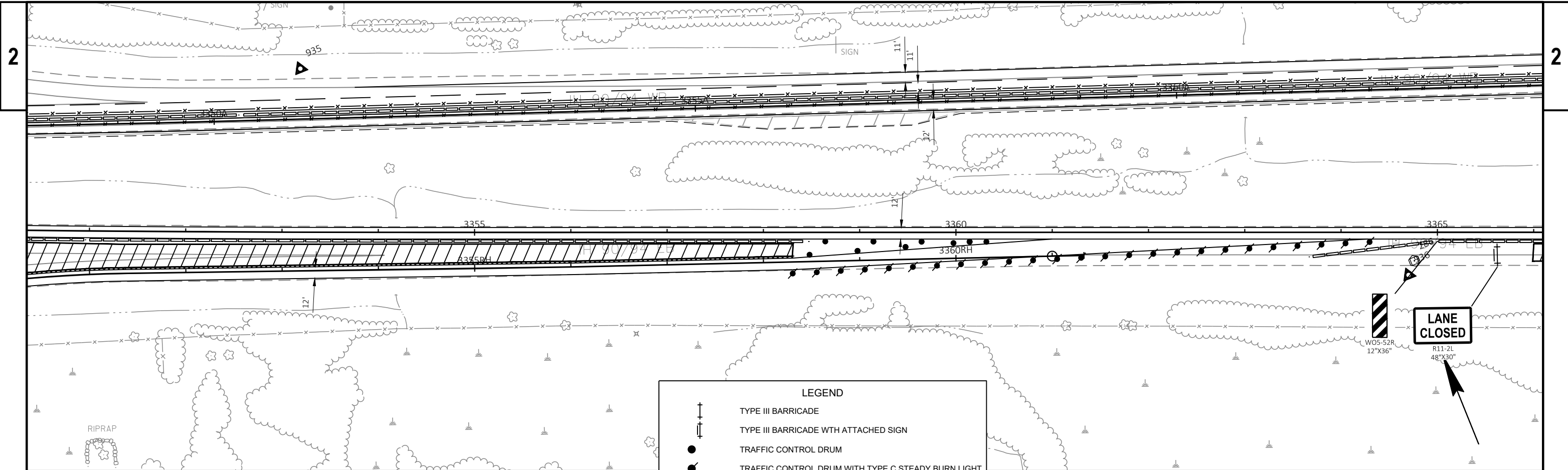
LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC



PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE AND JUNEAU      TRAFFIC CONTROL STAGE 3B      SHEET      E



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	TRAFFIC CONTROL STAGE 3B	SHEET	<b>E</b>
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LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC

PROJECT NO: 1017-01-73

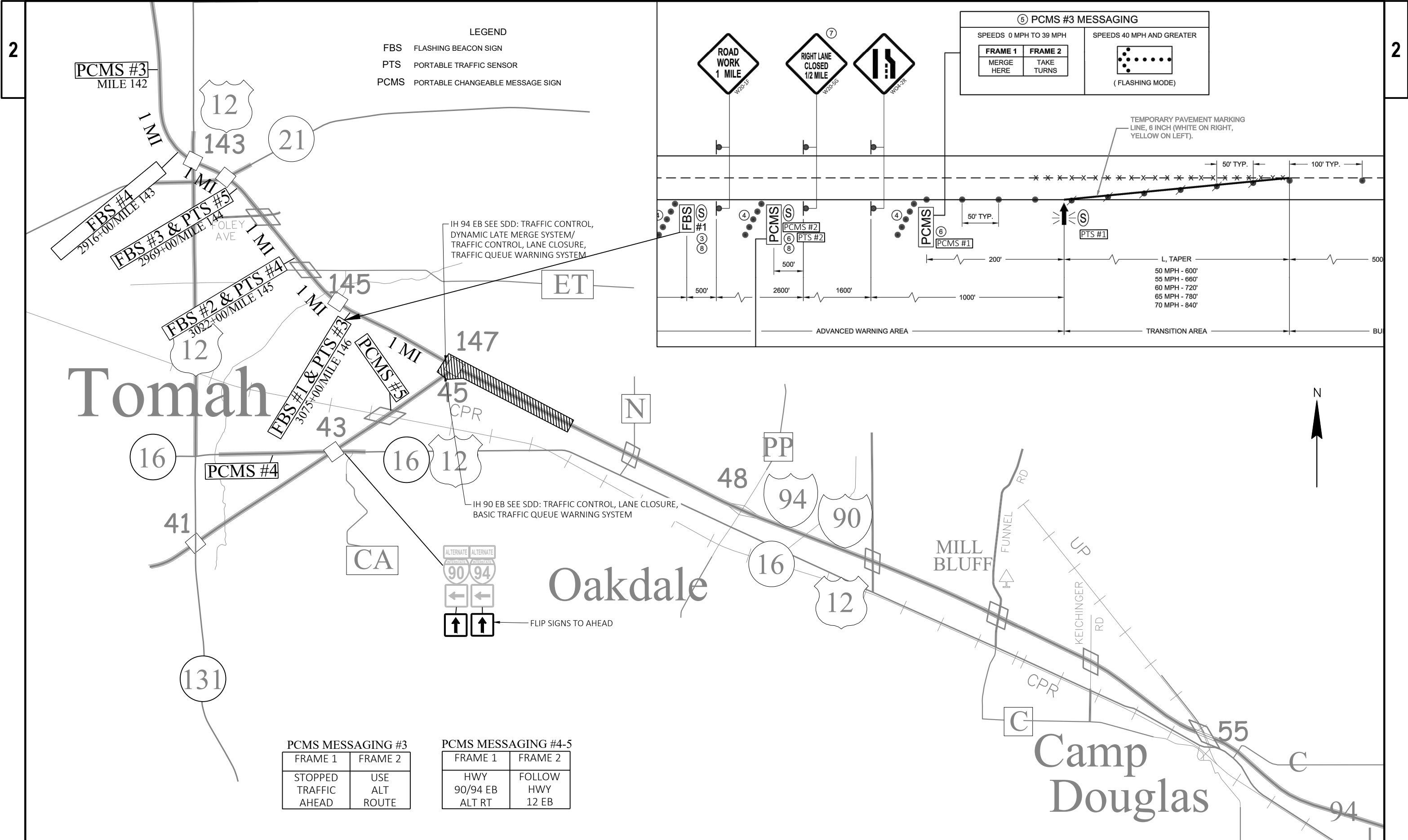
HWY: IH 90

COUNTY: MONROE AND JUNEAU

TRAFFIC CONTROL STAGE 3B

SHEET

E



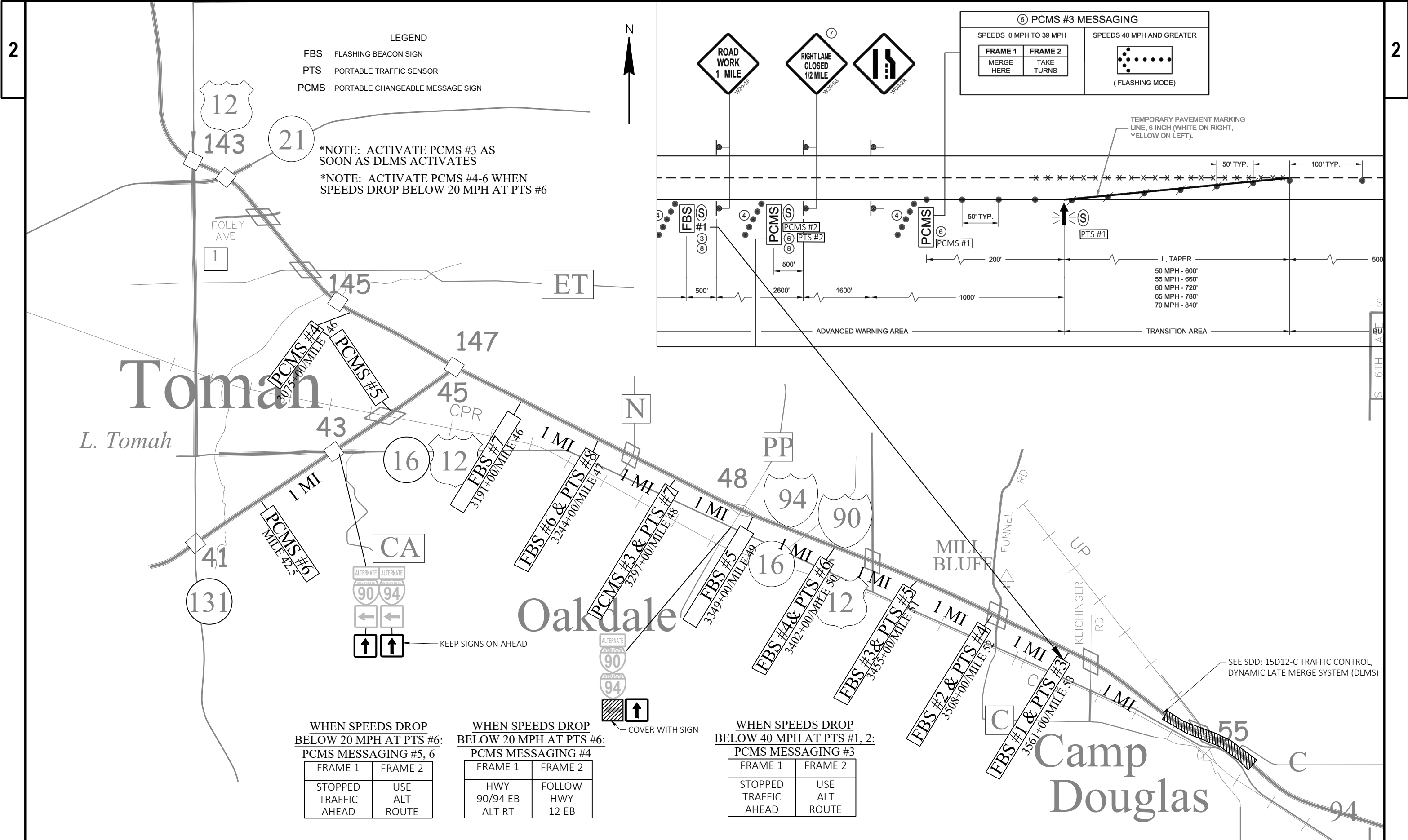
**PCMS MESSAGING #3**

FRAME 1	FRAME 2
STOPPED TRAFFIC AHEAD	USE ALT ROUTE

**PCMS MESSAGING #4-5**

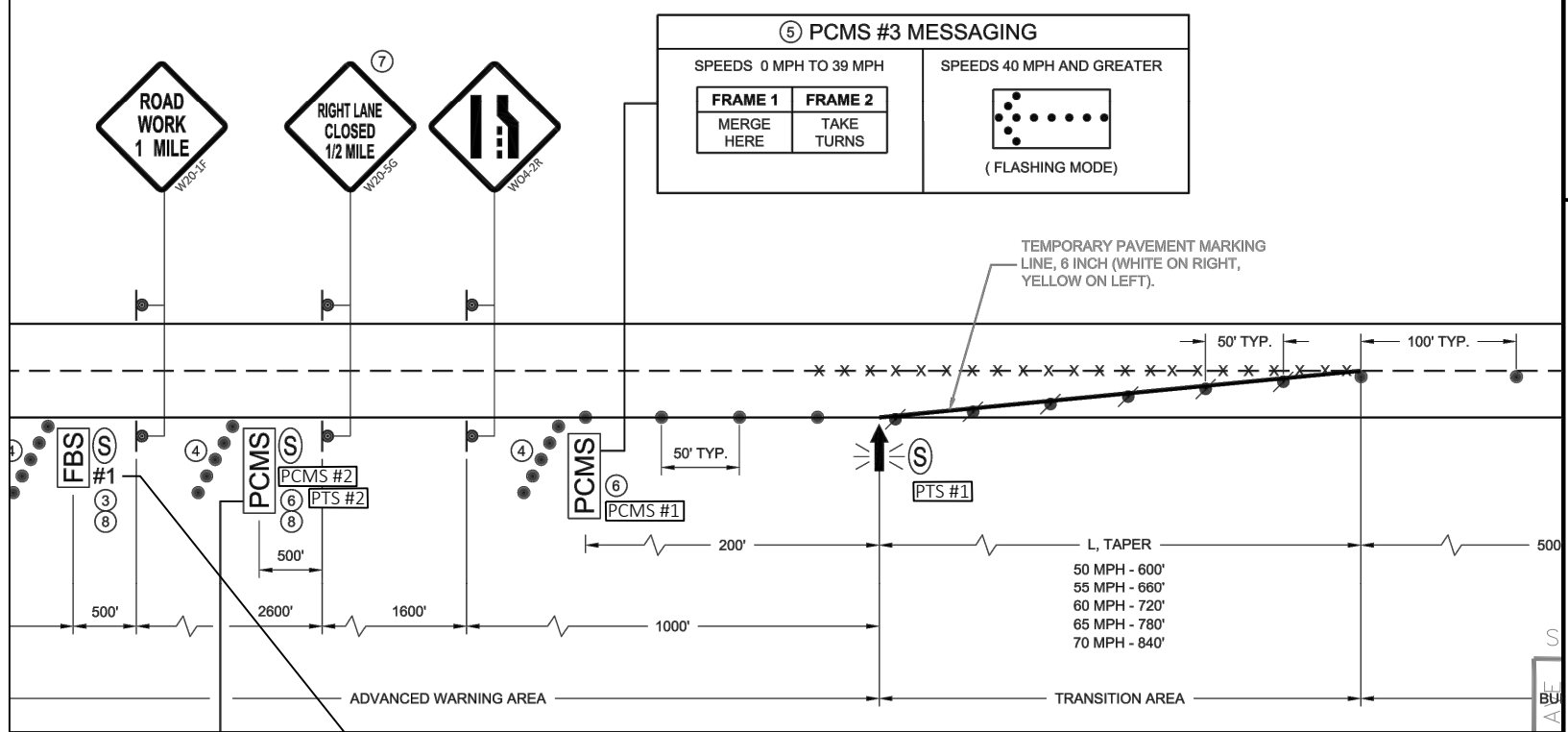
FRAME 1	FRAME 2
HWY 90/94 EB ALT RT	FOLLOW HWY 12 EB





**LEGEND**  
 FBS FLASHING BEACON SIGN  
 PTS PORTABLE TRAFFIC SENSOR  
 PCMS PORTABLE CHANGEABLE MESSAGE SIGN

\*NOTE: ACTIVATE PCMS #3 AS SOON AS DLMS ACTIVATES  
 \*NOTE: ACTIVATE PCMS #4-6 WHEN SPEEDS DROP BELOW 20 MPH AT PTS #6



**WHEN SPEEDS DROP BELOW 20 MPH AT PTS #6:**  
 PCMS MESSAGING #5, 6

FRAME 1	FRAME 2
STOPPED TRAFFIC AHEAD	USE ALT ROUTE





**WHEN SPEEDS DROP BELOW 20 MPH AT PTS #6:**  
 PCMS MESSAGING #4

FRAME 1	FRAME 2
HWY 90/94 ALT RT	FOLLOW HWY 12 EB

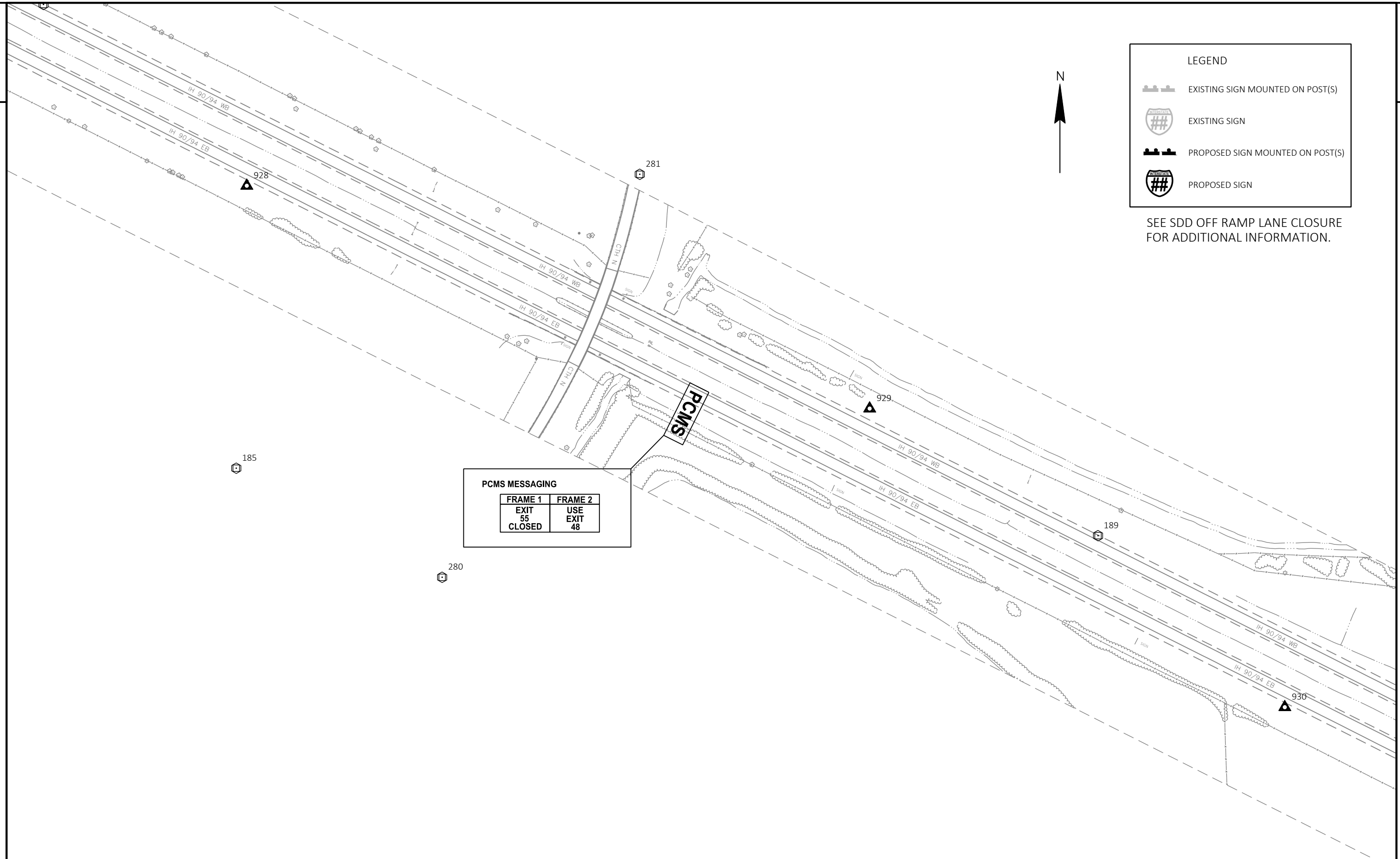
**WHEN SPEEDS DROP BELOW 40 MPH AT PTS #1, 2:**  
 PCMS MESSAGING #3

FRAME 1	FRAME 2
STOPPED TRAFFIC AHEAD	USE ALT ROUTE

**LEGEND**

-  EXISTING SIGN MOUNTED ON POST(S)
-  EXISTING SIGN
-  PROPOSED SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN

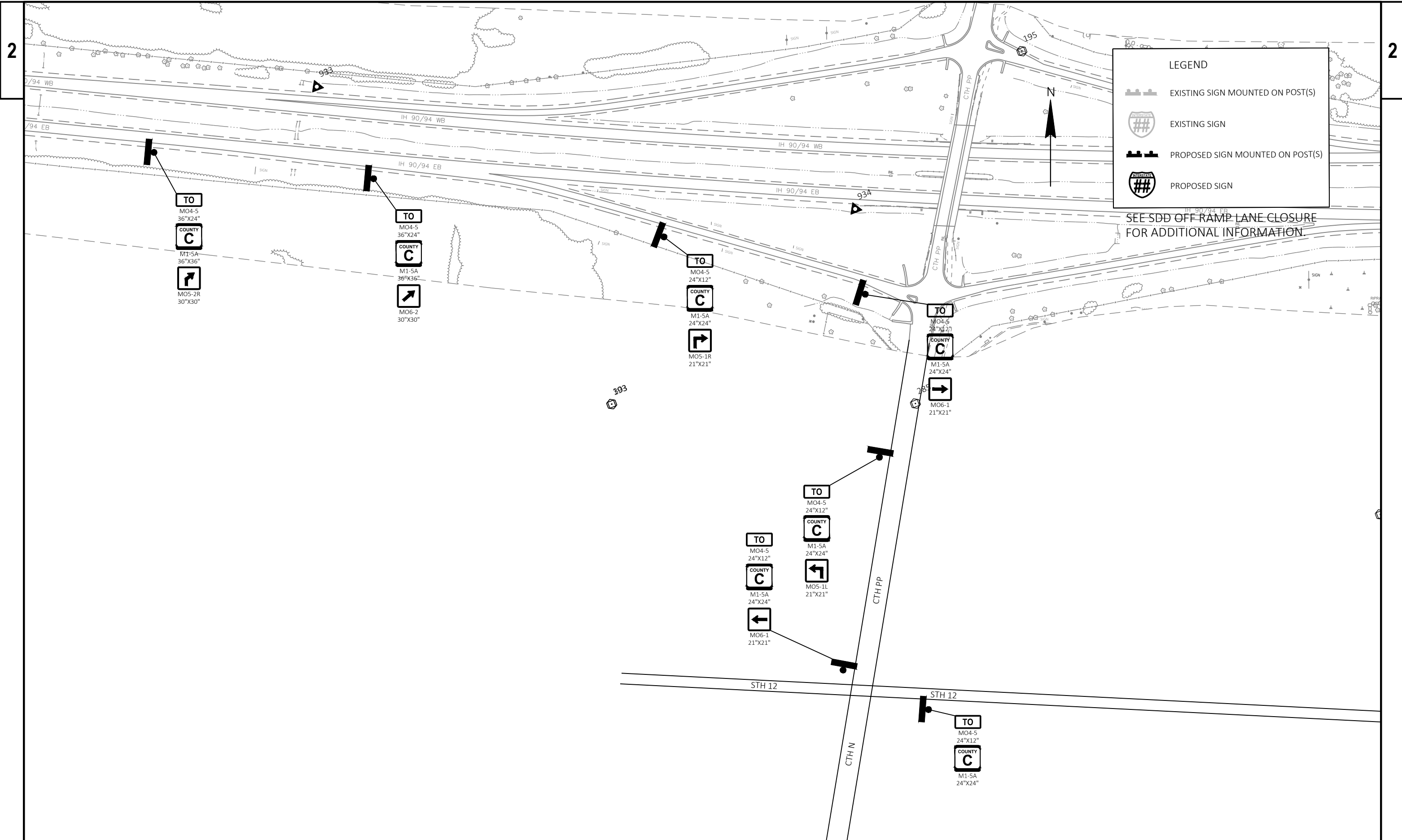
SEE SDD OFF RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.



**PCMS MESSAGING**

FRAME 1	FRAME 2
EXIT 55 CLOSED	USE EXIT 48

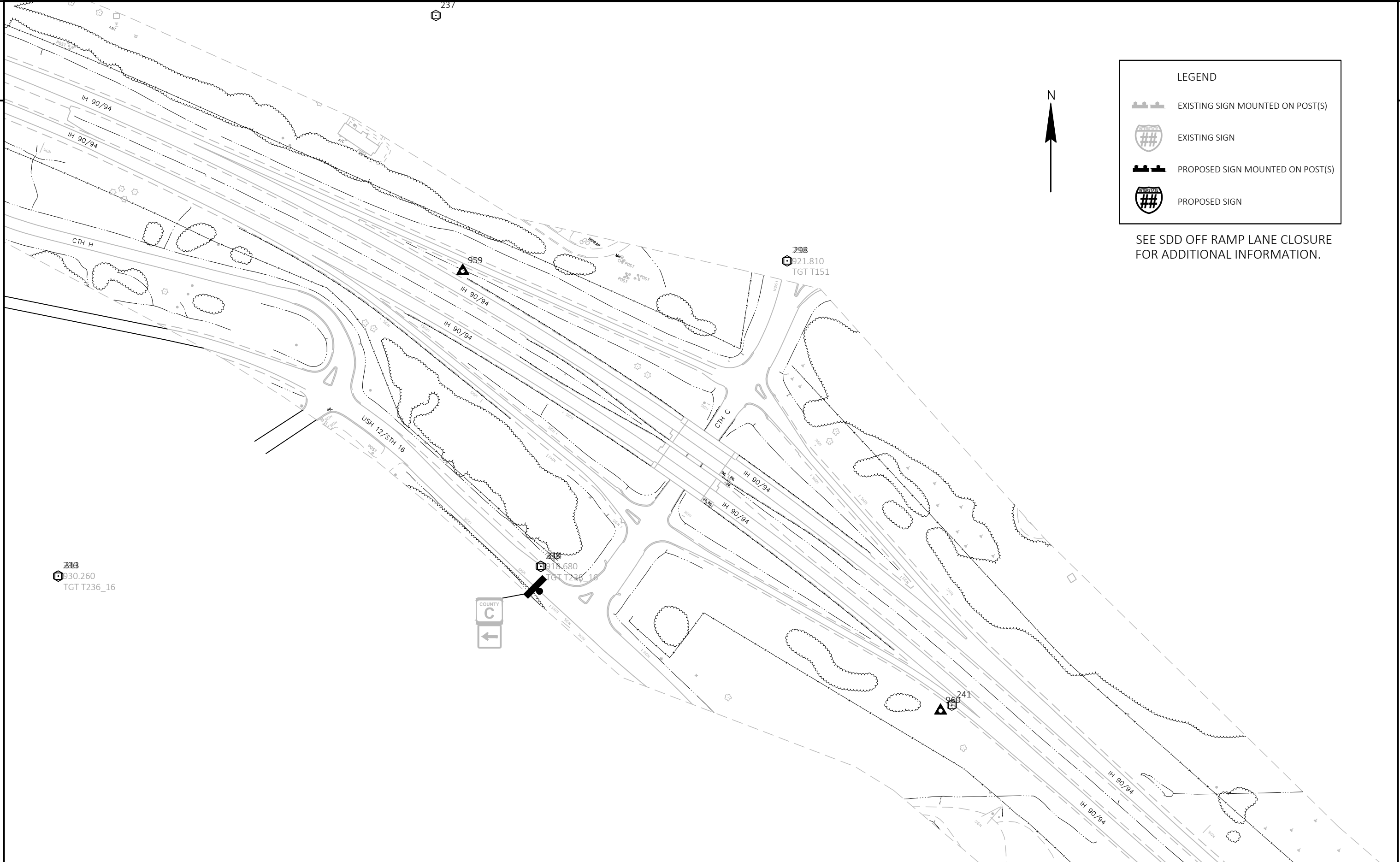
**PCMS**







**LEGEND**

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN

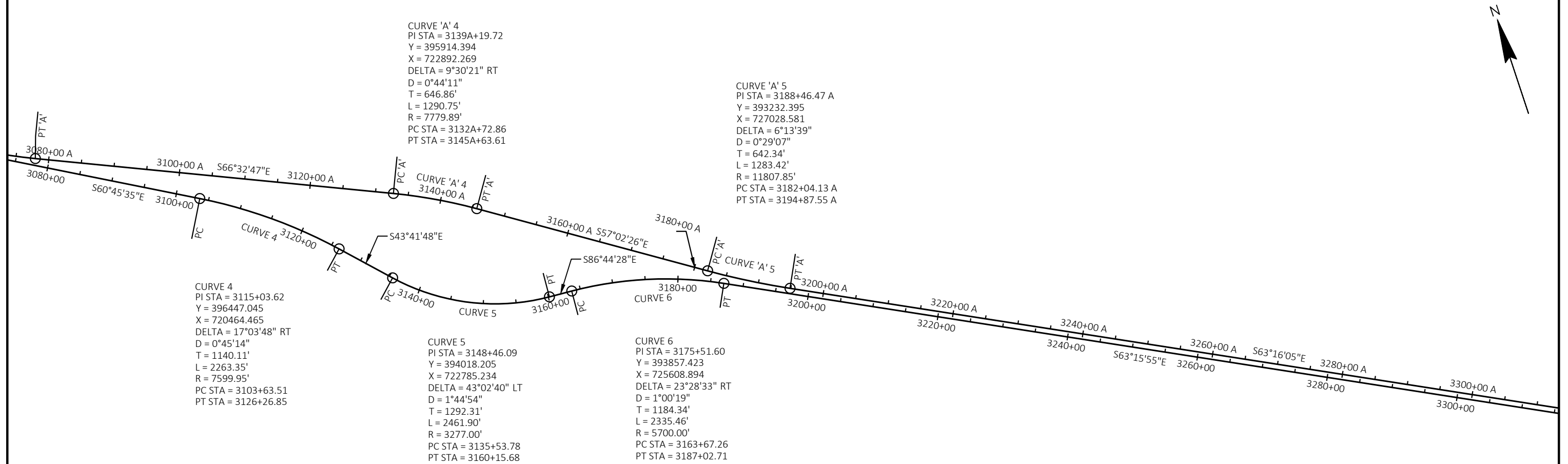
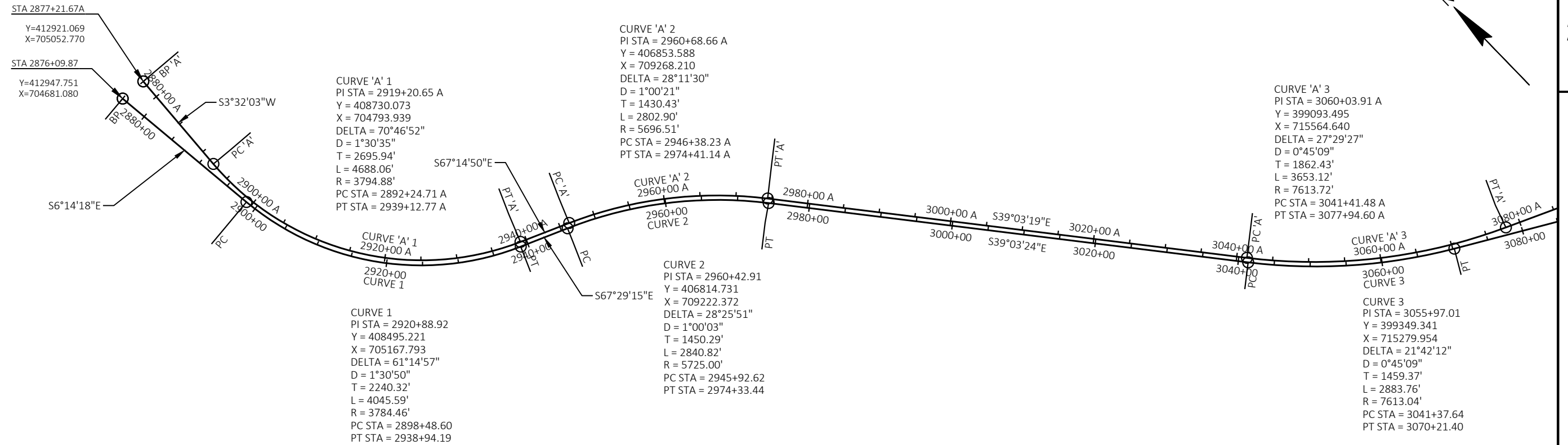
SEE SDD OFF RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.

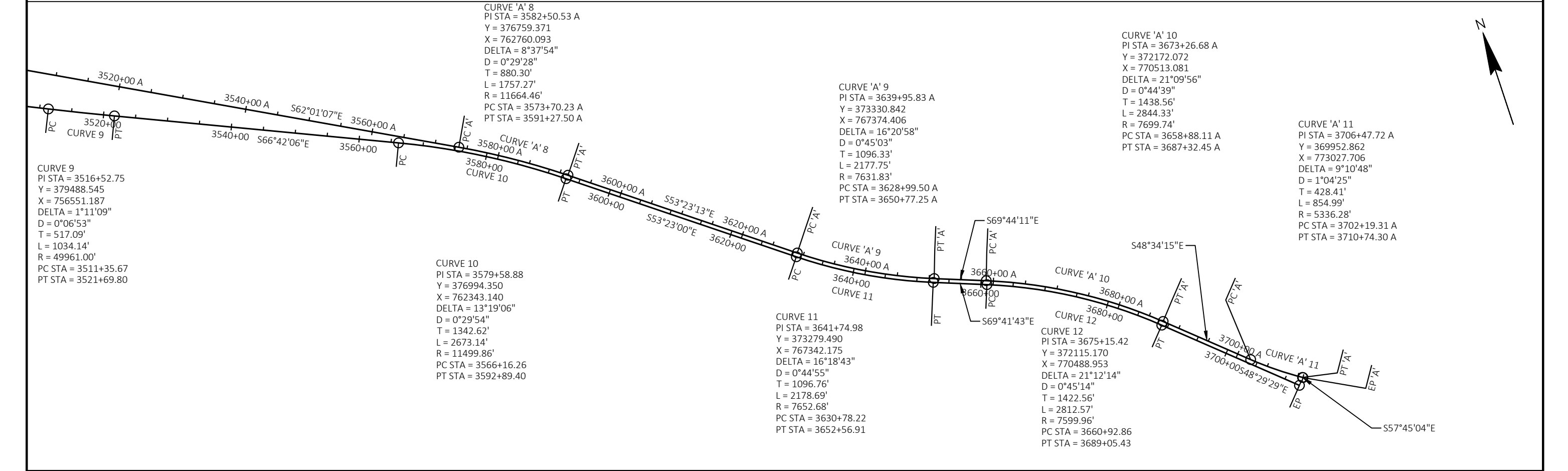
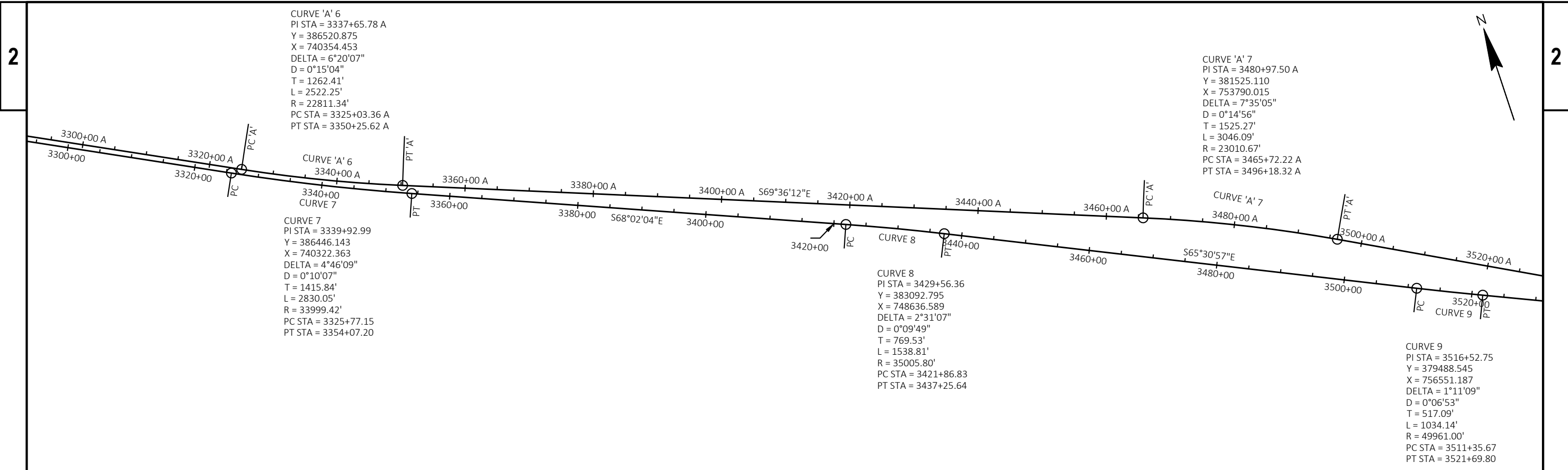


**LEGEND**

-  EXISTING SIGN MOUNTED ON POST(S)
-  EXISTING SIGN
-  PROPOSED SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN

SEE SDD OFF RAMP LANE CLOSURE FOR ADDITIONAL INFORMATION.





CURVE 'C' 1  
 PI STA = 2316+65.15 C  
 Y = 389529.266  
 X = 714630.834  
 DELTA = 0°24'41" LT  
 D = 0°59'16"  
 T = 20.82'  
 L = 41.65'  
 R = 5800.00'  
 PC STA = 2316+44.33 C  
 PT STA = 2316+85.98 C

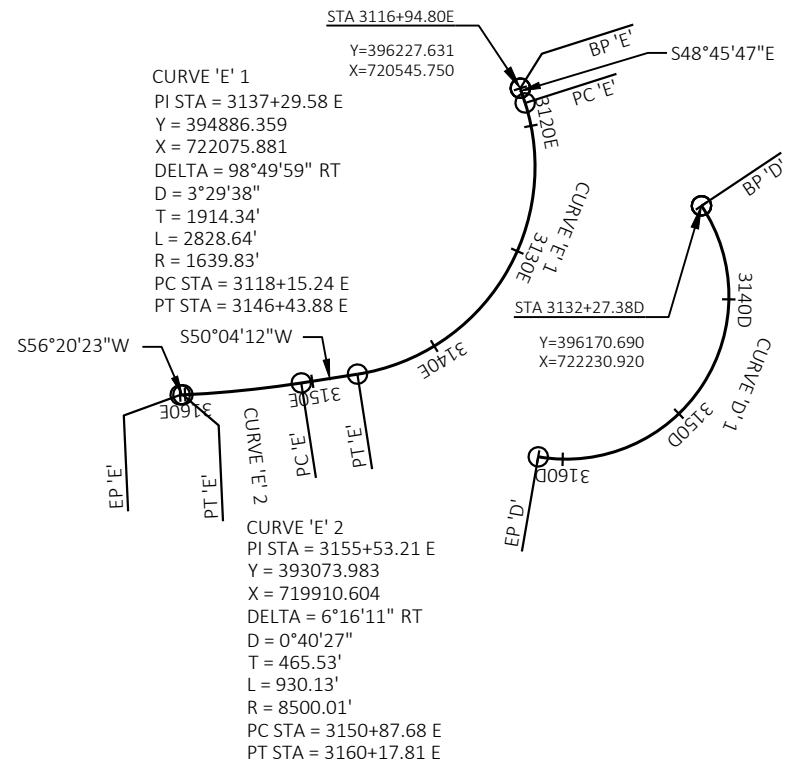
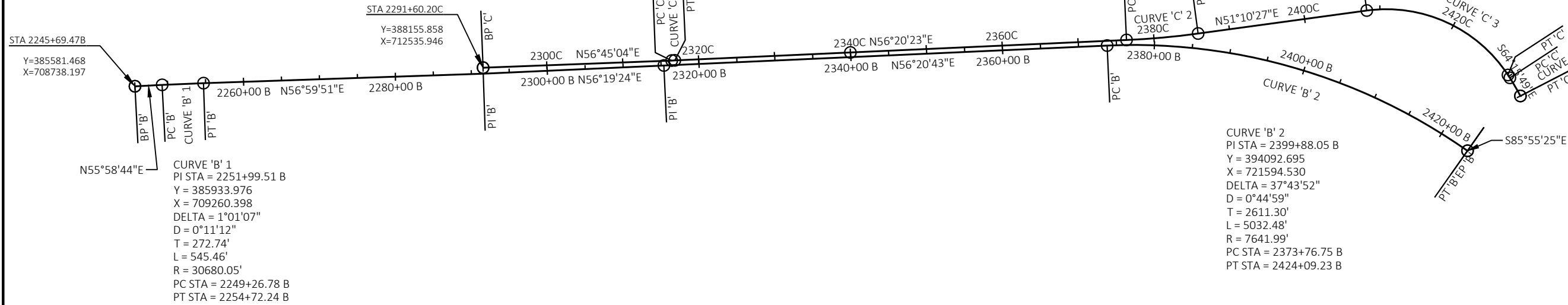
CURVE 'C' 2  
 PI STA = 2381+12.20 C  
 Y = 393102.653  
 X = 719996.959  
 DELTA = 5°09'56" LT  
 D = 0°32'44"  
 T = 473.64'  
 L = 946.64'  
 R = 10499.99'  
 PC STA = 2376+38.56 C  
 PT STA = 2385+85.19 C

CURVE 'C' 3  
 PI STA = 2420+33.13 C  
 Y = 395561.304  
 X = 723052.085  
 DELTA = 64°33'44" RT  
 D = 2°59'44"  
 T = 1208.22'  
 L = 2155.18'  
 R = 1912.62'  
 PC STA = 2408+24.91 C  
 PT STA = 2429+80.09 C

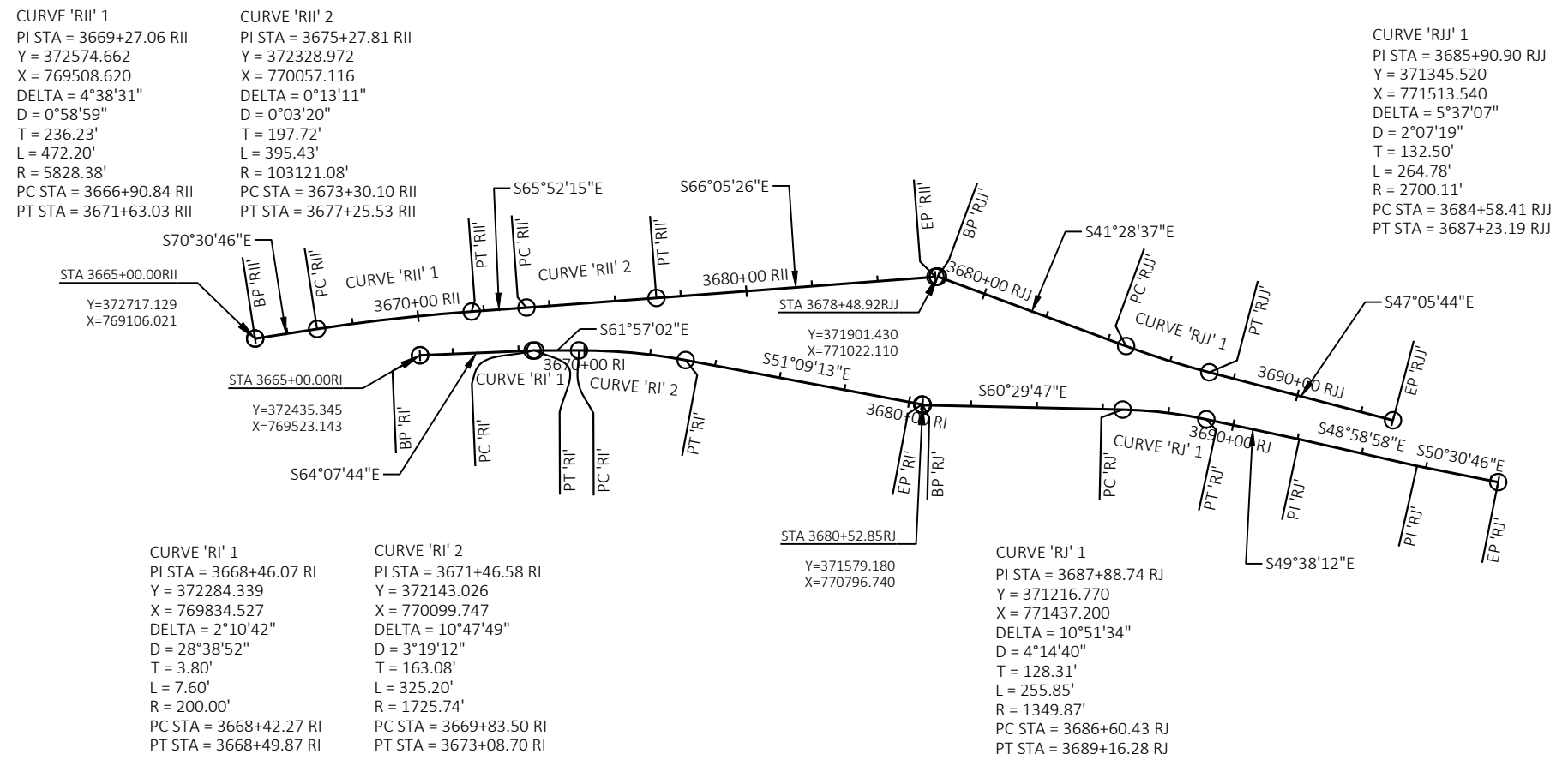
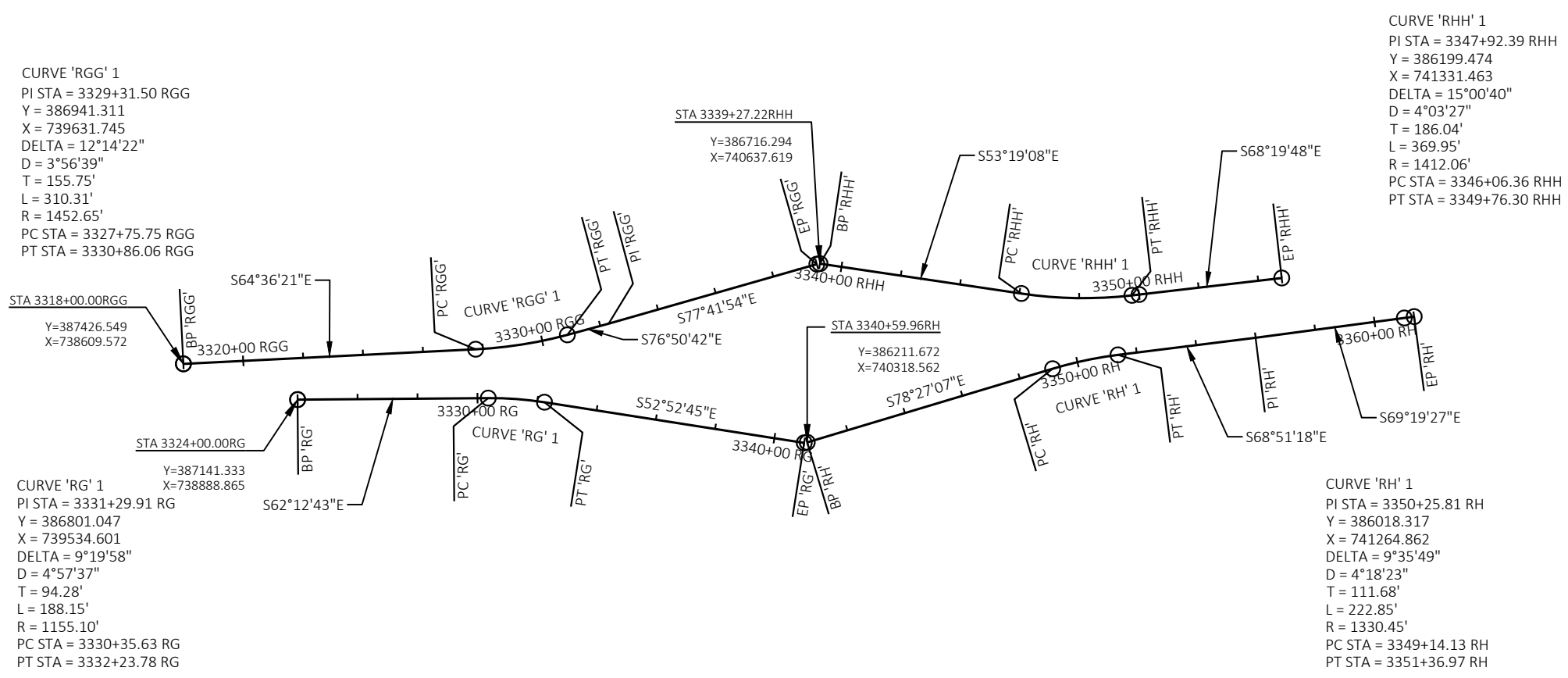
CURVE 'C' 4  
 PI STA = 2431+63.17 C  
 Y = 394957.156  
 X = 724305.370  
 DELTA = 5°56'06" RT  
 D = 2°09'11"  
 T = 137.95'  
 L = 275.65'  
 R = 2661.08'  
 PC STA = 2430+25.22 C  
 PT STA = 2433+00.87 C

CURVE 'B' 1  
 PI STA = 2251+99.51 B  
 Y = 385933.976  
 X = 709260.398  
 DELTA = 1°01'07"  
 D = 0°11'12"  
 T = 272.74'  
 L = 545.46'  
 R = 30680.05'  
 PC STA = 2249+26.78 B  
 PT STA = 2254+72.24 B

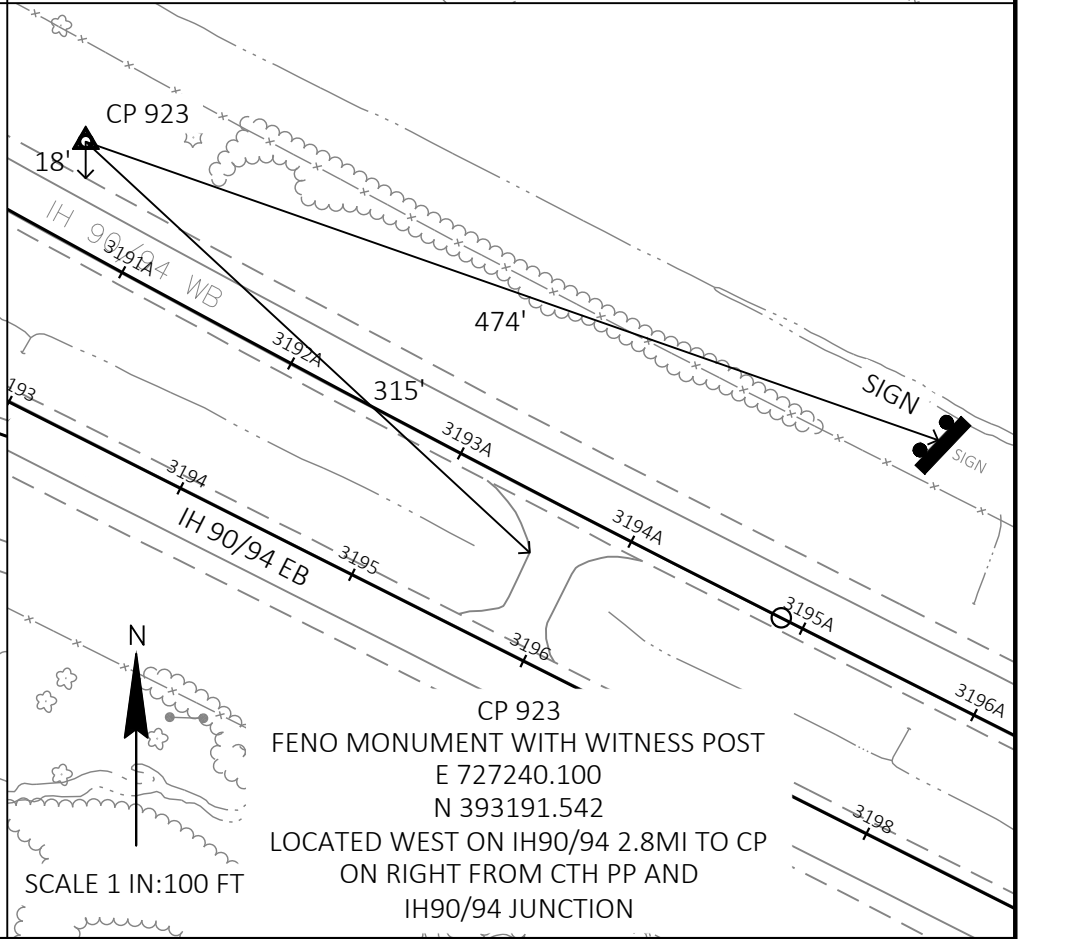
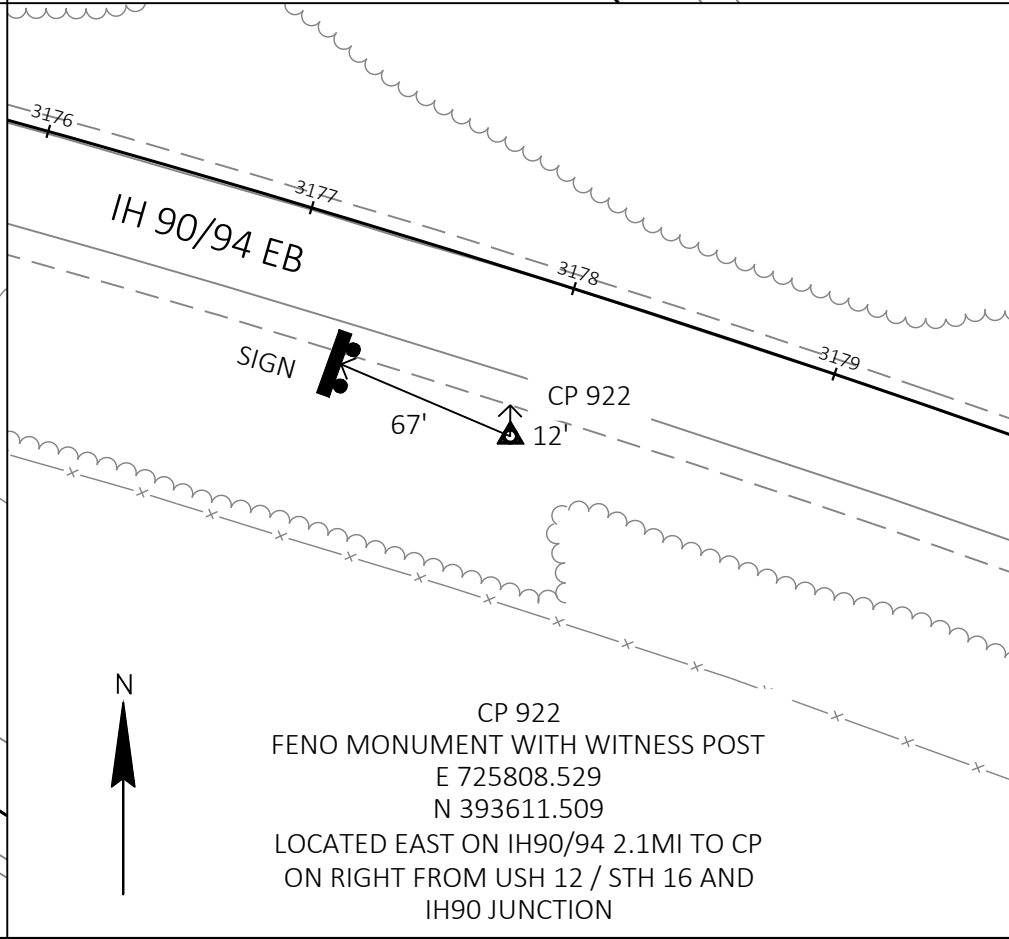
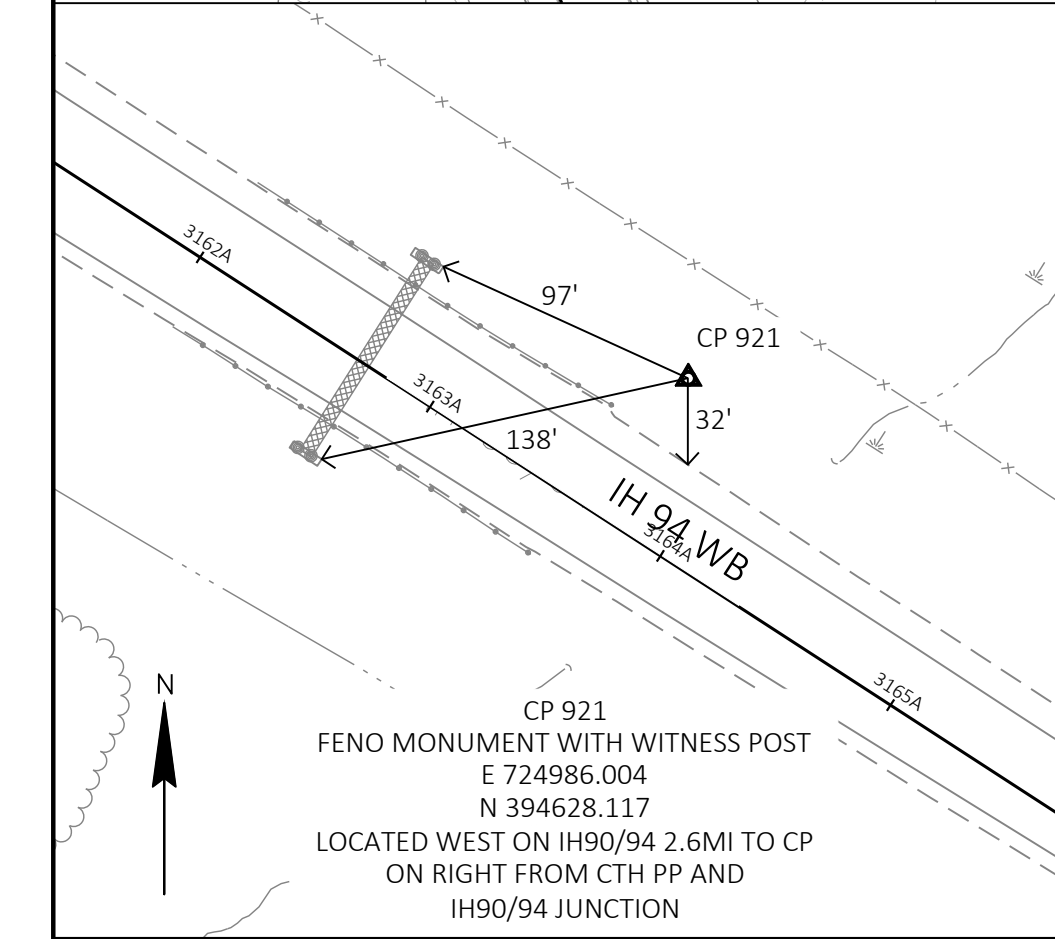
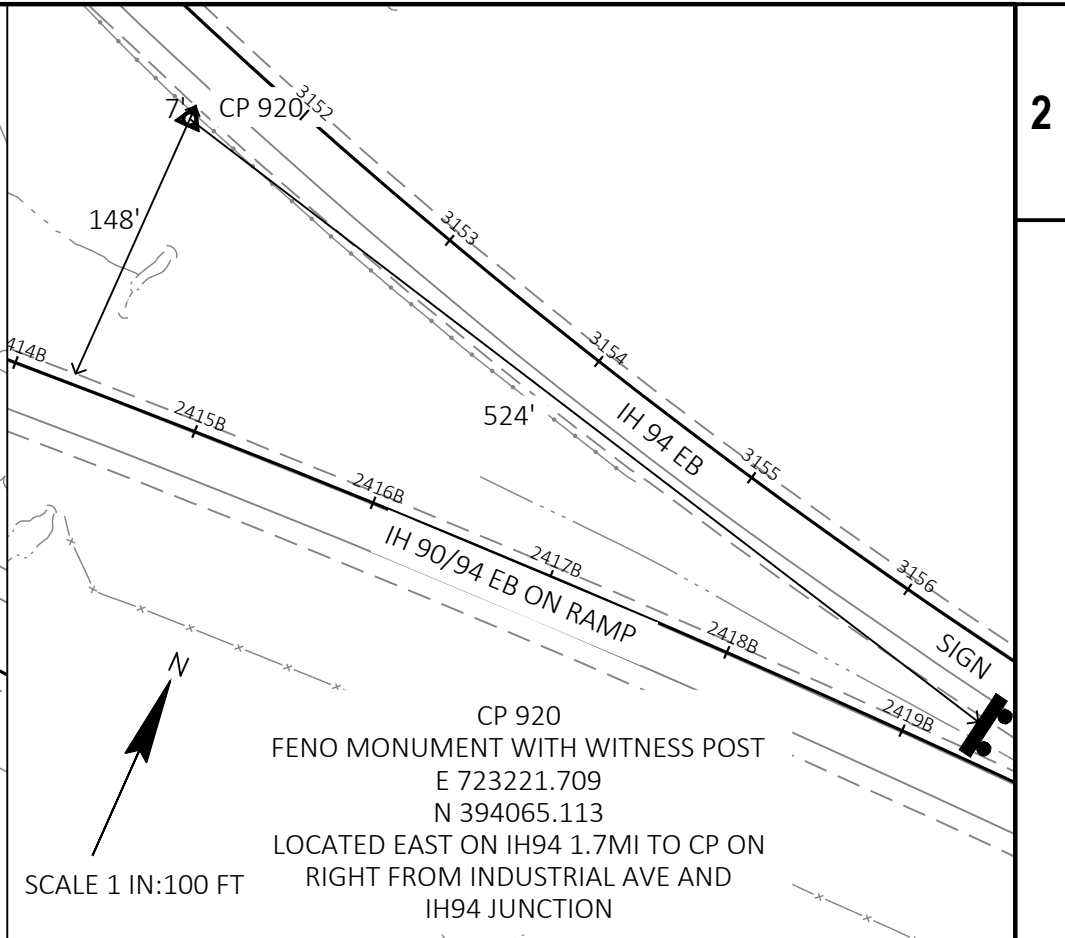
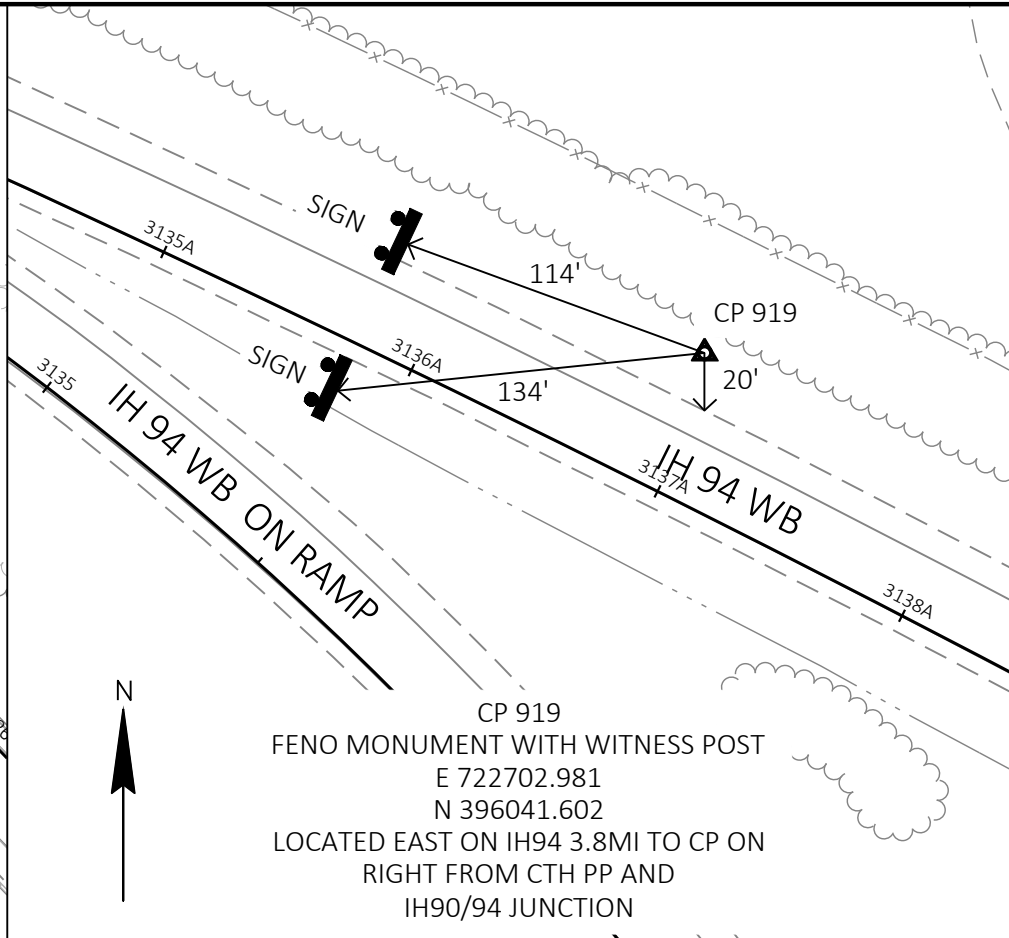
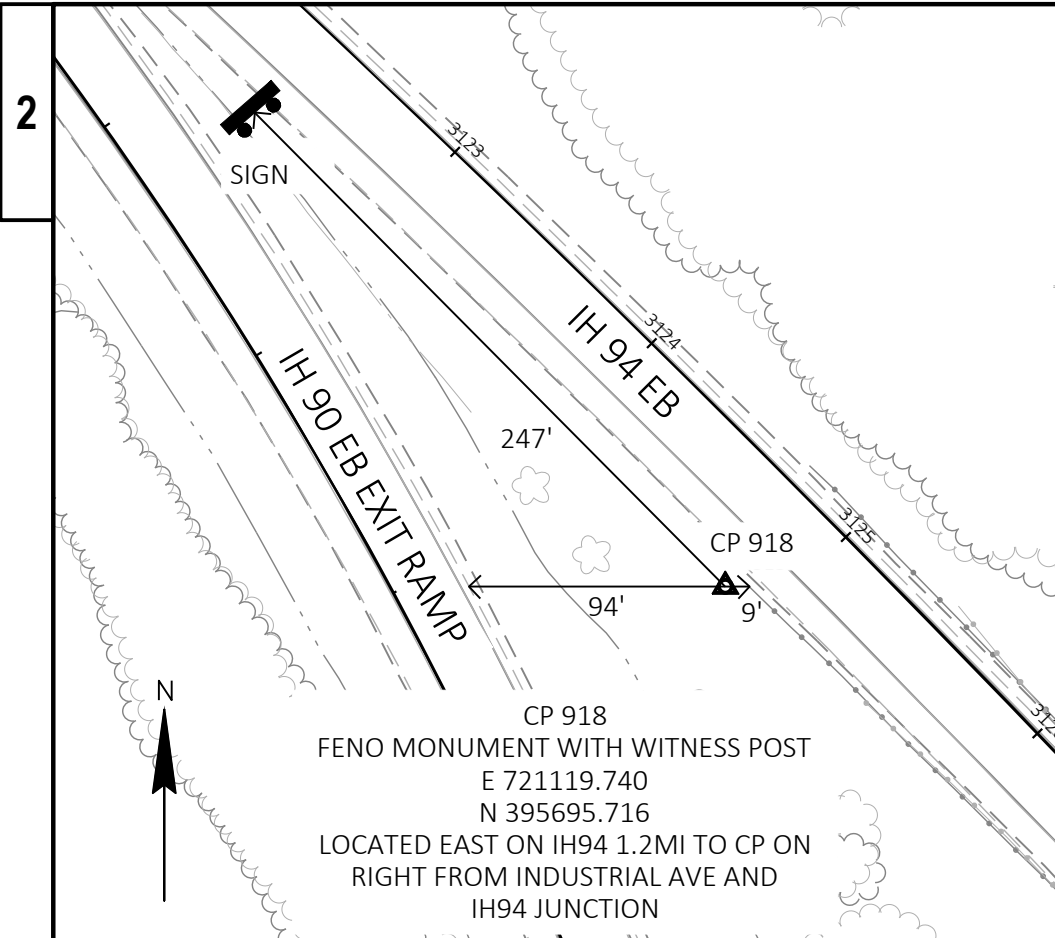
CURVE 'B' 2  
 PI STA = 2399+88.05 B  
 Y = 394092.695  
 X = 721594.530  
 DELTA = 37°43'52"  
 D = 0°44'59"  
 T = 2611.30'  
 L = 5032.48'  
 R = 7641.99'  
 PC STA = 2373+76.75 B  
 PT STA = 2424+09.23 B



CURVE 'D' 1  
 PI STA = 3161+89.33 D  
 Y = 394908.643  
 X = 724910.547  
 DELTA = 133°29'36" RT  
 D = 4°30'06"  
 T = 2961.95'  
 L = 2965.39'  
 R = 1272.76'  
 PC STA = 3132+27.38 D  
 PT STA = 3161+92.77 D







PROJECT NO: 1017-01-73

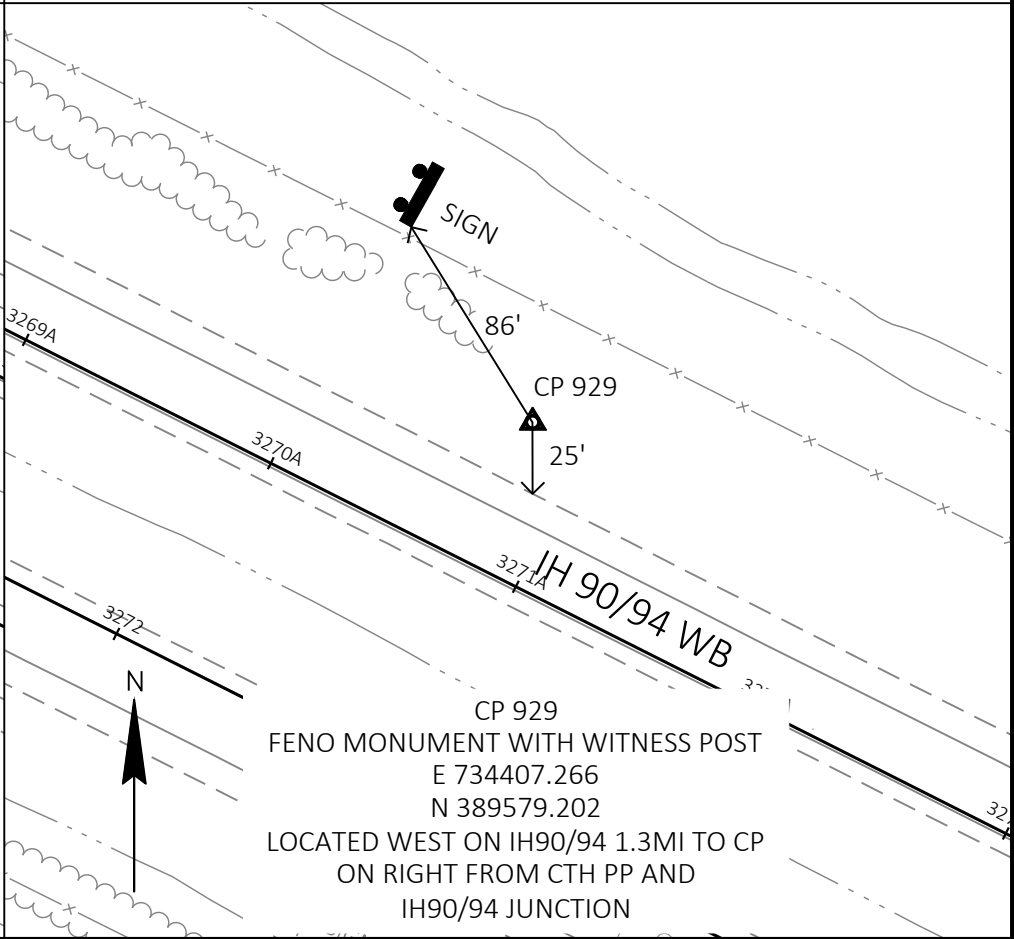
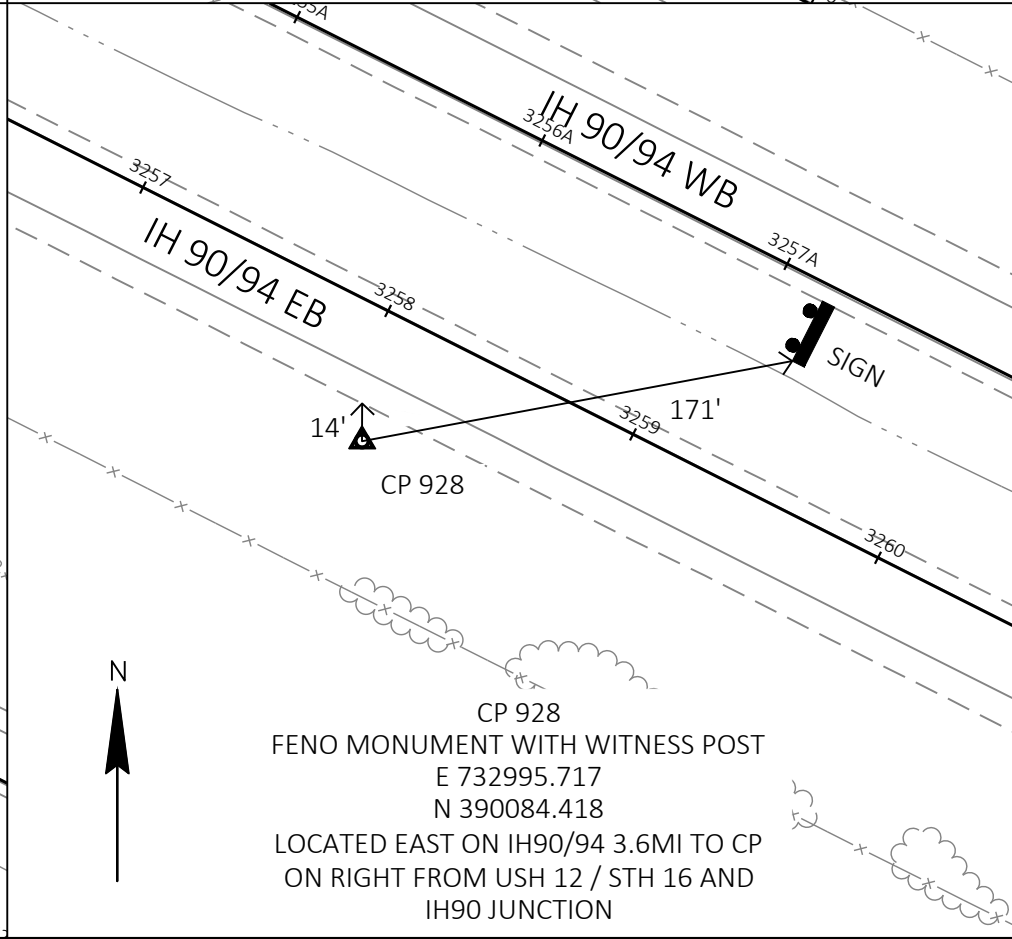
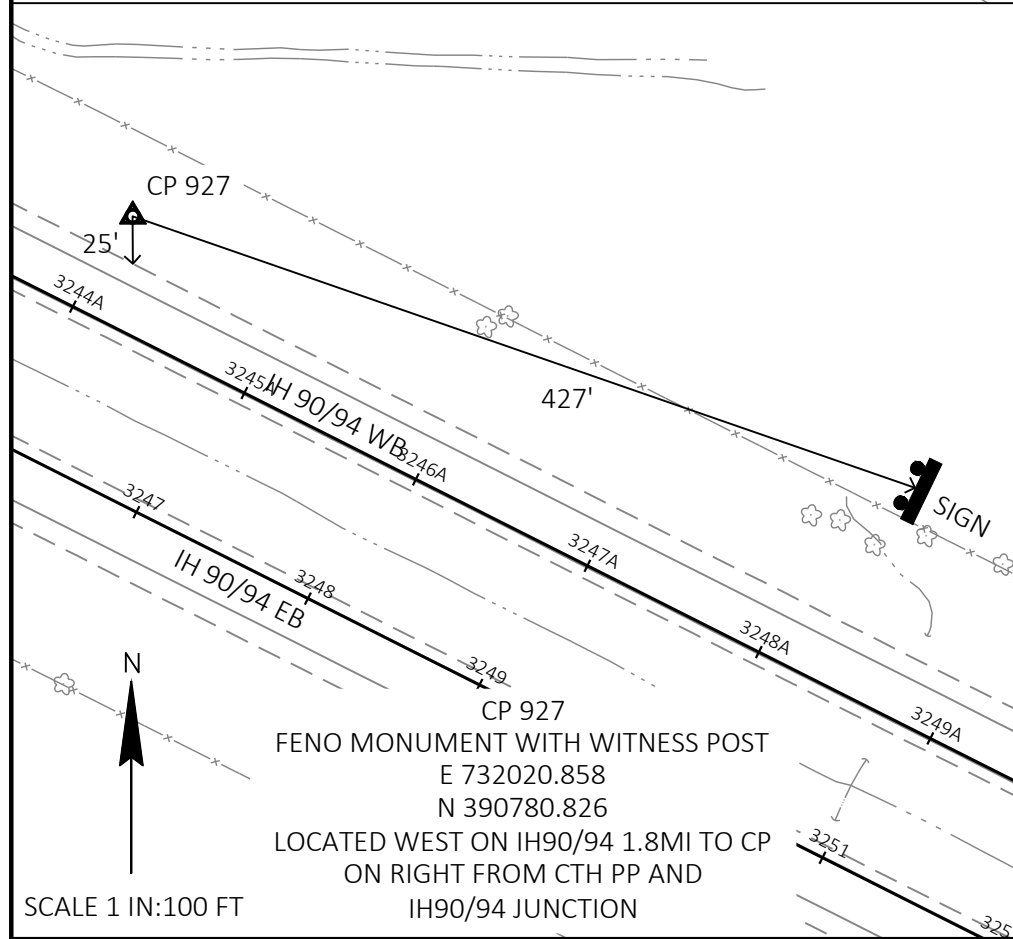
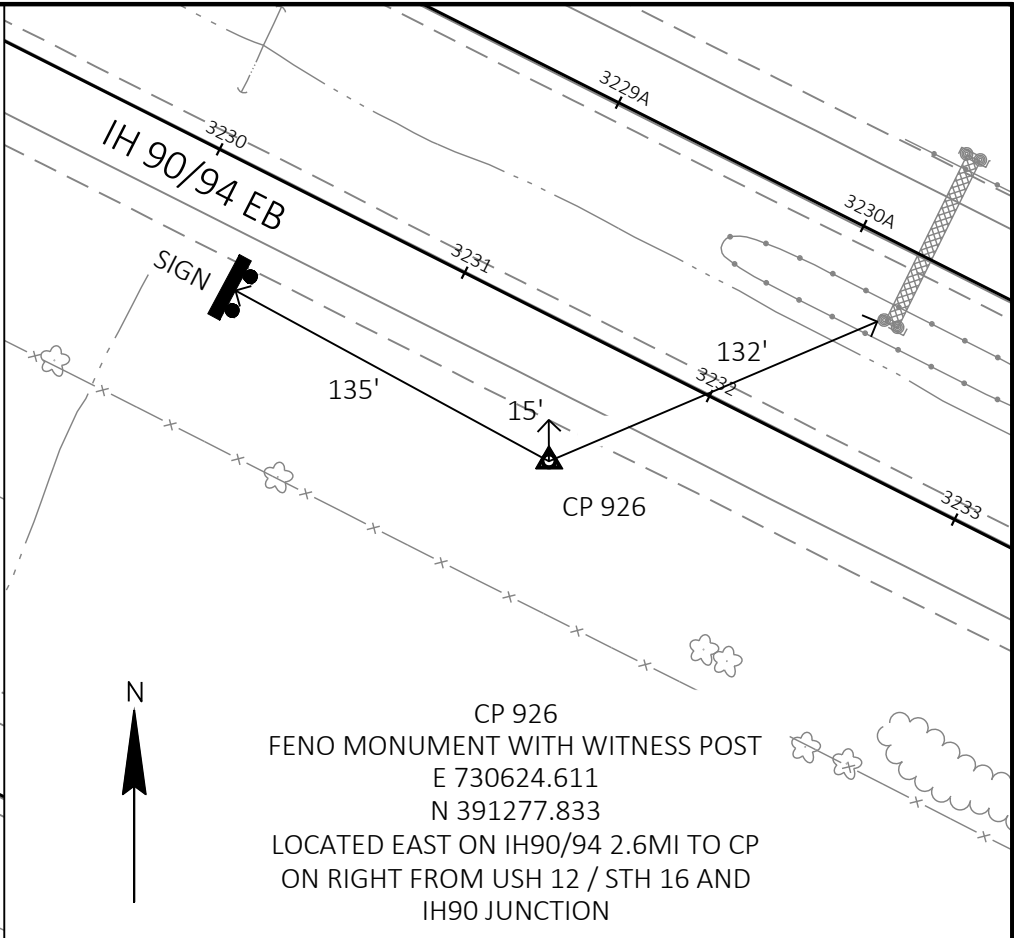
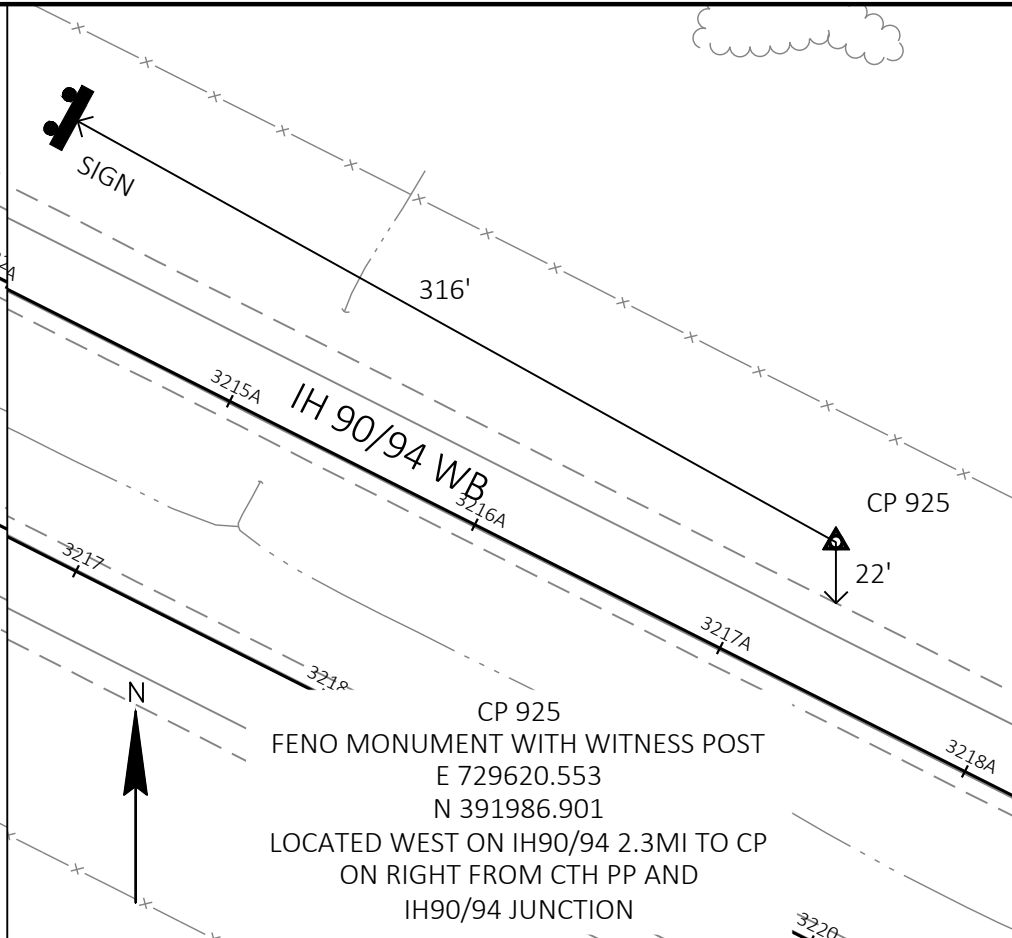
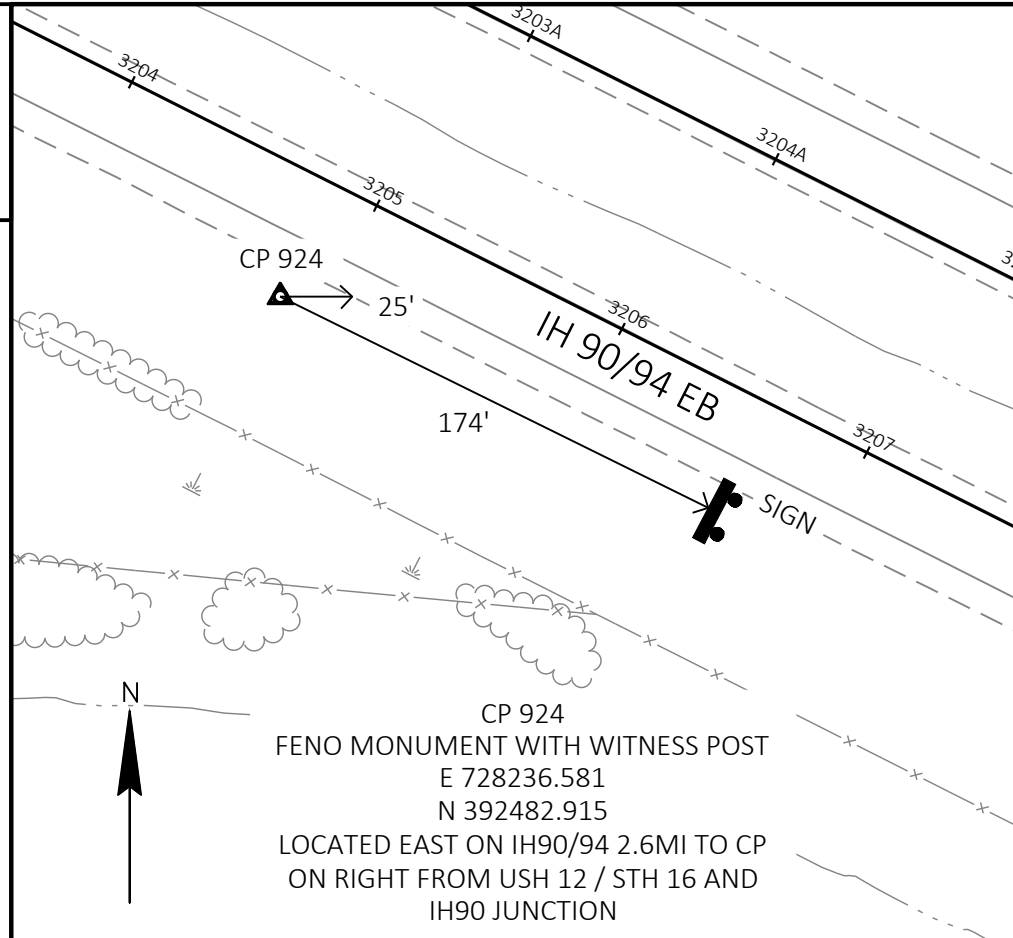
HWY: IH 90

COUNTY: MONROE AND JUNEAU

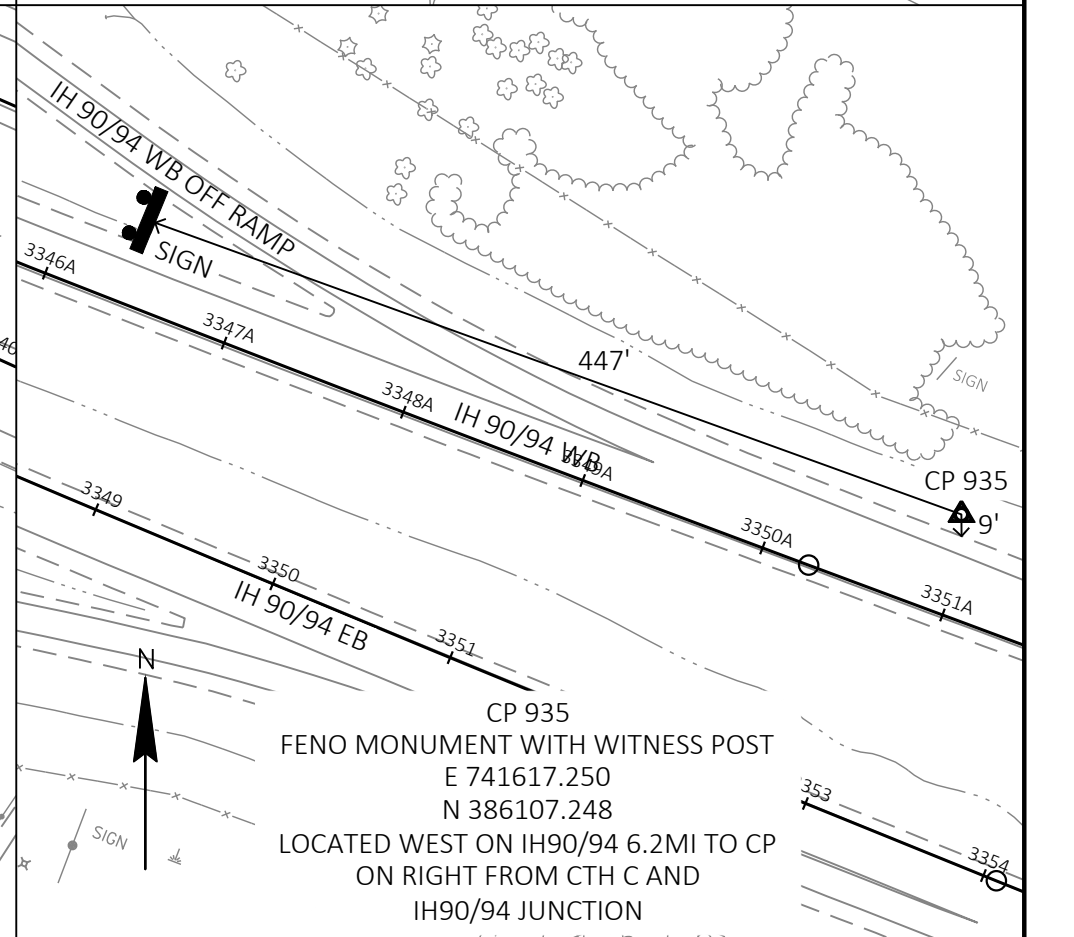
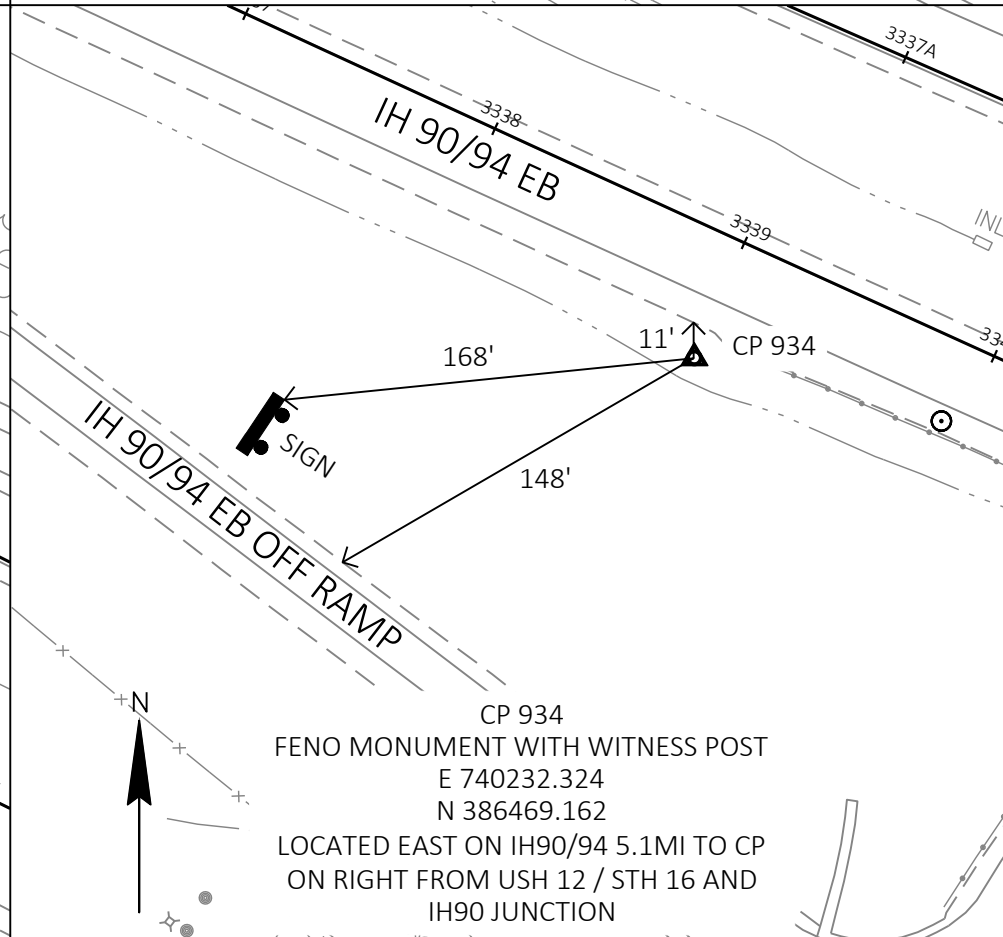
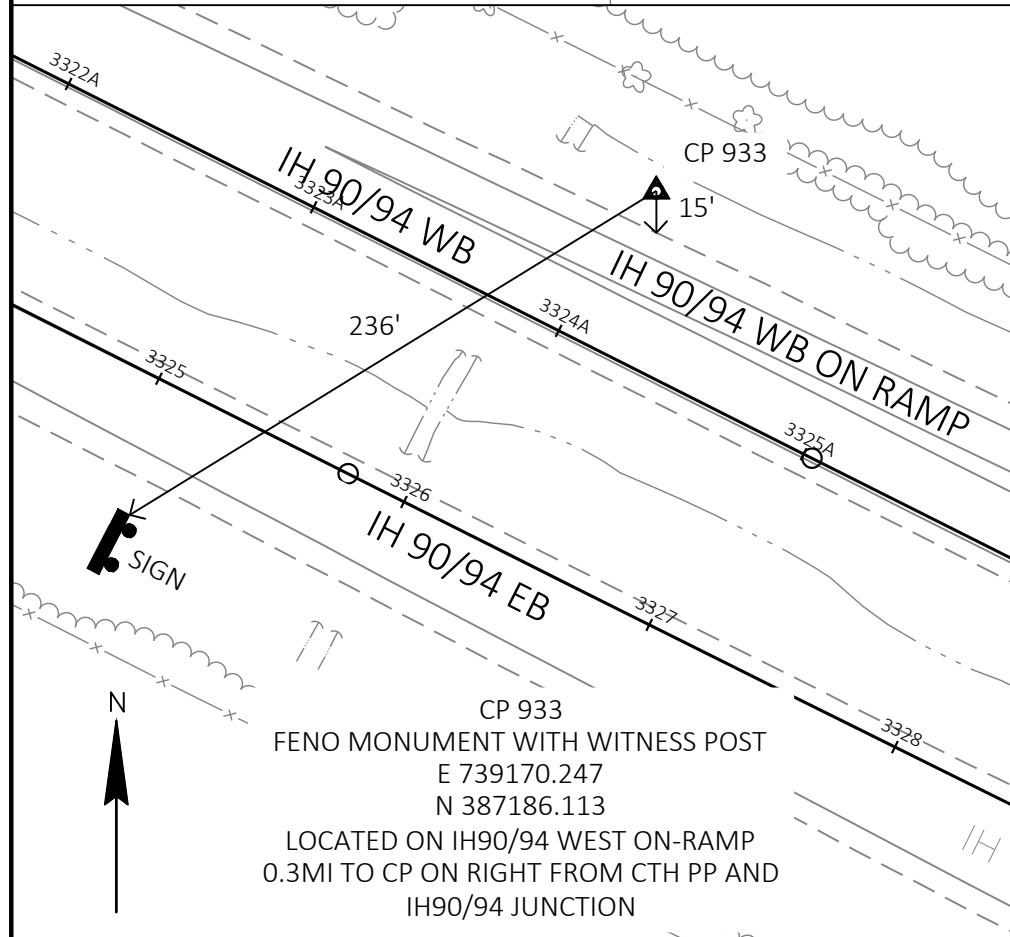
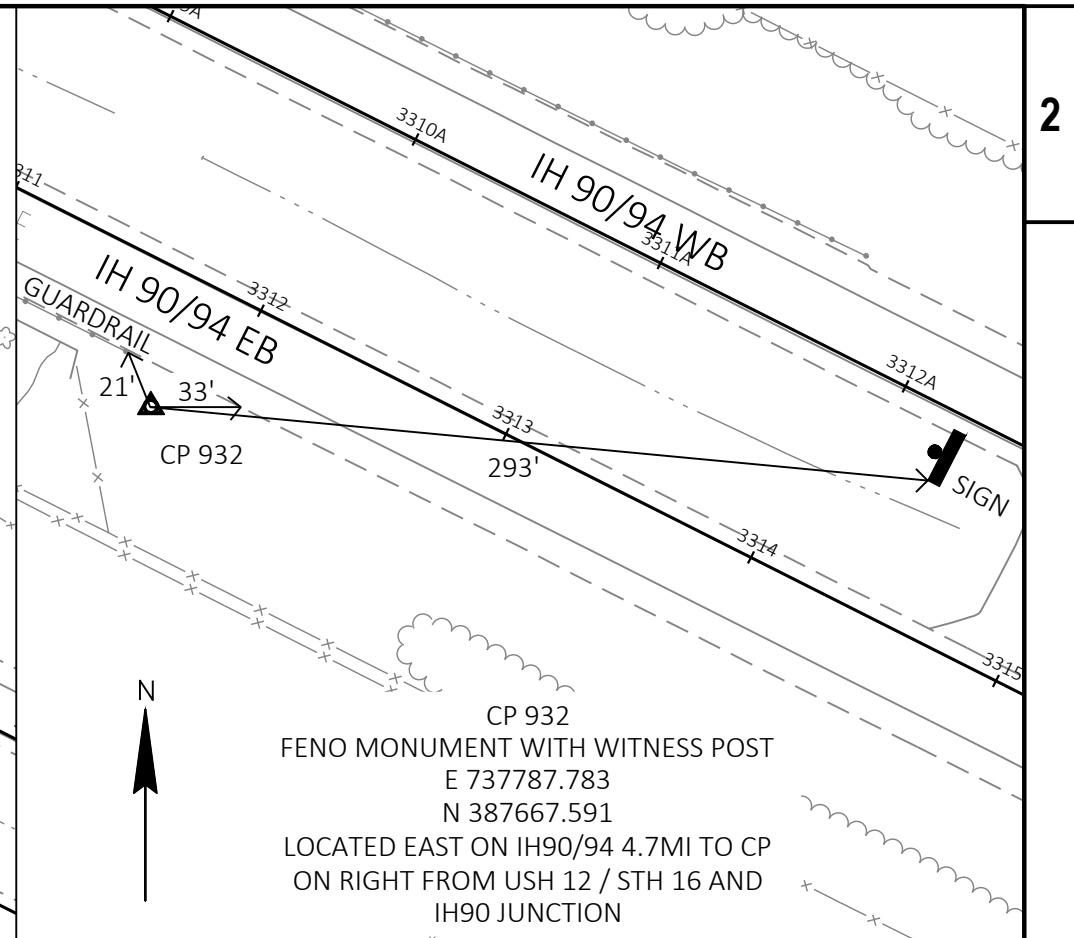
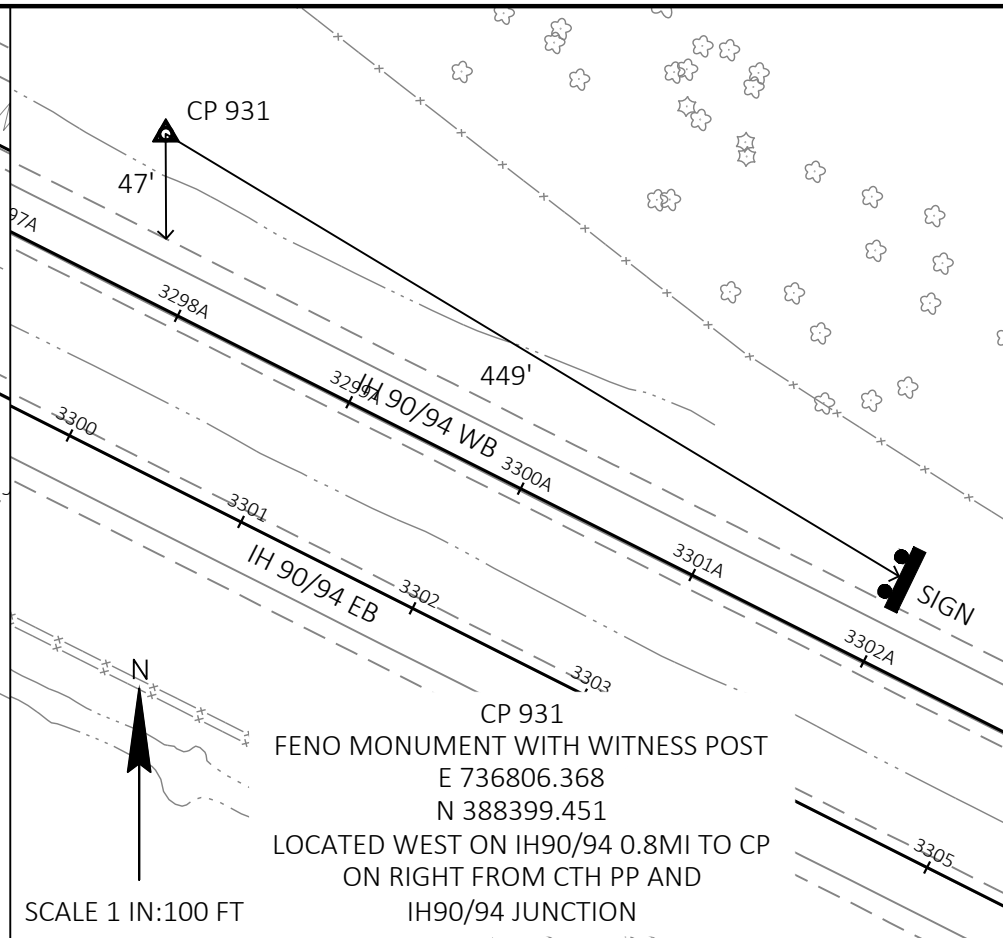
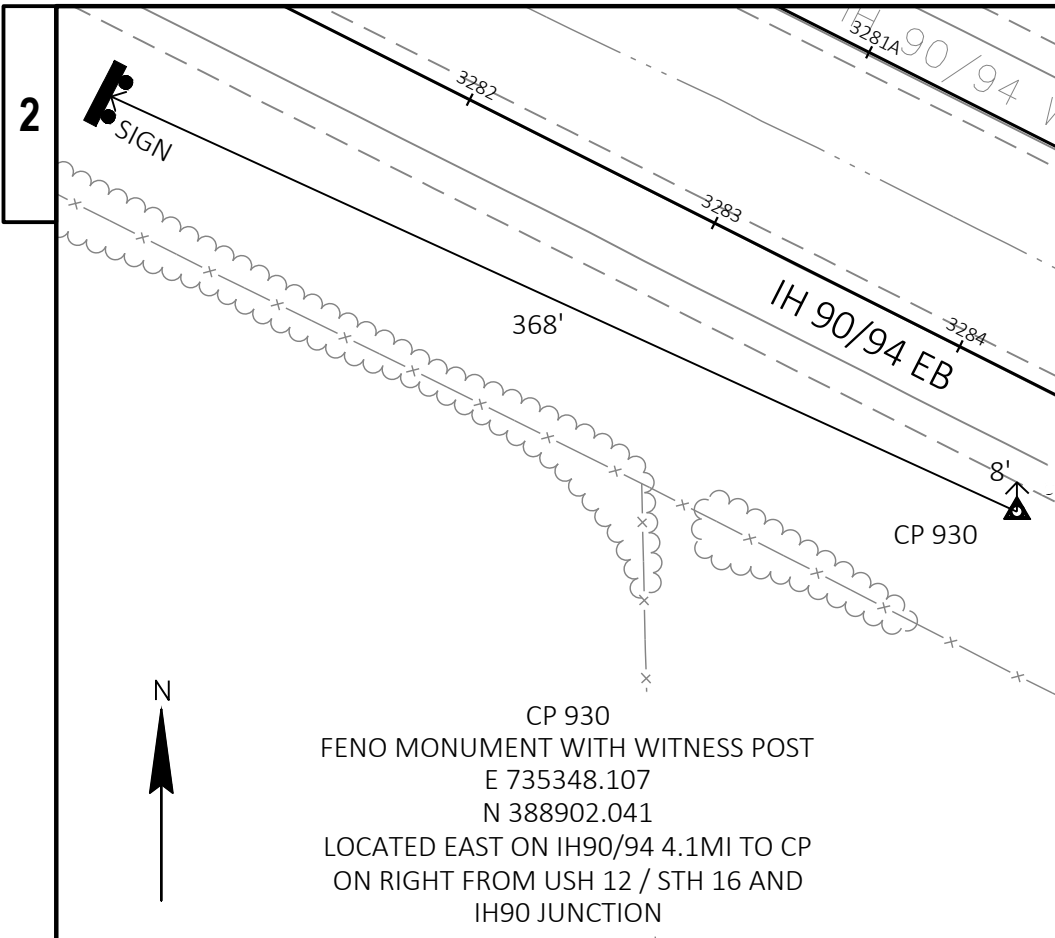
CONTROL POINTS

SHEET

E



SCALE 1 IN:100 FT



PROJECT NO: 1017-01-73

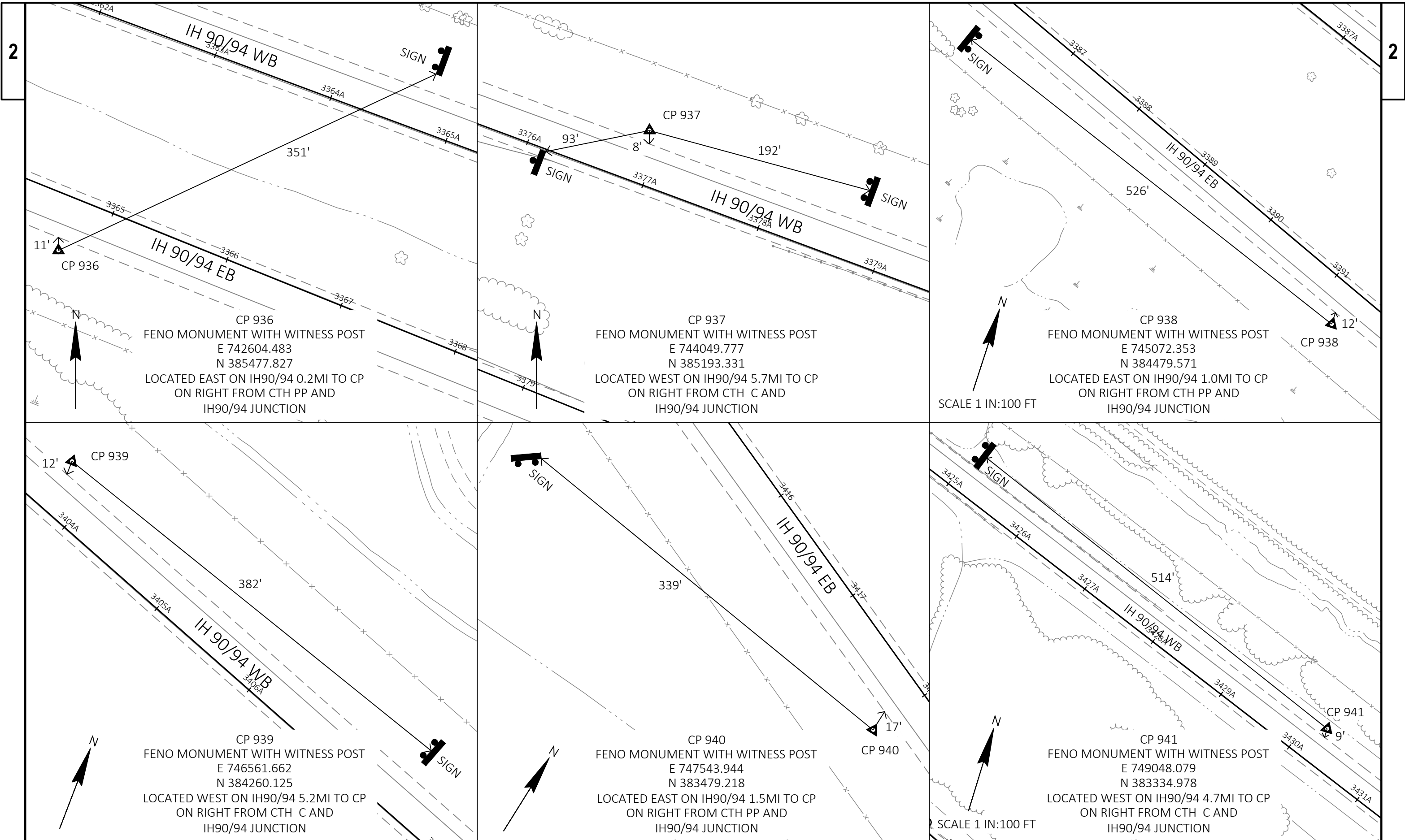
HWY: IH 90

COUNTY: MONROE AND JUNEAU

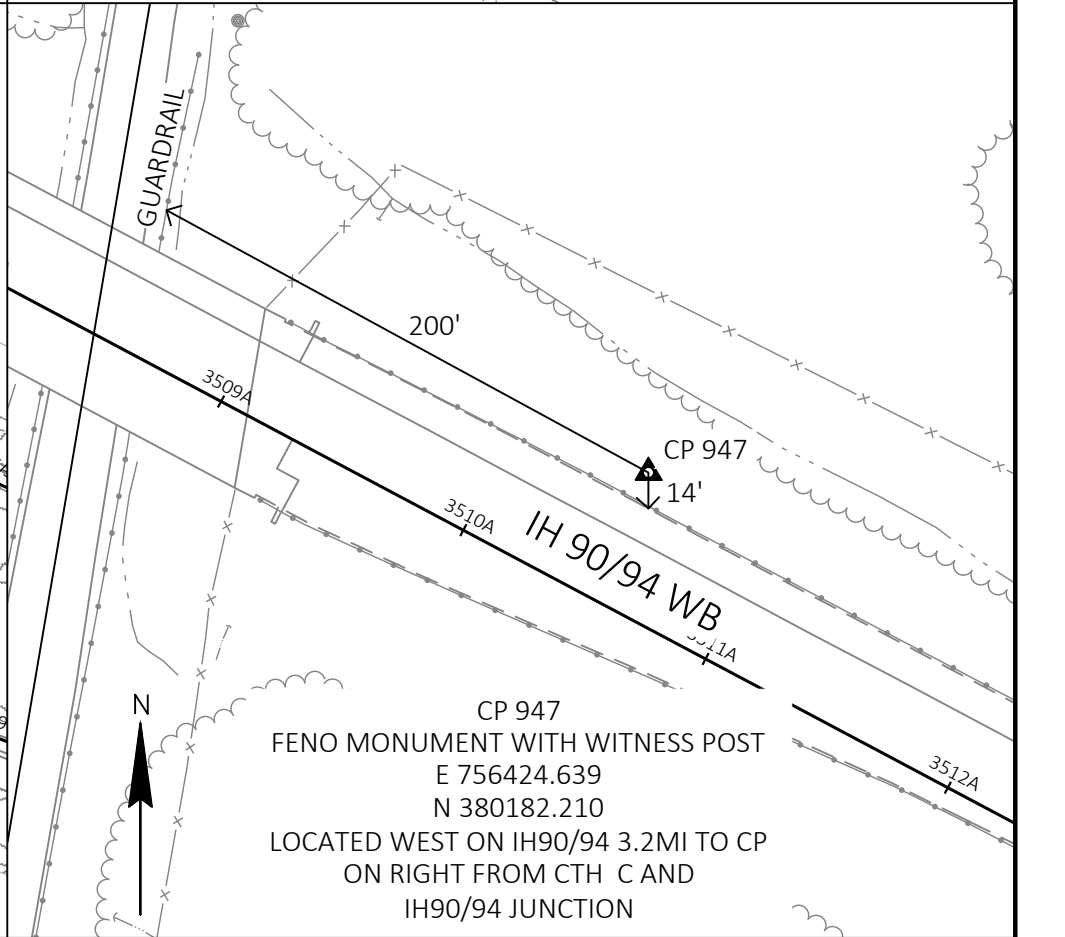
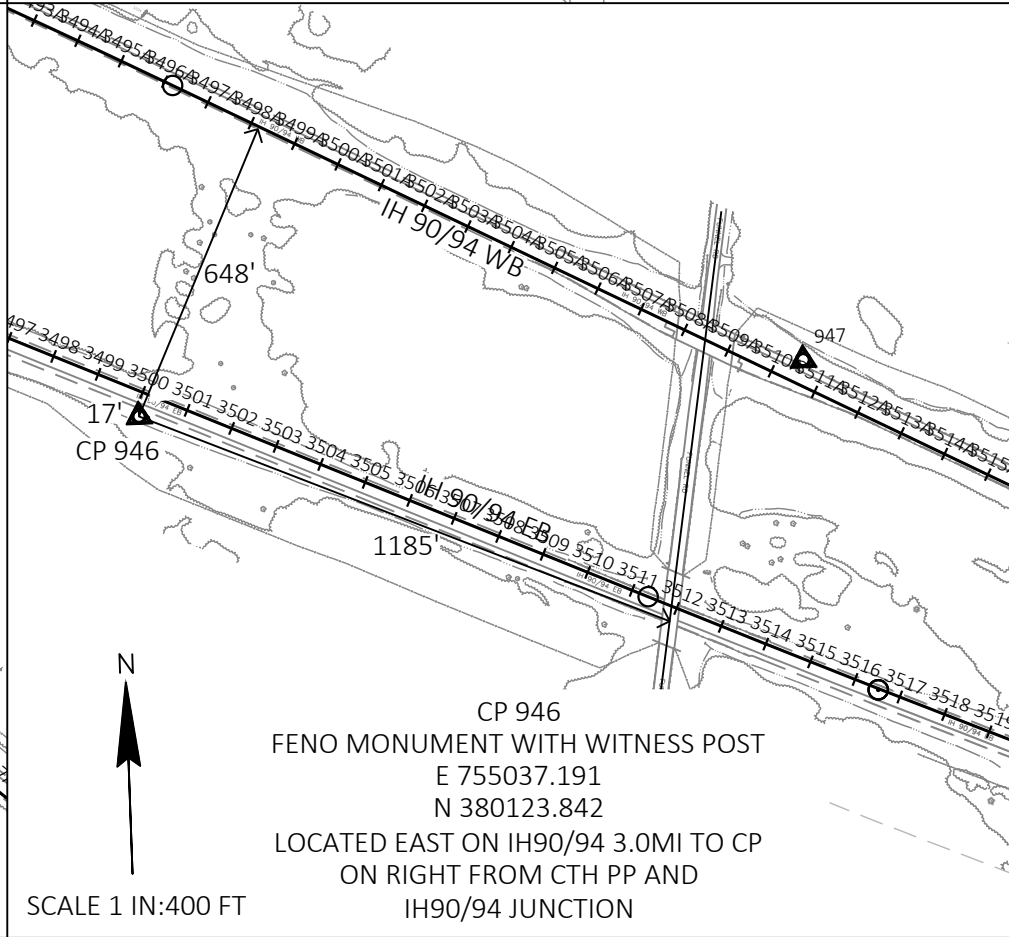
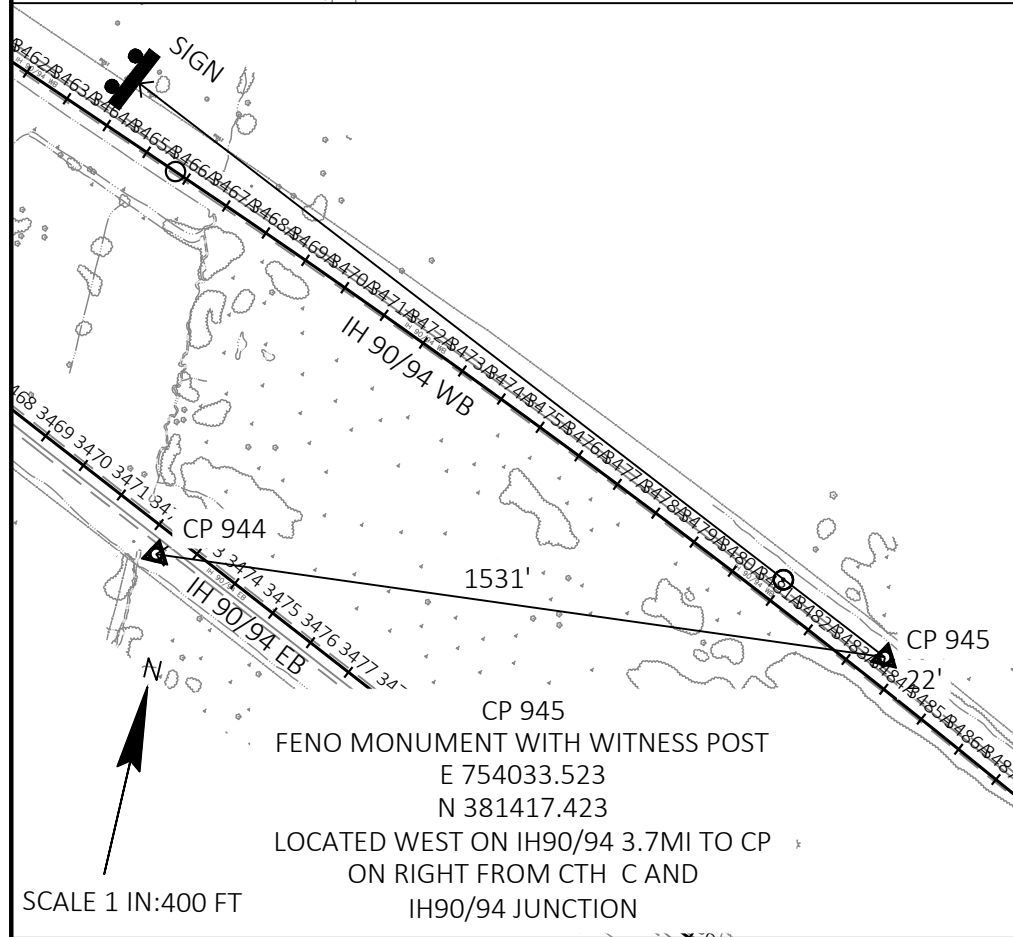
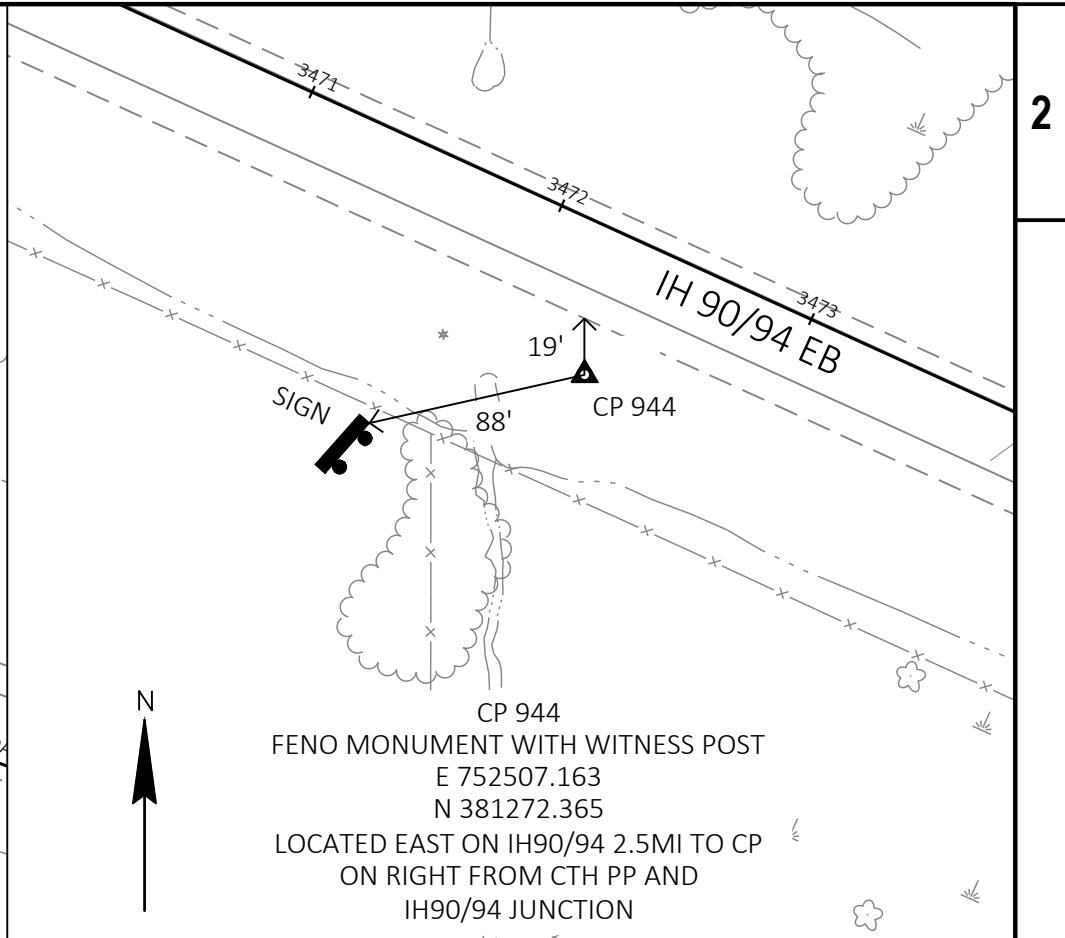
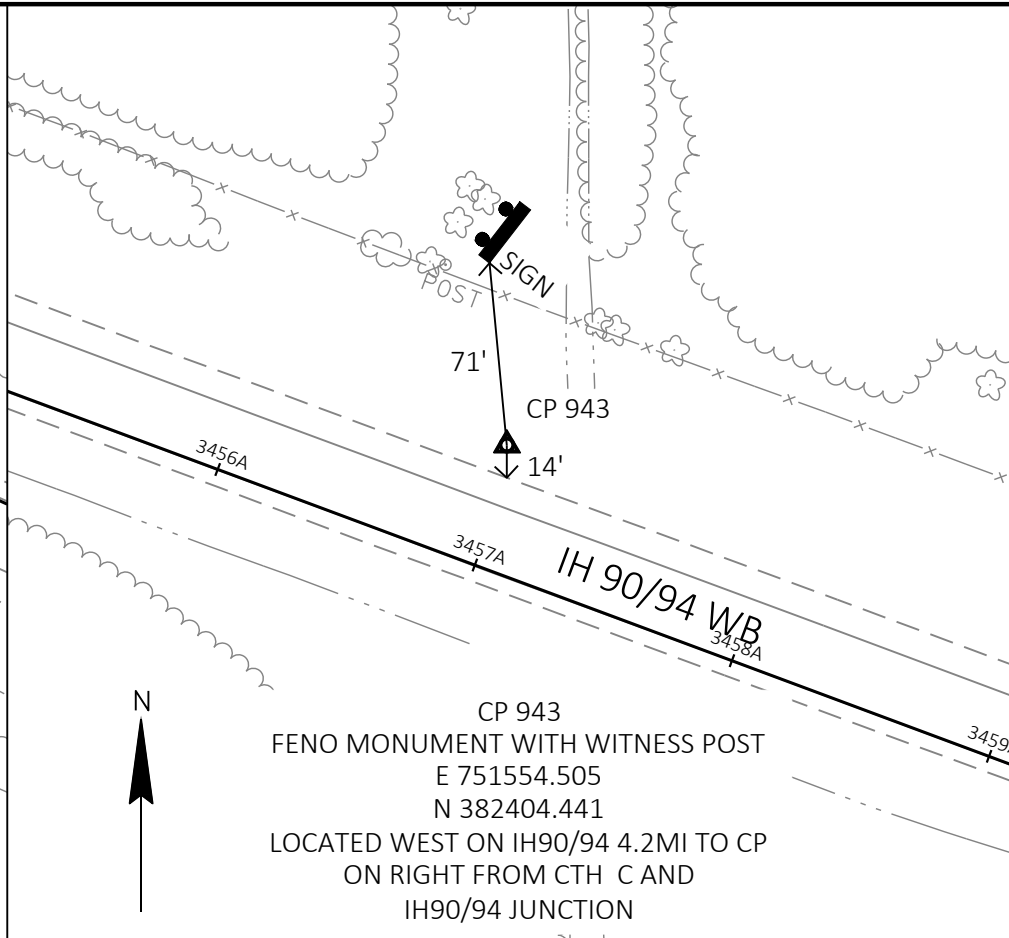
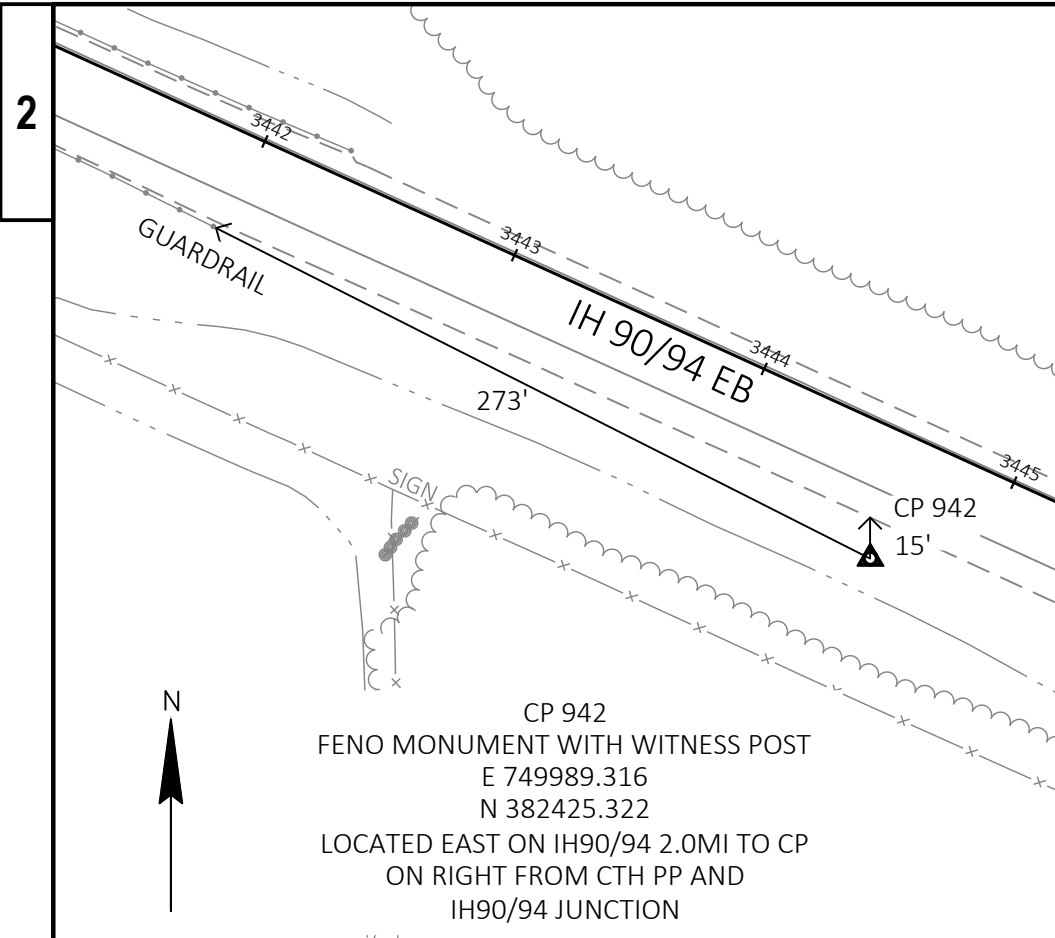
CONTROL POINTS

SHEET

E



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	<b>E</b>
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PROJECT NO: 1017-01-73

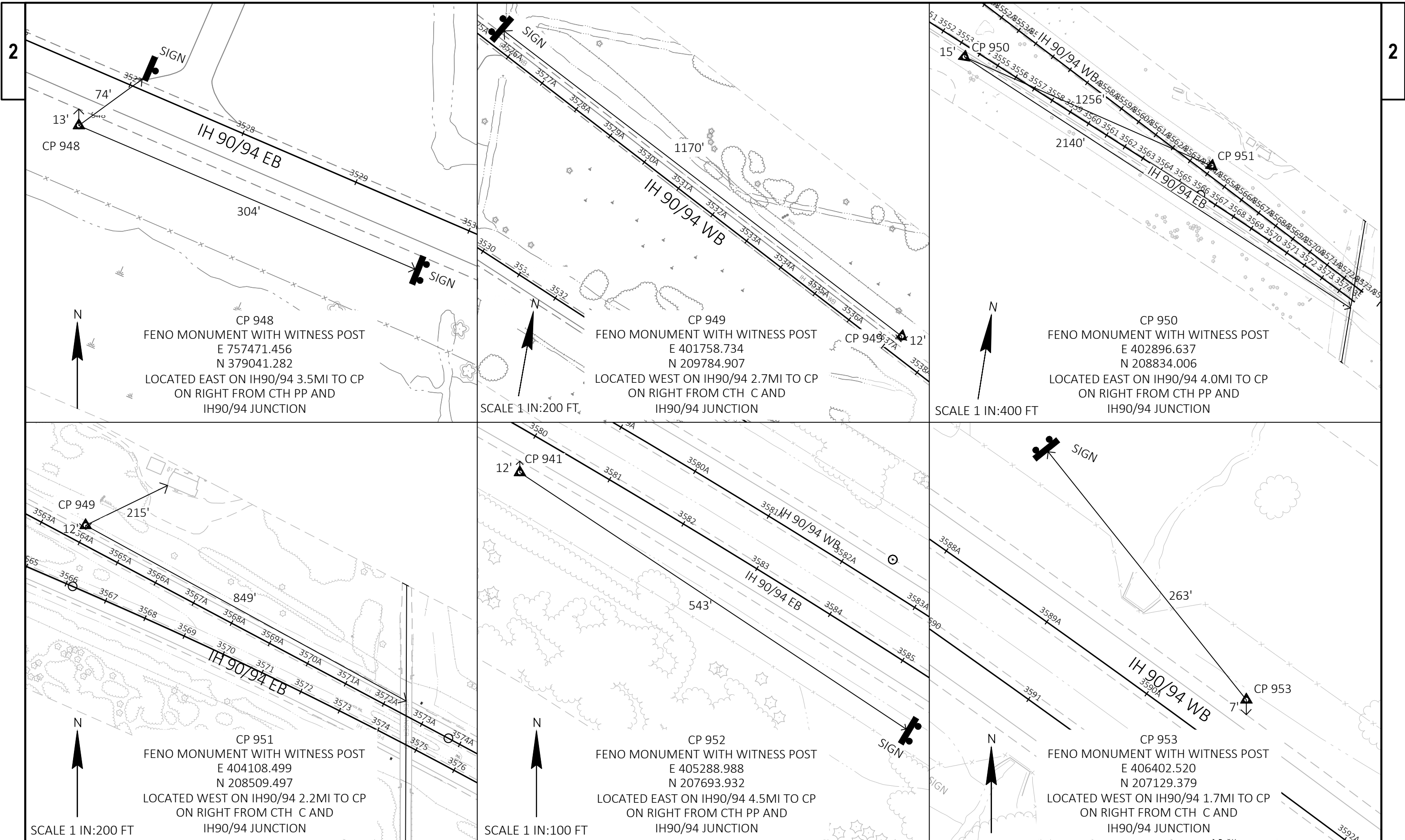
HWY: IH 90

COUNTY: MONROE AND JUNEAU

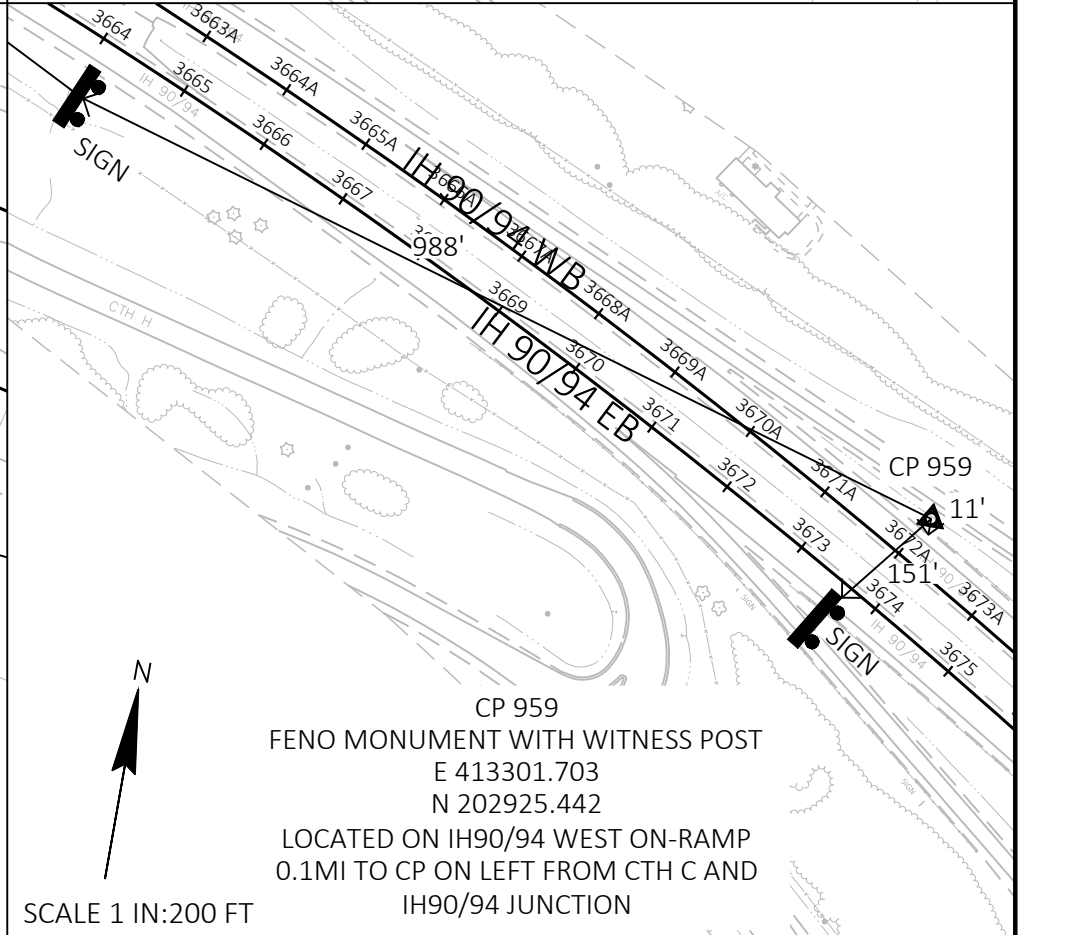
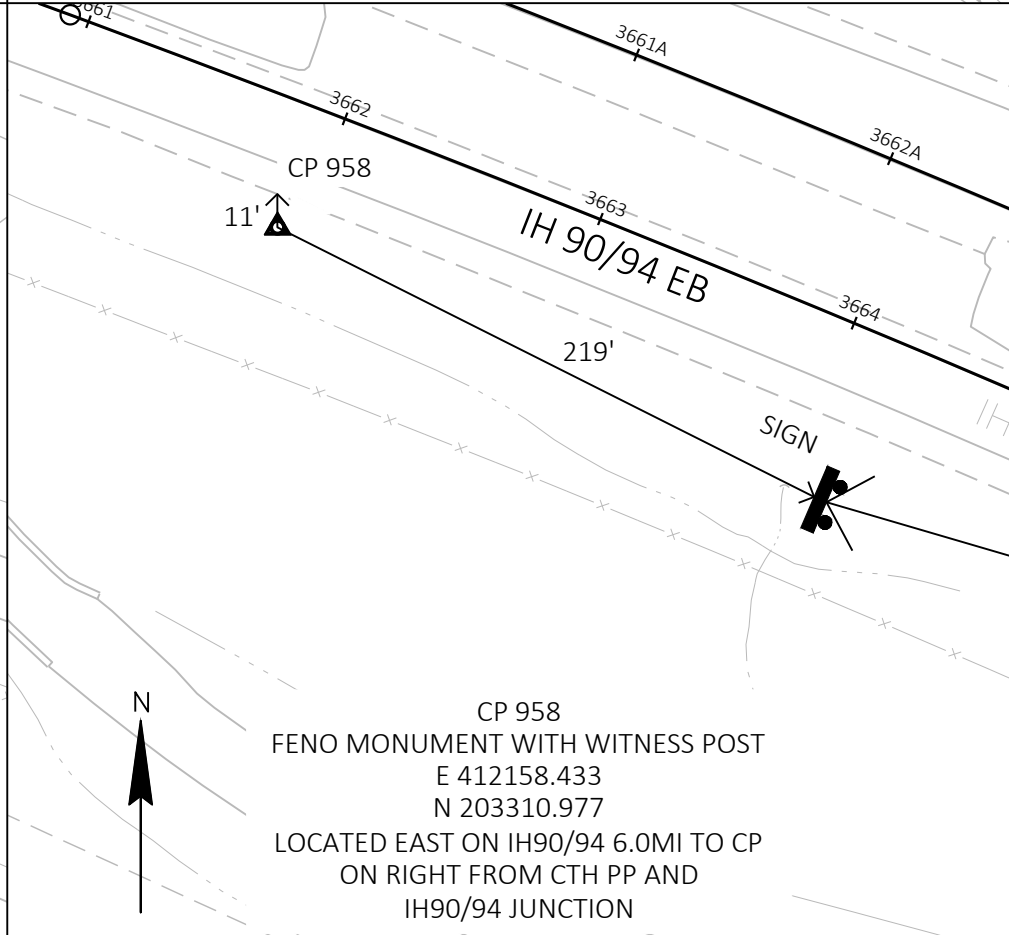
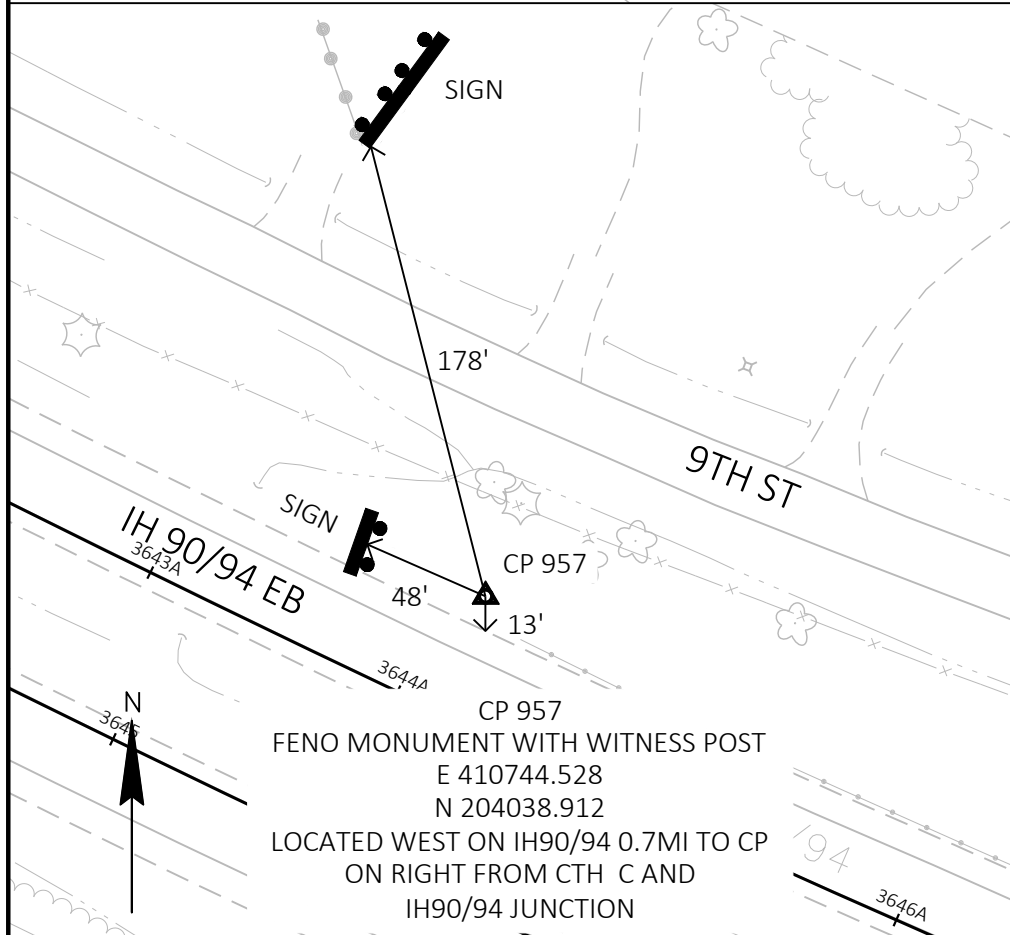
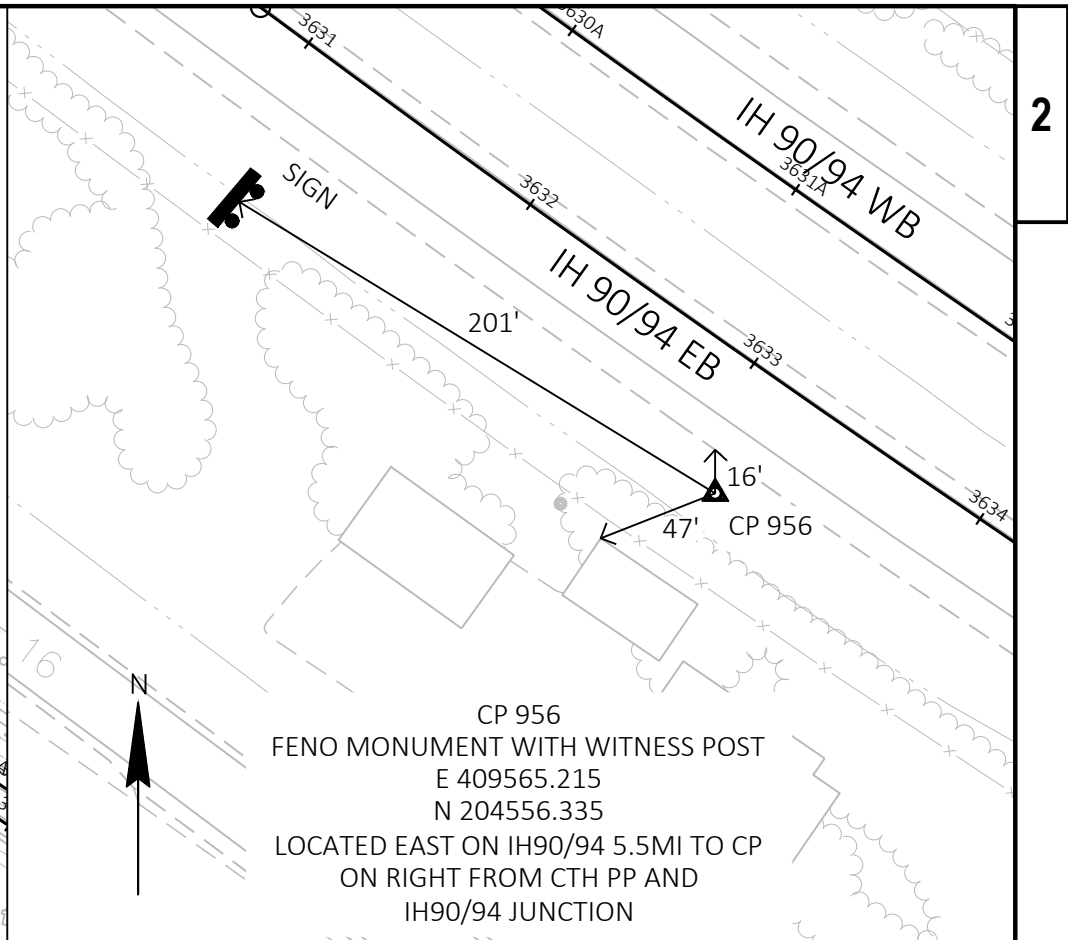
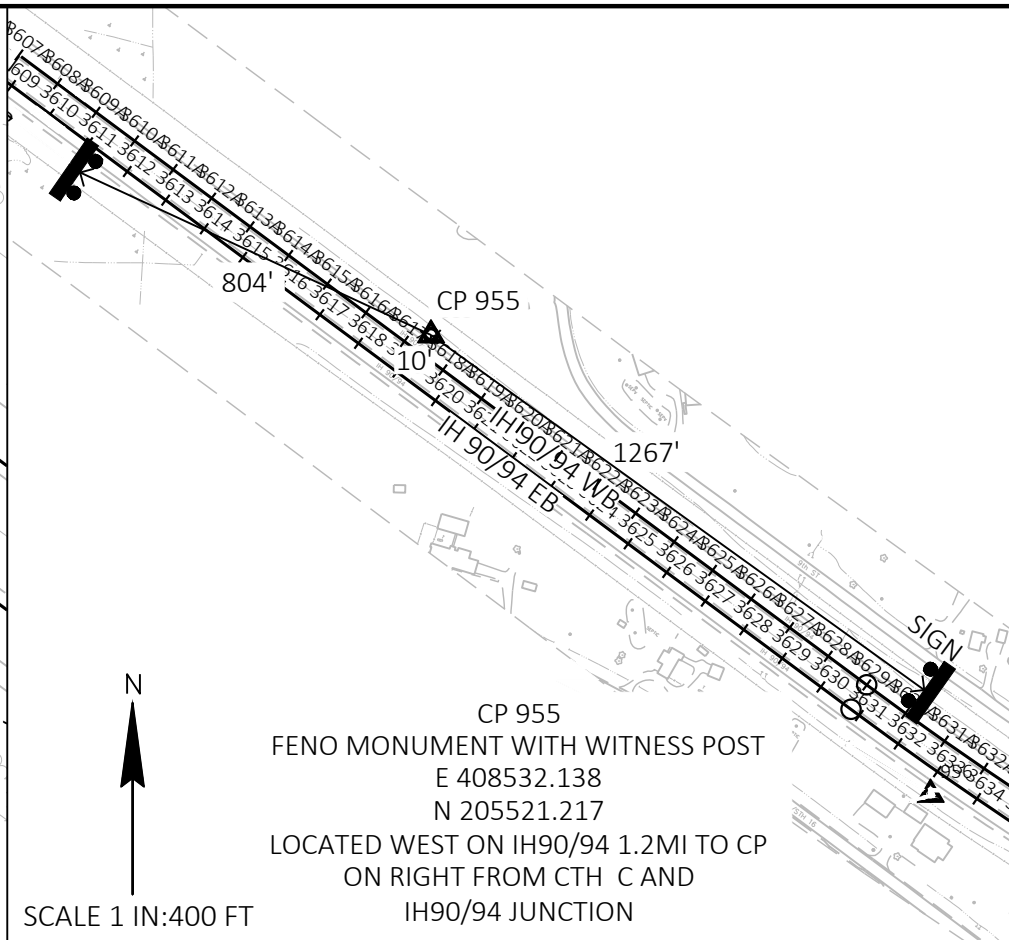
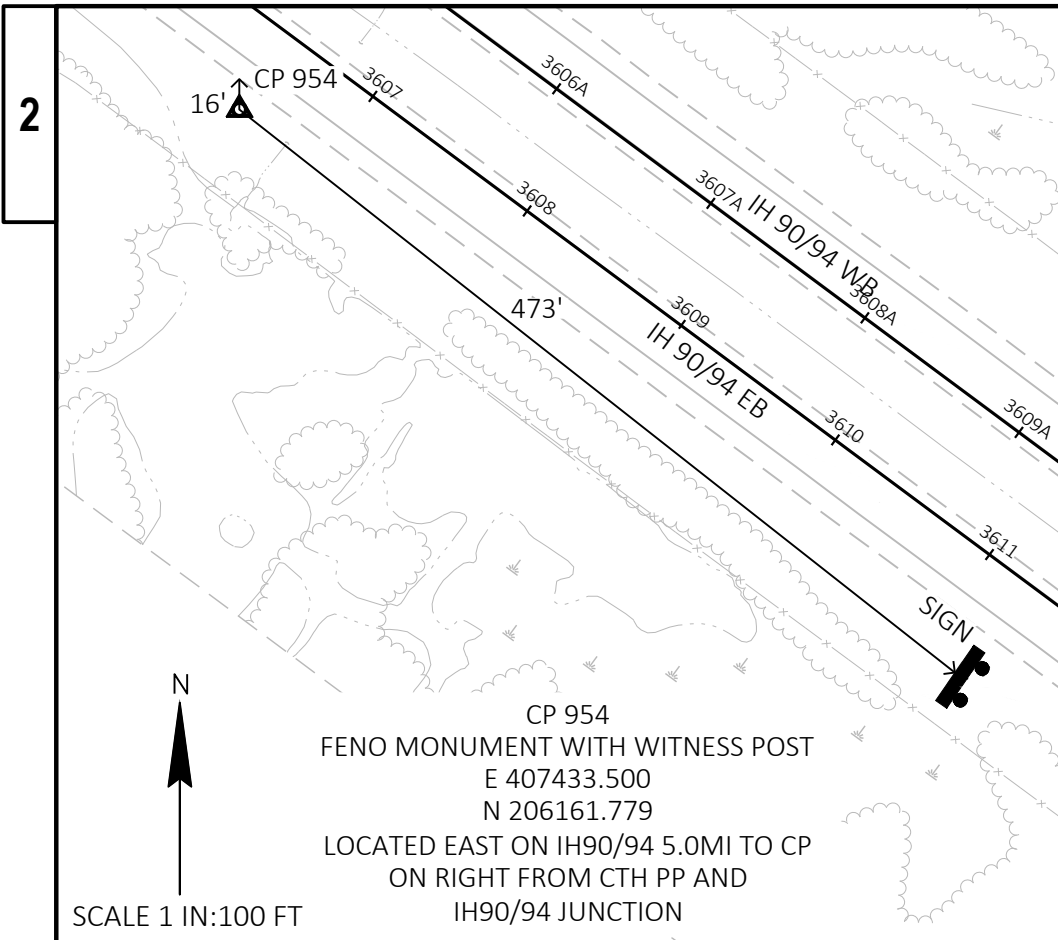
CONTROL POINTS

SHEET

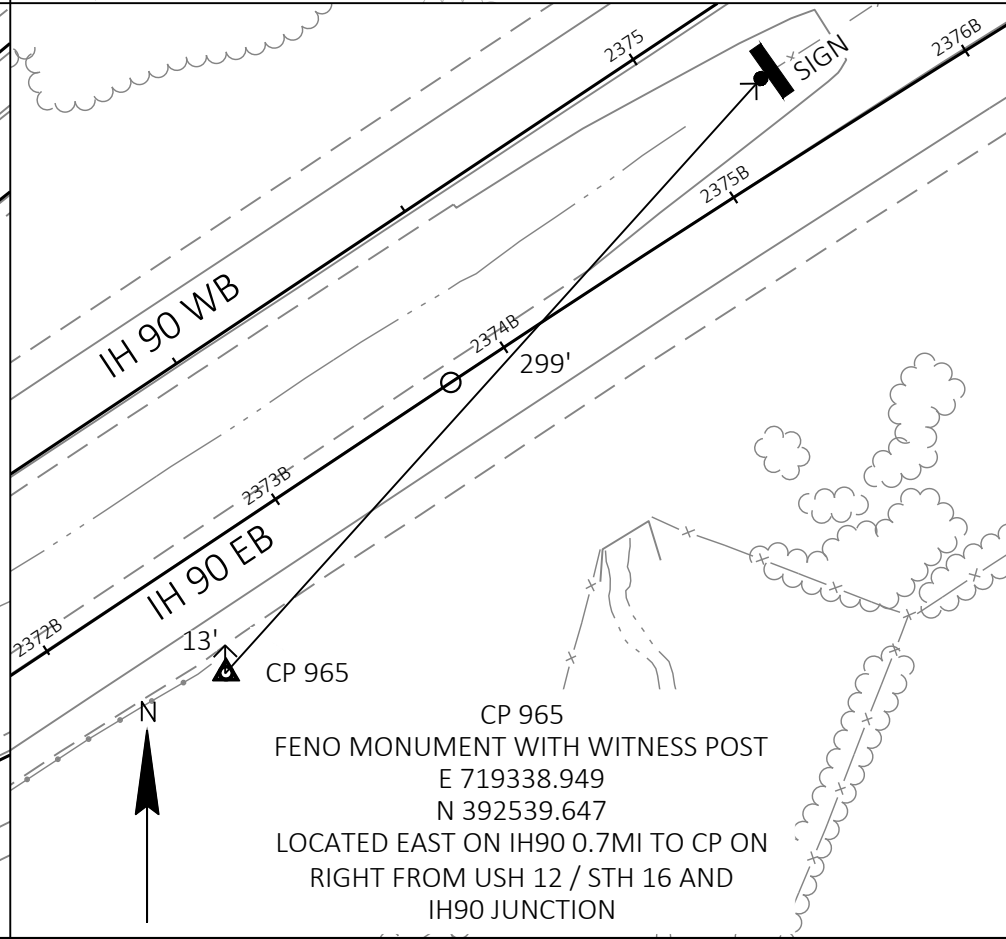
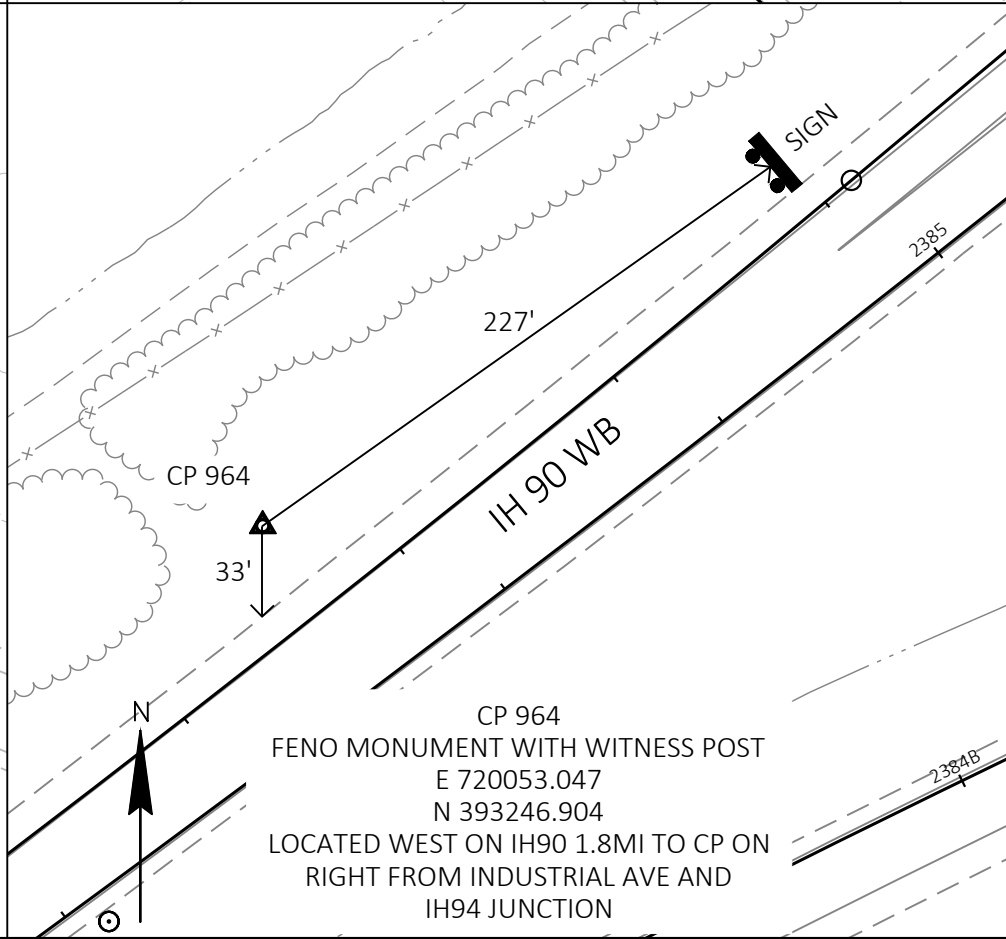
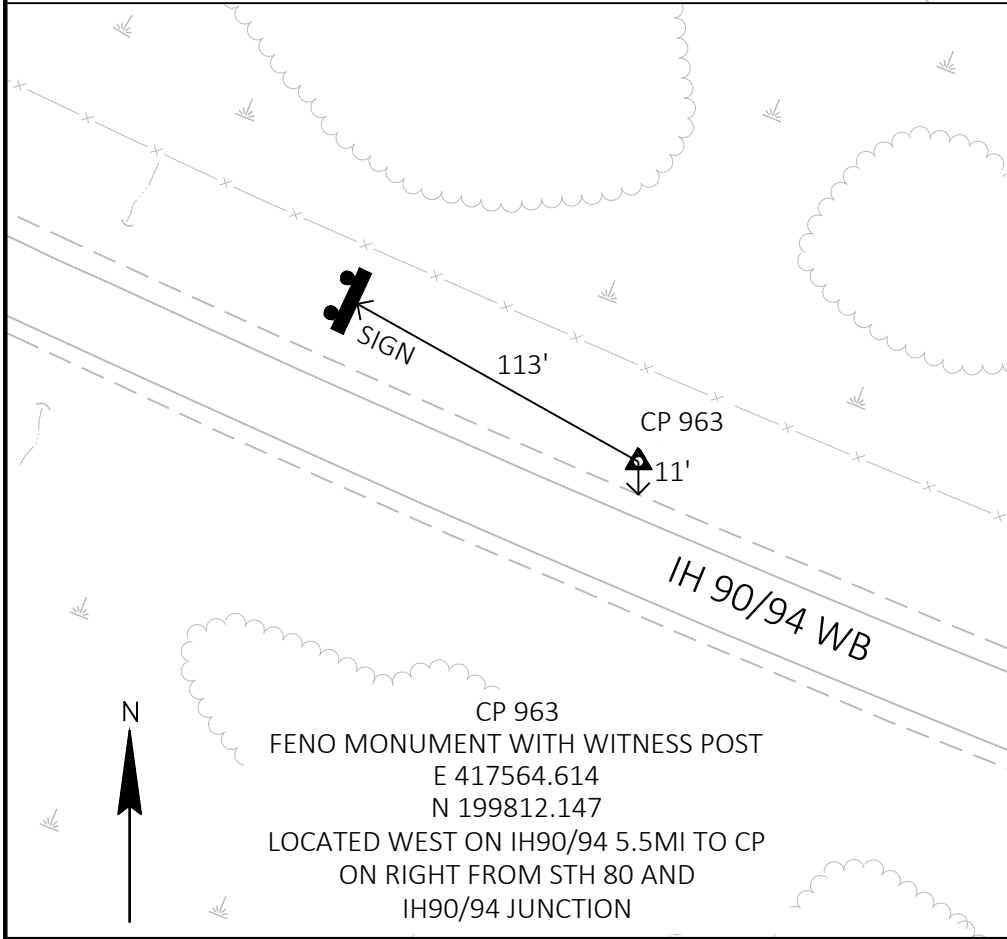
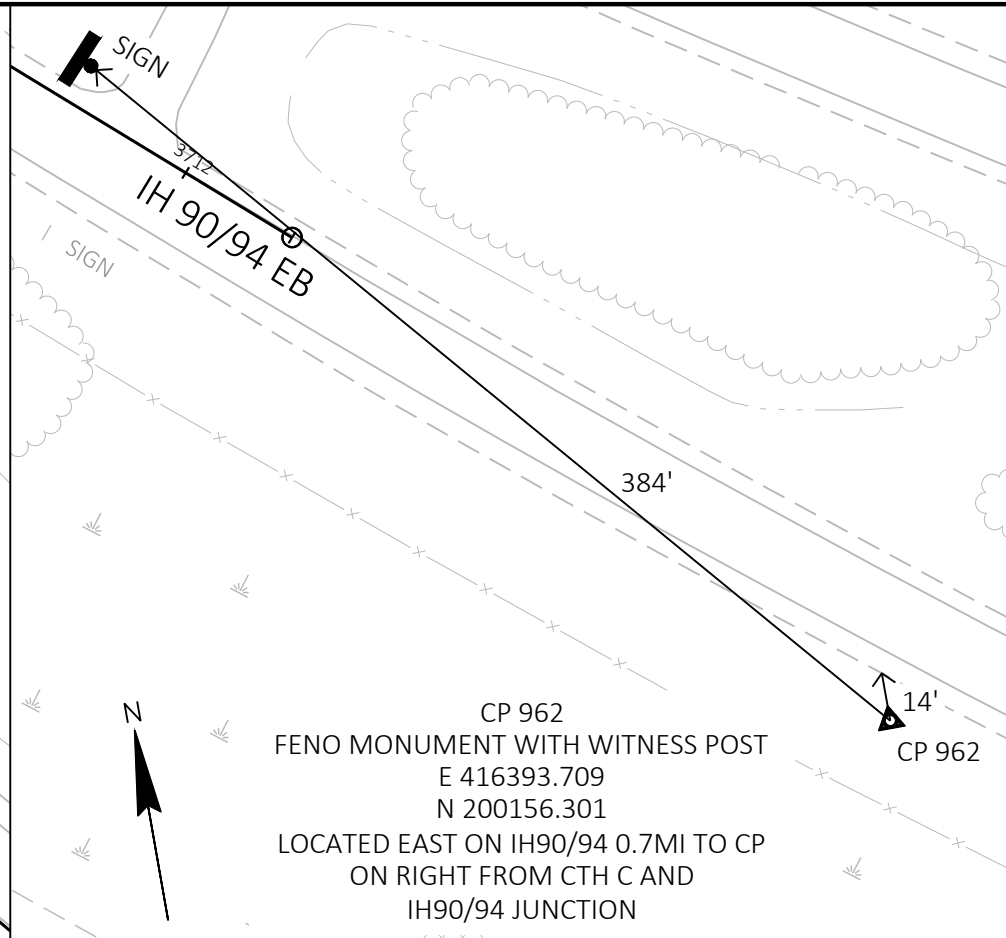
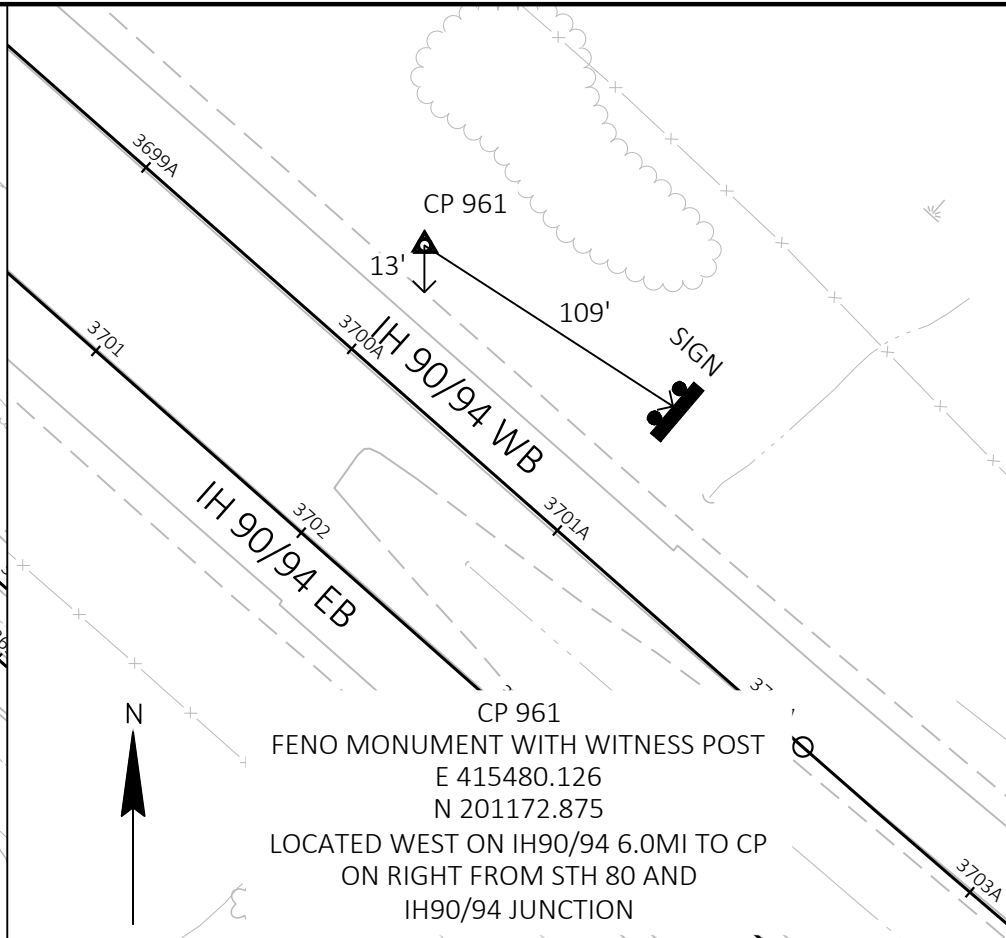
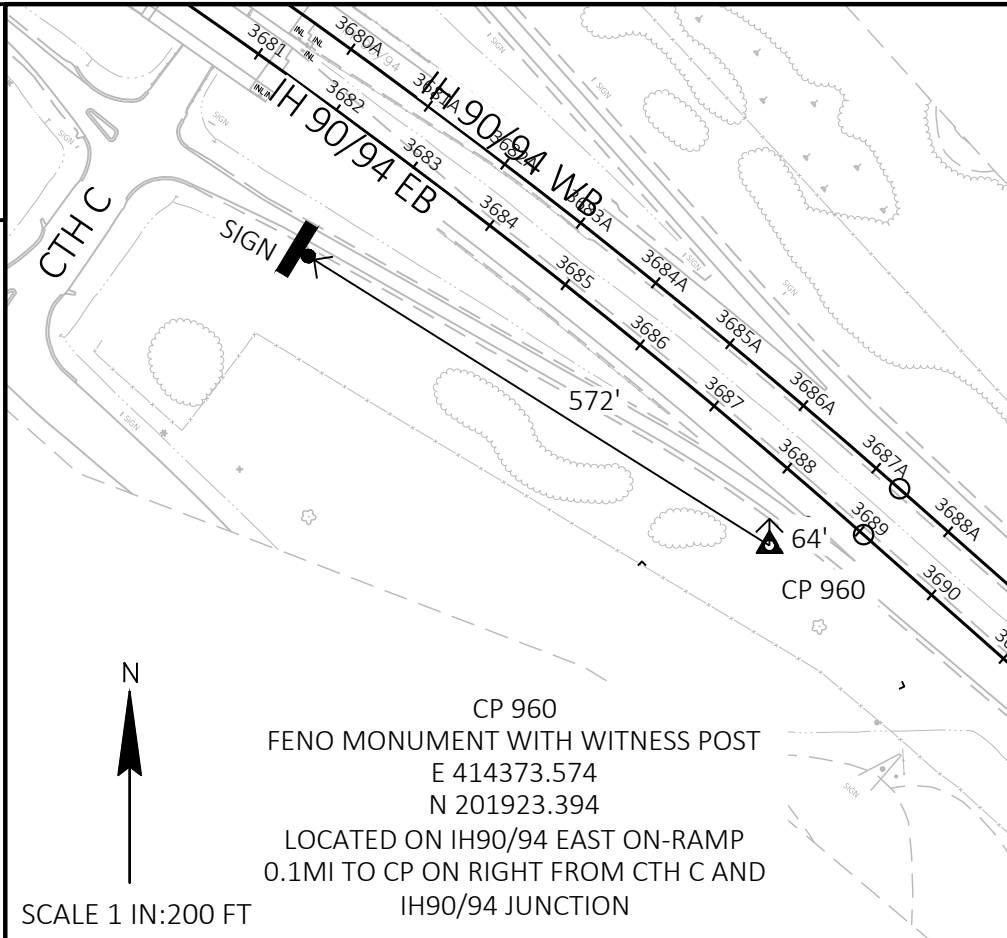
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS
			SHEET <b>E</b>



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	CONTROL POINTS	SHEET	E
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Estimate Of Quantities

1017-01-73

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	22.000	22.000
0004	204.0100	Removing Concrete Pavement	SY	762.000	762.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	2,281.000	2,281.000
0008	204.0165	Removing Guardrail	LF	1,660.000	1,660.000
0010	204.0180	Removing Delineators and Markers	EACH	22.000	22.000
0012	205.0100	Excavation Common	CY	8,745.000	8,745.000
0014	205.3000.S	Temporary Emergency Pullouts	EACH	14.000	14.000
0016	208.0100	Borrow	CY	19,381.000	19,381.000
0018	213.0100	Finishing Roadway (project) 01. 1017-01-73	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	7,317.000	7,317.000
0022	390.0100	Removing Pavement for Base Patching	CY	14.000	14.000
0024	390.0405	Base Patching Concrete SHES	CY	14.000	14.000
0026	415.0080	Concrete Pavement 8-Inch	SY	687.000	687.000
0028	416.0620	Drilled Dowel Bars	EACH	108.000	108.000
0030	455.0605	Tack Coat	GAL	42,168.000	42,168.000
0032	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0034	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0036	460.0115.S	HMA Pavement Test Strip Volumetrics	EACH	1.000	1.000
0038	460.0120.S	HMA Pavement Test Strip Density	EACH	1.000	1.000
0040	460.2000	Incentive Density HMA Pavement	DOL	18,850.000	18,850.000
0042	460.2005	Incentive Density PWL HMA Pavement	DOL	44,530.000	44,530.000
0044	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	10,490.000	10,490.000
0046	460.2010	Incentive Air Voids HMA Pavement	DOL	72,990.000	72,990.000
0048	460.7223	HMA Pavement 3 HT 58-28 S	TON	50,392.000	50,392.000
0050	460.7224	HMA Pavement 4 HT 58-28 S	TON	8,332.000	8,332.000
0052	460.7423	HMA Pavement 3 HT 58-28 H	TON	22,596.000	22,596.000
0054	460.7424	HMA Pavement 4 HT 58-28 H	TON	1,207.000	1,207.000
0056	460.8624	HMA Pavement 4 SMA 58-28 V	TON	20,199.000	20,199.000
0058	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0060	465.0510	Asphaltic Rumble Strips, Shoulder Divided Roadway	LF	188,328.000	188,328.000
0062	520.8000	Concrete Collars for Pipe	EACH	22.000	22.000
0064	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	4.000	4.000
0066	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	10.000	10.000
0068	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	40.000	40.000
0070	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	34.000	34.000
0072	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	10.000	10.000
0074	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	10.000	10.000
0076	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	10.000	10.000
0078	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	12.000	12.000
0080	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0082	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	3.000	3.000
0084	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	8.000	8.000
0086	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	7.000	7.000
0088	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	1.000	1.000
0090	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000
0092	601.0413	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	LF	87.000	87.000
0094	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	98.000	98.000
0096	603.8000	Concrete Barrier Temporary Precast Delivered	LF	101,005.000	101,005.000
0098	603.8125	Concrete Barrier Temporary Precast Installed	LF	139,795.000	139,795.000

Estimate Of Quantities

1017-01-73

Line	Item	Item Description	Unit	Total	Qty
0100	614.0905	Crash Cushions Temporary	EACH	2.000	2.000
0102	614.2300	MGS Guardrail 3	LF	1,162.500	1,162.500
0104	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0106	614.2620	MGS Guardrail Terminal Type 2	EACH	4.000	4.000
0108	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1017-01-73	EACH	1.000	1.000
0110	619.1000	Mobilization	EACH	1.000	1.000
0112	624.0100	Water	MGAL	90.000	90.000
0114	625.0500	Salvaged Topsoil	SY	63,444.000	63,444.000
0116	628.1504	Silt Fence	LF	7,156.000	7,156.000
0118	628.1520	Silt Fence Maintenance	LF	7,156.000	7,156.000
0120	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0122	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0124	628.2002	Erosion Mat Class I Type A	SY	63,444.000	63,444.000
0126	628.7005	Inlet Protection Type A	EACH	5.000	5.000
0128	628.7504	Temporary Ditch Checks	LF	1,044.000	1,044.000
0130	628.7555	Culvert Pipe Checks	EACH	140.000	140.000
0132	628.7560	Tracking Pads	EACH	1.000	1.000
0134	628.7570	Rock Bags	EACH	170.000	170.000
0136	629.0210	Fertilizer Type B	CWT	77.000	77.000
0138	630.0130	Seeding Mixture No. 30	LB	2,180.000	2,180.000
0140	630.0200	Seeding Temporary	LB	1,634.000	1,634.000
0142	630.0500	Seed Water	MGAL	2,716.000	2,716.000
0144	633.5200	Markers Culvert End	EACH	22.000	22.000
0146	633.5350	Markers Permanent Flexible	EACH	110.000	110.000
0148	638.2102	Moving Signs Type II	EACH	46.000	46.000
0150	638.4000	Moving Small Sign Supports	EACH	46.000	46.000
0152	642.5001	Field Office Type B	EACH	1.000	1.000
0154	643.0300	Traffic Control Drums	DAY	23,115.000	23,115.000
0156	643.0420	Traffic Control Barricades Type III	DAY	3,559.000	3,559.000
0158	643.0705	Traffic Control Warning Lights Type A	DAY	7,118.000	7,118.000
0160	643.0715	Traffic Control Warning Lights Type C	DAY	5,054.000	5,054.000
0162	643.0800	Traffic Control Arrow Boards	DAY	130.000	130.000
0164	643.0900	Traffic Control Signs	DAY	8,050.000	8,050.000
0166	643.1000	Traffic Control Signs Fixed Message	SF	626.500	626.500
0168	643.1050	Traffic Control Signs PCMS	DAY	26.000	26.000
0170	643.1070	Traffic Control Cones 42-Inch	DAY	3,360.000	3,360.000
0172	643.1205.S	Basic Traffic Queue Warning System	DAY	35.000	35.000
0174	643.3165	Temporary Marking Line Paint 6-Inch	LF	491,011.000	491,011.000
0176	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	47,770.000	47,770.000
0178	643.3265	Temporary Marking Line Paint 10-Inch	LF	8,433.000	8,433.000
0180	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	457.000	457.000
0182	643.4100	Traffic Control Interim Lane Closure	EACH	14.000	14.000
0184	643.5000	Traffic Control	EACH	1.000	1.000
0186	646.2020	Marking Line Epoxy 6-Inch	LF	1,210.000	1,210.000
0188	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	25,021.000	25,021.000
0190	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	200,327.000	200,327.000
0192	646.2050	Marking Line Grooved Permanent Tape 6-Inch	LF	25,021.000	25,021.000
0194	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	5,972.000	5,972.000
0196	646.5420	Marking Aerial Enforcement Bar Epoxy	EACH	10.000	10.000

Estimate Of Quantities

1017-01-73

Line	Item	Item Description	Unit	Total	Qty
0198	646.6120	Marking Stop Line Epoxy 18-Inch	LF	60.000	60.000
0200	646.9000	Marking Removal Line 4-Inch	LF	61,867.000	61,867.000
0202	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	99,835.000	99,835.000
0204	646.9100	Marking Removal Line 8-Inch	LF	2,991.000	2,991.000
0206	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	185.000	185.000
0208	650.6000	Construction Staking Pipe Culverts	EACH	22.000	22.000
0210	650.8000	Construction Staking Resurfacing Reference	LF	54,782.000	54,782.000
0212	650.9911	Construction Staking Supplemental Control (project) 01. 1017-01-73	EACH	1.000	1.000
0214	650.9920	Construction Staking Slope Stakes	LF	46,666.000	46,666.000
0216	690.0250	Sawing Concrete	LF	180.000	180.000
0218	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0220	740.0440	Incentive IRI Ride	DOL	92,000.000	92,000.000
0222	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	900.000	900.000
0224	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	700.000	700.000
0226	SPV.0045	Special 01. Dynamic Late Merge System For Split	DAY	18.000	18.000
0228	SPV.0045	Special 02. Dynamic Late Merge System For Camp Douglas	DAY	10.000	10.000
0230	SPV.0060	Special 01. Emergency Parking 2 Hour Max Sign	EACH	36.000	36.000
0232	SPV.0060	Special 02. Emergency Parking 1/4 Mile Sign	EACH	36.000	36.000
0234	SPV.0060	Special 03. Removing Temporary Emergency Pullouts	EACH	36.000	36.000
0236	SPV.0090	Special 01. Concrete Joint and Crack Cleaning	LF	90.000	90.000
0238	SPV.0180	Special 01. Removing Asphaltic Surface Milling, SPECIAL	SY	252,135.000	252,135.000

CULVERT PIPE SUMMARY

CATEGORY	STATION	LOCATION	203.0100	* 520.8000	522.0142	522.0148	522.0424	522.0430	* 522.1024	* 522.1030	522.1042	522.1048	* 650.6000	INLET ELEVATION	OUTLET ELEVATION
			REMOVING SMALL PIPE CULVERTS EACH	CONCRETE COLLARS FOR PIPE EACH	CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	CONSTRUCTION STAKING PIPE CULVERTS EACH		
0010	3161+78	IH 90/94 MEDIAN	1	1	10	-	-	-	-	-	1	-	1	934.92	934.87
0010	3229+97	IH 90/94 MEDIAN	1	1	-	-	10	-	1	-	-	-	1	935.37	935.32
0010	3486+65	IH 90/94 MEDIAN	1	1	-	8	-	-	-	-	-	1	1	929.56	929.52
0010	3529+65	IH 90/94 MEDIAN	1	1	-	2	-	-	-	-	-	1	1	910.90	910.89
0010	3544+16	IH 90/94 MEDIAN	1	1	-	-	-	8	-	1	-	-	1	918.80	918.76
0010	3606+78	IH 90/94 MEDIAN	1	1	-	-	-	4	-	1	-	-	1	921.38	921.36
TOTAL 0010			6	6	10	10	10	12	1	2	1	2	6		

BID ITEM LISTED ELSEWHERE  
PIPE INVERT AT END OF PIPE FOR INFORMATION ONLY. FIELD VERIFY

CULVERT PIPE SUMMARY

CATEGORY	STATION	LOCATION	* 203.0100	* 520.8000	522.0118	522.0124	522.0130	522.0136	522.1018	* 522.1024	* 522.1030	522.1036	* 650.6000	INLET ELEVATION	OUTLET ELEVATION
			REMOVING SMALL PIPE CULVERTS EACH	CONCRETE COLLARS FOR PIPE EACH	CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	CONSTRUCTION STAKING PIPE CULVERTS EACH		
0010	3192+95	IH 90/94 MEDIAN	1	1	-	4	-	-	-	1	-	-	1	939.06	939.04
0010	3250+97	IH 90/94 MEDIAN	1	1	-	-	-	4	-	-	-	1	1	934.45	934.43
0010	3261+97	IH 90/94 MEDIAN	1	1	-	-	6	-	-	-	1	-	1	933.76	933.73
0010	3296+95	IH 90/94 MEDIAN	1	1	-	-	4	-	-	-	1	-	1	934.90	934.88
0010	3319+94	IH 90/94 MEDIAN	1	1	-	-	-	8	-	-	-	1	1	935.50	935.46
0010	3325+93	IH 90/94 MEDIAN	1	1	-	-	-	8	-	-	-	1	1	936.29	936.25
0010	3325+99	IH 90/94 MEDIAN	1	1	-	-	-	8	-	-	-	1	1	936.29	936.25
0010	3354+18	IH 90/94 MEDIAN	1	1	-	-	6	-	-	-	1	-	1	930.55	930.49
0010	3392+97	IH 90/94 MEDIAN	1	1	-	-	-	8	-	-	1	-	1	923.35	923.31
0010	3406+29	IH 90/94 MEDIAN	1	1	-	-	-	8	-	-	1	-	1	923.79	923.75
0010	3445+83	IH 90/94 MEDIAN	1	1	-	-	-	2	-	-	-	1	1	930.65	930.64
0010	3445+91	IH 90/94 MEDIAN	1	1	-	-	-	2	-	-	-	1	1	930.65	930.64
0010	3445+99	IH 90/94 MEDIAN	1	1	-	-	-	2	-	-	-	1	1	930.65	930.64
0010	3449+97	IH 90/94 MEDIAN	1	1	-	6	-	-	-	1	-	-	1	932.04	932.01
0010	3536+82	IH 90/94 MEDIAN	1	1	-	-	-	8	-	-	1	-	1	917.10	917.06
0010	3614+29	IH 90/94 MEDIAN	1	1	4	-	-	-	1	-	-	-	1	922.54	922.52
TOTAL 0010			16	16	4	10	40	34	1	2	6	7	16		

BID ITEM LISTED ELSEWHERE  
PIPE INVERT AT END OF PIPE FOR INFORMATION ONLY. FIELD VERIFY

CONCRETE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0100	415.0080	601.0413	601.0555	650.5500	REMARKS
					REMOVING CONCRETE PAVEMENT SY	CONCRETE PAVEMENT 8-INCH SY	CONCRETE CURB GUTTER 6-INCH SLOPED 30-INCH TYPE G LF	CONCRETE CURB GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	CONSTRUCTION STAKING CURB GUTTER AND CURB GUTTER LF	
0010	3678+61R	-	3680+44R	WB/CTH C EXIT RAMP	762	687	-	-	-	
0010	3678+52R	-	3678+90R	WB/CTH C EXIT RAMP	-	-	-	50	50	LT CURB
0010	3678+80R	-	3679+16R	WB/CTH C EXIT RAMP	-	-	-	48	48	RT CURB
0010	3678+64R	-	3679+07R	WB/CTH C EXIT RAMP	-	-	87	-	87	ISLAND
TOTAL 0010					762	687	87	98	185	

INFO FOR REMOVING SMALL PIPE CULVERTS

DELINEATOR SUMMARY

STATION	LOCATION	SIZE (INCH)	MATERIAL	LENGTH (FT)
3161+78	IH 90/94 MEDIAN	42	CONCRETE	8
3192+95	IH 90/94 MEDIAN	24	CONCRETE	6
3229+97	IH 90/94 MEDIAN	24	CONCRETE	6
3250+97	IH 90/94 MEDIAN	36	CONCRETE	8
3261+97	IH 90/94 MEDIAN	30	CONCRETE	6
3296+95	IH 90/94 MEDIAN	30	CONCRETE	6
3319+94	IH 90/94 MEDIAN	36	CONCRETE	8
3325+93	IH 90/94 MEDIAN	36	CONCRETE	8
3325+99	IH 90/94 MEDIAN	36	CONCRETE	8
3354+18	IH 90/94 MEDIAN	30	CONCRETE	6
3392+97	IH 90/94 MEDIAN	30	CONCRETE	6
3406+29	IH 90/94 MEDIAN	30	CONCRETE	6
3445+83	IH 90/94 MEDIAN	36	CONCRETE	8
3445+91	IH 90/94 MEDIAN	36	CONCRETE	8
3445+99	IH 90/94 MEDIAN	36	CONCRETE	8
3449+97	IH 90/94 MEDIAN	24	CONCRETE	6
3486+65	IH 90/94 MEDIAN	48	CONCRETE	8
3529+65	IH 90/94 MEDIAN	48	CONCRETE	8
3536+82	IH 90/94 MEDIAN	30	CONCRETE	6
3544+16	IH 90/94 MEDIAN	30	CONCRETE	6
3606+78	IH 90/94 MEDIAN	30	CONCRETE	6
3614+29	IH 90/94 MEDIAN	18	CONCRETE	6

CATEGORY	STATION	LOCATION	204.0180	633.5200	REMARKS
			REMOVING DELINEATORS AND MARKERS EACH	MARKERS CULVERT END EACH	
0010	3161+78	IH 90/94 MEDIAN	1	1	
0010	3192+95	IH 90/94 MEDIAN	1	1	
0010	3229+97	IH 90/94 MEDIAN	1	1	
0010	3250+97	IH 90/94 MEDIAN	1	1	
0010	3261+97	IH 90/94 MEDIAN	1	1	
0010	3296+95	IH 90/94 MEDIAN	1	1	
0010	3319+94	IH 90/94 MEDIAN	1	1	
0010	3325+93	IH 90/94 MEDIAN	1	1	
0010	3325+99	IH 90/94 MEDIAN	1	1	
0010	3354+18	IH 90/94 MEDIAN	1	1	
0010	3392+97	IH 90/94 MEDIAN	1	1	
0010	3406+29	IH 90/94 MEDIAN	1	1	
0010	3445+83	IH 90/94 MEDIAN	1	1	
0010	3445+91	IH 90/94 MEDIAN	1	1	
0010	3445+99	IH 90/94 MEDIAN	1	1	
0010	3449+97	IH 90/94 MEDIAN	1	1	
0010	3486+65	IH 90/94 MEDIAN	1	1	
0010	3529+65	IH 90/94 MEDIAN	1	1	
0010	3536+82	IH 90/94 MEDIAN	1	1	
0010	3544+16	IH 90/94 MEDIAN	1	1	
0010	3606+78	IH 90/94 MEDIAN	1	1	
0010	3614+29	IH 90/94 MEDIAN	1	1	
TOTAL 0010			22	22	

ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY

CATEGORY	STATION	TO	STATION	LOCATION	465.0510	REMARKS
					ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF	
<u>STG 1</u>						
0010	3147+20	-	3218+00	IH 94 EB MEDIAN	7,080	
0010	3227+00	-	3233+00	IH 90/94 EB MEDIAN	600	
0010	3146+96	-	3157+86	IH 94 EB OUTSIDE	1,090	
0010	2407+45B	-	2420+52B	IH 90 EB MEDIAN	1,307	
<u>STG 2</u>						
0010	2407+45B	-	2424+00B	IH 90 EB OUTSIDE	1,655	
0010	3161+32B	-	3233+00	IH 90/94 EB OUTSIDE	7,168	
0010	3632+87	-	3655+97	IH 90/94 EB MEDIAN	2,310	
0010	3666+00	-	3679+70	IH 90/94 EB MEDIAN	1,370	
0010	3681+31	-	3692+15	IH 90/94 EB MEDIAN	1,084	
0010	3627+00	-	3656+27	IH 90/94 EB OUTSIDE	2,927	
0010	3659+95	-	3664+00	IH 90/94 EB OUTSIDE	405	
0010	3672+79	-	3679+76	IH 90/94 EB OUTSIDE	697	
0010	3681+43	-	3687+16	IH 90/94 EB OUTSIDE	573	
0010	3689+17	-	3698+64	IH 90/94 EB OUTSIDE	947	
<u>STG 3</u>						
0010	3233+00	-	3367+00	IH 90/94 EB MEDIAN	13,400	
0010	3379+00	-	3623+87	IH 90/94 EB MEDIAN	24,487	
0010	3233+00	-	3323+00	IH 90/94 EB OUTSIDE	9,000	
0010	3332+28	-	3349+65	IH 90/94 EB OUTSIDE	1,737	
0010	3355+33	-	3627+00	IH 90/94 EB OUTSIDE	27,167	
<u>WB</u>						
0010	3212+50A	-	3215+75A	IH 90/94 WB MEDIAN	325	
0010	3224+75A	-	3365+00A	IH 90/94 WB MEDIAN	14,025	
0010	3377+00A	-	3507+58A	IH 90/94 WB MEDIAN	13,058	
0010	3509+38A	-	3622+12A	IH 90/94 WB MEDIAN	11,274	
0010	3190+00A	-	3322+93A	IH 90/94 WB OUTSIDE	13,293	
0010	3329+45A	-	3347+36A	IH 90/94 WB OUTSIDE	1,791	
0010	3355+90A	-	3507+62A	IH 90/94 WB OUTSIDE	15,172	
0010	3509+18A	-	3653+04A	IH 90/94 WB OUTSIDE	14,386	
TOTAL 0010					188,328	

NOTE FOR INFORMATIONAL PURPOSES ONLY

GUARDRAIL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0165	614.2300	614.2610	614.2620	REMARKS
					REMOVING GUARDRAIL LF	MGS GUARDRAIL 3 LF	MGS GUARDRAIL TERMINAL EAT EACH	MGS GUARDRAIL TERMINAL TYPE 2 EACH	
0010	3379+75	-	3383+03	IH 90/94 EB MEDIAN	428	275	1	1	
0010	3424+82	-	3428+45	IH 90/94 EB MEDIAN	402	312.5	1	1	
0010	3437+50	-	3440+41	IH 90/94 EB MEDIAN	376	237.5	1	1	
0010	3508+37	-	3512+25	IH 90/94 EB MEDIAN	454	337.5	1	1	
TOTAL 0010					1,660	1,162.5	4	4	

PAVING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	SY	204.0115	455.0605	460.7223	460.7224	460.7423	460.7424	460.8624	SPV.0180.01	REMARKS
						REMOVING ASPHALTIC SURFACE BUTT OINTS	TACK COAT	HMA PAVEMENT 3 HT 58-28 S	HMA PAVEMENT 4 HT 58-28 S	HMA PAVEMENT 3 HT 58-28 H	HMA PAVEMENT 4 HT 58-28 H	HMA PAVEMENT 4 SMA 58-28 V	SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL)	
<u>STG 1A</u>														
0010	3147+19	-	3148+25	IH 94 EB	287	23.5	-	20.2	-	-	-	20.6	-	
0010	3148+25	-	3157+00	IH 94 EB	-	366.2	423.4	109.9	159.1	-	-	131.4	2154	
0010	3157+00	-	3157+86	IH 90/94 EB	-	36.0	44.7	10.8	14.5	-	-	12.9	212	
0010	3157+86	-	3171+80	IH 90/94 EB	-	316.6	286.8	-	234.6	-	-	208.6	1862	
0010	3171+80	-	3225+00	IH 90/94 EB	-	1436.4	1428.8	-	1064.4	-	-	946.1	8447	
0010	3157+86	-	3166+36	INTERCHANGE	-	112.5	185.2	74.1	-	-	-	-	662	
0010	3157+86	-	3171+80	INTERCHANGE	-	301.1	272.7	-	223.1	-	-	198.4	1771	
0010	2420+00B	-	2420+52B	IH 90 EB	20	17.7	16.0	-	13.1	-	-	11.6	84	
SUB TOTAL					307	2610.0	2657.6	215.0	1708.8	0.0	-	1529.6	15192	
<u>STG 1B</u>														
0010	3147+19	-	3148+25	IH 94 EB	212	17.7	-	-	-	-	-	30.8	-	
0010	3148+25	-	3157+00	IH 94 EB	-	297.8	236.1	-	237.5	-	-	196.2	1752	
0010	3157+00	-	3233+00	IH 90/94 EB	-	2584.5	2950.4	-	1915.0	-	-	1702.2	15198	
SUB TOTAL					212	2900.0	3186.5	0.0	2152.5	0	-	1929.2	16950	
STAGE 1 TOTAL					519	5510	5844	215	3861	0	-	3459	32142	
<u>STG 2A</u>														
0010	3627+00	-	3652+74	IH 90/94 EB	-	875.8	803.5	-	665.9	-	-	577.0	5152	
0010	3652+74	-	3653+80	IH 90/94 EB	212	17.6	-	-	-	-	-	30.8	-	
0010	3653+80	-	3655+89	IH 90/94 EB	-	16.7	17.5	-	-	13.6	-	-	139	
0010	3655+89	-	3655+99	IH 90/94 EB	9	1.0	1.1	-	-	0.9	-	-	-	
0010	3659+78	-	3659+88	IH 90/94 EB	9	1.0	1.1	-	-	0.9	-	-	-	
0010	3659+88	-	3660+77	IH 90/94 EB	-	7.2	7.5	-	-	5.9	-	-	60	
0010	3660+77	-	3661+83	IH 90/94 EB	273	22.7	-	-	-	-	-	39.7	-	
0010	3661+83	-	3670+44	IH 90/94 EB	-	293.4	198.0	-	251.0	-	-	193.1	1724	
0010	3670+44	-	3671+50	IH 90/94 EB	212	17.6	-	-	-	-	-	30.6	-	
0010	3671+50	-	3679+60	IH 90/94 EB	-	96.8	101.7	-	-	79.1	-	-	807	
0010	3679+60	-	3679+70	IH 90/94 EB	34	4.1	4.3	-	-	3.3	-	-	-	
0010	3681+31	-	3681+41	IH 90/94 EB	33	4.0	4.2	-	-	3.2	-	-	-	
0010	3681+41	-	3692+05	IH 90/94 EB	-	109.3	114.7	-	-	89.2	-	-	911	
0010	3692+05	-	3692+15	IH 90/94 EB	7	0.8	0.9	-	-	0.7	-	-	-	
SUB TOTAL					789	1468.0	1254.5	0.0	916.9	196.8	-	871.2	8793	

PAVING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	SY	GAL	TON	TON	TON	TON	TON	SY	REMARKS
<div style="display: flex; justify-content: space-between; font-size: small;"> <span>204.0115 REMOVING ASPHALTIC SURFACE BUTT OINTS</span> <span>455.0605 TACK COAT</span> <span>460.7223 HMA PAVEMENT 3 HT 58-28 S</span> <span>460.7224 HMA PAVEMENT 4 HT 58-28 S</span> <span>460.7423 HMA PAVEMENT 3 HT 58-28 H</span> <span>460.7424 HMA PAVEMENT 4 HT 58-28 H</span> <span>460.8624 HMA PAVEMENT 4 SMA 58-28 V</span> <span>SPV.0180.01 SPECIAL (01. REMOVING ASPHALTIC SURFACE MILLING, SPECIAL)</span> </div>													
<b>STG 2B</b>													
0010	3627+00	-	3652+74	IH 90/94 EB	-	1072.8	1367.6	321.3	444.5	-	385.1	6308	
0010	3652+74	-	3653+80	IH 90/94 EB	259	21.6	-	17.1	-	-	20.5	-	
0010	3653+80	-	3656+20	IH 90/94 EB	-	25.7	27.0	-	-	21.0	-	214	
0010	3656+20	-	3656+30	IH 90/94 EB	13	1.5	1.6	-	-	1.2	-	-	
0010	3660+34	-	3660+44	IH 90/94 EB	9	1.1	1.1	-	-	0.9	-	-	
0010	3660+44	-	3660+77	IH 90/94 EB	-	3.6	3.8	-	-	3.0	-	30	
0010	3660+77	-	3661+83	IH 90/94 EB	257	21.4	-	17.0	-	-	20.4	-	
0010	3661+83	-	3665+00	IH 90/94 EB	-	131.5	128.2	39.3	64.3	-	47.2	773	
0010	3665+00	-	3670+44	IH 90/94 EB	-	123.5	89.1	-	102.7	-	81.2	725	
0010	3670+44	-	3671+50	IH 90/94 EB	141	11.7	-	-	-	-	20.4	-	
0010	3665+00RI	-	3670+43RI	CTH C EXIT RAMP	-	152.2	-	305.3	-	45.6	-	895	
0010	3670+43RI	-	3671+26RI	CTH C EXIT RAMP	-	36.2	-	47.9	-	14.7	-	213	
0010	3672+79	-	3679+68	IH 90/94 EB	-	92.6	97.3	-	-	75.6	-	772	
0010	3679+68	-	3679+78	IH 90/94 EB	11	1.3	1.4	-	-	1.1	-	-	
0010	3681+45	-	3681+55	IH 90/94 EB	11	1.3	1.3	-	-	1.0	-	-	
0010	3681+55	-	3687+16	IH 90/94 EB	-	78.1	82.0	-	-	63.8	-	651	
0010	3698+23	-	3698+55	IH 90/94 EB	-	3.4	3.6	-	-	2.8	-	28	
0010	3698+55	-	3698+65	IH 90/94 EB	9	1.1	1.2	-	-	0.9	-	-	
0010	3672+26RI	-	3680+18RI	CTH C EXIT RAMP	-	351.9	-	365.0	-	209.9	-	2931	
0010	3680+18RI	-	3680+28RI	CTH C EXIT RAMP	61	7.3	-	6.0	-	6.0	-	-	
0010	3681+01R	-	3681+11R	CTH C ENTRANCE RAMP	3	0.2	-	-	-	0.5	-	-	
0010	3681+11R	-	3688+97R	CTH C ENTRANCE RAMP	-	33.5	20.4	-	-	49.5	-	362	
0010	3688+97R	-	3689+07R	CTH C ENTRANCE RAMP	1	0.2	-	0.2	-	0.1	-	-	
0010	3681+22R	-	3681+32R	CTH C ENTRANCE RAMP	3	0.2	-	-	-	0.6	-	-	
0010	3681+32R	-	3698+23R	CTH C ENTRANCE RAMP	-	53.3	-	25.8	-	89.1	-	616	
0010	51+18CC	-	51+28CC	CTH C	55	3.9	-	6.2	-	-	-	-	
0010	51+28CC	-	57+15CC	CTH C	-	173.1	-	276.9	-	-	-	2472	
0010	57+15CC	-	57+25CC	CTH C	54	3.8	-	6.1	-	-	-	-	
0010	3678+90R	-	3680+44R	CTH C ENTRANCE RAMP	-	6.1	-	-	-	14.7	-	87	
0010	3679+16R	-	3680+44R	CTH C ENTRANCE RAMP	-	4.9	-	-	-	11.6	-	69	
SUB TOTAL					887	2419.0	1825.6	1434.1	611.5	613.6	574.8	17146	
<b>STG 2C</b>													
0010	3157+86	-	3233+00	IH 90/94 EB	-	2055.5	2913.1	933.8	472.7	-	420.1	12089	
0010	2420+00B	-	2420+52B	IH 90 EB	24	21.5	26.8	6.4	8.7	-	7.7	102	
SUB TOTAL					24	2077.0	2939.9	940.2	481.4	0.0	427.8	12191	
STAGE 2 TOTAL					1700	5964	6020	2374	2010	810	1874	38130	
<b>STG 3A</b>													
0010	3233+00	-	3627+00	IH 90/94 EB	-	13403.2	17067.7	-	9933.8	-	8830.1	78839	
0010	3314+60	-	3315+34	IH 90/94 MEDIAN	-	6.8	-	10.8	-	-	-	97	
SUB TOTAL					0	13410.0	17067.7	10.8	9933.8	0.0	8830.1	78936	
<b>STG 3B</b>													
0010	3233+00	-	3317+50	IH 90/94 EB	-	3511.4	4591.1	1051.6	1419.6	-	1261.9	20656	
0010	3371+00	-	3617+00	IH 90/94 EB	-	10636.5	13836.2	3190.9	4294.5	-	3817.0	62562	
0010	3317+50	-	3324+61	IH 90/94 EB	-	296.3	387.6	89.0	119.4	-	106.2	1743	
0010	3324+61	-	3332+31	IH 90/94 EB	-	174.7	179.0	-	129.5	-	115.1	1028	
0010	3332+31	-	3336+00	IH 90/94 EB	-	153.3	200.5	45.9	62.0	-	55.1	902	
0010	3324+61RG	-	3332+29RG	CTH PP EXIT RAMP	-	270.8	303.8	153.0	64.0	19.4	56.9	1593	
0010	3332+29RG	-	3339+25RG	CTH PP EXIT RAMP	-	259.9	-	271.8	-	152.8	-	2166	
0010	3339+25RG	-	3339+35RG	CTH PP EXIT RAMP	31	3.7	-	3.9	-	2.2	-	-	
0010	3336+00	-	3350+63	IH 90/94 EB	-	609.4	797.2	182.9	245.9	-	218.6	3585	
0010	3350+63	-	3361+34	-	-	259.4	276.1	10.9	180.0	-	160.0	1526	
0010	3361+34	-	3371+00	-	-	401.4	524.9	120.2	162.3	-	144.3	2361	
0010	3342+15RH	-	3342+25RH	CTH PP ENT RAMP	31	3.7	-	3.9	-	2.2	-	-	
0010	3342+25RH	-	3349+53RH	CTH PP ENT RAMP	-	272.0	-	285.5	-	158.7	-	2267	
0010	3349+53RH	-	3352+59RH	CTH PP ENT RAMP	-	141.5	-	232.6	-	61.3	-	832	
0010	3352+59RH	-	3361+33RH	CTH PP ENT RAMP	-	290.0	363.8	89.8	113.9	-	101.2	1706	
SUB TOTAL					62	17284.0	21460	5732	6791	397	6036	102927	
STAGE 3 TOTAL					62	30694	38528	5743	16725	397	14866	181863	
TOTAL 0010					2281	42168	50392	8332	22596	1207	20199	252135	

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HWY IH 90

COUNTY MONROE AND UNEAU

MISCELLANEOUS UANTITIES

SHEET

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**EARTHWORK SUMMARY**

DIVISION	STATION	TO	STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)		MASS ORDINATE +/- (14)	208.0100 BORROW	COMMENT	
					CUT (2)	EBS EXCAVATION (3)				FACTOR 1.25					
DIVISION 1															
STAGE 1B	3156+50	-	3195+50	IH 90/94 EB	454	0	0	454	5,681	7,101	-6,647			MEDIAN WIDENING	
	3196+50	-	3218+50	IH 90/94 EB	435	0	0	435	1,282	1,603	-1,168			MEDIAN WIDENING	
	3226+50	-	3233+00	IH 90/94 EB	222	0	0	222	166	208	14			MEDIAN WIDENING	
STAGE 1B TOTAL					1,111	0	0	1,111	7,129	8,912	-7,801		7,801		
STAGE 3A	3233+00	-	3314+50	IH 90/94 EB	1,423	0	0	1,423	3,227	4,034	-2,611			MEDIAN WIDENING	
	3315+50	-	3368+25	IH 90/94 EB	947	0	0	947	1,456	1,820	-873			MEDIAN WIDENING	
	3378+25	-	3429+00	IH 90/94 EB	1,005	0	0	1,005	1,368	1,710	-705			MEDIAN WIDENING	
	3431+00	-	3484+00	IH 90/94 EB	1,280	0	0	1,280	1,488	1,860	-580			MEDIAN WIDENING	
	3484+00	-	3511+25	IH 90/94 EB	856	0	0	856	934	1,168	-312			MEDIAN WIDENING	
	3511+25	-	3527+00	IH 90/94 EB	301	0	0	301	1,091	1,364	-1,063			MEDIAN WIDENING	
	3527+75	-	3581+00	IH 90/94 EB	662	0	0	662	3,457	4,321	-3,659			MEDIAN WIDENING	
	3582+00	-	3615+00	IH 90/94 EB	522	0	0	522	1,657	2,071	-1,549				
STAGE 3A TOTAL					6,996	0	0	6,996	14,678	18,348	-11,352		11,352		
STAGE 2A	3615+00	-	3626+00	IH 90/94 EB	155	0	0	155	224	280	-125			MEDIAN WIDENING	
	3634+00	-	3636+00	IH 90/94 EB	36	0	0	36	31	39	-3			MEDIAN WIDENING	
	3636+50	-	3653+75	IH 90/94 EB	328	0	0	328	297	371	-43			MEDIAN WIDENING	
	3664+75	-	3671+50	IH 90/94 EB	119	0	0	119	141	176	-57			MEDIAN WIDENING	
STAGE 2A TOTAL					638	0	0	638	693	866	-228		228		
GRAND TOTAL															
TOTAL COMMON EXC					8,745									TOTAL BORROW	19,381

**NOTES**

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- (2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (5) AVAILABLE MATERIAL CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (13) EXPANDED FILL FACTOR 1.25
- (14) THE MASS ORDINATE + OR - TY CALCULATED FOR THE DIVISION. PLUS UANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

**TEMPORARY EMERGENCY PULLOUTS**

CATEGORY	STATION	TO	STATION	LOCATION	205.3000.S TEMPORARY EMERGENCY PULLOUTS	REMARKS
					EACH	
0010	3251+42	-	3253+79	IH 90/94 EB LT	1	
0010	3277+92	-	3280+26	IH 90/94 EB LT	1	
0010	3304+42	-	3306+79	IH 90/94 EB LT	1	
0010	3330+91	-	3333+29	IH 90/94 EB LT	1	
0010	3362+42	-	3364+79	IH 90/94 EB LT	1	
0010	3385+92	-	3388+29	IH 90/94 EB LT	1	
0010	3410+42	-	3412+79	IH 90/94 EB LT	1	
0010	3431+42	-	3433+79	IH 90/94 EB LT	1	
0010	3463+42	-	3465+79	IH 90/94 EB LT	1	
0010	3489+92	-	3492+29	IH 90/94 EB LT	1	
0010	3523+89	-	3526+29	IH 90/94 EB LT	1	
0010	3544+92	-	3547+29	IH 90/94 EB LT	1	
0010	3583+42	-	3585+79	IH 90/94 EB LT	1	
0010	3606+92	-	3609+29	IH 90/94 EB LT	1	
TOTAL 0010					14	

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COUNTY MONROE AND UNEAU

MISCELLANEOUS UANTITIES

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BASE SUMMARY

BARRIER SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	3050110 BASE AGGREGATE ENSE 34INCH TON	6240100 ATER MGAL	REMARKS
<u>STG 1A</u>							
0010	314719		315783	IH 9094 EB OUTSIE	34	1	
<u>STG 1B</u>							
0010	314719		321950	IH 9094 EB MEIAN	700	7	
0010	322500		323300	IH 9094 EB MEIAN	69	1	
STAGE 1 TOTAL					803	9	
<u>STG 2A</u>							
0010	361700		367151	IH 9094 EB MEIAN	597	6	
0010	367151		367970	IH 9094 EB MEIAN	10	1	
0010	368132		369215	IH 9094 EB MEIAN	13	1	
<u>STG 2B</u>							
0010	361700		365638	IH 9094 EB OUTSIE	119	2	
0010	366034		367275	IH 9094 EB OUTSIE	37	1	
0010	367275		367977	IH 9094 EB OUTSIE	8	1	
0010	368145		368718	IH 9094 EB OUTSIE	7	1	
0010	367274RI		367977RI	IH 9094 EB OUTSIE	32	1	
0010	368101R		368719R	IH 9094 EB OUTSIE	11	1	
0010	368121R		369865R	IH 9094 EB OUTSIE	80	1	
0010	5118CC		5183CC	IH 9094 EB OUTSIE	1	1	
0010	5298CC		5591CC	IH 9094 EB OUTSIE	1	1	
0010	5694CC		5725CC	IH 9094 EB OUTSIE	1	1	
0010	367890R		368044R	IH 9094 EB OUTSIE	6	1	
0010	367916R		368044R	IH 9094 EB OUTSIE	5	1	
<u>STG 2C</u>							
0010	315740		323300	IH 9094 EB OUTSIE	228	3	
STG 2 TOTAL					928	21	
<u>STG 3A</u>							
0010	323300		331472	IH 9094 EB MEIAN	952	10	
0010	331520		336800	IH 9094 EB MEIAN	637	7	
0010	337800		352725	IH 9094 EB MEIAN	1,780	18	
0010	352775		361700	IH 9094 EB MEIAN	991	10	
<u>STG 3B</u>							
0010	323300		333231	IH 9094 EB OUTSIE	300	3	
0010	333231		334963	IH 9094 EB OUTSIE	52	1	
0010	334963		361700	IH 9094 EB OUTSIE	808	9	
0010	333229RG		333935RG	IH 9094 EB OUTSIE	32	1	
0010	334215RH		334953RH	IH 9094 EB OUTSIE	34	1	
STG 3 TOTAL					5586	60	
TOTAL 0010					7,317	90	

CATEGORY	STATION	TO	STATION	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	REMARKS
<u>STG 1A</u>								
0010	3144+80	.	314600	IH 94 EB	120	120	-	
0010	314600	-	323500	IH 9094 EB	8,900	8,900	-	
0010	241780B	-	241900B	IH 90 EB	120	120	-	
0010	241900B	-	317415	IH 9094 EB	1,780	1,780	-	
STAGE 1A TOTAL					10920	10920	0	
<u>STG 2C</u>								
0010	241680B	-	241800B	IH 90 EB	120	120	-	
0010	241800B	-	323350	IH 9094 EB	7,800	7,800	-	
STG 2A TOTAL					7920	7920	0	
<u>STG 3A</u>								
0010	322980	-	323100	IH 9094 EB	120	120	-	
0010	323100	-	362725	IH 9094 EB	39,625	39,625	-	
0010	321750A	-	362700A	IH 9094 B	40,950	40,950	-	
0010	362700A	-	362820A	IH 9094 B	120	120	-	
STG 4 TOTAL					80815	80815	0	
<u>STG 3B</u>								
0010	322980	-	323100	IH 9094 EB	-	120	-	
0010	323100	-	332750	IH 9094 EB	-	9,650	-	
0010	333150	-	335100	IH 9094 EB	-	1,950	1	
0010	335700	-	335820	IH 9094 EB	-	120	-	
0010	335820	-	362770	IH 9094 EB	-	26,950	-	
0010	332550	-	333150	IH 9094 EB	600	600	1	
0010	335100	-	335850	IH 9094 EB	750	750	-	
STG 4A TOTAL					1350	40140	2	
TOTAL 0010					101005	139795	2	

CRASH CUSHIONS TEMPORARY INFORMATION

LOCATION	6140905 CRASH CUSHIONS TEMPORARY	B FT	OBECT MARING PATTERN	CRASH TEST LEEL	TRAFFIC IRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELS
333130	1	2	OM3C 0558M	TL3	UNIIRECTIONAL	L AN R	BLUNT EN OF CONCRETE BARRIER TEMPORARY
332525	1	2	OM3C 0558M	TL3	UNIIRECTIONAL	L AN R	BLUNT EN OF CONCRETE BARRIER TEMPORARY

LANDSCAPING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	625.0500	628.2002	629.0210	630.0130	630.0200	630.0500	650.9920	REMARKS
					SALVAGED TOPSOIL SY	EROSION MAT CLASS I TYPE A SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 30 LB	SEEDING TEMPORARY LB	SEED WATER MGAL	CONSTRUCTION STAKING SLOPE STAKES LF	
<u>STG 1B</u>												
0010	3157+00	-	3195+00	IH 90/94 EB MEDIAN	10,031	10,031	9.1	258	193	322	3,800	
0010	3197+00	-	3218+00	IH 90/94 EB MEDIAN	4,043	4,043	4.1	116	87	144	2,100	
<u>STG 3A</u>												
0010	3227+00	-	3262+60	IH 90/94 EB MEDIAN	4,440	4,440	5.4	152	114	190	3,560	
0010	3262+60	-	3314+00	IH 90/94 EB MEDIAN	5,518	5,518	7.1	203	152	253	5,140	
0010	3316+00	-	3340+95	IH 90/94 EB MEDIAN	1,695	1,695	2.9	81	61	101	2,495	
0010	3340+95	-	3341+63	IH 90/94 EB MEDIAN	15	15	0.1	2	2	3	68	
0010	3341+63	-	3368+00	IH 90/94 EB MEDIAN	2,222	2,222	3.3	94	70	117	2,637	
0010	3378+50	-	3429+00	IH 90/94 EB MEDIAN	4,178	4,178	6.2	177	133	221	5,050	
0010	3429+00	-	3511+16	IH 90/94 EB MEDIAN	8,873	8,873	11.4	326	244	406	8,216	
0010	3512+50	-	3526+50	IH 90/94 EB MEDIAN	2,063	2,063	2.4	66	50	83	1,400	
0010	3528+00	-	3625+50	IH 90/94 EB MEDIAN	12,311	12,311	14.5	412	309	514	9,750	
<u>STG 2A</u>												
0010	3634+00	-	3635+75	IH 90/94 EB MEDIAN	125	125	0.3	7	5	8	175	
0010	3636+75	-	3653+50	IH 90/94 EB MEDIAN	1,351	1,351	2.1	59	44	73	1,675	
0010	3665+00	-	3671+00	IH 90/94 EB MEDIAN	811	811	1.0	28	21	34	600	
0010	UNDISTRIBUTED			PROECT	5,768	5,768	7.1	199	149	247	-	
TOTAL 0010					63,444	63,444	77.0	2,180	1,634	2,716	46,666	

MOBILIZATION EROSION CONTROL

CATEGORY	STATION	LOCATION	628.1905	628.1910	REMARKS
			MOBILIZATIONS EROSION CONTROL EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	
0010	PROECT	IH 90/94	3	3	
TOTAL 0010			3	3	

MARKERS PERMANENT FLEXIBLE

CATEGORY	STATION	TO	STATION	LOCATION	633.5350	REMARKS
					MARKERS PERMANENT FLEXIBLE EACH	
0010	3220+82	-	3224+17	WEST TRAFFIC CROSSOVER	55	
0010	3626+69	-	3630+04	EAST TRAFFIC CROSSOVER	55	
TOTAL 0010					110	

EROSION CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	REMARKS
<u>STG 1B</u>											
0010	3156+72	-	3195+20	IH 90/94 EB MEDIAN	3,913	3,913	-	-	-	170	
0010	3192+95			IH 90/94 EB MEDIAN	-	-	-	-	3	-	
0010	3197+95			IH 90/94 EB MEDIAN	-	-	-	-	3	-	
0010	3198+68			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3204+29			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3207+23			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3209+65			IH 90/94 EB MEDIAN	-	-	1	-	-	-	
0010	3212+47			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3215+74			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3217+45			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
<u>STG 3A</u>											
0010	3228+59			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3229+97			IH 90/94 EB MEDIAN	-	-	-	-	6	-	
0010	3231+61			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3238+07			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3240+92			IH 90/94 EB MEDIAN	-	-	1	-	-	-	
0010	3242+99			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3248+06			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3250+97			IH 90/94 EB MEDIAN	-	-	-	-	7	-	
0010	3254+02			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3259+69			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3261+96			IH 90/94 EB MEDIAN	-	-	-	-	5	-	
0010	3264+45			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3267+90			IH 90/94 EB MEDIAN	-	-	1	-	-	-	
0010	3268+51			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3273+13			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3275+47			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3276+97			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3280+00			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3282+88			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3285+90			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3294+22			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3296+94			IH 90/94 EB MEDIAN	-	-	-	-	10	-	
0010	3298+37			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3303+32			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3305+93			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3308+28			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3311+54			IH 90/94 EB MEDIAN	-	-	-	-	5	-	
0010	3318+44			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3319+95			IH 90/94 EB MEDIAN	-	-	-	-	7	-	
0010	3321+79			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3324+34			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3325+95			IH 90/94 EB MEDIAN	-	-	-	-	14	-	
0010	3328+82			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3332+42			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3337+15			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3339+79			IH 90/94 EB MEDIAN	-	-	1	-	-	-	
0010	3344+17			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3347+65			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3350+87			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3354+17			IH 90/94 EB MEDIAN	-	-	-	-	5	-	
0010	3358+13			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
SUB TOTAL					3,913	3,913	4	576	73	170	

EROSION CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	628.1504	628.1520	628.7005	628.7504	628.7555	628.7570	REMARKS
					SILT FENCE LF	SILT FENCE MAINTENANCE LF	INLET PROTECTION TYPE A EACH	TEMPORARY DITCH CHECKS LF	CULVERT PIPE CHECKS EACH	ROCK BAGS EACH	
STG 3A CONT'											
0010	3360+59			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3363+01			IH 90/94 EB MEDIAN	-	-	-	-	3	-	
0010	3364+87			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3368+75			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3382+30	-	3383+46	IH 90/94 EB MEDIAN	125	125	-	-	-	-	
0010	3392+56	-	3393+43	IH 90/94 EB MEDIAN	100	100	-	-	-	-	
0010	3392+94			IH 90/94 EB MEDIAN	-	-	-	-	5	-	
0010	3405+45			IH 90/94 EB MEDIAN	-	-	-	-	5	-	
0010	3405+85	-	3406+72	IH 90/94 EB MEDIAN	100	100	-	-	-	-	
0010	3412+58			IH 90/94 EB MEDIAN	-	-	-	-	7	-	
0010	3413+03	-	3413+90	IH 90/94 EB MEDIAN	100	100	-	-	-	-	
0010	3439+57	-	3440+56	IH 90/94 EB MEDIAN	120	120	-	-	-	-	
0010	3445+35	-	3446+35	IH 90/94 EB MEDIAN	115	115	-	-	-	-	
0010	3449+64	-	3450+40	IH 90/94 EB MEDIAN	90	90	-	-	-	-	
0010	3461+48	-	3462+31	IH 90/94 EB MEDIAN	90	90	-	-	-	-	
0010	3486+15	-	3487+07	IH 90/94 EB MEDIAN	110	110	-	-	10	-	
0010	3529+17	-	3530+09	IH 90/94 EB MEDIAN	105	105	-	-	10	-	
0010	3531+55			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3534+67			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3536+32	-	3537+29	IH 90/94 EB MEDIAN	115	115	-	-	-	-	
0010	3543+68	-	3544+64	IH 90/94 EB MEDIAN	115	115	-	-	-	-	
0010	3553+43			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3556+44			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3559+57			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3561+56			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3564+45			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3568+43			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3570+58			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3572+96			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3573+60			IH 90/94 EB MEDIAN	-	-	1	-	-	-	
0010	3576+34			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3577+79			IH 90/94 EB MEDIAN	-	-	-	-	3	-	
0010	3579+14			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3583+28			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3585+85			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3588+02			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3591+84			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3593+78			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3596+60			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3599+76			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3603+84			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3606+78			IH 90/94 EB MEDIAN	-	-	-	-	5	-	
0010	3609+93			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3612+30			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3614+29			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3616+60			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3619+76			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3622+80			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
STG 2A											
0010	3633+83	-	3635+95	IH 90/94 EB MEDIAN	222	222	-	-	-	-	
0010	3636+76			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3636+49	-	3653+77	IH 90/94 EB MEDIAN	1,736	1,736	-	-	-	-	
0010	3645+06			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3666+31			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3667+76			IH 90/94 EB MEDIAN	-	-	-	-	2	-	
0010	3671+20			IH 90/94 EB MEDIAN	-	-	-	18	-	-	
0010	3677+01			IH 90/94 EB MEDIAN	-	-	-	-	3	-	
SUBTOTAL					3,243	3,243	1	468	67	0	
TOTAL 0010					7,156	7,156	5	1,044	140	170	

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PERMANENT SIGNING

CATEGORY	STATION	TO	STATION	LOCATION	638.2102	638.4000	REMARKS
					MOVING SIGNS TYPE II EACH	MOVING SMALL SIGN SUPPORTS EACH	
0010	3192+00	-	3671+50	IH 90/94 EB MEDIAN	46	46	MILE MARKERS
TOTAL 0010					46	46	

TRAFFIC CONTROL SUMMARY

CAT	STATION	TO	STATION	LOCATION	STAGE	DURATION DAY	643.0300	643.0420	643.0705	643.0715	643.0800	643.0900	643.1050	643.1070	643.1205.S	643.4100	SPV.0045.01	SPV.0045.02	REMARKS								
							TRAFFIC CONTROL DRUMS EACH	TRAFFIC CONTROL BARRICADES TYPE III DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	TRAFFIC CONTROL ARROW BOARDS EACH	TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL CONTROL SIGNS PCMS EACH	TRAFFIC CONTROL CONES 42-INCH DAY	BASIC TRAFFIC UEUE WARNING SYSTEM DAY	TRAFFIC CONTROL INTERIM LANE CLOSURE EACH	DYNAMIC LATE MERGE SYSTEM FOR SPLIT DAY	DYNAMIC LATE MERGE SYSTEM FOR CAMP DOUGLAS DAY									
<u>STG 1</u>																											
0010	PROECT				PREWARN	7	-	-	-	-	-	-	-	-	-	3	21	-	-								
0010	3121+00	-	3240+00	IH 94	1A	1	126	126	7	7	14	14	13	13	2	2	22	22	-	-	1	-	-	SETUP			
0010	2372+50B	-	3240+00	IH 90	1A	1	123	123	7	7	14	14	13	13	2	2	22	22	-	-	1	-	-	SETUP			
0010	3121+00	-	3240+00	IH 94	1A	14	53	742	9	126	18	252	18	252	2	28	27	378	-	-	-	-	14	-			
0010	2372+50B	-	3240+00	IH 90	1A	14	143	2002	8	112	16	224	26	364	2	28	26	364	-	-	14	-	-	-			
0010	3121+00	-	3240+00	IH 94	1B	4	146	584	10	40	20	80	18	72	2	8	28	112	-	-	-	-	4	-			
0010	2372+50B	-	3164+00	IH 90	1B	4	98	392	5	20	10	40	27	108	2	8	22	88	-	-	4	-	-	-			
<u>STG 2</u>																											
0010	3599+00	-	3675+00	IH 90/94	2A	5	101	505	7	35	14	70	18	90	2	10	25	125	-	-	-	-	-	-	5		
0010	3599+00	-	3675+00	IH 90/94	2B	5	101	505	7	35	14	70	18	90	2	10	25	125	-	-	-	-	-	-	5		
0010				IH 90/94 EB OFF RAMP CTH C	2B	5	-	-	-	-	-	-	-	-	-	23	115	1	5	-	-	-	-	-	-	DETOUR	
0010	3140+00	-	3160+00	IH 94	2C	5	29	145	1	5	2	10	-	-	-	5	25	-	-	-	-	-	-	-	-		
0010	2372+50B	-	3254+00	IH 90	2C	5	85	425	5	25	10	50	28	140	2	10	24	120	-	-	5	-	-	-	-		
<u>STG 3</u>																											
0010	3212+00A	-	3639+00A	IH 90/94 WB	3A	3	300	900	21	63	42	126	13	39	2	6	35	105	-	-	-	-	3	3	-	-	SETUP
0010	3215+00	-	3642+00	IH 90/94 EB	3A	3	300	900	21	63	42	126	13	39	2	6	35	105	-	-	-	-	3	3	-	-	SETUP
0010	3212+00A	-	3639+00A	IH 90/94 WB	3A/3B	85	29	2465	3	255	6	510	12	1020	-	-	10	850	-	-	-	-	-	-	-	-	
0010	3215+00	-	3642+00	IH 90/94 EB	3A	38	83	3154	31	1178	62	2356	10	380	-	-	60	2280	-	-	-	-	-	-	-	-	
0010	3215+00	-	3642+00	IH 90/94 EB	3B	47	171	8037	30	1410	60	2820	48	2256	-	-	62	2914	-	-	-	-	-	-	-	-	
0010				IH 90/94 EB OFF RAMP CTH PP	3B	10	15	150	2	20	4	40	5	50	-	-	4	40	-	-	105	1050	-	-	-	-	CTH PP OFF
0010				IH 90/94 EB ON RAMP CTH PP	3B	10	10	100	2	20	4	40	5	50	-	-	5	50	-	-	105	1050	-	-	-	-	CTH PP ON
<u>STG 4</u>																											
0010	3212+00A	-	3639+00A	IH 90/94 WB	4	3	300	900	21	63	42	126	13	39	2	6	35	105	-	-	-	-	3	3	-	-	
0010	3215+00	-	3642+00	IH 90/94 EB	4	3	300	900	21	63	42	126	13	39	2	6	35	105	-	-	-	-	3	3	-	-	
0010				IH 90/94 EB OFF RAMP CTH C		4	5	20	1	4	2	8	-	-	-	-	4	-	-	-	105	420	-	-	-	-	
0010				IH 90/94 WB OFF RAMP CTH C		8	5	40	1	8	2	16	-	-	-	-	4	-	-	-	105	840	-	-	-	-	
TOTAL 0010							23115	3559	7118	5054	130	8050	26	3360	35	14	18	10									

DYNAMIC LATE MERGE SYSTEM FOR SPLIT (DLMS ITEM SPV.0045.01)					
LOCATION	STAGE	FLASHING BEACON SIGNS (FBS)	PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)	PORTABLE TRAFFIC SENSORS (PTS)	DYNAMIC LATE MERGE SYSTEM (DAY)
IH 94	1A	4	5	5	14
IH 94	1B	4	5	5	4

DYNAMIC LATE MERGE SYSTEM FOR CAMP DOUGLAS (DLMS ITEM SPV.0045.02)					
LOCATION	STAGE	FLASHING BEACON SIGNS (FBS)	PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)	PORTABLE TRAFFIC SENSORS (PTS)	DYNAMIC LATE MERGE SYSTEM (DAY)
IH 90/94	2A	7	6	8	5
IH 90/94	2B	7	6	8	5

BASIC TRAFFIC UEUE WARNING SYSTEM (WS ITEM 643.1205.S)				
LOCATION	STAGE	FLASHING BEACON	PORTABLE TRAFFIC	BASIC UEUE
		SIGNS (FBS)	SENSORS (PTS)	WARNING SYSTEM (DAY)
IH 90 EB	1A	4	4	14
IH 90 EB	1B	4	4	4
IH 90 EB	2C	4	4	5
IH 90/94 WB	3A	4	4	3
IH 90/94 EB	3A	4	4	3
IH 90/94 WB	4	4	4	3
IH 90/94 EB	4	4	4	3

TEMPORARY PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	643.3165		643.3180		643.3265	643.3280	646.9000	646.9010	646.9100	REMARKS
					TEMPORARY MARKING LINE PAINT 6-INCH		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH		TEMPORARY MARKING LINE PAINT 10-INCH	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH	MARKING REMOVAL LINE 4-INCH	MARKING REMOVAL LINE WATER BLASTING 4-INCH	MARKING REMOVAL LINE 8-INCH	
					WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE	LF	LF	LF	
					LF	LF	LF	LF	LF	LF	LF	LF	LF	
<u>STG 1A</u>														
0010	3127+00	-	3134+20	IH 90/94 EB	720	-	-	-	-	-	-	180	-	CENTERLINE
0010	3134+20	-	3240+38	IH 90/94 EB	10618	-	-	-	-	-	-	-	-	-
0010	3136+20	-	3258+40	IH 90/94 EB	-	12220	-	-	-	11120	1100	-	-	-
0010	2377+80B	-	2385+00B	IH 90 EB	-	720	-	-	-	-	180	-	-	CENTERLINE
0010	2385+00B	-	2397+00B	IH 90 EB	-	1200	-	-	-	-	-	-	-	-
0010	2395+00B	-	2399+00B	IH 90 EB	-	-	-	-	-	-	100	-	-	CENTERLINE
0010	2399+00B	-	2401+00B	IH 90 EB	-	-	-	200	-	-	-	-	-	-
0010	2401+00B	-	2424+09B	IH 90 EB	-	2309	-	-	-	-	-	-	-	-
0010	2404+00B	-	2424+09B	IH 90 EB	2009	-	-	-	-	409	1600	-	-	-
0010	3161+41	-	3240+38	IH 90/94 EB	-	7897	-	-	-	-	-	-	-	-
0010	3161+41	-	3240+38	IH 90/94 EB	7897	-	-	-	-	2996	-	-	-	-
<u>STG 1B</u>														
0010	3126+00	-	3133+20	IH 90/94 EB	-	-	720	-	-	-	25	-	-	CENTERLINE
0010	3133+20	-	3240+38	IH 90/94 EB	-	-	-	10718	-	-	-	-	-	-
0010	3134+20	-	3167+30	IH 90/94 EB	-	-	3310	-	-	-	1300	-	-	-
0010	3167+30	-	3240+38	IH 90/94 EB	-	-	2202	-	-	4901	-	-	-	CENTERLINE
NORMAL MARKINGS														
0010	3125+00	-	3134+20	IH 90/94 EB	230	-	-	-	-	-	-	-	-	CENTERLINE
0010	3136+20	-	3240+38	IH 90/94 EB	-	10418	-	-	-	-	-	-	-	-
0010	3134+20	-	3167+30	IH 90/94 EB	3310	-	-	1030	-	-	-	-	-	-
0010	3136+20	-	3240+38	IH 90/94 EB	2605	-	-	-	-	-	-	-	-	CENTERLINE
0010	2377+80B	-	2385+00B	IH 90 EB	180	-	-	-	-	-	-	-	-	CENTERLINE
0010	2395+00B	-	2399+00B	IH 90 EB	100	-	-	-	-	-	-	-	-	CENTERLINE
0010	2404+00B	-	2424+09B	IH 90 EB	2009	-	-	-	-	-	-	-	-	CENTERLINE
0010	3161+41	-	3240+38	IH 90/94 EB	7897	-	-	-	-	-	-	-	-	-
0010	2420+00B	-	2424+09B	IH 90 EB	103	-	-	-	-	-	-	-	-	CENTERLINE
0010	2420+00B	-	2424+09B	IH 90 EB	-	-	-	1030	-	-	-	-	-	-
<u>STG 2A</u>														
0010	3604+30	-	3611+50	IH 90/94 EB	-	-	720	-	-	-	180	-	-	CENTERLINE
0010	3611+50	-	3680+00	IH 90/94 EB	-	-	-	6850	-	-	-	-	-	-
0010	3616+50	-	3670+00	IH 90/94 EB	-	-	5350	-	-	5350	-	-	-	-
0010	3670+70	-	3671+74	IH 90/94 EB	-	-	-	-	-	-	-	104	-	-
0010	3671+74	-	3675+00	IH 90/94 EB	-	-	326	-	-	-	187	139	-	-
NORMAL MARKINGS														
0010	3628+00	-	3671+50	IH 90/94 EB	-	-	-	3977	-	-	-	-	-	-
0010	3616+50	-	3670+00	IH 90/94 EB	5350	-	-	-	-	-	-	-	-	-
0010	3604+30	-	3611+50	IH 90/94 EB	-	-	180	-	-	-	-	-	-	CENTERLINE
0010	3670+70	-	3675+00	IH 90/94 EB	-	-	187	-	144	-	-	-	-	-
<u>STG 2B</u>														
0010	3604+30	-	3611+50	IH 90/94 EB	-	-	720	-	-	-	180	-	-	CENTERLINE
0010	3611+50	-	3680+00	IH 90/94 EB	-	-	6850	-	-	-	-	-	-	-
0010	3618+00	-	3674+60	IH 90/94 EB	-	-	-	5660	-	1300	-	-	-	-
NORMAL MARKINGS														
0010	3604+30	-	3611+50	IH 90/94 EB	180	-	-	-	-	-	-	-	-	CENTERLINE
0010	3618+00	-	3674+60	IH 90/94 EB	-	5660	-	-	-	-	-	-	-	-
0010	3628+00	-	3665+00	IH 90/94 EB	3700	-	-	-	-	-	-	-	-	-
0010	3665+00RI	-	3680+00RI	CTH C EXT RAMP	1500	-	-	-	-	-	-	-	-	-
0010	3670+67RI	-	3673+00RI	CTH C EXT RAMP	-	-	-	-	313	-	-	-	-	-
0010	3673+00RI	-	3680+00RI	CTH C EXT RAMP	-	700	-	-	-	-	-	-	-	-
<u>STG 2C</u>														
0010	3140+00	-	3249+30	IH 90/94 EB	-	10930	-	-	-	-	-	-	-	-
0010	3140+00	-	3249+30	IH 90/94 EB	2733	-	-	-	-	-	150	-	-	CENTERLINE
0010	3140+00	-	3157+35	IH 90/94 EB	1735	-	-	-	-	-	-	-	-	-
0010	3157+35	-	3165+00	IH 90/94 EB	-	-	-	1530	-	-	-	-	-	-
0010	2377+80	-	2385+00	IH 90/94 EB	720	-	-	-	-	-	-	-	-	CENTERLINE
0010	2385+00	-	2424+09	IH 90/94 EB	3909	-	-	-	-	-	-	-	-	-
0010	2406+00	-	2420+00	IH 90/94 EB	-	1400	-	-	-	-	1400	-	-	-
0010	3161+40	-	3249+30	IH 90/94 EB	8790	-	-	-	-	-	-	-	-	-
NORMAL MARKINGS														
0010	3210+00RI	-	3249+30RI	CTH C EXT RAMP	3930	-	-	-	-	-	-	-	-	-
0010	3210+00RI	-	3249+30RI	CTH C EXT RAMP	983	-	-	-	-	-	-	-	-	-
0010	3210+00RI	-	3249+30RI	CTH C EXT RAMP	-	3930	-	-	-	-	-	-	-	-
SUBTOTAL					71208	57384	20565	27205	3790	457	26076	6582	243	

PROJECT NO 1017-01-73

HWY IH 90

COUNTY MONROE AND UNEAU

MISCELLANEOUS UANTITIES

SHEET

E

TEMPORARY PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	643.3165		643.3180		643.3265	643.3280	646.9000	646.9010	646.9100	REMARKS
					TEMPORARY MARKING LINE PAINT 6-INCH		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH		TEMPORARY MARKING LINE PAINT 10-INCH	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH	MARKING REMOVAL LINE 4-INCH	MARKING REMOVAL LINE WATER BLASTING 4-INCH	MARKING REMOVAL LINE 8-INCH	
					WHITE LF	YELLOW LF	WHITE LF	YELLOW LF	WHITE LF	WHITE LF	LF	LF	LF	
<b>STG 3A</b>														
0010	3212+00A		3639+00A	IH 90/94 WB	-	42701	-	-	-	-	-	-	-	
0010	3212+32A		3638+69A	IH 90/94 WB	-	-	-	-	-	-	-	10660	-	CENTERLINE
0010	3212+32A		3215+50A	IH 90/94 WB	319	-	-	-	-	-	-	-	-	
0010	3212+63A		3329+63A	IH 90/94 WB	11699	-	-	-	-	-	-	11699	-	
0010	3215+50A		3635+51A	IH 90/94 WB	10501	-	-	-	-	-	-	-	-	CENTERLINE
0010	3221+00A		3626+00A	IH 90/94 WB	-	-	-	-	-	-	-	40500	-	
0010	3223+00A		3625+00A	IH 90/94 WB	40200	40200	-	-	-	-	-	-	-	
0010	3322+99A		3329+93A	IH 90/94 WB	-	-	-	-	-	-	-	-	1369	GORE
0010	3326+71A		3329+93A	IH 90/94 WB	-	-	-	-	624	-	-	-	-	GORE
0010	3329+93A		3346+96A	IH 90/94 WB	1703	-	-	-	-	-	-	1703	-	
0010	3346+96A		3349+31A	IH 90/94 WB	-	-	-	-	130	-	-	-	341	GORE
0010	3351+47A		3638+38A	IH 90/94 WB	28691	-	-	-	-	-	-	28691	-	
0010	3635+51A		3638+69A	IH 90/94 WB	317	-	-	-	-	-	-	-	-	
0010	60+00G		70+53G	CROSSOVER	-	1053	-	-	-	-	-	-	-	CROSSOVER
0010	65+20G		70+53G	CROSSOVER	533	-	-	-	-	-	-	-	-	
0010	85+12I		93+63I	CROSSOVER	-	851	-	-	-	-	-	-	-	CROSSOVER
0010	85+12I		93+63I	CROSSOVER	851	-	-	-	-	-	-	-	-	
0010	3213+50		3220+00	IH 90/94 EB	-	-	-	-	1300	-	-	-	-	
0010	3218+00		3324+50	IH 90/94 EB	10650	-	-	-	-	-	8420	-	-	
0010	3220+00		3636+00	IH 90/94 EB	-	41600	-	-	-	-	-	-	-	
0010	3330+58		3332+81	IH 90/94 EB	-	-	-	-	-	-	-	-	283	GORE
0010	3331+08		3332+81	IH 90/94 EB	-	-	-	-	173	-	-	-	-	GORE
0010	3332+81		3349+00	IH 90/94 EB	1621	-	-	-	-	-	1621	-	-	
0010	3349+00		3354+02	IH 90/94 EB	-	-	-	-	-	-	-	-	755	GORE
0010	3349+00		3351+50	IH 90/94 EB	-	-	-	-	251	-	-	-	-	
0010	3359+00		3637+50	IH 90/94 EB	27850	-	-	-	-	-	25750	-	-	
0010	3636+00		3637+50	IH 90/94 EB	-	-	-	-	300	-	-	-	-	
<b>STG 3B</b>														
0010	3218+00		3327+65	IH 90/94 EB	10965	-	-	-	-	-	-	-	-	
0010	3223+00		3631+50	IH 90/94 EB	-	40850	-	-	-	-	-	-	-	
0010	3329+70		3331+70	IH 90/94 EB	-	-	-	-	400	-	-	-	-	GORE
0010	3331+70		3350+35	IH 90/94 EB	1865	-	-	-	-	-	-	-	-	
0010	3350+35		3355+00	IH 90/94 EB	-	-	-	-	665	-	-	-	-	GORE
0010	3358+00		3642+00	IH 90/94 EB	28400	-	-	-	-	-	-	-	-	
0010	3327+65RG		3340+75RG	CTH PP EXT RAMP	1310	-	-	-	-	-	-	-	-	
0010	3331+70RG		3340+75RG	CTH PP EXT RAMP	-	905	-	-	-	-	-	-	-	
0010	3341+32RH		3350+34RH	CTH PP ENT RAMP	-	902	-	-	-	-	-	-	-	
0010	3340+90RH		3358+00RH	CTH PP ENT RAMP	1710	-	-	-	-	-	-	-	-	
0010	3327+65RG		3340+75RG	CTH PP EXT RAMP	1310	-	-	-	-	-	-	-	-	
0010	3331+70RG		3340+75RG	CTH PP EXT RAMP	-	905	-	-	-	-	-	-	-	
0010	3341+32RH		3350+34RH	CTH PP ENT RAMP	-	902	-	-	-	-	-	-	-	
0010	3340+90RH		3358+00RH	CTH PP ENT RAMP	1710	-	-	-	-	-	-	-	-	
0010	3317+00		3324+00	IH 90/94 EB	700	-	-	-	-	-	-	-	-	
0010	3322+00		3324+00	IH 90/94 EB	-	-	-	-	400	-	-	-	-	
0010	3324+00		3332+00	IH 90/94 EB	800	-	-	-	-	-	-	-	-	
0010	3324+00RG		3340+60RG	CTH PP EXT RAMP	1660	-	-	-	-	-	-	-	-	
0010	3324+00RG		3340+60RG	CTH PP EXT RAMP	-	1660	-	-	-	-	-	-	-	
0010	3340+90RG		3359+00RG	CTH PP EXT RAMP	-	1810	-	-	-	-	-	-	-	
0010	3341+10RG		3361+00RG	CTH PP EXT RAMP	1990	-	-	-	-	-	-	-	-	
0010	3359+00		3361+00	IH 90/94 EB	-	-	-	-	400	-	-	-	-	
0010	3355+00		3359+00	IH 90/94 EB	400	-	-	-	-	-	-	-	-	
0010	3361+00		3364+25	IH 90/94 EB	325	-	-	-	-	-	-	-	-	
SUBTOTAL					188,080	174,339	0	0	4,643	0	35,791	93,253	2,748	
TOTAL 0010					491,011		47,770		8,433	457	61,867	99,835	2,991	

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PROJECT NO	1017-01-73	HWY	IH 90	COUNTY	MONROE AND UNEAU	MISCELLANEOUS UANTITIES	SHEET	E
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**PAVEMENT MARKING SUMMARY**

CATEGORY	STATION	TO	STATION	LOCATION	646.2025	646.2040		646.2050	646.4040	REMARKS
					MARKING LINE GROOVED BLACK EPOXY 6-INCH	MARKING LINE GROOVED EPOXY 6-INCH	WET REF	MARKING LINE GROOVED PERMANENT TAPE 6-INCH	MARKING LINE GROOVED WET REF EPOXY 10-INCH	
					LF	WHITE LF	YELLOW LF	WHITE LF	WHITE LF	
0010	3125+00	-	3134+20	IH 90/94 EB	230	-	-	230	-	
0010	3134+20	-	3157+36	IH 90/94 EB	-	2316	-	-	-	
0010	3136+18	-	3674+58	IH 90/94 EB	-	-	53840	-	-	
0010	3140+00	-	3671+51	IH 90/94 EB	13288	-	-	13288	-	
0010	3157+36	-	3167+27	IH 90/94 EB	-	-	-	-	1982	
0010	2377+80B	-	2385+00B	IH 90 EB	180	-	-	180	-	
0010	2395+00B	-	2399+82B	IH 90 EB	121	-	-	121	-	
0010	2403+97B	-	2424+09B	IH 90 EB	-	2012	-	-	-	
0010	2406+00B	-	2420+00B	IH 90 EB	-	-	1400	-	-	
0010	2420+00B	-	2424+09B	IH 90 EB	123	-	-	123	-	
0010	3161+41	-	3190+00	IH 90/94 EB	-	2859	-	-	-	
0010	3167+27	-	3183+40	IH 90/94 EB	404	-	-	404	-	
0010	3190+00	-	3324+00	IH 90/94 EB	-	13400	-	-	-	
0010	3324+00RG	-	3339+40RG	CTH PP EXT RAMP	-	1540	-	-	-	
0010	3330+48RG	-	3332+81RG	CTH PP EXT RAMP	-	-	-	-	233	
0010	3330+48	-	3332+81	IH 90/94 EB	-	-	-	-	233	
0010	3332+81RG	-	3339+40RG	CTH PP EXT RAMP	-	-	659	-	-	
0010	3332+81	-	3349+15	IH 90/94 EB	-	1634	-	-	-	
0010	3349+15	-	3354+06	IH 90/94 EB	-	-	-	-	491	
0010	3342+25RH	-	3361+33RH	CTH PP ENT RAMP	-	1908	-	-	-	
0010	3342+25RH	-	3349+15RH	CTH PP ENT RAMP	-	-	690	-	-	
0010	3349+15RH	-	3354+06RH	CTH PP ENT RAMP	-	-	-	-	491	
0010	3361+33	-	3665+00	IH 90/94 EB	-	30367	-	-	-	
0010	3665+00RI	-	3680+00RI	CTH C EXT RAMP	-	1500	-	-	-	
0010	3670+70RI	-	3673+00RI	CTH C EXT RAMP	-	-	-	-	230	
0010	3670+70	-	3673+00	IH 90/94 EB	-	-	-	-	230	
0010	3673+00RI	-	3679+75RI	CTH C EXT RAMP	-	-	675	-	-	
0010	3679+45RI	-	3679+90RI	CTH C EXT RAMP	-	-	-	-	90	
0010	3673+00	-	3675+00	IH 90/94 EB	-	200	-	-	-	
0010	3212+00A	-	3639+00A	IH 90/94 WB	-	-	42700	-	-	
0010	3212+00A	-	3639+00A	IH 90/94 WB	10675	-	-	10675	-	
0010	3212+00A	-	3318+00A	IH 90/94 WB	-	10600	-	-	-	
0010	3318+00RGG	-	3329+62RGG	CTH PP ENT RAMP	-	1162	-	-	-	
0010	3322+93RGG	-	3329+93RGG	CTH PP ENT RAMP	-	-	-	-	700	
0010	3322+93A	-	3329+93A	IH 90/94 WB	-	-	-	-	700	
0010	3329+93A	-	3347+00A	IH 90/94 WB	-	1707	-	-	-	
0010	3347+00A	-	3349+31A	IH 90/94 WB	-	-	-	-	231	
0010	3347+00RHH	-	3349+31RHH	CTH PP EXT RAMP	-	-	-	-	231	
0010	3351+39RHH	-	3354+80RHH	CTH PP EXT RAMP	-	341	-	-	-	
0010	3354+80A	-	3639+00A	IH 90/94 WB	-	28420	-	-	-	
0010	3678+89R	-	3681+00R	CTH C EXT RAMP	-	211	-	-	-	
0010	3678+95R	-	3679+60R	CTH C EXT RAMP	-	-	-	-	130	
0010	3679+14R	-	3681+00R	CTH C EXT RAMP	-	-	186	-	-	
SUBTOTAL						100177	100150			
TOTAL 0010					25,021		200,327	25,021	5,972	

**PAVEMENT MARKING CTH C SUMMARY**

CATEGORY	STATION	TO	STATION	LOCATION	646.2020	646.6120	REMARKS
					MARKING LINE EPOXY 6-INCH YELLOW	MARKING STOP LINE EPOXY 18-INCH	
					LF	LF	
0010	51+18CC	-	57+23CC	CTH C	1210	-	
0010	52+47CC	-	52+77CC	CTH C EB EXT RAMP	-	30	
0010	56+07CC	-	56+37CC	CTH C WB EXT RAMP	-	30	
TOTAL 0010					1210	60	

PROJECT NO 1017-01-73

HWY IH 90

COUNTY MONROE AND UNEAU

MISCELLANEOUS UANTITIES

SHEET

E



MARKING AERIAL ENFORCEMENT BAR EPOXY

EMERGENCY PULLOUT SIGNS

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CATEGORY	STATION	TO	STATION	LOCATION	646.5420 MARKING AERIAL ENFORCEMENT BAR EPOXY EACH	REMARKS
0010	3402+25	-	3428+50	IH 90/94 EB	10	
TOTAL 0010					10	

SPV.0060.01  
SPECIAL (01.  
EMERGENCY  
PARKING 2 HOUR  
MAX SIGN)

SPV.0060.02  
SPECIAL (02.  
EMERGENCY  
PARKING 1/4 MILE  
SIGN)

CATEGORY	STATION	LOCATION	EACH	EACH	REMARKS
0010	3238+80	IH 90/94 EB RT	-	1	
0010	3251+50	IH 90/94 EB RT	1	-	
0010	3241+52A	IH 90/94 WB LT	-	1	
0010	3254+22A	IH 90/94 WB LT	1	-	
0010	3256+22A	IH 90/94 WB RT	1	-	
0010	3268+92A	IH 90/94 WB RT	-	1	
0010	3265+30	IH 90/94 EB RT	-	1	
0010	3278+00	IH 90/94 EB RT	1	-	
0010	3281+72A	IH 90/94 WB RT	1	-	
0010	3294+42A	IH 90/94 WB RT	-	1	
0010	3273+52A	IH 90/94 WB LT	-	1	
0010	3286+22A	IH 90/94 WB LT	1	-	
0010	3291+80	IH 90/94 EB RT	-	1	
0010	3304+50	IH 90/94 EB RT	1	-	
0010	3309+72A	IH 90/94 WB RT	-	1	
0010	3322+42A	IH 90/94 WB RT	1	-	
0010	3318+29A	IH 90/94 WB LT	-	1	
0010	3330+99A	IH 90/94 WB LT	1	-	
0010	3344+85A	IH 90/94 WB LT	-	1	
0010	3357+55A	IH 90/94 WB LT	1	-	
0010	3373+30	IH 90/94 EB RT	-	1	
0010	3386+00	IH 90/94 EB RT	1	-	
0010	3377+28A	IH 90/94 WB LT	-	1	
0010	3389+98A	IH 90/94 WB LT	1	-	
0010	3392+02A	IH 90/94 WB RT	1	-	
0010	3404+72A	IH 90/94 WB RT	-	1	
0010	3397+80	IH 90/94 EB RT	-	1	
0010	3410+50	IH 90/94 EB RT	1	-	
0010	3422+30	IH 90/94 EB RT	-	1	
0010	3435+00	IH 90/94 EB RT	1	-	
0010	3429+90A	IH 90/94 WB LT	-	1	
0010	3442+60A	IH 90/94 WB LT	1	-	
0010	3444+66A	IH 90/94 WB RT	1	-	
0010	3457+36A	IH 90/94 WB RT	-	1	
0010	3450+80	IH 90/94 EB RT	-	1	
0010	3463+50	IH 90/94 EB RT	1	-	
0010	3450+60A	IH 90/94 WB LT	-	1	
0010	3463+30A	IH 90/94 WB LT	1	-	
0010	3464+75A	IH 90/94 WB RT	1	-	
0010	3477+45A	IH 90/94 WB RT	-	1	
0010	3477+30	IH 90/94 EB RT	-	1	
0010	3490+00	IH 90/94 EB RT	1	-	
0010	3477+05	IH 90/94 WB LT	-	1	
0010	3489+75	IH 90/94 WB LT	1	-	
0010	3491+78	IH 90/94 WB RT	1	-	
0010	3504+48	IH 90/94 WB RT	-	1	
0010	3510+80	IH 90/94 EB RT	-	1	
0010	3524+00	IH 90/94 EB RT	1	-	
0010	3517+05A	IH 90/94 WB LT	-	1	
0010	3529+75A	IH 90/94 WB LT	1	-	
0010	3531+81A	IH 90/94 WB RT	1	-	
0010	3544+50A	IH 90/94 WB RT	-	1	
0010	3529+26A	IH 90/94 WB LT	-	1	
0010	3541+96A	IH 90/94 WB LT	1	-	
0010	3532+30	IH 90/94 EB RT	-	1	
SUBTOTAL			27	28	

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REMOVING TEMPORARY PULLOUTS

SPV.0060.03  
SPECIAL (03.  
REMOVING  
TEMPORARY  
EMERGENCY  
PULLOUTS)

CATEGORY	STATION	TO	STATION	LOCATION	EACH	REMARKS
0010	3252+00	-	3253+50	IH 90/94 EB RT	1	
0010	3254+72A	-	3256+22A	IH 90/94 WB LT	1	
0010	3254+22A	-	3255+72A	IH 90/94 WB RT	1	
0010	3278+50	-	3280+00	IH 90/94 EB RT	1	
0010	3279+70A	-	3281+22A	IH 90/94 WB RT	1	
0010	3286+72A	-	3288+22A	IH 90/94 WB LT	1	
0010	3305+00	-	3306+50	IH 90/94 EB RT	1	
0010	3307+72A	-	3309+22A	IH 90/94 WB RT	1	
0010	3331+49A	-	3332+99A	IH 90/94 WB LT	1	
0010	3358+05A	-	3359+52A	IH 90/94 WB LT	1	
0010	3386+50	-	3388+00	IH 90/94 EB RT	1	
0010	3390+48A	-	3392+03A	IH 90/94 WB LT	1	
0010	3390+02A	-	3391+52A	IH 90/94 WB RT	1	
0010	3411+00	-	3412+50	IH 90/94 EB RT	1	
0010	3435+50	-	3437+00	IH 90/94 EB RT	1	
0010	3443+10A	-	3444+60A	IH 90/94 WB LT	1	
0010	3442+55A	-	3444+16A	IH 90/94 WB RT	1	
0010	3464+00	-	3465+50	IH 90/94 EB RT	1	
0010	3463+80A	-	3465+30A	IH 90/94 WB LT	1	
0010	3463+25A	-	3464+75A	IH 90/94 WB RT	1	
0010	3490+50	-	3492+00	IH 90/94 EB RT	1	
0010	3490+25A	-	3491+75A	IH 90/94 WB LT	1	
0010	3489+77A	-	3491+28A	IH 90/94 WB RT	1	
0010	3524+50	-	3526+00	IH 90/94 EB RT	1	
0010	3530+25A	-	3531+75A	IH 90/94 WB LT	1	
0010	3529+81A	-	3531+31A	IH 90/94 WB RT	1	
0010	3542+46A	-	3543+96A	IH 90/94 WB LT	1	
0010	3545+50	-	3547+00	IH 90/94 EB RT	1	
0010	3555+48A	-	3556+97A	IH 90/94 WB RT	1	
0010	3580+50	-	3582+00	IH 90/94 EB RT	1	
0010	3580+06A	-	3581+55A	IH 90/94 WB LT	1	
0010	3579+56A	-	3581+06A	IH 90/94 WB RT	1	
0010	3599+74A	-	3601+24A	IH 90/94 WB LT	1	
0010	3599+24	-	3600+74	IH 90/94 WB RT	1	
0010	3607+50	-	3609+00	IH 90/94 EB RT	1	
0010	3633+50	-	3635+00	IH 90/94 EB RT	1	
TOTAL 0010					36	

EMERGENCY PULLOUT SIGNS CONT.

CATEGORY	STATION	LOCATION	SPV.0060.01	SPV.0060.02	REMARKS
			SPECIAL (01. EMERGENCY PARKING 2 HOUR MAX SIGN)	SPECIAL (02. EMERGENCY PARKING 1/4 MILE SIGN)	
			EACH	EACH	
0010	3545+00	IH 90/94 EB RT	1	-	
0010	3557+47A	IH 90/94 WB RT	1	-	
0010	3570+17A	IH 90/94 WB RT	-	1	
0010	3567+30	IH 90/94 EB RT	-	1	
0010	3580+00	IH 90/94 EB RT	1	-	
0010	3566+86A	IH 90/94 WB LT	-	1	
0010	3579+56A	IH 90/94 WB LT	1	-	
0010	3581+56A	IH 90/94 WB RT	1	-	
0010	3594+26A	IH 90/94 WB RT	-	1	
0010	3586+54A	IH 90/94 WB LT	-	1	
0010	3599+24A	IH 90/94 WB LT	1	-	
0010	3599+74A	IH 90/94 WB RT	1	-	
0010	3612+44A	IH 90/94 WB RT	-	1	
0010	3594+30	IH 90/94 EB RT	-	1	
0010	3607+00	IH 90/94 EB RT	1	-	
0010	3620+30	IH 90/94 EB RT	-	1	
0010	3633+00	IH 90/94 EB RT	1	-	
SUBTOTAL			9	8	
TOTAL 0010			36	36	

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CAT	STATION	LOCATION	STAGE	643.1000	REMARKS
				TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	
0010	3139+30	IH 94 EB	3	59.5	
0010	3152+50	IH 94 EB	3	66.5	
0010	2402+00	IH 90 EB	3	59.5	
0010	2415+20	IH 90 EB	3	66.5	
0010	3165+60	IH 90/94 EB	3	48.0	
0010	3179+00	IH 90/94 EB	3	114.0	
0010	3192+20	IH 90/94 EB	3	66.5	
0010	3203+50	IH 90/94 EB	3	49.0	
0010	3208+50	IH 90/94 EB	3	49.0	
0010	3213+50	IH 90/94 EB	3	48.0	
TOTAL 0010				626.5	

CONSTRUCTION STAKING RESURFACING REFERENCE

CATEGORY	STATION	TO	STATION	LOCATION	650.8000	REMARKS
					CONSTRUCTION STAKING RESURFACING REFERENCE LF	
0010	3147+18	-	3653+80	IH 90/94 EB	50,662	
0010	3660+77	-	3671+51	IH 90/94 EB	1,074	
0010	2424+00B	-	2424+09B	IH 90 EB	9	
0010	3330+48RG	-	3339+35RG	CTH PP EXIT RAMP	887	
0010	3342+15RH	-	3354+06RH	CTH PP ENT RAMP	1,191	
0010	3670+68RI	-	3680+27RI	CTH C EXIT RAMP	959	
TOTAL 0010					54,782	

BASE PATCHING SUMMARY

CATEGORY	LOCATION	390.0100	390.0405	416.0620	690.0250	SPV.0090.01	REMARKS
		REMOVING PAVEMENT FOR BASE PATCHING CY	BASE PATCHING CONCRETE SHES CY	DRILLED DOWEL BARS EACH	SAWING CONCRETE LF	SPECIAL (01. CONCRETE JOINT AND CRACK CLEANNG) LF	
0010	IH 90/94 EB OFF RAMP CTH PP	4.5	4.5	36	60	30	
0010	IH 90/94 EB ON RAMP CTH PP	4.5	4.5	36	60	30	
0010	IH 90/94 EB OFF RAMP CTH C	4.5	4.5	36	60	30	
TOTAL 0010		13.5	13.5	108	180	90	

3

3

MIXTURE TESTING TABLE								
Location	Station	Mixture Use:	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
<b>EASTBOUND</b>								
2 - 12' Driving Lanes	3147+19 to 3653+80 3660+77 to 367150	Lower Layer	Continuous Reinforced Concrete Pavement	3 HT 58-28 S	26,272	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005, Incentive Density HMA Pavement Longitudinal Joints 460.2007
6' Shoulder	3147+19 to 3653+80 3660+77 to 367150	Lower Layer	Recycled Bituminous	3 HT 58-28 S	7,469	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10' Shoulder	3147+19 to 3653+80 3660+77 to 367150	Lower Layer	Recycled Bituminous / Base Aggregate Dense	3 HT 58-28 S	8,736	2 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Mainline Shoulder Only	3653+80 to 3656+08 3671+50 to 3698+65	Lower Layer	Recycled Bituminous	3 HT 58-28 S	767	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
2 - 12' foot Driving Lanes	3147+19 to 3653+80 3660+77 to 367150	Mid Layer	3 HT 58-28 S	3 HT 58-28 H	18,253	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005, Incentive Density HMA Pavement Longitudinal Joints 460.2007
6' Shoulder	3147+19 to 3653+80 3660+77 to 367150	Mid Layer	3 HT 58-28 S	3 HT 58-28 H	4,343	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
10' Shoulder	3147+19 to 3653+80 3660+77 to 367150	Mid Layer	3 HT 58-28 S	3 HT 58-28 S	7,148	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
2 - 12' foot Driving Lanes	3147+19 to 3653+80 3660+77 to 367150	Upper Layer	3 HT 58-28 H	4 SMA 58-28 V	16,309	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
6' Shoulder	3147+19 to 3653+80 3660+77 to 367150	Upper Layer	3 HT 58-28 H	4 SMA 58-28 V	3,890	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
10' Shoulder	3147+19 to 3653+80 3660+77 to 367150	Upper Layer	3 HT 58-28 S	4 HT 58-28 S	6,356	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Mainline Shoulder Only	3653+80 to 3656+08 3671+50 to 3698+65	Upper Layer	3 HT 58-28 S	4 HT 58-28 H	523	1 3/4"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Maintenance Crossover	VARIOUS	Upper Layer	Existing HMA	4 HT 58-28 S	25.0	2"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps	3324+00RG to 3339+36RG 3342+15RH to 3361+32RH 3665+00RI to 368027RI	Lower Layer	Milled Existing HMA Surface	4 HT 58-28 S	684	1 3/4"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps	3324+00RG to 3339+36RG 3342+15RH to 3361+32RH 3665+00RI to 368027RI	Upper Layer	4 HT 58-28 S	4 HT 58-28 H	684	1 3/4"	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000
Ramps Outside Shoulder	3324+00RG to 3339+36RG 3342+15RH to 3361+32RH 3665+00RI to 368027RI	Upper Layer	4 HT 58-28 S	4 HT 58-28 S	977	3 1/2 "	QMP as per SS 460.	QMP HMA Pavement Nuclear Density; Incentive Paid 460.2000

PROJECT NO: 1017-01-73

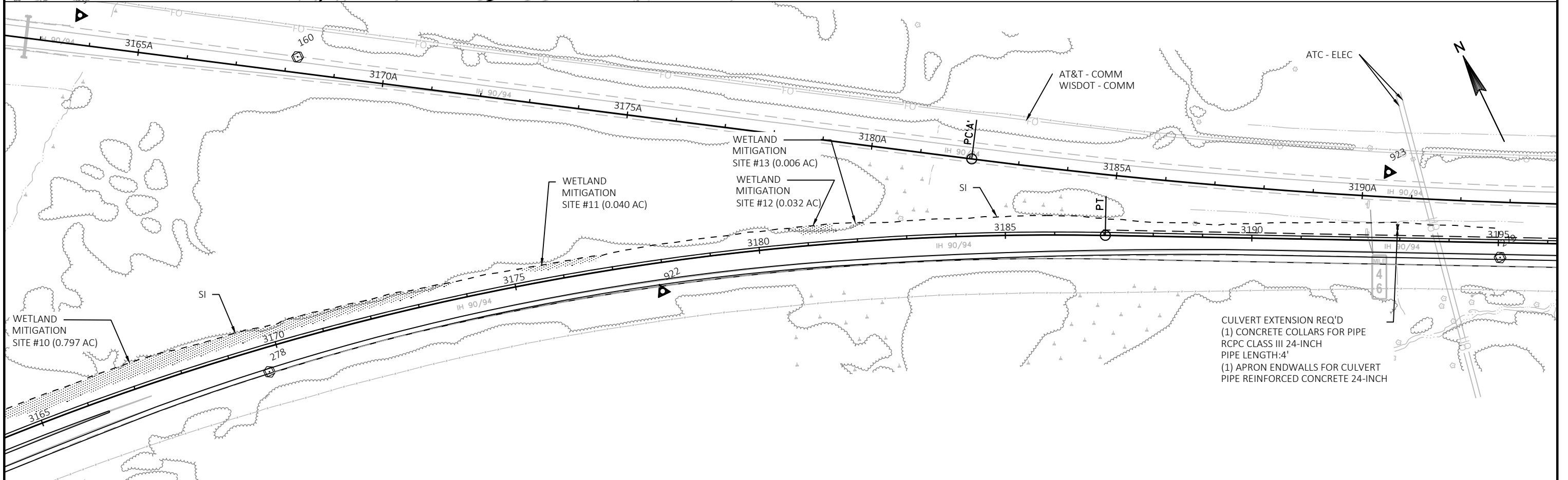
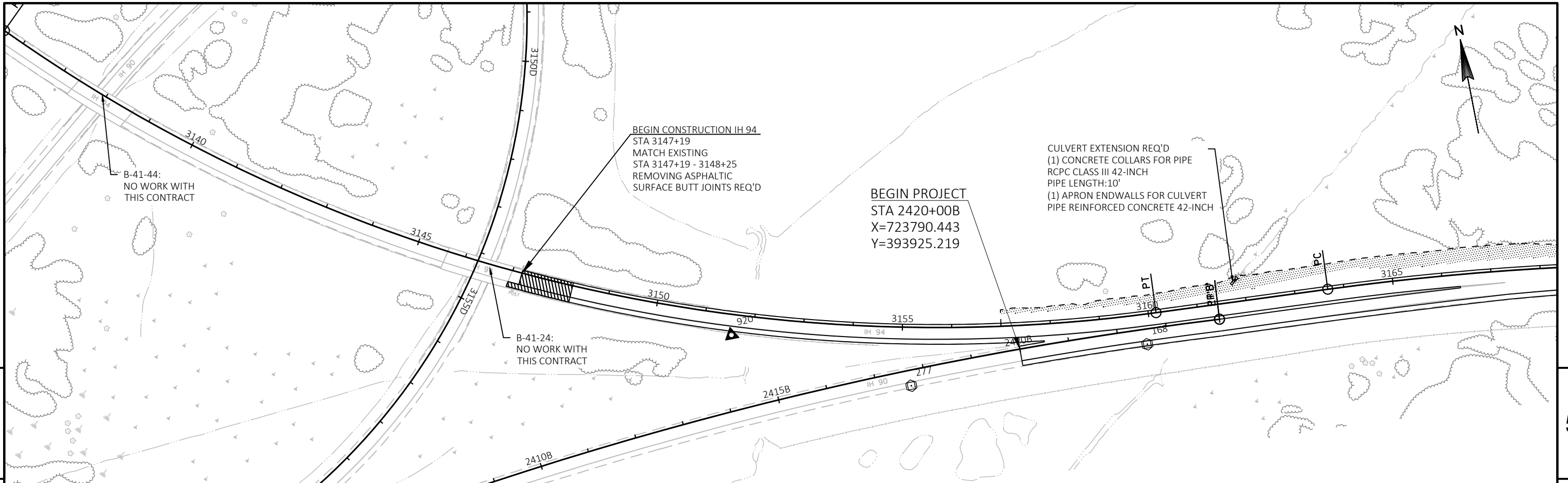
HWY: IH 90

COUNTY: MONROE AND JUNEAU

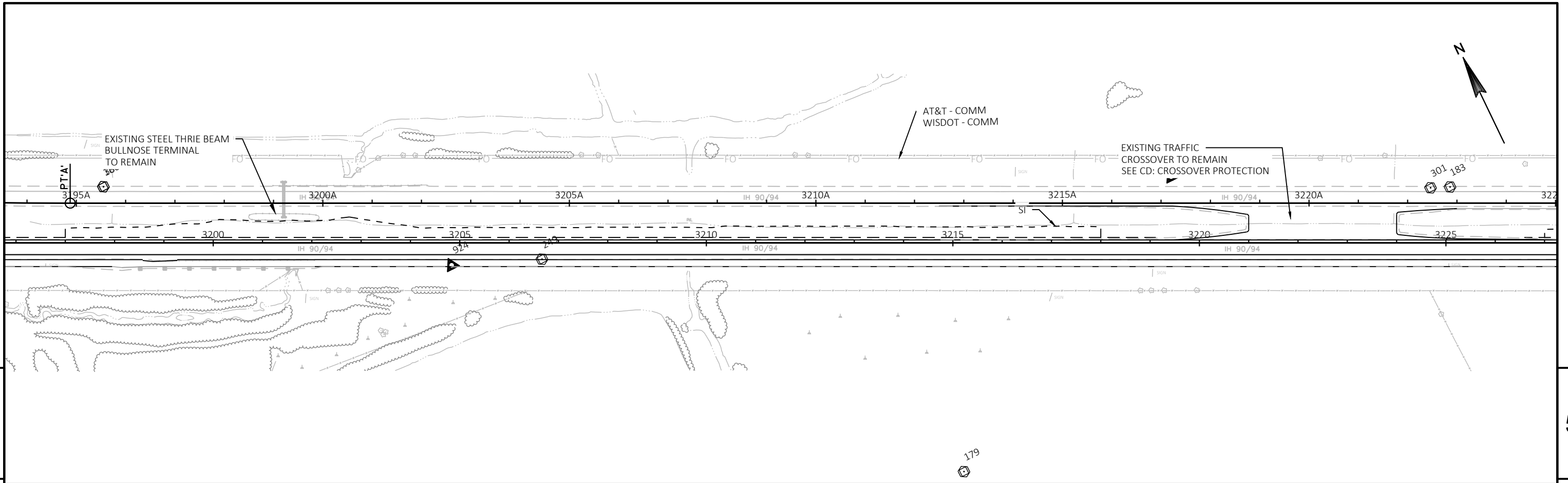
MISCELLANEOUS QUANTITIES

SHEET

E

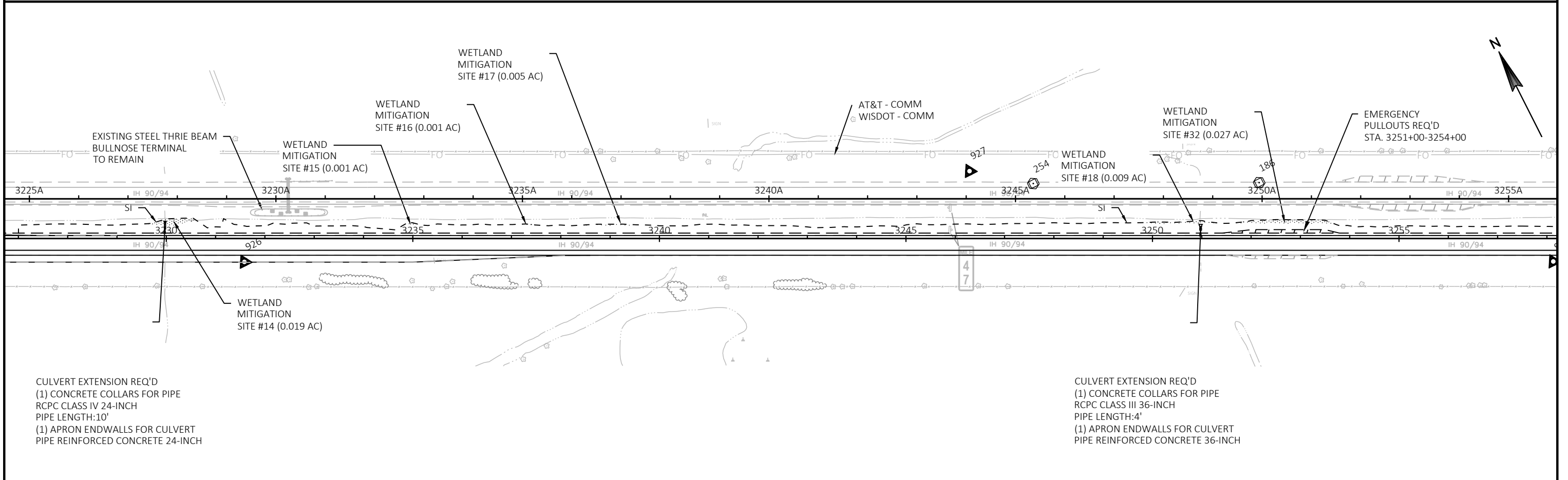


PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	PLAN IH 90/94 INTERCHANGE	SHEET	E
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CULVERT EXTENSION REQ'D  
 (1) CONCRETE COLLARS FOR PIPE  
 RCPC CLASS IV 24-INCH  
 PIPE LENGTH:10'  
 (1) APRON ENDWALLS FOR CULVERT  
 PIPE REINFORCED CONCRETE 24-INCH

CULVERT EXTENSION REQ'D  
 (1) CONCRETE COLLARS FOR PIPE  
 RCPC CLASS III 36-INCH  
 PIPE LENGTH:4'  
 (1) APRON ENDWALLS FOR CULVERT  
 PIPE REINFORCED CONCRETE 36-INCH

PROJECT NO: 1017-01-73

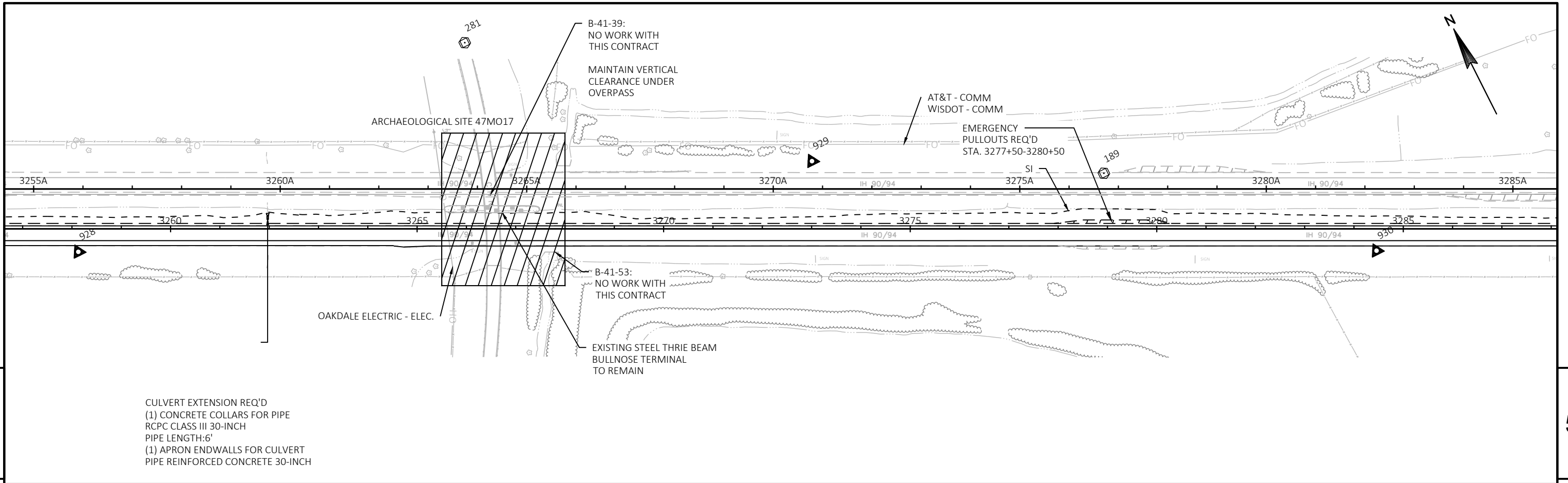
HWY: IH 90

COUNTY: MONROE AND JUNEAU

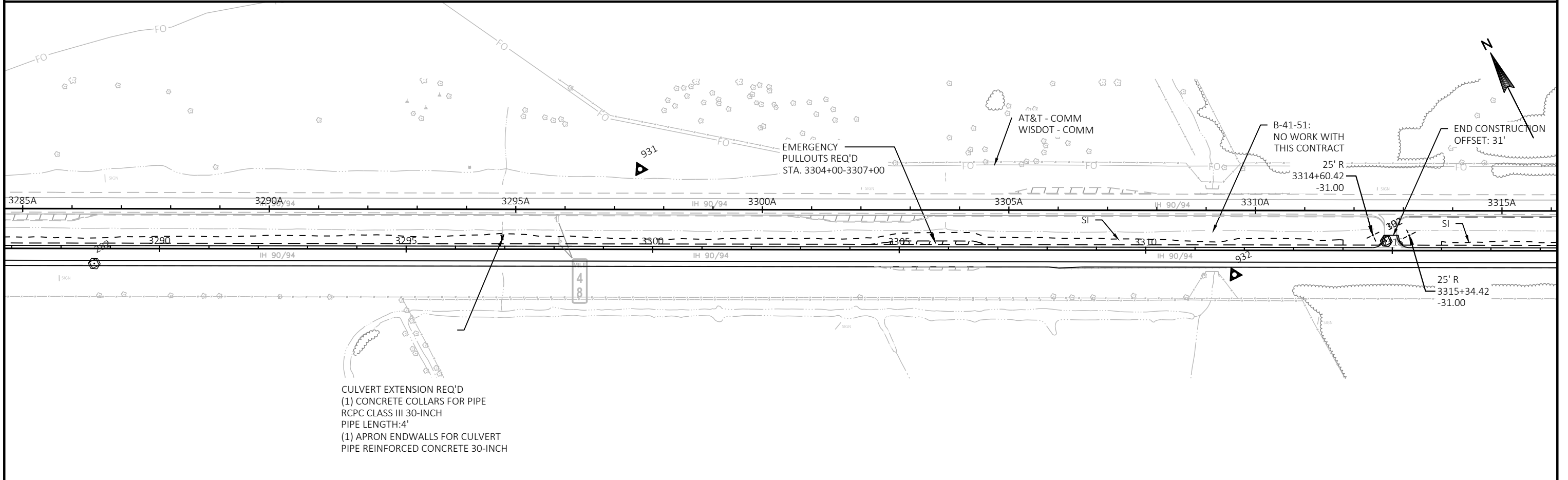
SPLIT PLAN IH 90/94

SHEET

E

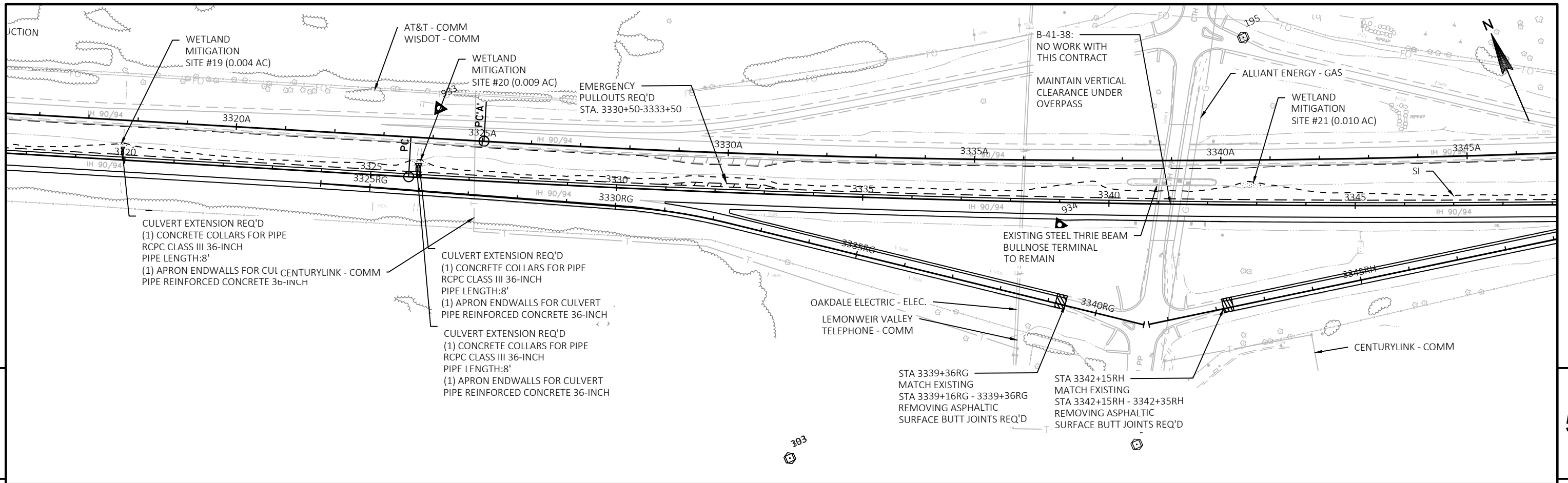


CULVERT EXTENSION REQ'D  
 (1) CONCRETE COLLARS FOR PIPE  
 RCPC CLASS III 30-INCH  
 PIPE LENGTH:6'  
 (1) APRON ENDWALLS FOR CULVERT  
 PIPE REINFORCED CONCRETE 30-INCH



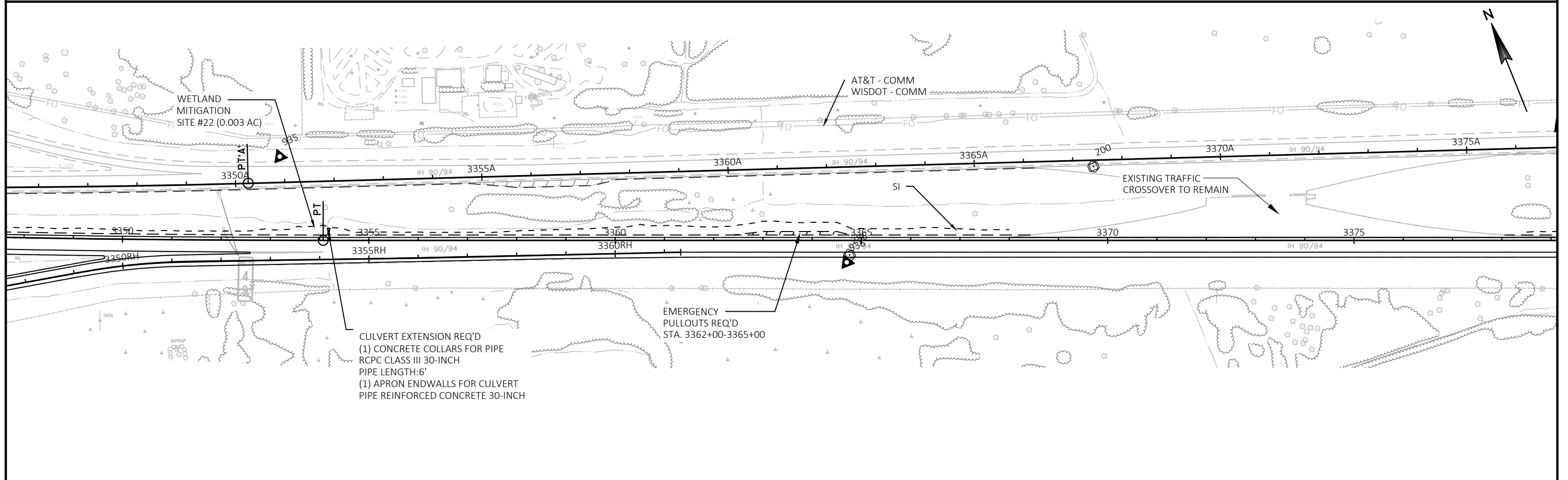
CULVERT EXTENSION REQ'D  
 (1) CONCRETE COLLARS FOR PIPE  
 RCPC CLASS III 30-INCH  
 PIPE LENGTH:4'  
 (1) APRON ENDWALLS FOR CULVERT  
 PIPE REINFORCED CONCRETE 30-INCH

PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	SPLIT PLAN IH 90/94	SHEET	E
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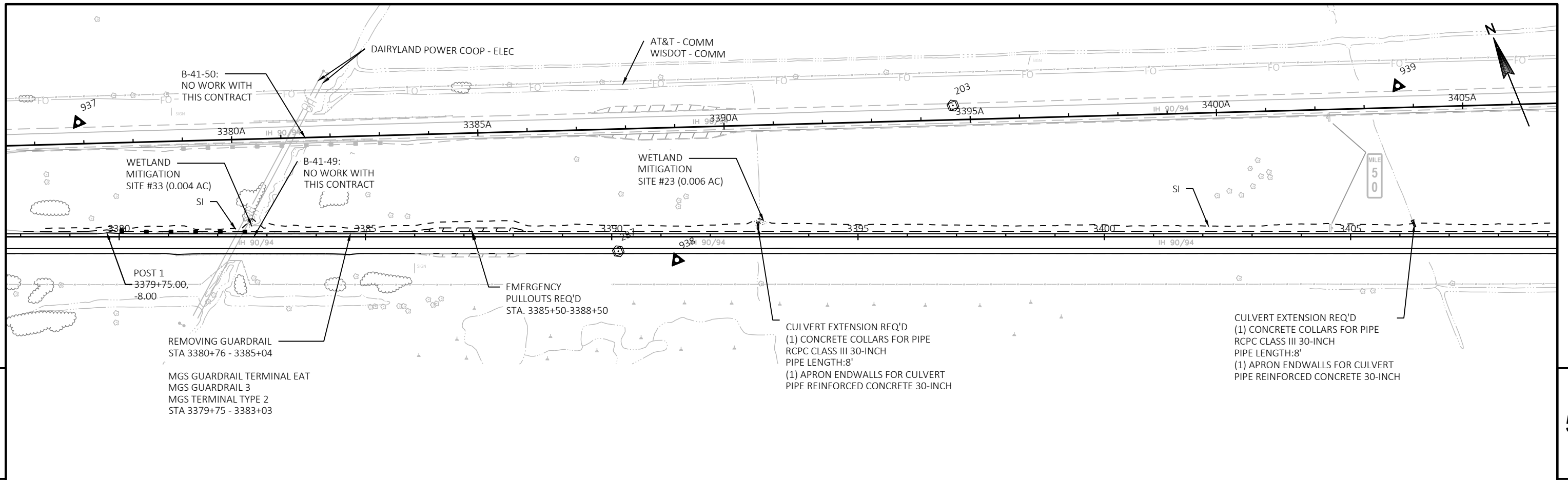


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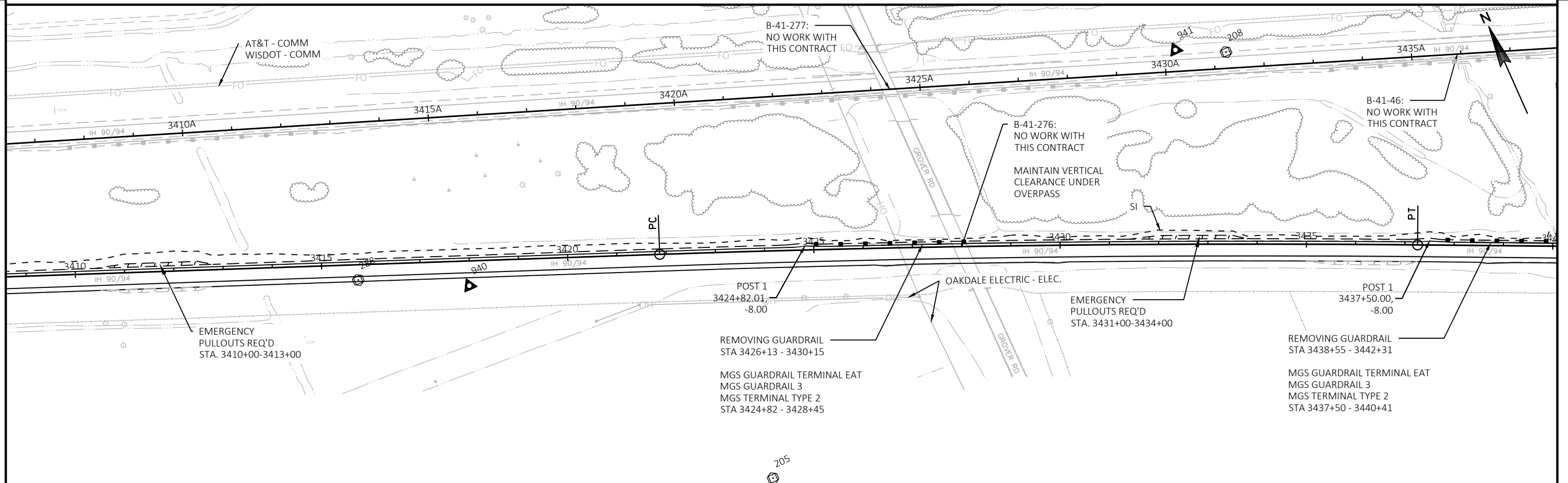


PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	SPLIT PLAN IH 90/94	SHEET	E
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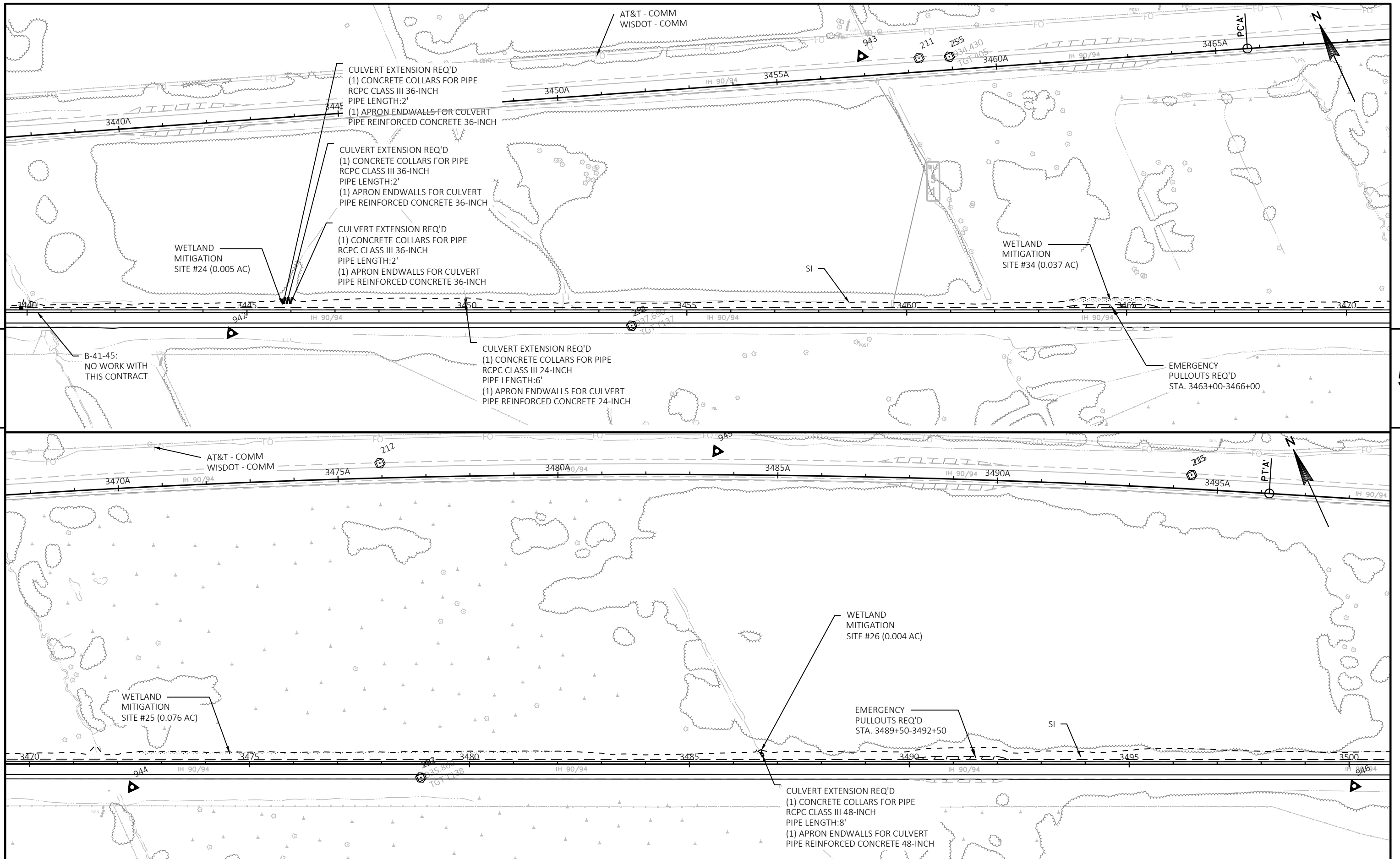
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	SPLIT PLAN IH 90/94	SHEET	E
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PROJECT NO: 1017-01-73

HWY: IH 90

COUNTY: MONROE AND JUNEAU

SPLIT PLAN IH 90/94

SHEET

E

FILE NAME : N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\050203.1\_PN.DWG  
LAYOUT NAME - IH 90.94(5)

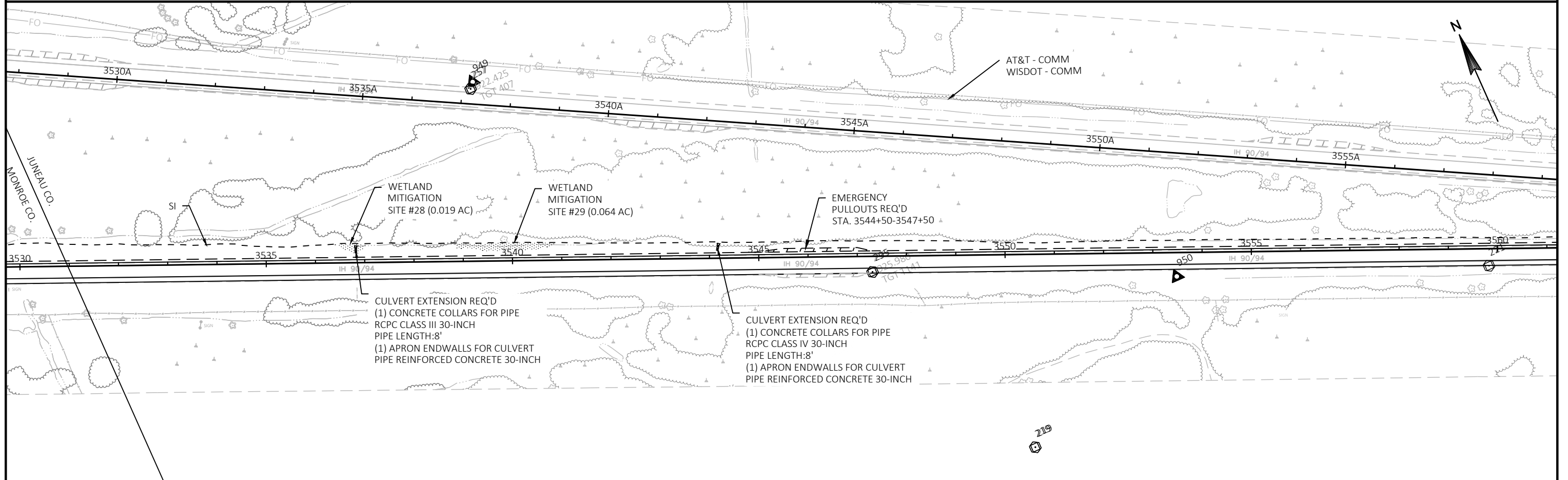
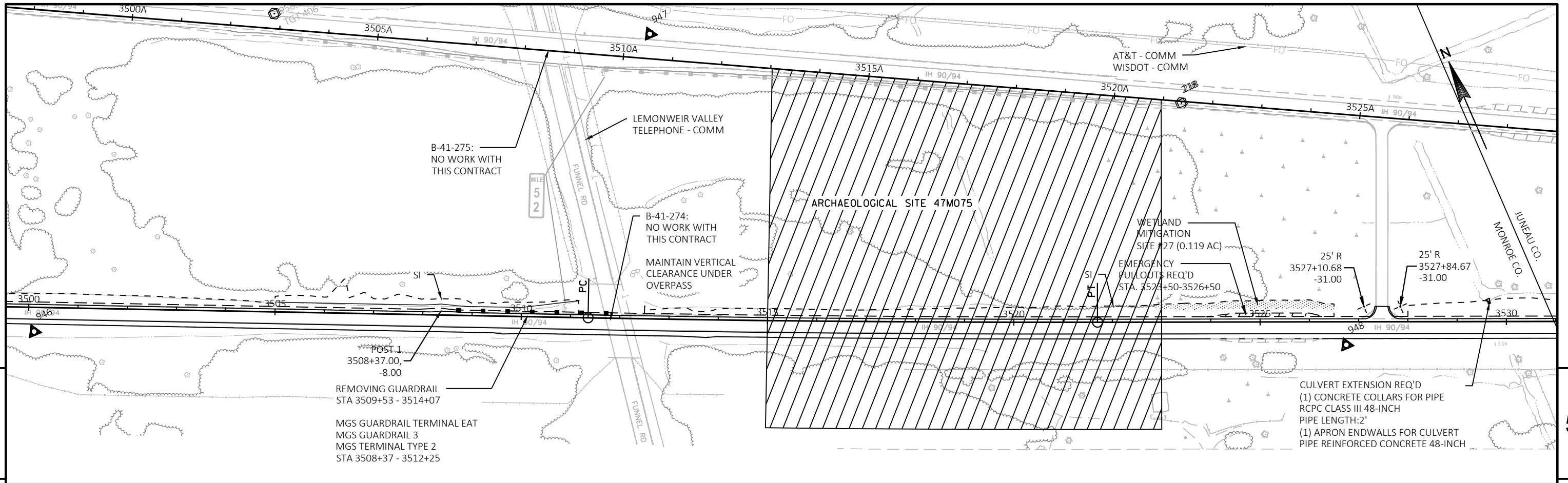
PLOT DATE : 8/30/2023 3:24 PM

PLOT BY : MECUM, BRANDYN W

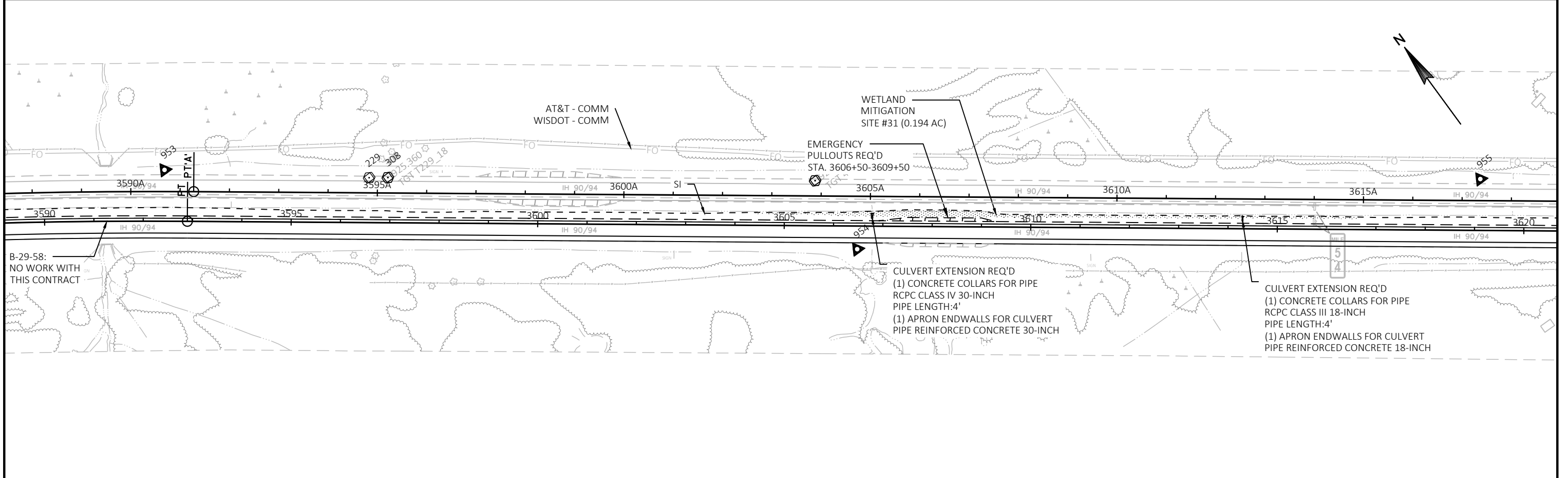
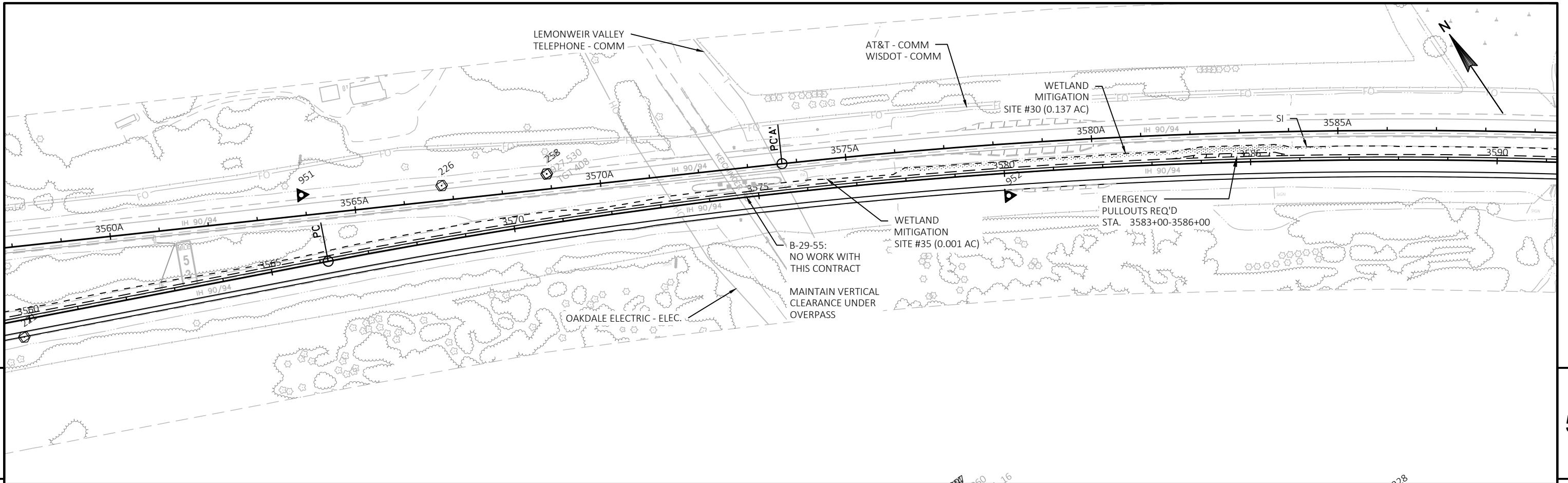
PLOT NAME :

PLOT SCALE : 1 IN:200 FT

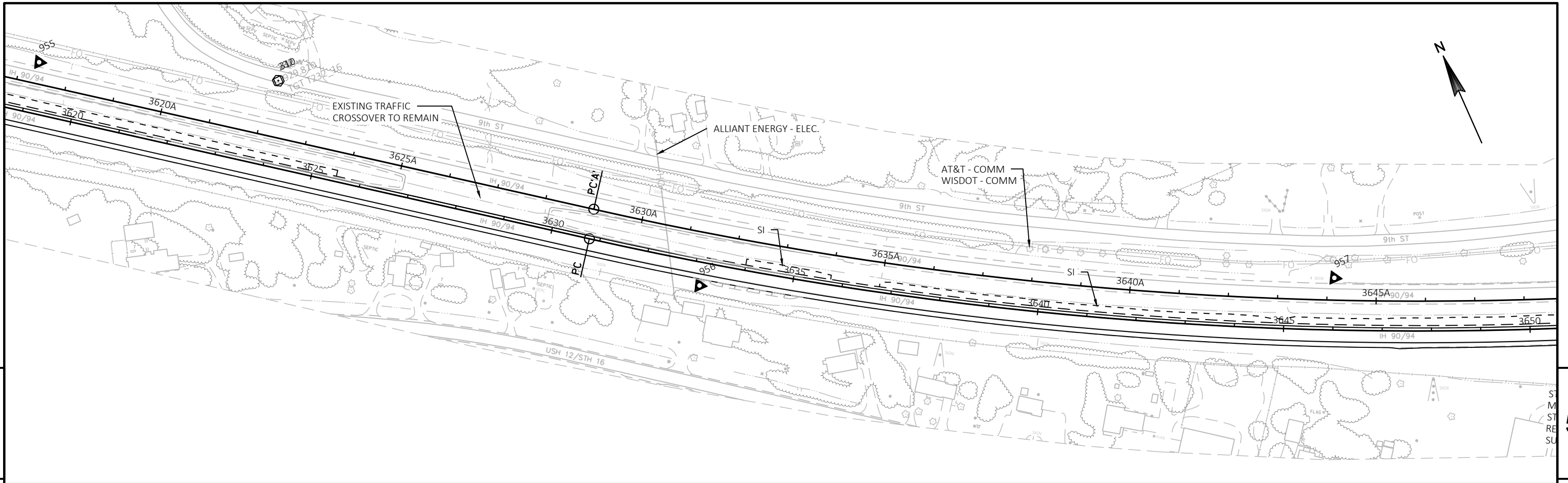
WISDOT/CADDs SHEET 44



PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	SPLIT PLAN IH 90/94	SHEET	E
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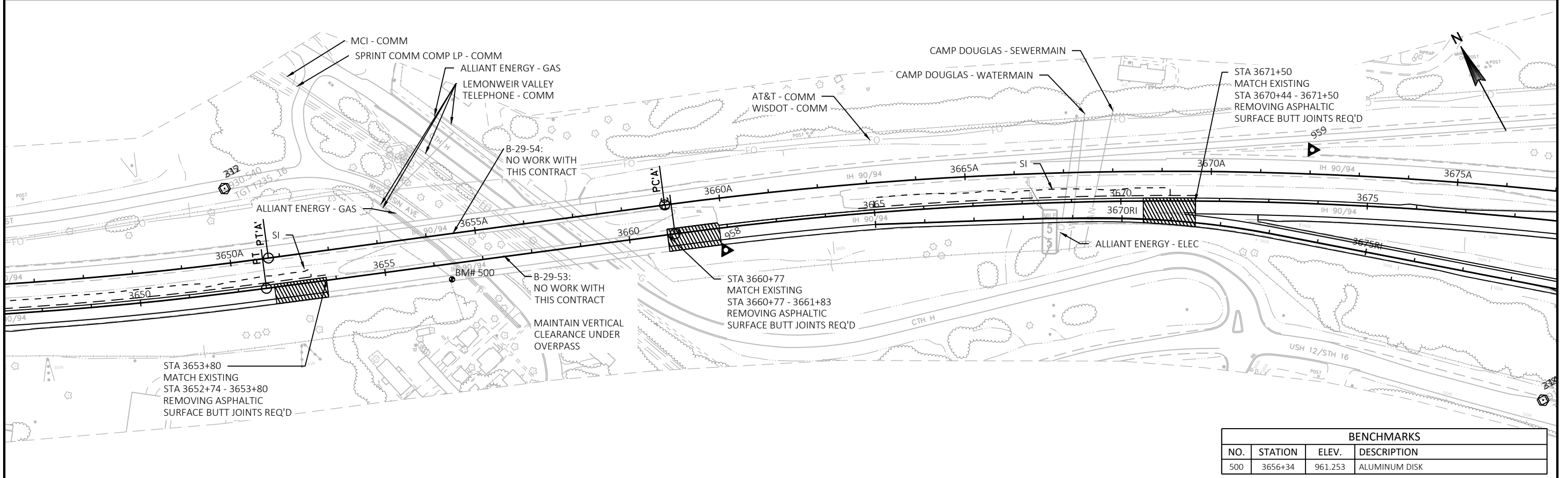


PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	SPLIT PLAN IH 90/94	SHEET	<b>E</b>
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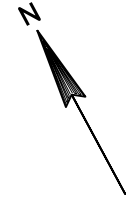
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BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
500	3656+34	961.253	ALUMINUM DISK

PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE AND JUNEAU      SPLIT PLAN IH 90/94      SHEET      E



246  
E08.510  
TGT T240\_16

END CONSTRUCTION CTH C  
STA 57+25CC  
MATCH EXISTING  
STA 57+05CC - 57+25CC  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

B-29-143:  
NO WORK WITH  
THIS CONTRACT

MAINTAIN VERTICAL  
CLEARANCE UNDER  
OVERPASS

B-29-142:  
NO WORK WITH  
THIS CONTRACT

MAINTAIN VERTICAL  
CLEARANCE UNDER  
OVERPASS

REMOVING CONCRETE PAVEMENT &  
CONCRETE PAVEMENT 8-INCH  
SEE CONSTRUCTION DETAIL-WB EXIT RAMP

STA 3681+31  
MATCH EXISTING  
STA 3681+31 - 3681+51  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

STA 3681+45  
MATCH EXISTING  
STA 3681+45 - 3681+65  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

AT&T - COMM  
WISDOT - COMM

ALLIANT ENERGY - ELEC.

END PROJECT

STA 3679+70  
MATCH EXISTING  
STA 3679+50 - 3679+70  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

STA 3679+78  
MATCH EXISTING  
STA 3679+58 - 3679+78  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

BEGIN CONSTRUCTION CTH C  
STA 51+18CC  
MATCH EXISTING  
STA 51+18CC - 51+20CC  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

STA 3681+22RJ  
MATCH EXISTING  
STA 3681+22RJ - 3681+42RJ  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

STA 3681+01RJ  
MATCH EXISTING  
STA 3681+01RJ - 3681+21RJ  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

STA 3689+07RJ  
MATCH EXISTING  
STA 3688+87RJ - 3689+07RJ  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

STA 3692+15  
MATCH EXISTING  
STA 3691+95 - 3692+15  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

TA 3698+65  
MATCH EXISTING  
STA 3698+45 - 3698+65  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

STA 3671+50  
MATCH EXISTING  
STA 3670+44 - 3671+50  
REMOVING ASPHALTIC  
SURFACE BUTT JOINTS REQ'D

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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE AND JUNEAU	SPLIT PLAN IH 90/94	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETPLAN\1017-01-73 RESURF\050203.1\_PN.DWG  
LAYOUT NAME - IH 90.94(9)

PLOT DATE : 8/30/2023 3:29 PM

PLOT BY : MECUM, BRANDYN W

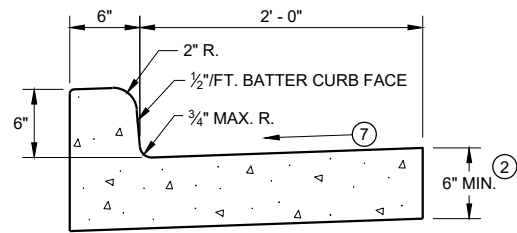
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PLOT SCALE : #####

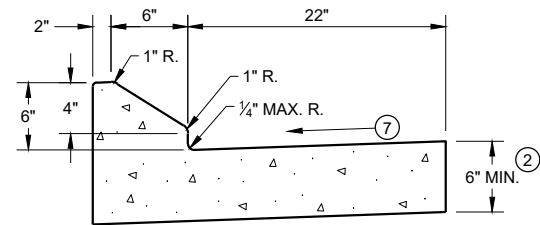
WISDOT/CADD SHEET 44

## Standard Detail Drawing List

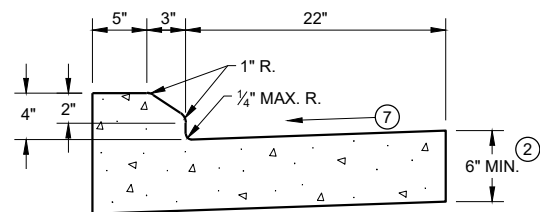
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-06A	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A05-06B	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13C19-03	HMA LONGITUDINAL JOINTS
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09D	ON RAMP LANE CLOSURE
15C02-09E	OFF RAMP LANE CLOSURE
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C14-04	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C31-05A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-05B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-05C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15D04-01	TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING
15D05-06	TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER
15D10-06	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER
15D11-09	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-11A	TRAFFIC CONTROL, LANE CLOSURE
15D12-11B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D12-11C	TRAFFIC CONTROL, DYNAMIC LANE MERGE SYSTEM
15D12-11D	TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM
15D13-02	TEMPORARY EMERGENCY PULLOUTS
15D15-07A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D40-05B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D41-03	TRAFFIC CONTROL, MULTIPLE LANE SHIFT, MULTILANE DIVIDED ROAD
15D47-03A	TRAFFIC CONTROL, INGRESS/EGRESS WITH BARRIER
15D47-03B	TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER



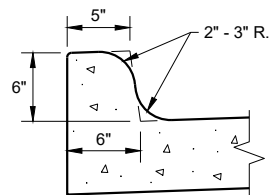
**TYPES A<sup>1</sup> & D**



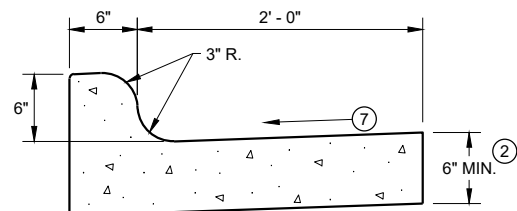
**6" SLOPED CURB TYPES G<sup>1</sup> & J**



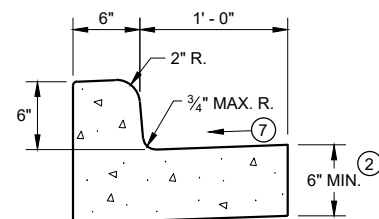
**4" SLOPED CURB TYPES G<sup>1</sup> & J**



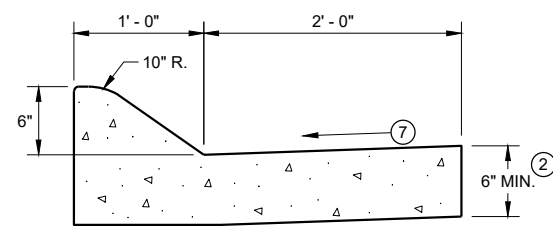
**TYPES K<sup>1</sup> & L**  
(OPTIONAL CURB SHAPE)



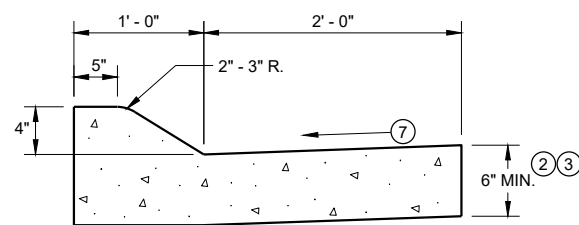
**TYPES K<sup>1</sup> & L**  
**CONCRETE CURB AND GUTTER 30"**



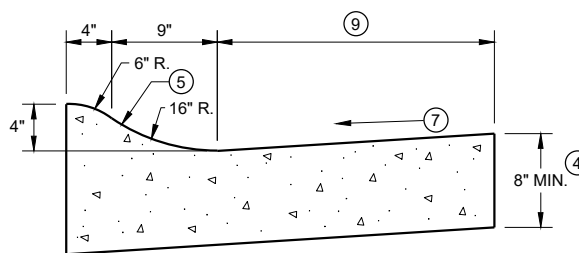
**TYPES A<sup>1</sup> & D**  
**CONCRETE CURB AND GUTTER 18"**



**6" SLOPED CURB TYPES A<sup>1</sup> & D**

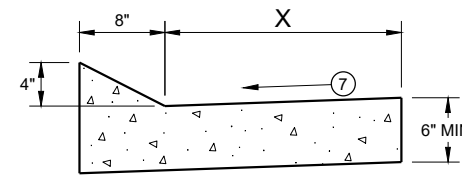


**4" SLOPED CURB TYPES A<sup>1</sup> & D**  
**CONCRETE CURB AND GUTTER 36"**



**4" SLOPED CURB TYPES R<sup>1</sup> & T**

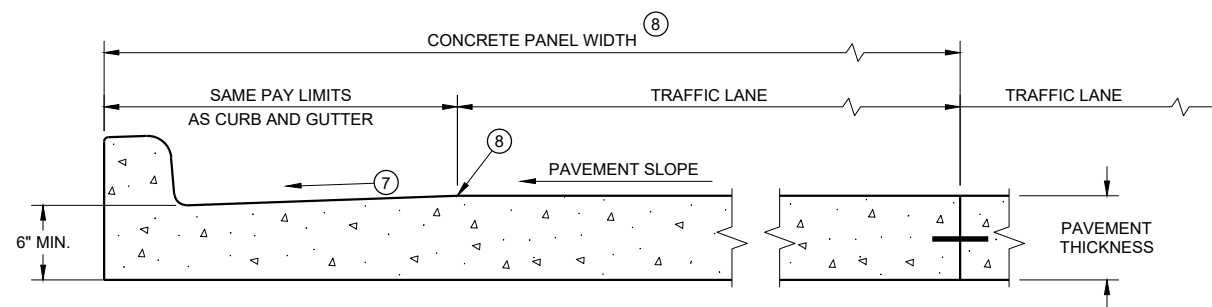
TBT & TBTT	X
30"	22"
36"	28"



**TYPES TBT & TBTT<sup>1</sup>**  
**CONCRETE CURB AND GUTTER**

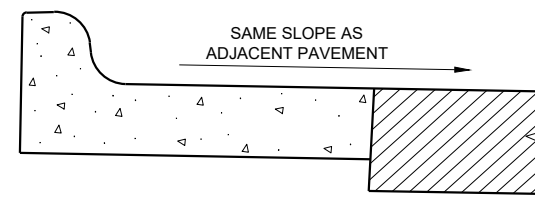
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

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



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

\* BIKE LANE IS NOT SHOWN



**REVERSE SLOPE GUTTER<sup>6</sup>**  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

**GENERAL NOTES**

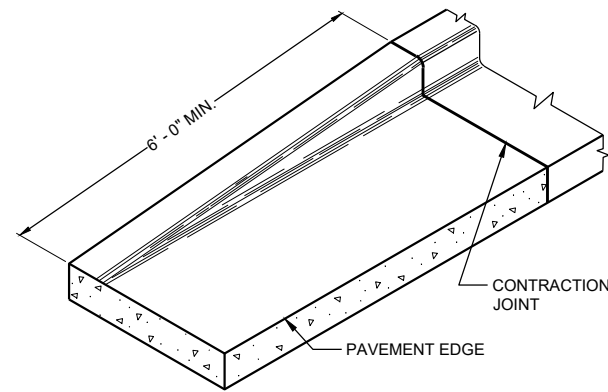
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

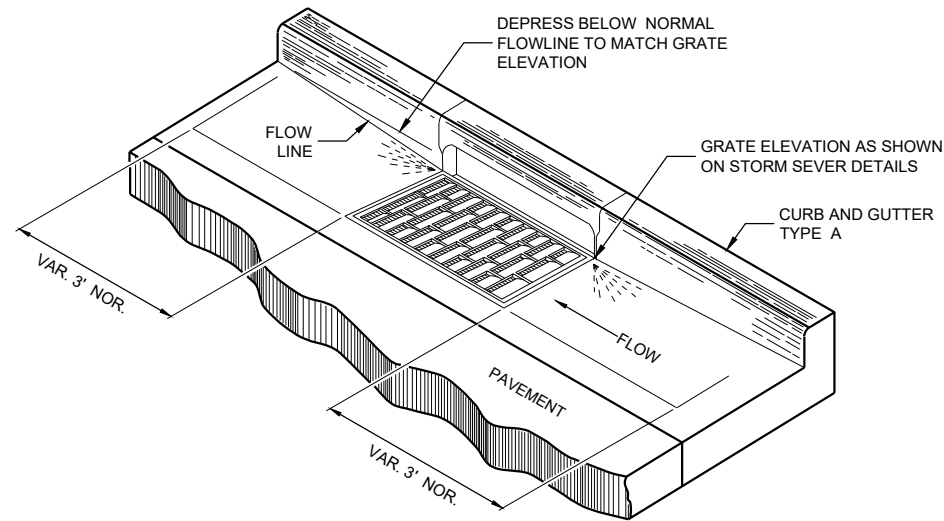
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES  
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES



**END SECTION CURB AND GUTTER**



**DETAIL OF CURB AND GUTTER AT INLETS**

(TYPICAL H INLET COVER SHOWN)

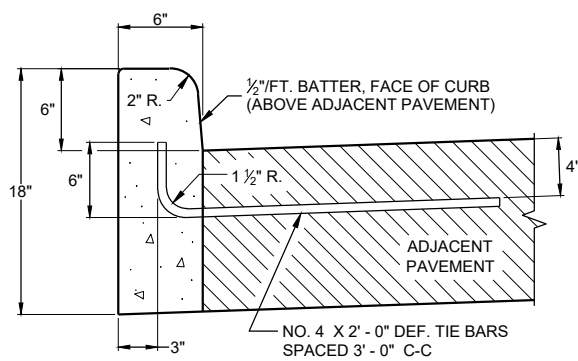
**GENERAL NOTES**

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

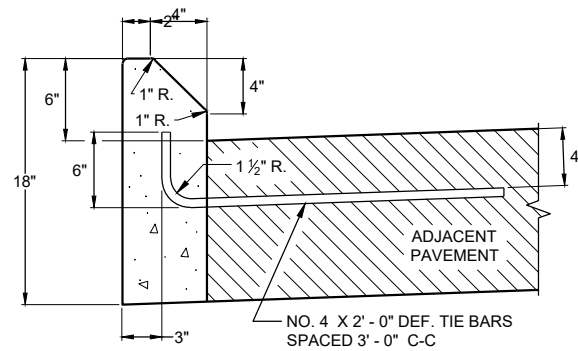
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

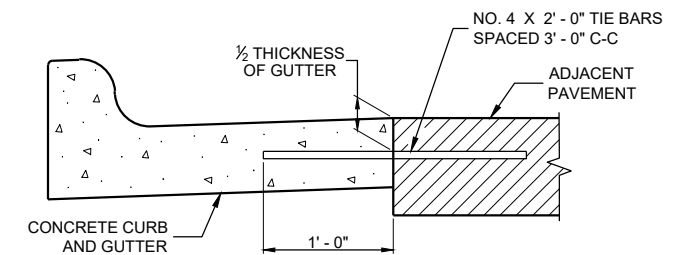
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.
- ⑪ PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.



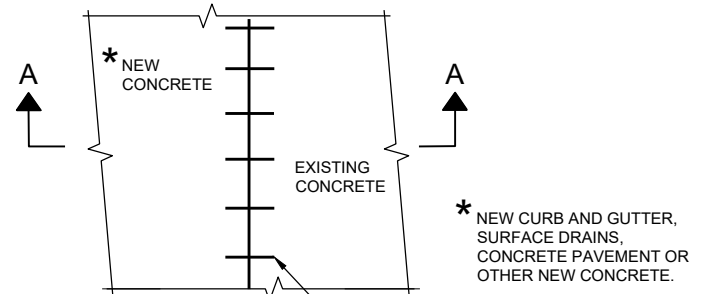
**TYPES A<sup>①</sup> & D**



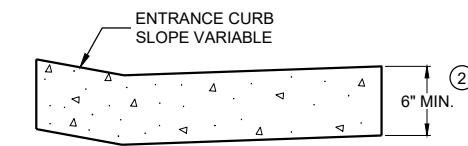
**TYPES G<sup>①</sup> & J  
CONCRETE CURB**



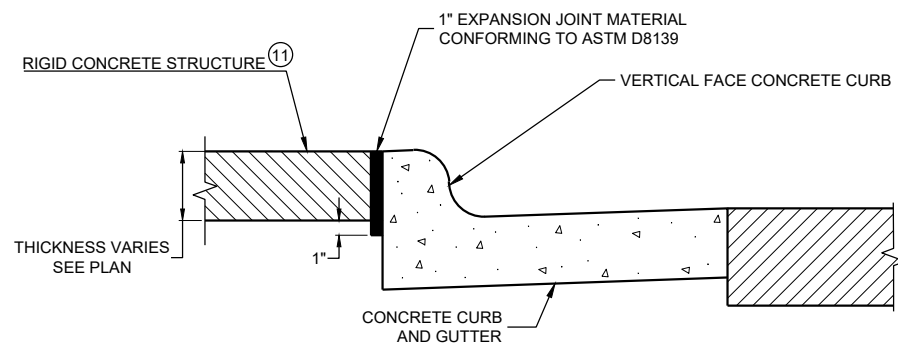
**TYPICAL TIE BAR LOCATION<sup>①</sup>**



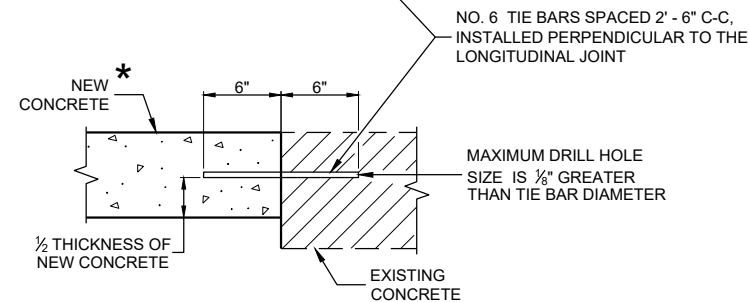
**PLAN VIEW**



**DRIVEWAY ENTRANCE CURB<sup>⑩</sup>  
(WHEN DIRECTED BY THE ENGINEER)**



**EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE<sup>⑪</sup>**



**SECTION A - A  
TIE BARS DRILLED INTO EXISTING PAVEMENT**

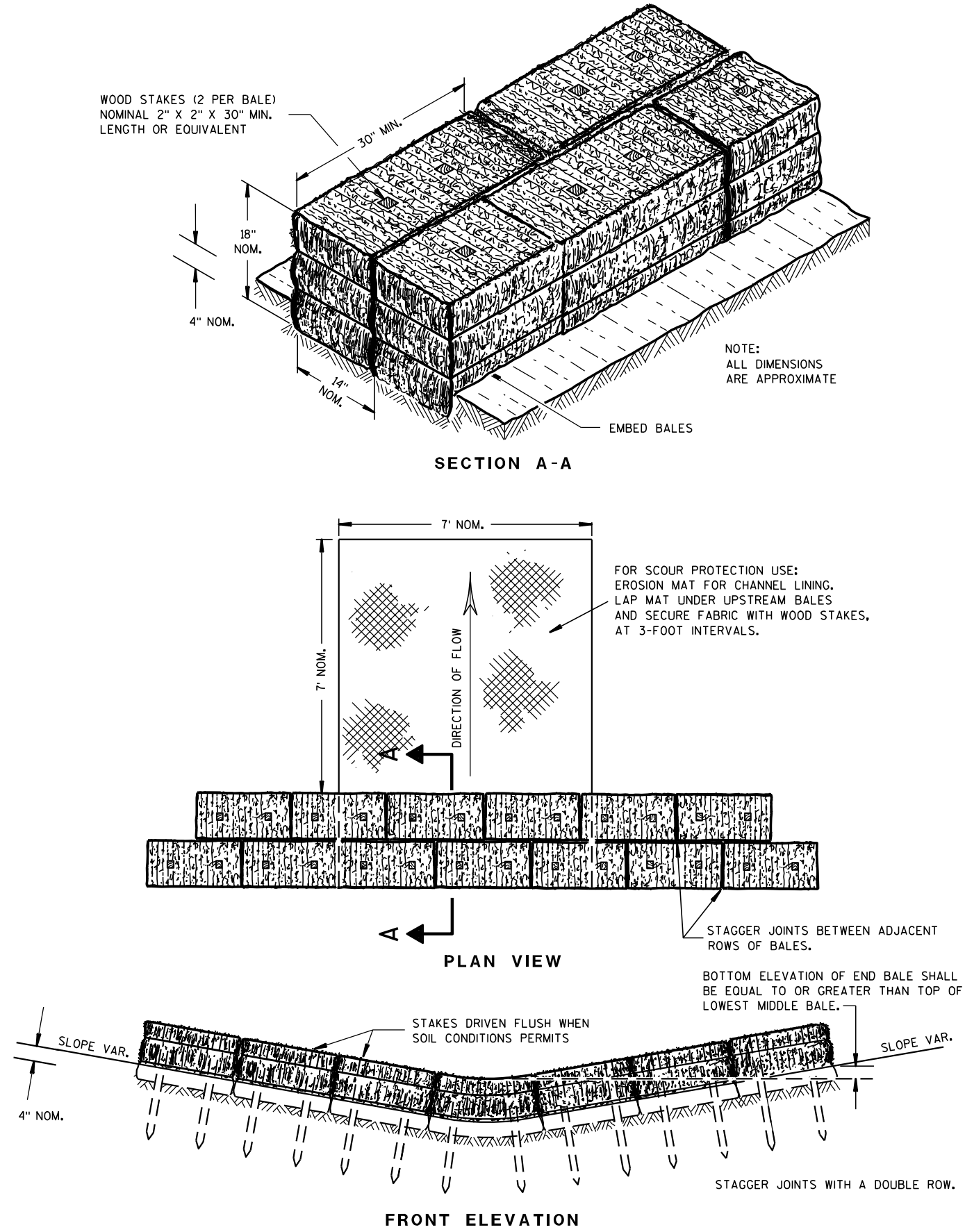
**CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE May 2023 /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



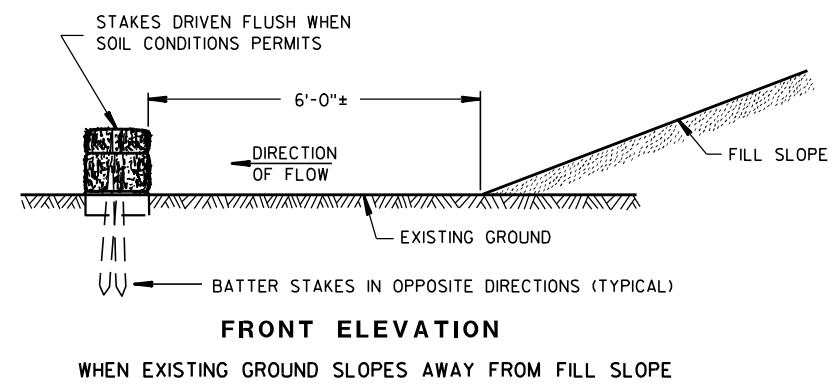
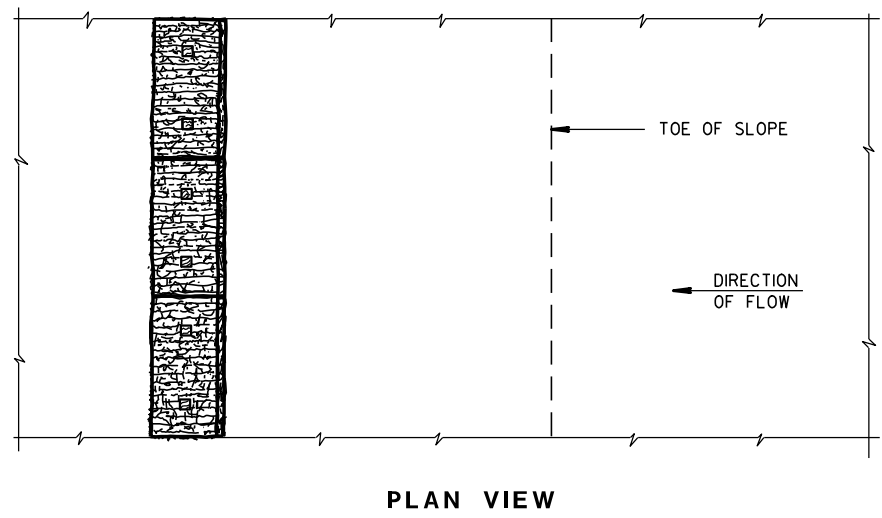
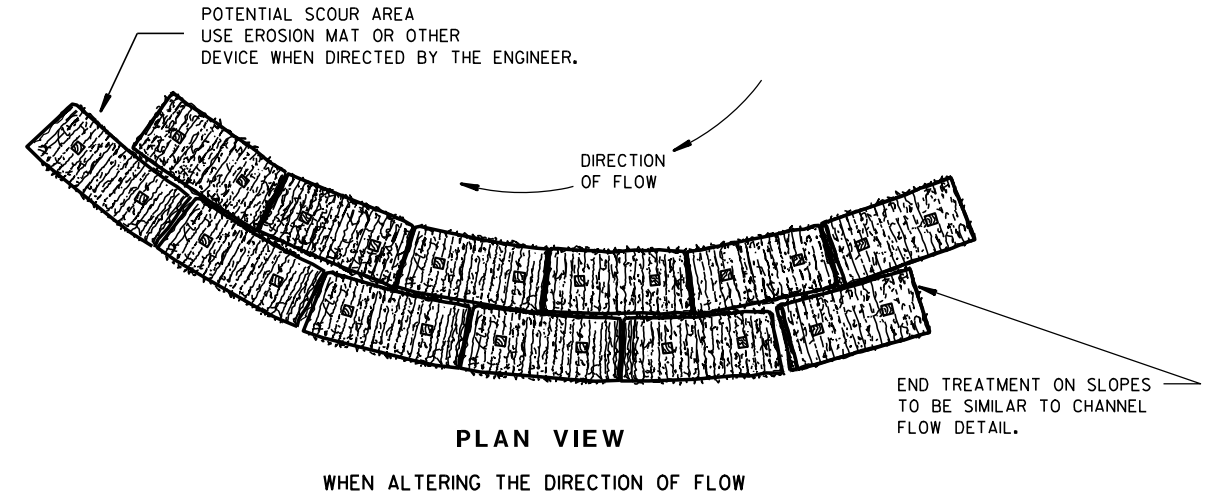


TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

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

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

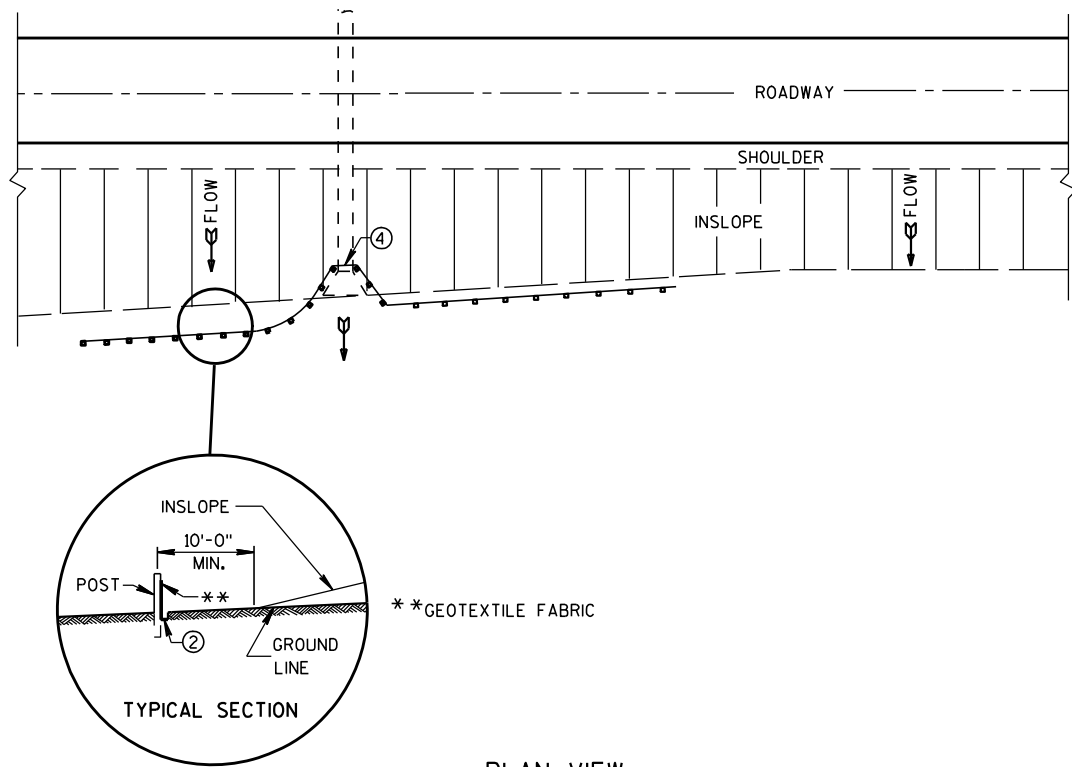


EROSION BALES FOR SHEET FLOW

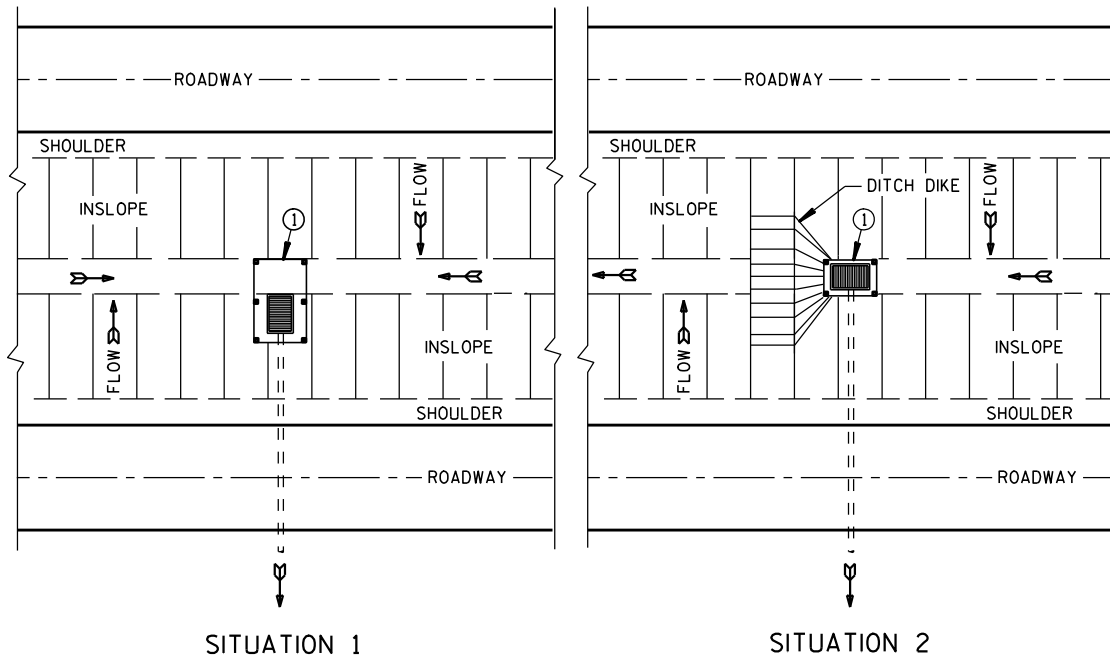
TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW  
TYPICAL APPLICATION OF SILT FENCE

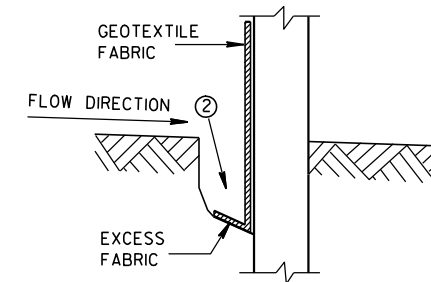


SITUATION 1      SITUATION 2  
PLAN VIEW  
SILT FENCE AT MEDIAN SURFACE DRAINS

**GENERAL NOTES**

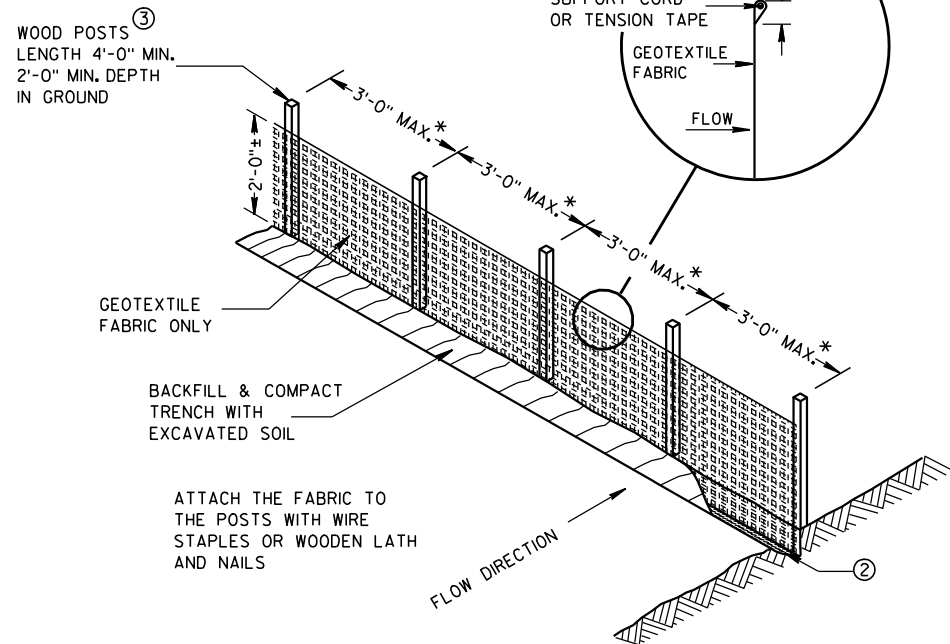
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- 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.



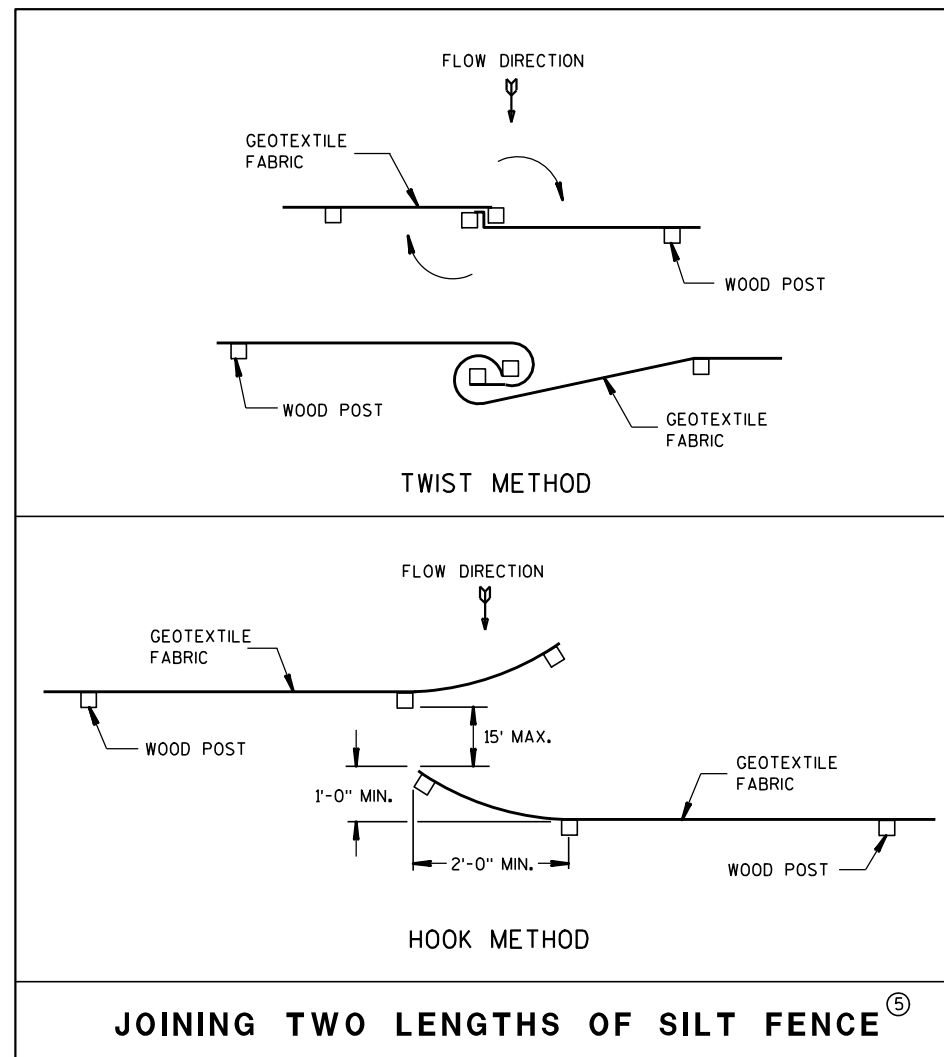
TRENCH DETAIL

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

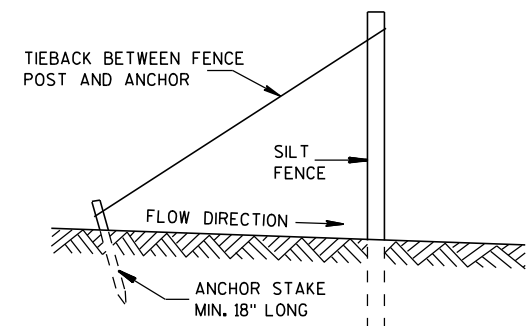


SILT FENCE

\* 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

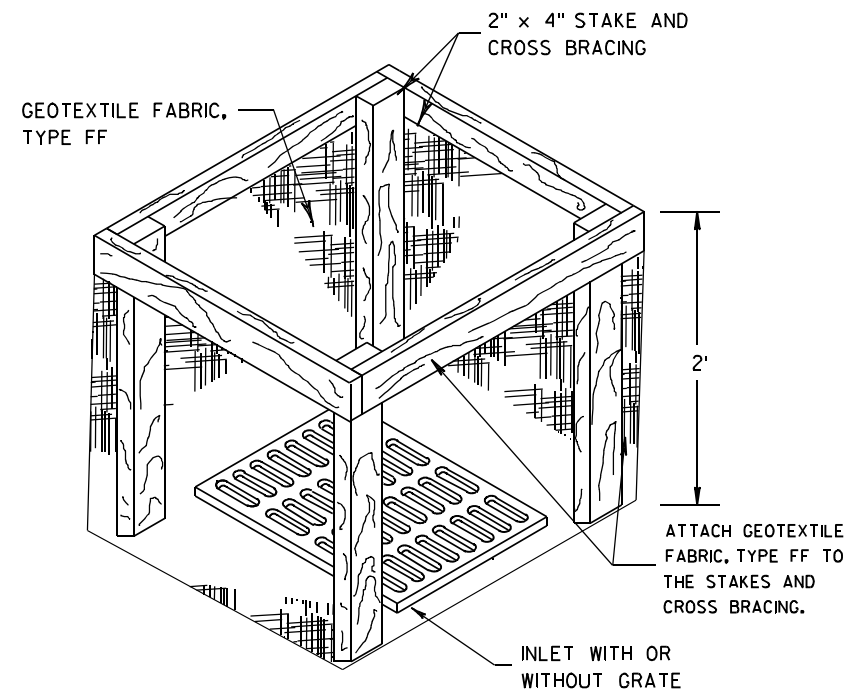
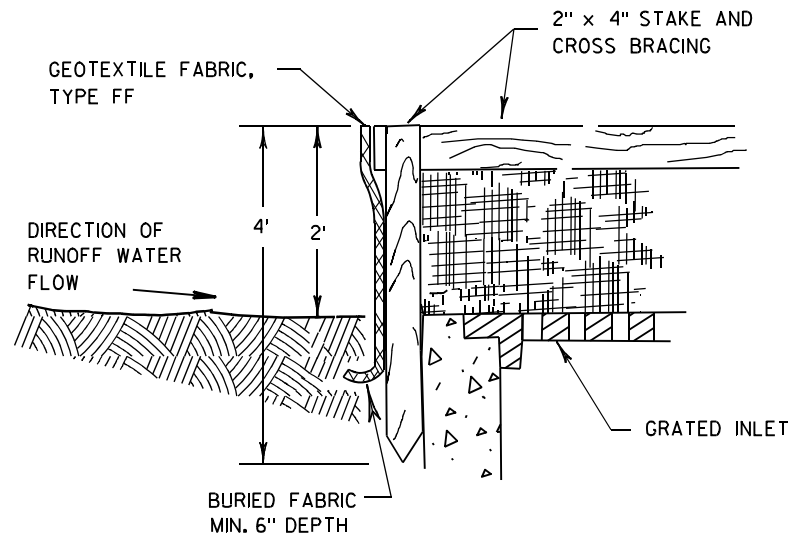
APPROVED

4-29-05

DATE

FHWA

/S/ Beth Canestra  
CHIEF ROADWAY DEVELOPMENT ENGINEER



**INLET PROTECTION, TYPE A**

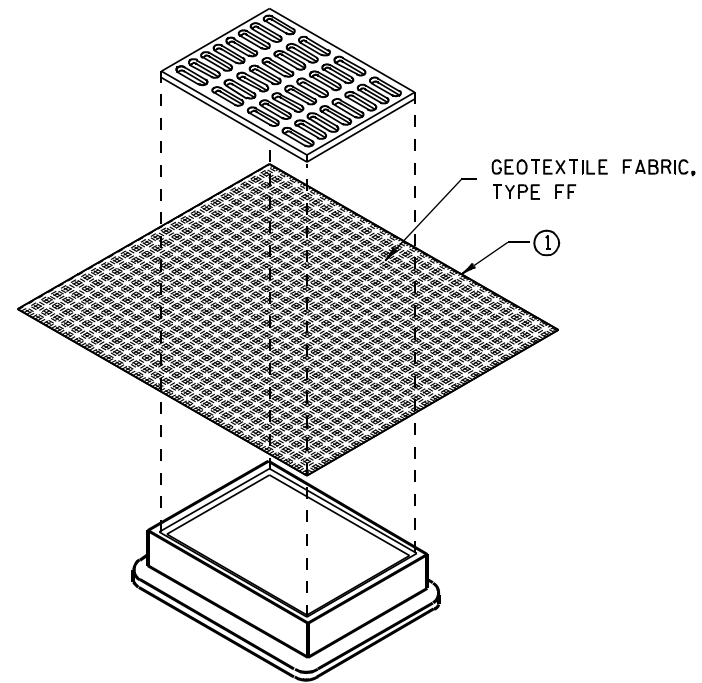
**GENERAL NOTES**

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

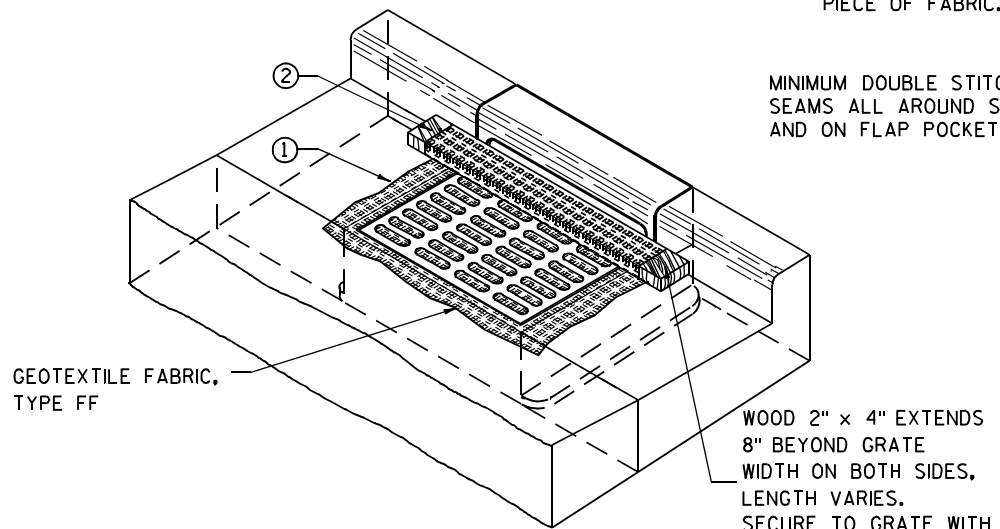
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



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

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



**INLET PROTECTION, TYPE C (WITH CURB BOX)**

**INSTALLATION NOTES**

**TYPE B & C**

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

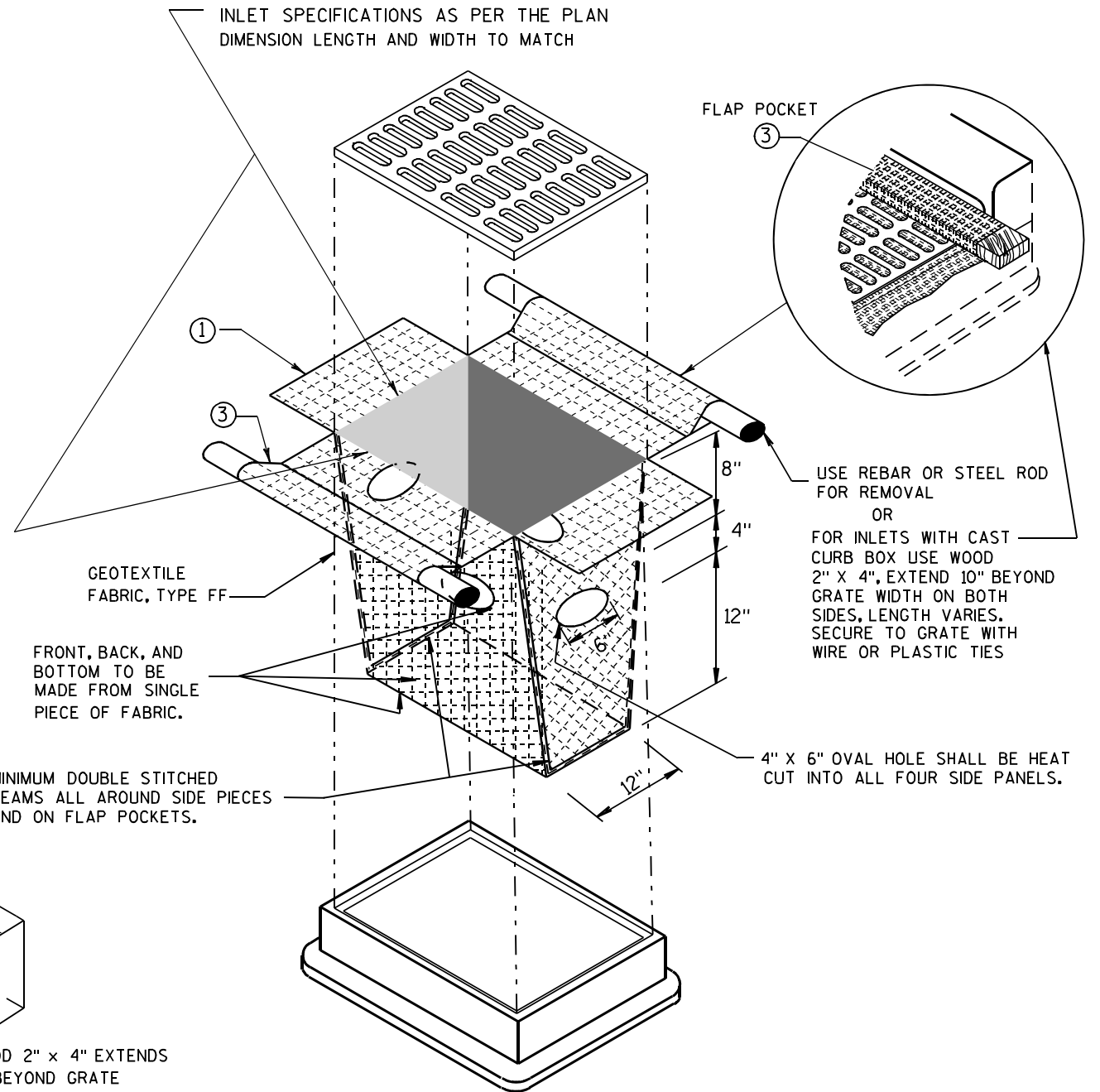
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**TYPE D**

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



**INLET PROTECTION, TYPE D**

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

<b>INLET PROTECTION TYPE A, B, C, AND D</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/s/ Beth Connestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

**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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

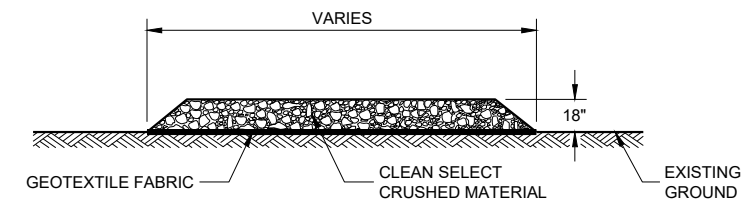
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

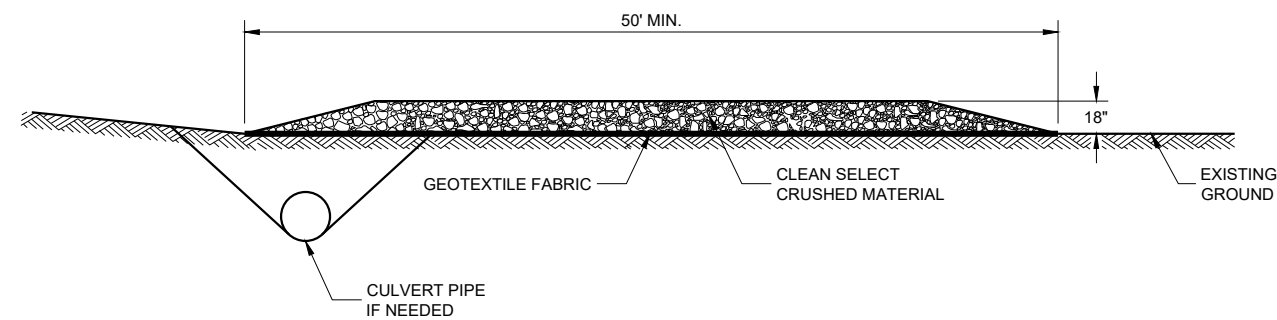
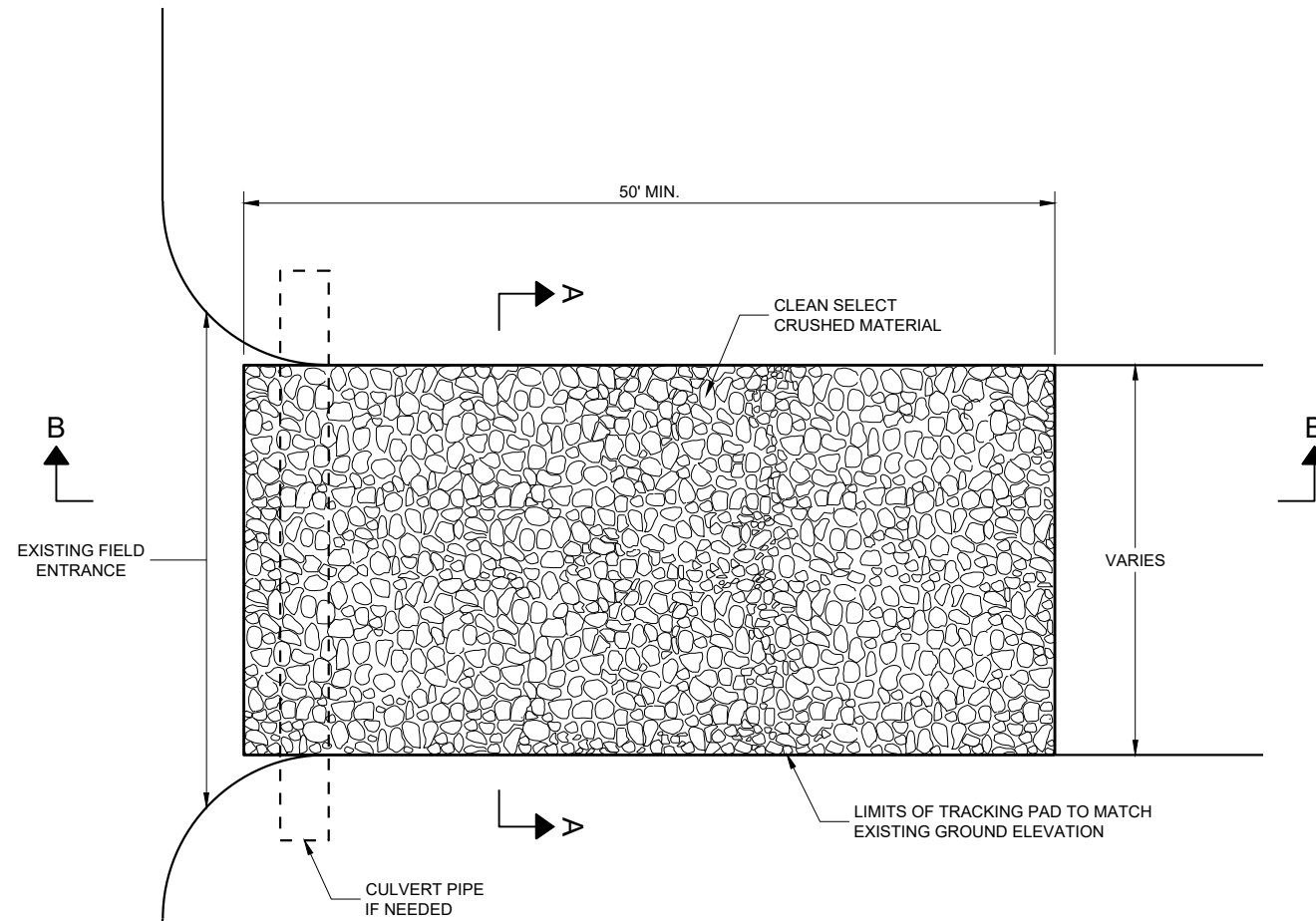
SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



**SECTION A - A**



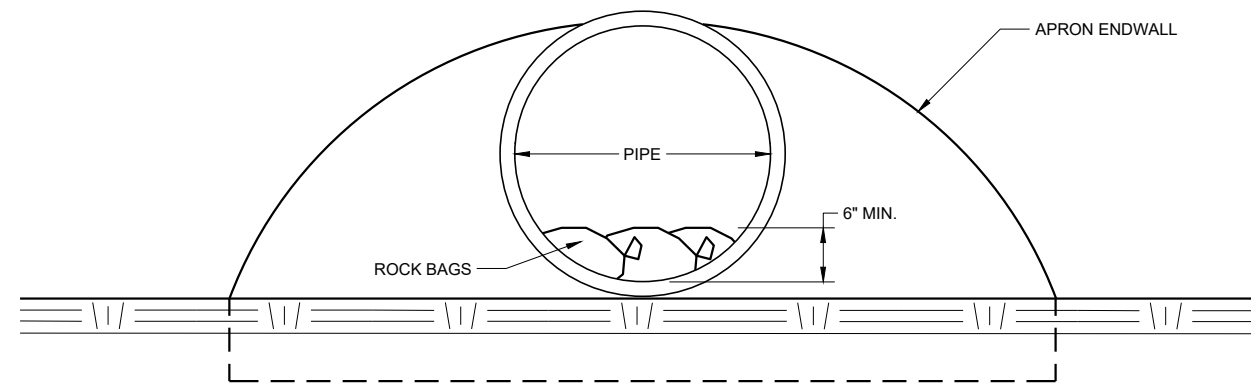
**SECTION B - B**

**TRACKING PAD**

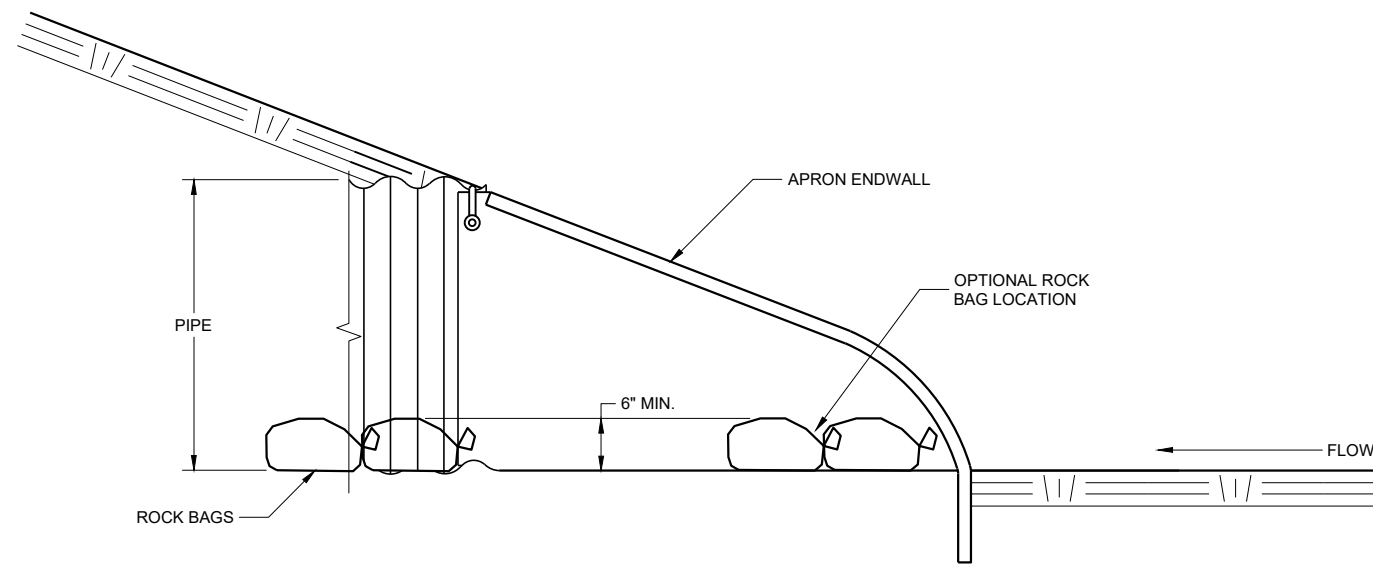
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
3/24/2011 DATE /S/ Jerry H. Zogg  
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



**END VIEW**



**SIDE VIEW**

**CULVERT PIPE CHECK**  
(INSTALL ON INLET END ONLY)

**CULVERT PIPE CHECK**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2019 /S/ Daniel Schave  
DATE EROSION CONTROL ENGINEER

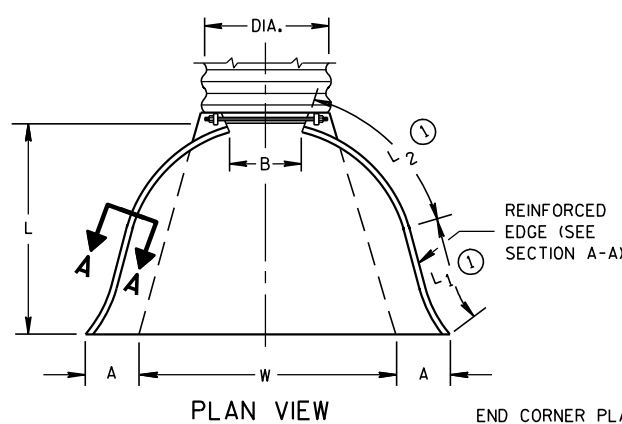
FHWA

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 (1)	L2 (1)	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

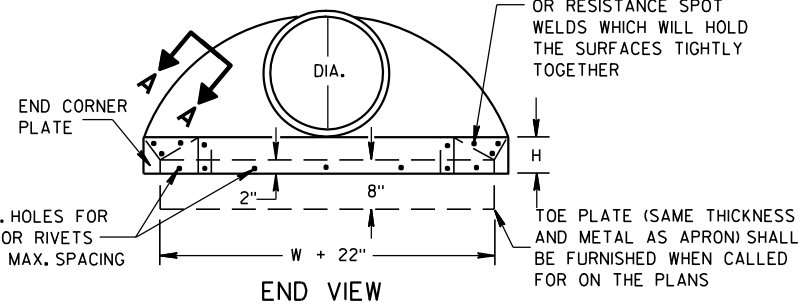
\* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE APRON ENDWALLS									
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE	
	T	A	B	C	D	E	G		
12	2	4	24	48 1/8	72 1/8	24	2	3 to 1	
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1	
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1	
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1	
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1	
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1	
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1	
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1	
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1	
48	5	24	72	26	98	84	5	3 to 1	
54	5 1/2	27	65	33 1/4-35	98 1/4-100	90	5 1/2	2 1/2 to 1	
60	6	30-35	60	39	99	96	5	2 to 1	
66	6 1/2	30-35	72-78	21-27	99	102	5 1/2	2 to 1	
72	7	30-35	78	21	99	108	6	2 to 1	
78	7 1/2	30-35	78	21	99	114	6 1/2	2 to 1	
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1	
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1	

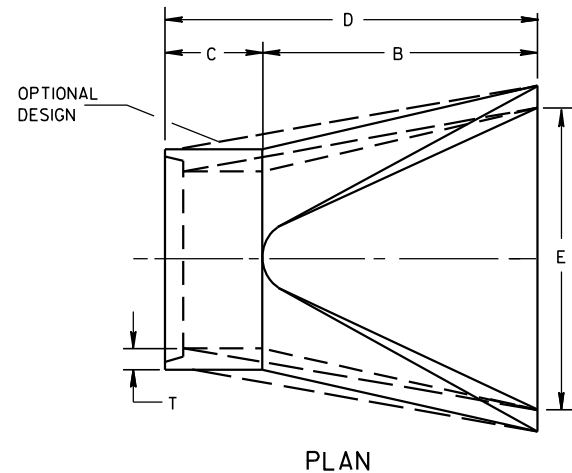
\* MINIMUM  
\*\* MAXIMUM



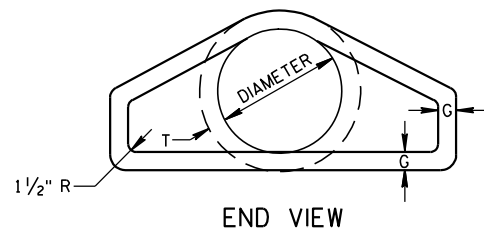
REINFORCED EDGE (SEE SECTION A-A)  
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



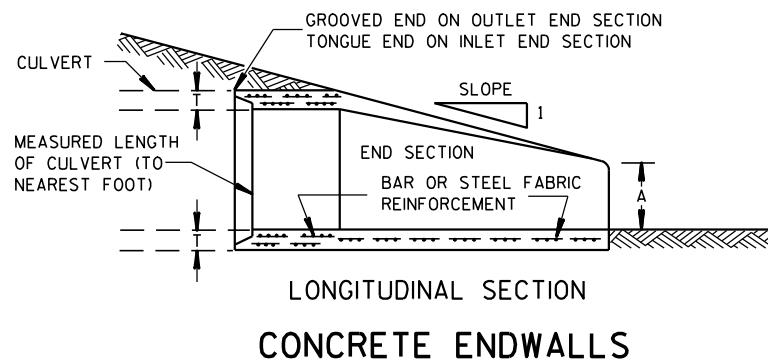
SIDE ELEVATION  
METAL ENDWALLS



PLAN

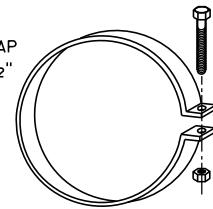


END VIEW

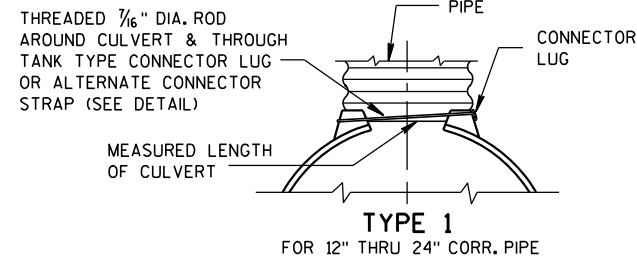


LONGITUDINAL SECTION  
CONCRETE ENDWALLS

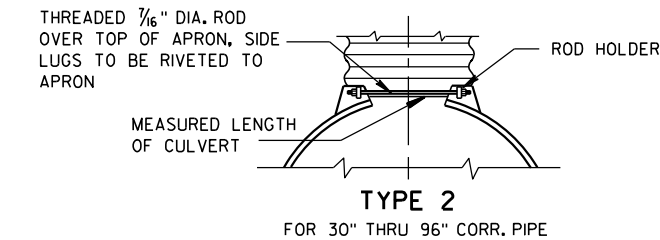
1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



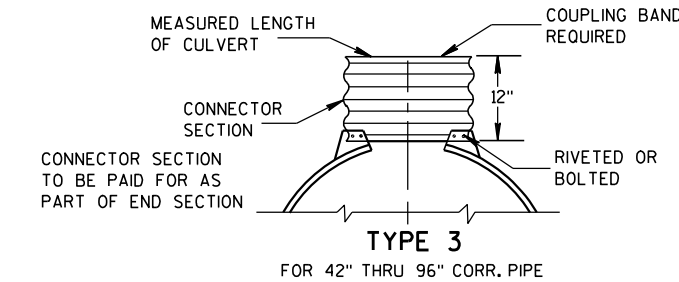
ALTERNATE FOR TYPE 1 CONNECTION  
END SECTION CONNECTOR STRAP



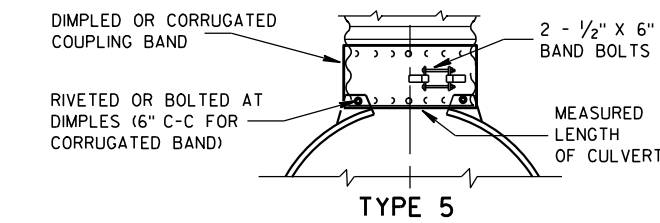
TYPE 1  
FOR 12" THRU 24" CORR. PIPE



TYPE 2  
FOR 30" THRU 96" CORR. PIPE



TYPE 3  
FOR 42" THRU 96" CORR. PIPE



ALTERNATE FOR:  
ALL SIZES CORRUGATED CIRCULAR PIPE

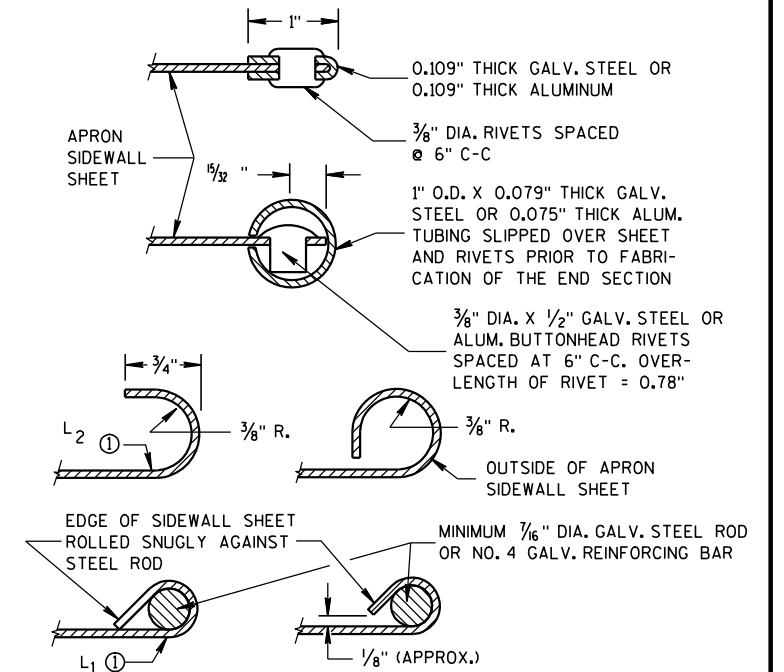
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VICE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

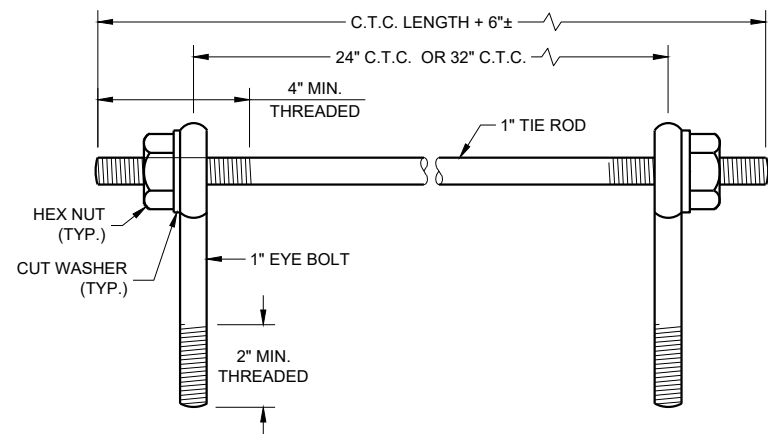
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

(1) FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR  
CULVERT PIPE

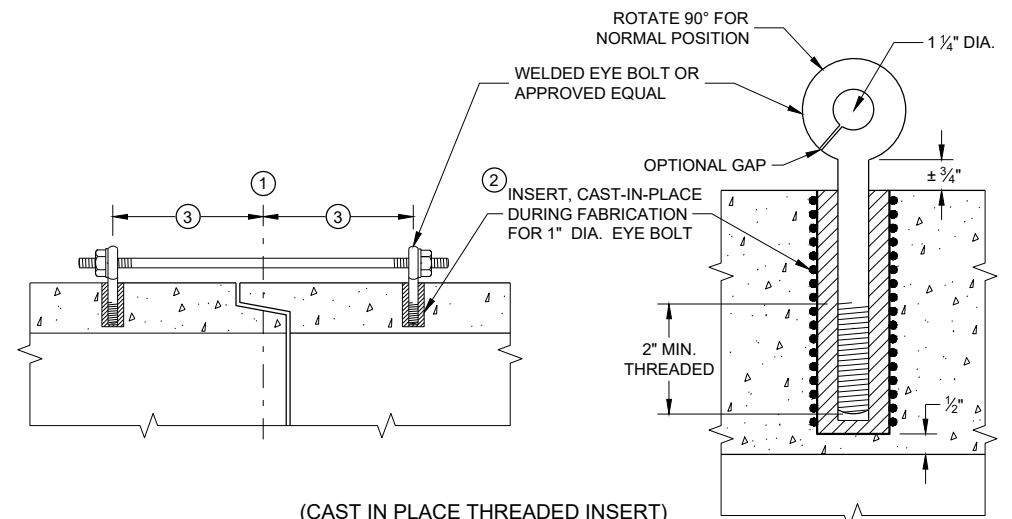
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
11/30/94 /S/ Rory L. Rhinesmith  
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA



**EYE BOLTS AND TIE ROD**

**EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)**



(CAST IN PLACE THREADED INSERT)  
**LONGITUDINAL SECTIONS**

**GENERAL NOTES**

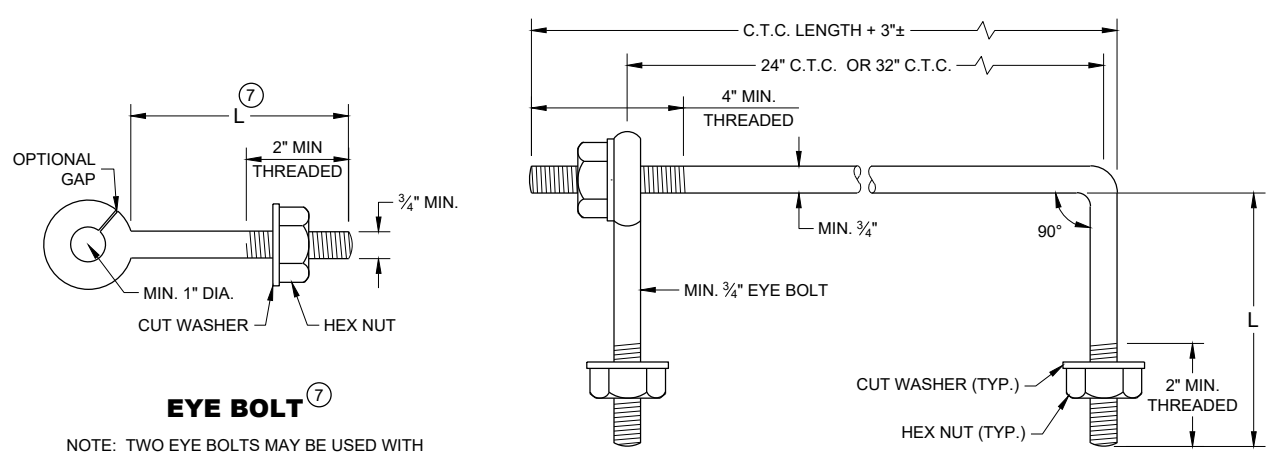
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

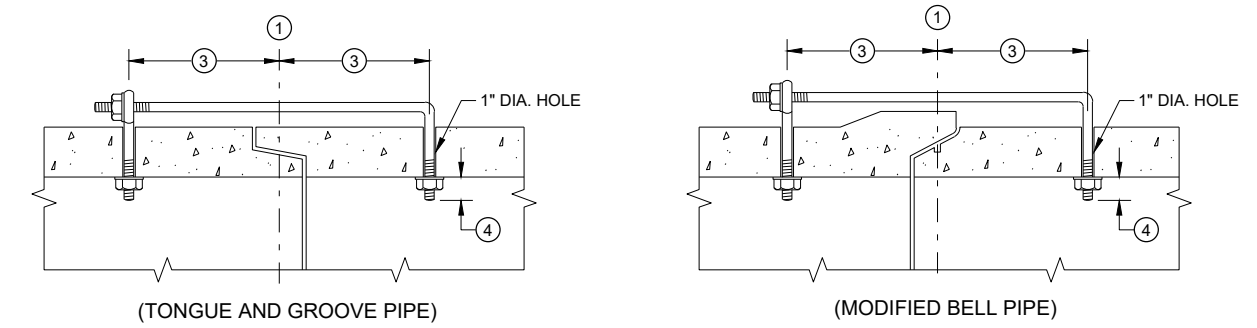
- ① CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- ② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- ③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
- ④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- ⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- ⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.
- ⑦ EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.



**EYE BOLT** ⑦

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.

**EYE BOLT AND TIE ROD**



**LONGITUDINAL SECTION**

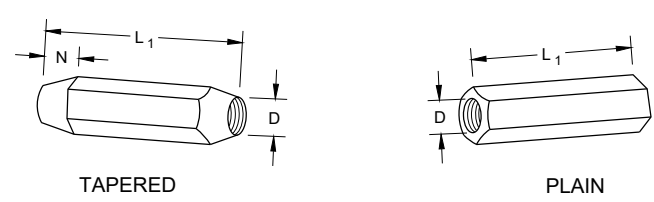
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

**EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)**

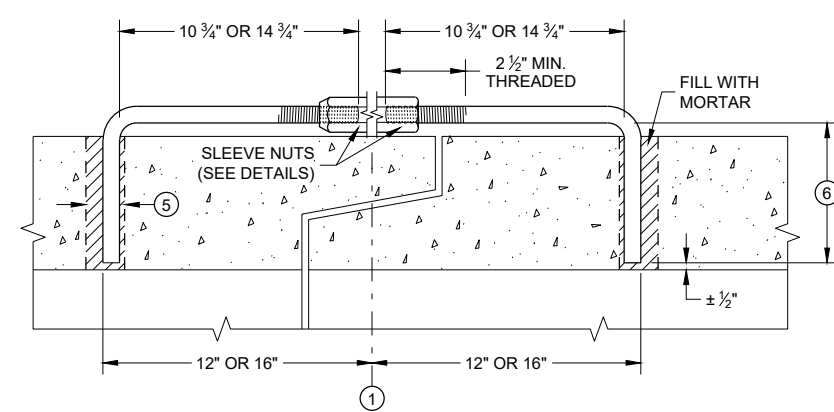
**ADJUSTABLE TIE ROD TABLE**

PIPE DIAMETER	TIE ROD DIAMETER	D	L <sub>1</sub>	N
12 - 60	5/8	5/8	5	1/2
66 - 84	3/4	3/4	5	1/2
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES

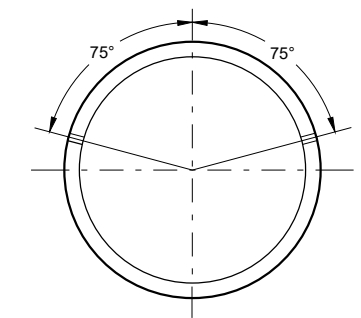


**RIGHT AND LEFT THREADS SLEEVE NUTS**



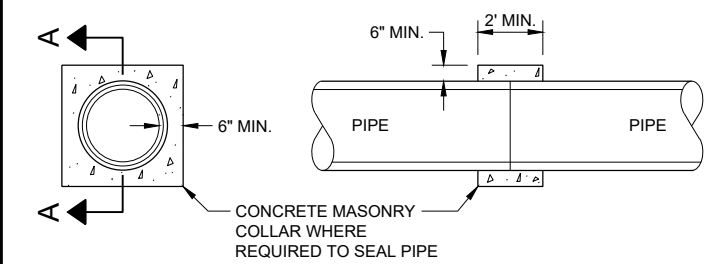
**LONGITUDINAL SECTION**

**ADJUSTABLE TIE ROD (ALTERNATE NO. 3)**



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

**TRANSVERSE SECTION**



**SECTION A - A**

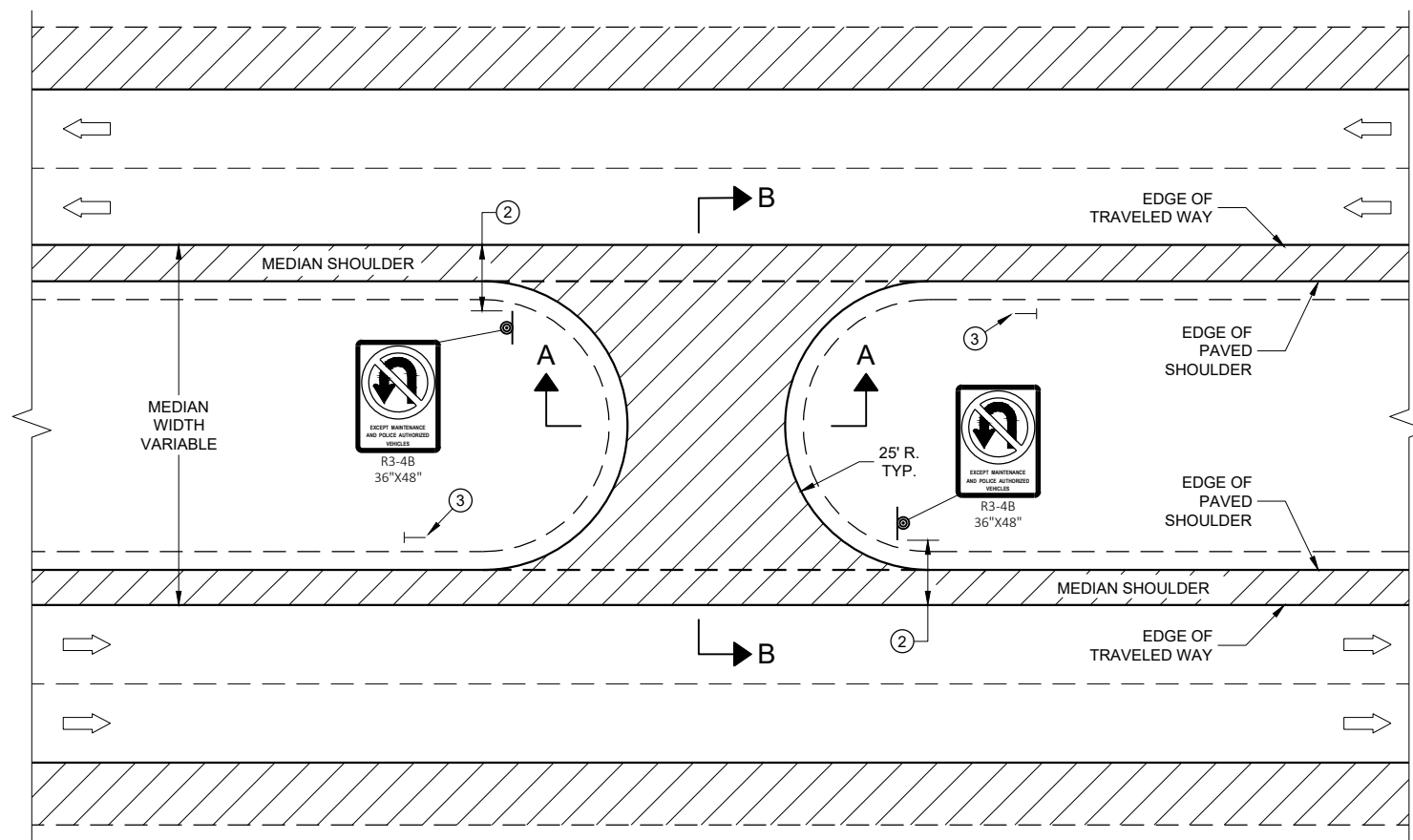
**CONCRETE COLLAR DETAIL**

**JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2021 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

FHWA



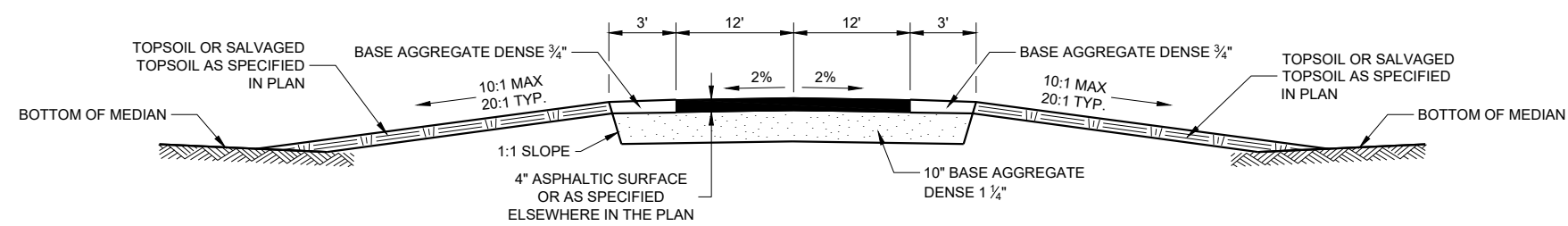
PLAN VIEW

**GENERAL NOTES**

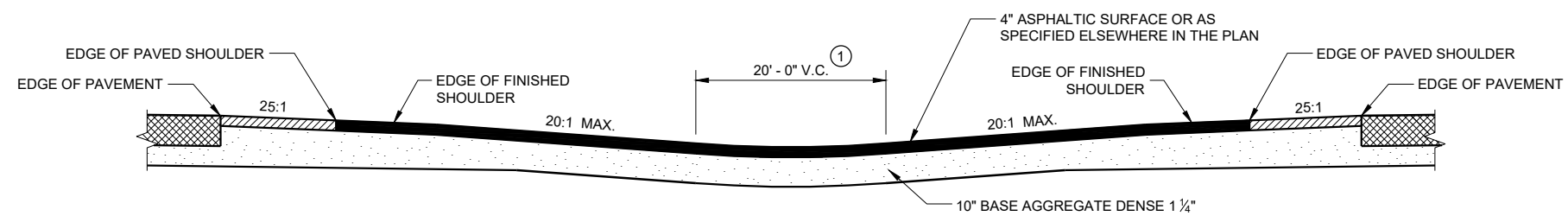
- ① ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
- ② SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
- ③ INSTALL DELINEATOR. SEE STANDARD DETAIL DRAWING 15A4.

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC



SECTION A-A



SECTION B-B

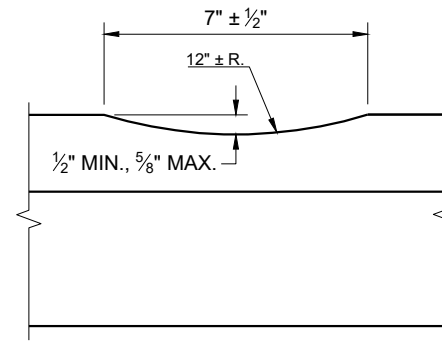
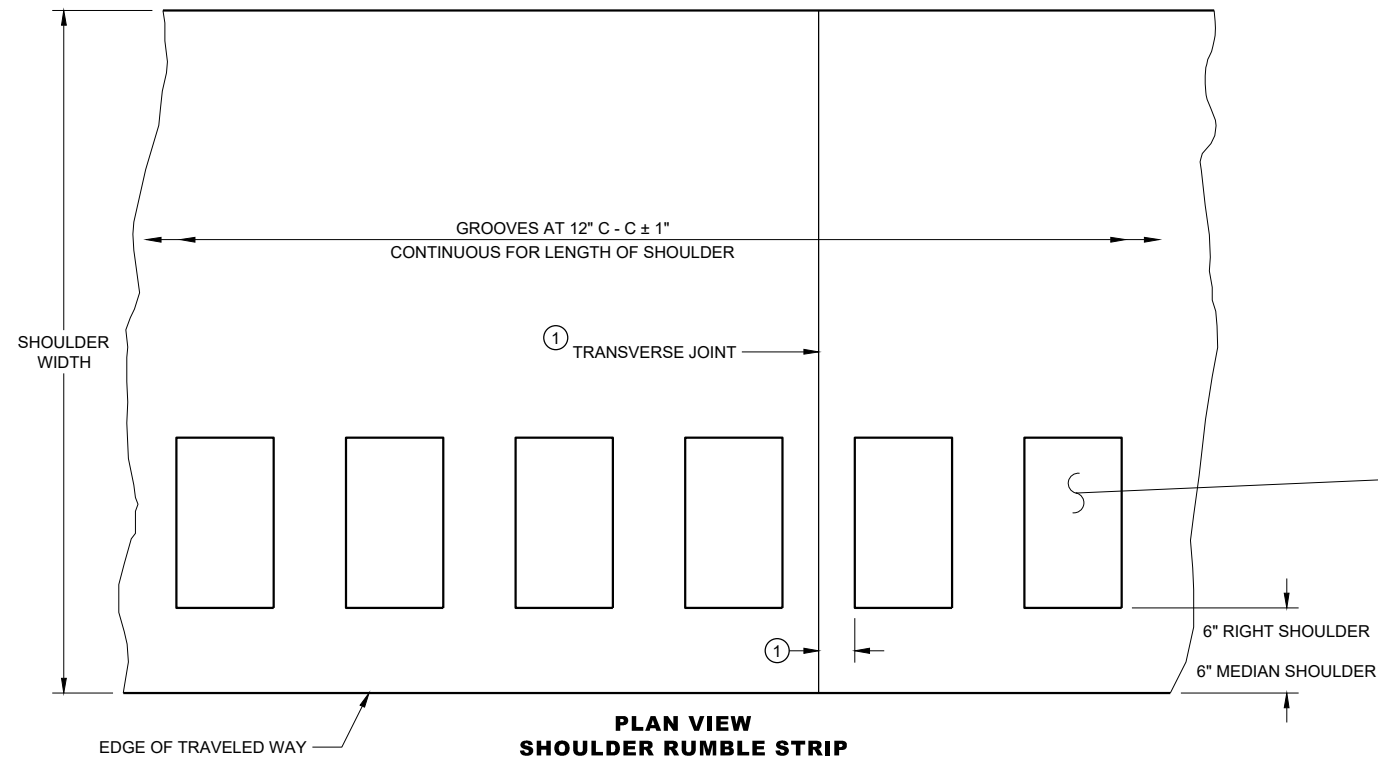
**MAINTENANCE CROSSOVER FOR FREEWAYS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

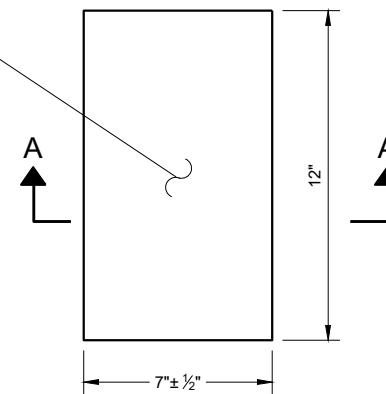
APPROVED  
November 2019 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

FHWA





**SECTION A - A**

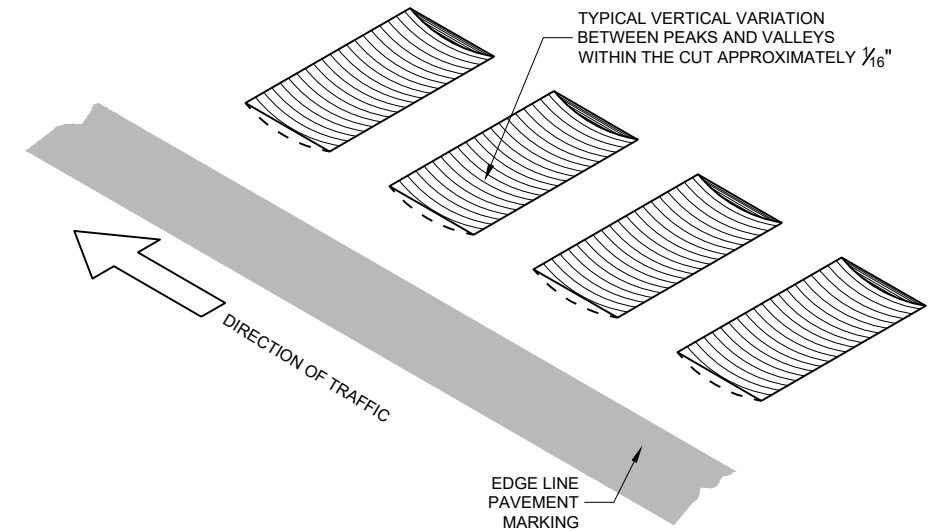


**GENERAL NOTES**

SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

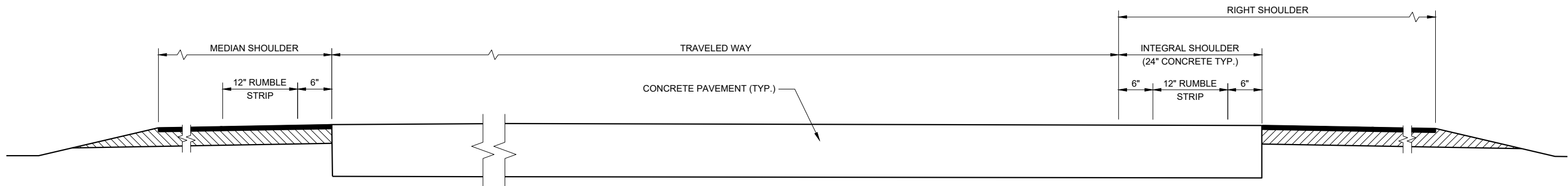
**RUMBLE STRIPS ON EXPRESSWAYS:**  
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

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



**ISOMETRIC**

**PLACEMENT DETAIL FOR RUMBLE STRIP**

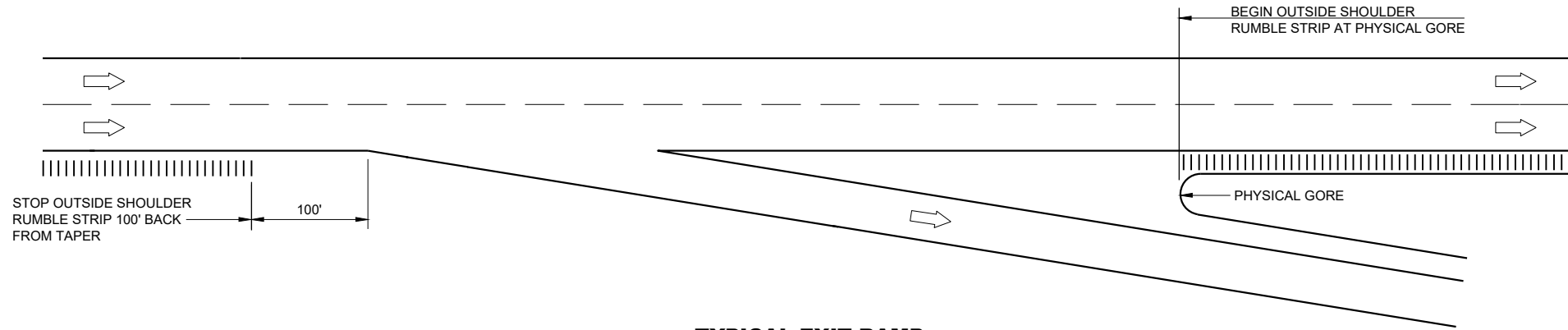


**SECTION VIEW**

**TYPICAL SHOULDER RUMBLE STRIPS  
(ONE ROADWAY IS SHOWN)**

**SHOULDER RUMBLE STRIPS,  
DIVIDED ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**TYPICAL EXIT RAMP**

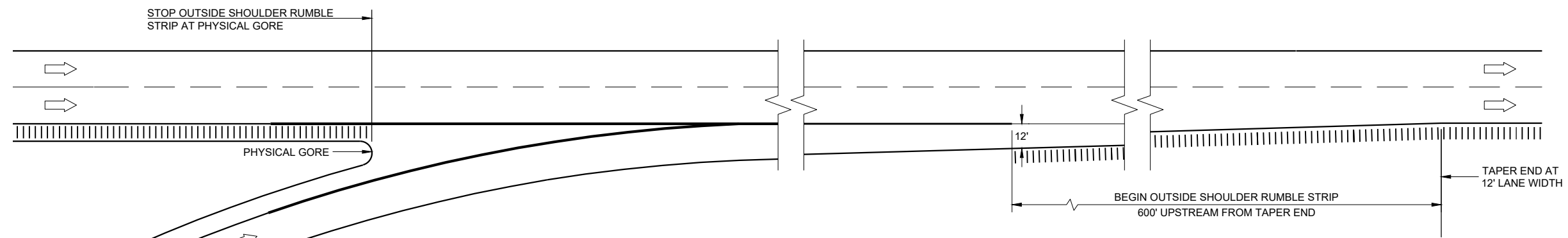
**GENERAL NOTES**

NO RUMBLE STRIP ON EXIT, DIRECTIONAL OR ENTRANCE RAMP, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

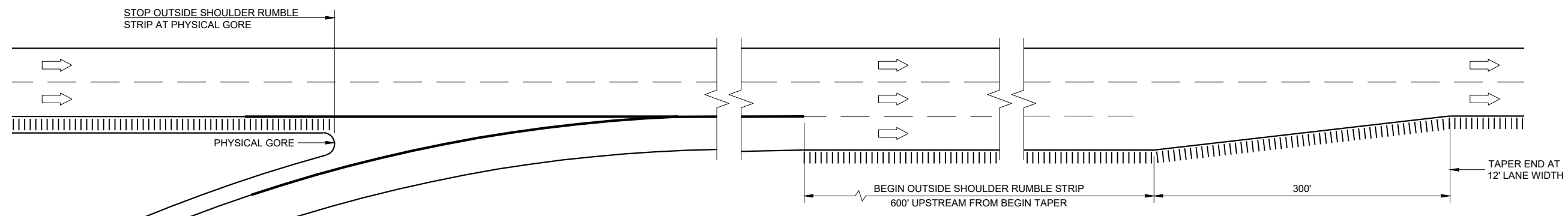
RUMBLE STRIPS ON EXPRESSWAYS:  
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

**LEGEND**

➡ DIRECTION OF TRAFFIC



**TYPICAL TAPERED ENTRANCE RAMP  
RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS**



**TYPICAL PARALLEL ENTRANCE RAMP  
RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS**

6

6

SDD 13A05-06b

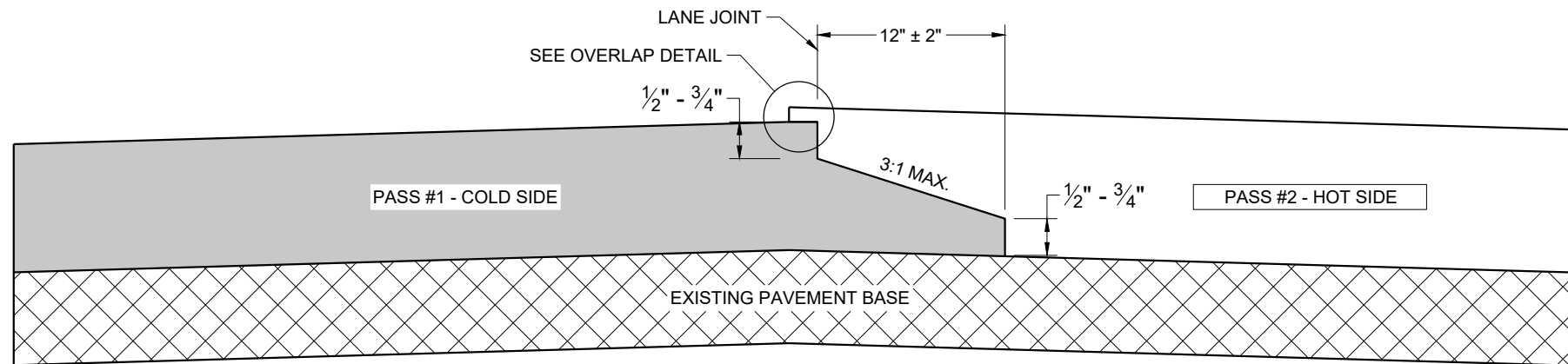
SDD 13A05-06b

**SHOULDER RUMBLE STRIPS,  
DIVIDED ROADWAY**

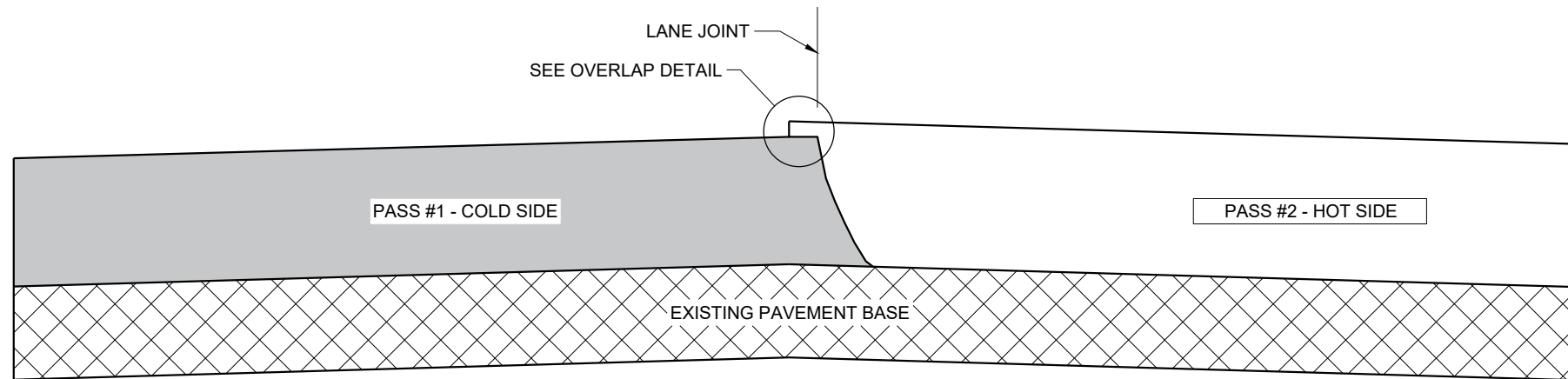
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2023 /S/ Rodney Taylor  
ROADWAY DESIGN STANDARDS  
UNIT SUPERVISOR

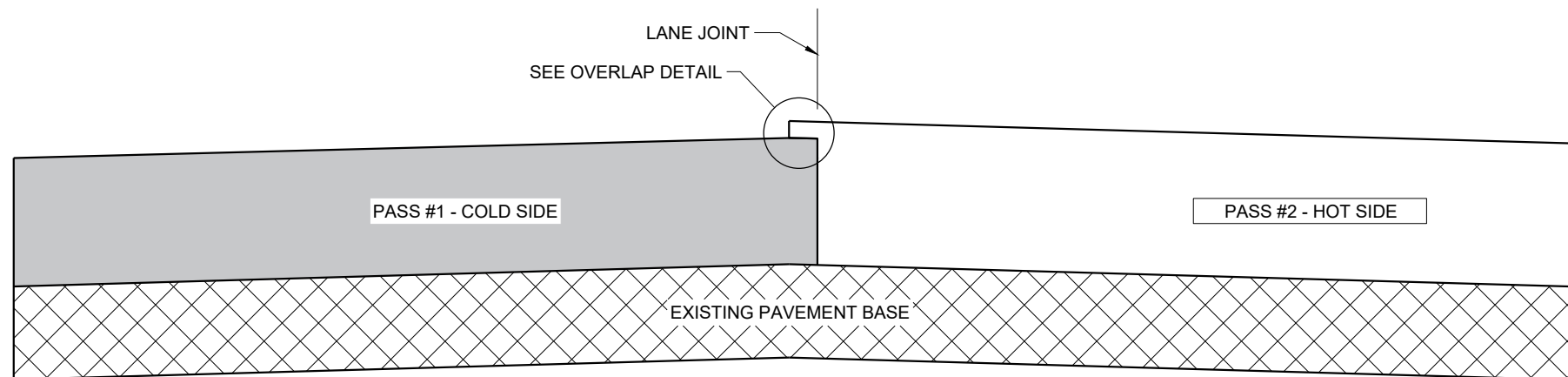
FHWA



**TYPICAL PAVEMENT CROSS SECTION NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION VERTICAL JOINT (MILLED)**

**GENERAL NOTES**

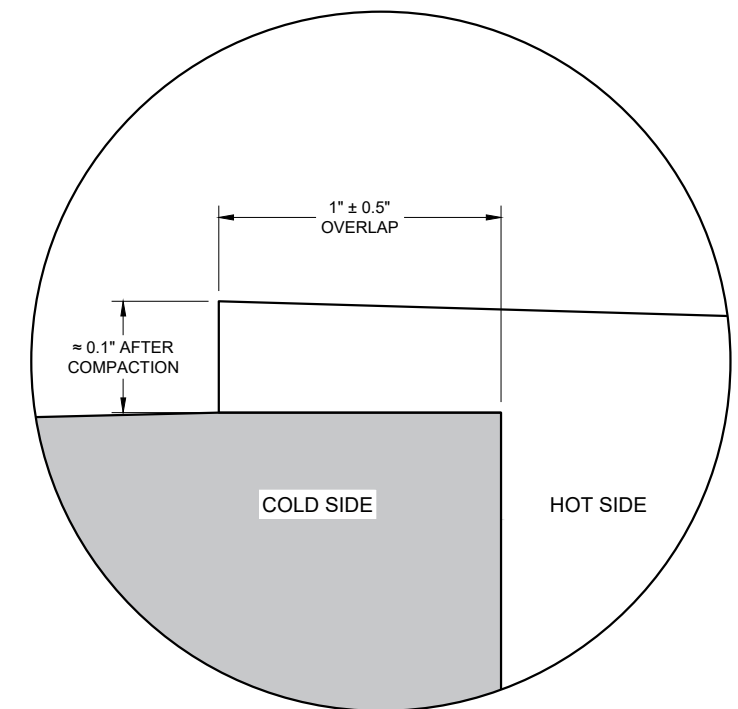
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY  $1" \pm 0.5"$  AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



**OVERLAP DETAIL (TYPICAL)**

6

6

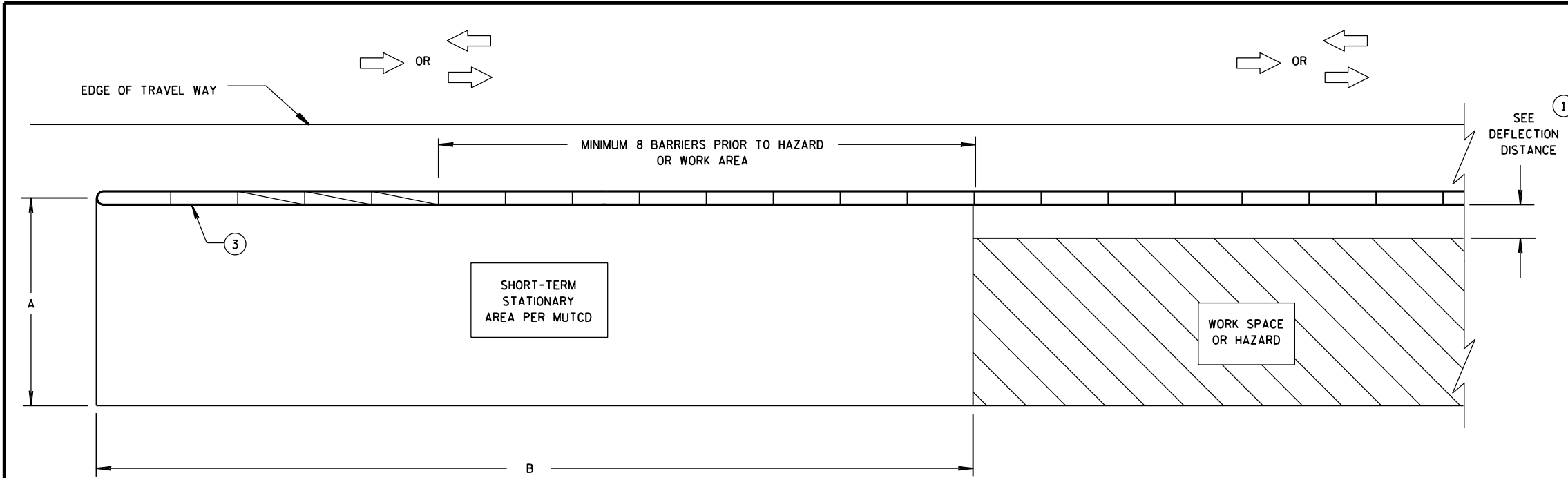
SDD 13C19 - 03

SDD 13C19 - 03

**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2020 DATE /S/ Steven Hefel  
HMA PAVEMENT ENGINEER  
FHWA



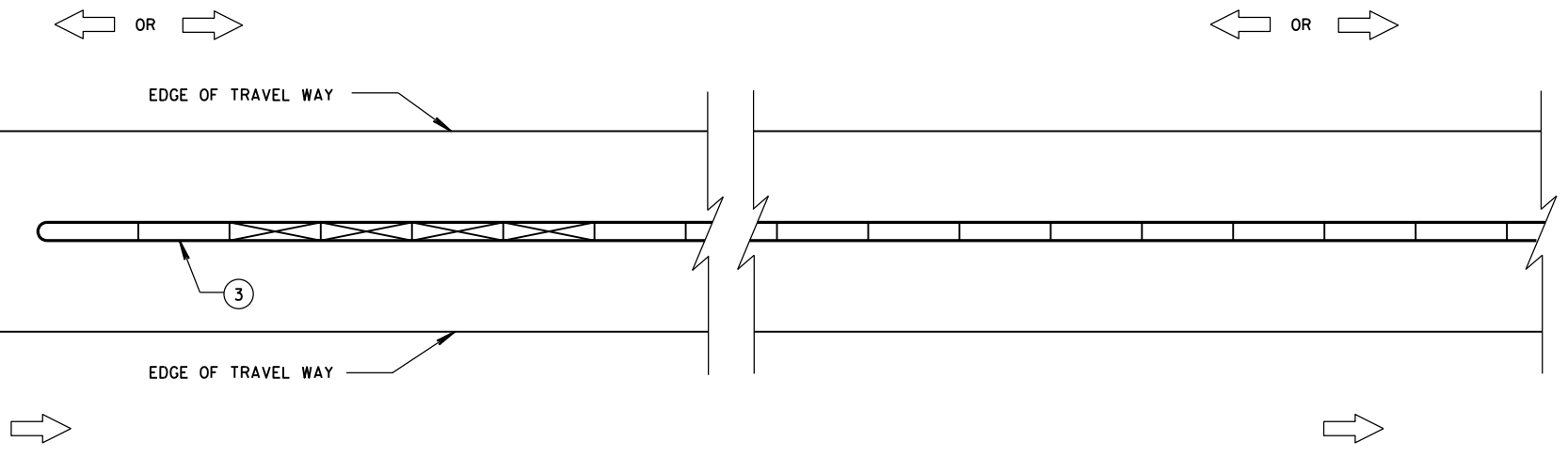
**DIMENSION A TABLE** <sup>(2)</sup>

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

**CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER  
INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER**

**DIMENSION B TABLE** <sup>(2)</sup>

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



**CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER  
INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER**

**LEGEND**

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

**GENERAL NOTES**

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

- FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.
- SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.
- <sup>(1)</sup> FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.
- <sup>(2)</sup> VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.
- <sup>(3)</sup> ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

**CRASH CUSHION/SAND BARREL  
ARRAY AND OTHER TEMPORARY  
BARRIER LAYOUT DETAILS**

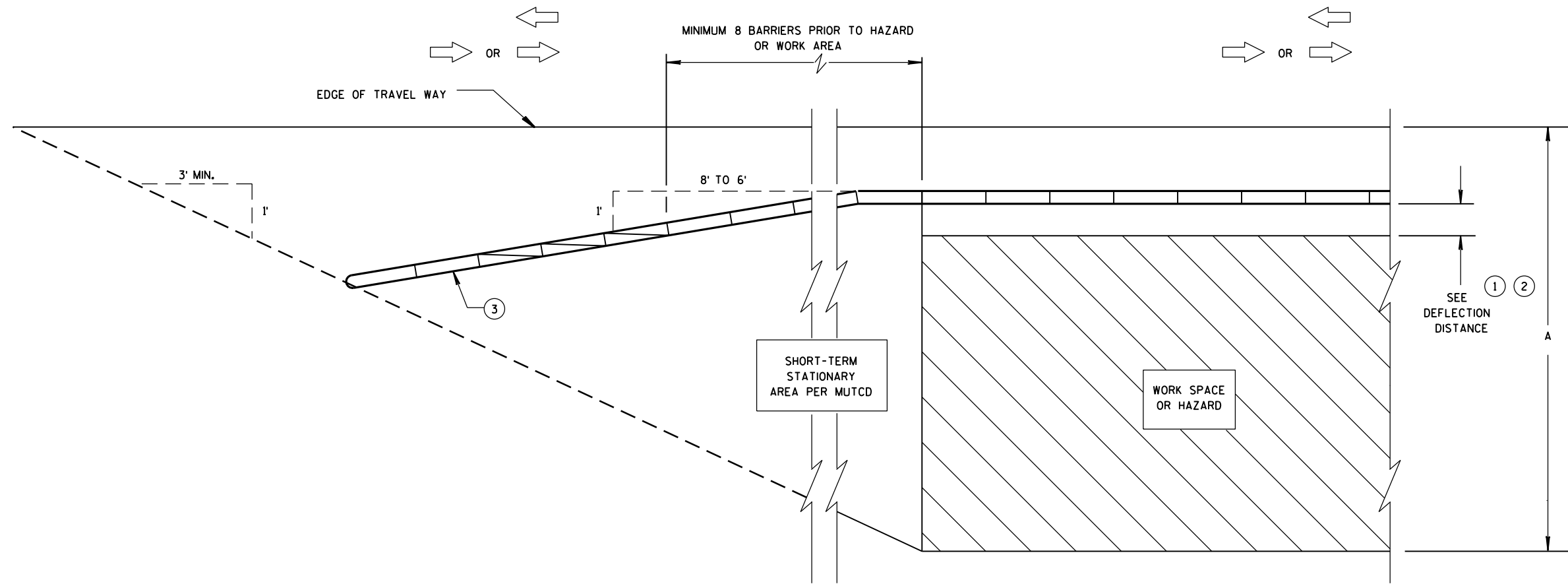
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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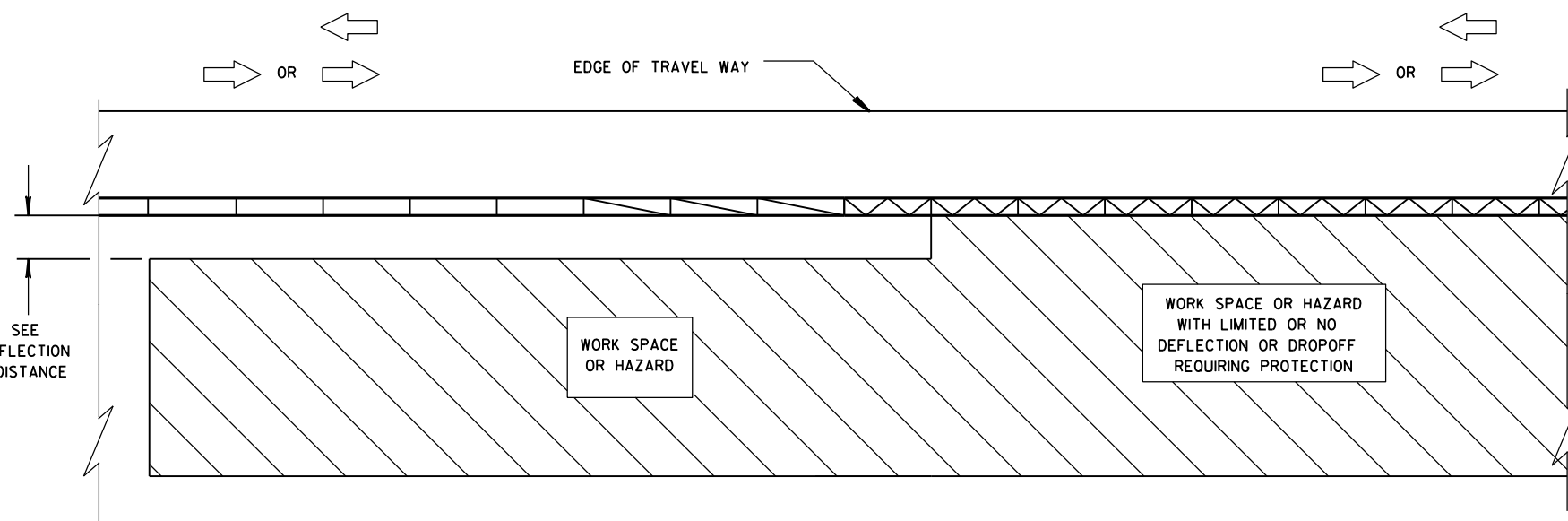
6

S.D.D. 14 B 8-2a

S.D.D. 14 B 8-2a



**CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER  
INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION**



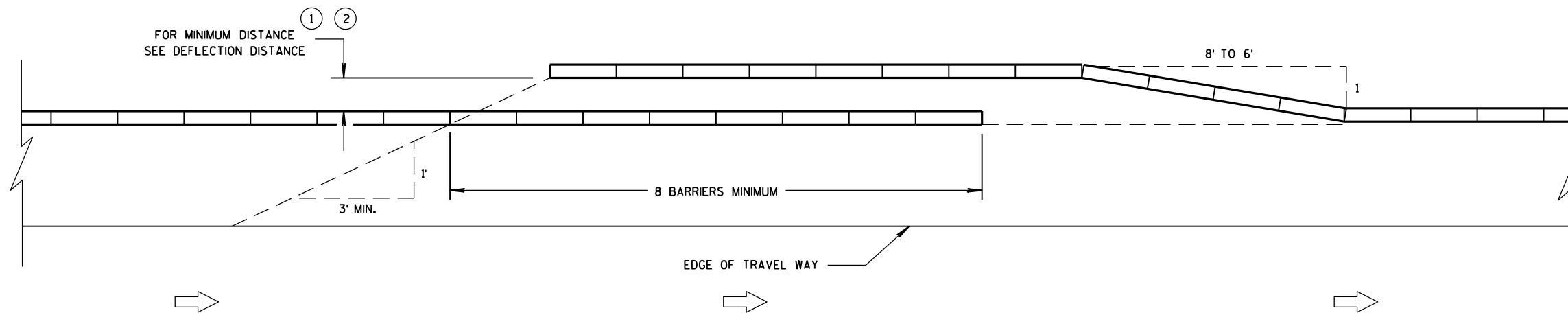
**TRANSITION FROM FREE STANDING TEMPORARY BARRIER  
TO ANCHORED BARRIER**

**LEGEND**

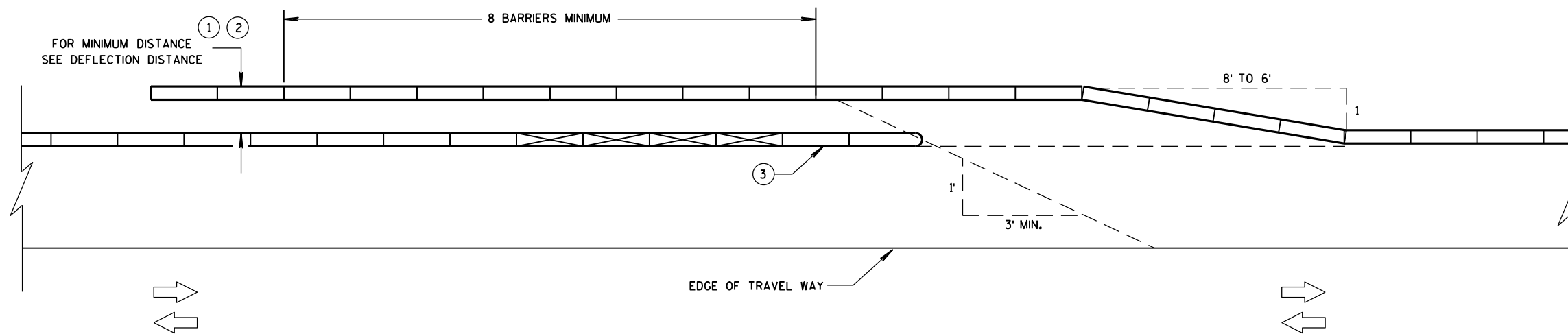
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

**CRASH CUSHION/SAND BARREL  
ARRAY AND OTHER TEMPORARY  
BARRIER LAYOUT DETAILS**

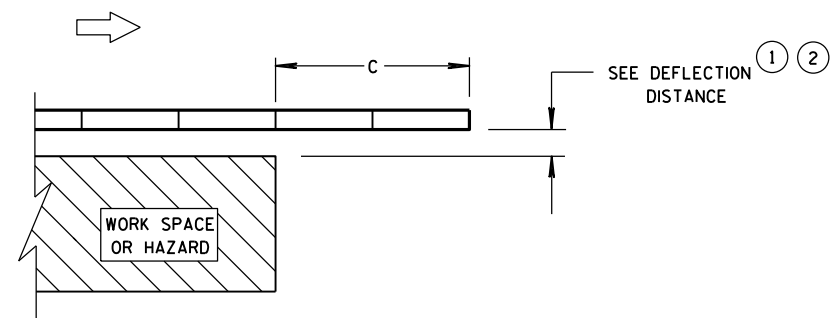
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



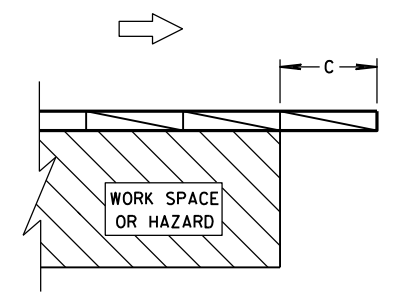
**TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC**



**TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC**



**ENDING TEMPORARY BARRIER  
DOWNSTREAM - UNANCHORED**



**ENDING TEMPORARY BARRIER  
DOWNSTREAM - ANCHORED**

**LEGEND**

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

**CRASH CUSHION/SAND BARREL  
ARRAY AND OTHER TEMPORARY  
BARRIER LAYOUT DETAILS**

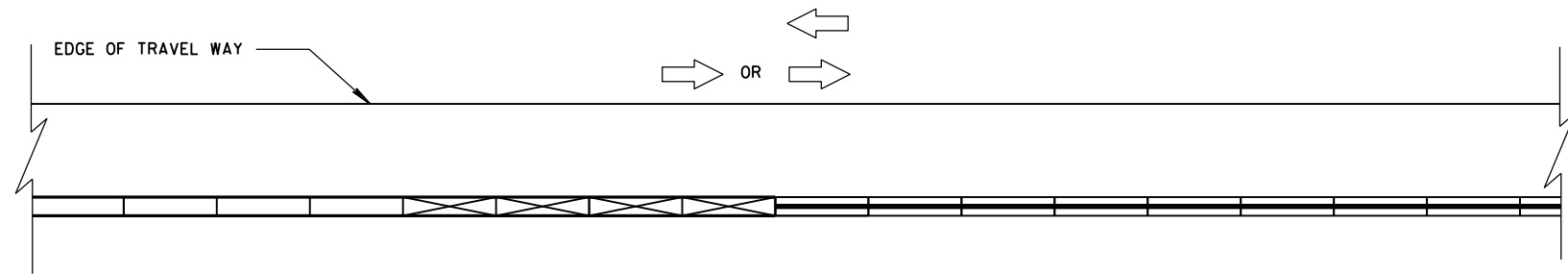
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

6

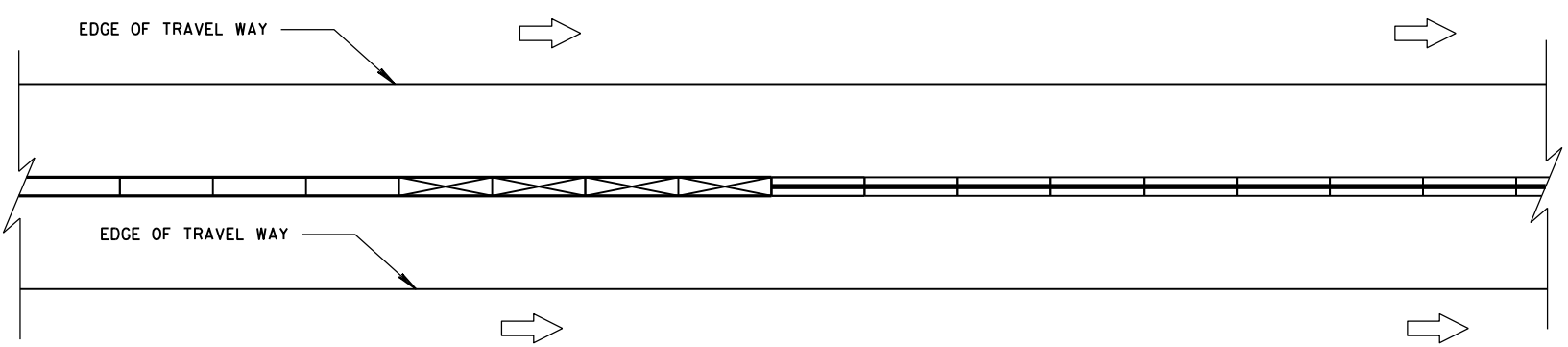
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S.D.D. 14 B 8-2c

S.D.D. 14 B 8-2c



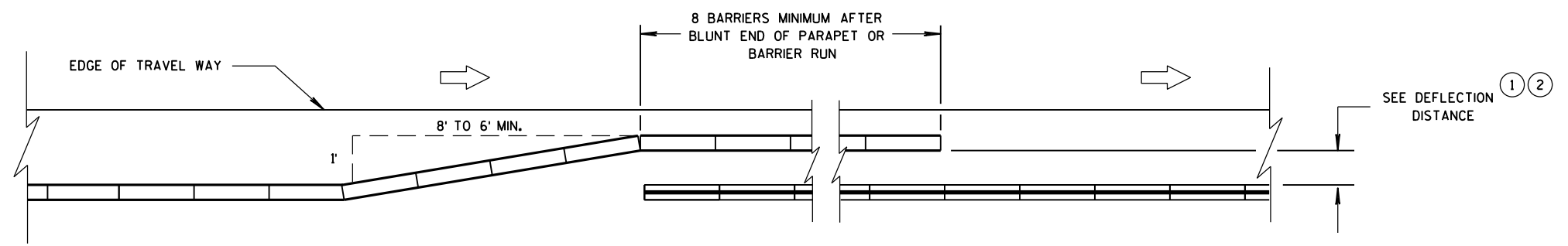
**CONNECTING TEMPORARY BARRIER TO PERMANENT  
CONCRETE BARRIER-TRAFFIC ON ONE SIDE**



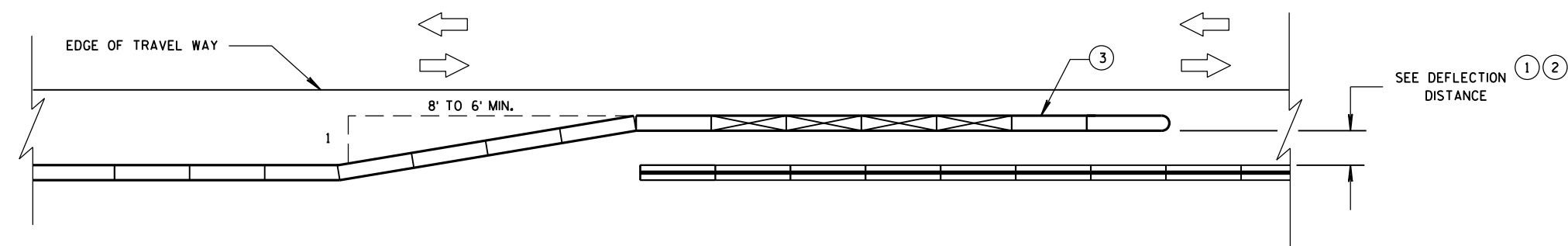
**CONNECTING TEMPORARY BARRIER TO PERMANENT  
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES**

**LEGEND**

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER



**OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -  
ONE WAY TRAFFIC**



**OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -  
TWO WAY TRAFFIC**

**CRASH CUSHION/SAND BARREL  
ARRAY AND OTHER TEMPORARY  
BARRIER LAYOUT DETAILS**

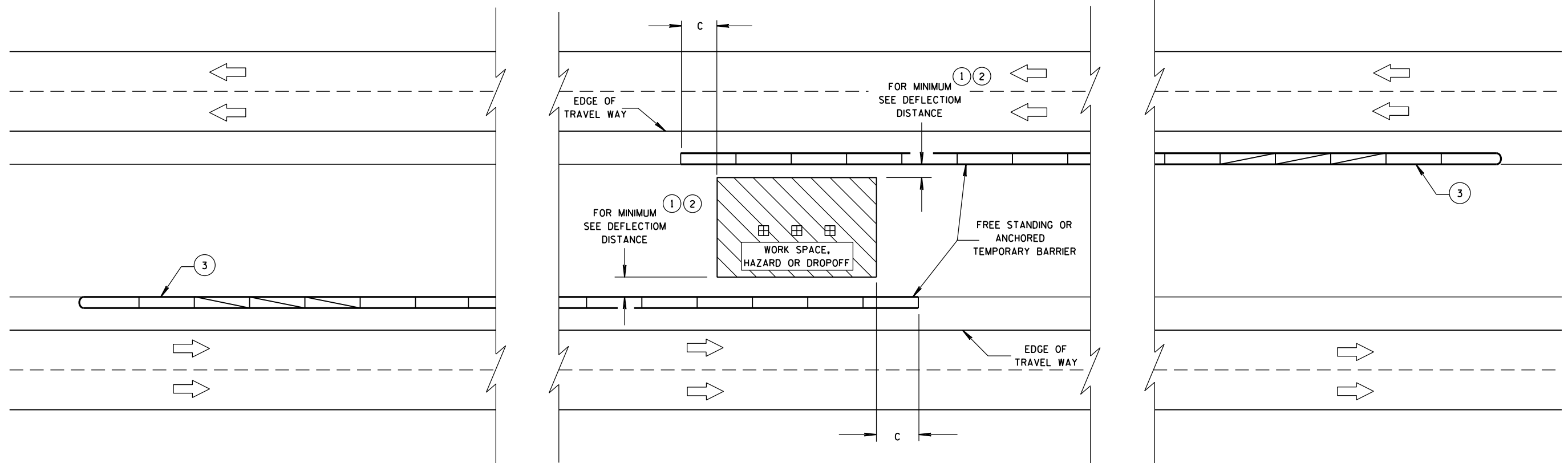
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**LEGEND**

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

**DIMENSION C TABLE** <sup>2</sup>

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



6

6

S.D.D. 14 B 8-2e

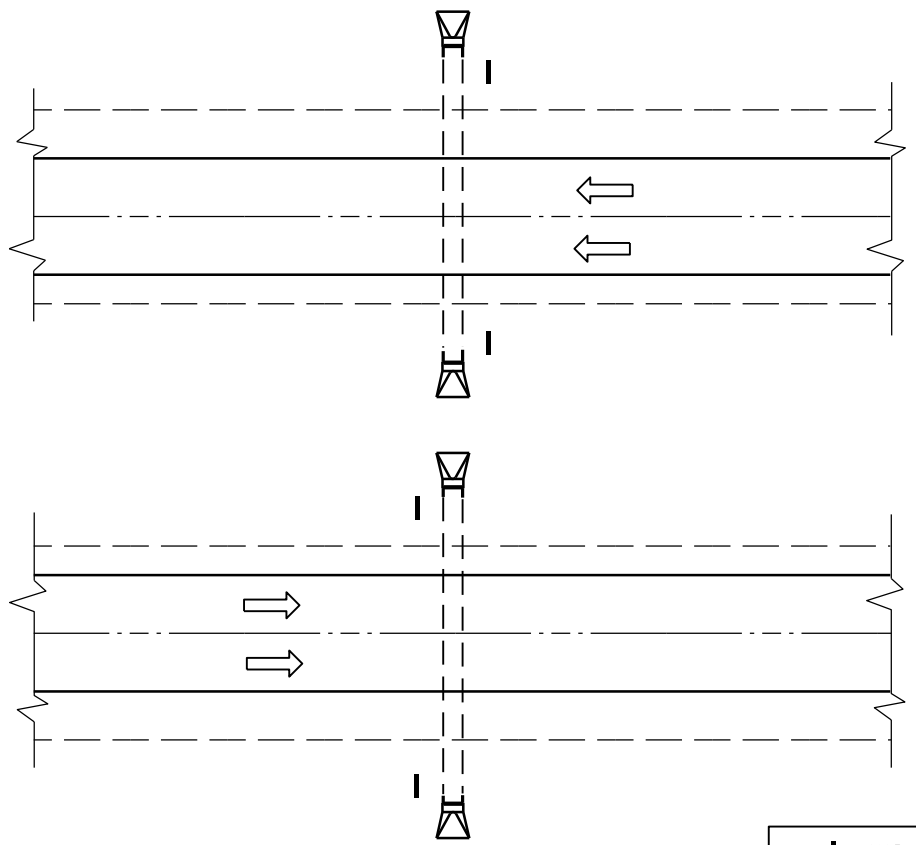
S.D.D. 14 B 8-2e

**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

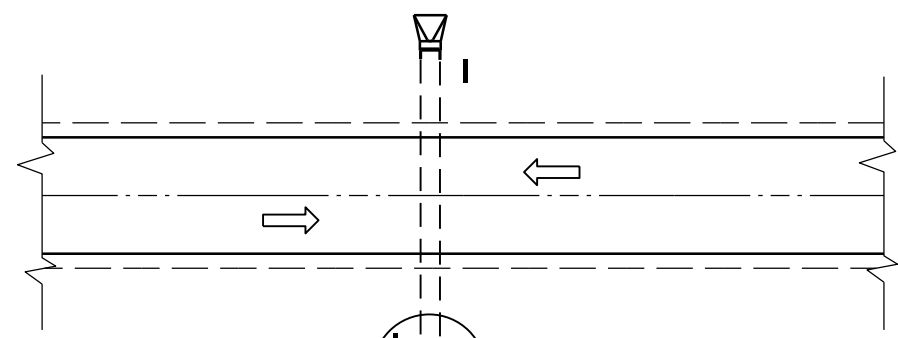
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
June, 2015 DATE /S/ Jerry H. Zogg  
FHWA ROADWAY STANDARDS DEVELOPMENT ENGINEER

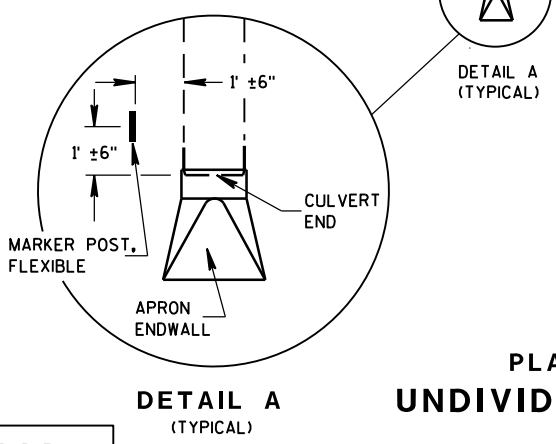




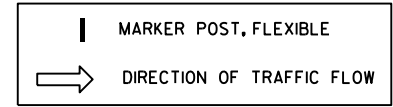
PLAN VIEW  
DIVIDED HIGHWAY



PLAN VIEW  
UNDIVIDED HIGHWAY



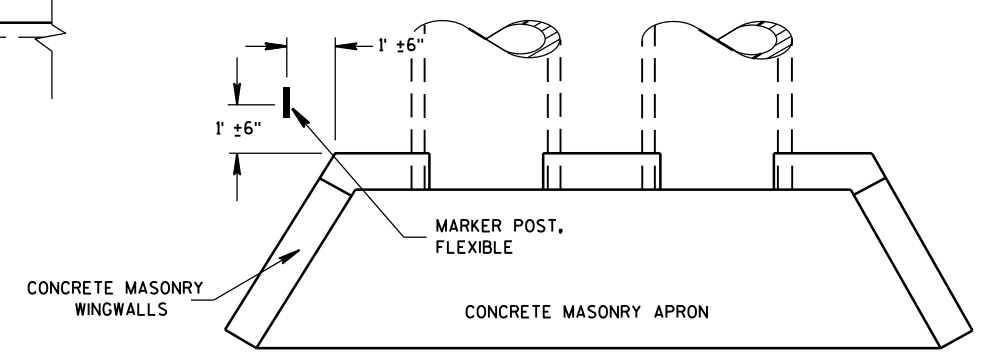
DETAIL A  
(TYPICAL)



FLEXIBLE MARKER POST LOCATION

GENERAL NOTES

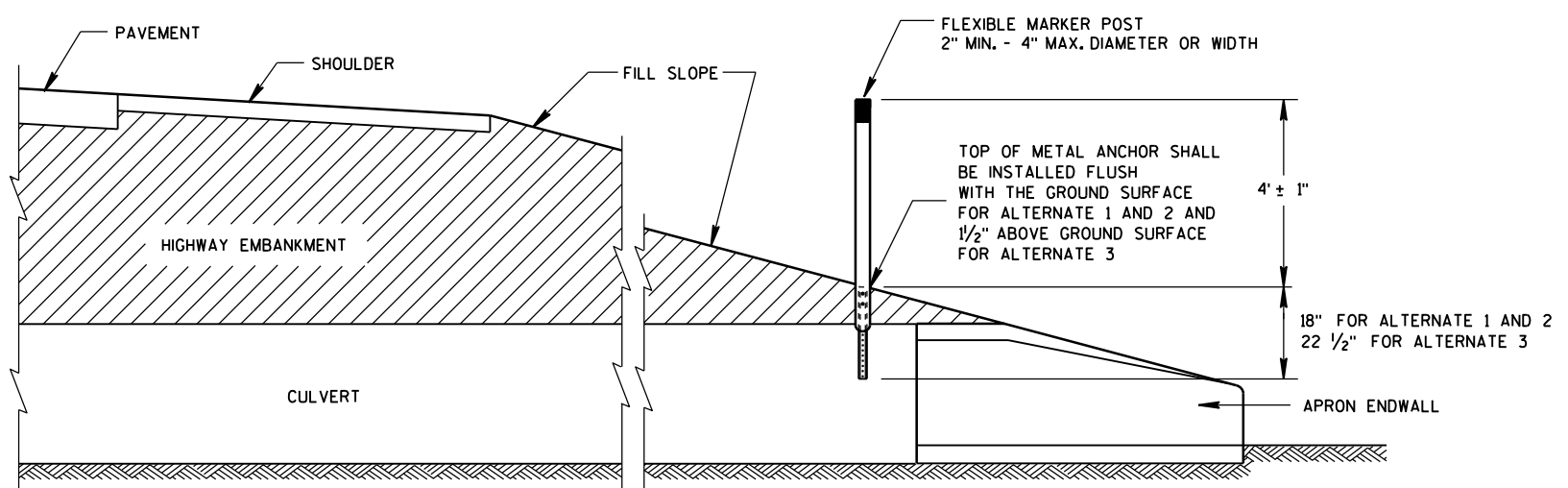
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW  
CONCRETE MASONRY ENDWALLS FOR  
CULVERT PIPE AND PIPE ARCH

6

6



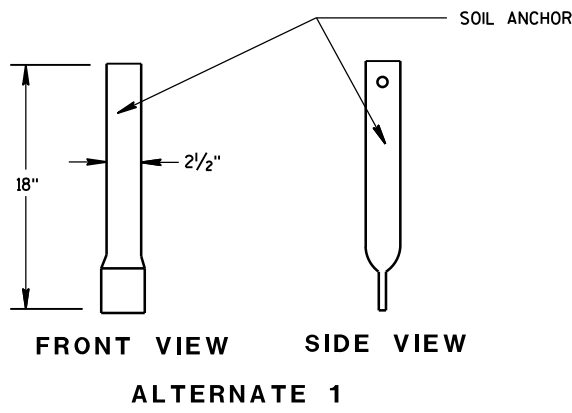
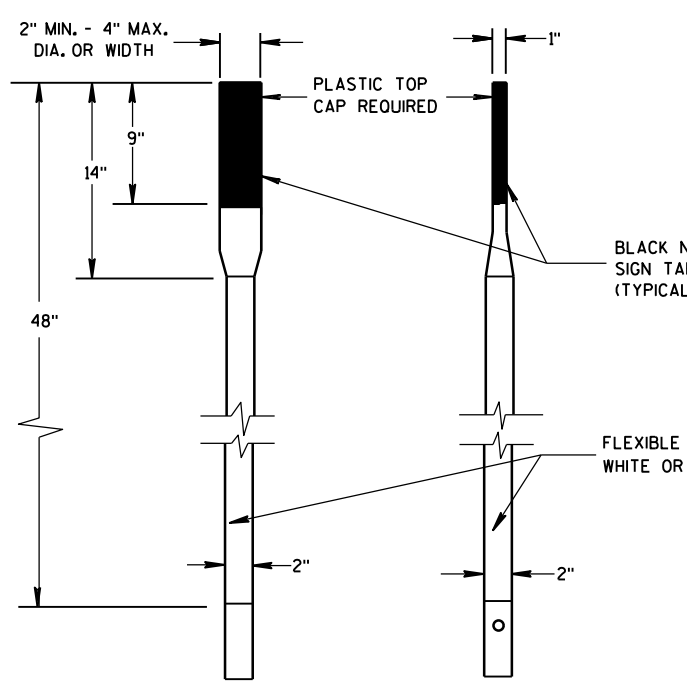
CROSS SECTION  
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST  
FOR CULVERT END

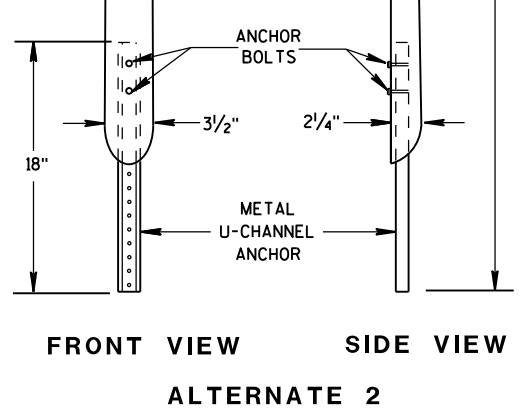
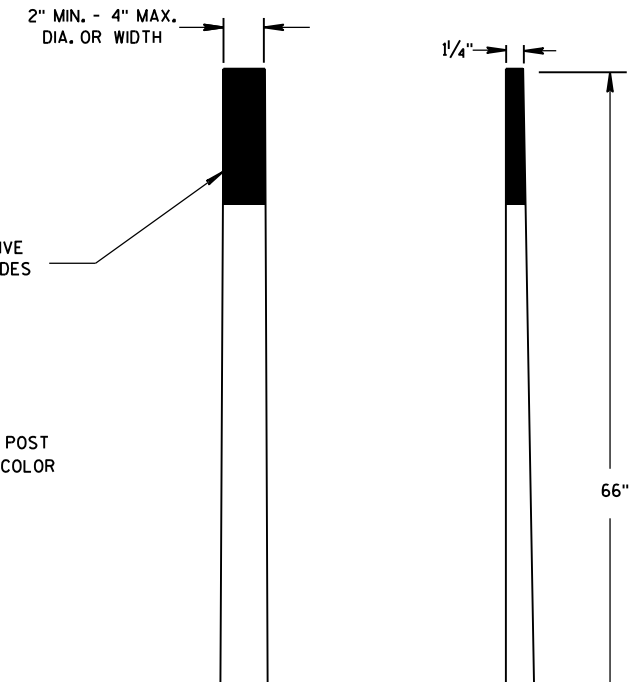
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 A 3-2a

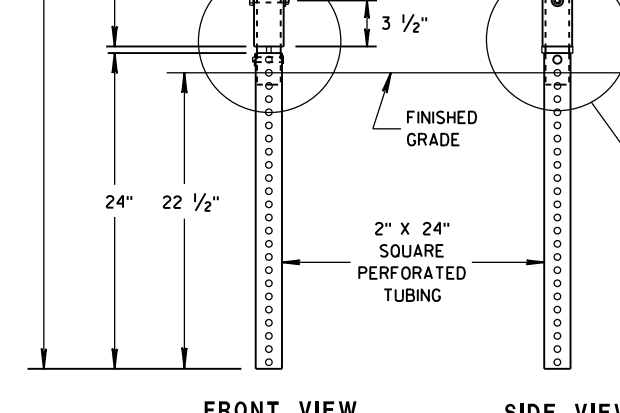
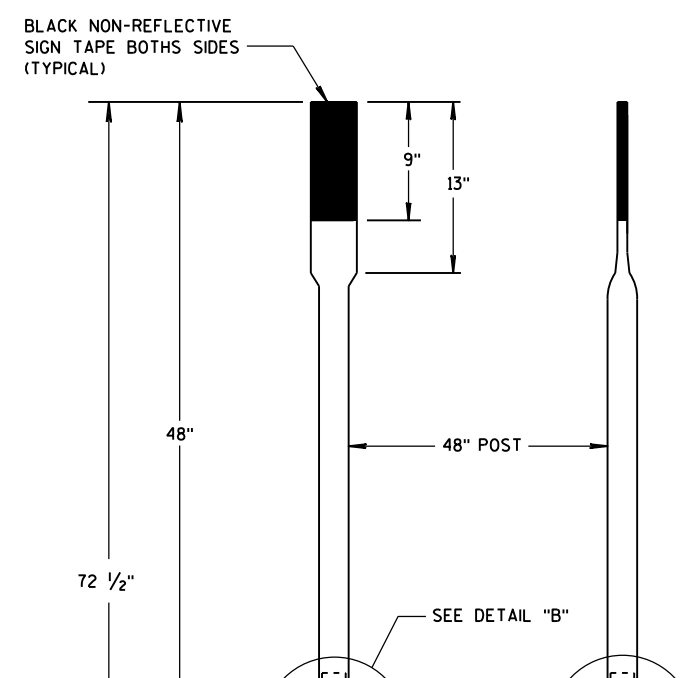
S.D.D. 15 A 3-2a



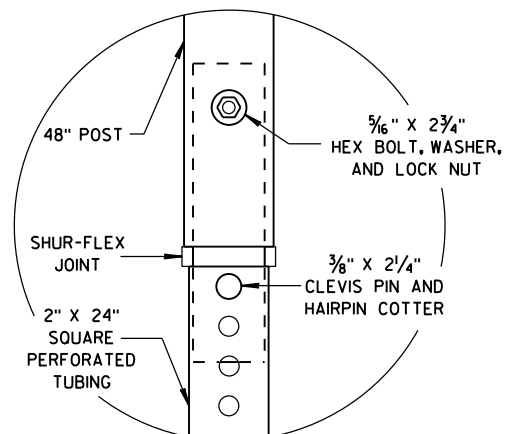
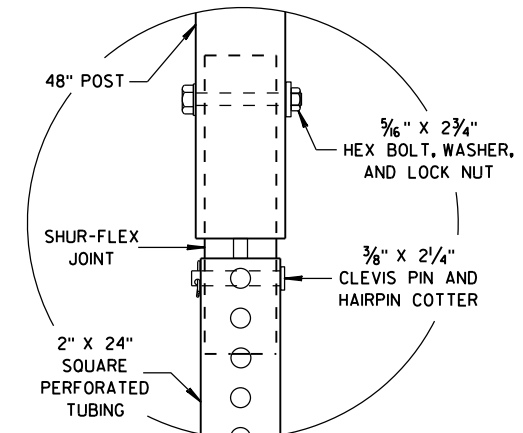
FRONT VIEW SIDE VIEW  
ALTERNATE 1



FRONT VIEW SIDE VIEW  
ALTERNATE 2

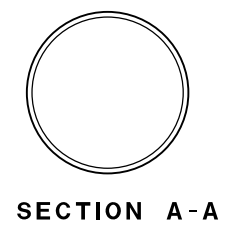


FRONT VIEW SIDE VIEW  
ALTERNATE 3

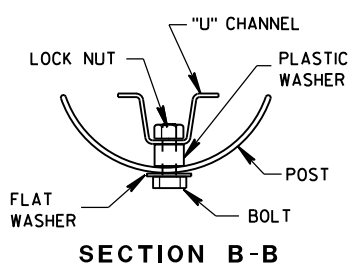


DETAIL B

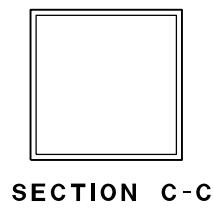
DETAIL C



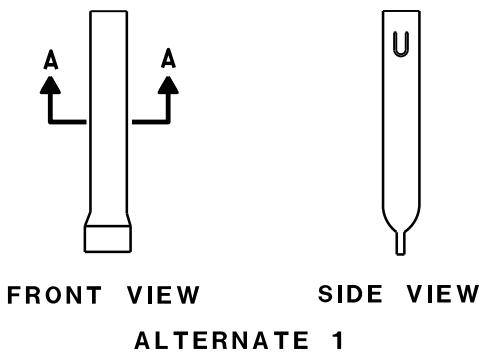
SECTION A-A



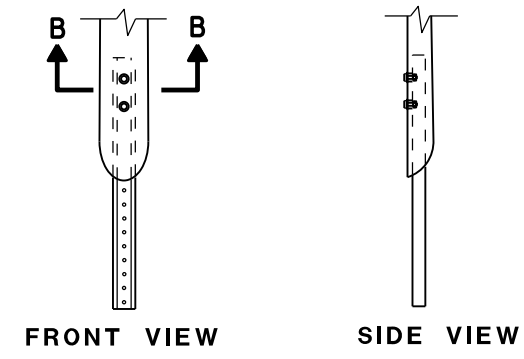
SECTION B-B



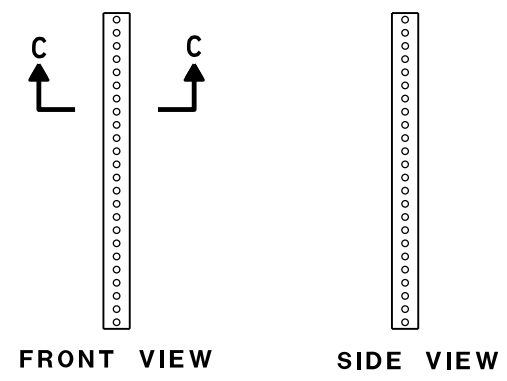
SECTION C-C



FRONT VIEW SIDE VIEW  
ALTERNATE 1



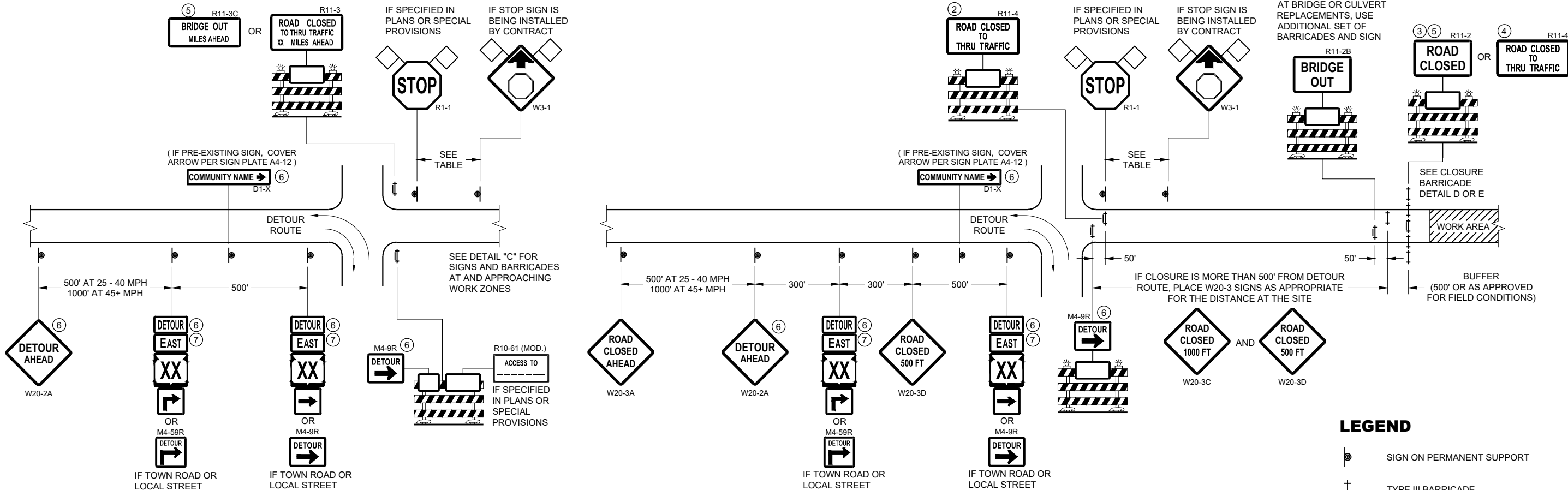
FRONT VIEW SIDE VIEW  
ALTERNATE 2



FRONT VIEW SIDE VIEW  
ALTERNATE 3

**FLEXIBLE MARKER POST ANCHORS**

<b>FLEXIBLE MARKER POST FOR CULVERT END</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/1/2012 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



**DETAIL A  
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**DETAIL B  
MAINLINE CLOSURE WITH POSTED DETOUR**

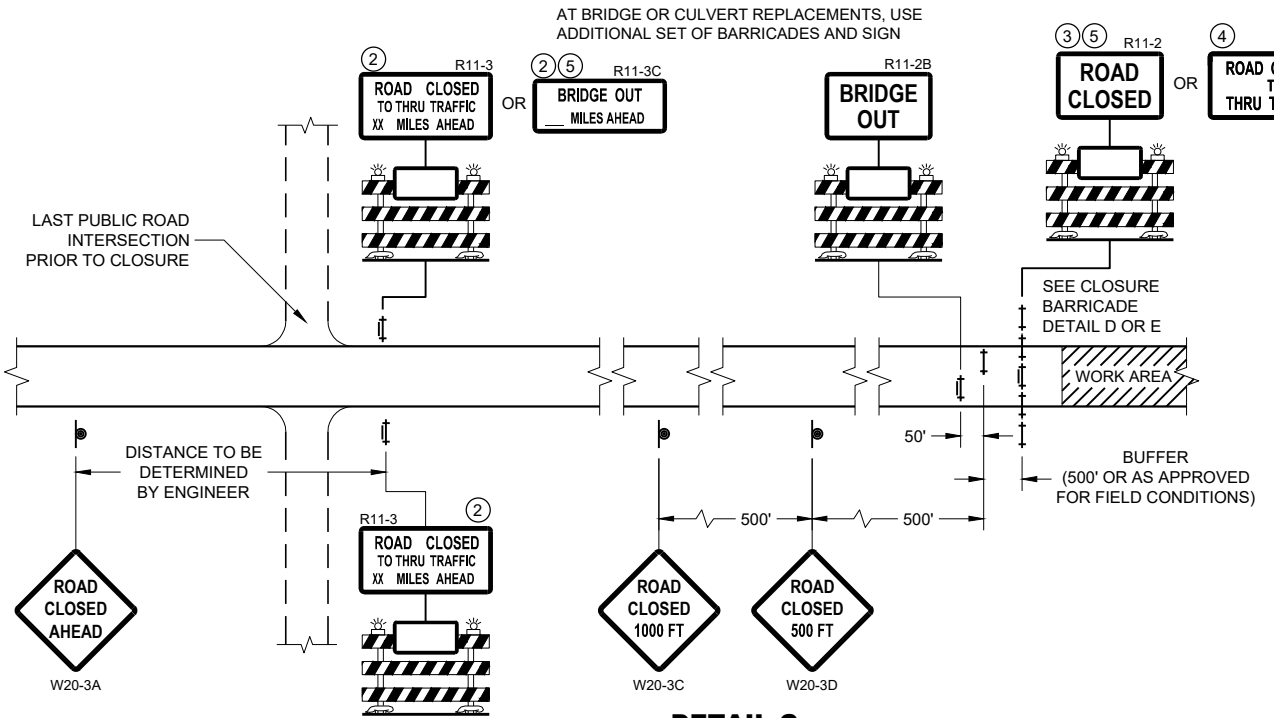
WORK ZONE LESS THAN 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1



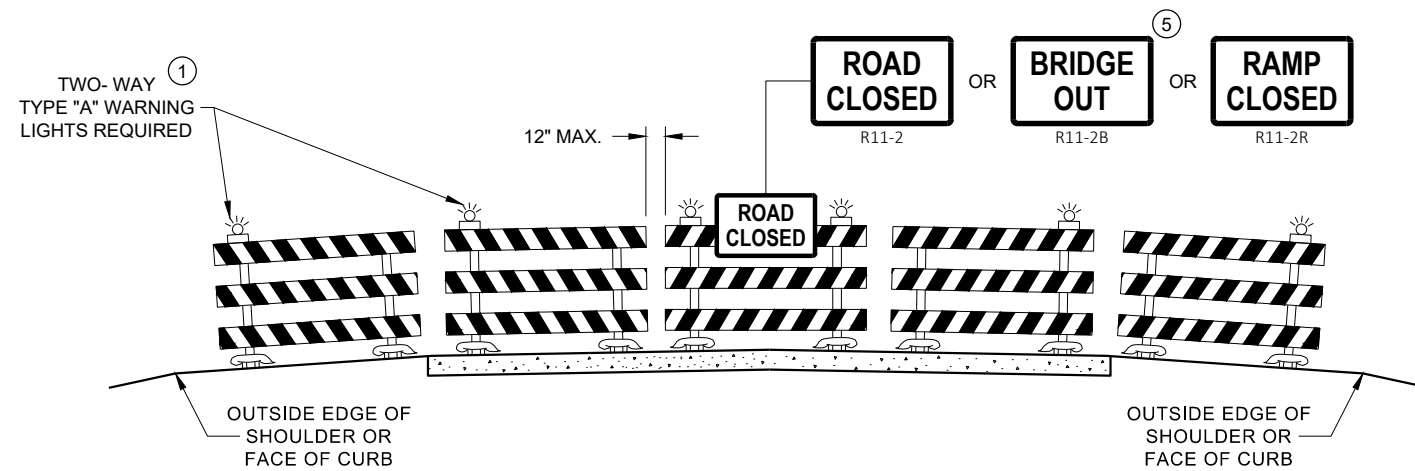
**DETAIL C  
MAINLINE CLOSURE, NO POSTED DETOUR**

SEE SDD 15C2-SHEET "b"  
FOR GENERAL NOTES  
AND FOOTNOTES ① THROUGH ⑦

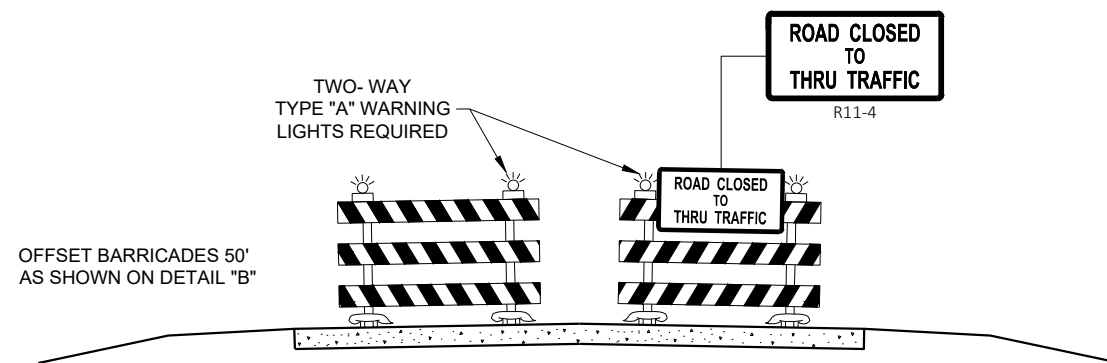
**BARRICADES AND SIGNS  
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER



**DETAIL D  
ROAD CLOSURE BARRICADE DETAIL  
APPROACH VIEW**



**DETAIL E  
LANE CLOSURE BARRICADE DETAIL  
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

**GENERAL NOTES**

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

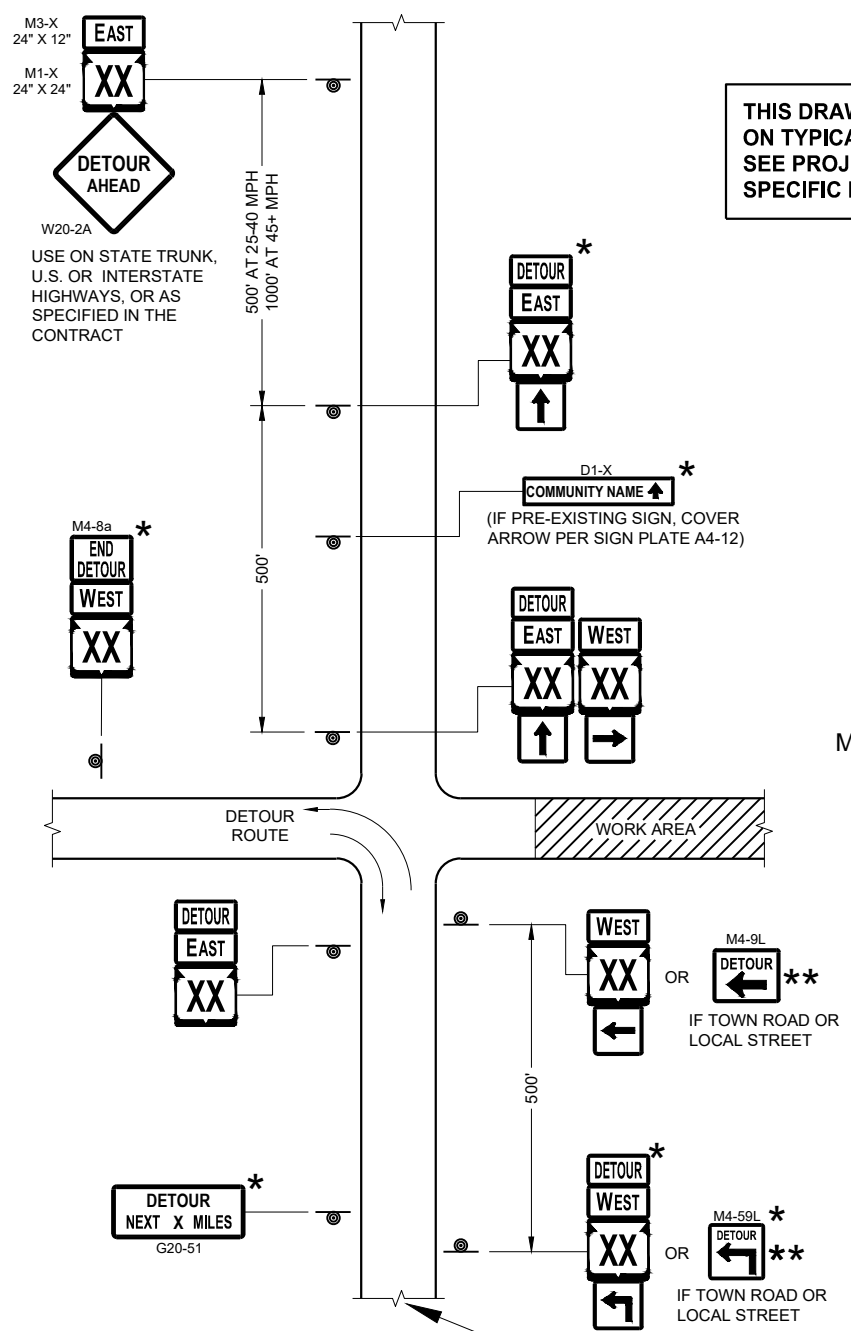
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS  
FOR  
VARIOUS CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER



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

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1
- M06 - 1

**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 EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR 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 WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

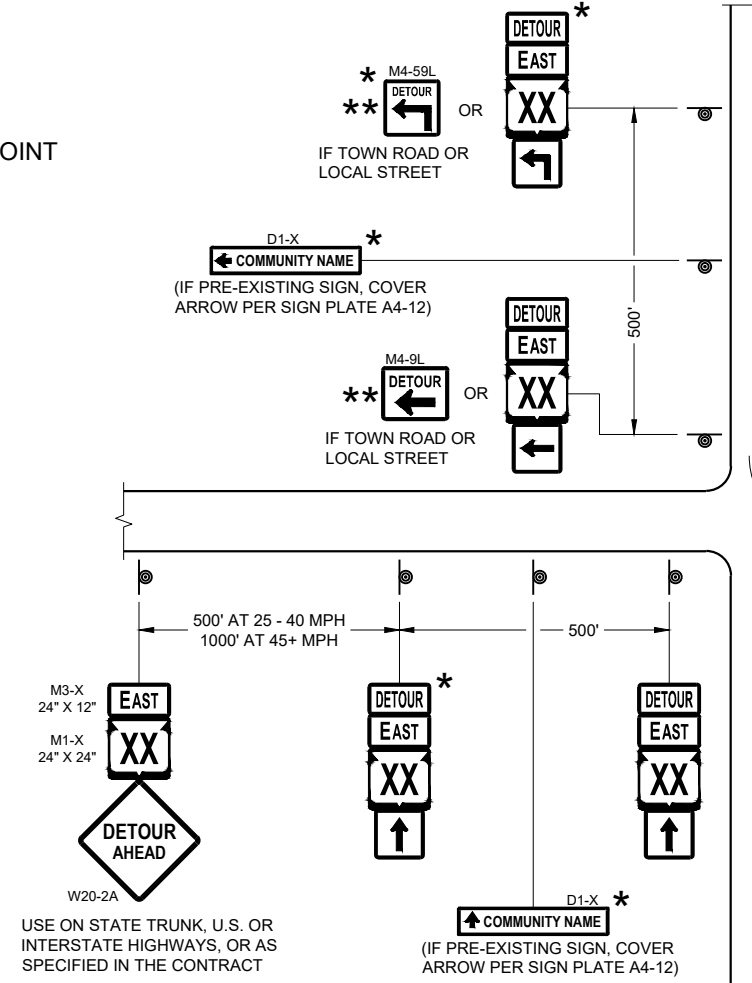
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

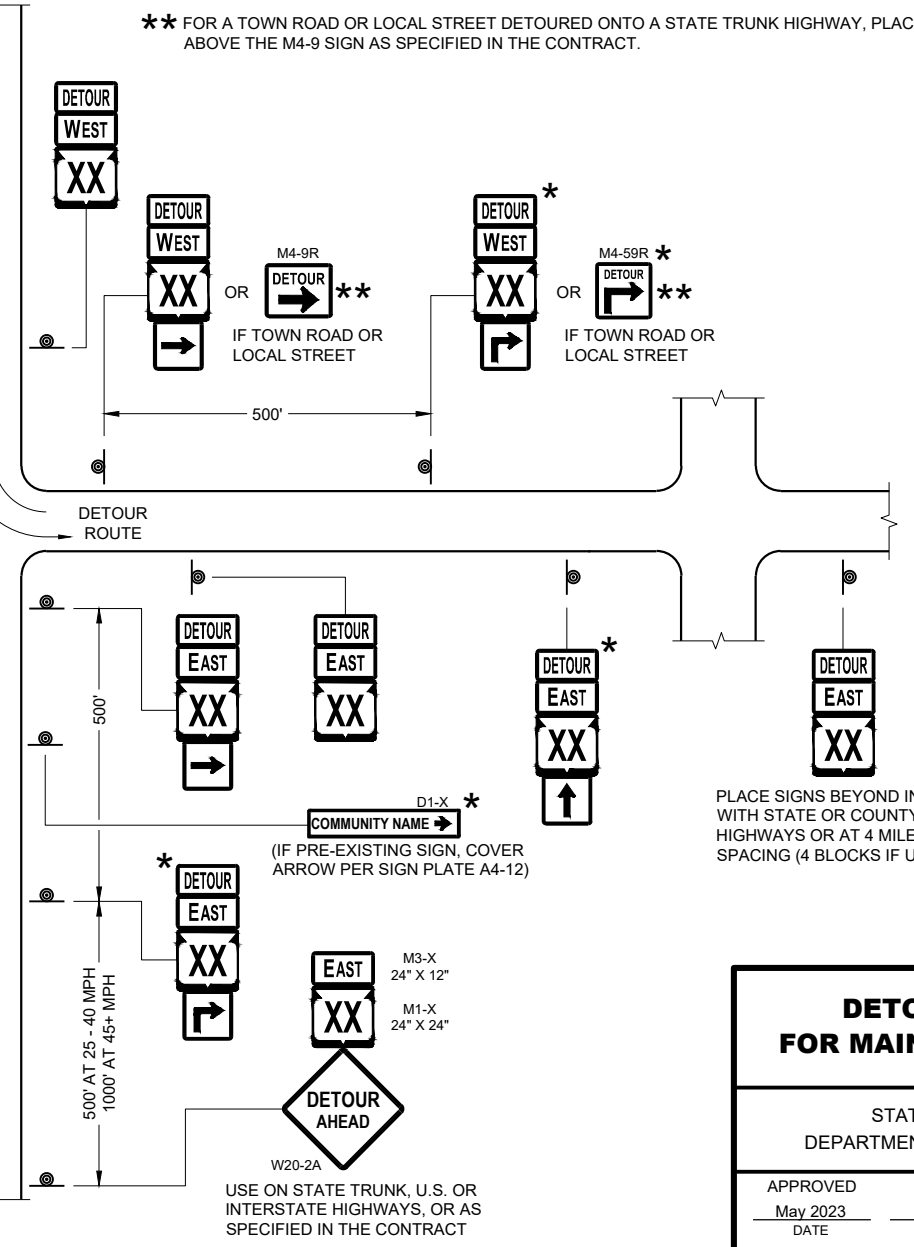
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-9R SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

- \* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- \*\* FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

MATCH POINT



**DETAIL F  
DETOUR SIGNING**



**DETOUR SIGNING  
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

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

**LEGEND**

- ⊙ SIGN ON PERMANENT SUPPORT
- TO MO4 - 5
- EAST M3 - X
- XX M1 - 6 OR XX M1 - 4 OR XX M1 - 1
- ↶ M05 - 1 OR → M06 - 1 OR ↑ M06 - 1

**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).  
 MO4 - 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).  
 MO5 - 1, MO5 - 2, AND MO6 - 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.

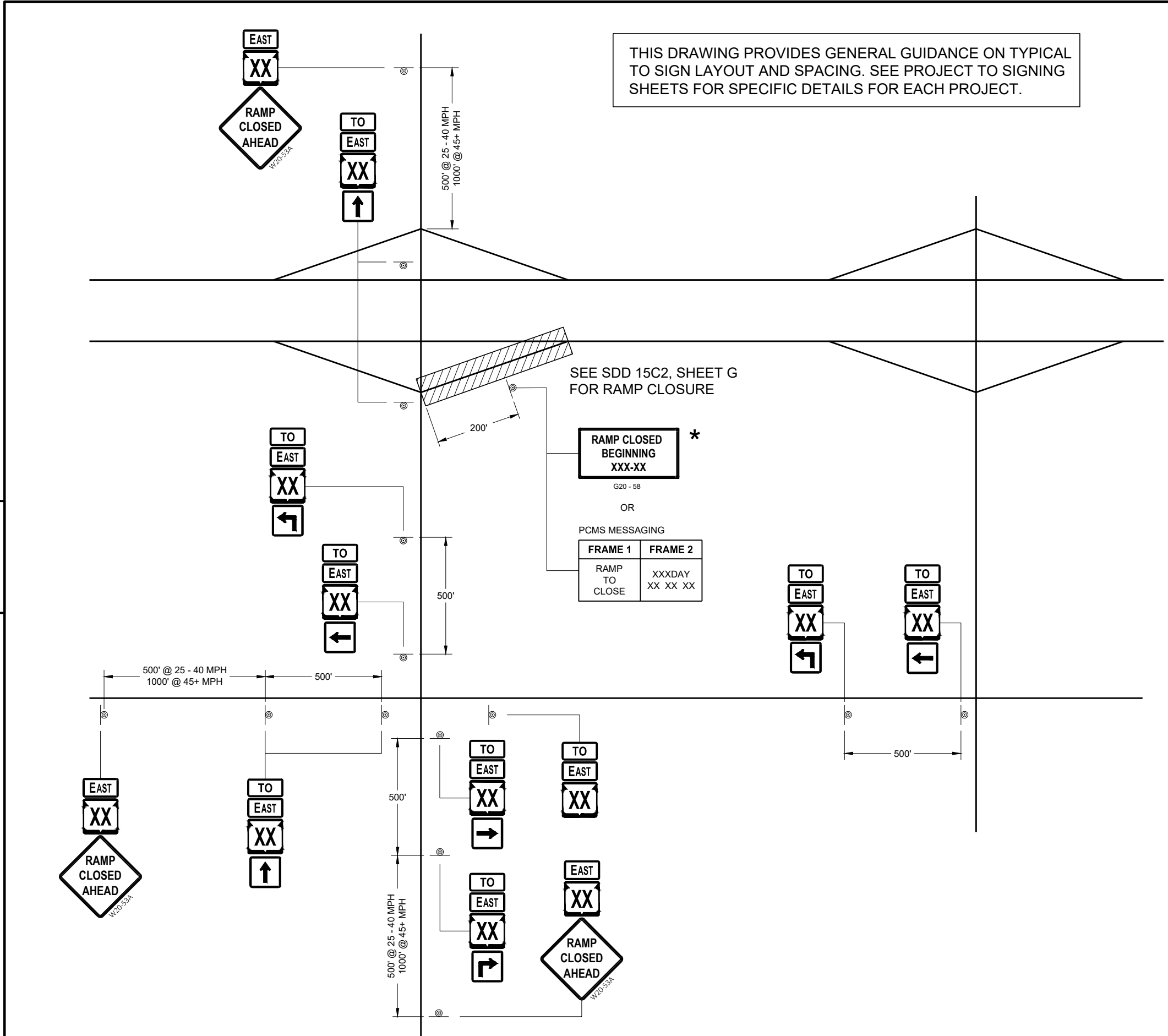
6

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SDD 15C02 - 09d

SDD 15C02 - 09d

<b>ON RAMP LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE	/S/ Andrew Heidtke 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

6

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SDD 15C02 - 09e

SDD 15C02 - 09e

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX  
 RAMP CLOSED  
 USE EXIT XX

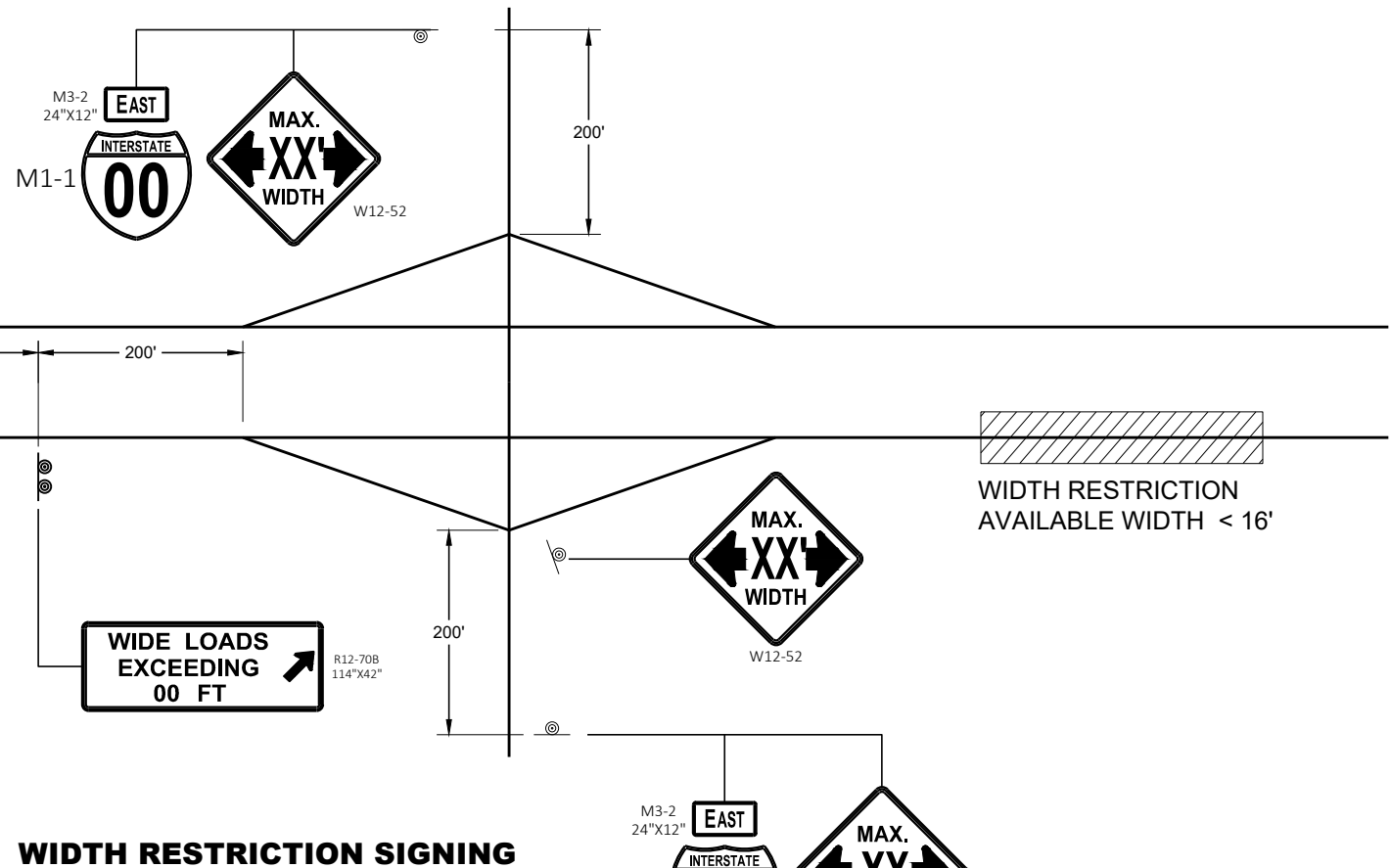
G20 - 56

**OFF RAMP  
LANE CLOSURE**

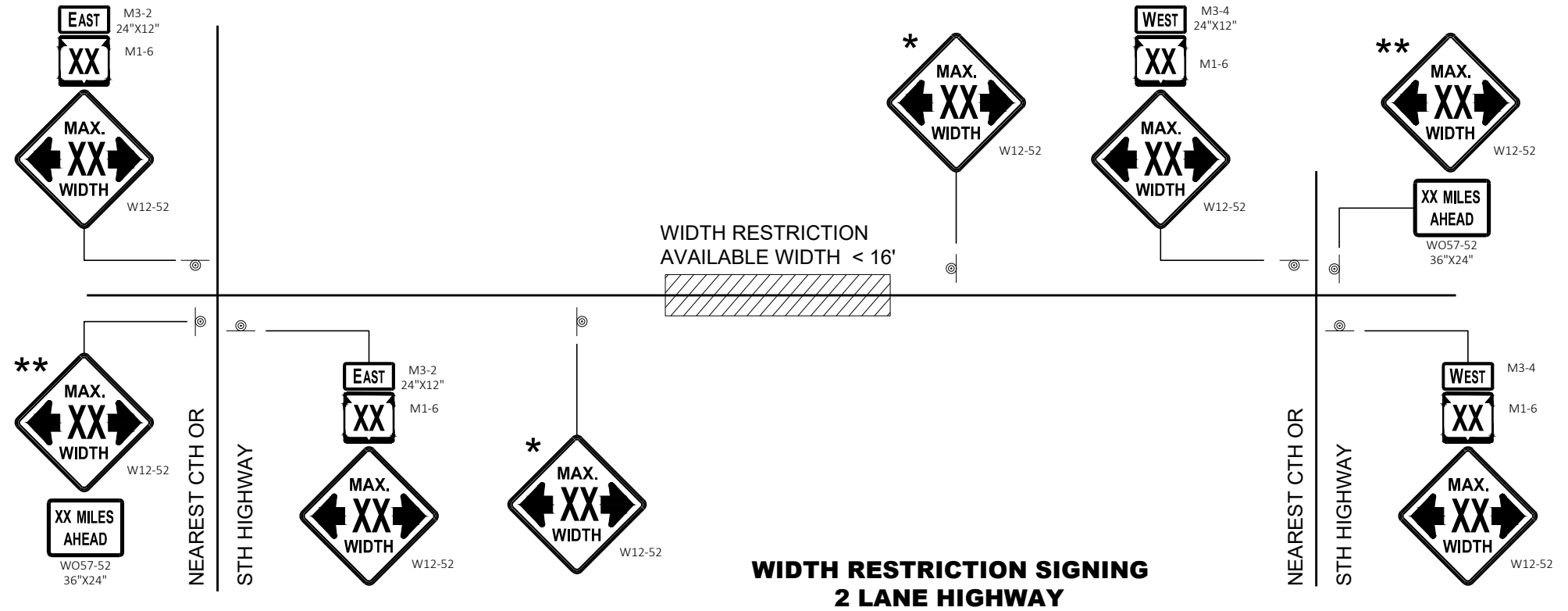
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
 May 2023 /S/ Andrew Heidtke  
 DATE WORK ZONE ENGINEER

FHWA



**WIDTH RESTRICTION SIGNING**



**WIDTH RESTRICTION SIGNING  
2 LANE HIGHWAY**

**LEGEND**

⊙ SIGN ON PERMANENT SUPPORT

**GENERAL NOTES**

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

\* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

\*\* SIGN SHALL BE VISIBLE FROM ROADWAY.

\*\*\* ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



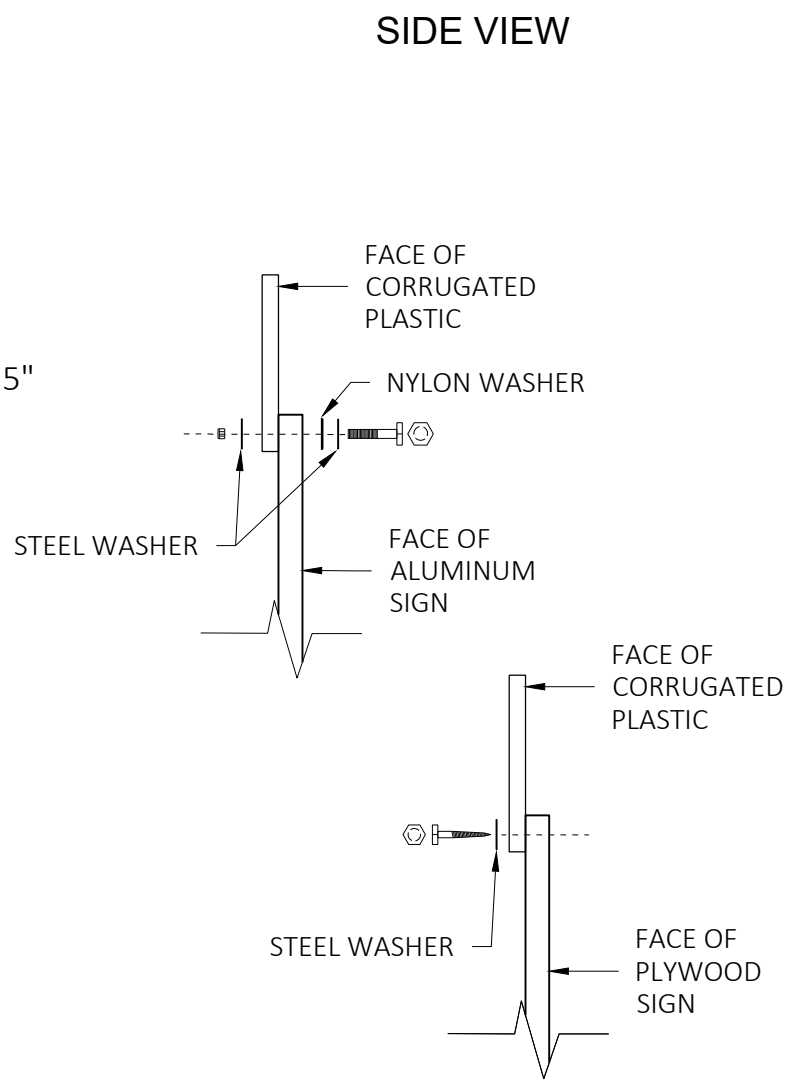
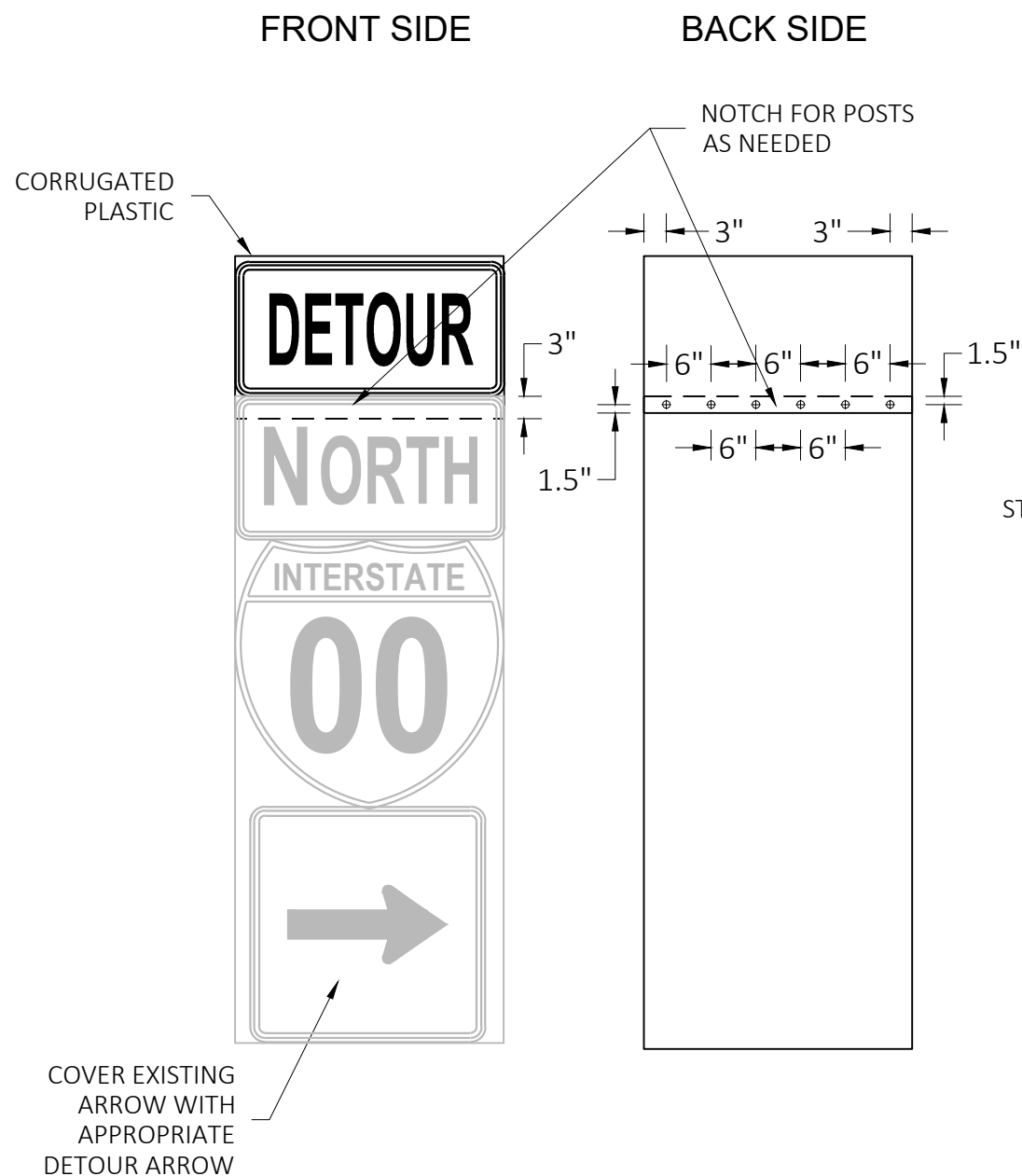
WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

**ADVANCED WIDTH RESTRICTION SIGNING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER  
FHWA





**GENERAL NOTES**

- CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.
- PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.
- FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.
- FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.
- METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:
  - A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.
  - B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3
- 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.
- PLYWOOD SIGNS:
  - LAG SCREWS - 5/16" x 1"
- ALUMINUM SIGNS:
  - MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
- WASHERS:
  - 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

**MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING**

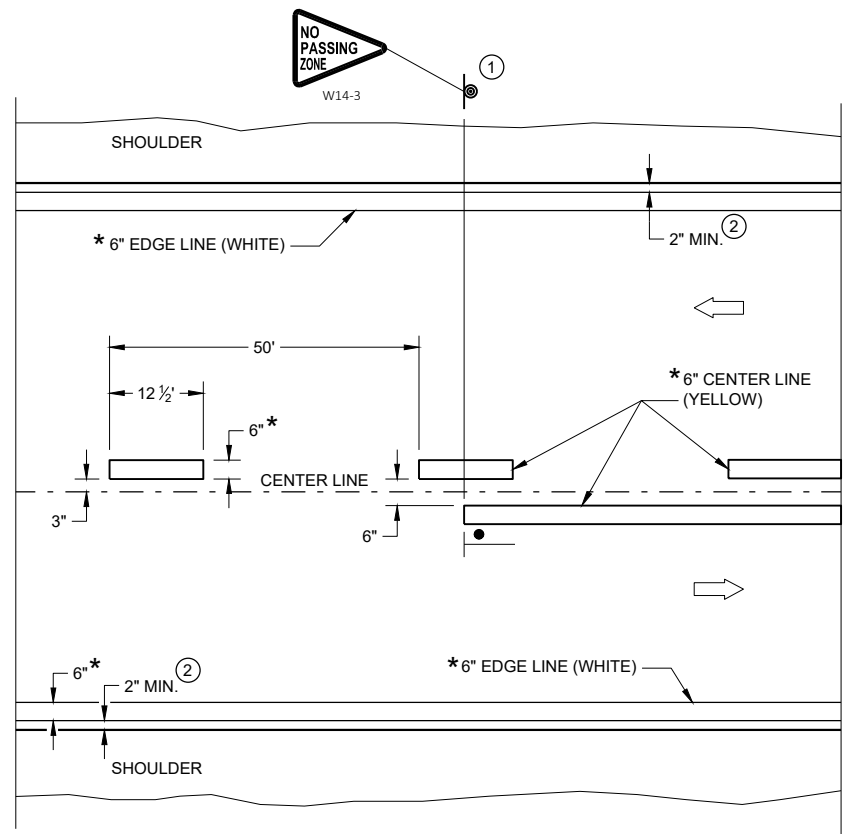
<b>MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

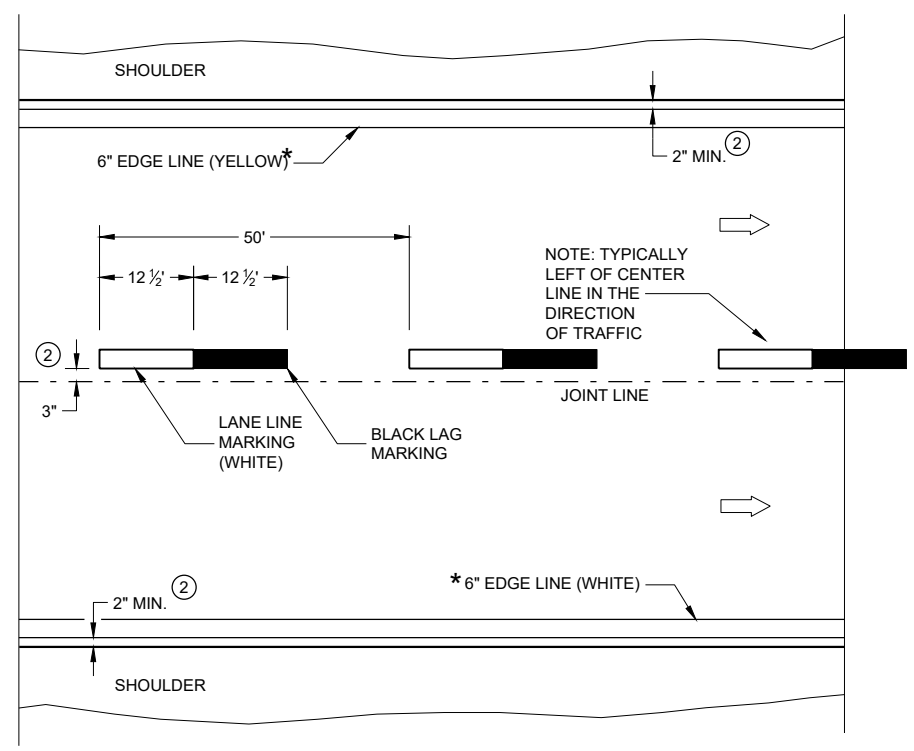
6

SDD 15C02-09h

SDD 15C02-09h



**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**

**PERMANENT PAVEMENT MARKING**

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**GENERAL NOTES**

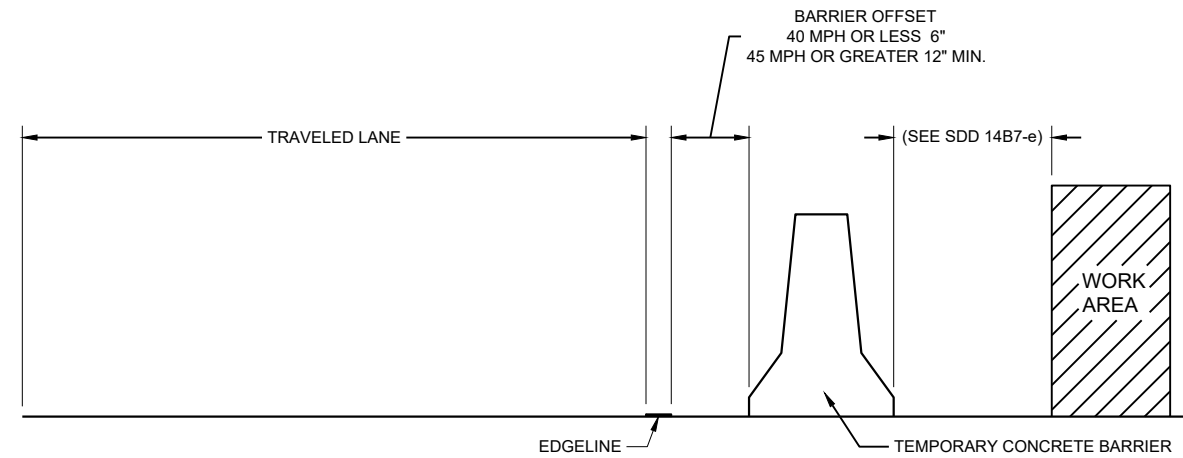
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

**LEGEND**

- ⊥ "T" MARKING
- ⊙ SIGN ON PERMANENT SUPPORT
- ➔ DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver STATEWIDE SIGNING AND MARKING ENGINEER
FHWA	



**TEMPORARY BARRIER OFFSET FROM EDGELINE**

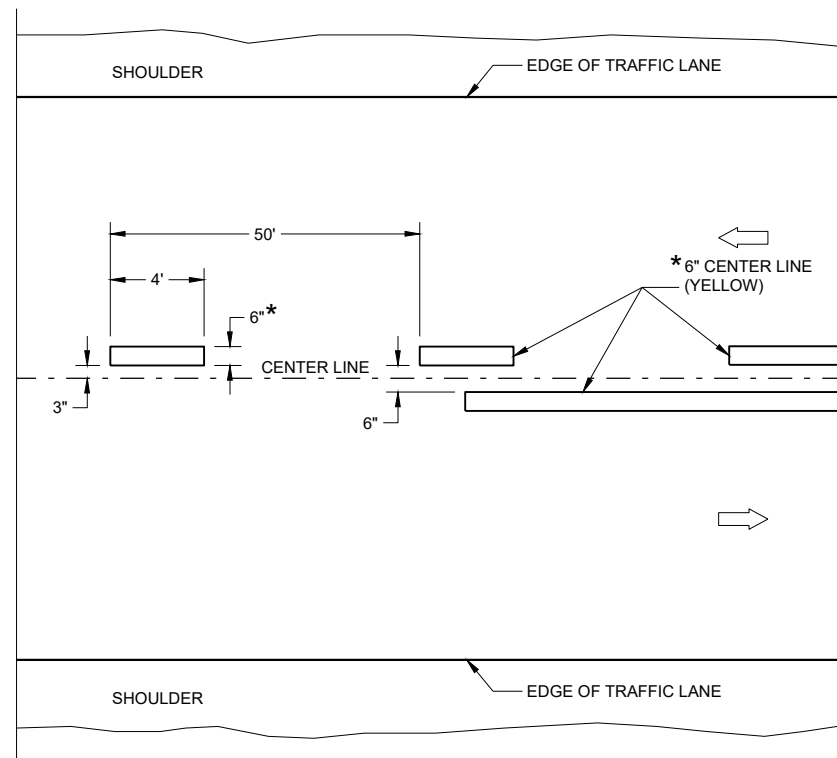
**GENERAL NOTES**

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

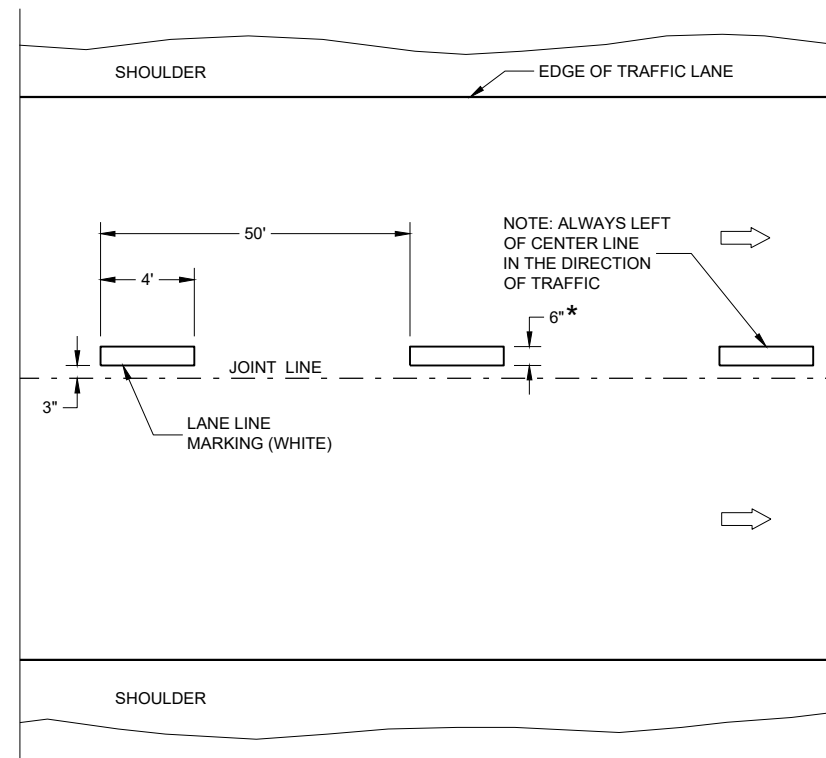
**LEGEND**

➡ DIRECTION OF TRAFFIC

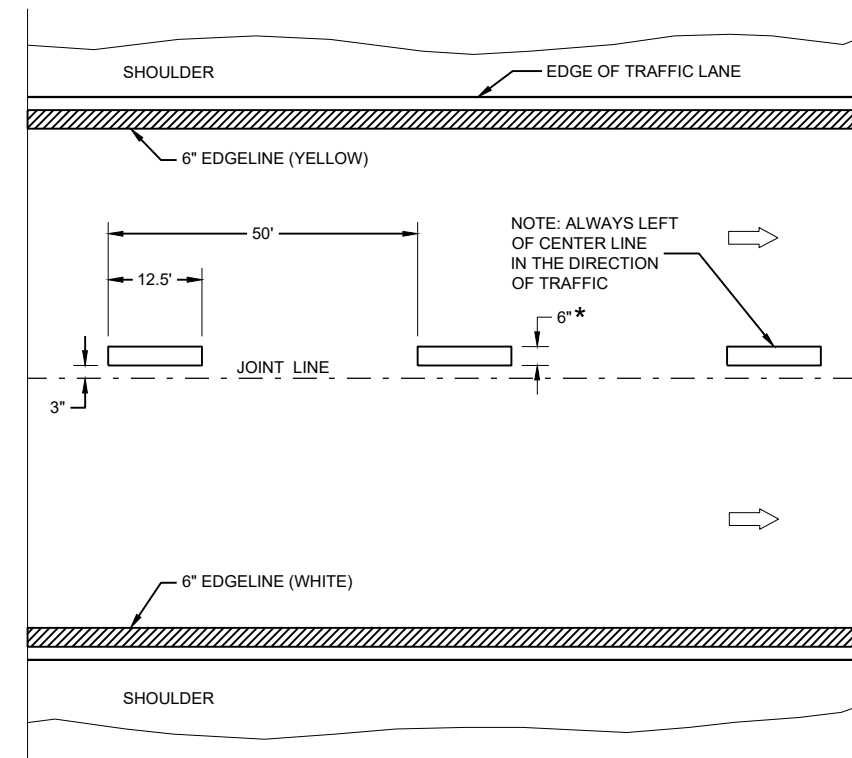
\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**



**FREEWAYS AND EXPRESSWAYS**

**TEMPORARY PAVEMENT MARKING**

**TEMPORARY LONGITUDINAL PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

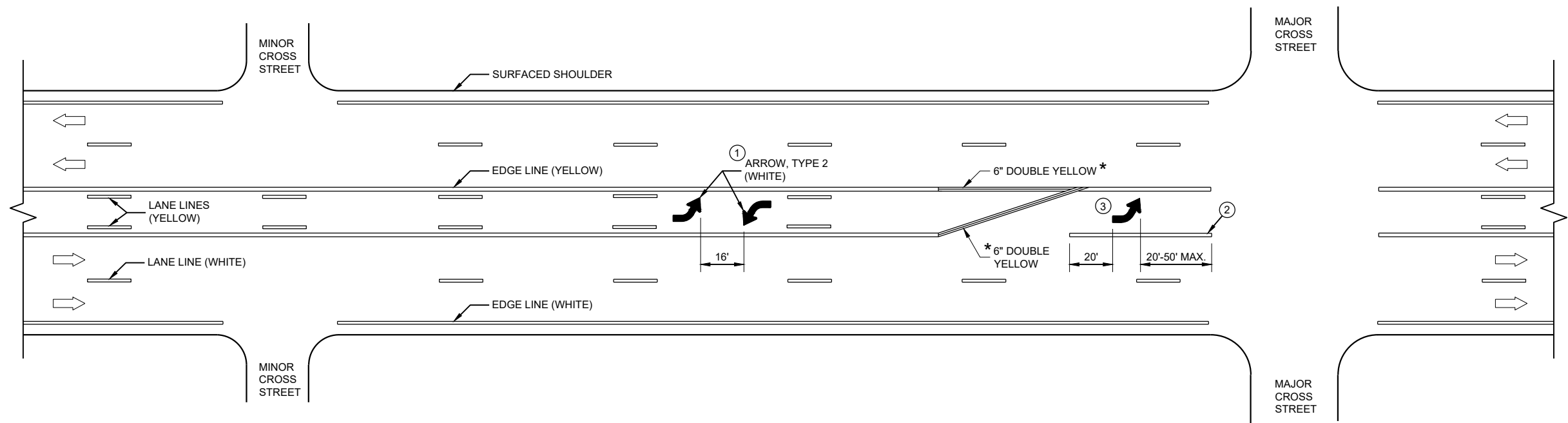
APPROVED  
DATE: May 2023 /S/ Jeannie Silver  
STATEWIDE SIGNING AND MARKING ENGINEER

**GENERAL NOTES**

- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

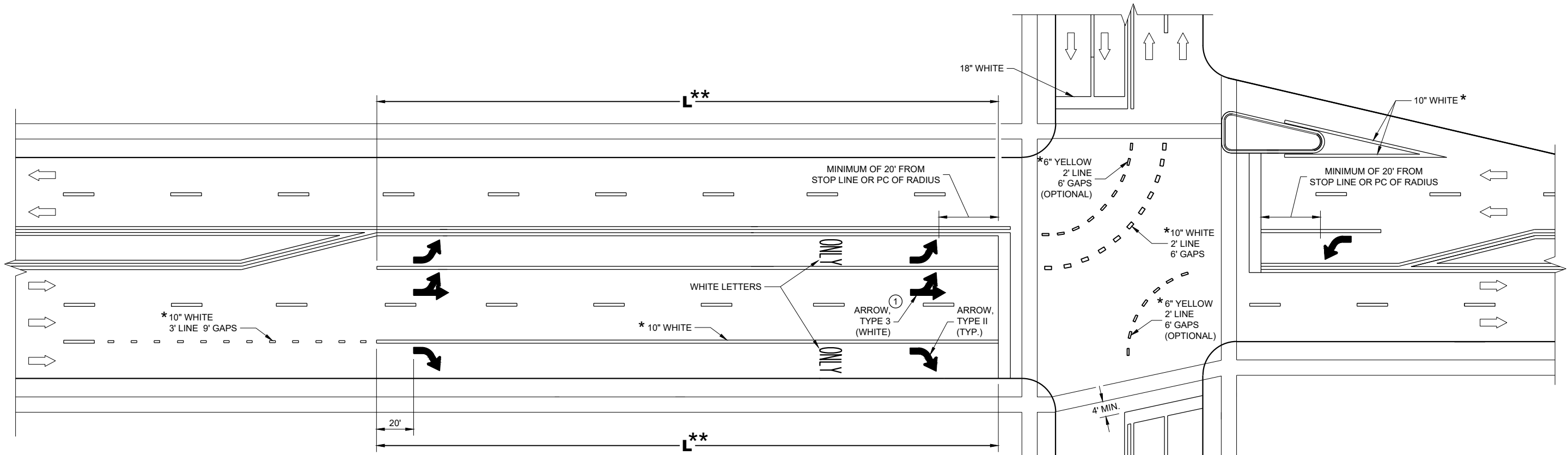
➡ DIRECTION OF TRAFFIC

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



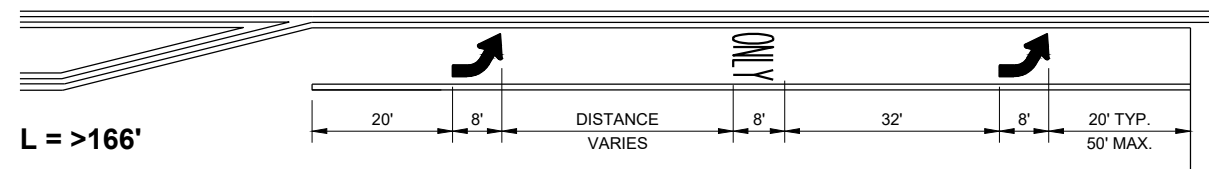
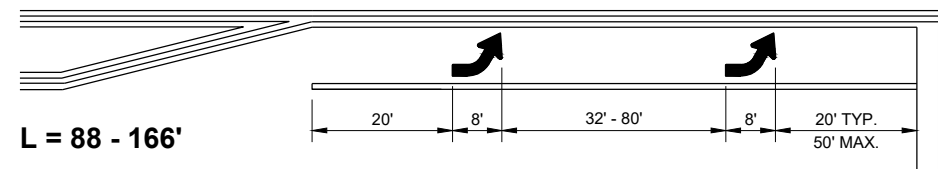
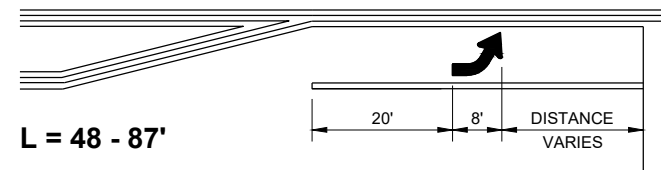
**TWO WAY LEFT TURN LANE**

<b>PAVEMENT MARKING (TURN LANES)</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



**TURN LANE OPTIONS**

LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



\*\* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

**GENERAL NOTES**

① QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC






**L** = LENGTH OF TURN BAY

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**LEGEND**

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

**GENERAL NOTES**

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

**FLAGGING**

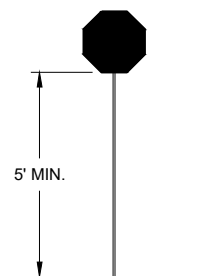
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

**TEMPORARY PORTABLE RUMBLE STRIPS**

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



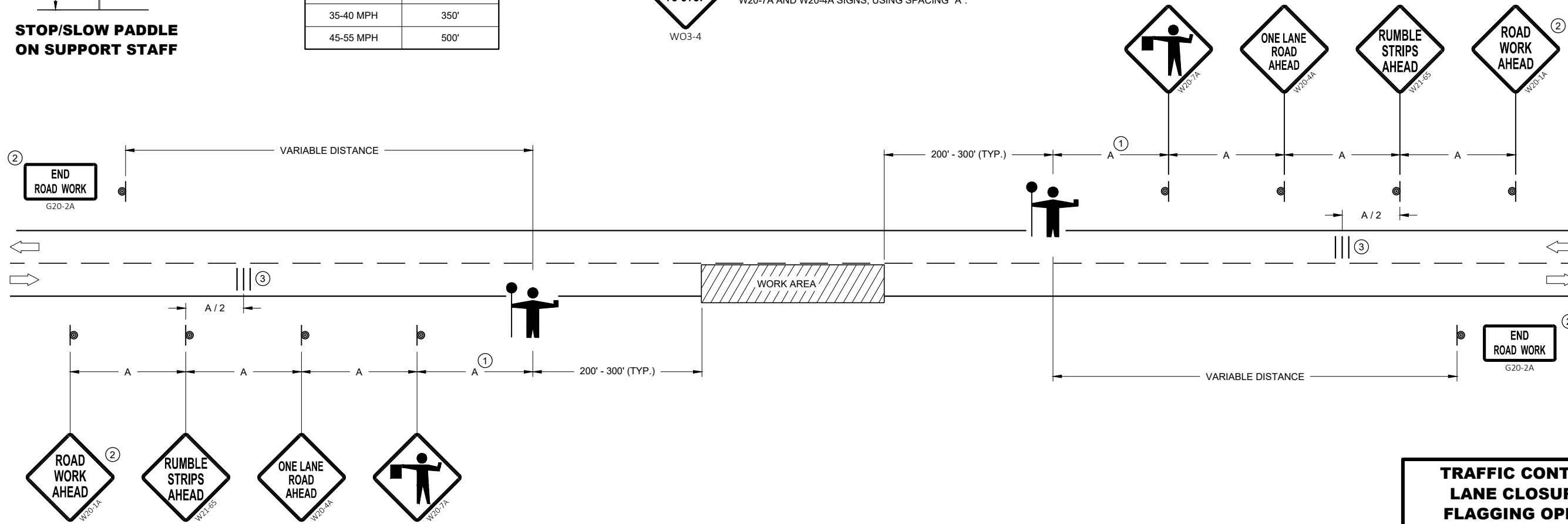
**STOP/SLOW PADDLE ON SUPPORT STAFF**

**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".










**TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2022 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**GENERAL NOTES**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL CONE 42-INCH
-  TRAFFIC CONTROL DRUM
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

**GENERAL NOTES**

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

**FLAGGING**

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

- ① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

**TEMPORARY PORTABLE RUMBLE STRIPS**

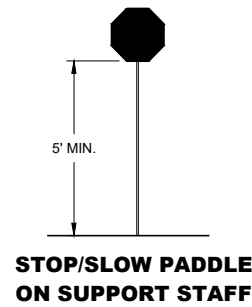
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

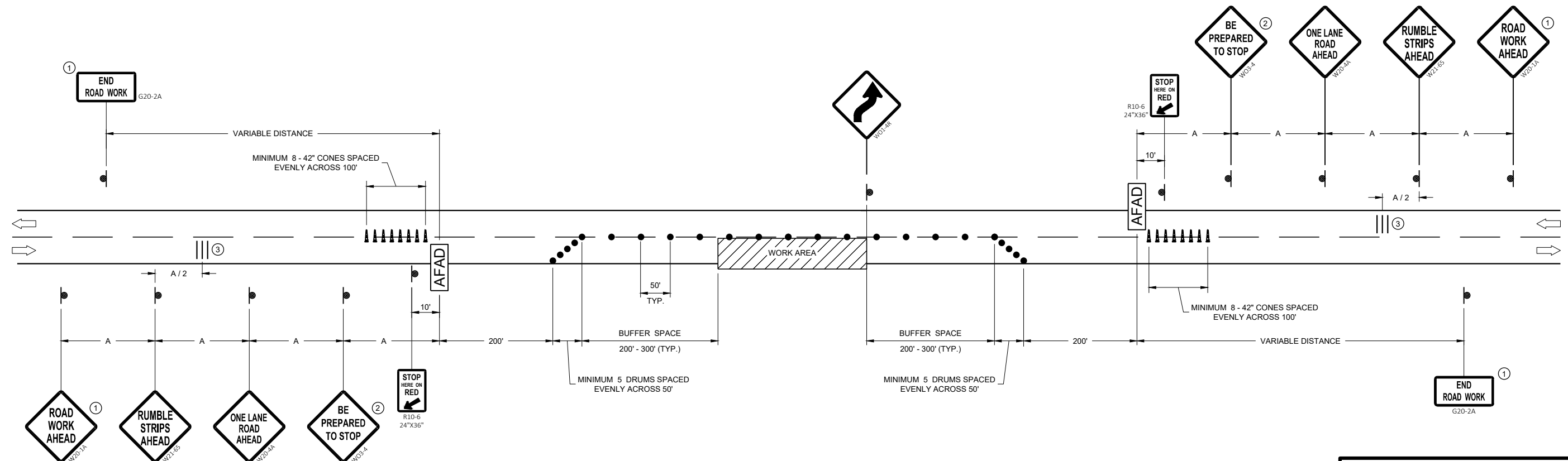
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



**TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

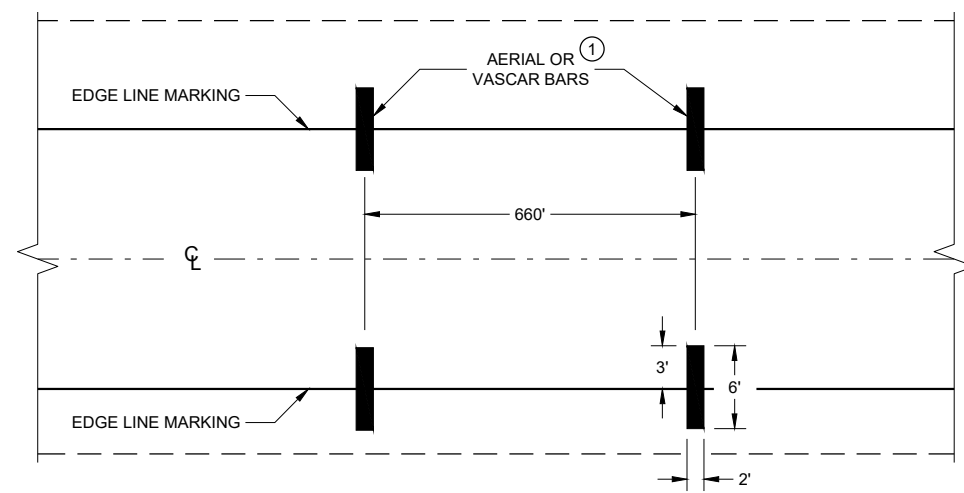
APPROVED  
May 2022 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

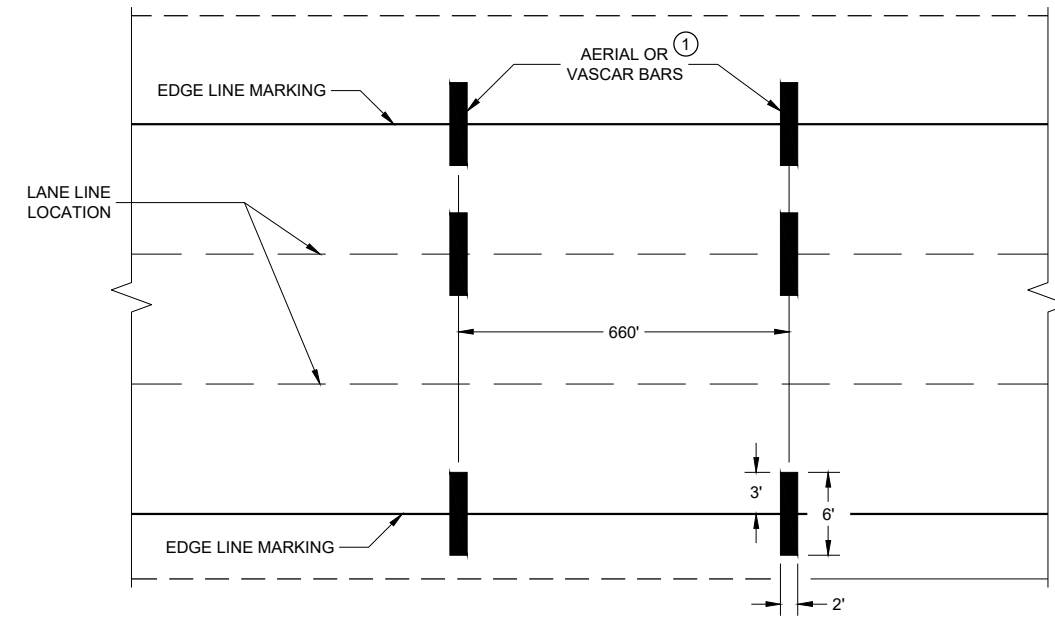
**GENERAL NOTES**

① PLACE TWO TO FIVE AERIAL OR VASCAR BARS AT 660 FOOT SPACING.

A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.



**TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC**



**TYPICAL FOR MULTILANE TRAFFIC**

**SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS**

6

6

SDD 15C14 - 04

SDD 15C14 - 04

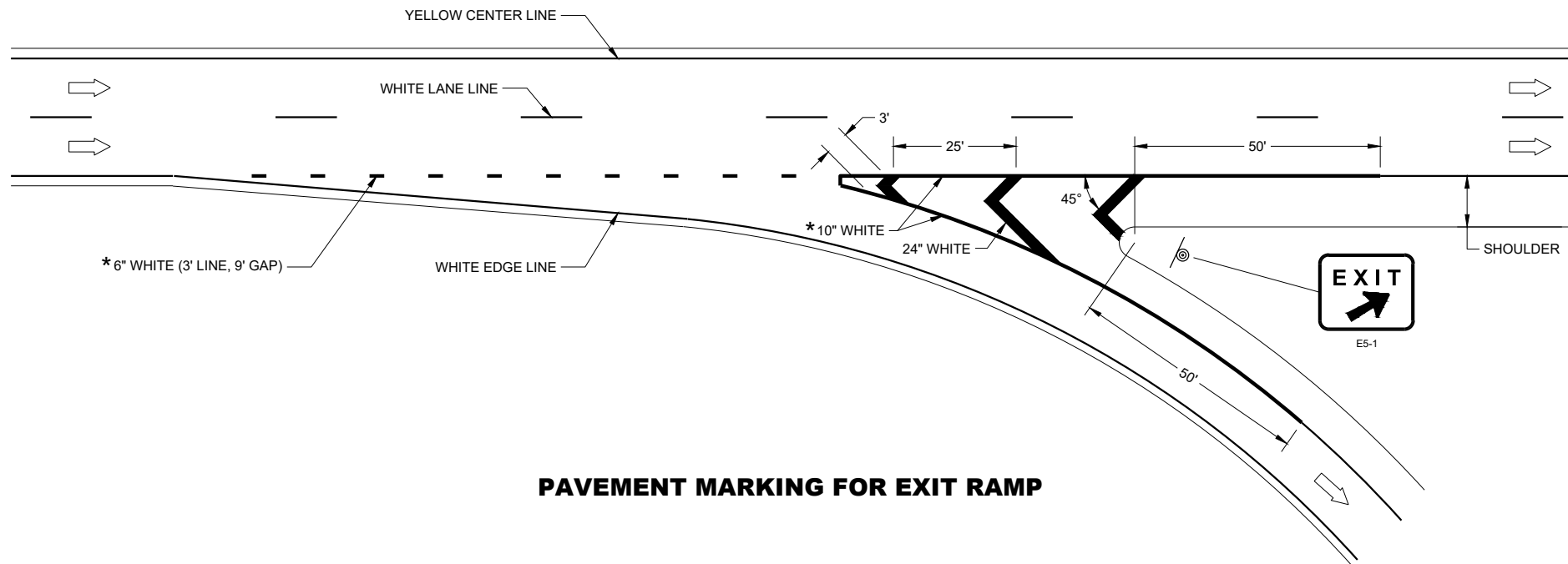
**AERIAL ENFORCEMENT BARS  
PAVEMENT MARKING DETAILS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2021 /S/ Matthew R. Rauch  
DATE STATE SIGNING AND MARKING  
ENGINEER

FHWA







**PAVEMENT MARKING FOR EXIT RAMP**

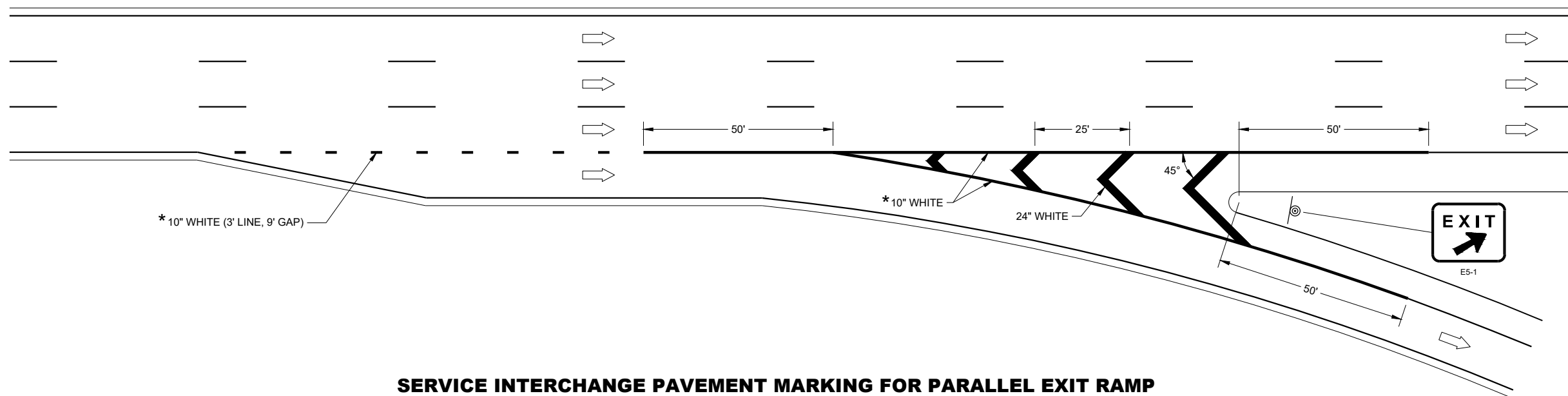
**GENERAL NOTES**

PLACE GROOVE 3 INCHES LEFT OF JOINT.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP**

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

6

6



SDD 15C31-05a

SDD 15C31-05a

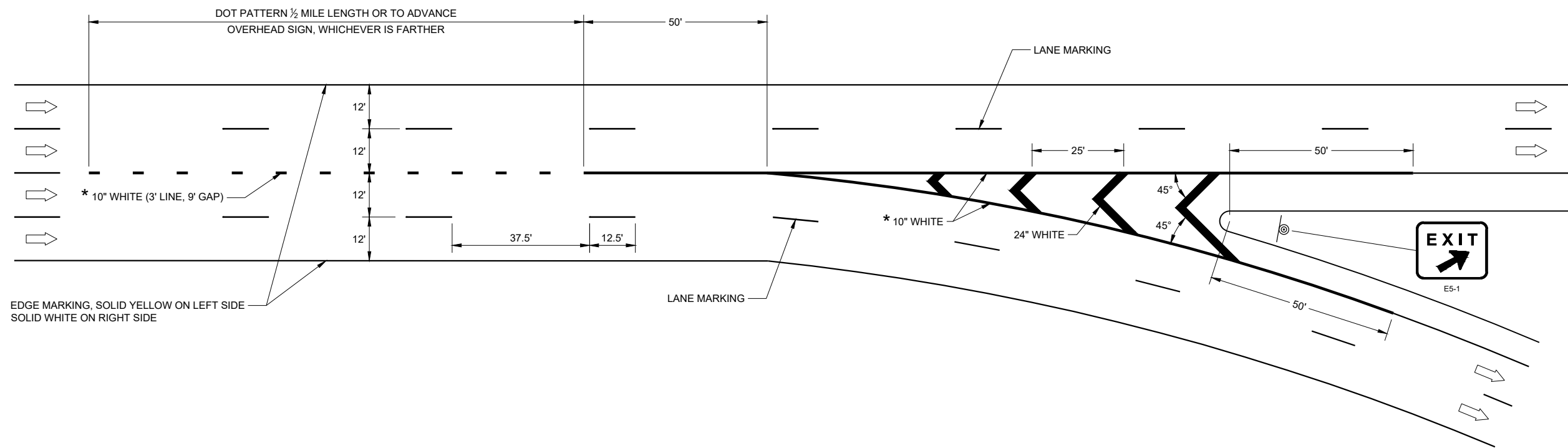
**GENERAL NOTES**

PLACE GROOVE 3 INCHES LEFT OF JOINT.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



6

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SDD 15C31-05b

SDD 15C31-05b

<b>PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

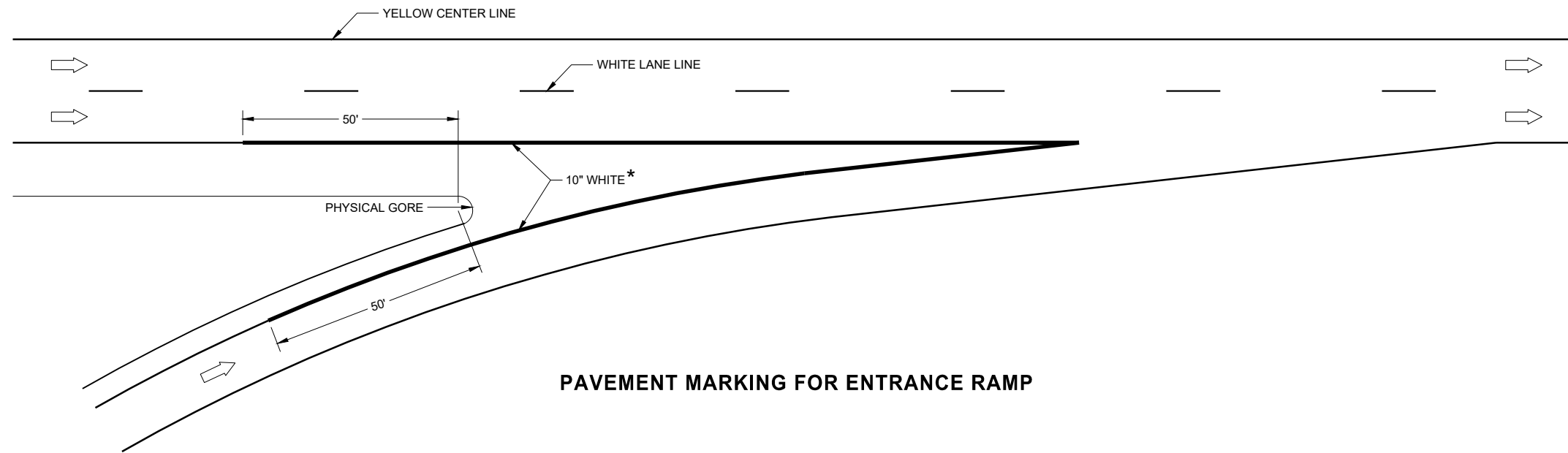
PLACE GROOVE 3 INCHES LEFT OF JOINT.

① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

**LEGEND**

➡ DIRECTION OF TRAVEL

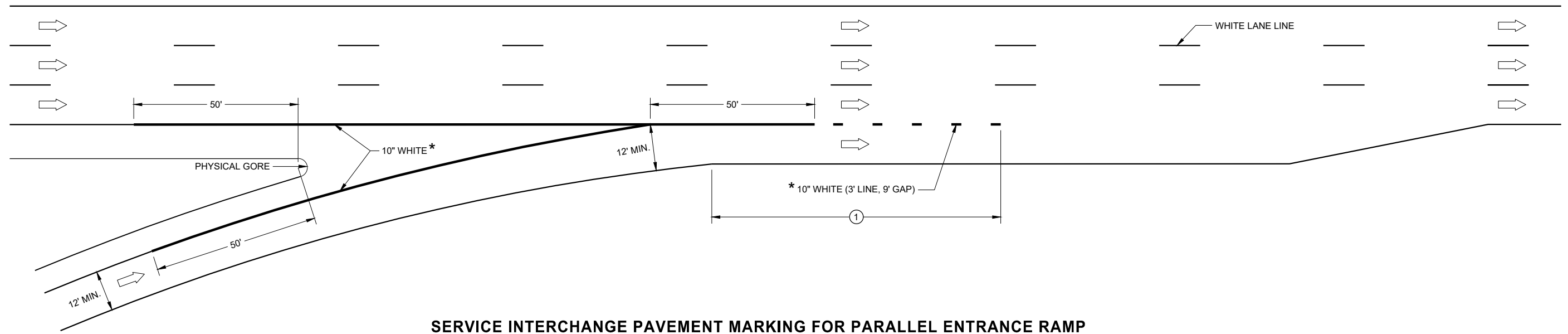
\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



**PAVEMENT MARKING FOR ENTRANCE RAMP**

6

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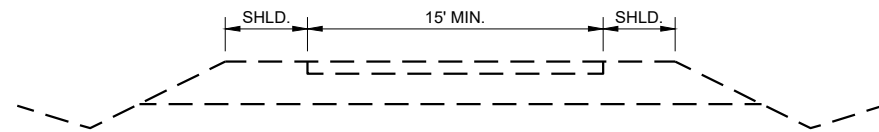
**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP**

SDD 15C31-05c

SDD 15C31-05c

**PAVEMENT MARKING,  
ENTRANCE RAMP AND  
PARALLEL ENTRANCE RAMP**

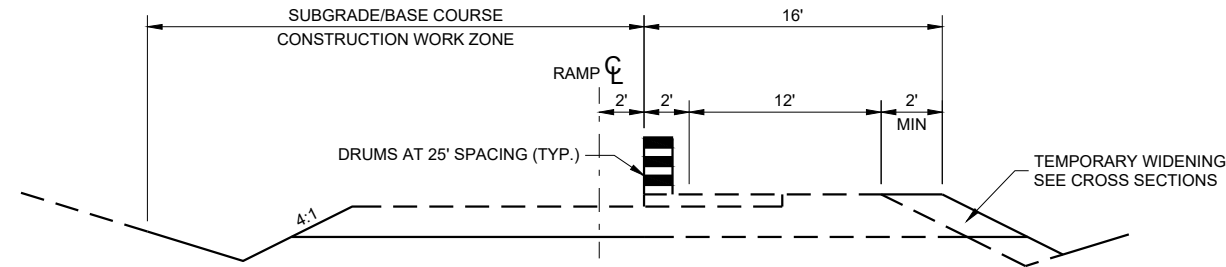
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



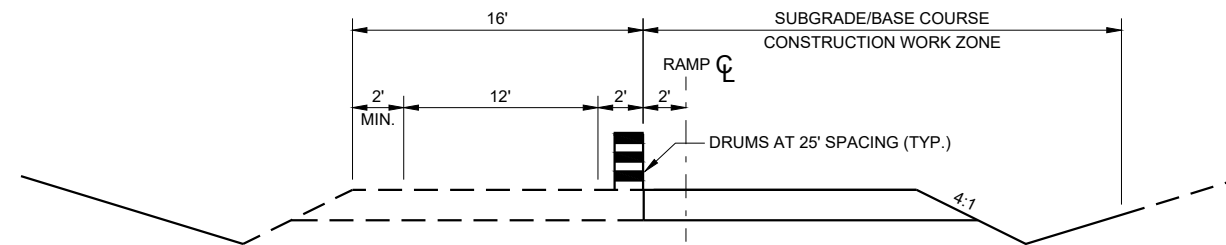
**INITIAL RAMP - TYPICAL**

**GENERAL NOTES**

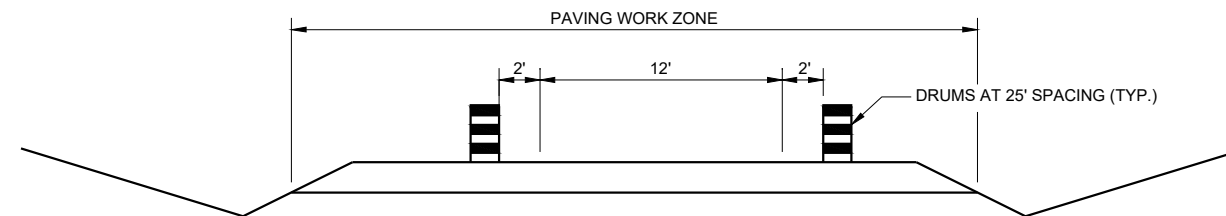
WORK SHALL BE SCHEDULED FOR ALL STAGES TO MINIMIZE INCONVENIENCE TO THE TRAFFIC USING THE RAMP WHILE IT IS ONLY BASE COURSE.  
 IN STATE III, A MINIMUM 12' LANE WIDTH SHALL BE DELINEATED WITH DRUMS ALONG BOTH EDGES AT ALL TIMES UNTIL PAVED AND PAVEMENT MARKINGS ARE PLACED.



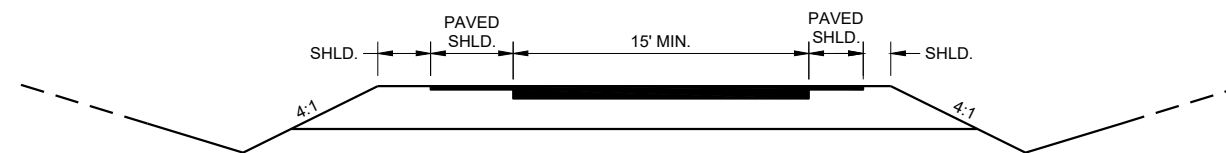
**STAGE I - CONSTRUCTION TO SUBGRADE, LEFT**



**STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT**



**STAGE III - TRAFFIC ON BASE COURSE**



**STAGE IV - PAVING**

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SDD 15D04 - 01

SDD 15D04 - 01

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

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DELINEATOR, FLEXIBLE/TUBULAR MARKER
-  TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR)
-  PORTABLE CRASH CUSHION
-  CONCRETE BARRIER TEMPORARY PRECAST
-  REMOVE PAVEMENT MARKINGS
-  DIRECTION OF TRAFFIC

**GENERAL NOTES**

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

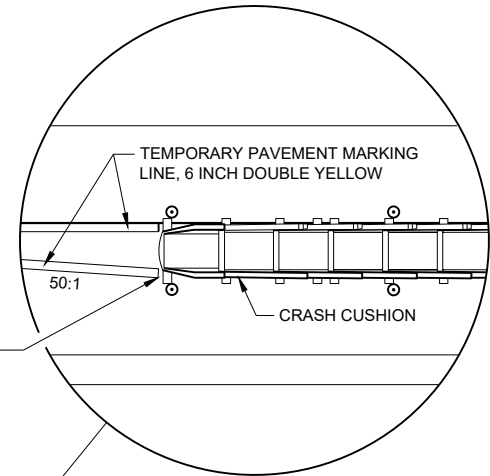
"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

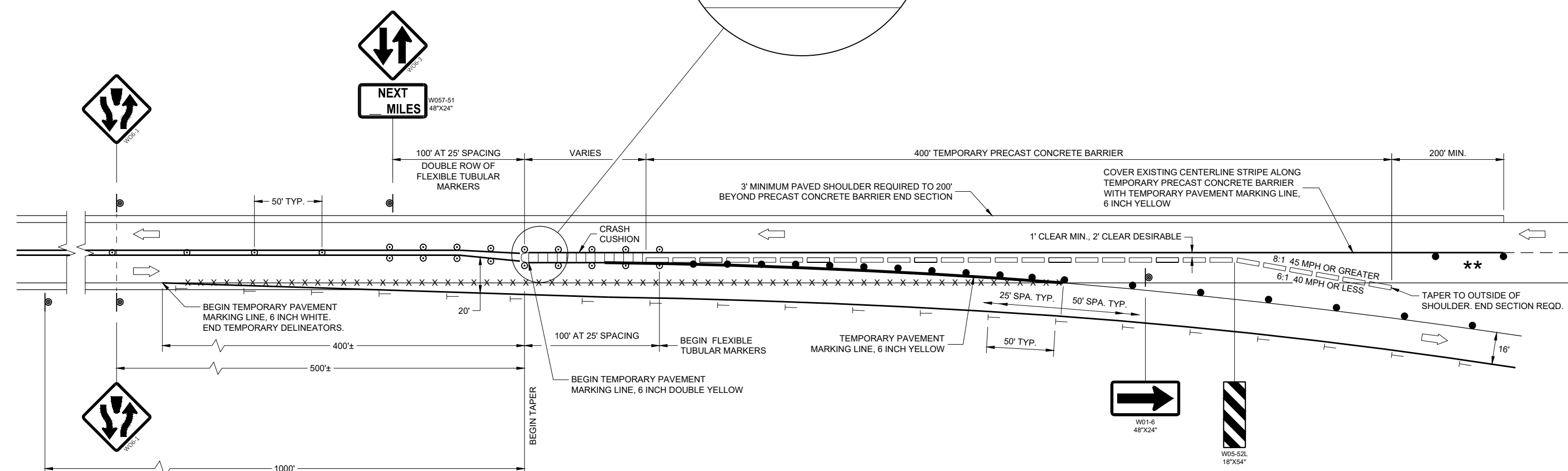
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

\*\* SEE SDD 15D12 FOR LANE CLOSURE DETAILS.



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SDD 15D05-06

SDD 15D05-06









**TRAFFIC CONTROL,  
SINGLE LANE CROSSOVER  
ENTRANCE WITH BARRIER**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2023 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DELINEATOR FLEXIBLE / TUBULAR MARKER
-  TEMPORARY DELINEATOR (STEEL POST DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE RESPECTIVE EDGE LINE MARKING
-  PORTABLE CRASH CUSHION
-  CONCRETE BARRIER TEMPORARY PRECAST
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKINGS

**GENERAL NOTES**

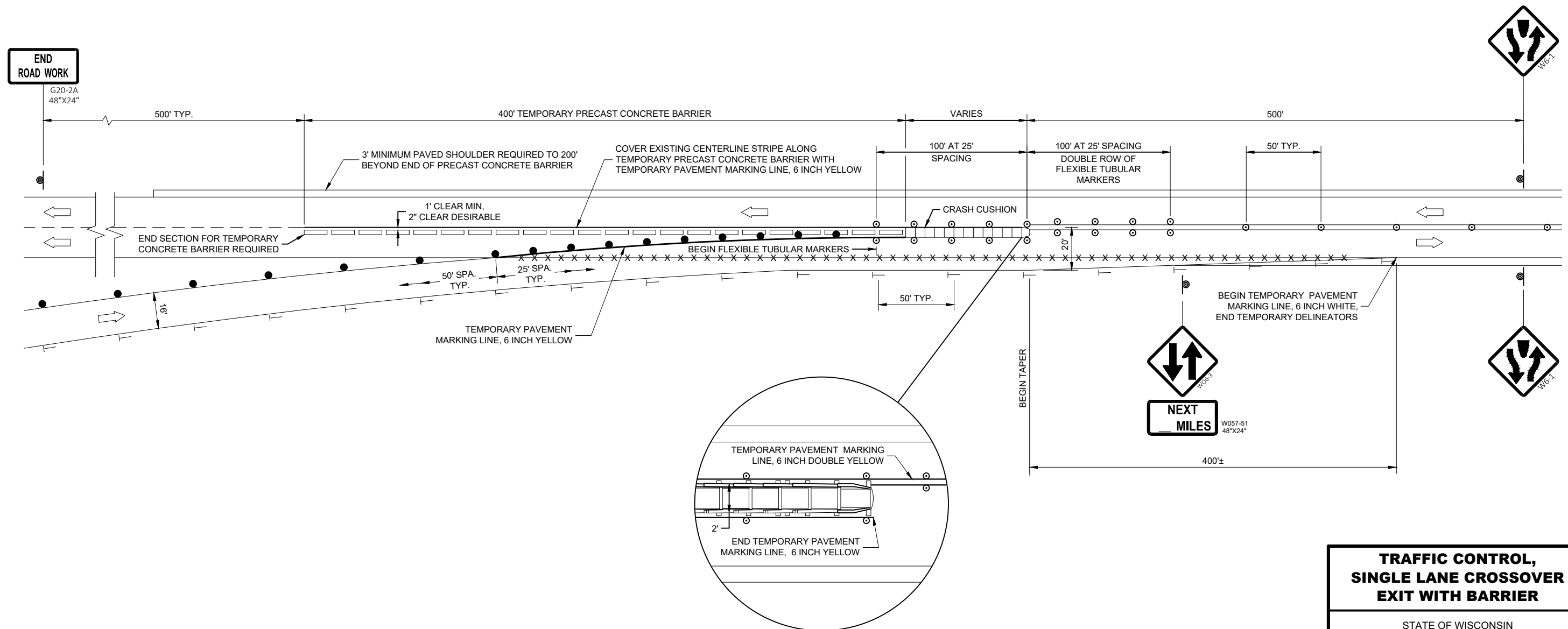
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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



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SDD 15D10-06

SDD 15D10-06













**TRAFFIC CONTROL,  
SINGLE LANE CROSSOVER  
EXIT WITH BARRIER**

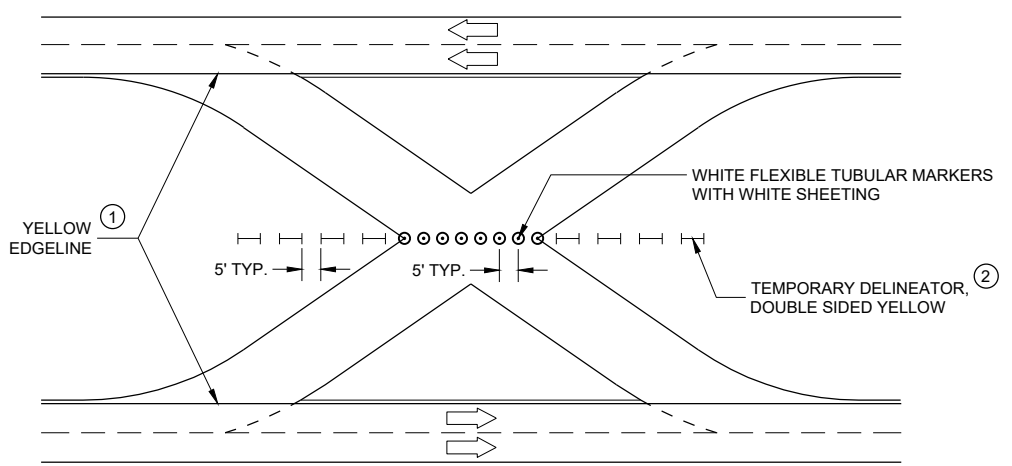
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE May 2023 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  DELINEATOR FLEXIBLE / TUBULAR MARKER
-  TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR)  
COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE  
EDGE LINE MARKING
-  TEMPORARY DELINEATOR (DOUBLE SIDED)
-  TYPE "A" WARNING LIGHT (FLASHING)
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKINGS
-  WORK AREA

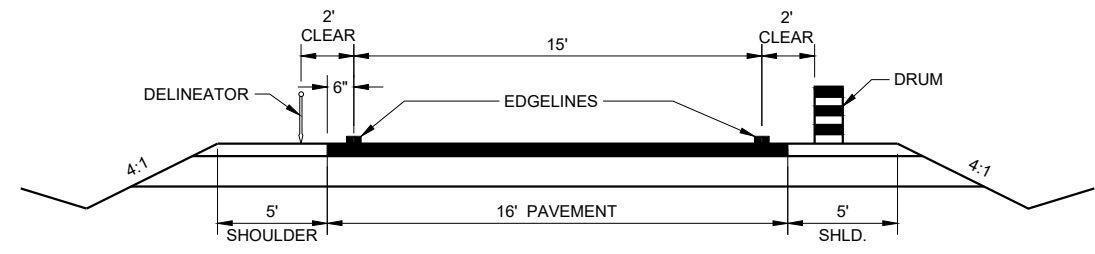
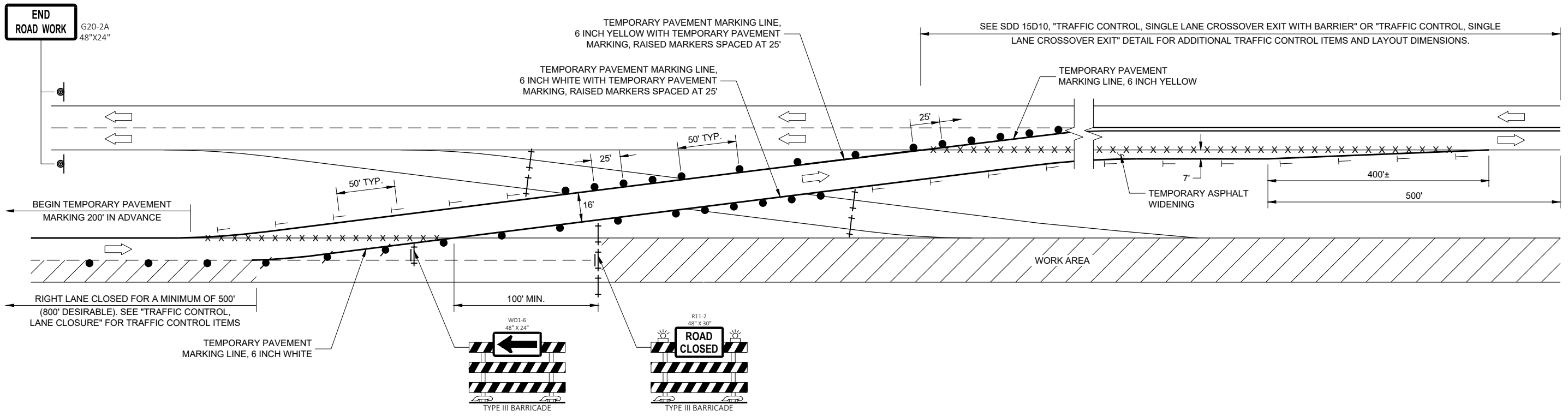


**TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE**

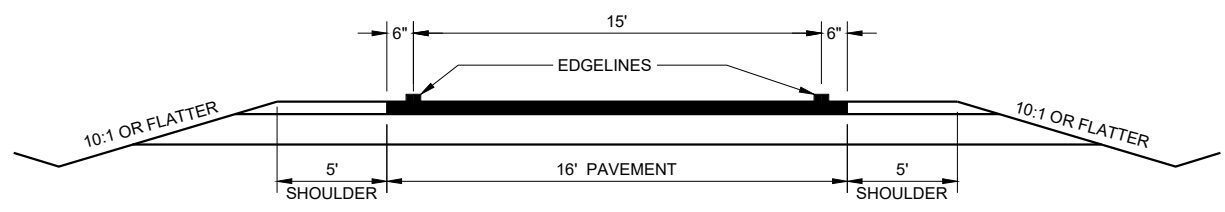
**GENERAL NOTES**

- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- "WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.
- REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

- ① FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.
- ② FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



**TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS**  
(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)



**TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS**  
(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)

<b>TRAFFIC CONTROL, SINGLE LANE CROSSOVER</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

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SDD 15D11-09

SDD 15D11-09

## GENERAL NOTES

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

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

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

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

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

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

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

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

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











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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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

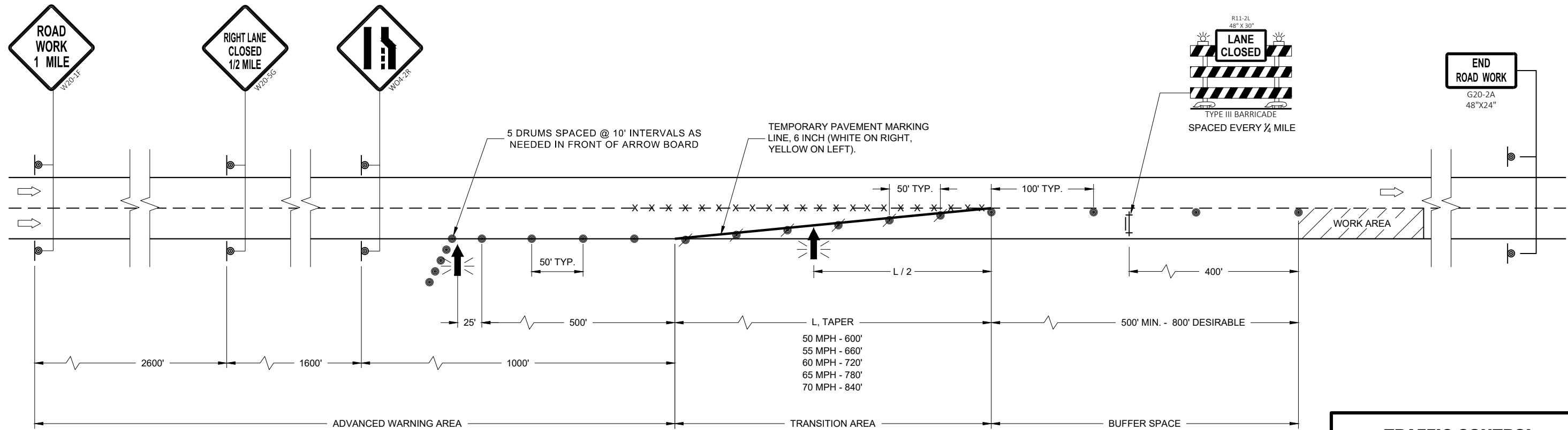
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

## LEGEND

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

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SDD 15D12 - 11a



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SDD 15D12 - 11a

<b>TRAFFIC CONTROL LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



### GENERAL NOTES

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

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

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

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

"WO" 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.

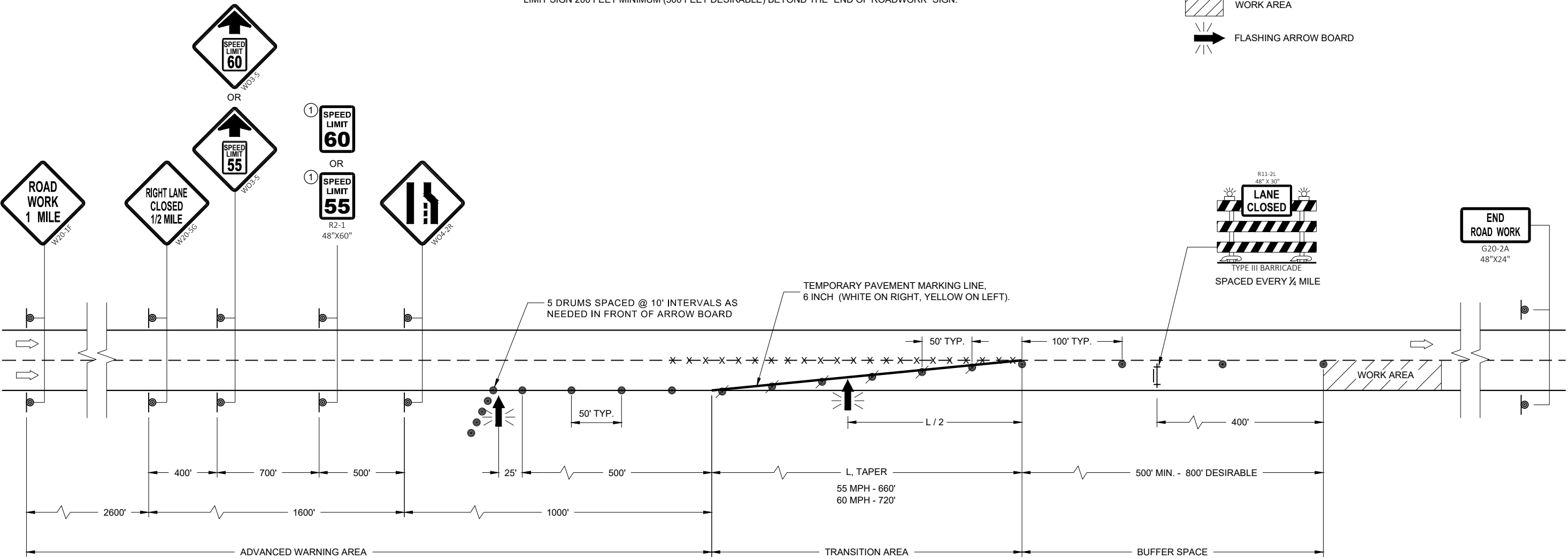
① A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

### 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

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SDD 15D12 - 11b



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SDD 15D12 - 11b

<b>TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- PORTABLE TRAFFIC SENSOR (PTS)
- FBS FLASHING BEACON SIGNS

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

**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.

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.

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

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

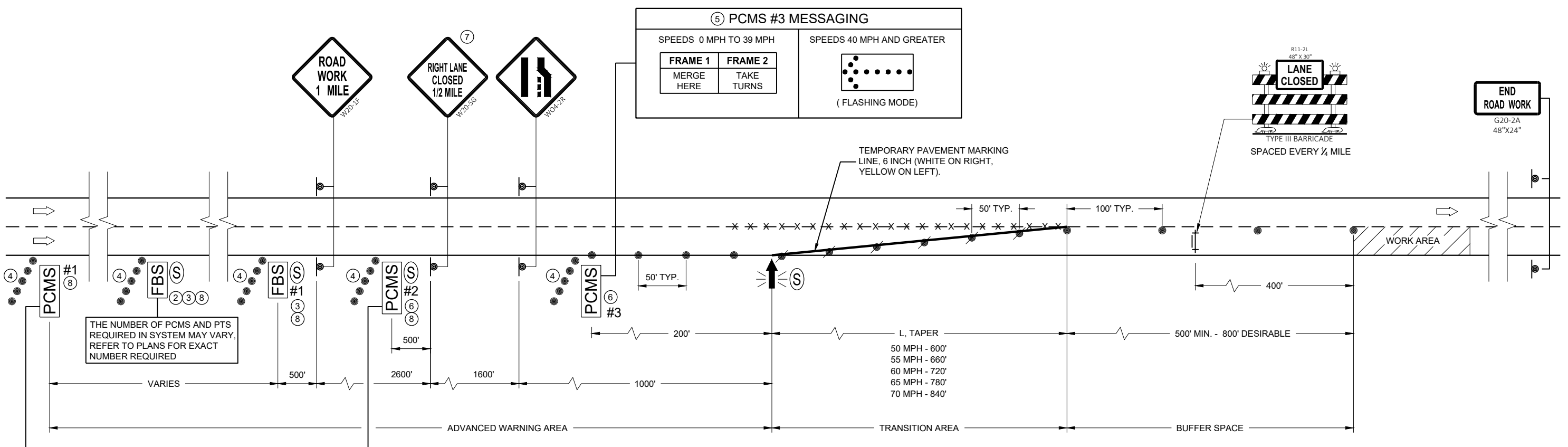
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON PCMS, FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

- ① IF THERE ARE MORE THAN TWO LANES, CHANGE FRAME 2 OF THE PCMS TO STATE "USE ALL LANES".
- ② PLACE FLASHING BEACON SIGNS EVERY ONE MILE BETWEEN PCMS #1 AND FBS #1. THE NUMBER OF FBS MAY BE MORE THAN SHOWN ON THIS DETAIL.
- ③ FOR THREE LANE CONFIGURATION, PLACE FBS ON BOTH SIDES OF ROADWAY. CHANGE PCMS #1 FRAME 2 MESSAGE TO "USE ALL LANES".
- ④ 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
- ⑤ PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE OR FLASHING ARROW MERGE MODE.
- ⑥ TO MINIMIZE OBSTRUCTION OF THE ARROW BOARD BY THE PCMS, OFFSET THE PCMS AS NEEDED FROM THE EDGE LINE
- ⑦ IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.
- ⑧ IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE PCMS AND FBS ON THE SAME SIDE OF THE ROADWAY.

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⑤ PCMS #3 MESSAGING

SPEEDS 0 MPH TO 39 MPH		SPEEDS 40 MPH AND GREATER	
FRAME 1	FRAME 2	 ( FLASHING MODE )	
MERGE HERE	TAKE TURNS		

③⑤① PCMS #1 MESSAGING

SPEEDS 0 MPH TO 39 MPH		SPEEDS 40 MPH AND GREATER	
FRAME 1	FRAME 2	 ( FLASHING CAUTION MODE )	
STOPPED TRAFFIC AHEAD	USE BOTH LANES		

⑤ PCMS #2 MESSAGING

SPEEDS 0 MPH TO 39 MPH		SPEEDS 40 MPH AND GREATER	
FRAME 1	FRAME 2	 ( FLASHING CAUTION MODE )	
STAY IN LANE	DO NOT MERGE		

**TRAFFIC CONTROL, DYNAMIC LANE MERGE SYSTEM**

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION












APPROVED  
 May 2023 /S/ Erin Schwark  
 DATE WORK ZONE ENGINEER

FHWA

SDD 15D12 - 11C

SDD 15D12 - 11C

**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
-  PORTABLE TRAFFIC SENSOR (PTS)
-  FLASHING BEACON SIGN

**GENERAL NOTES**

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

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

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

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

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

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

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

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

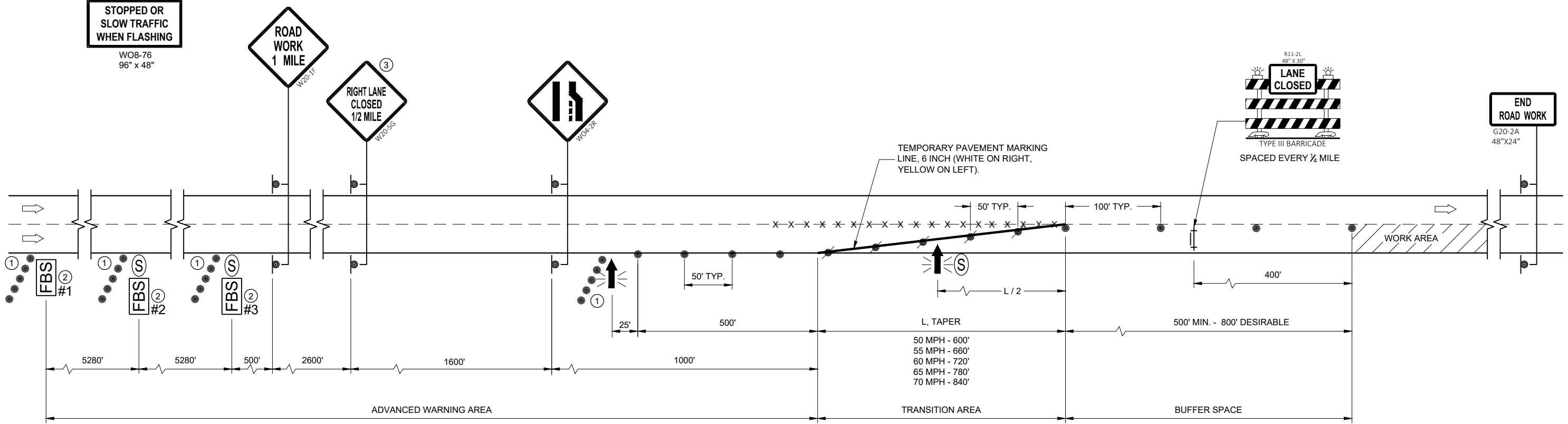
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

- ① 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.
- ② IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.
- ③ IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.

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SDD 15D12 - 11d

SDD 15D12 - 11d

**TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Erin Schwark  
DATE WORK ZONE ENGINEER

FHWA



**GENERAL NOTES**

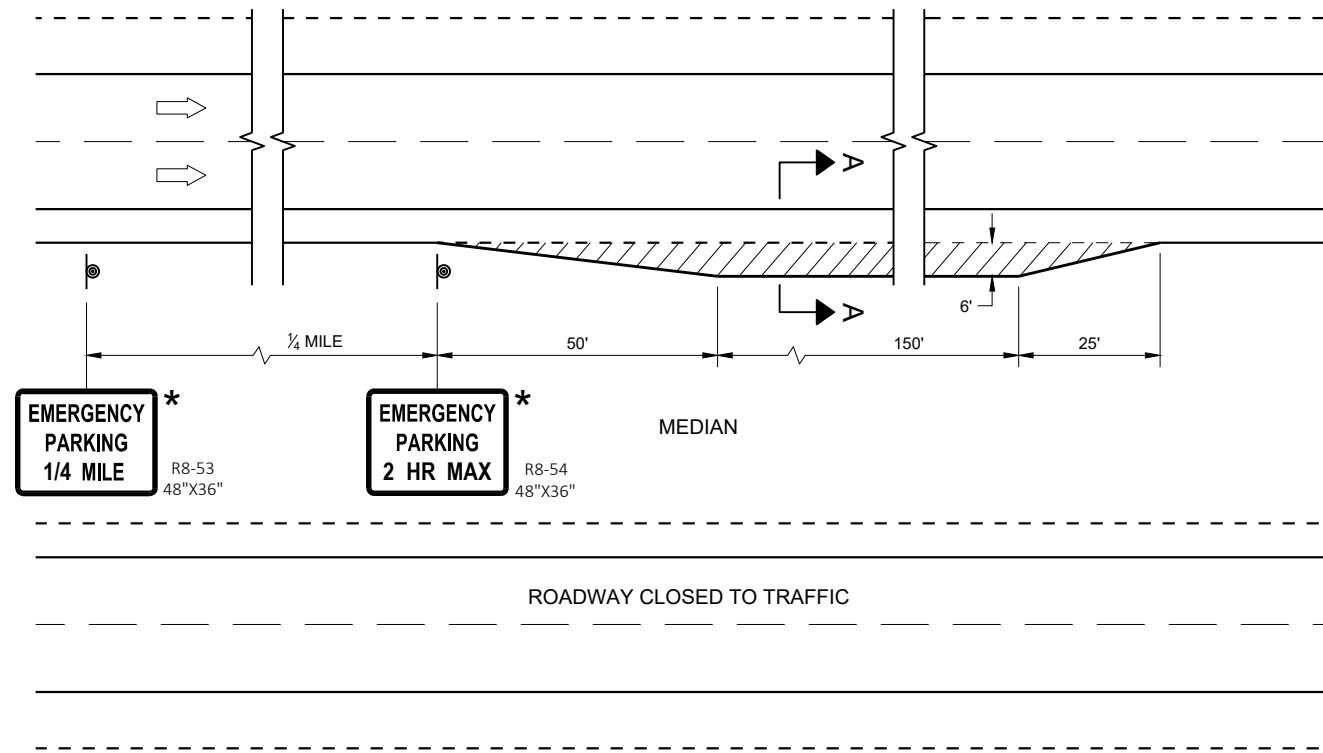
DETAILS OF CONSTRUCTION, MATERIAL AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

TEMPORARY EMERGENCY PULLOUTS AND SIGNS SHALL BE REMOVED AND THE ROADWAY RESTORED TO ITS ORIGINAL CROSS SECTION AND CONDITION PRIOR TO REOPENING THE ROADWAY TO ONE WAY TRAFFIC.

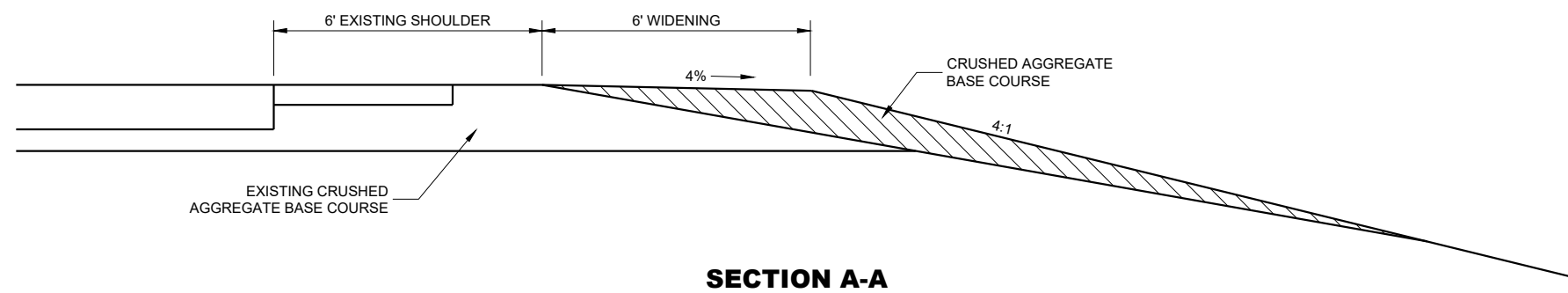
\* SIGNS TO BE BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC



**TEMPORARY EMERGENCY PULLOUTS FOR DIVIDED HIGHWAYS**



<b>TEMPORARY EMERGENCY PULLOUTS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2013 DATE	/s/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

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SDD 15D13 - 02

SDD 15D13 - 02

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  DIRECTION OF TRAFFIC

**GENERAL NOTES**

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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

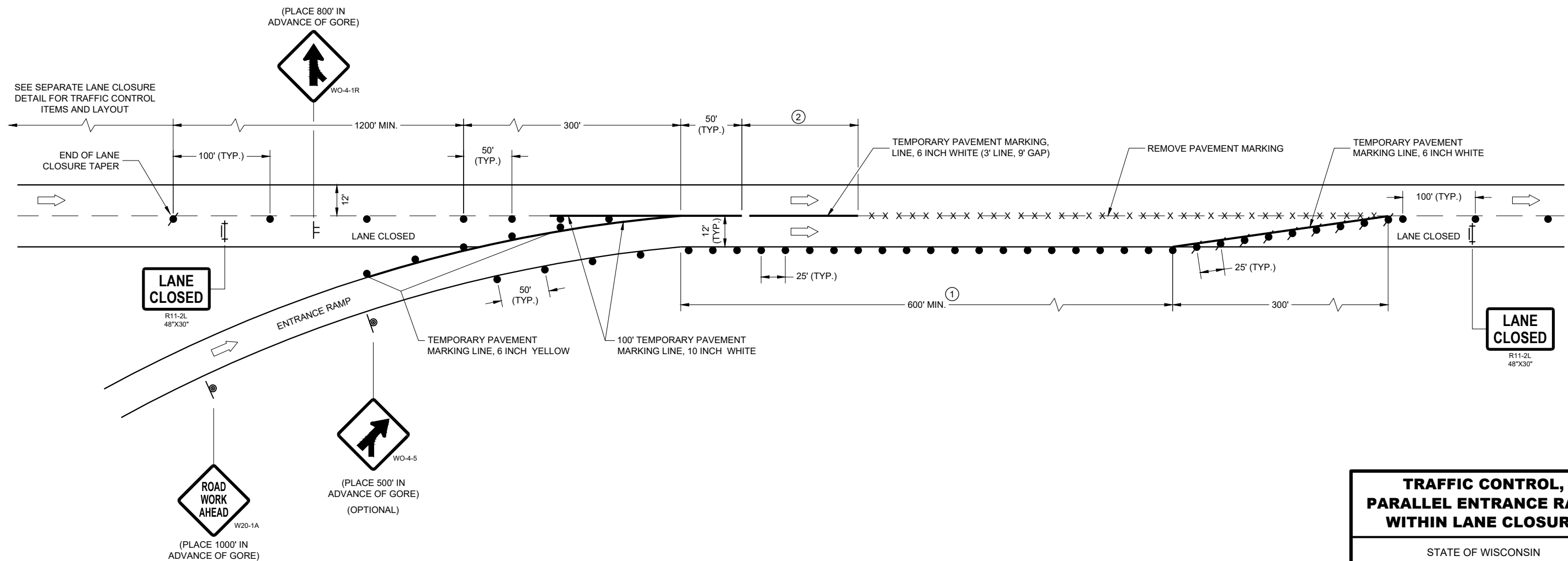
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

- ① EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.
- ② END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



<b>TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	








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SDD 15D15-07a

SDD 15D15-07a

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  DIRECTION OF TRAFFIC

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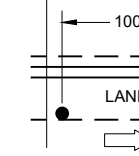
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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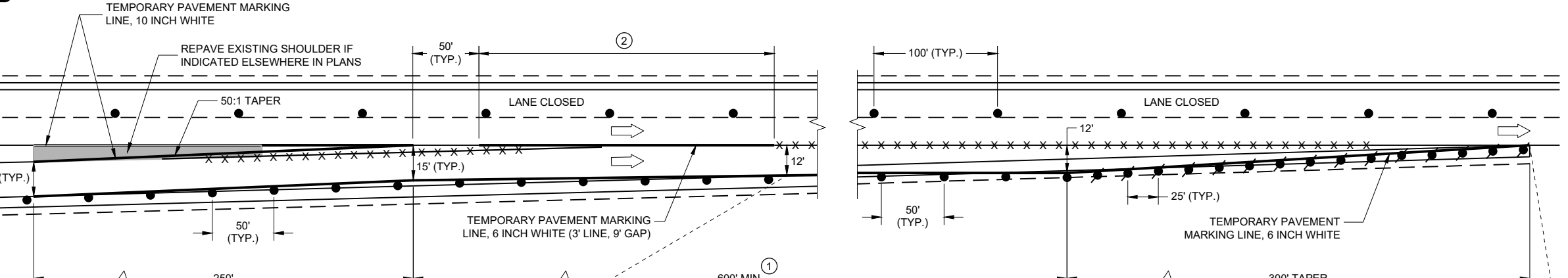
(PLACE 800' IN ADVANCE OF GORE)



(PLACE 1000' IN ADVANCE OF WO3-2)



(PLACE 500' IN ADVANCE OF GORE)



**TEMPORARY PAVEMENT DETAIL**

(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

**TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION









APPROVED  
DATE May 2023 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

SDD 15D15-07b

SDD 15D15-07b

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  FLAGS, 16" X 16" MIN., ORANGE
-  DIRECTION OF TRAFFIC

**GENERAL NOTES**

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

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

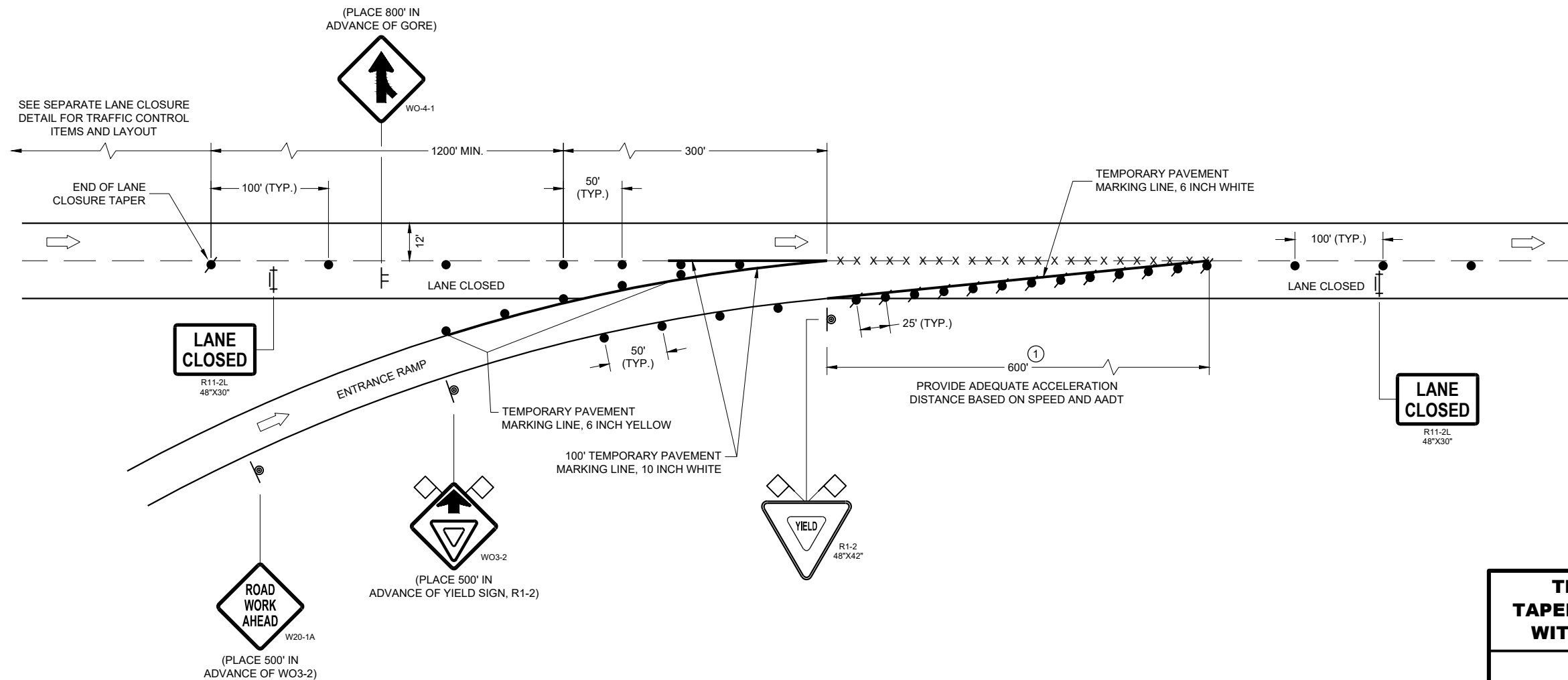
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

① CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



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SDD 15D15-07C

SDD 15D15-07C








**TRAFFIC CONTROL,  
TAPERED ENTRANCE RAMP  
WITHIN LANE CLOSURE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2023 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  FLAGS, 16" X 16" MIN., ORANGE
-  DIRECTION OF TRAFFIC

**GENERAL NOTES**

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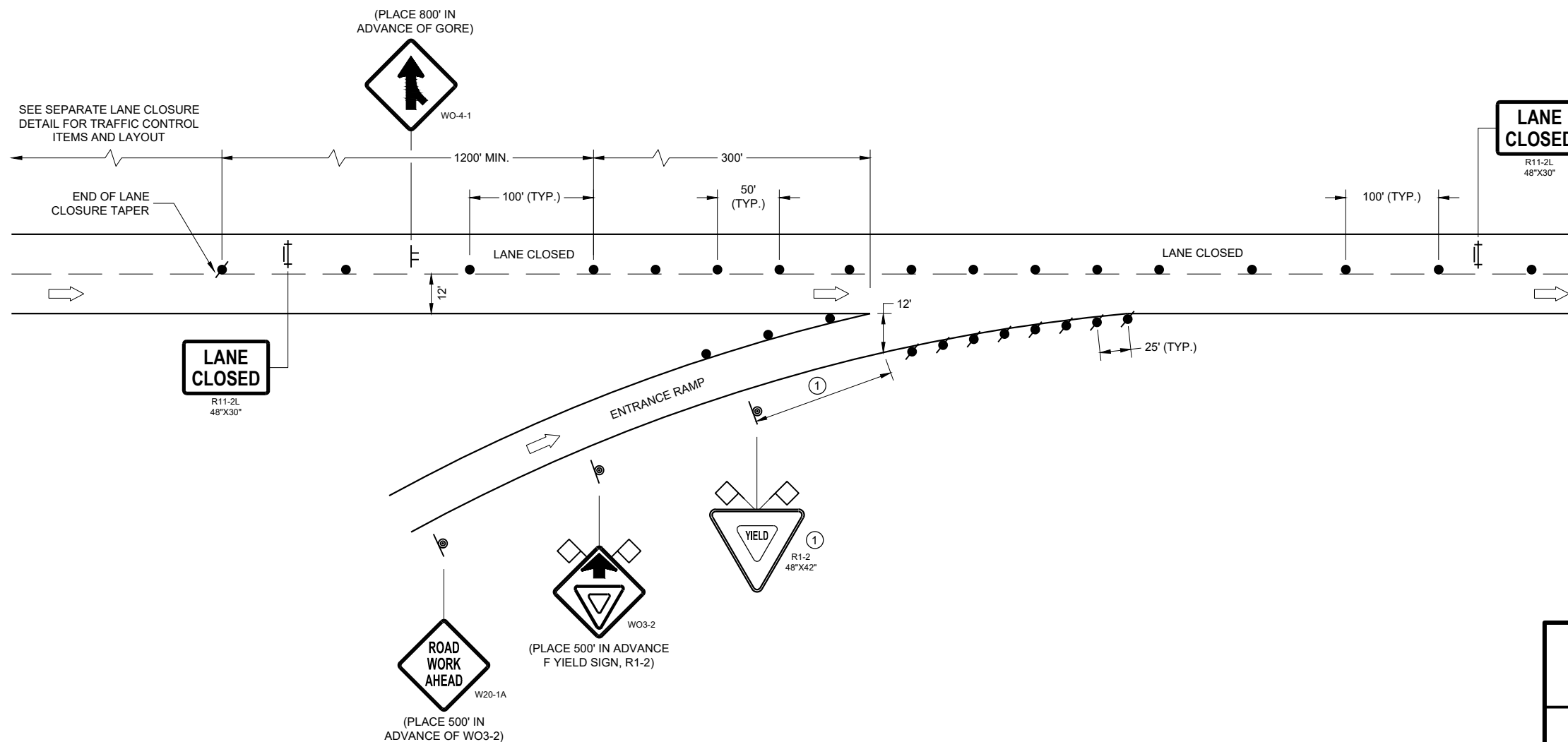
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IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

- ① PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



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SDD 15D15-07d

SDD 15D15-07d

<b>TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



**LEGEND**

- ⊙ SIGN ON PERMANENT SUPPORT
- ⊞ SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ×-×-× REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- ⊞ TYPE III BARRICADE WITH ATTACHED SIGN
- ➡ DIRECTION OF TRAFFIC

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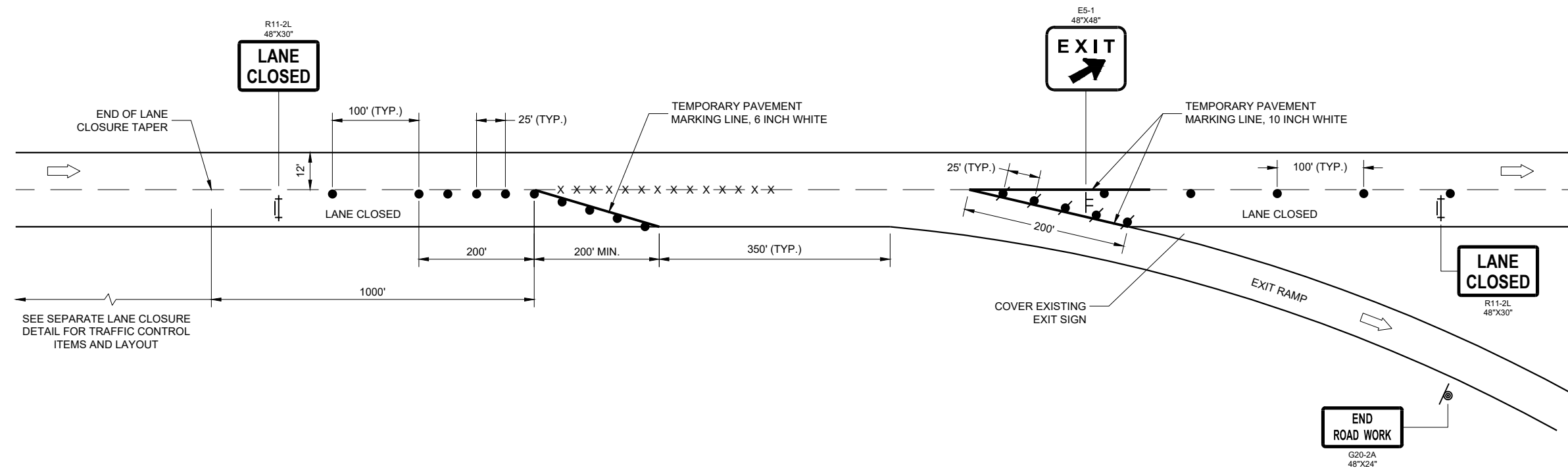
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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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



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SDD 15D15-07e

SDD 15D15-07e

<b>TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

### LEGEND

- † TYPE III BARRICADE
- †† TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ⚡ TYPE "A" WARNING LIGHT (FLASHING)
- ➡ DIRECTION OF TRAFFIC

### GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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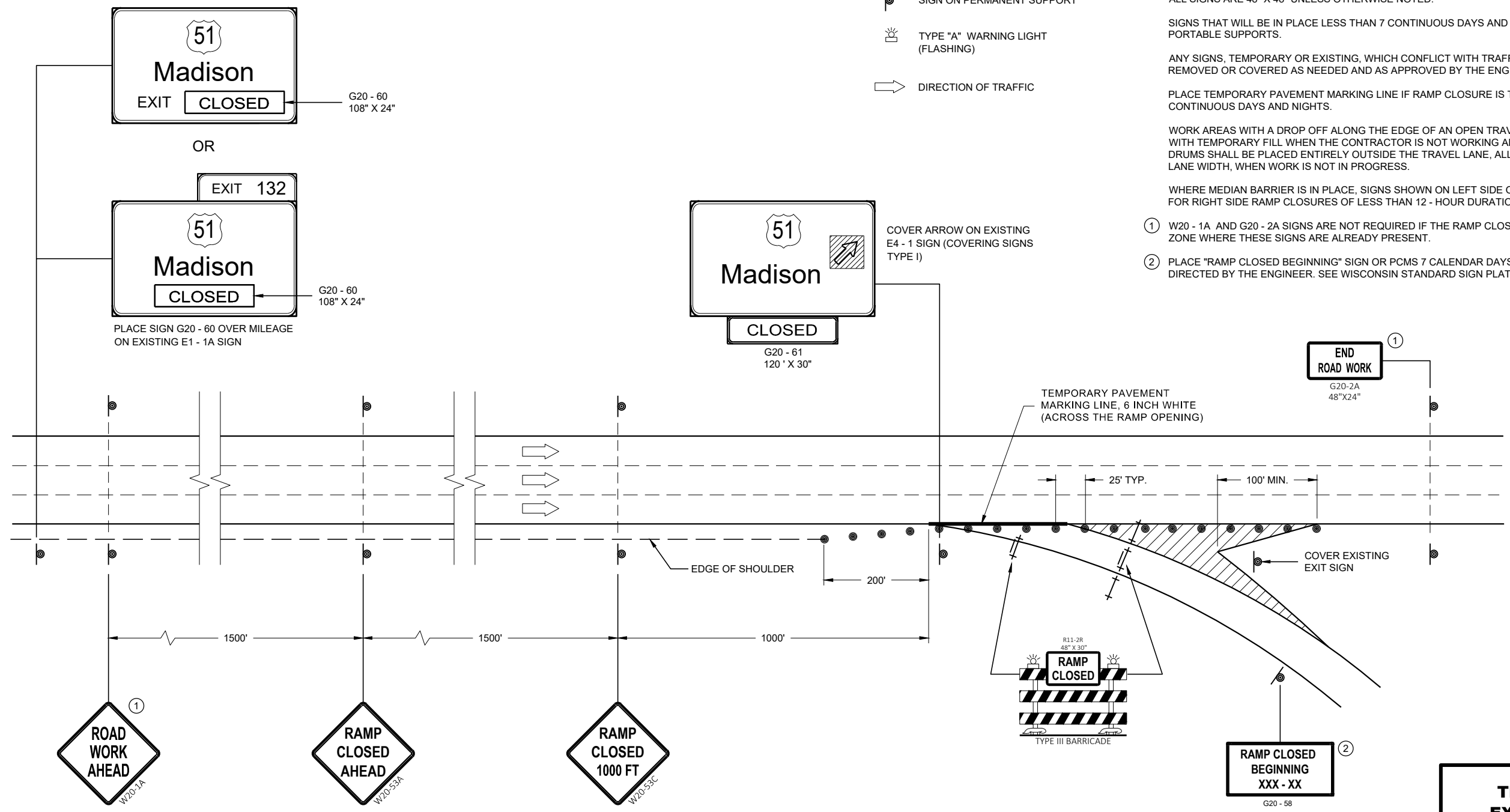
PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

① W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

② PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



**RAMP CLOSED BEGINNING**  
G20 - 58  
OR  
PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

**TRAFFIC CONTROL,  
EXIT RAMP CLOSURE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE May 2023 /S/ Andrew Heidtke  
ROADWAY STANDARDS DEVELOPMENT 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.

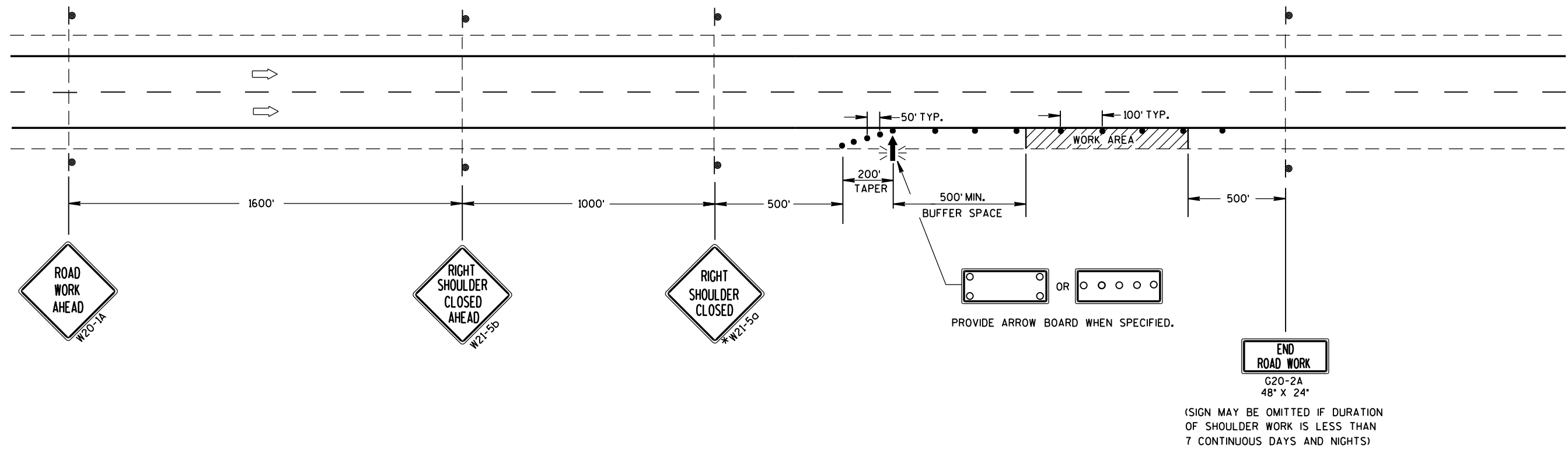
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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







PROVIDE ARROW BOARD WHEN SPECIFIED.

END ROAD WORK  
G20-2A  
48" X 24"

(SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS)

<b>TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2016 DATE	/s/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

**GENERAL NOTES**

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

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

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

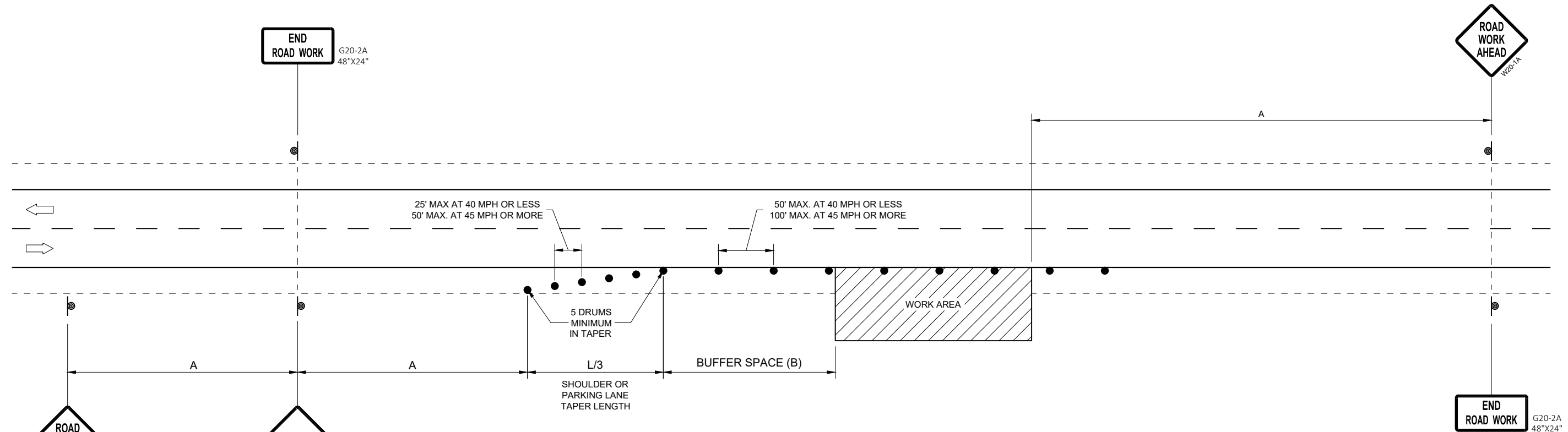
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

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OR  
IF TRAFFIC CONTROL DEVICES  
ENCROACH ONTO TRAVELED WAY, USE



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

**TRAFFIC CONTROL, WORK ON  
SHOULDER OR PARKING LANE,  
UNDIVIDED ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION










APPROVED  
May 2020 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC  
SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

**LEGEND**

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE "A" WARNING LIGHT (FLASHING)
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  CONCRETE BARRIER TEMPORARY PRECAST

**GENERAL NOTES**

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

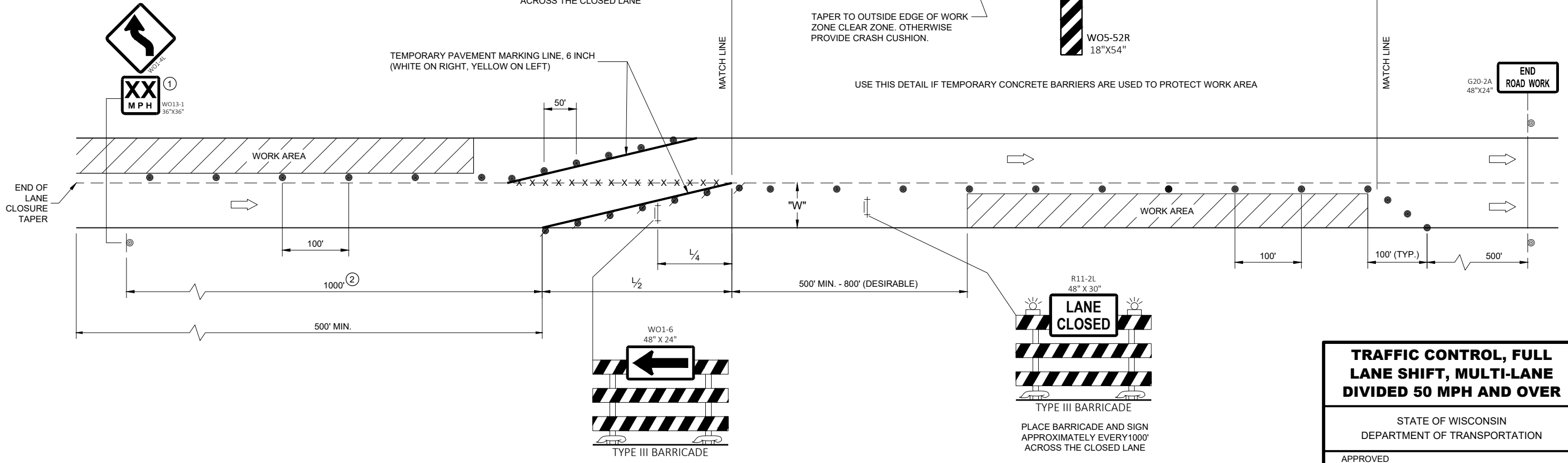
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

- ① USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- ② IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER 1/2				
	W, LATERAL OFFSET (FT)				
	10	11	12	13	14
50	250	275	300	325	350
55	275	303	330	358	385
60	300	330	360	390	420
65	325	358	390	423	455
70	350	385	420	455	490



**TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED \_\_\_\_\_  
DATE May 2023 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA










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SDD 15D40-05b

SDD 15D40-05b

**LEGEND**

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE "A" WARNING LIGHT (FLASHING)
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  CONCRETE BARRIER TEMPORARY PRECAST

**GENERAL NOTES**

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

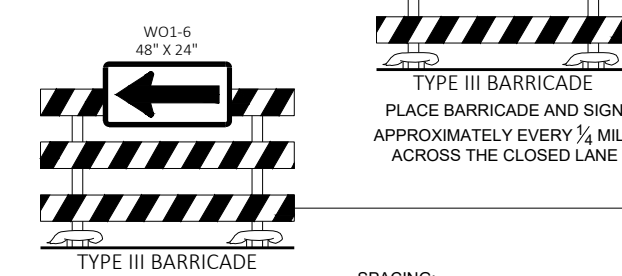
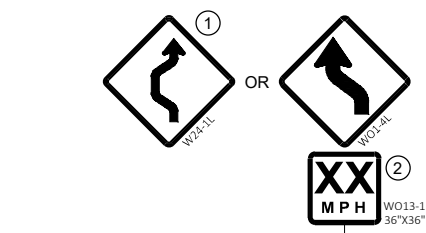
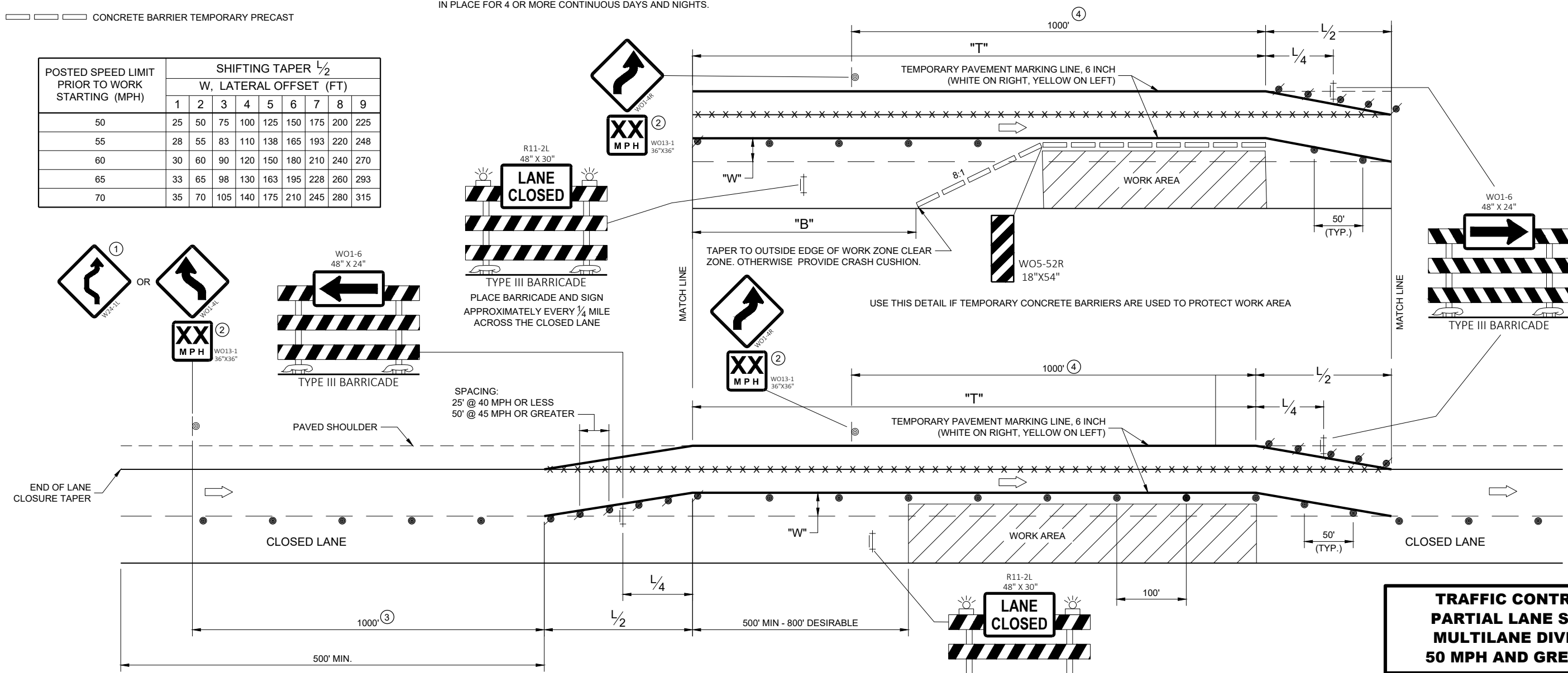
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

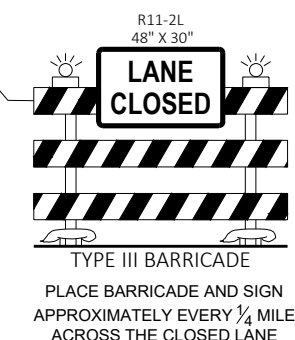
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

- ① USE ONLY WHEN T<600', OMIT WO1-4R.
- ② IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- ③ IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
- ④ IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315



SPACING:  
 25' @ 40 MPH OR LESS  
 50' @ 45 MPH OR GREATER



**TRAFFIC CONTROL,  
 PARTIAL LANE SHIFT  
 MULTILANE DIVIDED  
 50 MPH AND GREATER**

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

APPROVED \_\_\_\_\_ /S/ Andrew Heidtke  
 DATE May 2023 WORK ZONE ENGINEER

FHWA





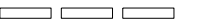

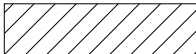
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SDD 15D40-05d


SDD 15D40-05d

**LEGEND**

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  CONCRETE BARRIER TEMPORARY PRECAST
-  TYPE "A" WARNING LIGHT (FLASHING)
-  WORK AREA




LOCATED  
3000 FEET BEYOND THE  
"ROAD WORK 1 MILE"  
( W20-1F) SIGN




R2-1  
48"x60"

OR



LOCATED  
700 FEET BEYOND THE  
W03-5 SIGN



(BLACK AND WHITE)  
LOCATED  
700 FEET BEYOND THE  
W03-5 SIGN

IF THE REGULATORY SPEED HAS BEEN REDUCED, 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 INCORPORATED A MINIMUM OF EVERY 3 MILES.

**GENERAL NOTES**

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

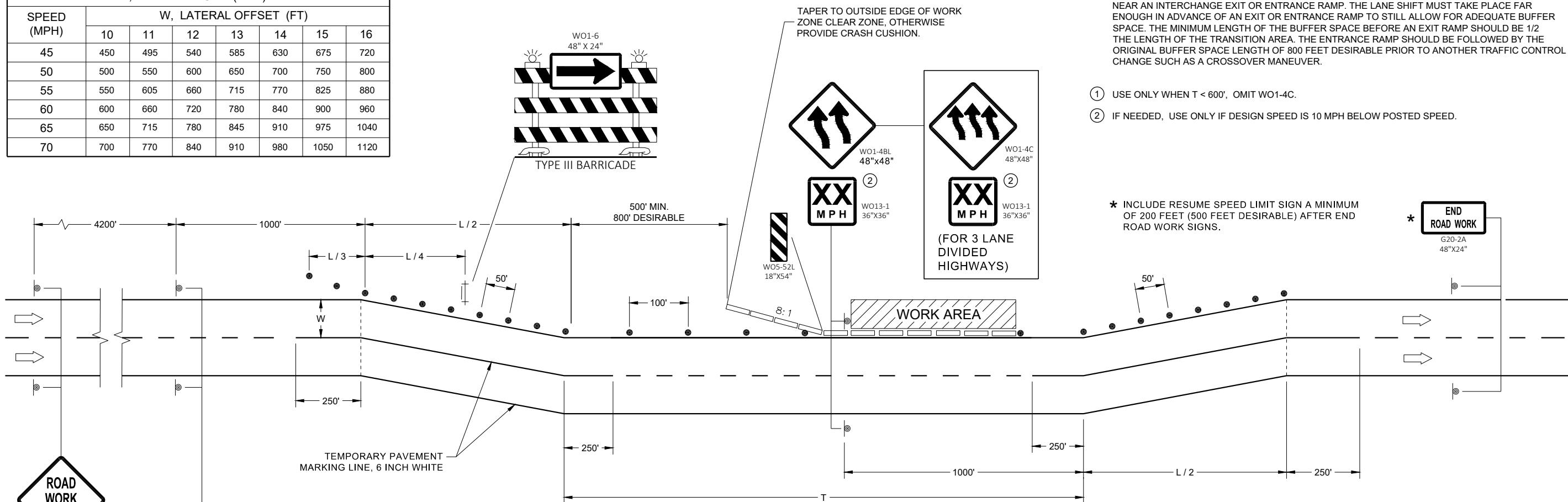
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.


ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

- ① USE ONLY WHEN T < 600', OMIT W01-4C.
- ② IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

\* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.


SPEED (MPH)	L, TAPER LENGTH (MPH)						
	W, LATERAL OFFSET (FT)						
	10	11	12	13	14	15	16
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120






W01-4BR  
48"x48"

OR




W24-1BR

①




W01-4C  
48"x48"

OR




W24-1BR



W013-1  
36"x36"

②



W013-1  
36"x36"

(FOR 3 LANE DIVIDED HIGHWAYS)













TRAFFIC CONTROL  
MULTIPLE LANE SHIFT  
MULTILANE DIVIDED ROAD

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  DELINEATOR, FLEXIBLE TUBULAR MARKER
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  DIRECTION OF TRAFFIC
-  CONSTRUCTION TRAFFIC
-  WORK AREA
-  CRASH CUSHION TEMPORARY
-  EXISTING CONCRETE BARRIER
-  TEMPORARY PRECAST

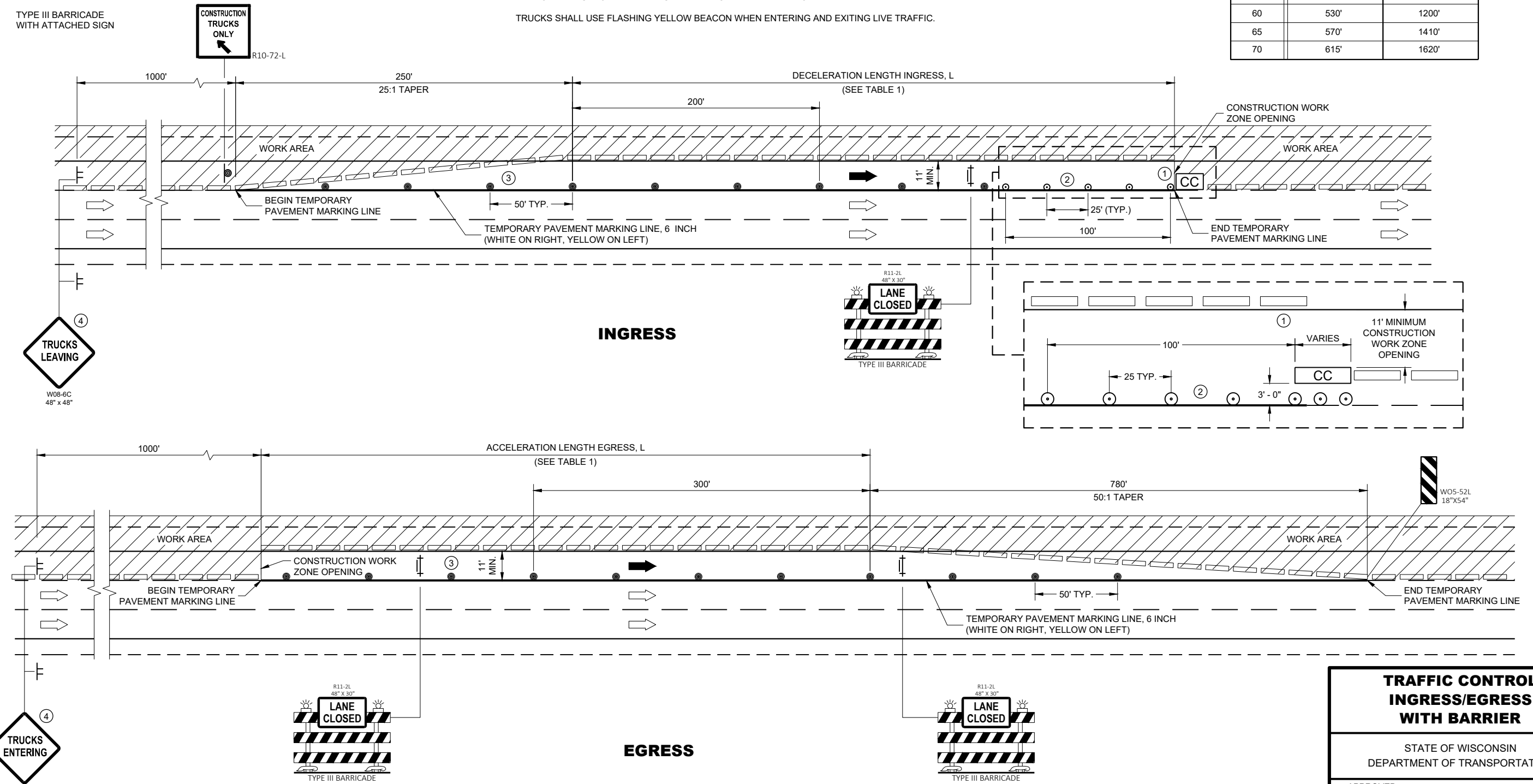
**GENERAL NOTES**

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.  
 "WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.  
 ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.  
 THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.  
 WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.  
 THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL  
 TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL  
 TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

- ① WIDEN BARRIER AS NECESSARY TO ACCOMMODATE CRASH CUSHION WIDTH.
- ② USE TUBULAR MARKERS TO HELP DELINEATE TEMPORARY CRASH CUSHION.
- ③ REMOVE DRUMS / BARRICADES WHEN INGRESS / EGRESS ARE IN USE.
- ④ REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

**TABLE 1**

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'



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SDD 15D47-03a

SDD 15D47-03a

**TRAFFIC CONTROL  
INGRESS/EGRESS  
WITH BARRIER**








STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
 May 2023 /S/ Andrew Heidtke  
 DATE WORK ZONE ENGINEER

FHWA



**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  DIRECTION OF TRAFFIC
-  CONSTRUCTION TRAFFIC
-  WORK AREA

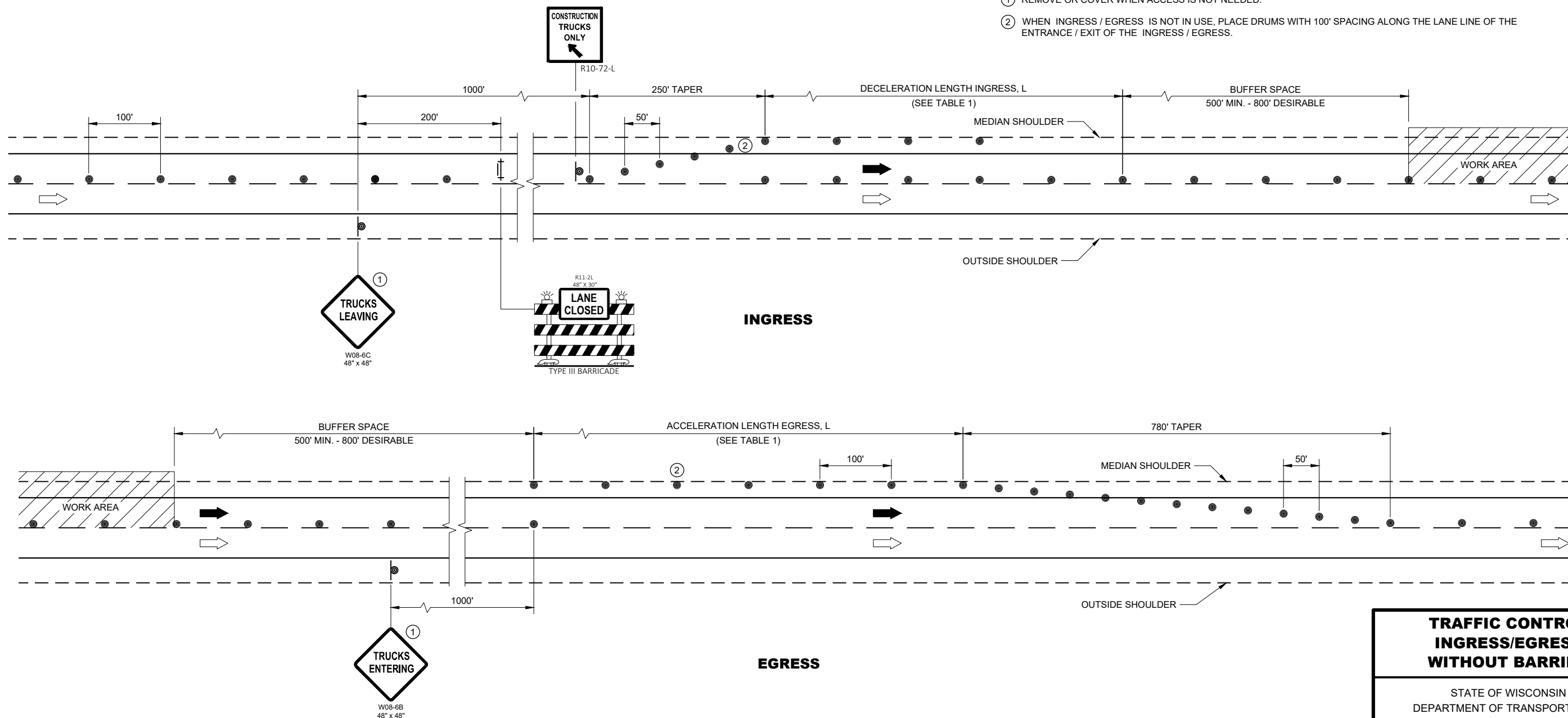
**TABLE 1**

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**LEGEND**

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.  
 "WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.  
 ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.  
 THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.  
 WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.  
 THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL  
 TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL  
 TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

- ① REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.
- ② WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.



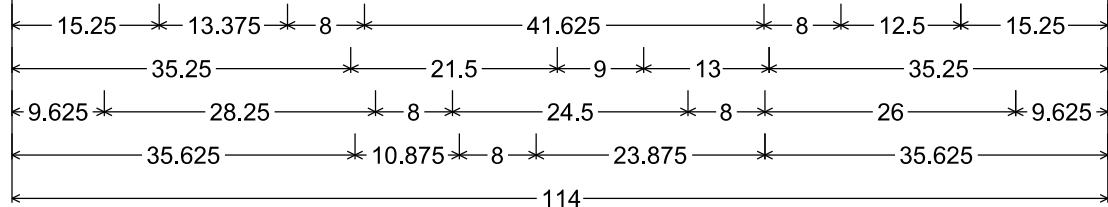
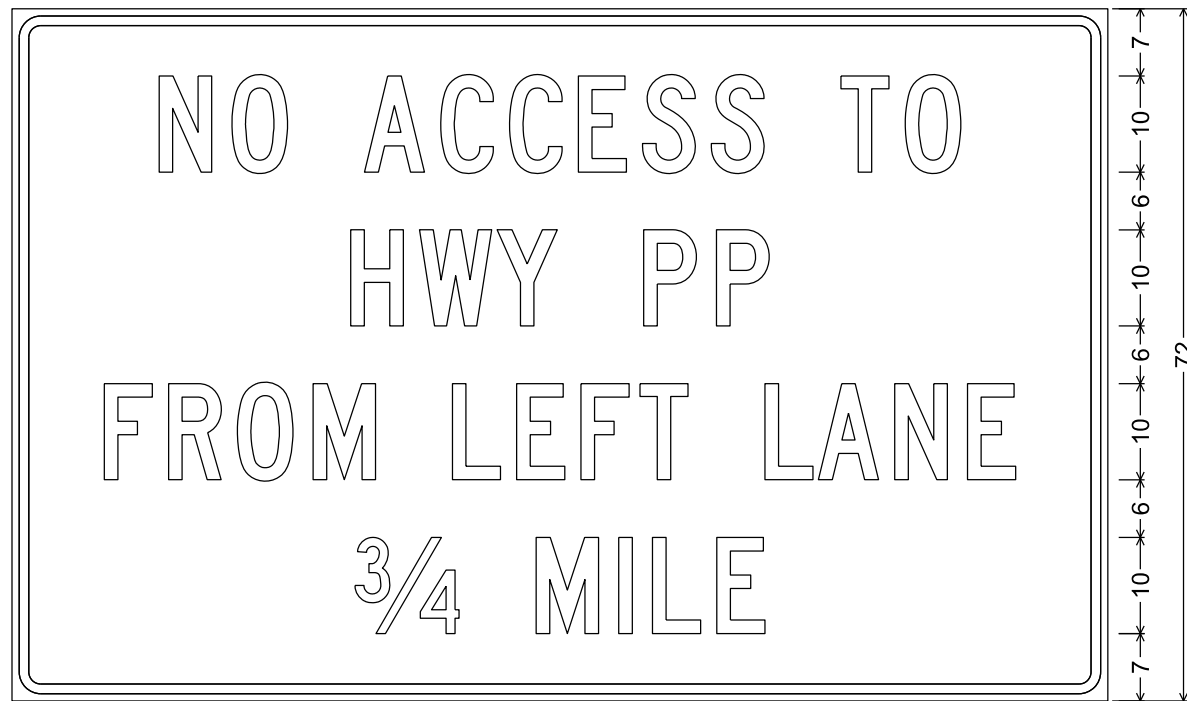
6

6

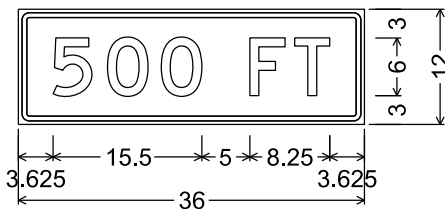
SDD 15D47-03b

SDD 15D47-03b

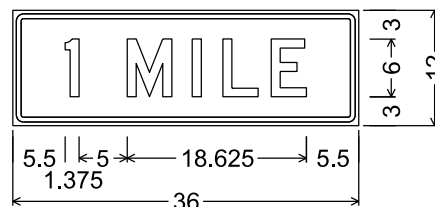
<b>TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE MAY 2023	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



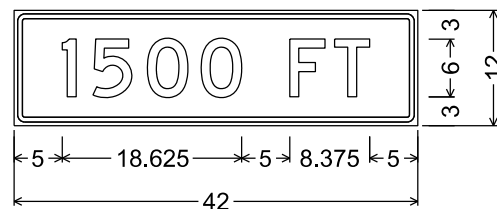
3.000" Radius, 1.000" Border, 0.750" Indent,  
 "NO", C; "ACCESS", C; "TO", C; "HWY", C; "PP", C; "FROM", C; "LEFT", C;  
 "LANE", C; "3/4", C; "MILE", C



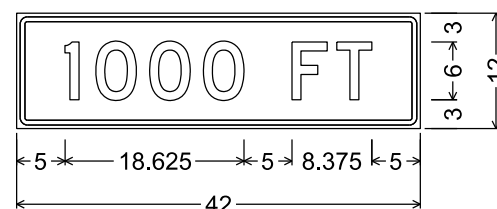
1.125" Radius, 0.500" Border, 0.375" Indent



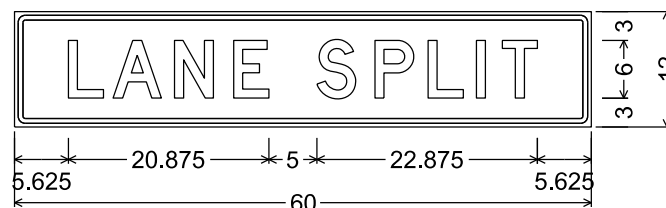
1.125" Radius, 0.500" Border, 0.375" Indent



1.125" Radius, 0.500" Border, 0.375" Indent



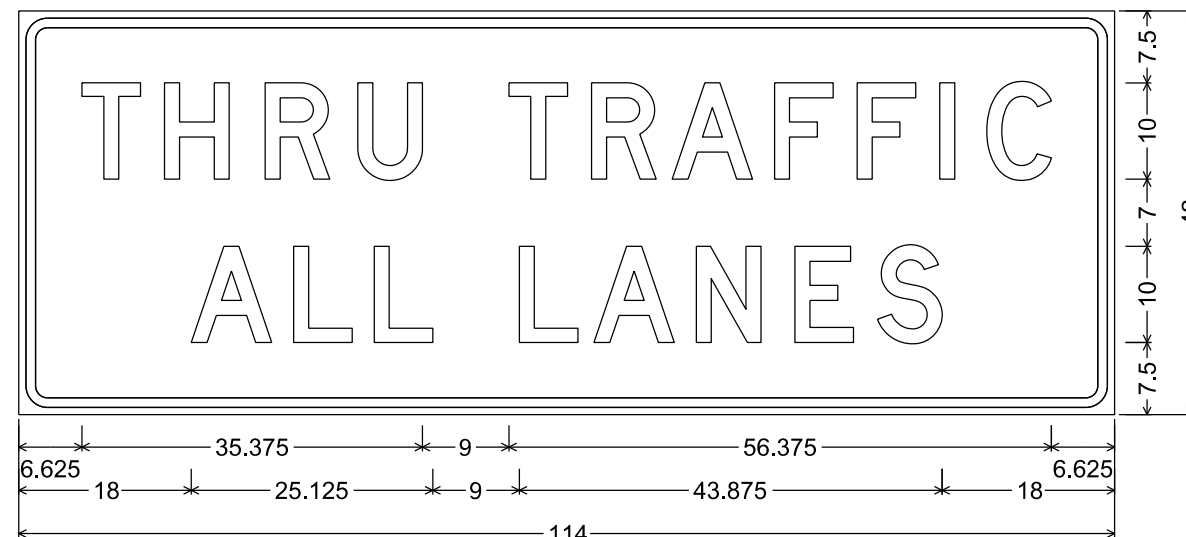
1.125" Radius, 0.500" Border, 0.375" Indent



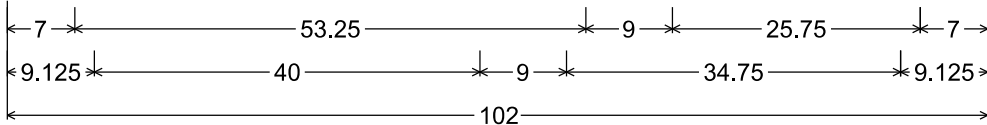
1.125" Radius, 0.500" Border, 0.375" Indent

NOTES

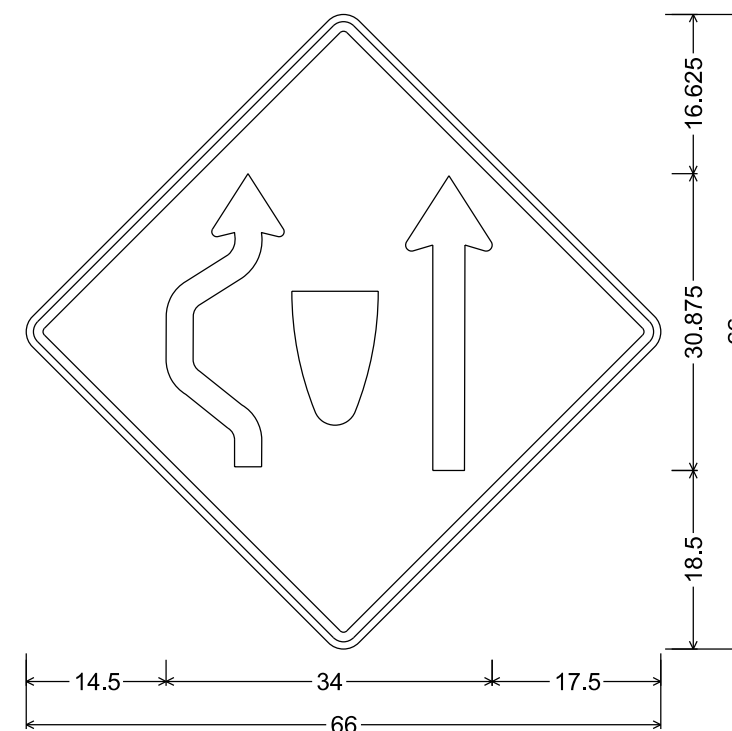
1. Fixed Message Signs are Type II - Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - D except as noted



3.000" Radius, 1.000" Border, 0.750" Indent



3.000" Radius, 1.000" Border, 0.750" Indent



48.000" across sides 2.250" Radius, 1.000" Border, 0.750" Indent

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3156+50.00	315650.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3157+00.00	315700.00	50.00	4.76	0.00	21.91	4	0	20	4	25	-21
3158+00.00	315800.00	100.00	3.99	0.00	24.44	16	0	86	20	133	-113
3159+00.00	315900.00	100.00	4.48	0.00	28.06	16	0	97	36	254	-218
3160+00.00	316000.00	100.00	3.99	0.00	25.12	16	0	98	52	376	-324
3161+00.00	316100.00	100.00	3.58	0.00	29.18	14	0	101	66	503	-437
3162+00.00	316200.00	100.00	2.74	0.00	69.64	12	0	183	78	731	-653
3163+00.00	316300.00	100.00	2.92	0.00	69.44	10	0	258	88	1,054	-966
3164+00.00	316400.00	100.00	2.71	0.00	85.92	10	0	288	98	1,414	-1,316
3165+00.00	316500.00	100.00	2.57	0.00	85.11	10	0	317	108	1,810	-1,702
3166+00.00	316600.00	100.00	2.67	0.00	90.80	10	0	326	118	2,218	-2,100
3167+00.00	316700.00	100.00	2.43	0.00	90.39	9	0	336	127	2,638	-2,511
3168+00.00	316800.00	100.00	1.95	0.00	68.53	8	0	294	135	3,005	-2,870
3169+00.00	316900.00	100.00	2.54	0.00	45.16	8	0	211	143	3,269	-3,126
3170+00.00	317000.00	100.00	2.62	0.00	44.84	10	0	167	153	3,478	-3,325
3171+00.00	317100.00	100.00	2.21	0.00	49.08	9	0	174	162	3,695	-3,533
3172+00.00	317200.00	100.00	2.91	0.00	39.80	9	0	165	171	3,901	-3,730
3173+00.00	317300.00	100.00	2.10	0.00	47.69	9	0	162	180	4,104	-3,924
3174+00.00	317400.00	100.00	2.54	0.00	36.33	9	0	156	189	4,299	-4,110
3175+00.00	317500.00	100.00	2.23	0.00	35.09	9	0	132	198	4,464	-4,266
3176+00.00	317600.00	100.00	2.91	0.00	28.04	10	0	117	208	4,610	-4,402
3177+00.00	317700.00	100.00	2.81	0.00	30.27	11	0	108	219	4,745	-4,526
3178+00.00	317800.00	100.00	1.98	0.00	43.76	9	0	137	228	4,916	-4,688
3179+00.00	317900.00	100.00	1.76	0.00	45.37	7	0	165	235	5,123	-4,888
3180+00.00	318000.00	100.00	2.44	0.00	46.17	8	0	170	243	5,335	-5,092
3181+00.00	318100.00	100.00	3.26	0.00	43.46	11	0	166	254	5,543	-5,289
3182+00.00	318200.00	100.00	2.70	0.00	41.28	11	0	157	265	5,739	-5,474
3183+00.00	318300.00	100.00	3.33	0.00	28.42	11	0	129	276	5,900	-5,624
3184+00.00	318400.00	100.00	2.94	0.00	34.71	12	0	117	288	6,046	-5,758
3185+00.00	318500.00	100.00	3.21	0.00	39.15	11	0	137	299	6,218	-5,919
3186+00.00	318600.00	100.00	3.17	0.00	40.52	12	0	148	311	6,403	-6,092
3187+00.00	318700.00	100.00	4.34	0.00	22.26	14	0	116	325	6,548	-6,223
3188+00.00	318800.00	100.00	4.85	0.00	8.94	17	0	58	342	6,620	-6,278
3189+00.00	318900.00	100.00	3.84	0.00	7.30	16	0	30	358	6,658	-6,300
3190+00.00	319000.00	100.00	4.73	0.00	6.14	16	0	25	374	6,689	-6,315
3191+00.00	319100.00	100.00	4.87	0.00	10.94	18	0	32	392	6,729	-6,337
3192+00.00	319200.00	100.00	4.74	0.00	18.00	18	0	54	410	6,796	-6,386
3192+95.04	319295.04	95.04	2.93	0.00	34.40	14	0	92	424	6,911	-6,487
3193+00.00	319300.00	4.96	2.81	0.00	25.26	1	0	5	425	6,918	-6,493
3194+00.00	319400.00	100.00	3.15	0.00	18.95	11	0	82	436	7,020	-6,584
3195+00.00	319500.00	100.00	4.21	0.00	10.99	14	0	55	450	7,089	-6,639
3195+50.00	319550.00	50.00	0.00	0.00	0.00	4	0	10	454	7,101	-6,647

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
			NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 8
3196+50.00	319650.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3197+00.00	319700.00	50.00	3.56	0.00	15.17	3	0	14	3	18	-15
3198+00.00	319800.00	100.00	3.42	0.00	20.26	13	0	66	16	100	-84
3198+62.00	319862.00	62.00	3.60	0.00	13.45	8	0	39	24	149	-125
3199+00.00	319900.00	38.00	5.01	0.00	13.90	6	0	19	30	173	-143
3200+00.00	320000.00	100.00	7.56	0.00	12.21	23	0	48	53	233	-180
3200+12.00	320012.00	12.00	8.53	0.00	16.27	4	0	6	57	240	-183
3201+00.00	320100.00	88.00	8.01	0.00	13.07	27	0	48	84	300	-216
3202+00.00	320200.00	100.00	10.72	0.00	8.34	35	0	40	119	350	-231
3202+76.00	320276.00	76.00	8.06	0.00	26.08	26	0	48	145	410	-265
3203+00.00	320300.00	24.00	6.79	0.00	31.32	7	0	26	152	443	-291
3204+00.00	320400.00	100.00	4.88	0.00	15.06	22	0	86	174	550	-376
3204+27.00	320427.00	27.00	4.59	0.00	12.68	5	0	14	179	568	-389
3205+00.00	320500.00	73.00	5.12	0.00	13.74	13	0	36	192	613	-421
3206+00.00	320600.00	100.00	5.22	0.00	15.23	19	0	54	211	680	-469
3207+00.00	320700.00	100.00	5.02	0.00	15.67	19	0	57	230	751	-521
3208+00.00	320800.00	100.00	3.67	0.00	19.08	16	0	64	246	831	-585
3209+00.00	320900.00	100.00	3.93	0.00	14.32	14	0	62	260	909	-649
3210+00.00	321000.00	100.00	4.47	0.00	10.93	16	0	47	276	968	-692
3211+00.00	321100.00	100.00	4.59	0.00	25.57	17	0	68	293	1,053	-760
3212+00.00	321200.00	100.00	4.80	0.00	22.86	17	0	90	310	1,165	-855
3213+00.00	321300.00	100.00	3.53	0.00	26.22	15	0	91	325	1,279	-954
3214+00.00	321400.00	100.00	4.87	0.00	14.06	16	0	75	341	1,373	-1,032
3215+00.00	321500.00	100.00	4.89	0.00	14.89	18	0	54	359	1,440	-1,081
3216+00.00	321600.00	100.00	5.01	0.00	13.82	18	0	53	377	1,506	-1,129
3217+00.00	321700.00	100.00	6.68	0.00	10.15	22	0	44	399	1,561	-1,162
3218+00.00	321800.00	100.00	8.49	0.00	4.89	28	0	28	427	1,596	-1,169
3218+50.00	321850.00	50.00	0.00	0.00	0.00	8	0	5	435	1,603	-1,168

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
			NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 8
3226+50.00	322650.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3227+00.00	322700.00	50.00	9.59	0.00	1.12	9	0	1	9	1	8
3228+00.00	322800.00	100.00	5.76	0.00	8.62	28	0	18	37	24	13
3229+00.00	322900.00	100.00	5.86	0.00	6.60	22	0	28	59	59	0
3229+66.00	322966.00	66.00	5.09	0.00	10.64	13	0	21	72	85	-13
3229+97.41	322997.41	31.41	5.53	0.00	43.36	6	0	31	78	124	-46
3230+00.00	323000.00	2.59	5.61	0.00	33.34	1	0	4	79	129	-50
3231+00.00	323100.00	100.00	13.90	0.00	0.00	36	0	62	115	206	-91
3231+16.00	323116.00	16.00	15.44	0.00	0.46	9	0	0	124	206	-82
3231+79.00	323179.00	63.00	14.53	0.00	0.00	35	0	1	159	208	-49
3231+91.50	323191.50	12.50	14.23	0.00	0.00	7	0	0	166	208	-42
3232+00.00	323200.00	8.50	13.51	0.00	0.00	4	0	0	170	208	-38
3233+00.00	323300.00	100.00	14.65	0.00	0.00	52	0	0	222	208	15

9

9

PROJECT NO: 1017-01-73

HWY: IH 90

COUNTY: MONROE AND JUNEAU

EARTHWORK DATA

SHEET

E

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3233+00.00	323300.00	0.00	14.65	0.00	0.00	0	0	0	0	0	0
3233+04.50	323304.50	4.50	15.24	0.00	0.00	2	0	0	2	0	2
3233+17.00	323317.00	12.50	16.30	0.00	0.00	7	0	0	9	0	9
3233+80.00	323380.00	63.00	17.70	0.00	0.00	40	0	0	49	0	49
3234+00.00	323400.00	20.00	17.08	0.00	0.00	13	0	0	62	0	62
3235+00.00	323500.00	100.00	9.03	0.00	4.72	48	0	9	110	11	99
3235+31.00	323531.00	31.00	6.57	0.00	5.05	9	0	6	119	19	100
3236+00.00	323600.00	69.00	4.67	0.00	9.86	14	0	19	133	43	91
3237+00.00	323700.00	100.00	5.42	0.00	11.44	19	0	39	152	91	61
3238+00.00	323800.00	100.00	5.48	0.00	8.06	20	0	36	172	136	36
3239+00.00	323900.00	100.00	5.22	0.00	11.43	20	0	36	192	181	11
3240+00.00	324000.00	100.00	6.53	0.00	5.11	22	0	31	214	220	-6
3241+00.00	324100.00	100.00	6.01	0.00	8.68	23	0	26	237	253	-16
3242+00.00	324200.00	100.00	5.57	0.00	6.60	21	0	28	258	288	-30
3243+00.00	324300.00	100.00	5.65	0.00	3.83	21	0	19	279	311	-32
3244+00.00	324400.00	100.00	5.01	0.00	3.54	20	0	14	299	329	-30
3245+00.00	324500.00	100.00	5.86	0.00	7.29	20	0	20	319	354	-35
3246+00.00	324600.00	100.00	5.26	0.00	11.73	21	0	35	340	398	-58
3247+00.00	324700.00	100.00	4.84	0.00	12.19	19	0	44	359	453	-94
3248+00.00	324800.00	100.00	4.19	0.00	14.75	17	0	50	376	515	-139
3249+00.00	324900.00	100.00	4.96	0.00	15.36	17	0	56	393	585	-192
3250+00.00	325000.00	100.00	3.69	0.00	22.91	16	0	71	409	674	-265
3250+97.63	325097.63	97.63	4.14	0.00	39.53	14	0	113	423	815	-392
3251+00.00	325100.00	2.37	4.09	0.00	26.52	0	0	3	423	819	-396
3252+00.00	325200.00	100.00	5.44	0.00	23.88	18	0	93	441	935	-494
3253+00.00	325300.00	100.00	4.05	0.00	29.56	18	0	99	459	1,059	-600
3254+00.00	325400.00	100.00	4.64	0.00	7.33	16	0	68	475	1,144	-669
3255+00.00	325500.00	100.00	4.45	0.00	7.99	17	0	28	492	1,179	-687
3256+00.00	325600.00	100.00	4.77	0.00	7.19	17	0	28	509	1,214	-705
3257+00.00	325700.00	100.00	4.52	0.00	5.88	17	0	24	526	1,244	-718
3258+00.00	325800.00	100.00	4.48	0.00	5.01	17	0	20	543	1,269	-726
3259+00.00	325900.00	100.00	4.91	0.00	4.88	17	0	18	560	1,291	-731
3260+00.00	326000.00	100.00	4.64	0.00	6.31	18	0	21	578	1,318	-740
3261+00.00	326100.00	100.00	6.86	0.00	3.02	21	0	17	599	1,339	-740
3261+96.82	326196.82	96.82	5.55	0.00	25.71	22	0	52	621	1,404	-783
3262+00.00	326200.00	3.18	5.56	0.00	16.83	1	0	3	622	1,408	-786
3263+00.00	326300.00	100.00	3.78	0.00	12.05	17	0	53	639	1,474	-835
3263+46.00	326346.00	46.00	3.89	0.00	9.03	7	0	18	646	1,496	-850
3264+00.00	326400.00	54.00	3.64	0.00	18.13	8	0	27	654	1,530	-876
3264+96.00	326496.00	96.00	5.62	0.00	14.87	16	0	59	670	1,604	-934
3265+00.00	326500.00	4.00	5.54	0.00	15.08	1	0	2	671	1,606	-935
3265+59.00	326559.00	59.00	4.99	0.00	14.29	12	0	32	683	1,646	-963
3265+71.50	326571.50	12.50	4.47	0.00	15.35	2	0	7	685	1,655	-970
3266+00.00	326600.00	28.50	4.25	0.00	16.40	5	0	17	690	1,676	-986
3267+00.00	326700.00	100.00	4.13	0.00	13.72	16	0	56	706	1,746	-1,040
3267+34.50	326734.50	34.50	4.09	0.00	14.08	5	0	18	711	1,769	-1,058
3267+47.00	326747.00	12.50	4.17	0.00	13.65	2	0	6	713	1,776	-1,063
3268+00.00	326800.00	53.00	4.21	0.00	15.02	8	0	28	721	1,811	-1,090
3268+10.00	326810.00	10.00	4.53	0.00	14.49	2	0	5	723	1,818	-1,095
3269+00.00	326900.00	90.00	4.20	0.00	8.49	15	0	38	738	1,865	-1,127

DIVISION 1 - IH 94 EB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3269+61.00	326961.00	61.00	4.54	0.00	3.02	10	0	13	748	1,881	-1,133
3270+00.00	327000.00	39.00	3.93	0.00	3.44	6	0	5	754	1,888	-1,134
3271+00.00	327100.00	100.00	3.86	0.00	5.09	14	0	16	768	1,908	-1,140
3272+00.00	327200.00	100.00	4.58	0.00	2.22	16	0	14	784	1,925	-1,141
3273+00.00	327300.00	100.00	4.76	0.00	5.95	17	0	15	801	1,944	-1,143
3274+00.00	327400.00	100.00	3.48	0.00	13.76	15	0	36	816	1,989	-1,173
3275+00.00	327500.00	100.00	3.90	0.00	18.22	14	0	59	830	2,063	-1,233
3276+00.00	327600.00	100.00	3.89	0.00	14.24	14	0	60	844	2,138	-1,294
3277+00.00	327700.00	100.00	3.25	0.00	20.46	13	0	64	857	2,218	-1,361
3278+00.00	327800.00	100.00	3.59	0.00	20.59	13	0	76	870	2,313	-1,443
3279+00.00	327900.00	100.00	3.94	0.00	45.82	14	0	123	884	2,466	-1,582
3280+00.00	328000.00	100.00	4.25	0.00	38.34	15	0	156	899	2,661	-1,762
3281+00.00	328100.00	100.00	3.80	0.00	14.93	15	0	99	914	2,785	-1,871
3282+00.00	328200.00	100.00	3.42	0.00	15.06	13	0	56	927	2,855	-1,928
3283+00.00	328300.00	100.00	3.55	0.00	11.62	13	0	49	940	2,916	-1,976
3284+00.00	328400.00	100.00	4.58	0.00	7.45	15	0	35	955	2,960	-2,005
3285+00.00	328500.00	100.00	3.30	0.00	8.69	15	0	30	970	2,998	-2,028
3286+00.00	328600.00	100.00	5.08	0.00	3.20	16	0	22	986	3,025	-2,039
3287+00.00	328700.00	100.00	4.22	0.00	3.82	17	0	13	1,003	3,041	-2,038
3288+00.00	328800.00	100.00	4.84	0.00	3.55	17	0	14	1,020	3,059	-2,039
3289+00.00	328900.00	100.00	4.55	0.00	3.15	17	0	12	1,037	3,074	-2,037
3290+00.00	329000.00	100.00	3.23	0.00	9.15	14	0	23	1,051	3,103	-2,052
3291+00.00	329100.00	100.00	4.51	0.00	6.97	14	0	30	1,065	3,140	-2,075
3292+00.00	329200.00	100.00	3.63	0.00	10.67	15	0	33	1,080	3,181	-2,101
3293+00.00	329300.00	100.00	3.89	0.00	9.86	14	0	38	1,094	3,229	-2,135
3294+00.00	329400.00	100.00	3.17	0.00	14.38	13	0	45	1,107	3,285	-2,178
3295+00.00	329500.00	100.00	4.73	0.00	6.75	15	0	39	1,122	3,334	-2,212
3296+00.00	329600.00	100.00	4.16	0.00	6.66	16	0	25	1,138	3,365	-2,227
3296+94.85	329694.85	94.85	5.06	0.00	21.51	16	0	49	1,154	3,426	-2,272
3297+00.00	329700.00	5.15	4.83	0.00	11.07	1	0	3	1,155	3,430	-2,275
3298+00.00	329800.00	100.00	3.98	0.00	6.40	16	0	32	1,171	3,470	-2,299
3299+00.00	329900.00	100.00	4.41	0.00	4.32	16	0	20	1,187	3,495	-2,308
3300+00.00	330000.00	100.00	4.54	0.00	1.99	17	0	12	1,204	3,510	-2,306
3301+00.00	330100.00	100.00	5.92	0.00	1.21	19	0	6	1,223	3,518	-2,295
3302+00.00	330200.00	100.00	4.12	0.00	5.13	19	0	12	1,242	3,533	-2,291
3303+00.00	330300.00	100.00	4.85	0.00	2.98	17	0	15	1,259	3,551	-2,292
3304+00.00	330400.00	100.00	4.78	0.00	3.59	18	0	12	1,277	3,566	-2,289
3305+00.00	330500.00	100.00	4.02	0.00	23.43	16	0	50	1,293	3,629	-2,336
3306+00.00	330600.00	100.00	3.65	0.00	29.59	14	0	98	1,307	3,751	-2,444
3307+00.00	330700.00	100.00	2.39	0.00	12.00	11	0	77	1,318	3,848	-2,530
3308+00.00	330800.00	100.00	2.85	0.00	10.59	10	0	42	1,328	3,900	-2,572
3309+00.00	330900.00	100.00	3.05	0.00	9.42	11	0	37	1,339	3,946	-2,607
3310+00.00	331000.00	100.00	3.34	0.00	5.40	12	0	27	1,351	3,980	-2,629
3311+00.00	331100.00	100.00	4.60	0.00	0.76	15	0	11	1,366	3,994	-2,628
3312+00.00	331200.00	100.00	4.94	0.00	3.25	18	0	7	1,384	4,003	-2,619
3313+00.00	331300.00	100.00	4.62	0.00	3.37	18	0	12	1,402	4,018	-2,616
3314+00.00	331400.00	100.00	4.34	0.00	2.37	17	0	11	1,419	4,031	-2,612
3314+50.00	331450.00	50.00	0.00	0.00	0.00	4	0	2	1,423	4,034	-2,611
3315+00.00	331500.00	50.00	0.00	0.00	0.00	0	0	0	1,423	4,034	-2,611

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3315+50.00	331550.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3316+00.00	331600.00	50.00	7.87	0.00	0.00	7	0	0	7	0	7
3317+00.00	331700.00	100.00	7.42	0.00	0.00	28	0	0	35	0	35
3318+00.00	331800.00	100.00	6.47	0.00	0.00	26	0	0	61	0	61
3319+00.00	331900.00	100.00	5.00	0.00	3.45	21	0	6	82	8	75
3319+94.51	331994.51	94.51	3.24	0.00	53.58	14	0	100	96	133	-37
3320+00.00	332000.00	5.49	3.37	0.00	32.90	1	0	9	97	144	-47
3321+00.00	332100.00	100.00	5.45	0.00	4.22	16	0	69	113	230	-117
3322+00.00	332200.00	100.00	4.68	0.00	1.93	19	0	11	132	244	-112
3323+00.00	332300.00	100.00	5.53	0.00	0.68	19	0	5	151	250	-99
3324+00.00	332400.00	100.00	5.26	0.00	1.22	20	0	4	171	255	-84
3325+00.00	332500.00	100.00	3.05	0.00	7.62	15	0	16	186	275	-89
3325+92.87	332592.87	92.87	3.29	0.00	60.42	11	0	117	197	421	-224
3325+98.82	332598.82	5.95	3.36	0.00	56.22	1	0	13	198	438	-240
3326+00.00	332600.00	1.18	3.37	0.00	55.07	0	0	2	198	440	-242
3327+00.00	332700.00	100.00	4.96	0.00	1.75	15	0	105	213	571	-358
3328+00.00	332800.00	100.00	6.18	0.00	0.11	21	0	3	234	575	-341
3329+00.00	332900.00	100.00	6.51	0.00	0.25	23	0	1	257	576	-319
3330+00.00	333000.00	100.00	4.97	0.00	1.58	21	0	3	278	580	-302
3331+00.00	333100.00	100.00	6.34	0.00	4.86	21	0	12	299	595	-296
3332+00.00	333200.00	100.00	4.77	0.00	15.11	21	0	37	320	641	-321
3333+00.00	333300.00	100.00	4.93	0.00	10.60	18	0	48	338	701	-363
3334+00.00	333400.00	100.00	4.48	0.00	2.24	17	0	24	355	731	-376
3335+00.00	333500.00	100.00	3.94	0.00	3.04	16	0	10	371	744	-373
3336+00.00	333600.00	100.00	3.89	0.00	3.62	15	0	12	386	759	-373
3337+00.00	333700.00	100.00	4.22	0.00	3.96	15	0	14	401	776	-375
3338+00.00	333800.00	100.00	3.89	0.00	3.57	15	0	14	416	794	-378
3338+26.00	333826.00	26.00	4.08	0.00	3.95	4	0	4	420	799	-379
3339+00.00	333900.00	74.00	3.09	0.00	16.89	10	0	29	430	835	-405
3339+76.00	333976.00	76.00	4.04	0.00	24.66	10	0	58	440	908	-468
3340+00.00	334000.00	24.00	4.28	0.00	2.24	4	0	12	444	923	-479
3340+39.00	334039.00	39.00	5.33	0.00	0.32	7	0	2	451	925	-474
3340+52.00	334052.00	13.00	6.15	0.00	0.08	3	0	0	454	925	-471
3341+00.00	334100.00	48.00	6.01	0.00	0.17	11	0	0	465	925	-460
3342+00.00	334200.00	100.00	4.98	0.00	1.79	20	0	4	485	930	-445
3342+02.00	334202.00	2.00	4.97	0.00	1.87	0	0	0	485	930	-445
3342+15.00	334215.00	13.00	5.16	0.00	2.16	2	0	1	487	931	-444
3342+78.00	334278.00	63.00	4.63	0.00	35.95	11	0	44	498	986	-488
3343+00.00	334300.00	22.00	4.66	0.00	29.68	4	0	27	502	1,020	-518
3344+00.00	334400.00	100.00	3.69	0.00	10.98	15	0	75	517	1,114	-597
3344+28.00	334428.00	28.00	4.31	0.00	7.12	4	0	9	521	1,125	-604
3345+00.00	334500.00	72.00	4.40	0.00	7.54	12	0	20	533	1,150	-617
3346+00.00	334600.00	100.00	4.02	0.00	5.44	16	0	24	549	1,180	-631
3347+00.00	334700.00	100.00	5.46	0.00	3.17	18	0	16	567	1,200	-633
3348+00.00	334800.00	100.00	4.64	0.00	2.42	19	0	10	586	1,213	-627
3349+00.00	334900.00	100.00	5.04	0.00	2.11	18	0	8	604	1,223	-619
3350+00.00	335000.00	100.00	4.25	0.00	1.94	17	0	8	621	1,233	-612
3351+00.00	335100.00	100.00	5.23	0.00	0.66	18	0	5	639	1,239	-600
3352+00.00	335200.00	100.00	5.50	0.00	0.92	20	0	3	659	1,243	-584
3353+00.00	335300.00	100.00	3.68	0.00	4.33	17	0	10	676	1,255	-579

DIVISION 1 - IH 94 EB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3354+00.00	335400.00	100.00	2.49	0.00	16.39	11	0	38	687	1,303	-616
3354+18.27	335418.27	18.27	0.00	0.00	0.00	1	0	6	688	1,310	-622
3354+18.28	335418.28	0.01	2.92	0.00	31.16	0	0	0	688	1,310	-622
3355+00.00	335500.00	81.72	5.97	0.00	0.09	13	0	47	701	1,369	-668
3356+00.00	335600.00	100.00	4.66	0.00	0.24	20	0	1	721	1,370	-649
3357+00.00	335700.00	100.00	6.17	0.00	0.00	20	0	0	741	1,370	-629
3358+00.00	335800.00	100.00	4.76	0.00	1.14	20	0	2	761	1,373	-612
3359+00.00	335900.00	100.00	4.61	0.00	3.84	17	0	9	778	1,384	-606
3360+00.00	336000.00	100.00	4.69	0.00	5.92	17	0	18	795	1,406	-611
3361+00.00	336100.00	100.00	5.08	0.00	7.28	18	0	24	813	1,436	-623
3362+00.00	336200.00	100.00	4.99	0.00	7.67	19	0	28	832	1,471	-639
3363+00.00	336300.00	100.00	4.65	0.00	29.83	18	0	69	850	1,558	-708
3364+00.00	336400.00	100.00	4.56	0.00	29.02	17	0	109	867	1,694	-827
3365+00.00	336500.00	100.00	4.96	0.00	3.92	18	0	61	885	1,770	-885
3366+00.00	336600.00	100.00	5.01	0.00	4.86	18	0	16	903	1,790	-887
3367+00.00	336700.00	100.00	5.69	0.00	3.16	20	0	15	923	1,809	-886
3368+00.00	336800.00	100.00	5.71	0.00	1.22	21	0	8	944	1,819	-875
3368+25.00	336825.00	25.00	0.00	0.00	0.00	3	0	1	947	1,820	-873



DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3378+25.00	337825.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3378+50.00	337850.00	25.00	10.00	0.00	0.00	5	0	0	5	0	5
3379+00.00	337900.00	50.00	9.18	0.00	0.00	18	0	0	23	0	23
3379+31.50	337931.50	31.50	9.11	0.00	0.00	11	0	0	34	0	34
3379+75.00	337975.00	43.50	5.05	0.00	0.71	11	0	1	45	1	44
3380+00.00	338000.00	25.00	6.53	0.00	0.00	5	0	0	50	1	49
3380+25.00	338025.00	25.00	7.81	0.00	0.00	7	0	0	57	1	56
3381+00.00	338100.00	75.00	12.20	0.00	0.00	28	0	0	85	1	84
3382+00.00	338200.00	100.00	8.44	0.00	0.00	38	0	0	123	1	122
3383+00.00	338300.00	100.00	5.93	0.00	0.61	27	0	1	150	3	148
3384+00.00	338400.00	100.00	6.07	0.00	1.79	22	0	4	172	8	165
3385+00.00	338500.00	100.00	7.22	0.00	0.50	25	0	4	197	13	185
3386+00.00	338600.00	100.00	4.89	0.00	4.82	22	0	10	219	25	194
3387+00.00	338700.00	100.00	5.24	0.00	13.23	19	0	33	238	66	172
3388+00.00	338800.00	100.00	5.41	0.00	16.14	20	0	54	258	134	124
3389+00.00	338900.00	100.00	4.90	0.00	4.66	19	0	39	277	183	95
3390+00.00	339000.00	100.00	5.54	0.00	3.25	19	0	15	296	201	95
3391+00.00	339100.00	100.00	4.85	0.00	2.80	19	0	11	315	215	100
3392+00.00	339200.00	100.00	4.71	0.00	3.97	18	0	13	333	231	102
3392+96.86	339296.86	96.86	4.98	0.00	45.14	17	0	88	350	341	9
3393+00.00	339300.00	3.14	5.03	0.00	34.01	1	0	5	351	348	4
3394+00.00	339400.00	100.00	4.20	0.00	10.17	17	0	82	368	450	-82
3395+00.00	339500.00	100.00	5.06	0.00	6.59	17	0	31	385	489	-104
3396+00.00	339600.00	100.00	6.65	0.00	4.61	22	0	21	407	515	-108
3397+00.00	339700.00	100.00	7.25	0.00	2.48	26	0	13	433	531	-98
3398+00.00	339800.00	100.00	4.67	0.00	4.03	22	0	12	455	546	-91
3399+00.00	339900.00	100.00	5.38	0.00	4.12	19	0	15	474	565	-91
3400+00.00	340000.00	100.00	4.29	0.00	4.68	18	0	16	492	585	-93
3401+00.00	340100.00	100.00	4.45	0.00	4.20	16	0	16	508	605	-97
3402+00.00	340200.00	100.00	4.89	0.00	4.14	17	0	15	525	624	-99
3403+00.00	340300.00	100.00	3.75	0.00	4.51	16	0	16	541	644	-103
3404+00.00	340400.00	100.00	4.34	0.00	8.90	15	0	25	556	675	-119
3405+00.00	340500.00	100.00	4.31	0.00	8.34	16	0	32	572	715	-143
3406+00.00	340600.00	100.00	4.27	0.00	4.94	16	0	25	588	746	-158
3406+38.86	340638.86	38.86	4.84	0.00	28.27	7	0	24	595	776	-181
3407+00.00	340700.00	61.14	4.51	0.00	6.75	11	0	40	606	826	-220
3408+00.00	340800.00	100.00	3.46	0.00	6.78	15	0	25	621	858	-237
3409+00.00	340900.00	100.00	2.81	0.00	11.74	12	0	34	633	900	-267
3410+00.00	341000.00	100.00	3.35	0.00	11.61	11	0	43	644	954	-310
3411+00.00	341100.00	100.00	3.04	0.00	33.01	12	0	83	656	1,058	-402
3412+00.00	341200.00	100.00	2.83	0.00	39.03	11	0	133	667	1,224	-557
3413+00.00	341300.00	100.00	4.06	0.00	11.06	13	0	93	680	1,340	-660
3414+00.00	341400.00	100.00	4.75	0.00	9.77	16	0	39	696	1,389	-693
3415+00.00	341500.00	100.00	4.99	0.00	2.89	18	0	23	714	1,418	-704
3416+00.00	341600.00	100.00	3.65	0.00	8.24	16	0	21	730	1,444	-714
3417+00.00	341700.00	100.00	4.53	0.00	7.91	15	0	30	745	1,481	-736
3418+00.00	341800.00	100.00	4.08	0.00	9.05	16	0	31	761	1,520	-759
3419+00.00	341900.00	100.00	4.43	0.00	8.83	16	0	33	777	1,561	-784
3420+00.00	342000.00	100.00	4.87	0.00	8.11	17	0	31	794	1,600	-806
3421+00.00	342100.00	100.00	5.34	0.00	6.47	19	0	27	813	1,634	-821

DIVISION 1 - IH 94 EB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3422+00.00	342200.00	100.00	5.52	0.00	3.72	20	0	19	833	1,658	-825
3423+00.00	342300.00	100.00	5.47	0.00	2.00	20	0	11	853	1,671	-818
3424+00.00	342400.00	100.00	4.93	0.00	3.82	19	0	11	872	1,685	-813
3424+38.50	342438.50	38.50	7.12	0.00	1.09	9	0	4	881	1,690	-809
3424+82.00	342482.00	43.50	2.92	0.00	5.27	8	0	5	889	1,696	-807
3425+00.00	342500.00	18.00	3.98	0.00	3.23	2	0	3	891	1,700	-809
3425+07.00	342507.00	7.00	4.45	0.00	2.55	1	0	1	892	1,701	-809
3425+32.00	342532.00	25.00	5.57	0.00	0.90	5	0	2	897	1,704	-807
3426+00.00	342600.00	68.00	13.47	0.00	0.00	24	0	1	921	1,705	-784
3427+00.00	342700.00	100.00	5.52	0.00	0.09	35	0	0	956	1,705	-749
3428+00.00	342800.00	100.00	8.00	0.00	0.00	25	0	0	981	1,705	-724
3429+00.00	342900.00	100.00	4.70	0.00	2.00	24	0	4	1,005	1,710	-705

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUT 1.00 NOTE 1	CUMULATIVE VOL (CY)	
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3		EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3430+00.00	343000.00	0.00	7.60	0.00	0.00	0	0	0	0	0	0
3431+00.00	343100.00	100.00	8.07	0.00	0.08	29	0	0	29	0	29
3432+00.00	343200.00	100.00	7.75	0.00	7.88	29	0	15	58	19	39
3433+00.00	343300.00	100.00	8.78	0.00	5.30	31	0	24	89	49	40
3434+00.00	343400.00	100.00	7.48	0.00	0.26	30	0	10	119	61	58
3435+00.00	343500.00	100.00	7.70	0.00	0.04	28	0	1	147	63	85
3436+00.00	343600.00	100.00	7.44	0.00	0.04	28	0	0	175	63	113
3437+00.00	343700.00	100.00	6.55	0.00	2.11	26	0	4	201	68	134
3437+10.00	343710.00	10.00	6.16	0.00	2.75	2	0	1	203	69	134
3437+50.00	343750.00	40.00	2.94	0.00	9.88	7	0	9	210	80	130
3437+75.00	343775.00	25.00	4.26	0.00	6.01	3	0	7	213	89	124
3438+00.00	343800.00	25.00	6.42	0.00	0.26	5	0	3	218	93	126
3439+00.00	343900.00	100.00	7.32	0.00	0.05	25	0	1	243	94	149
3440+00.00	344000.00	100.00	7.03	0.00	33.12	27	0	61	270	170	100
3441+00.00	344100.00	100.00	6.47	0.00	0.66	25	0	63	295	249	46
3442+00.00	344200.00	100.00	11.30	0.00	0.00	33	0	1	328	250	78
3443+00.00	344300.00	100.00	5.88	0.00	3.14	32	0	6	360	258	103
3444+00.00	344400.00	100.00	7.29	0.00	1.74	24	0	9	384	269	115
3445+00.00	344500.00	100.00	7.10	0.00	4.26	27	0	11	411	283	129
3445+82.73	344582.73	82.73	5.88	0.00	24.49	20	0	44	431	338	94
3445+90.73	344590.73	8.00	6.04	0.00	27.27	2	0	8	433	348	86
3445+98.74	344598.74	8.01	6.20	0.00	29.28	2	0	8	435	358	78
3446+00.00	344600.00	1.26	6.24	0.00	24.73	0	0	1	435	359	76
3447+00.00	344700.00	100.00	6.11	0.00	10.68	23	0	66	458	441	17
3448+00.00	344800.00	100.00	5.13	0.00	19.69	21	0	56	479	511	-32
3449+00.00	344900.00	100.00	4.65	0.00	21.12	18	0	76	497	606	-109
3449+97.00	344997.00	97.00	5.88	0.00	26.83	19	0	86	516	714	-198
3450+00.00	345000.00	3.00	5.92	0.00	19.63	1	0	3	517	718	-201
3451+00.00	345100.00	100.00	6.62	0.00	4.00	23	0	44	540	773	-233
3452+00.00	345200.00	100.00	5.64	0.00	3.35	23	0	14	563	790	-227
3453+00.00	345300.00	100.00	4.68	0.00	8.14	19	0	21	582	816	-234
3454+00.00	345400.00	100.00	7.69	0.00	1.00	23	0	17	605	838	-233
3455+00.00	345500.00	100.00	6.40	0.00	3.12	26	0	8	631	848	-217
3456+00.00	345600.00	100.00	4.80	0.00	9.89	21	0	24	652	878	-226
3457+00.00	345700.00	100.00	4.90	0.00	7.62	18	0	32	670	918	-248
3458+00.00	345800.00	100.00	6.23	0.00	2.95	21	0	20	691	943	-252
3459+00.00	345900.00	100.00	5.98	0.00	6.29	23	0	17	714	964	-250
3460+00.00	346000.00	100.00	6.58	0.00	3.49	23	0	18	737	986	-249
3461+00.00	346100.00	100.00	5.87	0.00	2.74	23	0	12	760	1,001	-241
3462+00.00	346200.00	100.00	5.74	0.00	3.72	21	0	12	781	1,016	-235
3463+00.00	346300.00	100.00	6.28	0.00	3.10	22	0	13	803	1,033	-230
3464+00.00	346400.00	100.00	5.74	0.00	17.50	22	0	38	825	1,080	-255
3465+00.00	346500.00	100.00	6.24	0.00	15.98	22	0	62	847	1,158	-311
3466+00.00	346600.00	100.00	5.69	0.00	5.14	22	0	39	869	1,206	-337
3467+00.00	346700.00	100.00	6.68	0.00	1.79	23	0	13	892	1,223	-331
3468+00.00	346800.00	100.00	5.99	0.00	1.65	23	0	6	915	1,230	-315
3469+00.00	346900.00	100.00	7.27	0.00	3.55	25	0	10	940	1,243	-303
3470+00.00	347000.00	100.00	5.96	0.00	8.35	25	0	22	965	1,270	-305
3471+00.00	347100.00	100.00	4.71	0.00	9.69	20	0	33	985	1,311	-326
3472+00.00	347200.00	100.00	5.82	0.00	2.33	20	0	22	1,005	1,339	-334

DIVISION 1 - IH 94 EB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3473+00.00	347300.00	100.00	5.09	0.00	11.76	20	0	26	1,025	1,371	-346
3474+00.00	347400.00	100.00	4.90	0.00	8.97	19	0	38	1,044	1,419	-375
3475+00.00	347500.00	100.00	5.28	0.00	11.25	19	0	37	1,063	1,465	-402
3476+00.00	347600.00	100.00	6.10	0.00	10.42	21	0	40	1,084	1,515	-431
3477+00.00	347700.00	100.00	5.79	0.00	11.03	22	0	40	1,106	1,565	-459
3478+00.00	347800.00	100.00	4.65	0.00	12.53	19	0	44	1,125	1,620	-495
3479+00.00	347900.00	100.00	8.26	0.00	7.73	24	0	38	1,149	1,668	-519
3480+00.00	348000.00	100.00	8.62	0.00	9.29	31	0	32	1,180	1,708	-528
3481+00.00	348100.00	100.00	7.31	0.00	10.73	30	0	37	1,210	1,754	-544
3482+00.00	348200.00	100.00	5.44	0.00	12.88	24	0	44	1,234	1,809	-575
3483+00.00	348300.00	100.00	6.79	0.00	3.48	23	0	30	1,257	1,846	-589
3484+00.00	348400.00	100.00	5.71	0.00	2.67	23	0	11	1,280	1,860	-580

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3485+00.00	348500.00	0.00	6.14	0.00	3.78	0	0	0	0	0	0
3486+00.00	348600.00	100.00	6.09	0.00	5.50	23	0	17	23	21	2
3487+00.00	348700.00	100.00	6.21	0.00	8.73	23	0	26	46	54	-8
3488+00.00	348800.00	100.00	5.67	0.00	10.98	22	0	37	68	100	-32
3489+00.00	348900.00	100.00	5.91	0.00	11.65	21	0	42	89	153	-64
3490+00.00	349000.00	100.00	6.69	0.00	10.73	23	0	41	112	204	-92
3491+00.00	349100.00	100.00	6.52	0.00	29.56	24	0	75	136	298	-162
3492+00.00	349200.00	100.00	6.25	0.00	31.19	24	0	112	160	438	-278
3493+00.00	349300.00	100.00	5.51	0.00	10.62	22	0	77	182	534	-352
3494+00.00	349400.00	100.00	6.50	0.00	10.11	22	0	38	204	581	-377
3495+00.00	349500.00	100.00	5.86	0.00	12.90	23	0	43	227	635	-408
3496+00.00	349600.00	100.00	5.31	0.00	23.70	21	0	68	248	720	-472
3497+00.00	349700.00	100.00	6.55	0.00	14.25	22	0	70	270	808	-538
3498+00.00	349800.00	100.00	7.34	0.00	8.28	26	0	42	296	860	-564
3499+00.00	349900.00	100.00	6.54	0.00	8.22	26	0	31	322	899	-577
3500+00.00	350000.00	100.00	5.83	0.00	9.77	23	0	33	345	940	-595
3501+00.00	350100.00	100.00	5.25	0.00	11.59	21	0	40	366	990	-624
3502+00.00	350200.00	100.00	4.97	0.00	13.24	19	0	46	385	1,048	-663
3503+00.00	350300.00	100.00	5.22	0.00	11.53	19	0	46	404	1,105	-701
3504+00.00	350400.00	100.00	6.38	0.00	5.37	21	0	31	425	1,144	-719
3505+00.00	350500.00	100.00	12.44	0.00	0.00	35	0	10	460	1,156	-696
3506+00.00	350600.00	100.00	21.51	0.00	0.00	63	0	0	523	1,156	-633
3507+00.00	350700.00	100.00	9.96	0.00	0.81	58	0	1	581	1,158	-577
3507+93.50	350793.50	93.50	14.57	0.00	0.99	42	0	3	623	1,161	-538
3508+00.00	350800.00	6.50	15.85	0.00	0.75	4	0	0	627	1,161	-534
3508+37.00	350837.00	37.00	16.47	0.00	2.14	22	0	2	649	1,164	-515
3508+62.00	350862.00	25.00	16.68	0.00	1.31	15	0	2	664	1,166	-502
3508+87.00	350887.00	25.00	18.82	0.00	0.00	16	0	1	680	1,168	-488
3509+00.00	350900.00	13.00	15.03	0.00	0.00	8	0	0	688	1,168	-480
3510+00.00	351000.00	100.00	21.97	0.00	0.00	69	0	0	757	1,168	-411
3511+00.00	351100.00	100.00	25.05	0.00	0.00	87	0	0	844	1,168	-324
3511+25.00	351125.00	25.00	0.00	0.00	0.00	12	0	0	856	1,168	-312

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3512+25.00	351225.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3512+50.00	351250.00	25.00	13.43	0.00	0.00	6	0	0	6	0	6
3513+00.00	351300.00	50.00	6.50	0.00	4.41	18	0	4	24	5	19
3514+00.00	351400.00	100.00	7.56	0.00	1.28	26	0	11	50	19	31
3515+00.00	351500.00	100.00	5.56	0.00	8.16	24	0	17	74	40	34
3516+00.00	351600.00	100.00	5.92	0.00	6.30	21	0	27	95	74	21
3517+00.00	351700.00	100.00	5.95	0.00	5.77	22	0	22	117	101	16
3518+00.00	351800.00	100.00	5.71	0.00	7.58	22	0	25	139	133	7
3519+00.00	351900.00	100.00	5.79	0.00	12.05	21	0	36	160	178	-18
3520+00.00	352000.00	100.00	4.89	0.00	14.85	20	0	50	180	240	-60
3521+00.00	352100.00	100.00	5.58	0.00	19.30	19	0	63	199	319	-120
3522+00.00	352200.00	100.00	5.44	0.00	17.87	20	0	69	219	405	-186
3523+00.00	352300.00	100.00	4.51	0.00	29.93	18	0	89	237	516	-279
3524+00.00	352400.00	100.00	4.63	0.00	41.37	17	0	132	254	681	-427
3525+00.00	352500.00	100.00	4.54	0.00	66.50	17	0	200	271	931	-660
3526+00.00	352600.00	100.00	4.80	0.00	63.38	17	0	241	288	1,233	-945
3526+50.00	352650.00	50.00	4.73	0.00	24.88	9	0	82	297	1,335	-1,038
3527+00.00	352700.00	50.00	0.00	0.00	0.00	4	0	23	301	1,364	-1,063

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3527+75.00	352775.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3528+00.00	352800.00	25.00	6.74	0.00	19.46	3	0	9	3	11	-8
3529+00.00	352900.00	100.00	4.05	0.00	42.76	20	0	115	23	155	-132
3530+00.00	353000.00	100.00	4.38	0.00	42.42	45	0	292	68	520	-452
3531+00.00	353100.00	100.00	4.22	0.00	39.16	16	0	151	84	709	-625
3532+00.00	353200.00	100.00	3.92	0.00	41.51	15	0	149	99	895	-796
3533+00.00	353300.00	100.00	6.54	0.00	28.61	19	0	130	118	1,058	-940
3534+00.00	353400.00	100.00	6.39	0.00	26.50	24	0	102	142	1,185	-1,043
3535+00.00	353500.00	100.00	4.40	0.00	22.86	20	0	91	162	1,299	-1,137
3536+00.00	353600.00	100.00	3.97	0.00	31.40	15	0	100	177	1,424	-1,247
3536+82.19	353682.19	82.19	4.61	0.00	43.60	13	0	114	190	1,566	-1,376
3537+00.00	353700.00	17.81	4.47	0.00	36.57	3	0	26	193	1,599	-1,406
3538+00.00	353800.00	100.00	3.98	0.00	39.89	16	0	142	209	1,776	-1,567
3539+00.00	353900.00	100.00	4.00	0.00	40.11	15	0	148	224	1,961	-1,737
3540+00.00	354000.00	100.00	2.63	0.00	46.05	12	0	160	236	2,161	-1,925
3541+00.00	354100.00	100.00	3.14	0.00	37.06	11	0	154	247	2,354	-2,107
3542+00.00	354200.00	100.00	3.06	0.00	26.31	11	0	117	258	2,500	-2,242
3543+00.00	354300.00	100.00	3.51	0.00	26.84	12	0	98	270	2,623	-2,353
3544+00.00	354400.00	100.00	3.27	0.00	23.99	13	0	94	283	2,740	-2,457
3544+12.97	354412.97	12.97	3.47	0.00	20.73	2	0	11	285	2,754	-2,469
3545+00.00	354500.00	87.03	3.47	0.00	15.68	11	0	59	296	2,828	-2,532
3546+00.00	354600.00	100.00	3.12	0.00	18.96	12	0	64	308	2,908	-2,600
3547+00.00	354700.00	100.00	3.38	0.00	20.40	12	0	73	320	2,999	-2,679
3548+00.00	354800.00	100.00	3.35	0.00	21.37	12	0	77	332	3,095	-2,763
3549+00.00	354900.00	100.00	3.10	0.00	17.02	12	0	71	344	3,184	-2,840
3550+00.00	355000.00	100.00	3.43	0.00	8.14	12	0	47	356	3,243	-2,887
3551+00.00	355100.00	100.00	3.38	0.00	8.60	13	0	31	369	3,281	-2,912
3552+00.00	355200.00	100.00	3.45	0.00	10.31	13	0	35	382	3,325	-2,943
3553+00.00	355300.00	100.00	3.76	0.00	9.63	13	0	37	395	3,371	-2,976
3554+00.00	355400.00	100.00	3.16	0.00	12.70	13	0	41	408	3,423	-3,015
3555+00.00	355500.00	100.00	3.14	0.00	10.12	12	0	42	420	3,475	-3,055
3556+00.00	355600.00	100.00	4.86	0.00	8.31	15	0	34	435	3,518	-3,083
3557+00.00	355700.00	100.00	4.48	0.00	9.97	17	0	34	452	3,560	-3,108
3558+00.00	355800.00	100.00	3.62	0.00	9.57	15	0	36	467	3,605	-3,138
3559+00.00	355900.00	100.00	2.84	0.00	12.63	12	0	41	479	3,656	-3,177
3560+00.00	356000.00	100.00	3.28	0.00	8.73	11	0	40	490	3,706	-3,216
3561+00.00	356100.00	100.00	2.93	0.00	10.09	12	0	35	502	3,750	-3,248
3562+00.00	356200.00	100.00	3.61	0.00	9.59	12	0	36	514	3,795	-3,281
3563+00.00	356300.00	100.00	3.43	0.00	7.57	13	0	32	527	3,835	-3,308
3564+00.00	356400.00	100.00	3.04	0.00	5.78	12	0	25	539	3,866	-3,327
3565+00.00	356500.00	100.00	2.82	0.00	4.08	11	0	18	550	3,889	-3,339
3566+00.00	356600.00	100.00	3.06	0.00	5.82	11	0	18	561	3,911	-3,350
3567+00.00	356700.00	100.00	2.49	0.00	12.32	10	0	34	571	3,954	-3,383
3568+00.00	356800.00	100.00	2.34	0.00	13.27	9	0	47	580	4,013	-3,433
3569+00.00	356900.00	100.00	3.60	0.00	10.77	11	0	45	591	4,069	-3,478
3570+00.00	357000.00	100.00	3.75	0.00	9.82	14	0	38	605	4,116	-3,511
3571+00.00	357100.00	100.00	3.99	0.00	4.70	14	0	27	619	4,150	-3,531
3571+58.00	357158.00	58.00	0.00	0.00	0.00	4	0	5	623	4,156	-3,533
3572+00.00	357200.00	42.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3573+00.00	357300.00	100.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533

DIVISION 1 - IH 94 EB (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3573+08.00	357308.00	8.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3573+71.00	357371.00	63.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3573+83.00	357383.00	12.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3574+00.00	357400.00	17.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3575+00.00	357500.00	100.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3575+33.00	357533.00	33.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3575+46.00	357546.00	13.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3576+00.00	357600.00	54.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3576+09.00	357609.00	9.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3577+00.00	357700.00	91.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3577+59.00	357759.00	59.00	0.00	0.00	0.00	0	0	0	623	4,156	-3,533
3578+00.00	357800.00	41.00	3.35	0.00	12.54	3	0	10	626	4,169	-3,543
3579+00.00	357900.00	100.00	3.07	0.00	11.13	12	0	44	638	4,224	-3,586
3580+00.00	358000.00	100.00	3.35	0.00	10.13	12	0	39	650	4,273	-3,623
3581+00.00	358100.00	100.00	3.21	0.00	11.16	12	0	39	662	4,321	-3,659

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
3617+00.00	361700.00	0.00	4.71	0.00	6.01	0	0	0	0	0	0
3618+00.00	361800.00	100.00	3.32	0.00	8.07	15	0	26	15	33	-18
3619+00.00	361900.00	100.00	2.94	0.00	11.89	12	0	37	27	79	-52
3620+00.00	362000.00	100.00	3.13	0.00	8.54	11	0	38	38	126	-88
3621+00.00	362100.00	100.00	3.76	0.00	9.32	13	0	33	51	168	-117
3622+00.00	362200.00	100.00	4.10	0.00	9.89	15	0	36	66	213	-147
3623+00.00	362300.00	100.00	5.34	0.00	5.14	17	0	28	83	248	-165
3624+00.00	362400.00	100.00	7.27	0.00	3.70	23	0	16	106	268	-162
3625+00.00	362500.00	100.00	9.50	0.00	1.11	31	0	9	137	279	-142
3625+50.00	362550.00	50.00	10.20	0.00	0.40	18	0	1	155	280	-125

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3582+00.00	358200.00	0.00	3.70	0.00	12.91	0	0	0	0	0	0
3583+00.00	358300.00	100.00	4.28	0.00	12.80	15	0	48	15	60	-45
3584+00.00	358400.00	100.00	3.69	0.00	32.33	15	0	84	30	165	-135
3585+00.00	358500.00	100.00	3.92	0.00	33.38	14	0	122	44	318	-274
3586+00.00	358600.00	100.00	4.51	0.00	16.52	16	0	92	60	433	-373
3587+00.00	358700.00	100.00	4.95	0.00	14.05	18	0	57	78	504	-426
3588+00.00	358800.00	100.00	5.19	0.00	9.64	19	0	44	97	559	-462
3589+00.00	358900.00	100.00	3.93	0.00	14.10	17	0	44	114	614	-500
3590+00.00	359000.00	100.00	3.35	0.00	15.77	13	0	55	127	683	-556
3591+00.00	359100.00	100.00	3.15	0.00	15.07	12	0	57	139	754	-615
3592+00.00	359200.00	100.00	2.59	0.00	17.39	11	0	60	150	829	-679
3593+00.00	359300.00	100.00	2.59	0.00	17.75	10	0	65	160	910	-750
3594+00.00	359400.00	100.00	3.93	0.00	10.98	12	0	53	172	976	-804
3595+00.00	359500.00	100.00	4.17	0.00	5.49	15	0	31	187	1,015	-828
3596+00.00	359600.00	100.00	4.23	0.00	6.12	16	0	21	203	1,041	-838
3597+00.00	359700.00	100.00	4.26	0.00	6.49	16	0	23	219	1,070	-851
3598+00.00	359800.00	100.00	5.16	0.00	3.19	17	0	18	236	1,093	-857
3599+00.00	359900.00	100.00	3.47	0.00	7.12	16	0	19	252	1,116	-864
3600+00.00	360000.00	100.00	3.69	0.00	7.49	13	0	27	265	1,150	-885
3601+00.00	360100.00	100.00	2.96	0.00	7.95	12	0	29	277	1,186	-909
3602+00.00	360200.00	100.00	4.34	0.00	5.35	14	0	25	291	1,218	-927
3603+00.00	360300.00	100.00	4.80	0.00	5.41	17	0	20	308	1,243	-935
3604+00.00	360400.00	100.00	5.08	0.00	7.23	18	0	23	326	1,271	-945
3605+00.00	360500.00	100.00	5.06	0.00	9.38	19	0	31	345	1,310	-965
3606+00.00	360600.00	100.00	4.68	0.00	10.41	18	0	37	363	1,356	-993
3606+78.10	360678.10	78.10	3.52	0.00	25.48	12	0	52	375	1,421	-1,046
3607+00.00	360700.00	21.90	3.56	0.00	19.21	3	0	18	378	1,444	-1,066
3608+00.00	360800.00	100.00	3.09	0.00	32.26	12	0	95	390	1,563	-1,173
3609+00.00	360900.00	100.00	4.39	0.00	24.58	14	0	105	404	1,694	-1,290
3610+00.00	361000.00	100.00	4.04	0.00	9.61	16	0	63	420	1,773	-1,353
3611+00.00	361100.00	100.00	3.57	0.00	9.68	14	0	36	434	1,818	-1,384
3612+00.00	361200.00	100.00	3.81	0.00	9.73	14	0	36	448	1,863	-1,415
3613+00.00	361300.00	100.00	4.42	0.00	9.38	15	0	35	463	1,906	-1,443
3614+00.00	361400.00	100.00	3.90	0.00	7.98	15	0	32	478	1,946	-1,468
3614+29.39	361429.39	29.39	3.97	0.00	11.28	4	0	10	482	1,959	-1,477
3615+00.00	361500.00	70.61	3.88	0.00	8.38	10	0	26	492	1,991	-1,499
3616+00.00	361600.00	100.00	3.66	0.00	10.01	14	0	34	506	2,034	-1,528
3617+00.00	361700.00	100.00	4.71	0.00	6.01	16	0	30	522	2,071	-1,549



DIVISION 1 - IH 94 EB

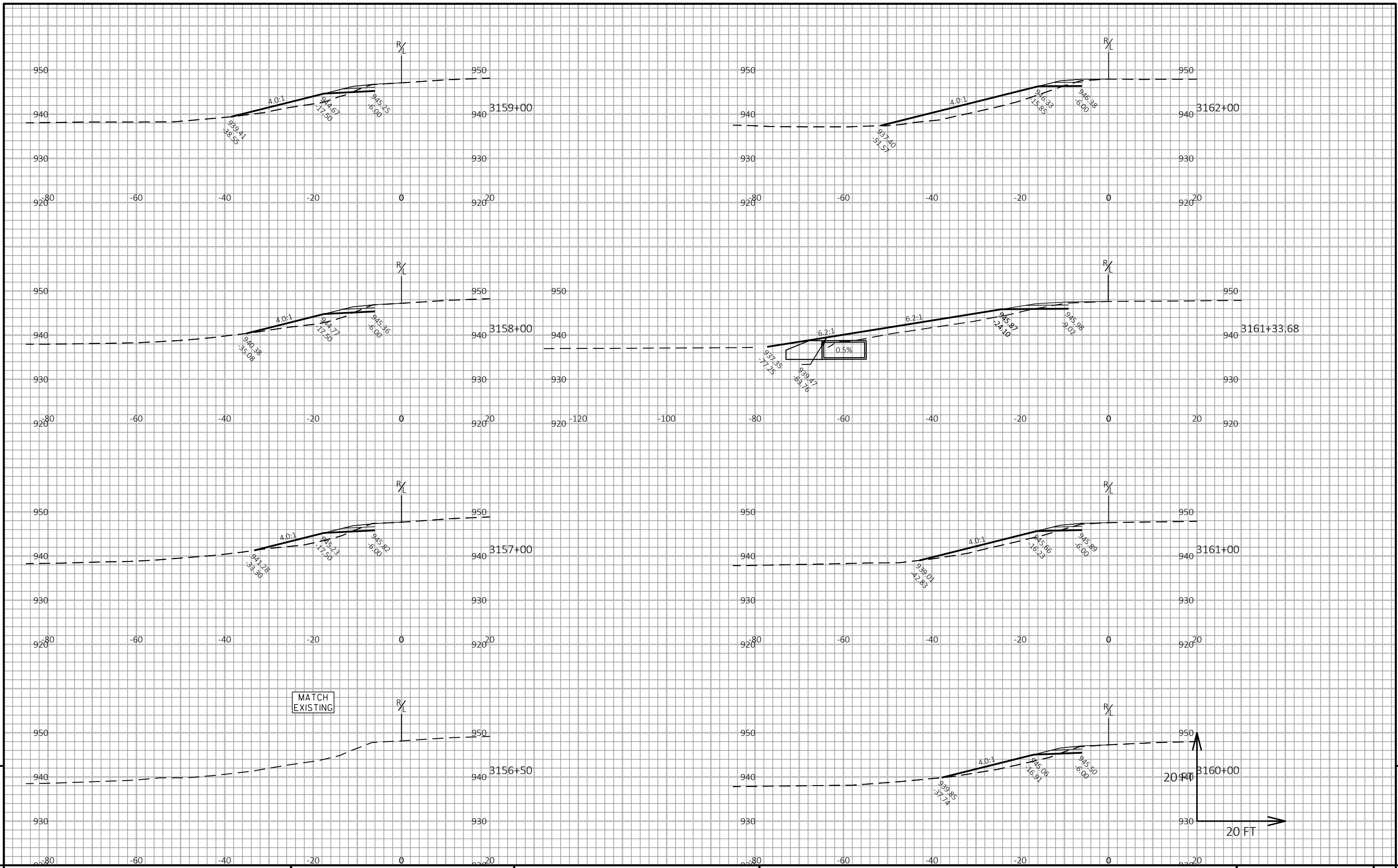
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUT 1.00 NOTE 1	CUMULATIVE VOL (CY)	
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3		EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3634+00.00	363400.00	0.00	8.37	0.00	2.26	0	0	0	0	0	0
3634+50.00	363450.00	50.00	5.63	0.00	4.98	13	0	7	13	9	4
3635+00.00	363500.00	50.00	3.63	0.00	6.64	9	0	11	22	23	-1
3635+75.00	363575.00	75.00	5.15	0.00	1.72	12	0	12	34	38	-4
3636+00.00	363600.00	25.00	0.00	0.00	0.00	2	0	1	36	39	-3

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUT 1.00 NOTE 1	CUMULATIVE VOL (CY)	
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3		EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3636+50.00	363650.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3636+75.00	363675.00	25.00	4.91	0.00	2.27	2	0	1	2	1	1
3637+00.00	363700.00	25.00	3.40	0.00	5.83	4	0	4	6	6	0
3638+00.00	363800.00	100.00	3.34	0.00	5.91	12	0	22	18	34	-16
3639+00.00	363900.00	100.00	4.59	0.00	4.97	15	0	20	33	59	-26
3640+00.00	364000.00	100.00	3.60	0.00	6.02	15	0	20	48	84	-36
3641+00.00	364100.00	100.00	4.72	0.00	3.82	15	0	18	63	106	-43
3642+00.00	364200.00	100.00	4.58	0.00	3.95	17	0	14	80	124	-44
3643+00.00	364300.00	100.00	5.02	0.00	4.29	18	0	15	98	143	-45
3644+00.00	364400.00	100.00	5.37	0.00	4.90	19	0	17	117	164	-47
3645+00.00	364500.00	100.00	5.29	0.00	1.82	20	0	12	137	179	-42
3646+00.00	364600.00	100.00	4.44	0.00	5.58	18	0	14	155	196	-41
3647+00.00	364700.00	100.00	4.34	0.00	6.06	16	0	22	171	224	-53
3648+00.00	364800.00	100.00	4.60	0.00	6.77	17	0	24	188	254	-66
3649+00.00	364900.00	100.00	4.67	0.00	8.55	17	0	28	205	289	-84
3650+00.00	365000.00	100.00	4.52	0.00	9.06	17	0	33	222	330	-108
3651+00.00	365100.00	100.00	5.52	0.00	4.33	19	0	25	241	361	-120
3651+96.00	365196.00	96.00	9.30	0.00	0.00	26	0	8	267	371	-104
3652+00.00	365200.00	4.00	8.82	0.00	0.00	1	0	0	268	371	-103
3653+00.00	365300.00	100.00	10.78	0.00	0.00	36	0	0	304	371	-67
3653+46.00	365346.00	46.00	10.11	0.00	0.13	18	0	0	322	371	-49
3653+50.00	365350.00	4.00	9.96	0.00	0.08	1	0	0	323	371	-48
3653+75.00	365375.00	25.00	0.00	0.00	0.00	5	0	0	328	371	-43

DIVISION 1 - IH 94 EB

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUT 1.00 NOTE 1	CUMULATIVE VOL (CY)	
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3		EXPANDED FILL 1.25	MASS ORDNATE NOTE 8
3664+75.00	366475.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
3665+00.00	366500.00	25.00	3.93	0.00	6.48	2	0	3	2	4	-2
3666+00.00	366600.00	100.00	4.37	0.00	7.15	15	0	25	17	35	-18
3667+00.00	366700.00	100.00	5.27	0.00	5.33	18	0	23	35	64	-29
3668+00.00	366800.00	100.00	6.00	0.00	4.59	21	0	18	56	86	-30
3669+00.00	366900.00	100.00	4.80	0.00	6.88	20	0	21	76	113	-37
3670+00.00	367000.00	100.00	6.70	0.00	2.95	21	0	18	97	135	-38
3671+00.00	367100.00	100.00	3.38	0.00	9.96	19	0	24	116	165	-49
3671+50.00	367150.00	50.00	0.00	0.00	0.00	3	0	9	119	176	-57



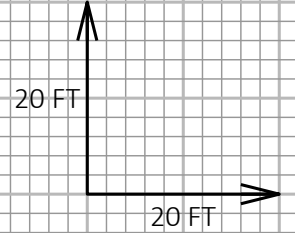
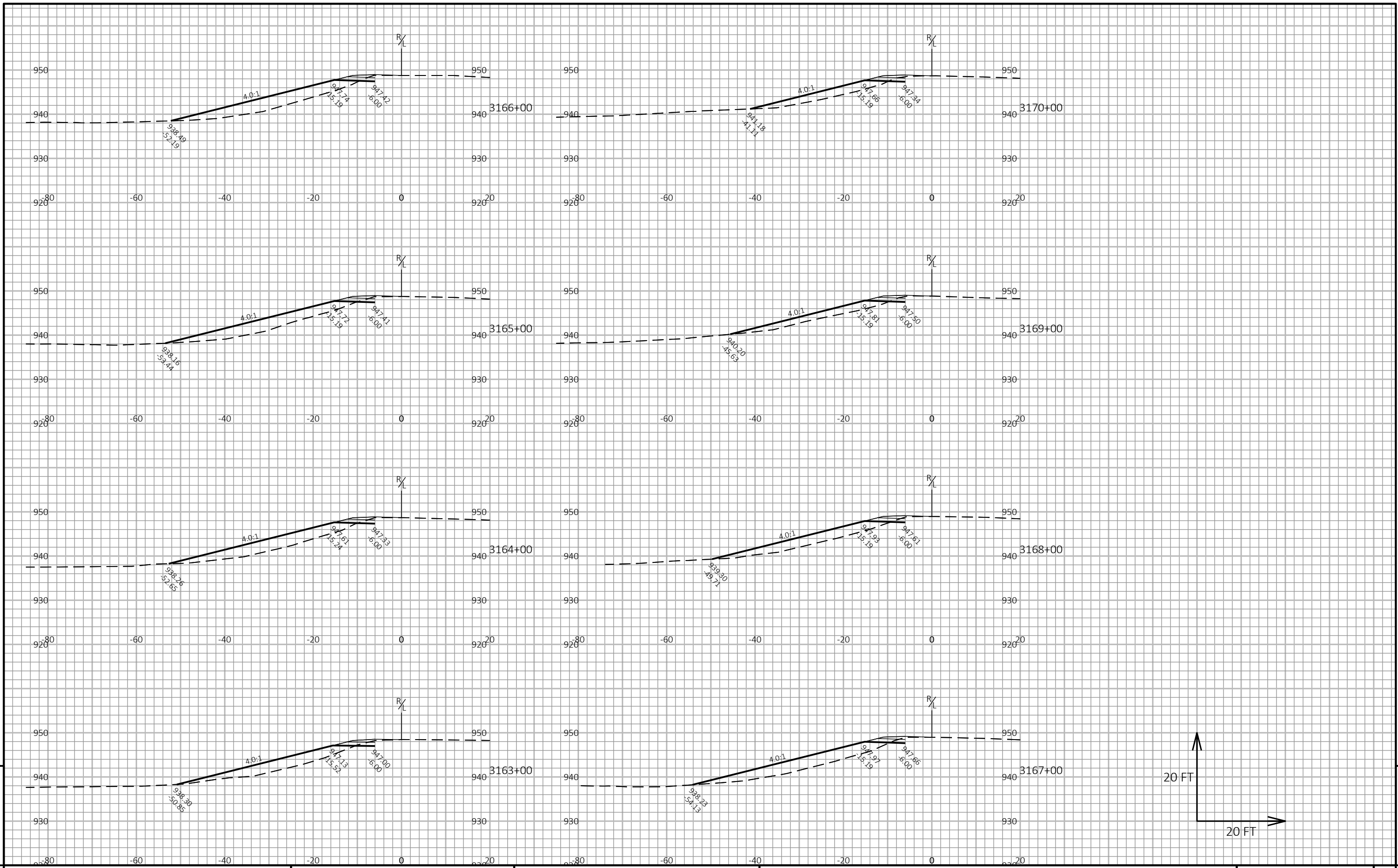
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

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LAYOUT NAME - 1



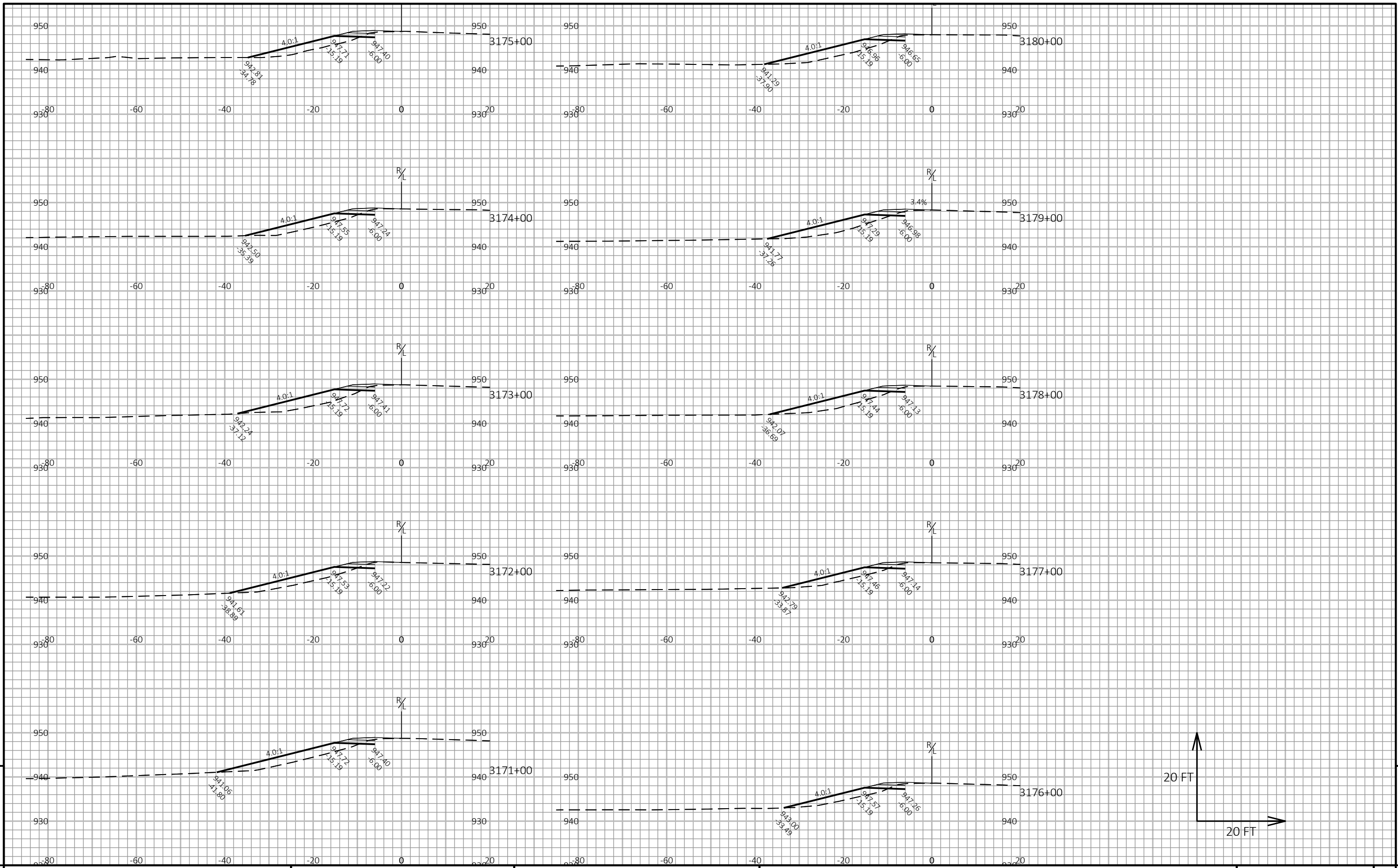
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

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LAYOUT NAME - 2



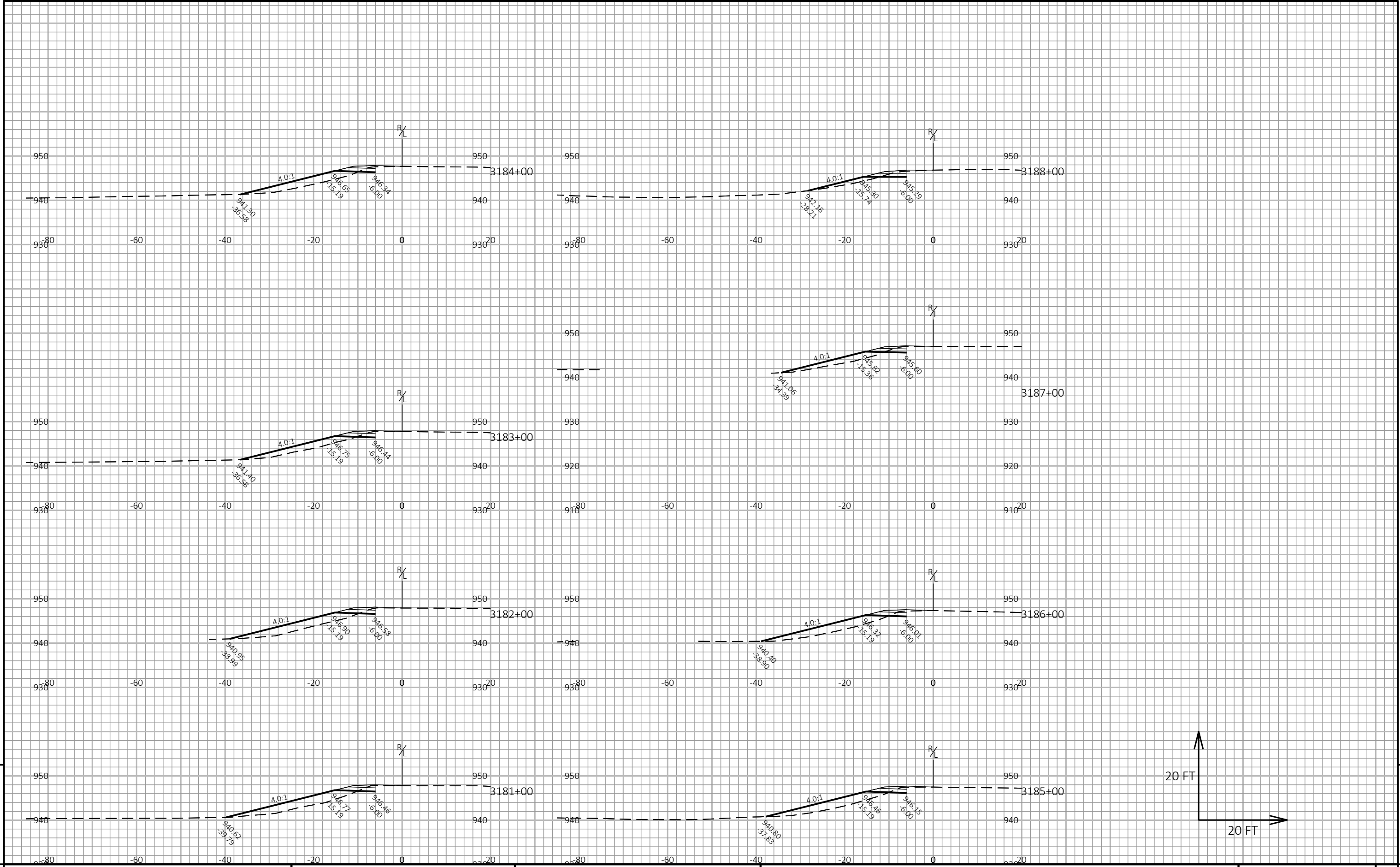
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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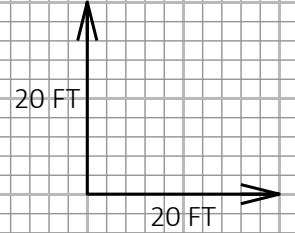
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LAYOUT NAME - 3



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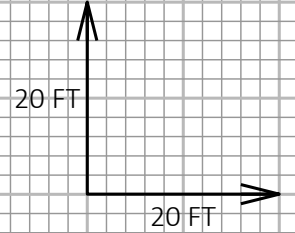
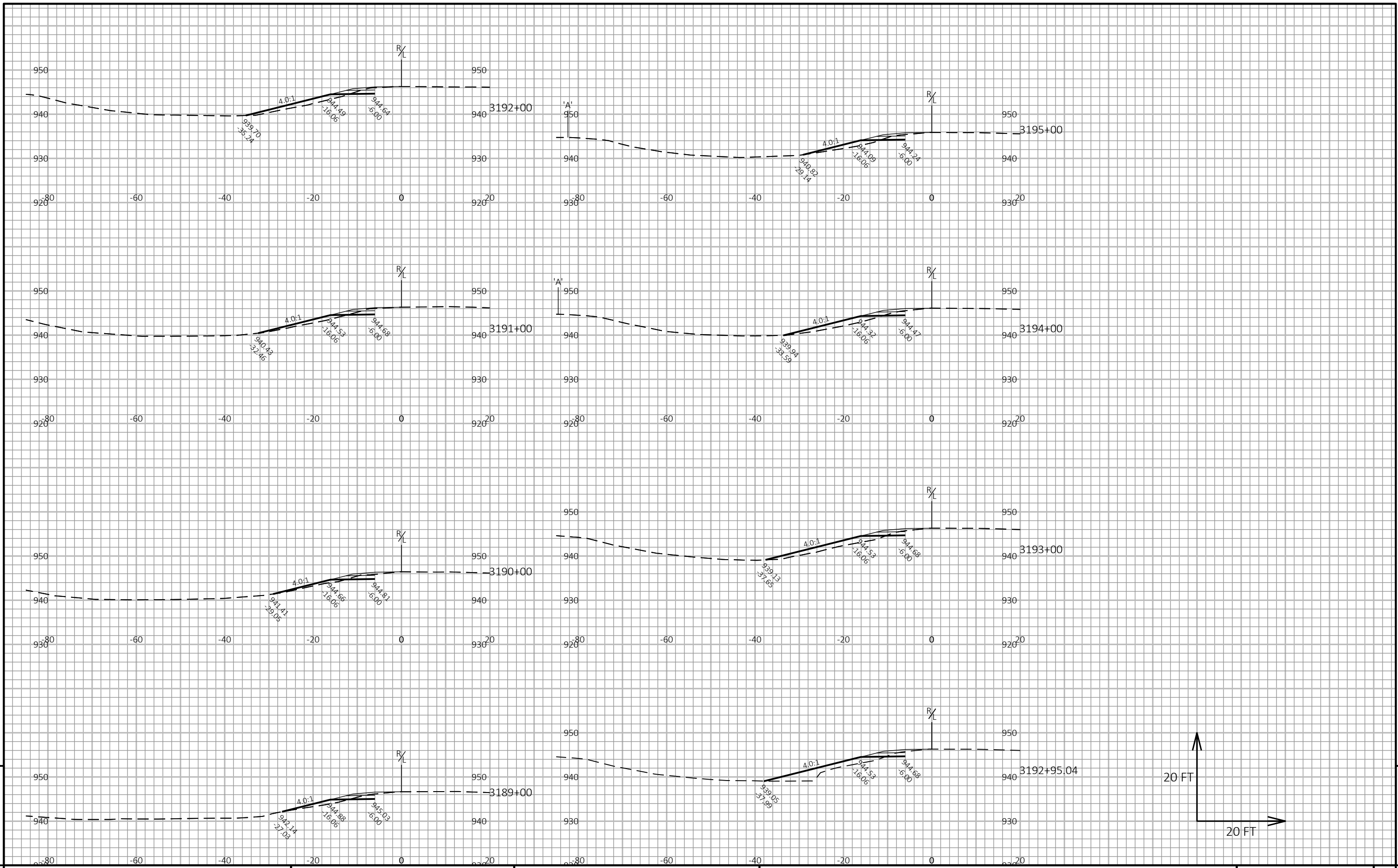
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

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LAYOUT NAME - 4



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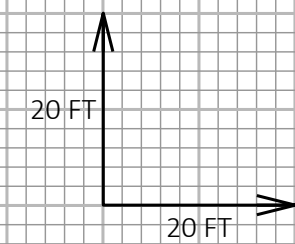
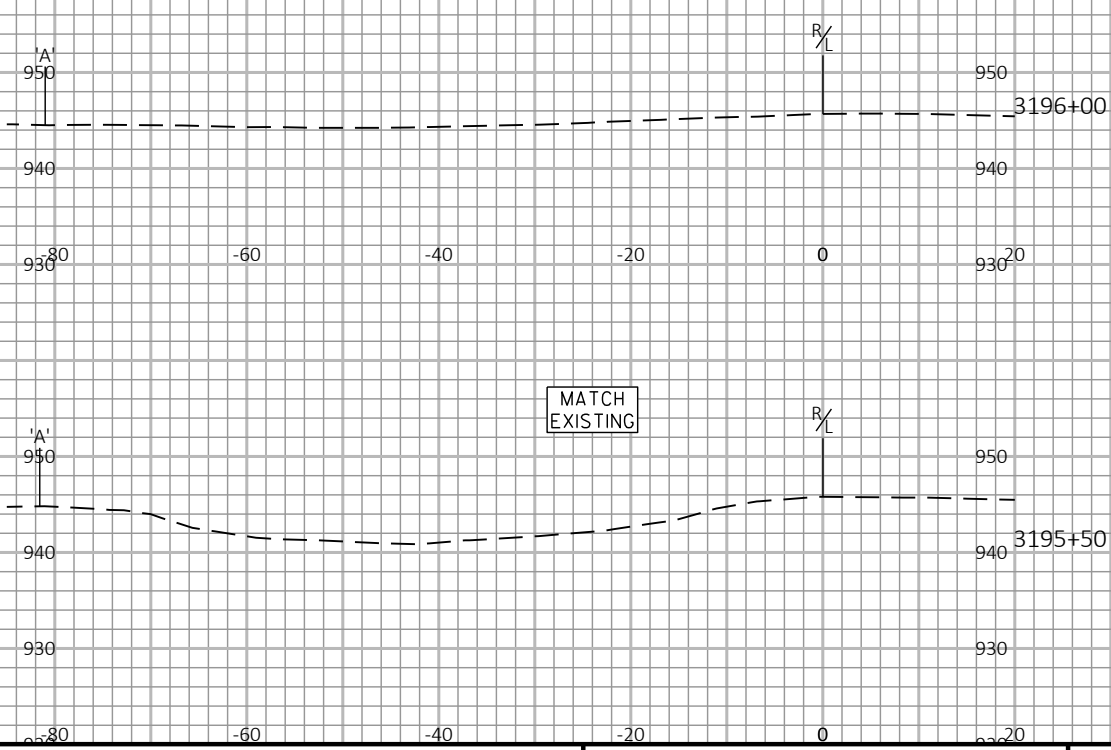
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LAYOUT NAME - 5

MAINTENANCE  
CROSSOVER

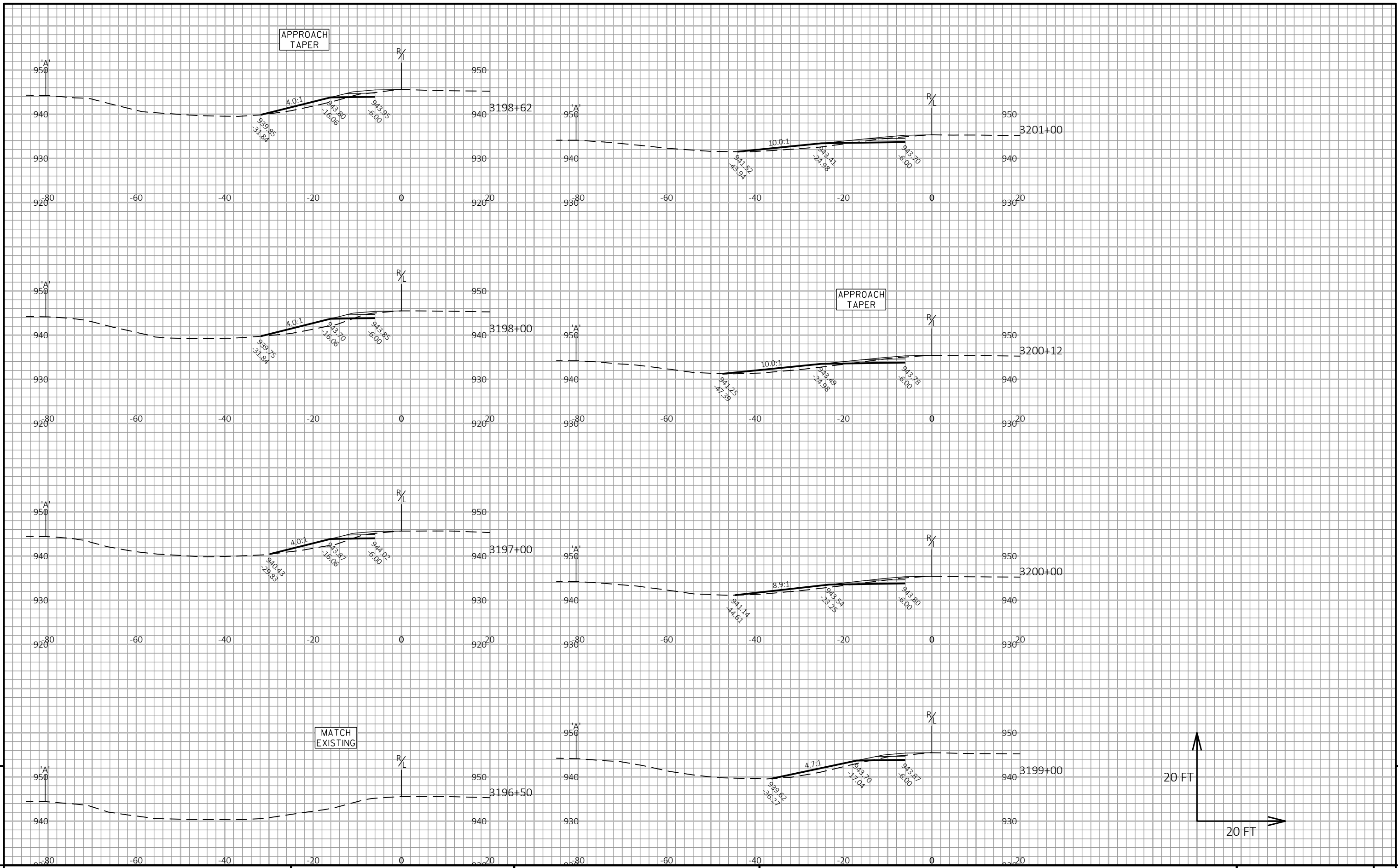
MATCH  
EXISTING



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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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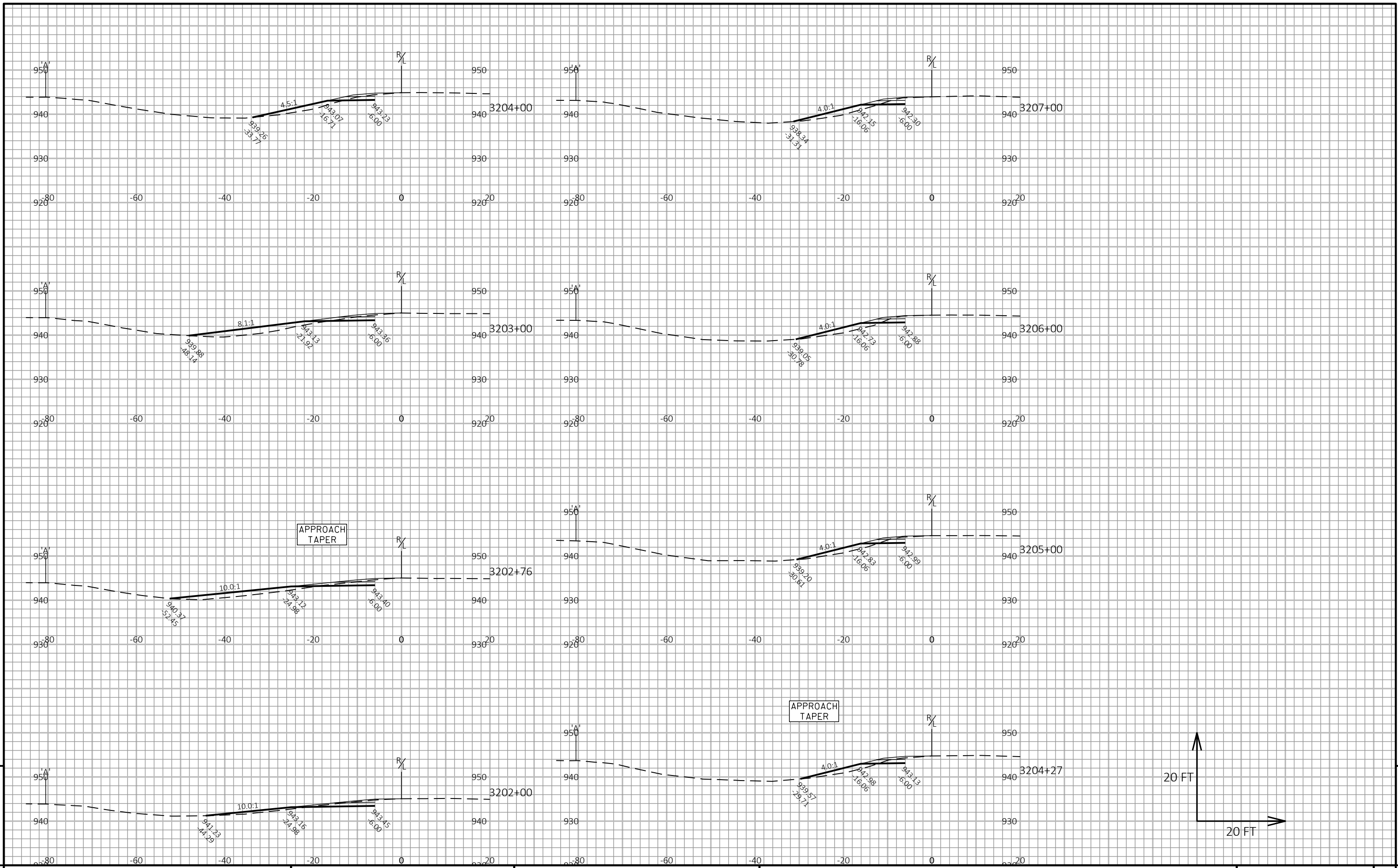
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

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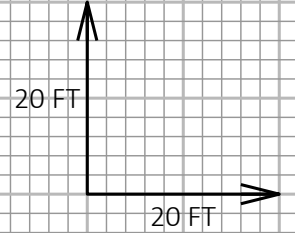
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APPROACH  
TAPER

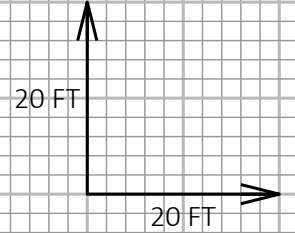
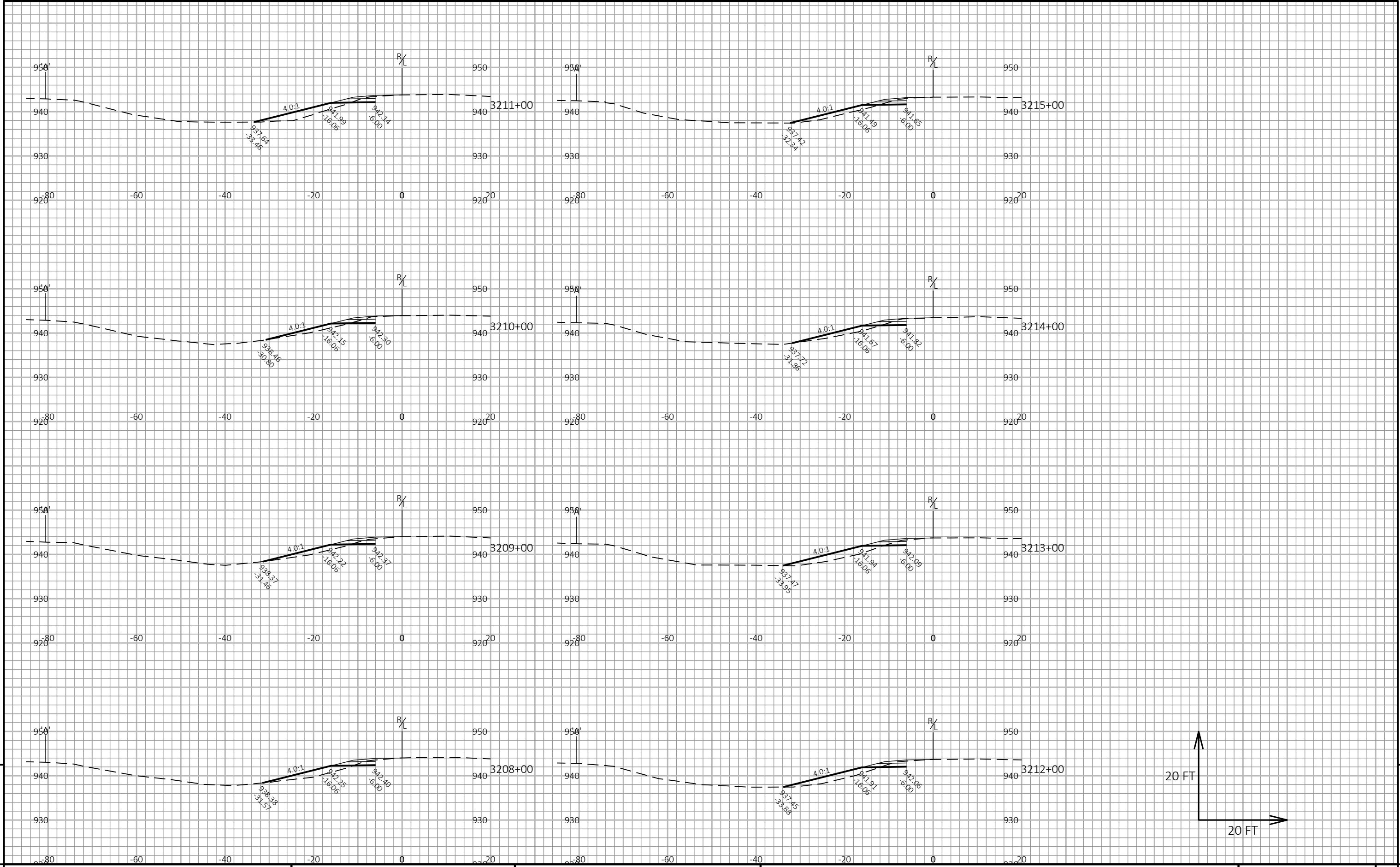
APPROACH  
TAPER



PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090229\_XS.DWG      PLOT DATE: 5/18/2022 5:16 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 2



9

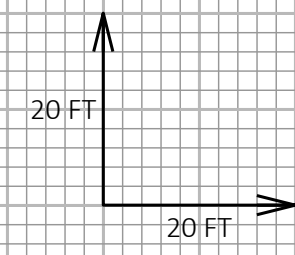
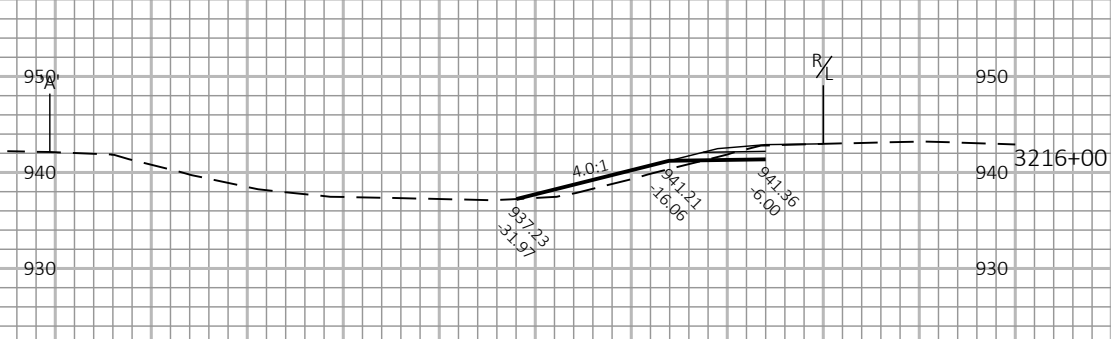
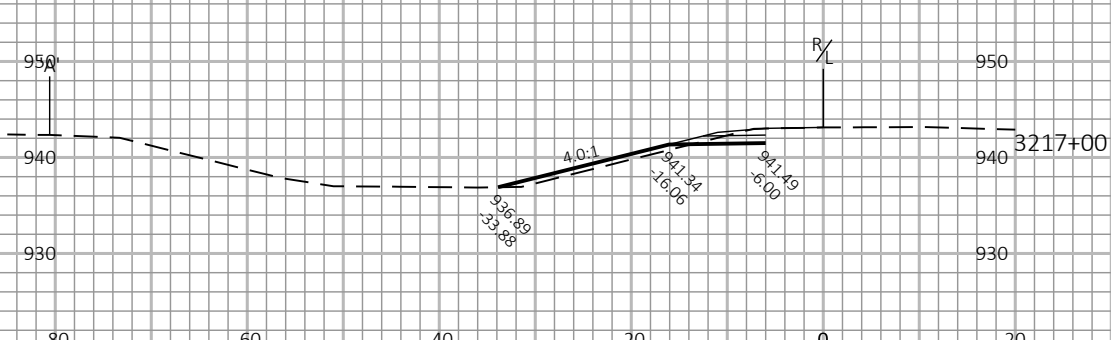
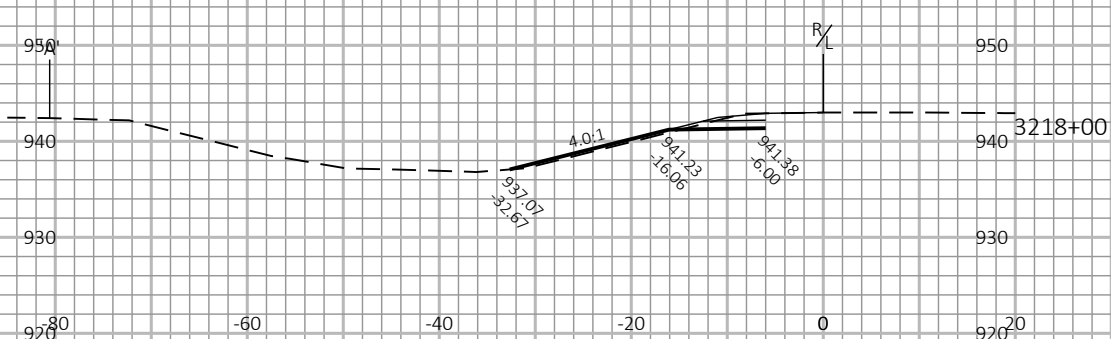
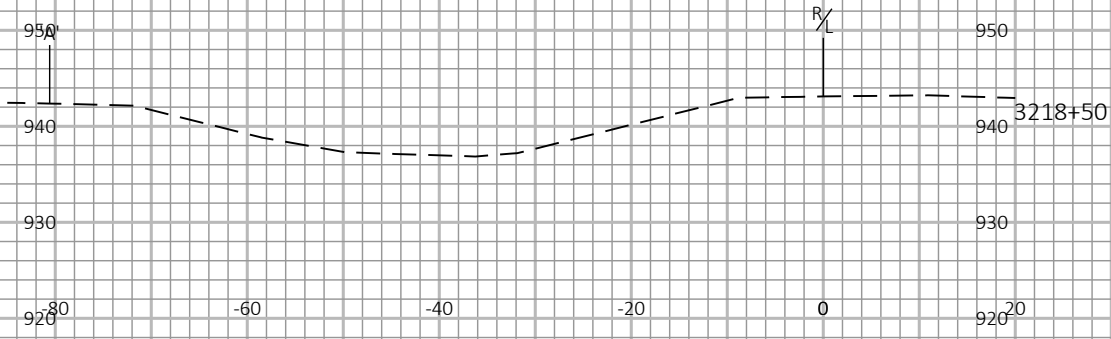
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090229\_XS.DWG      PLOT DATE: 5/18/2022 5:16 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3

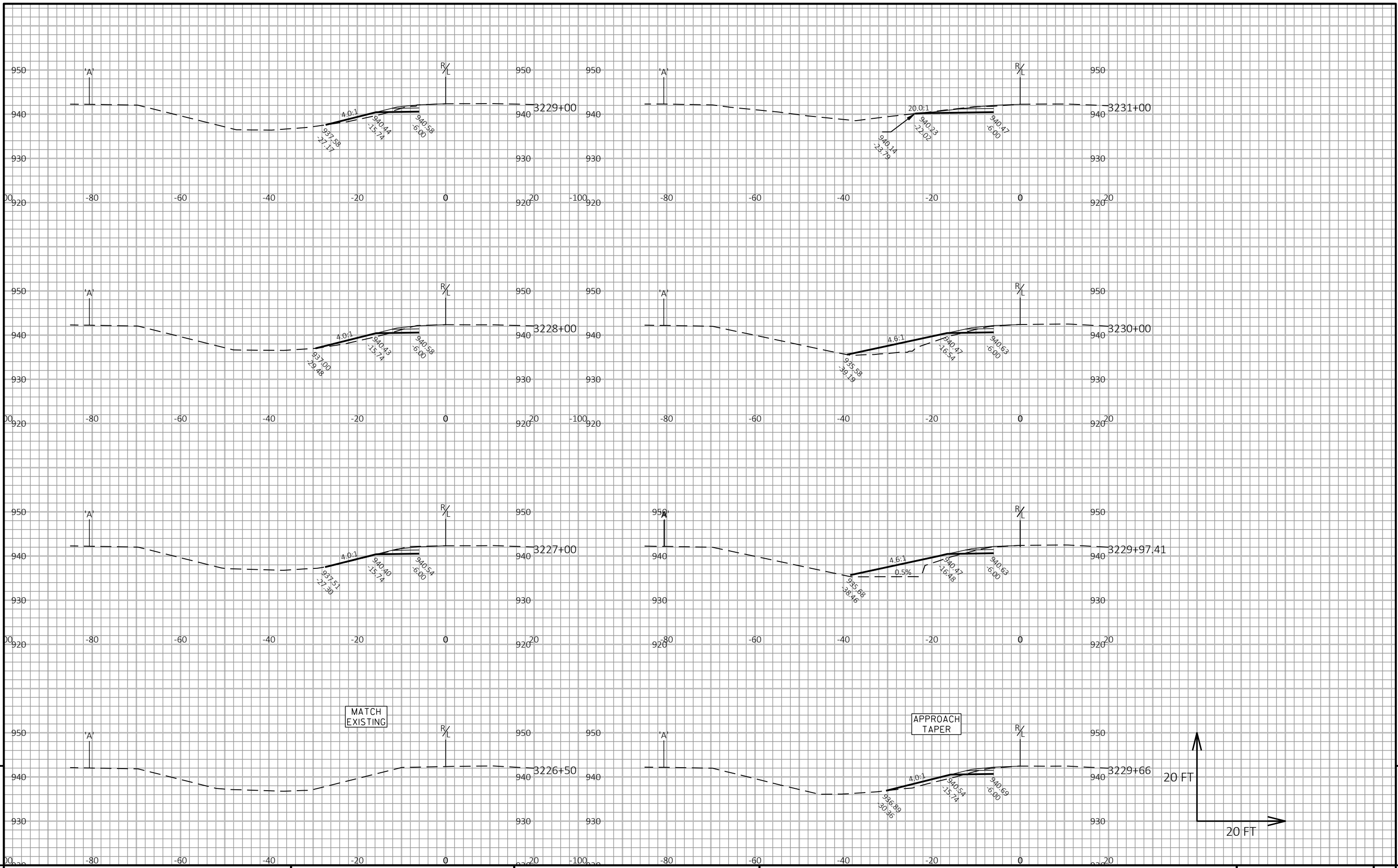
MATCH  
EXISTING



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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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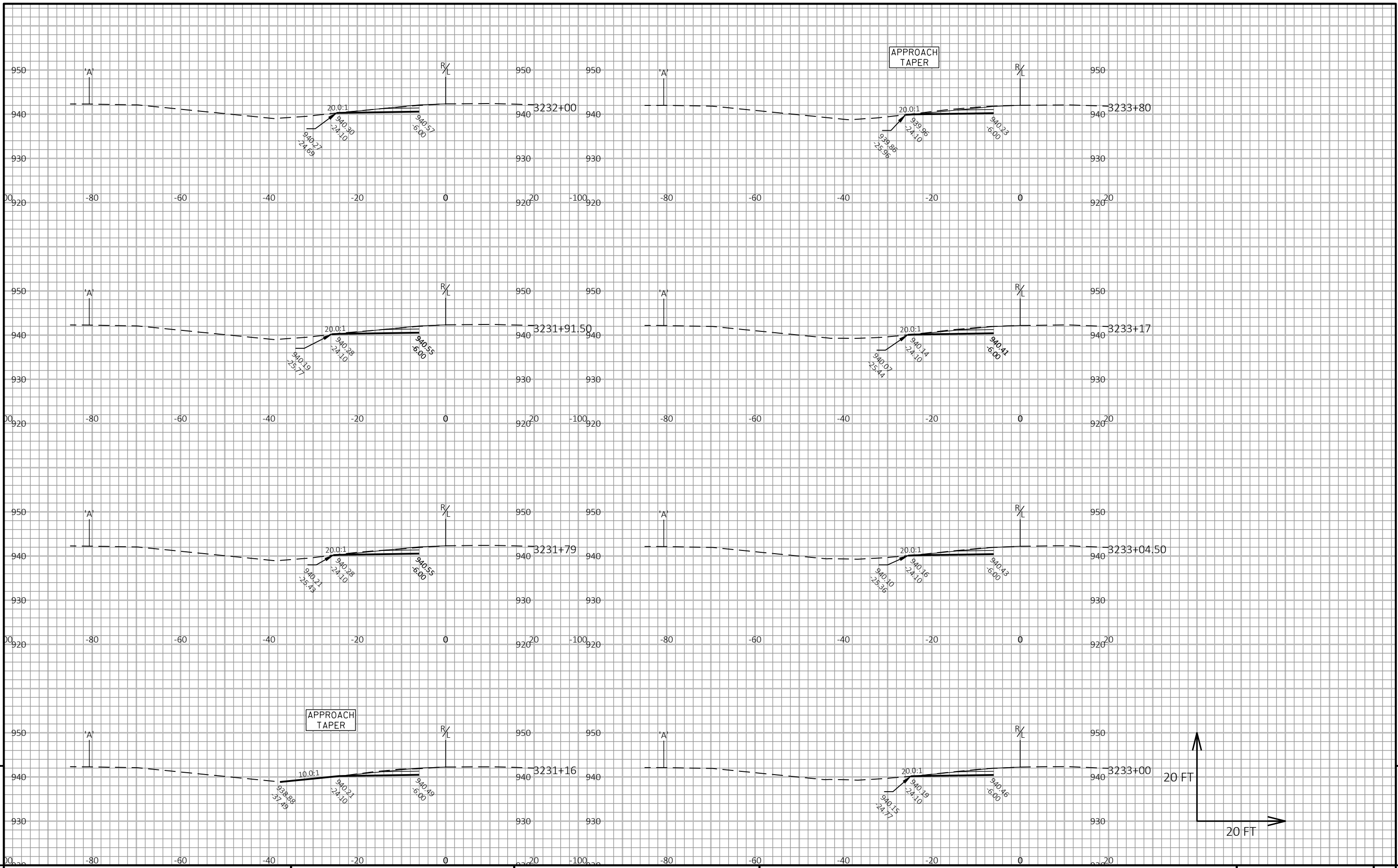
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG PLOT DATE : 8/8/2023 11:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 1



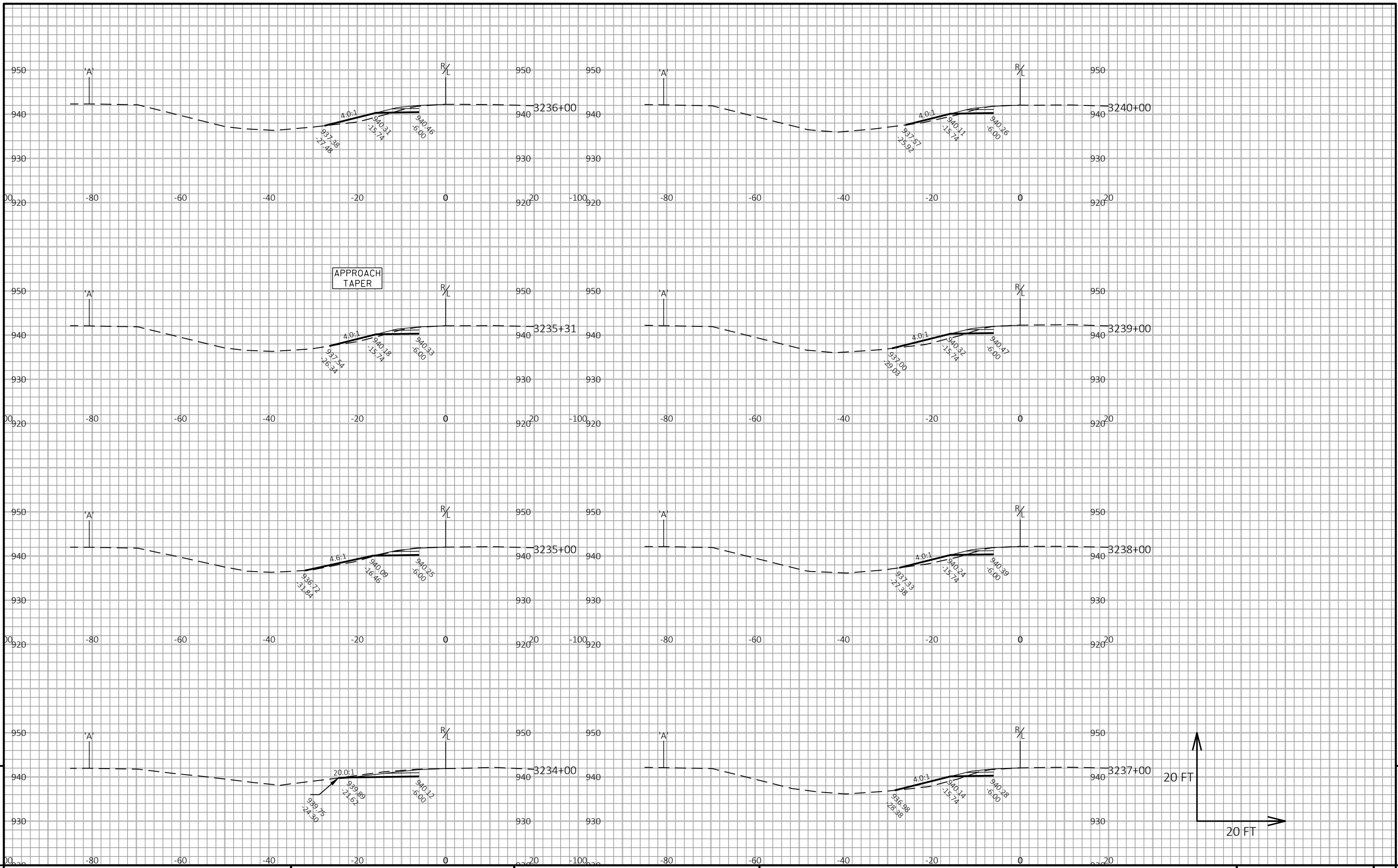
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE : 8/8/2023 11:54 AM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 2



APPROACH  
TAPER

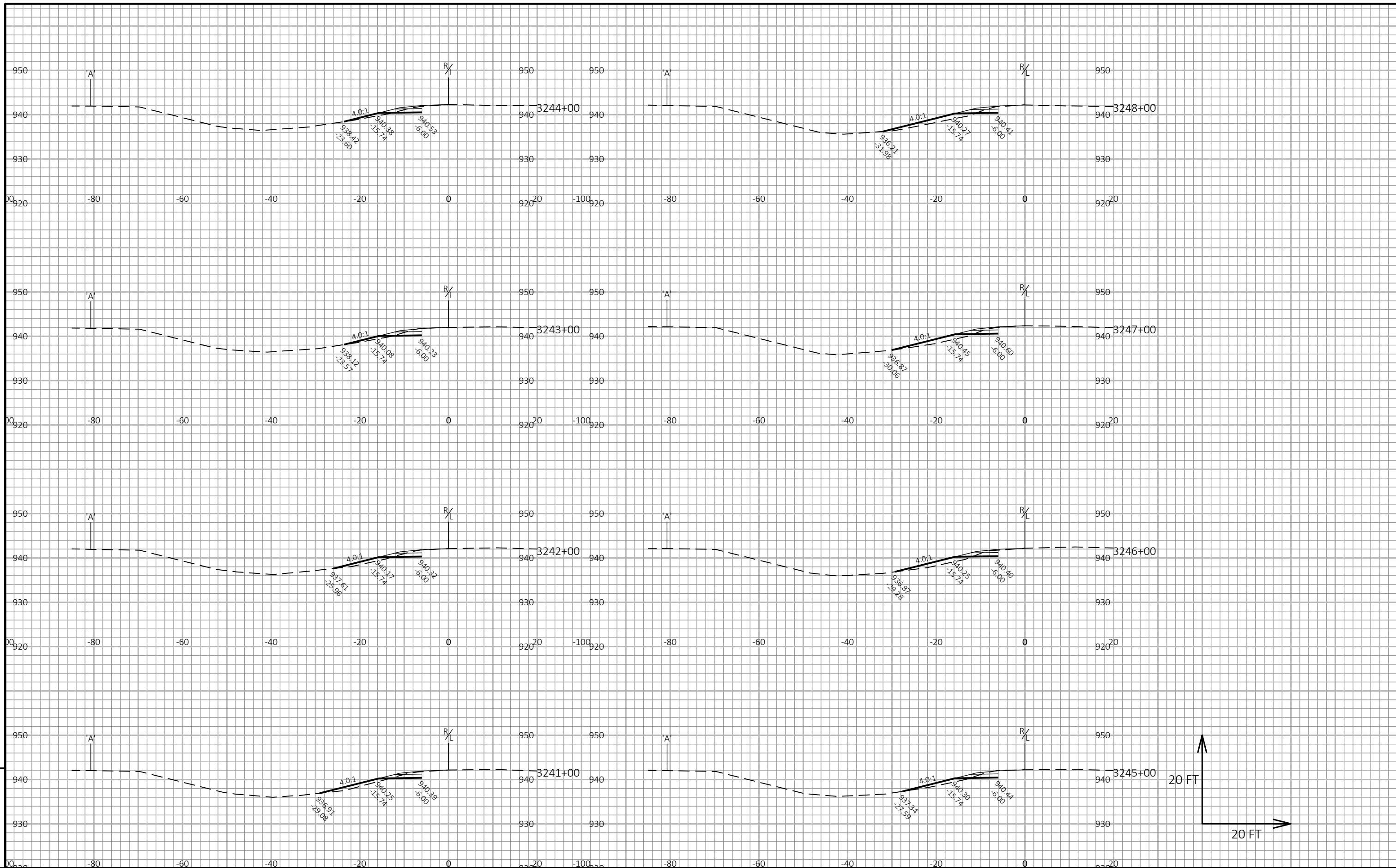
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE: 8/8/2023 11:55 AM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3



PROJECT NO: 1017-01-73

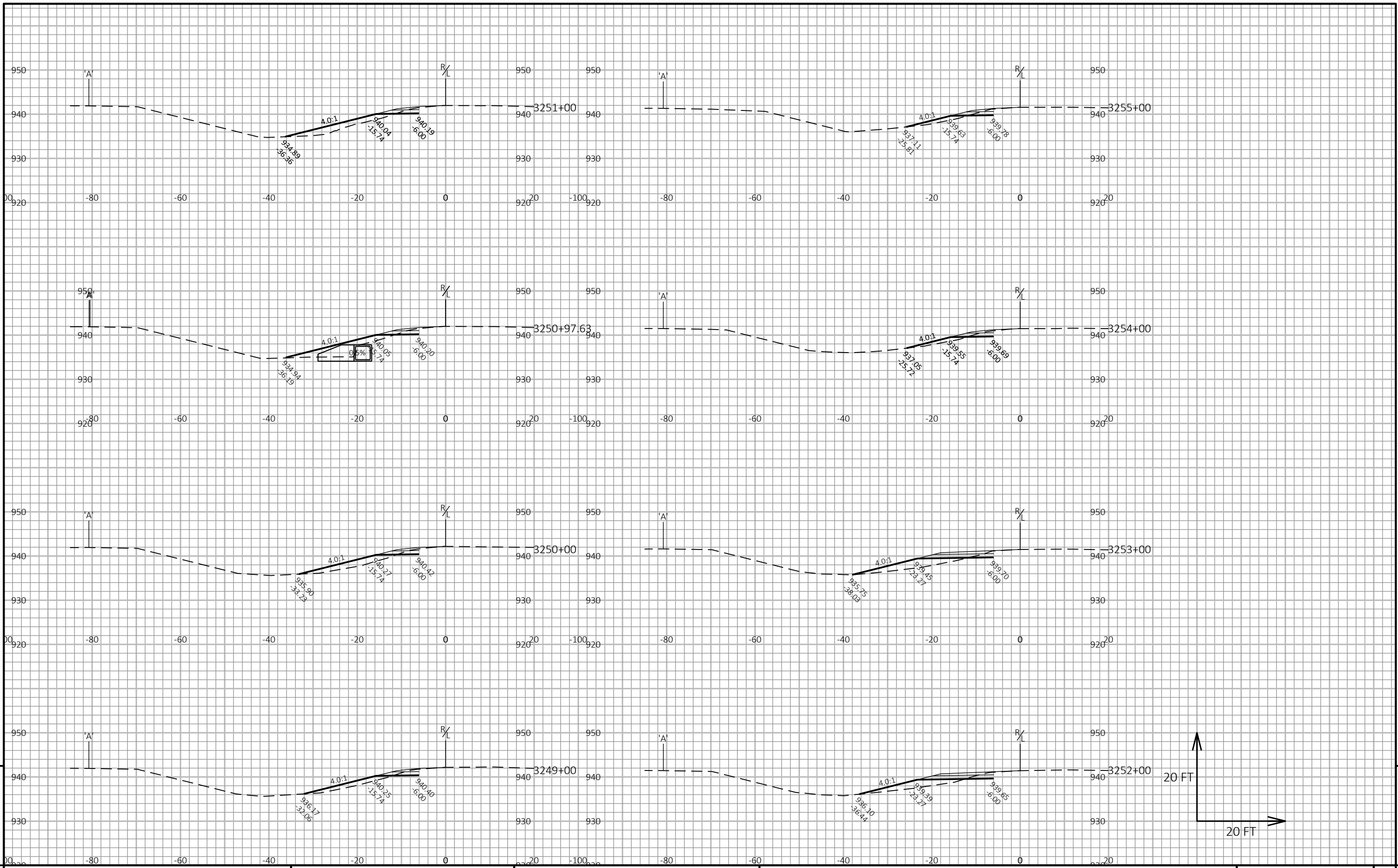
HWY: IH 90

COUNTY: MONROE

CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING

SHEET

E



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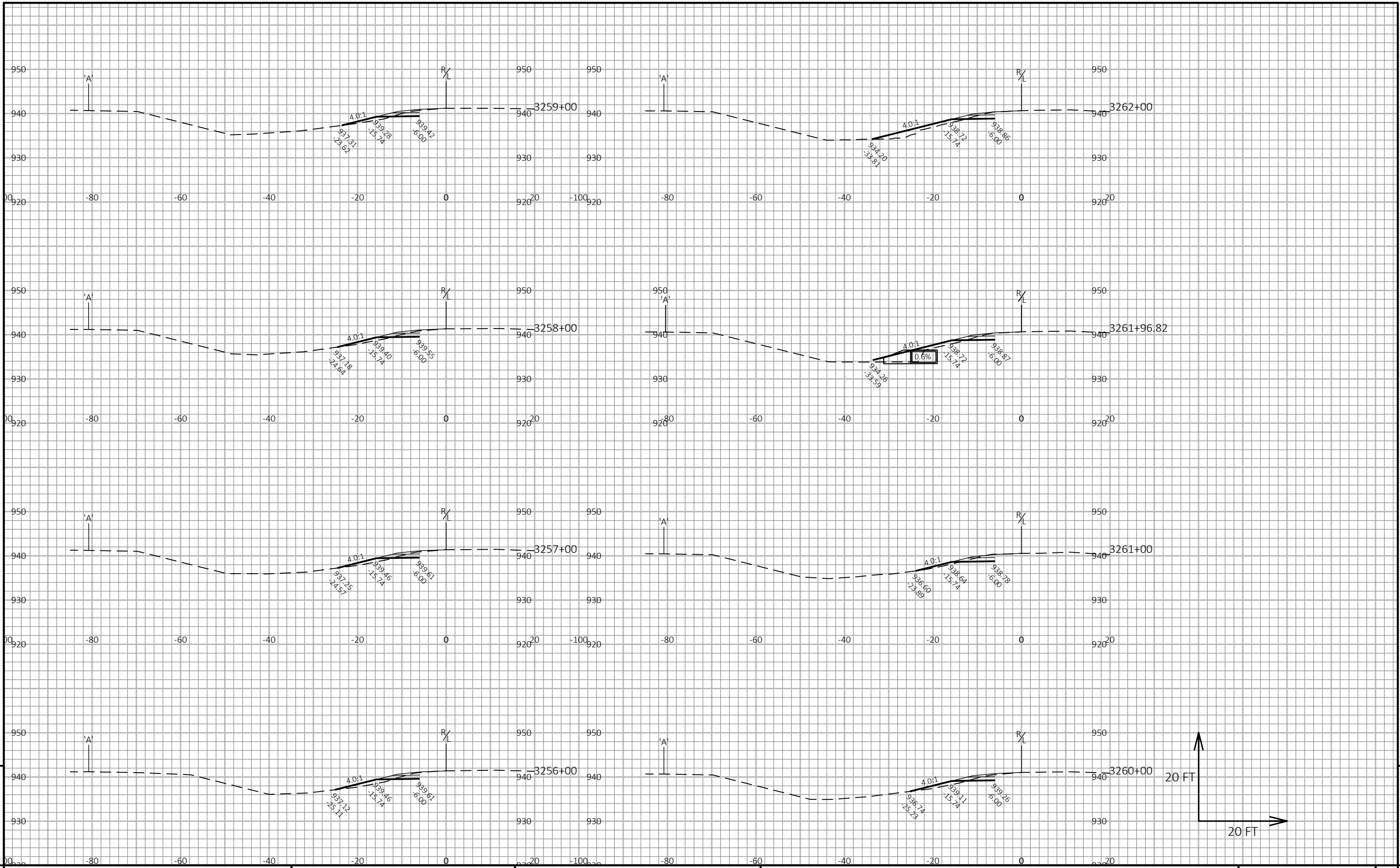
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE : 8/8/2023 11:56 AM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 5





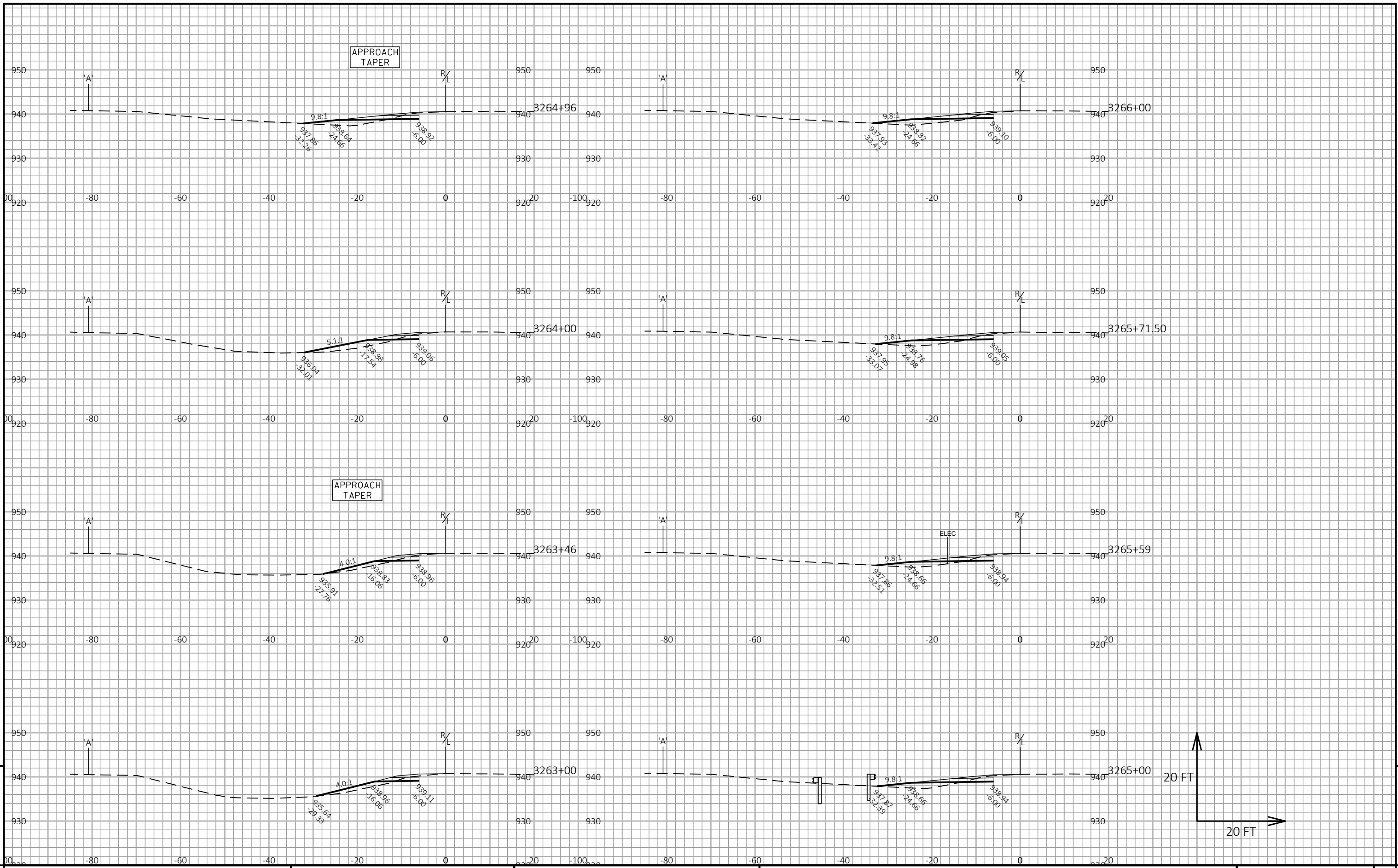
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE : 8/8/2023 11:56 AM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 6



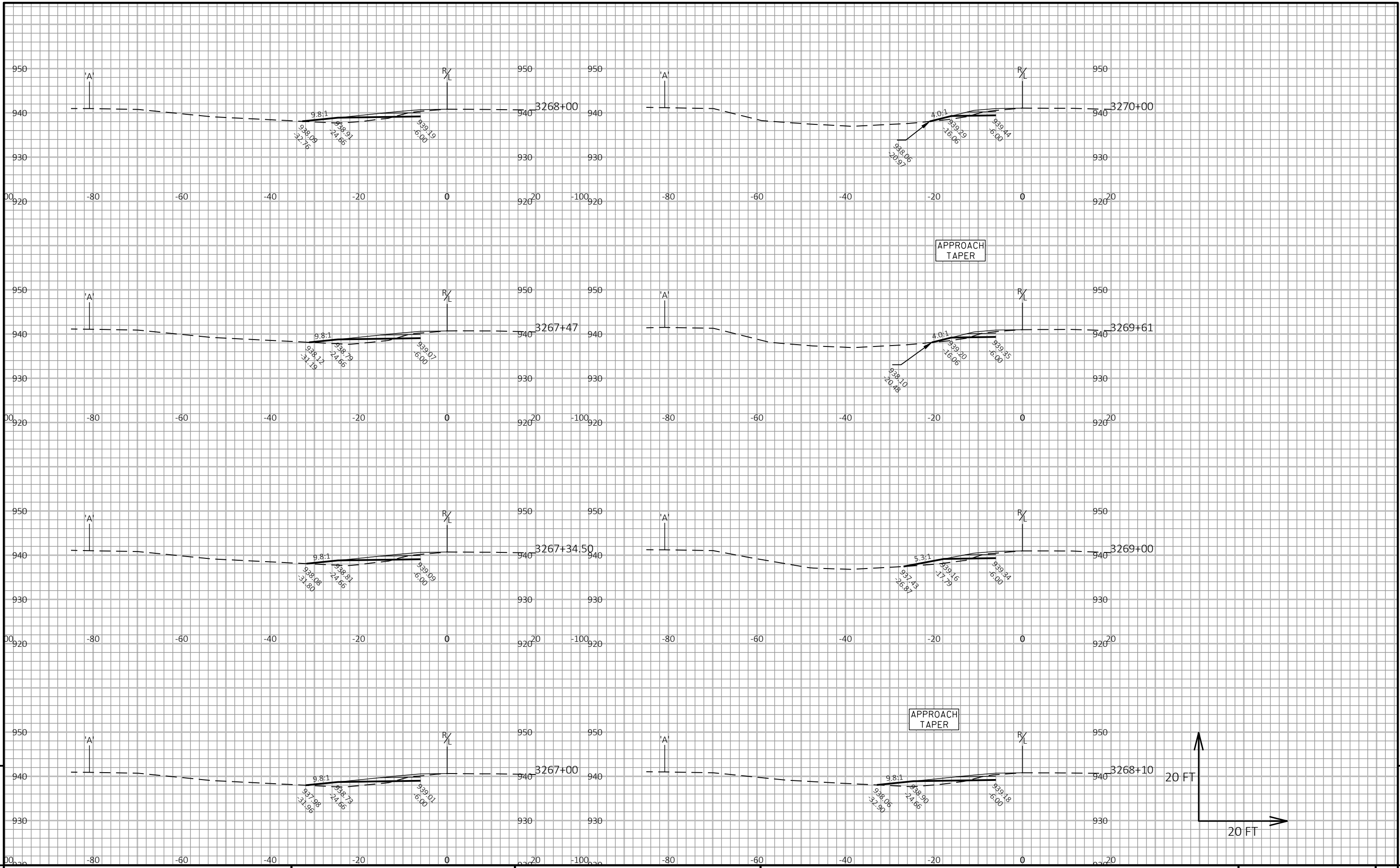
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE: 8/8/2023 11:57 AM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 7



PROJECT NO: 1017-01-73

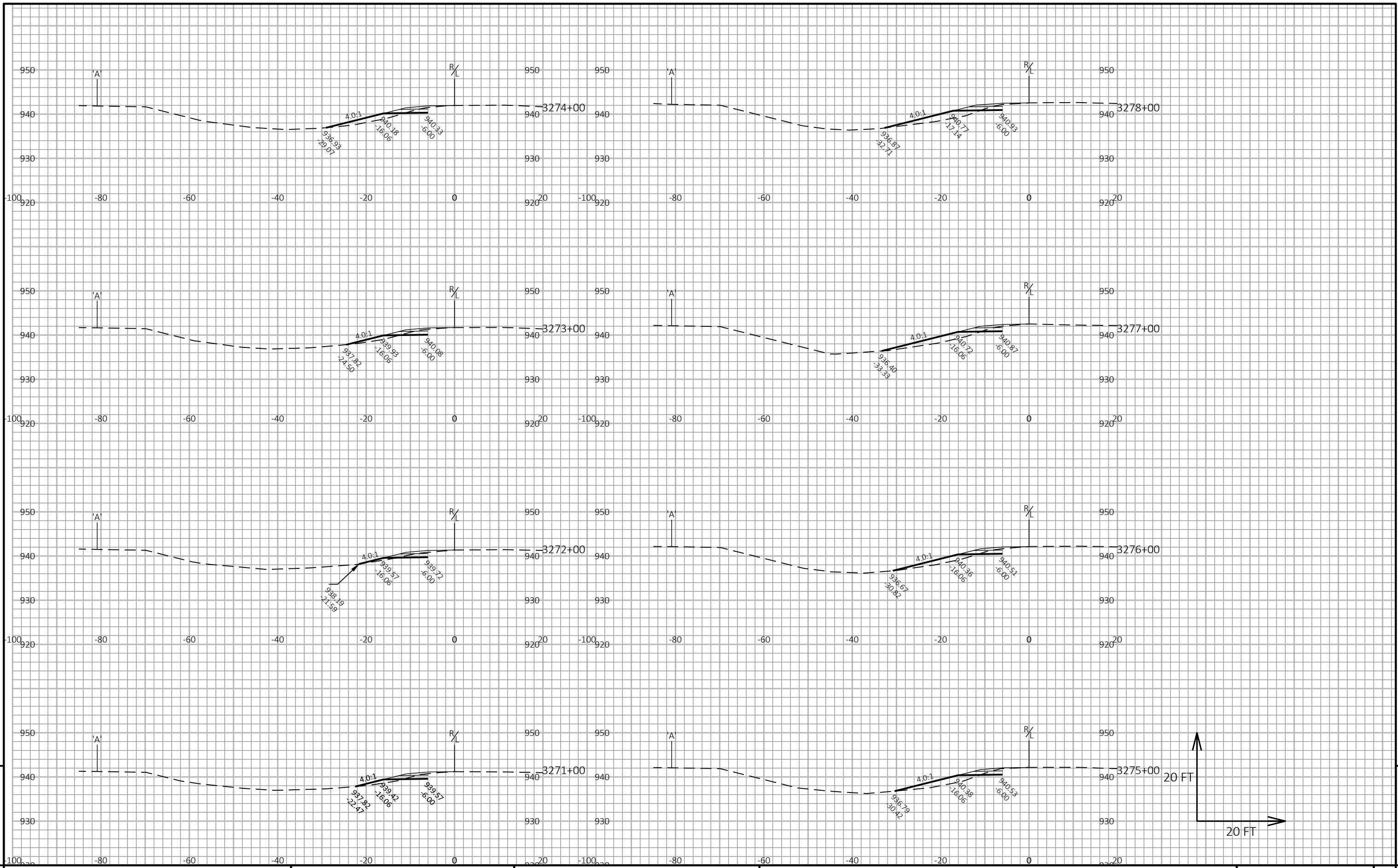
HWY: IH 90

COUNTY: MONROE

CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING

SHEET

E



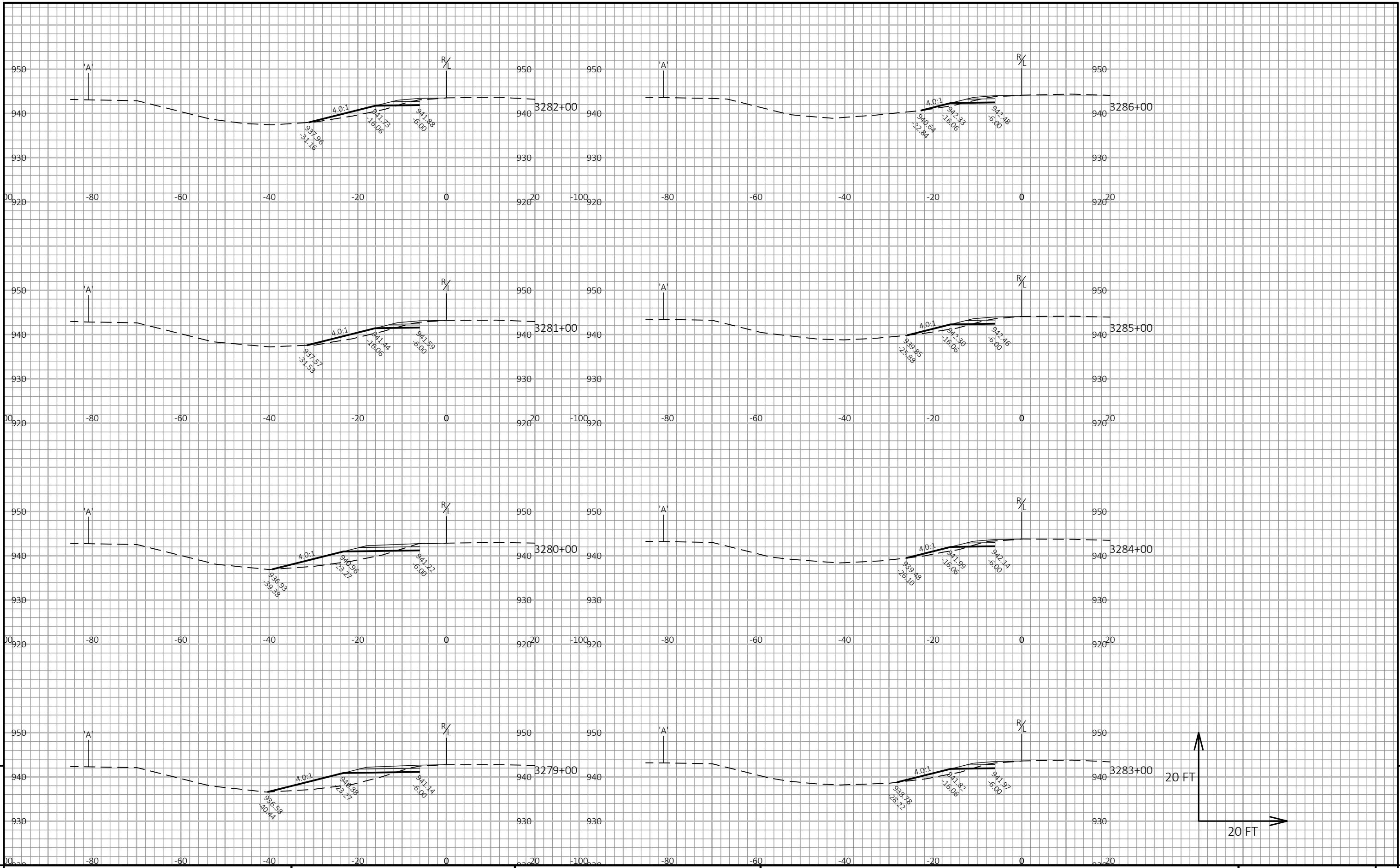
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE: 8/8/2023 11:58 AM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME: - 9



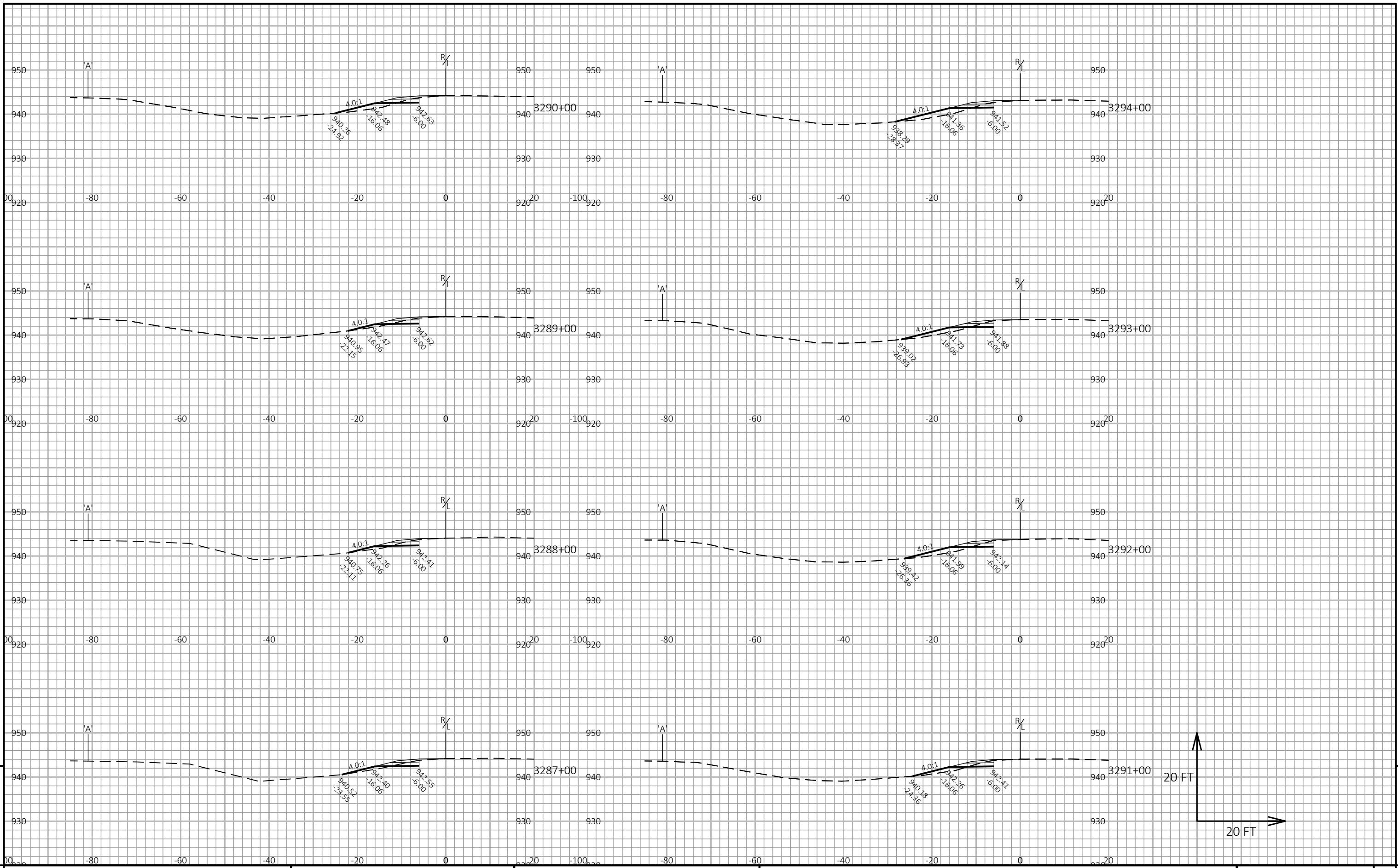
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE: 8/8/2023 11:58 AM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 10



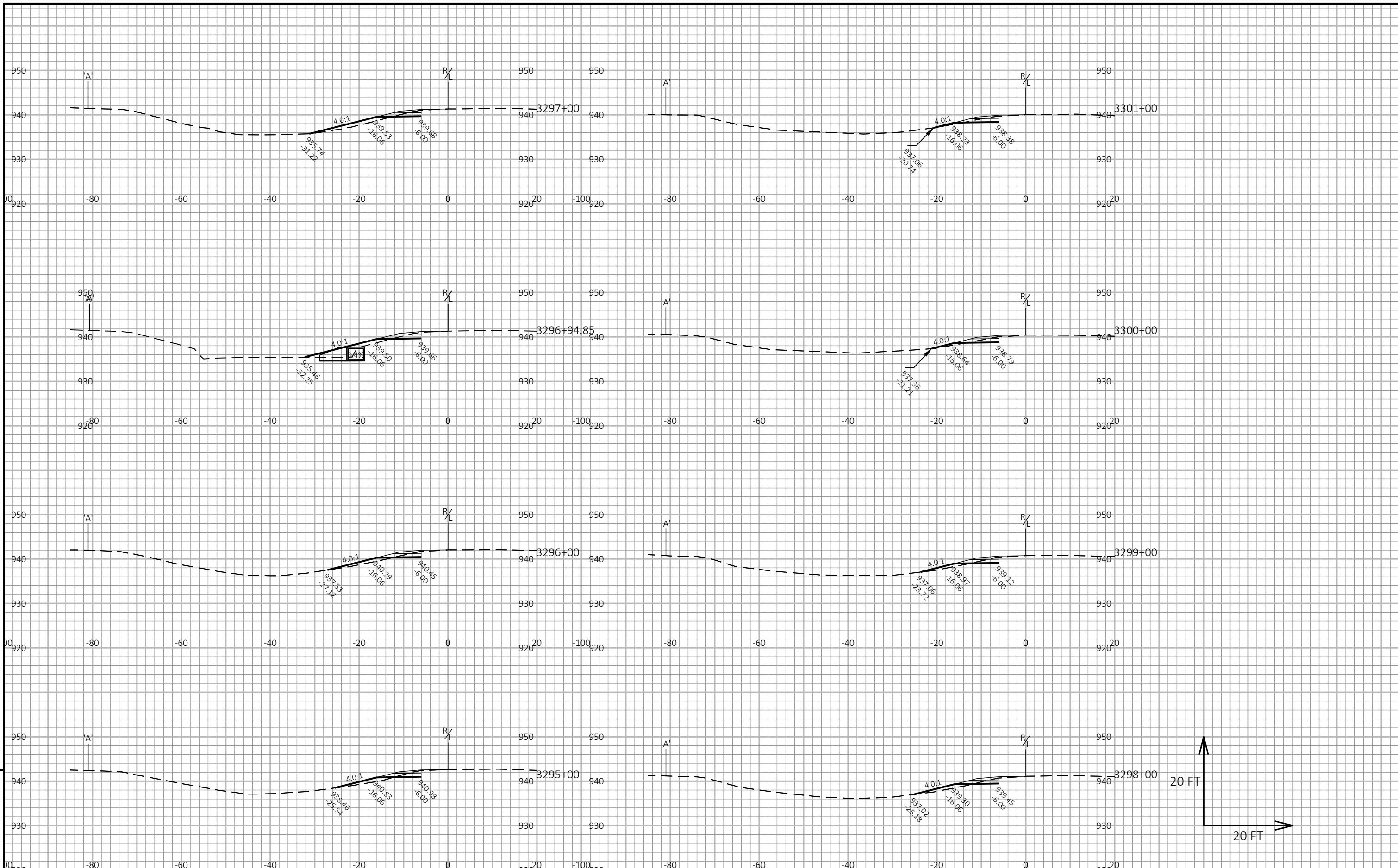
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE: 8/8/2023 11:59 AM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 11



PROJECT NO: 1017-01-73

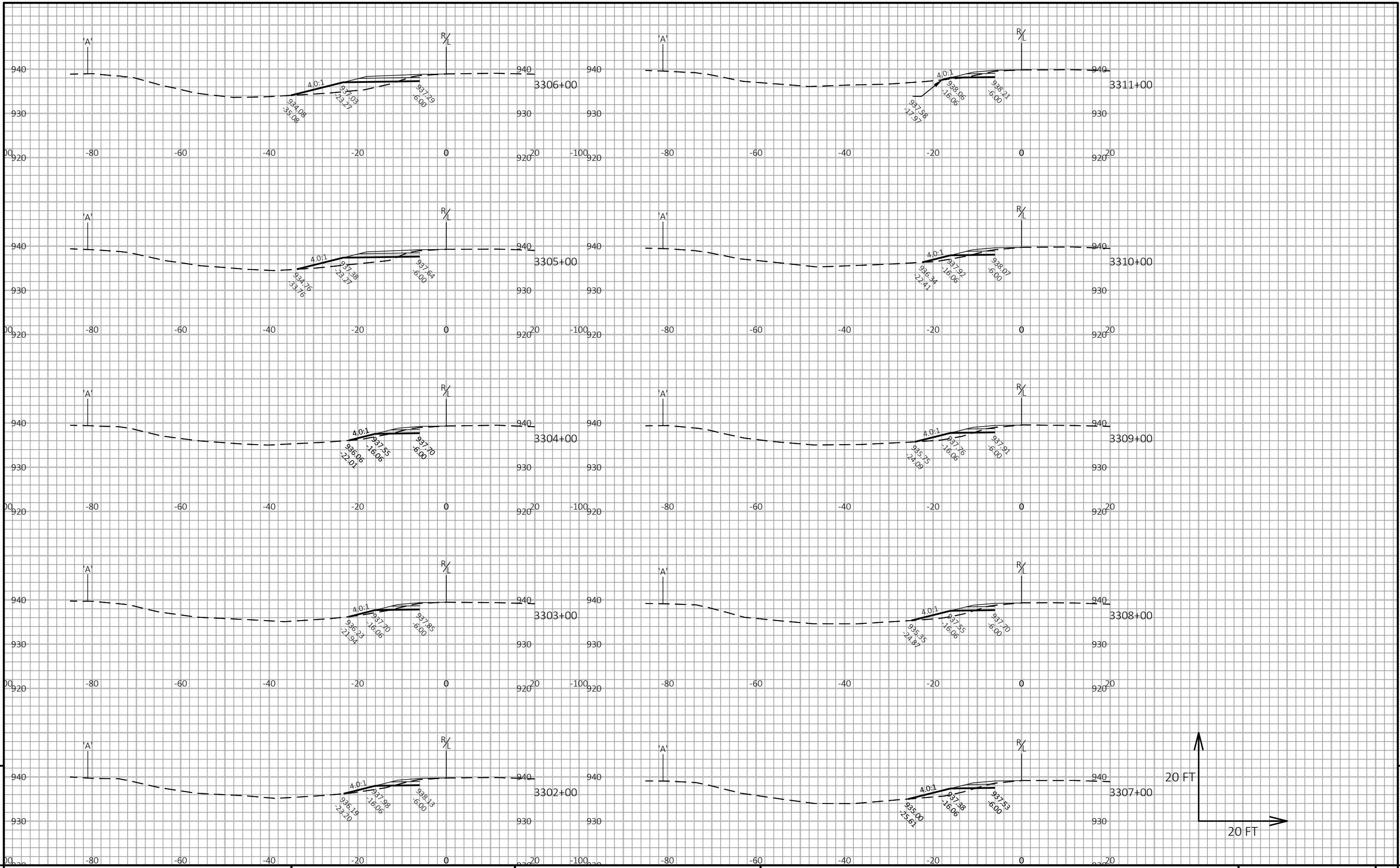
HWY: IH 90

COUNTY: MONROE

CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING

SHEET

E



9

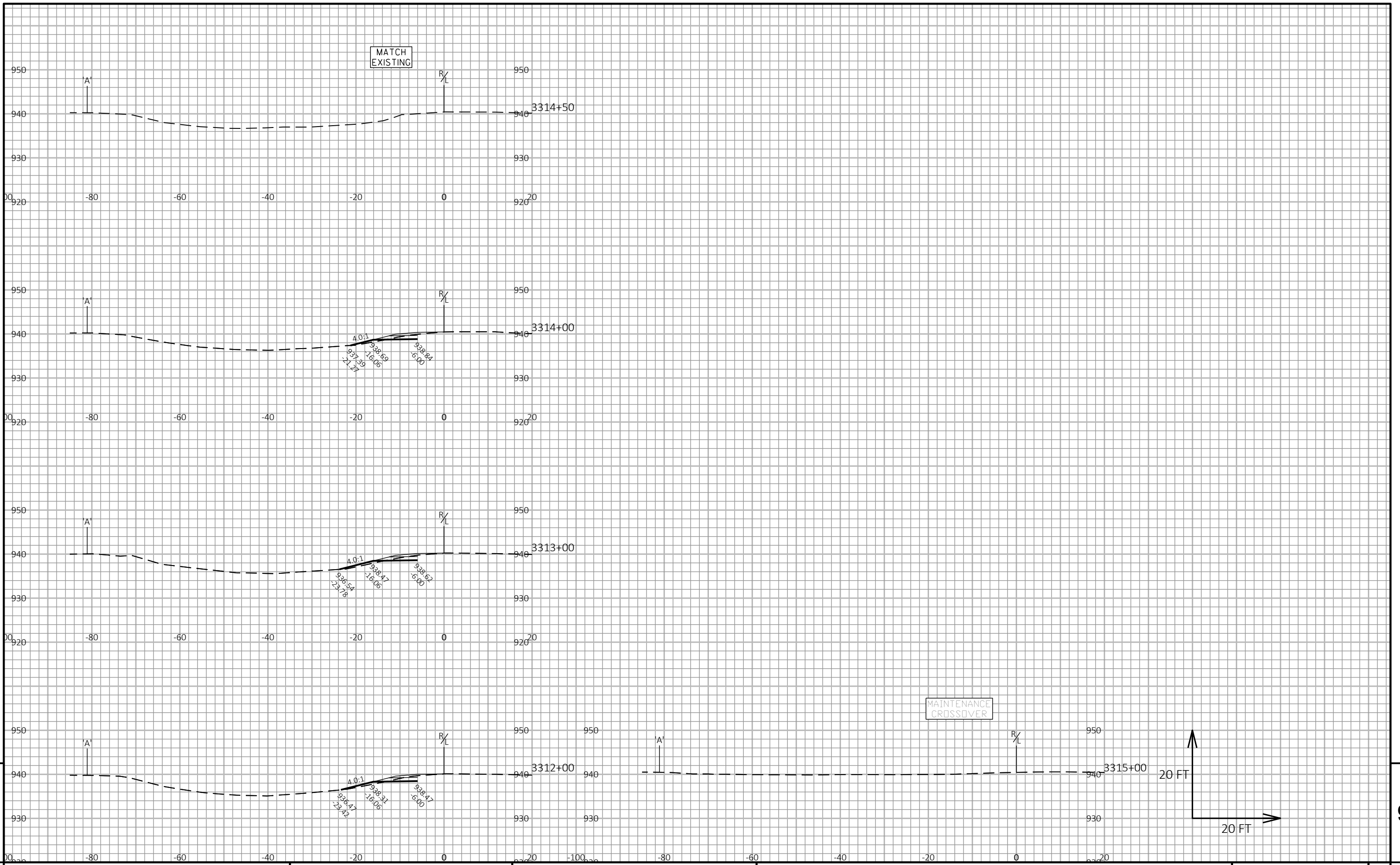
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG PLOT DATE : 8/8/2023 12:00 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 13





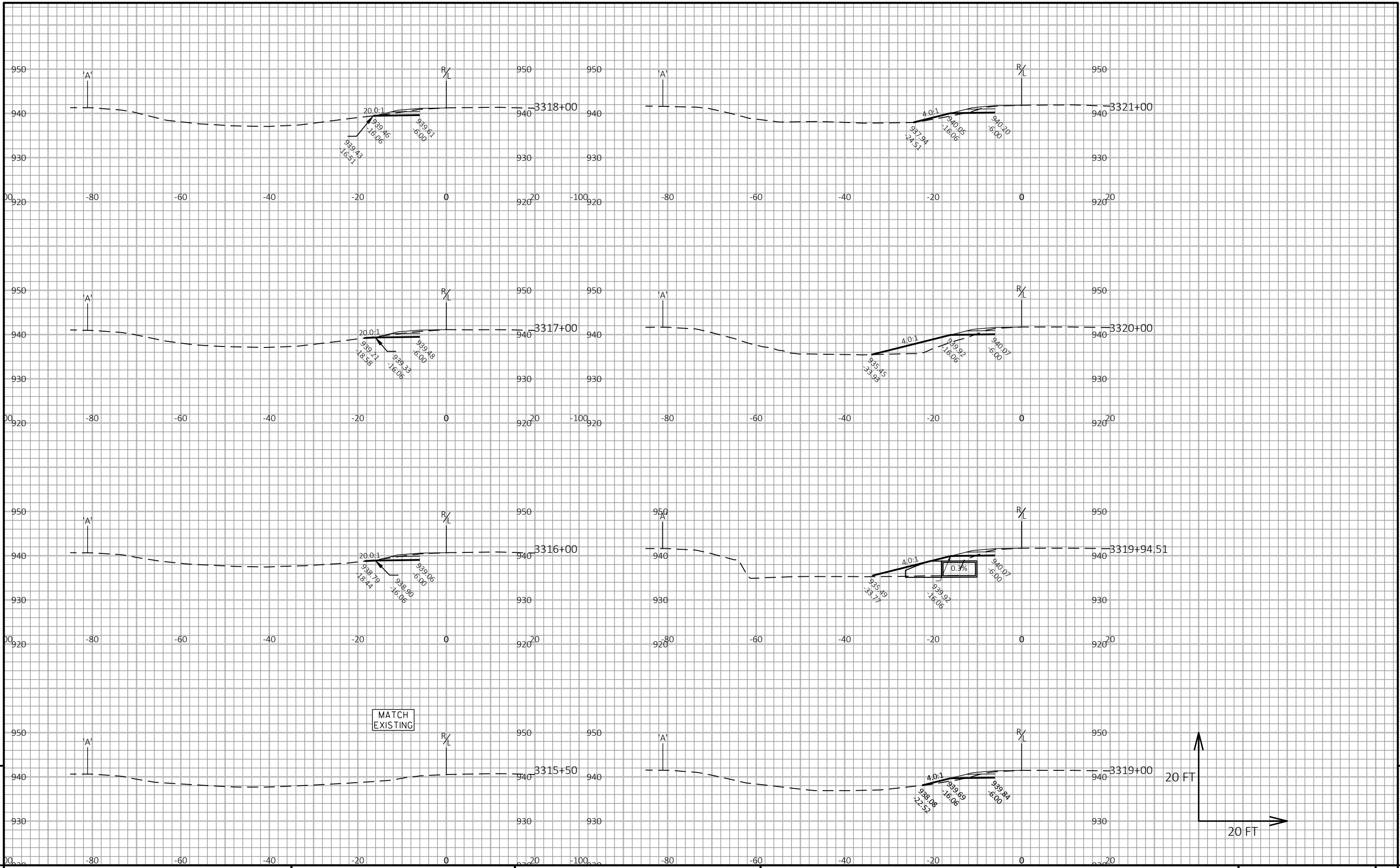
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090230\_XS.DWG      PLOT DATE : 8/8/2023 12:00 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 14



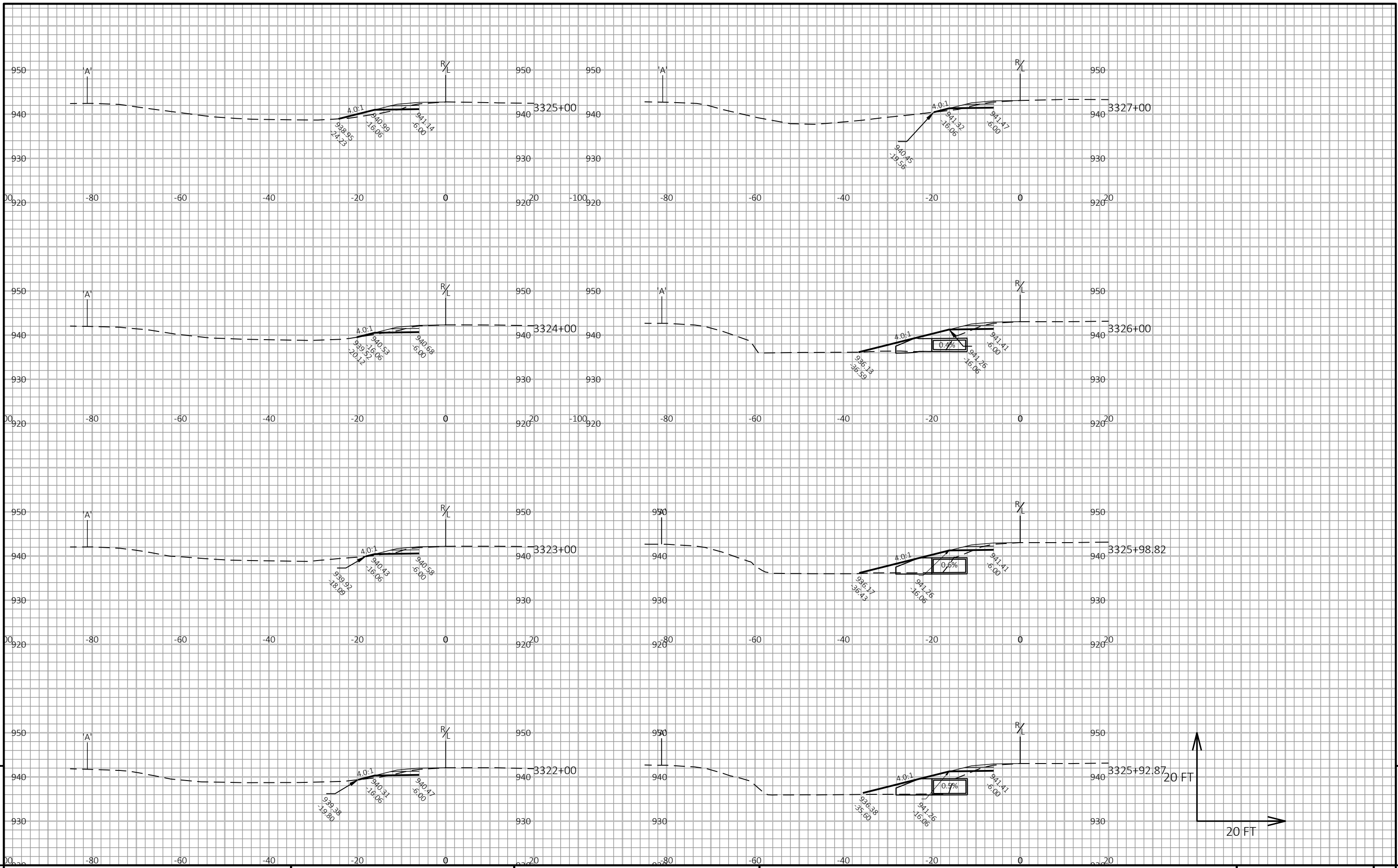
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090231\_XS.DWG      PLOT DATE: 8/8/2023 12:50 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 1



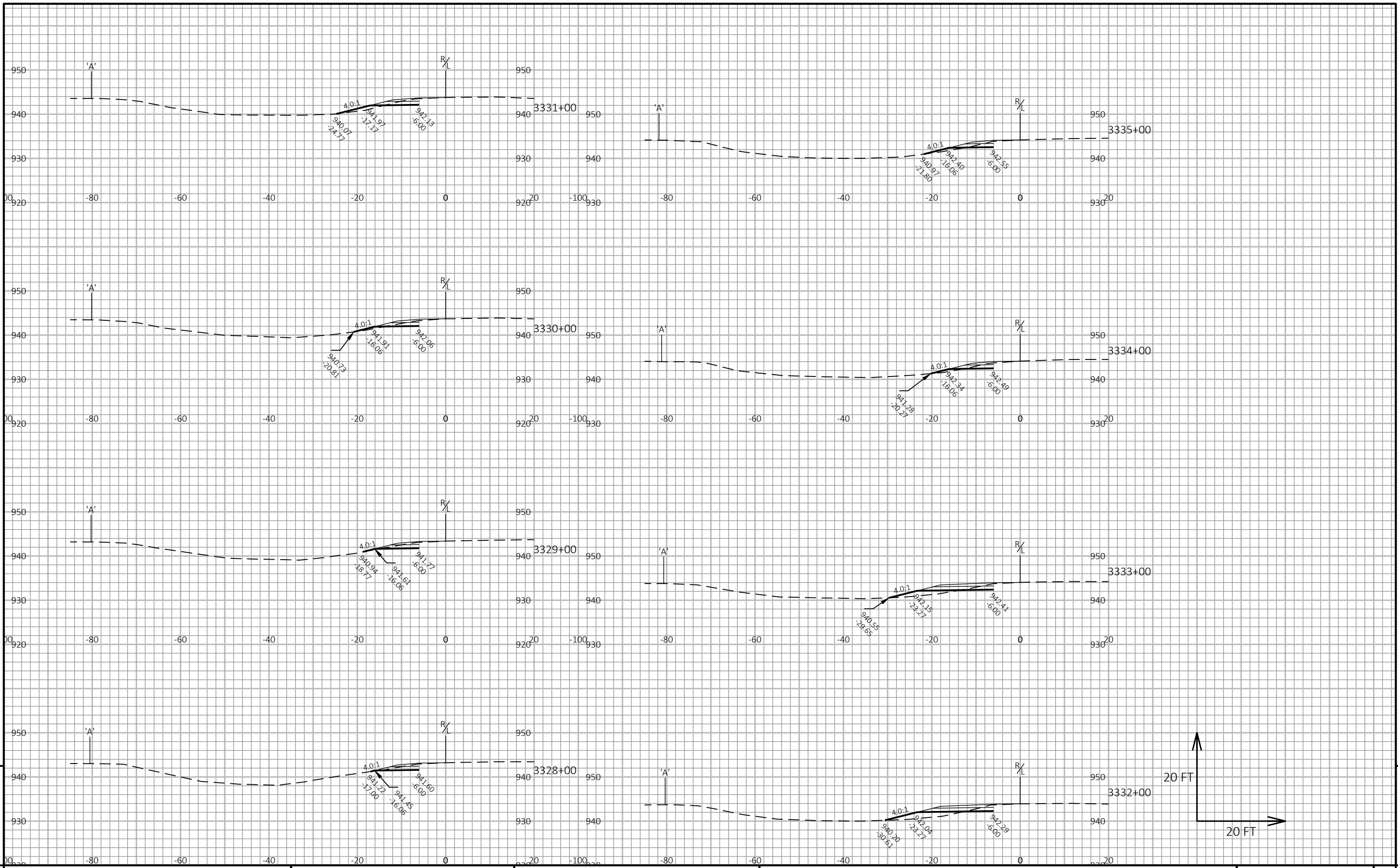
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090231\_XS.DWG      PLOT DATE : 8/8/2023 12:51 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 2



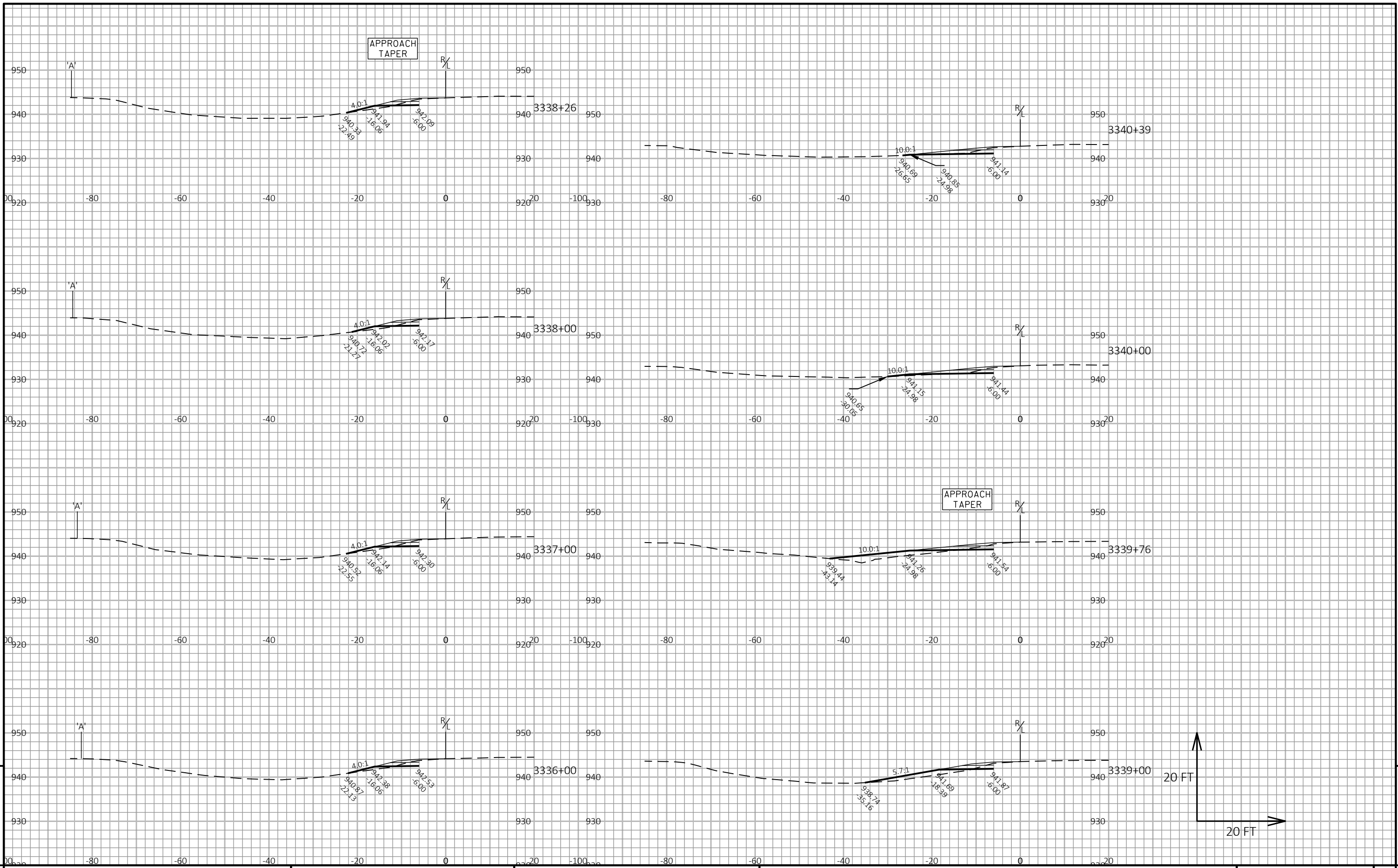
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090231\_XS.DWG      PLOT DATE : 8/8/2023 12:51 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3



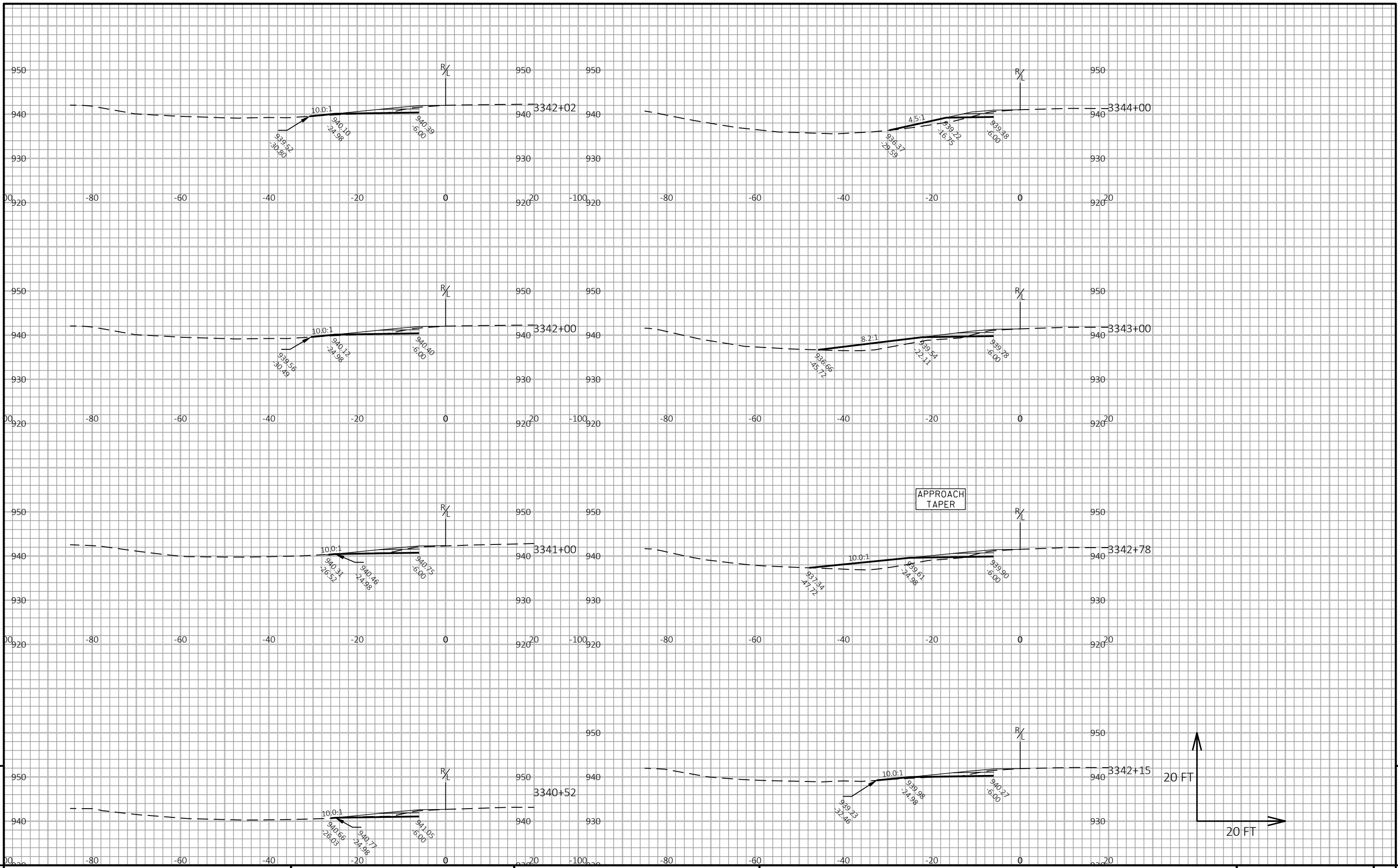
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090231\_XS.DWG      PLOT DATE: 8/8/2023 12:52 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 4



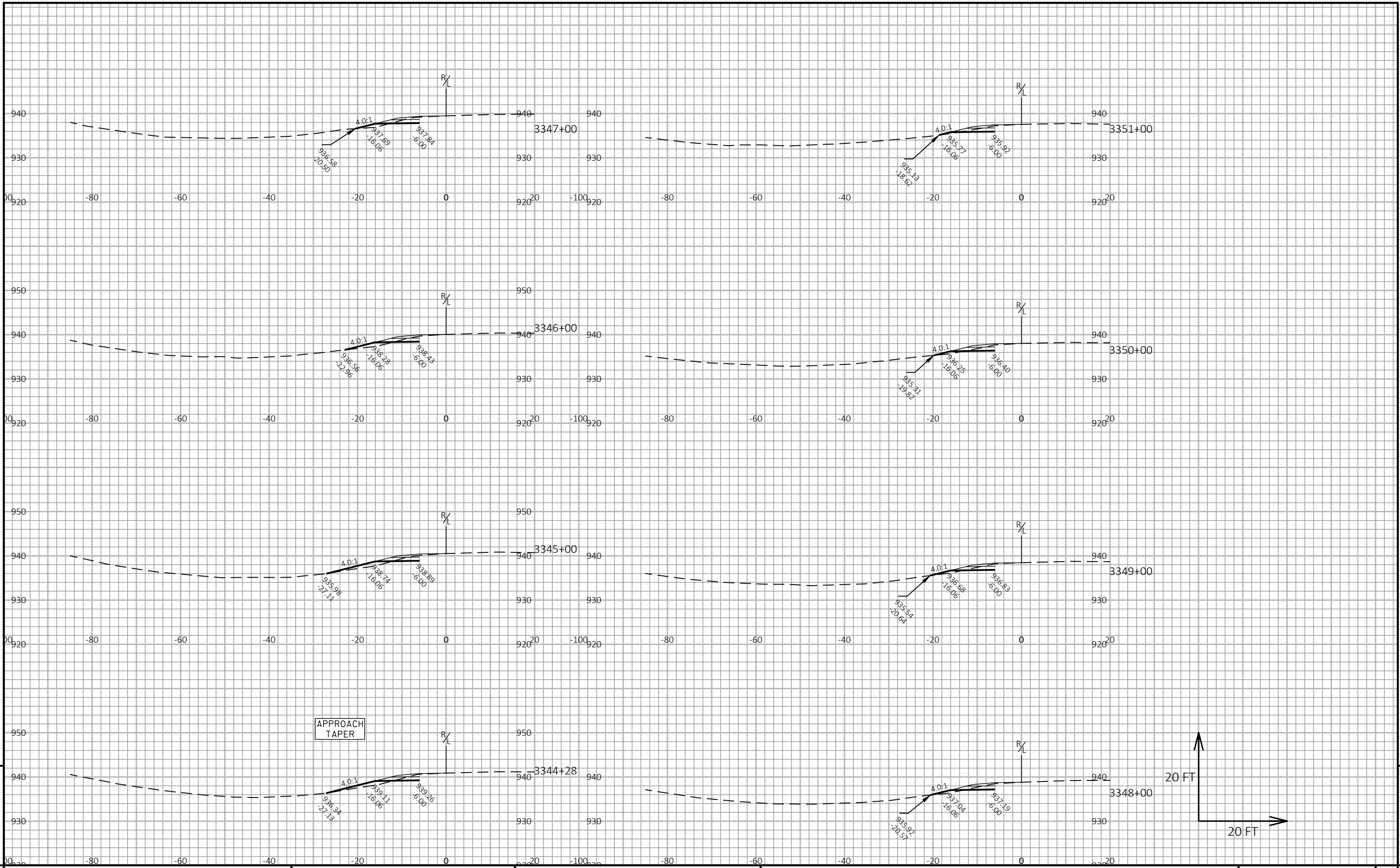
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090231\_XS.DWG      PLOT DATE : 8/8/2023 12:52 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 5



PROJECT NO: 1017-01-73

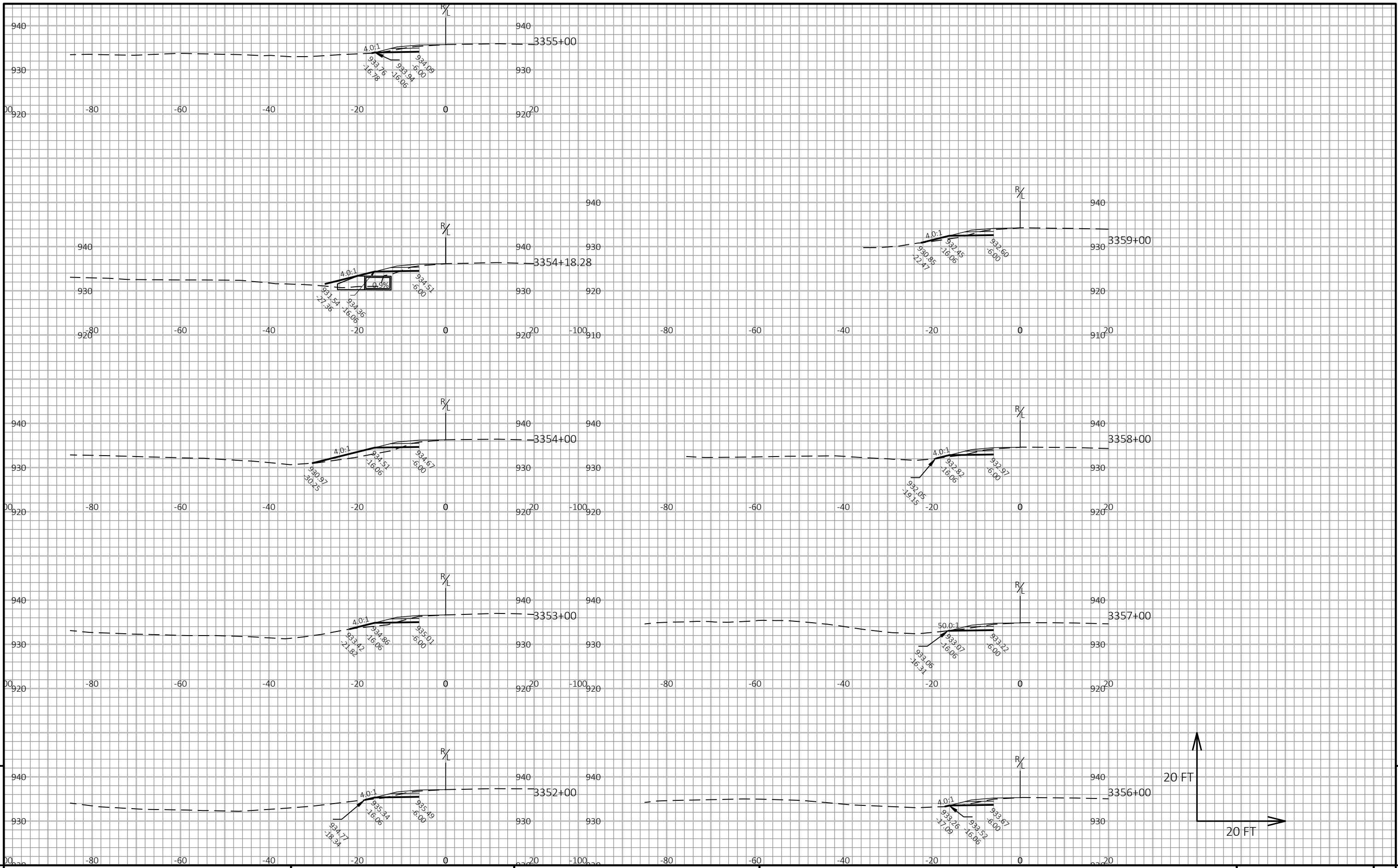
HWY: IH 90

COUNTY: MONROE

CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING

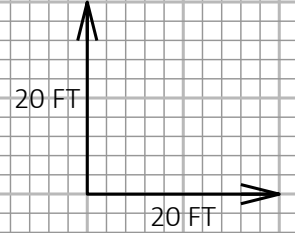
SHEET

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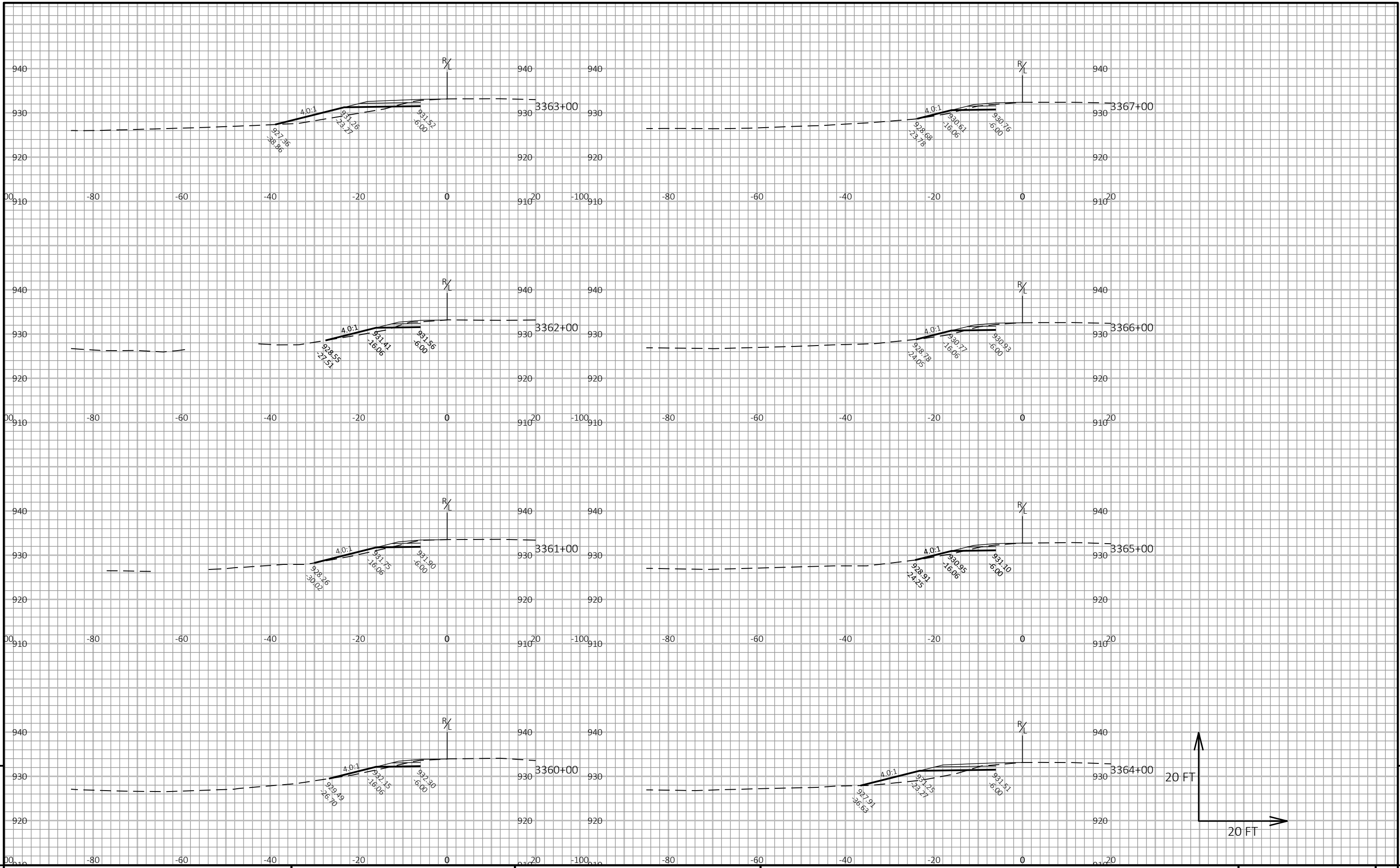


PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090231\_XS.DWG PLOT DATE : 8/8/2023 12:53 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 7





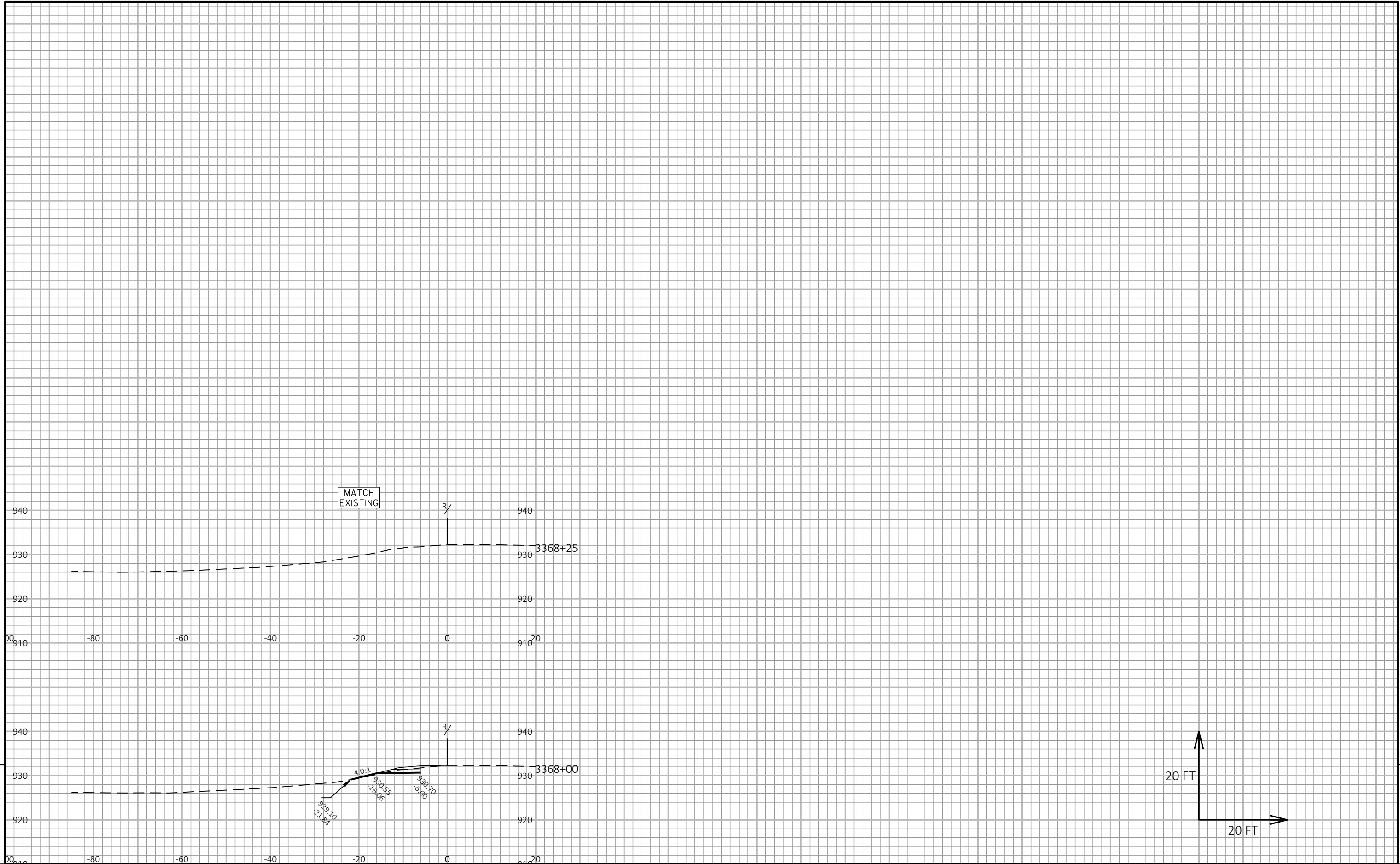
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME : N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090231\_XS.DWG      PLOT DATE : 8/8/2023 12:54 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

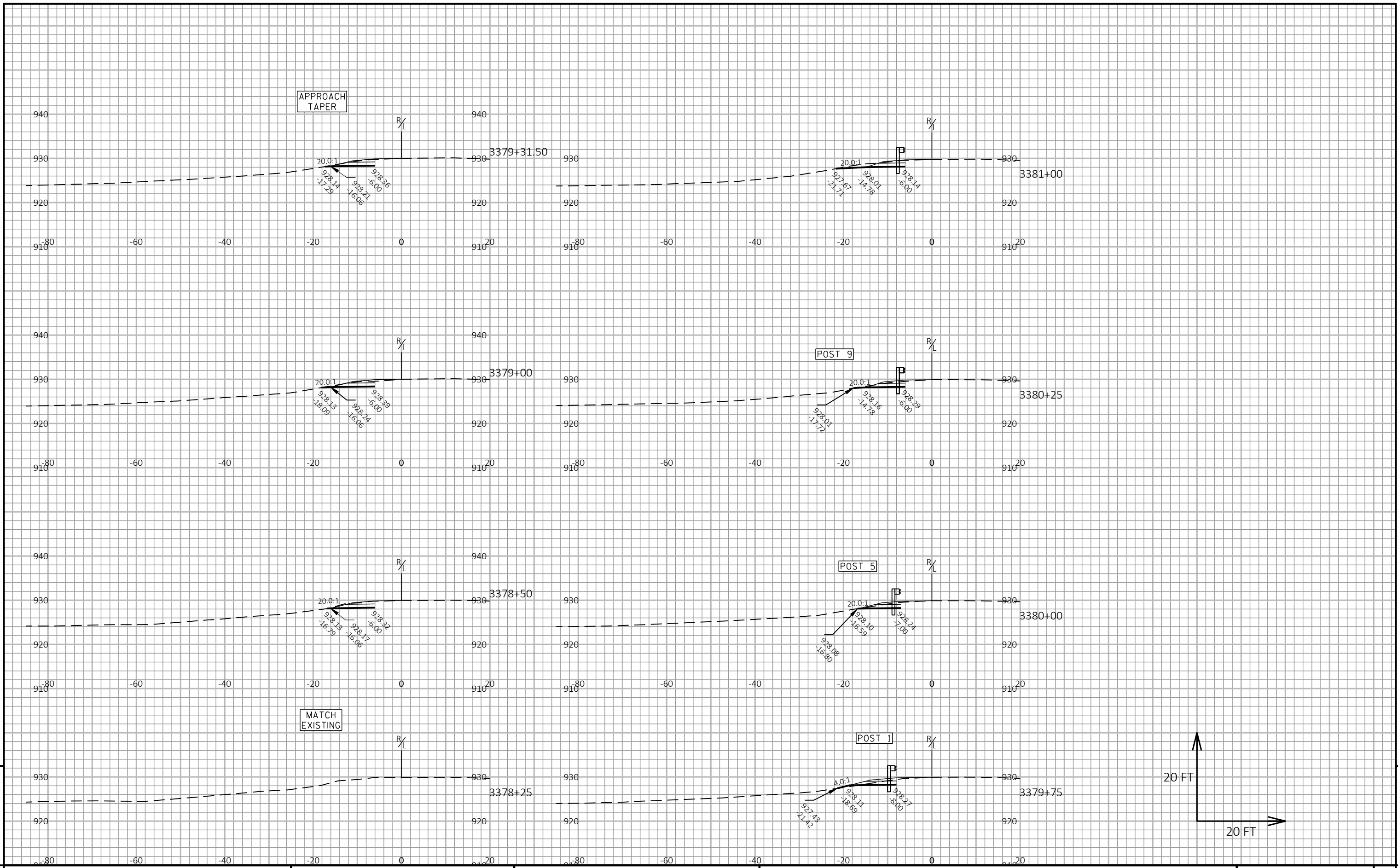
LAYOUT NAME - 8



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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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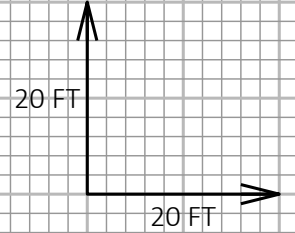
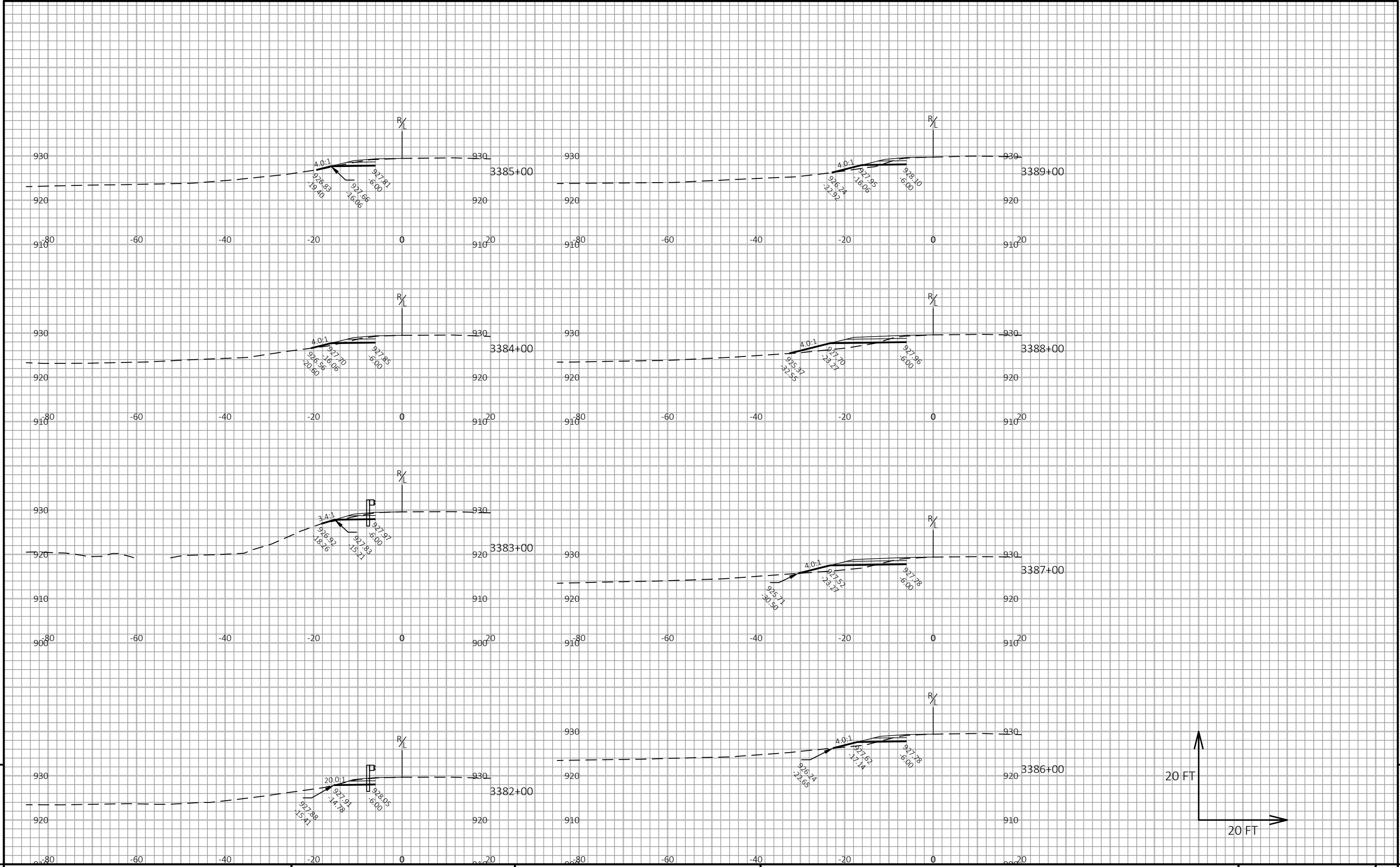
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090232\_XS.DWG      PLOT DATE: 8/8/2023 1:10 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 1



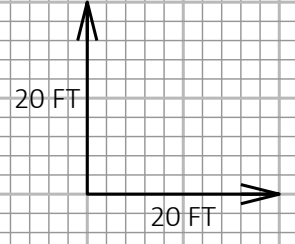
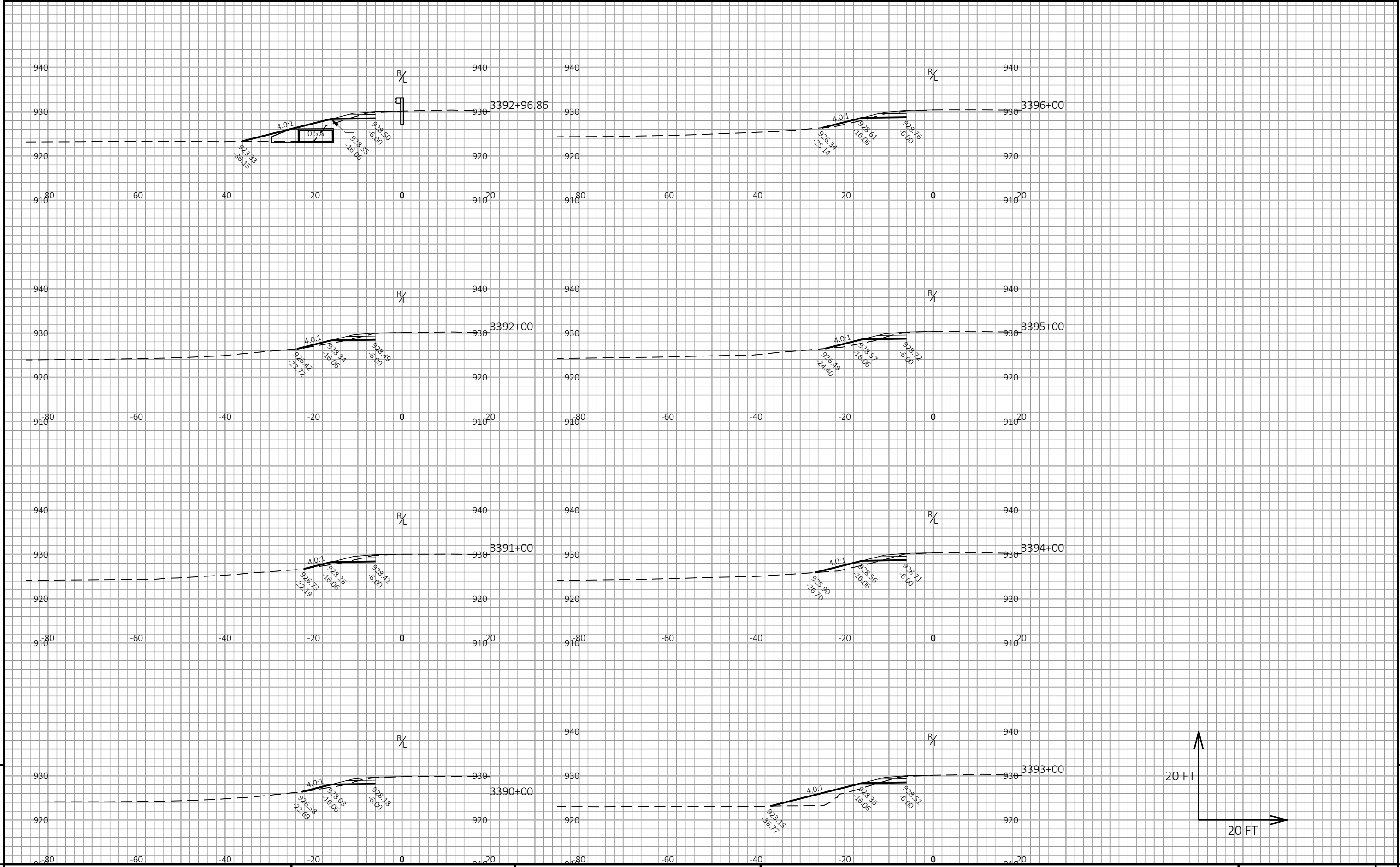
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090232\_XS.DWG      PLOT DATE: 8/8/2023 1:10 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 2



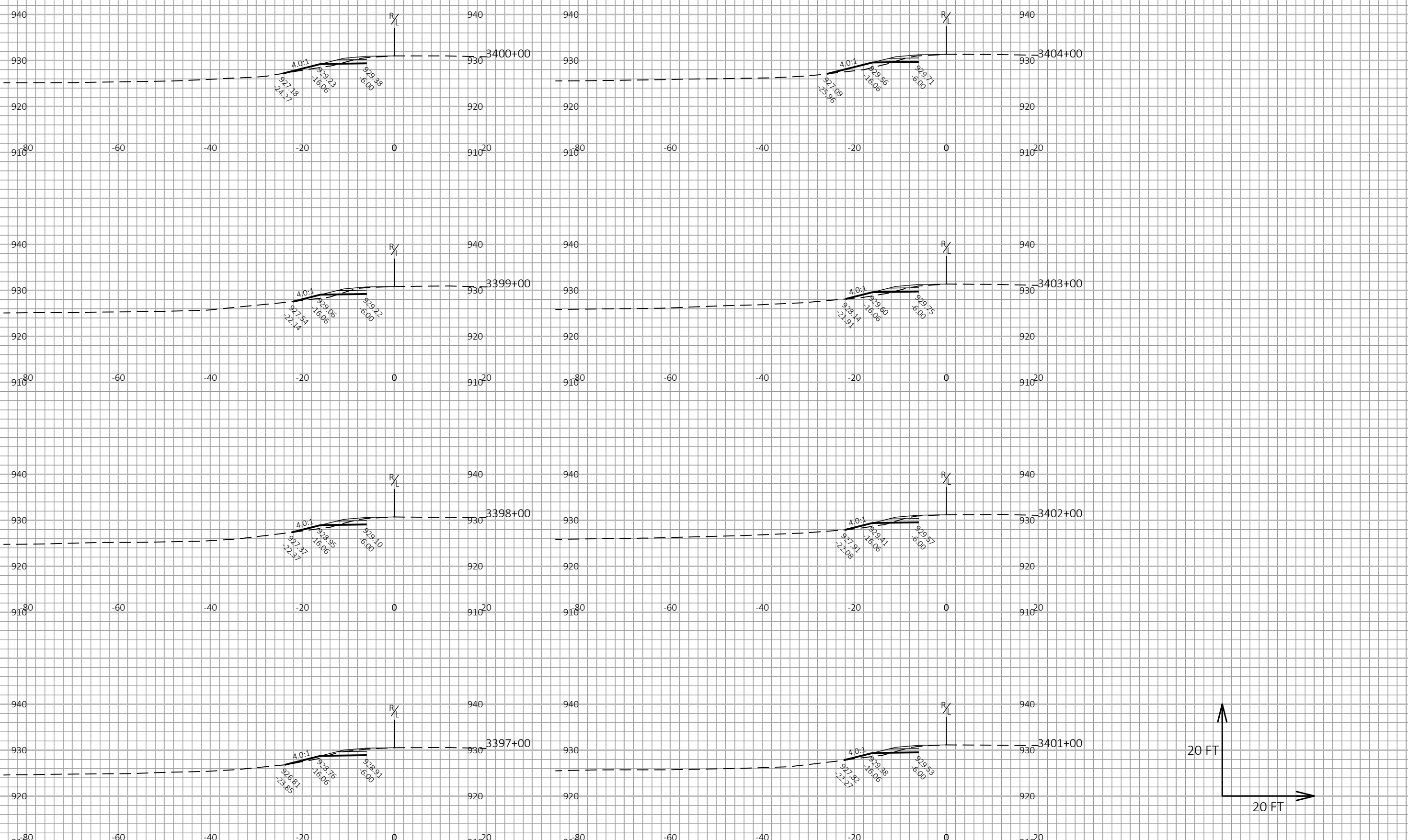
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090232\_XS.DWG      PLOT DATE: 8/8/2023 1:11 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3



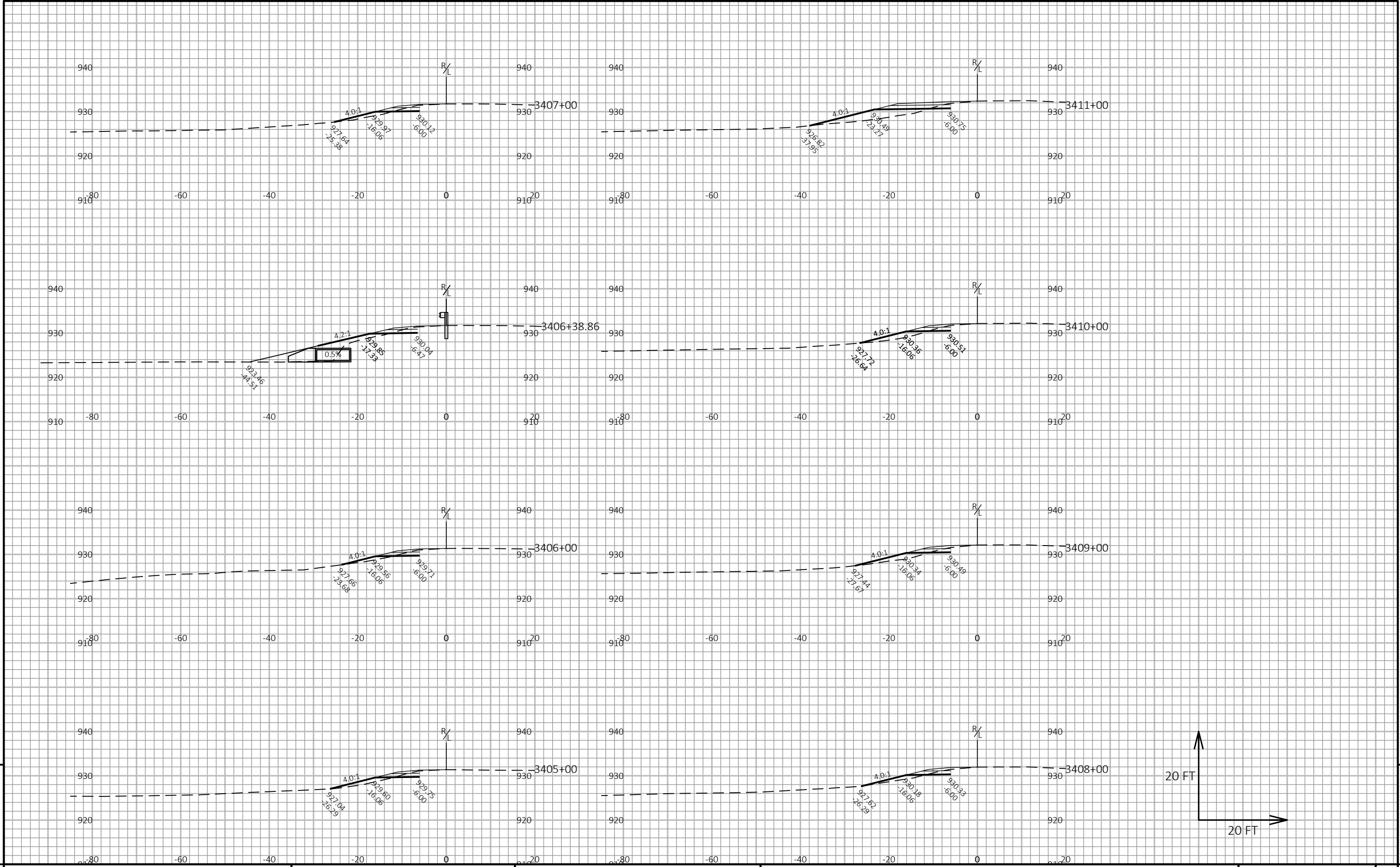
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090232\_XS.DWG      PLOT DATE: 8/8/2023 1:11 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 4



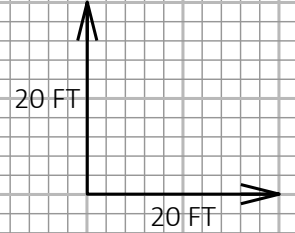
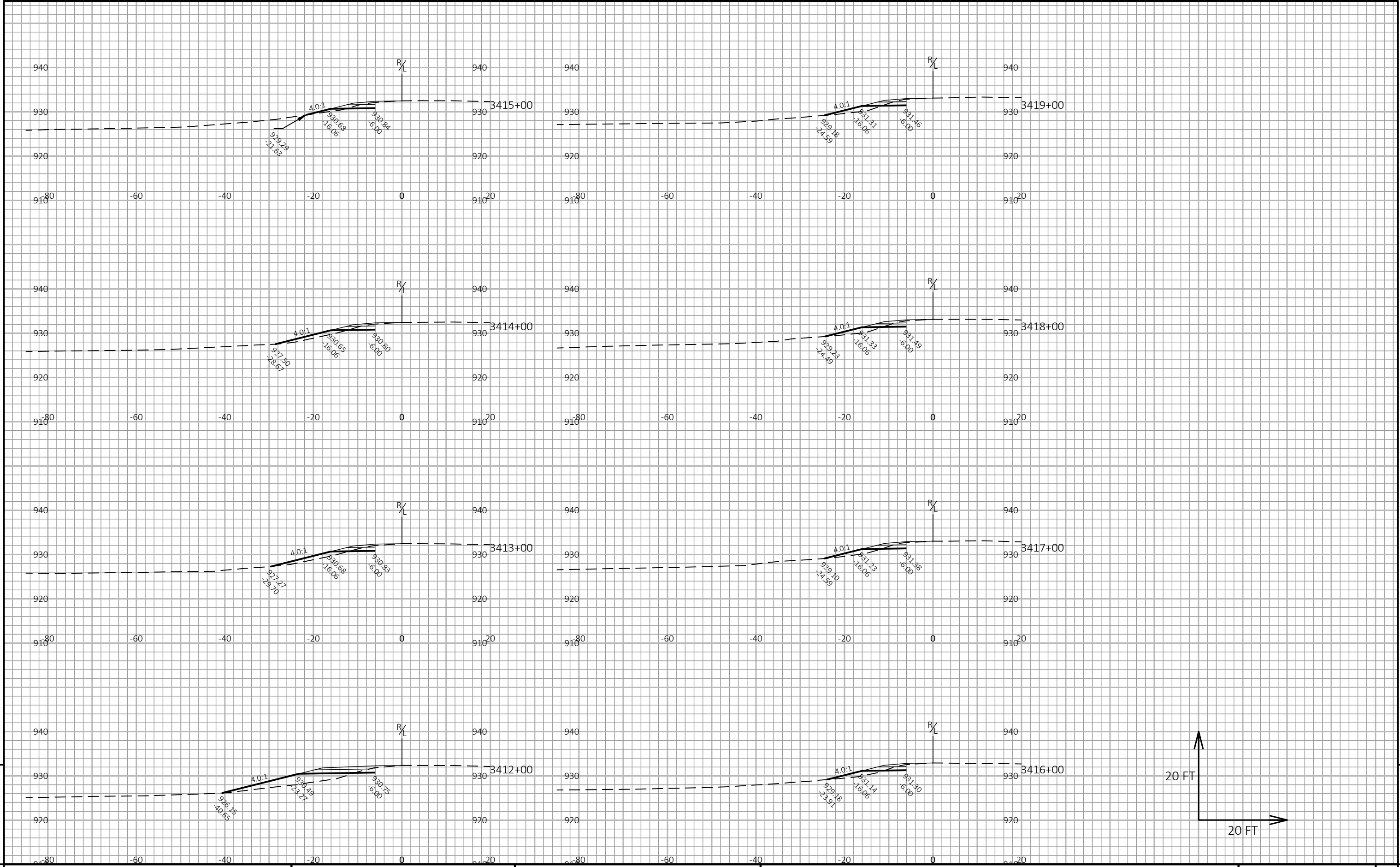
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9

PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090232\_XS.DWG      PLOT DATE : 8/8/2023 1:12 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 5



9

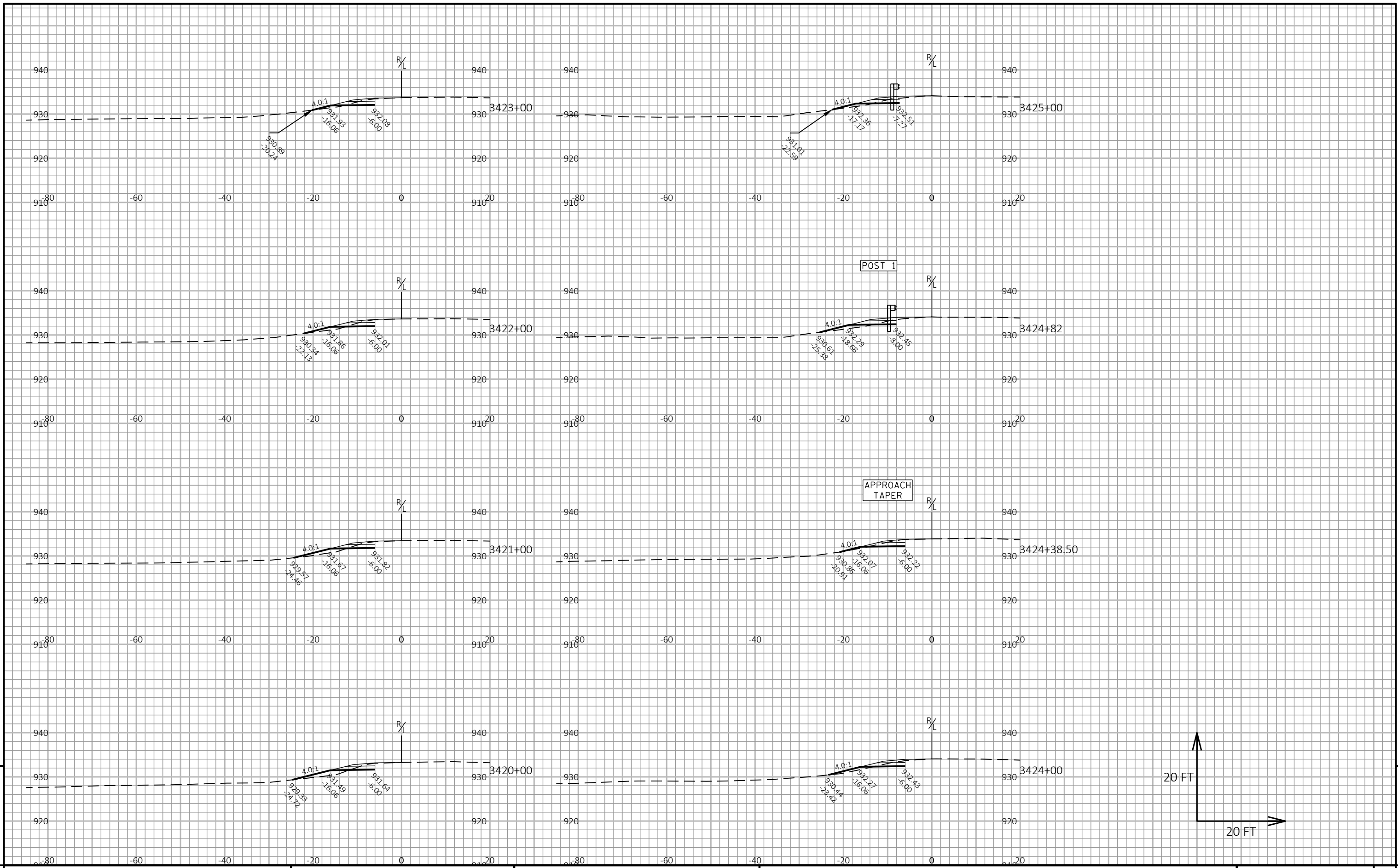
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090232\_XS.DWG      PLOT DATE: 8/8/2023 1:12 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 6





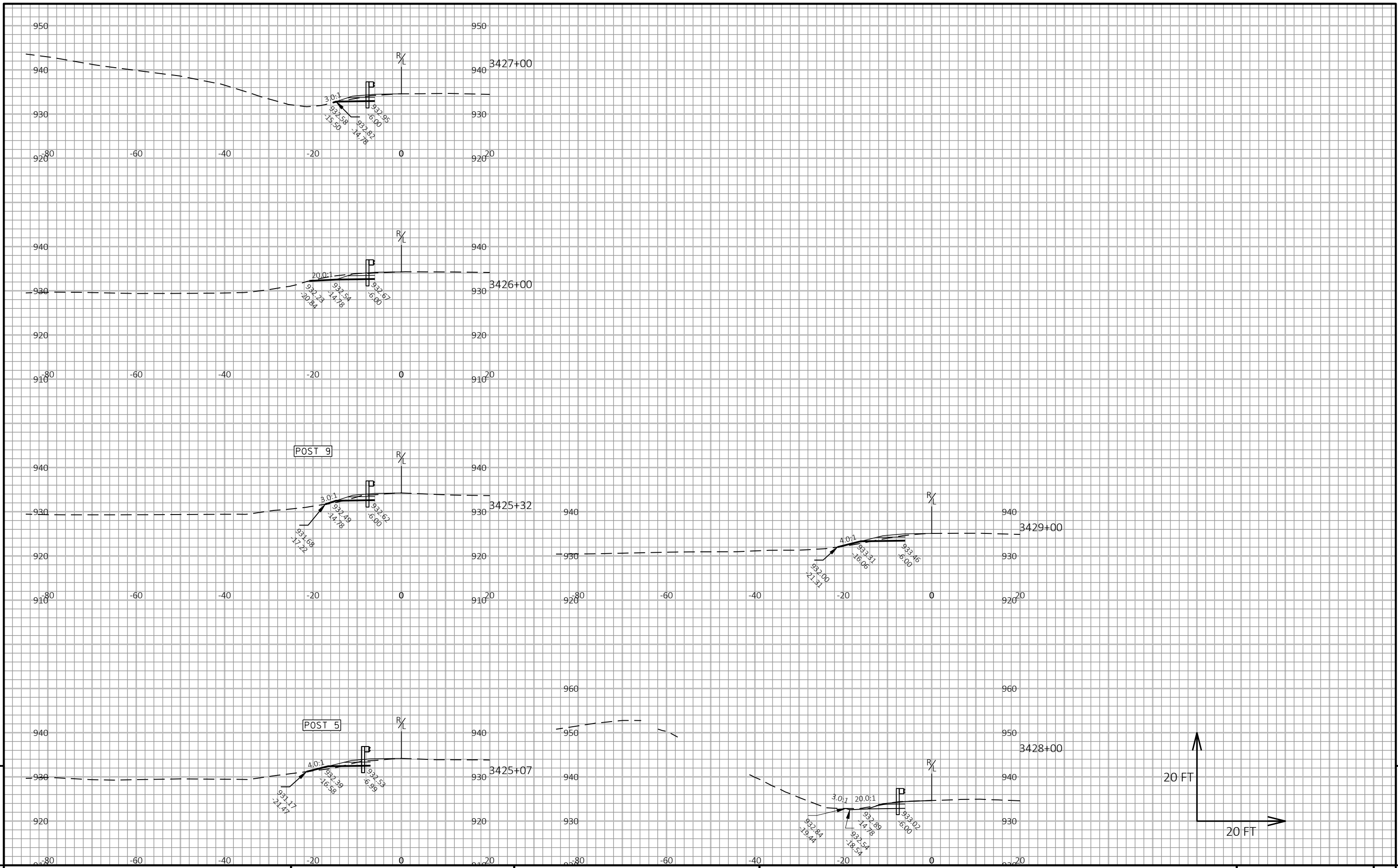
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090232\_XS.DWG      PLOT DATE: 8/8/2023 1:13 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 7



PROJECT NO: 1017-01-73

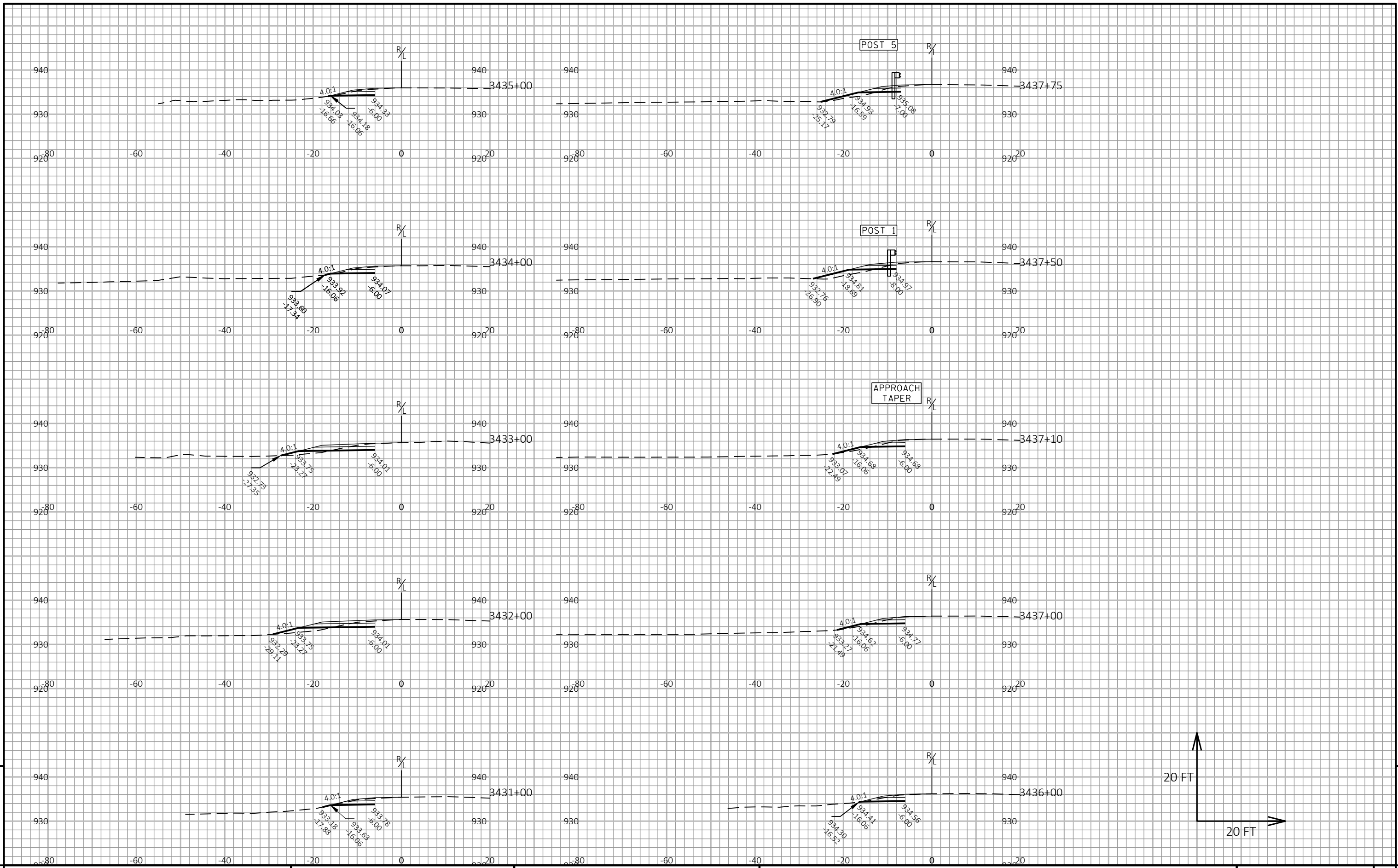
HWY: IH 90

COUNTY: MONROE

CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING

SHEET

E



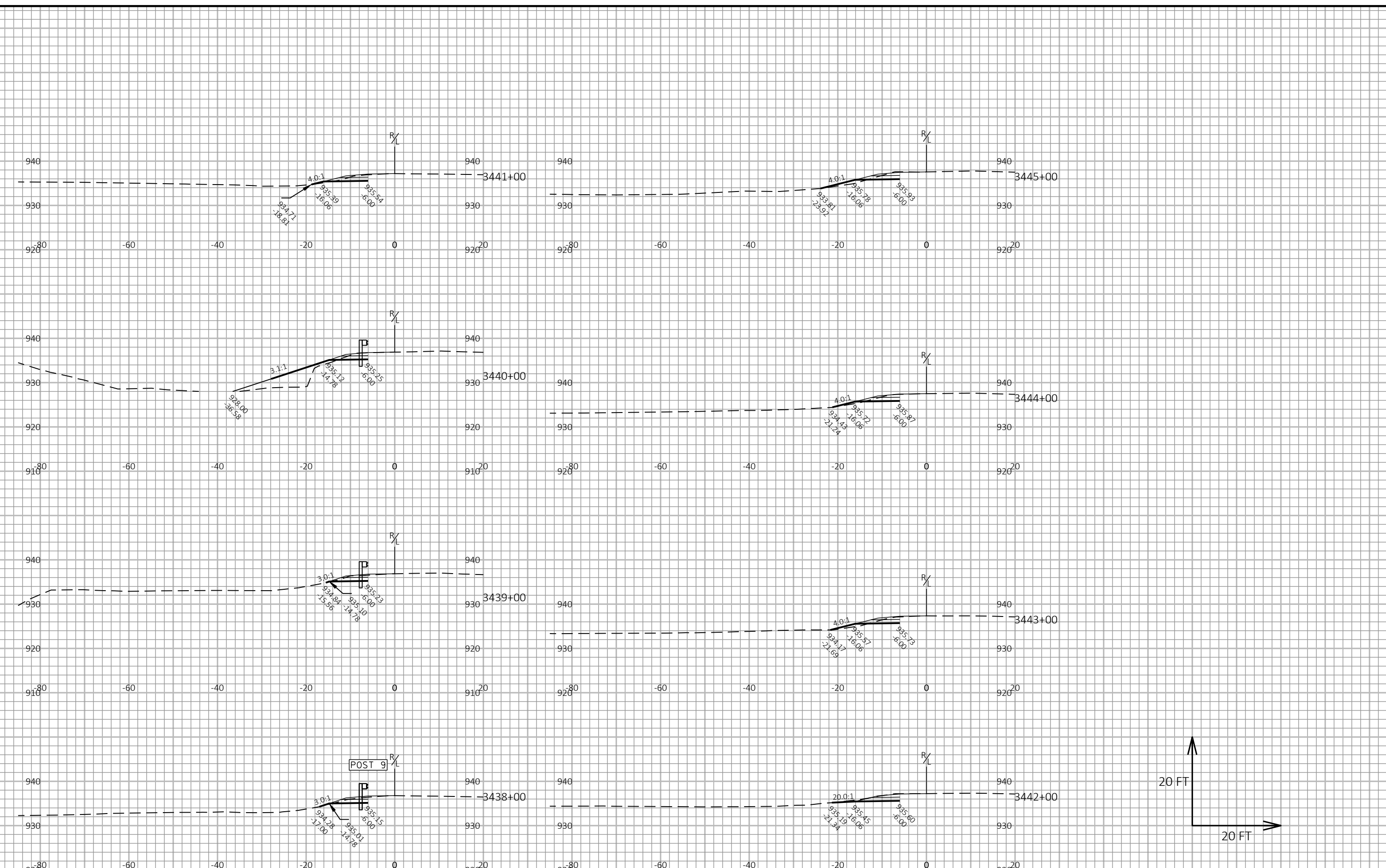
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090234\_XS.DWG      PLOT DATE : 5/24/2022 1:13 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 1



PROJECT NO: 1017-01-73

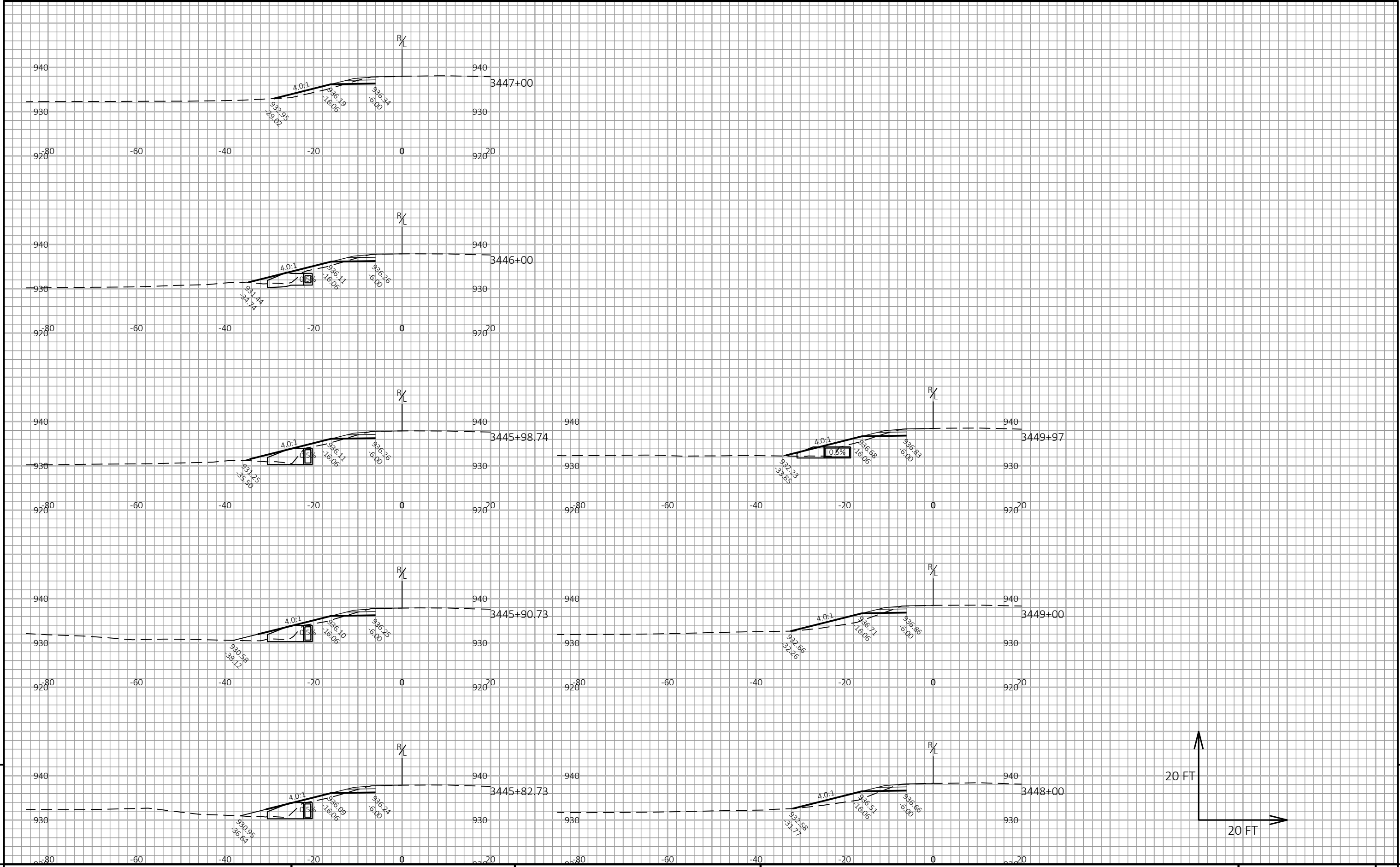
HWY: IH 90

COUNTY: MONROE

CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING

SHEET

E



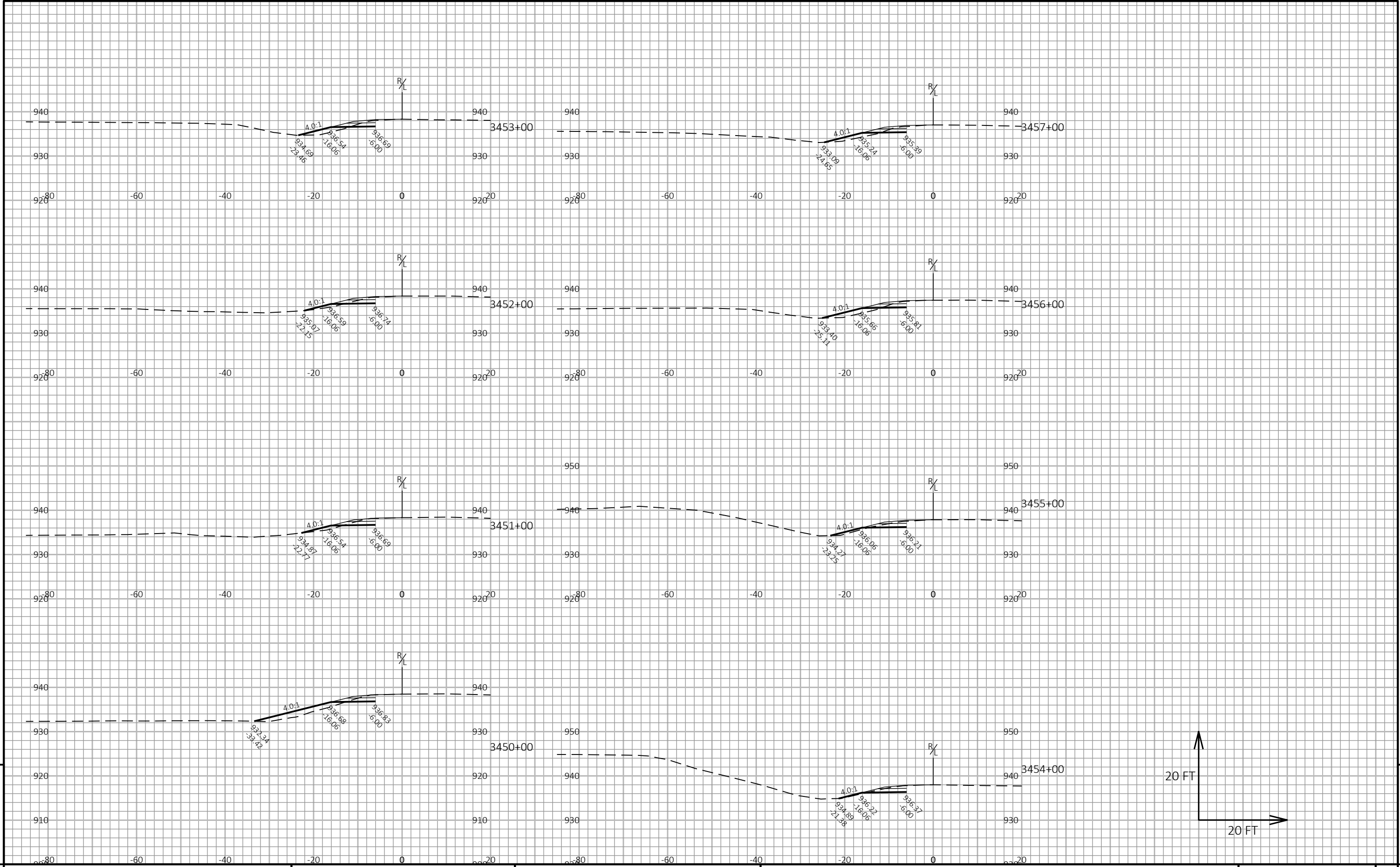
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090234\_XS.DWG      PLOT DATE: 5/24/2022 1:14 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3



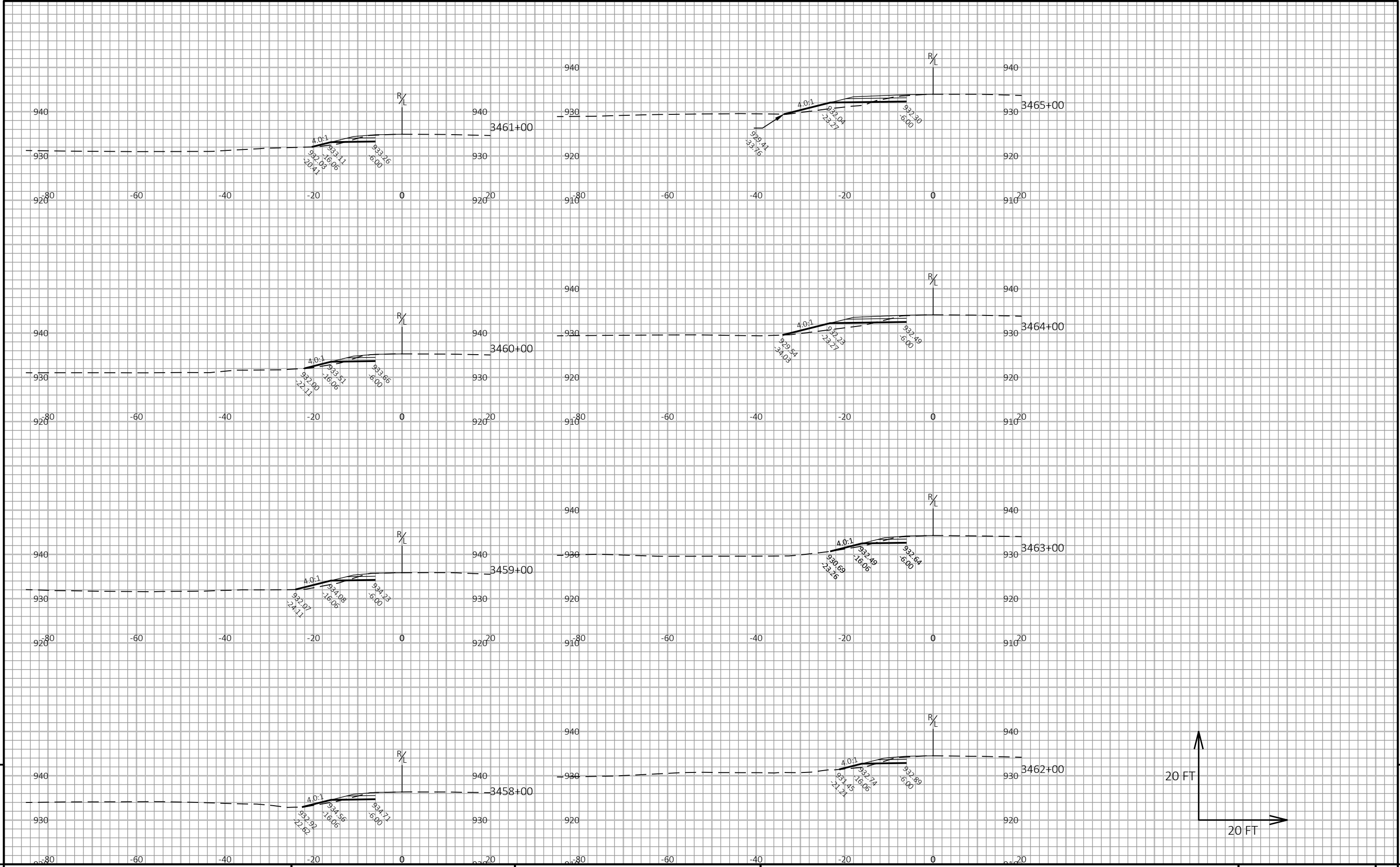
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090234\_XS.DWG      PLOT DATE: 5/24/2022 1:14 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 4



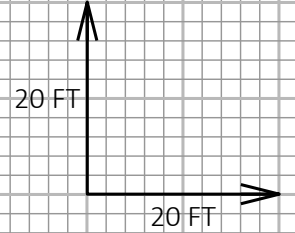
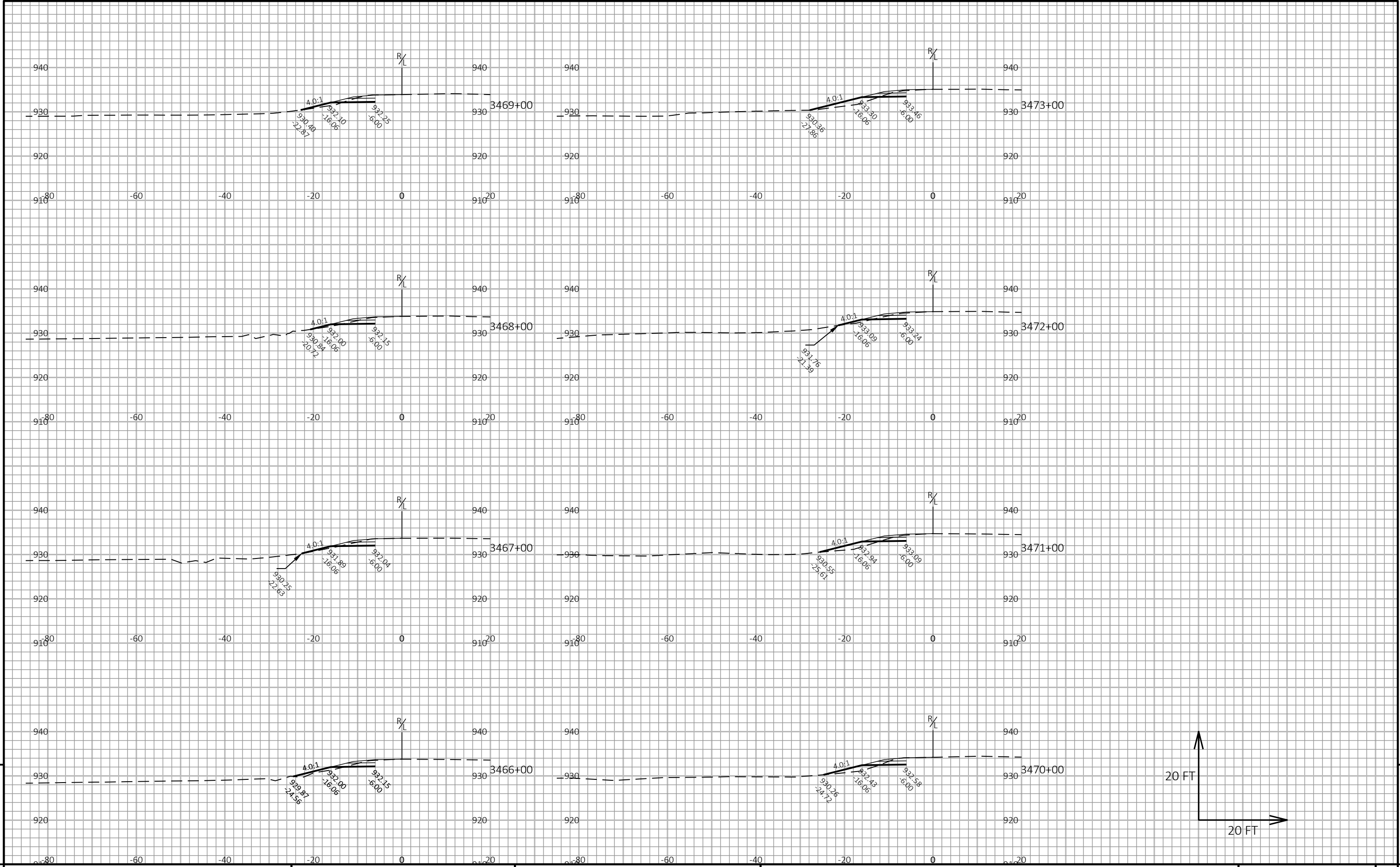
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090234\_XS.DWG      PLOT DATE : 5/24/2022 1:14 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 5



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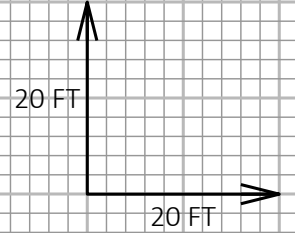
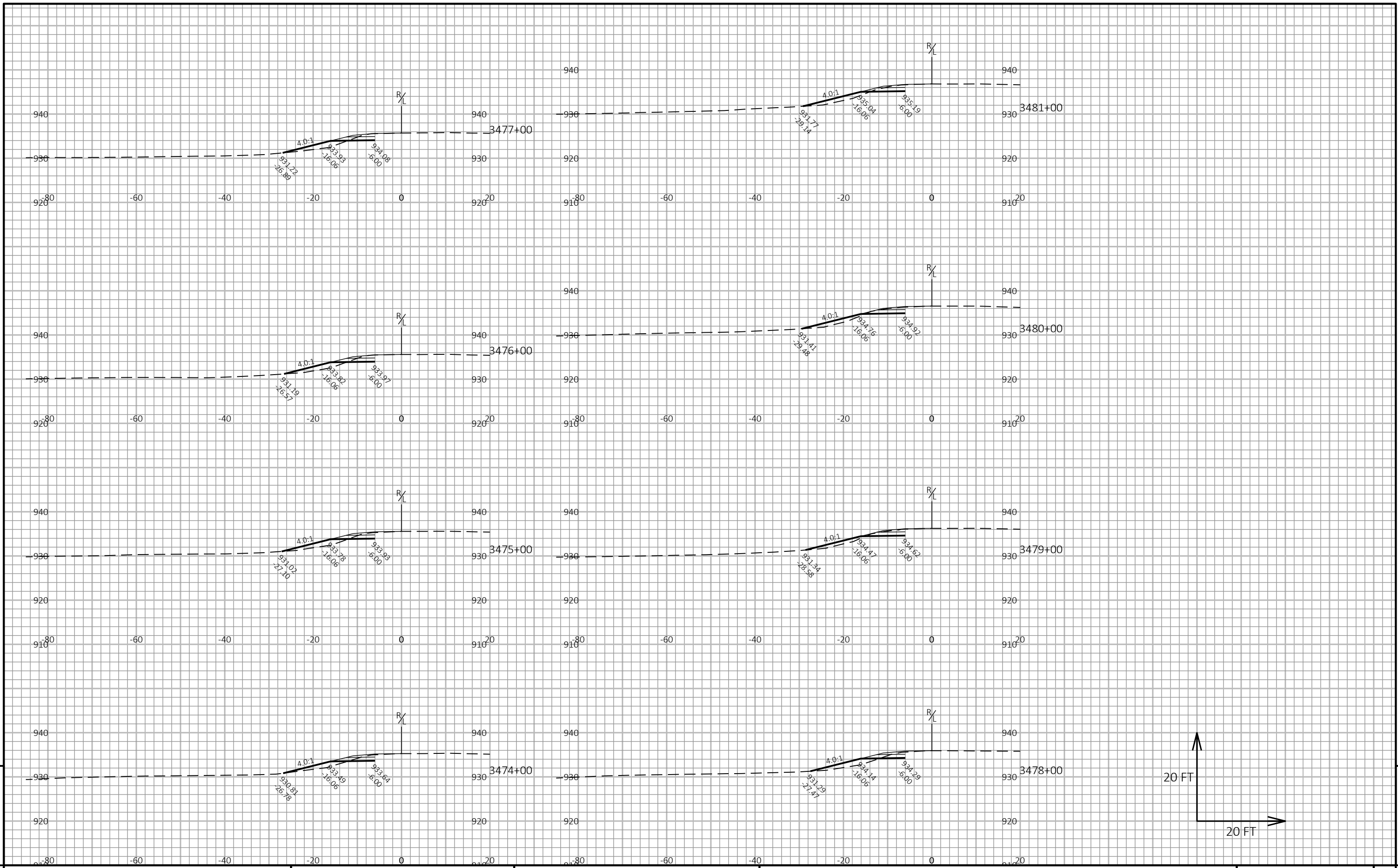
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

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LAYOUT NAME - 6





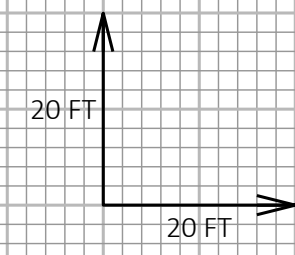
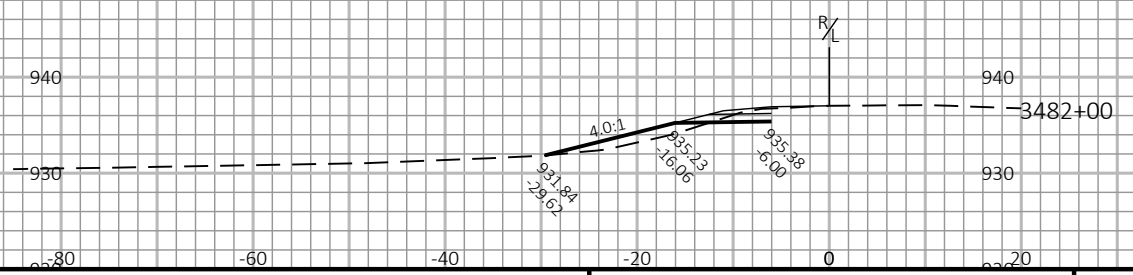
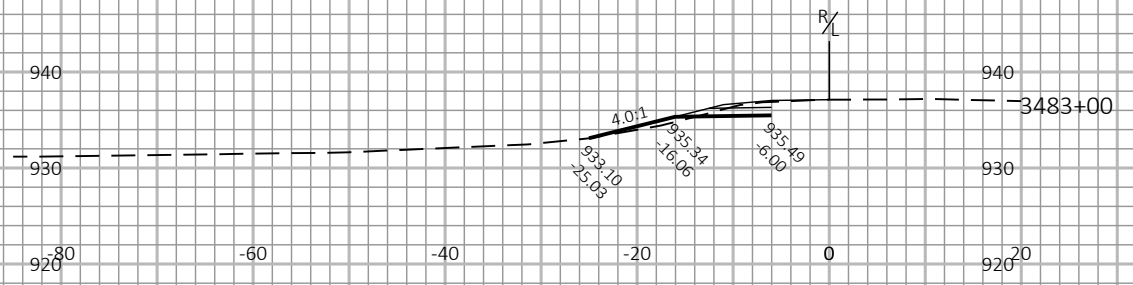
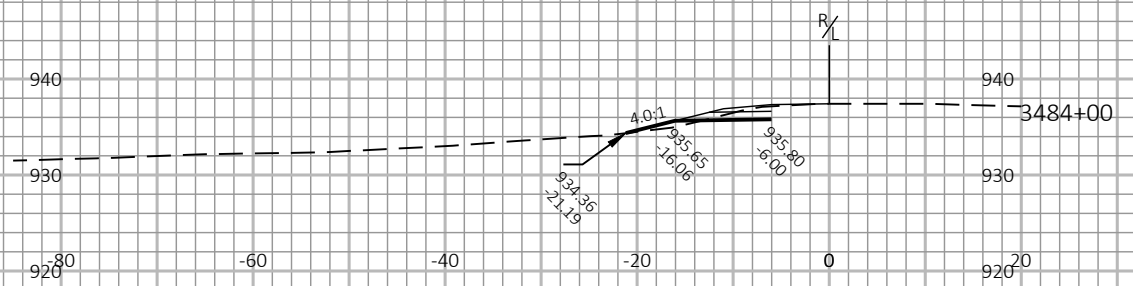
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090234\_XS.DWG      PLOT DATE: 5/24/2022 1:15 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

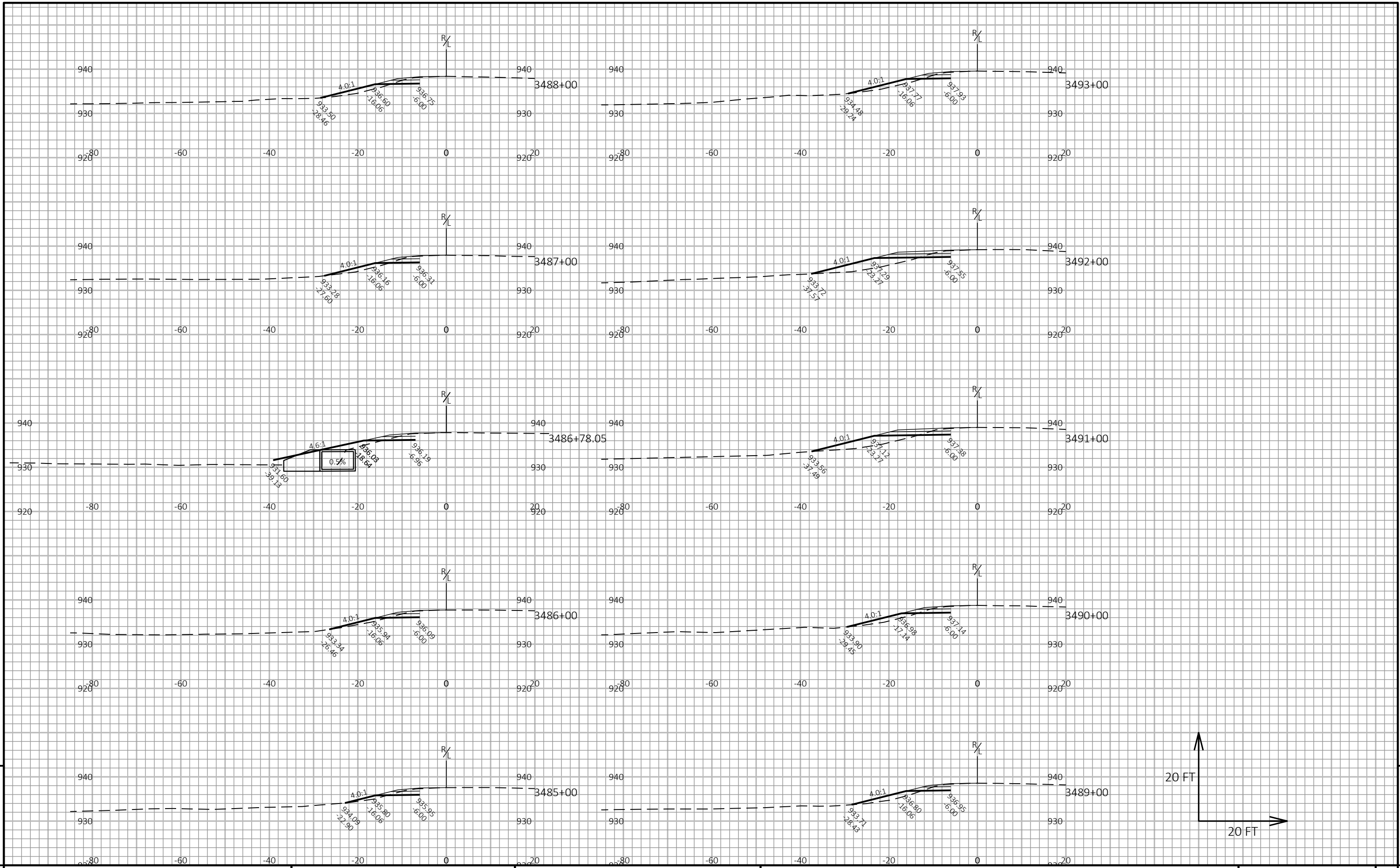
LAYOUT NAME - 7



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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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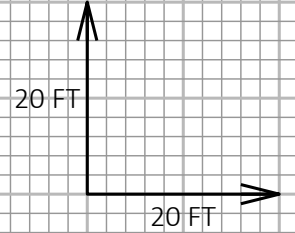
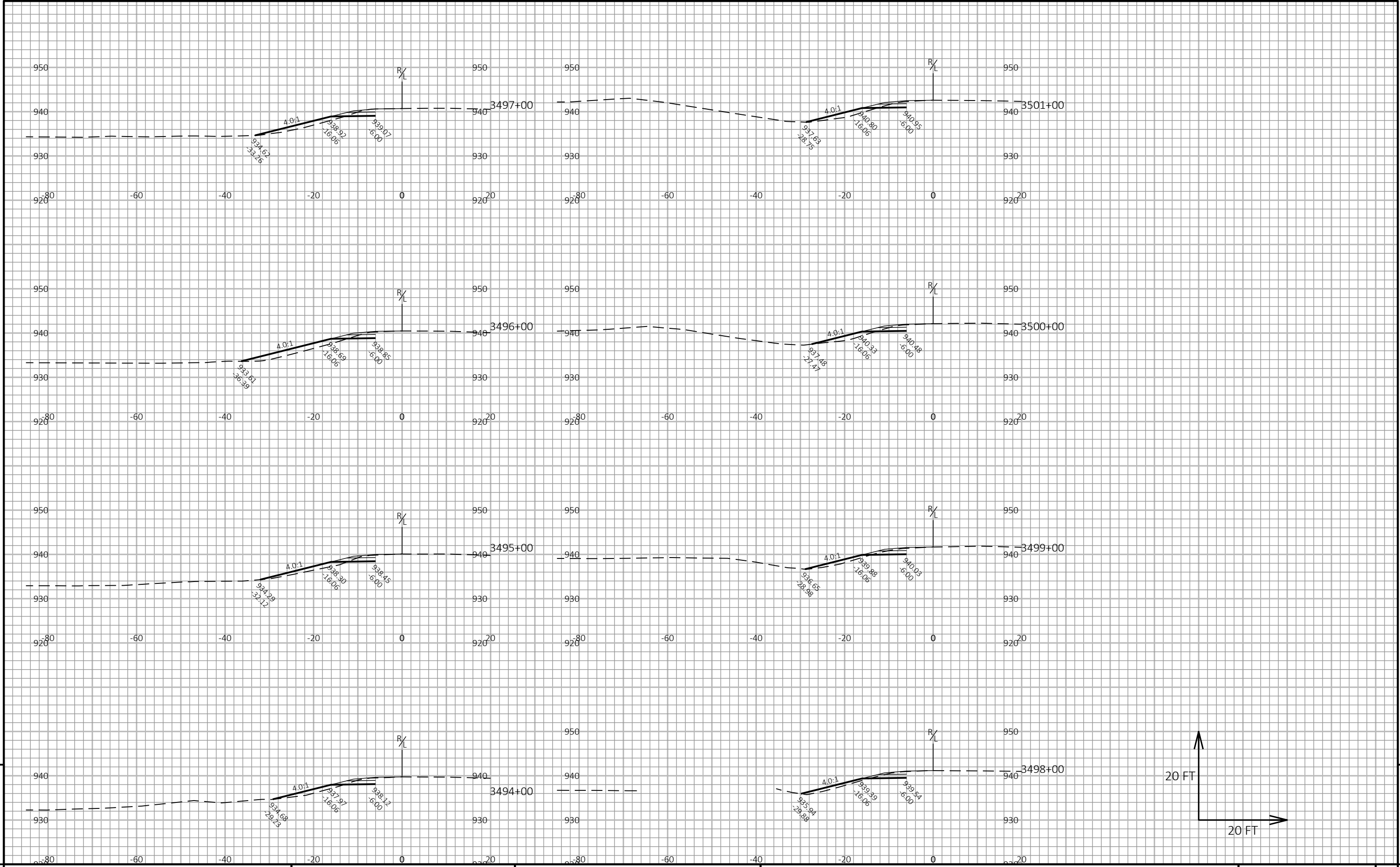
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

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LAYOUT NAME - 1



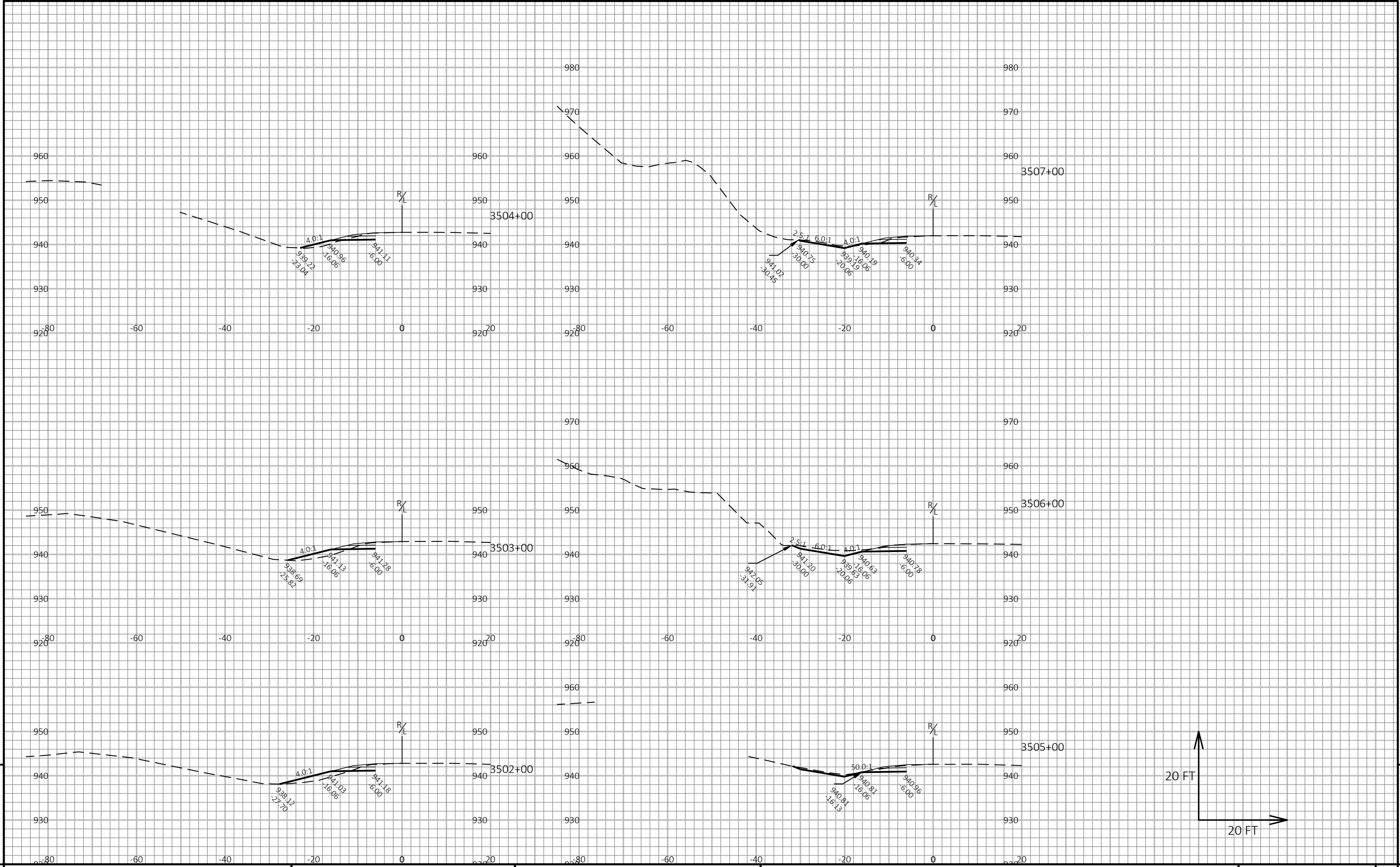
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

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LAYOUT NAME - 2



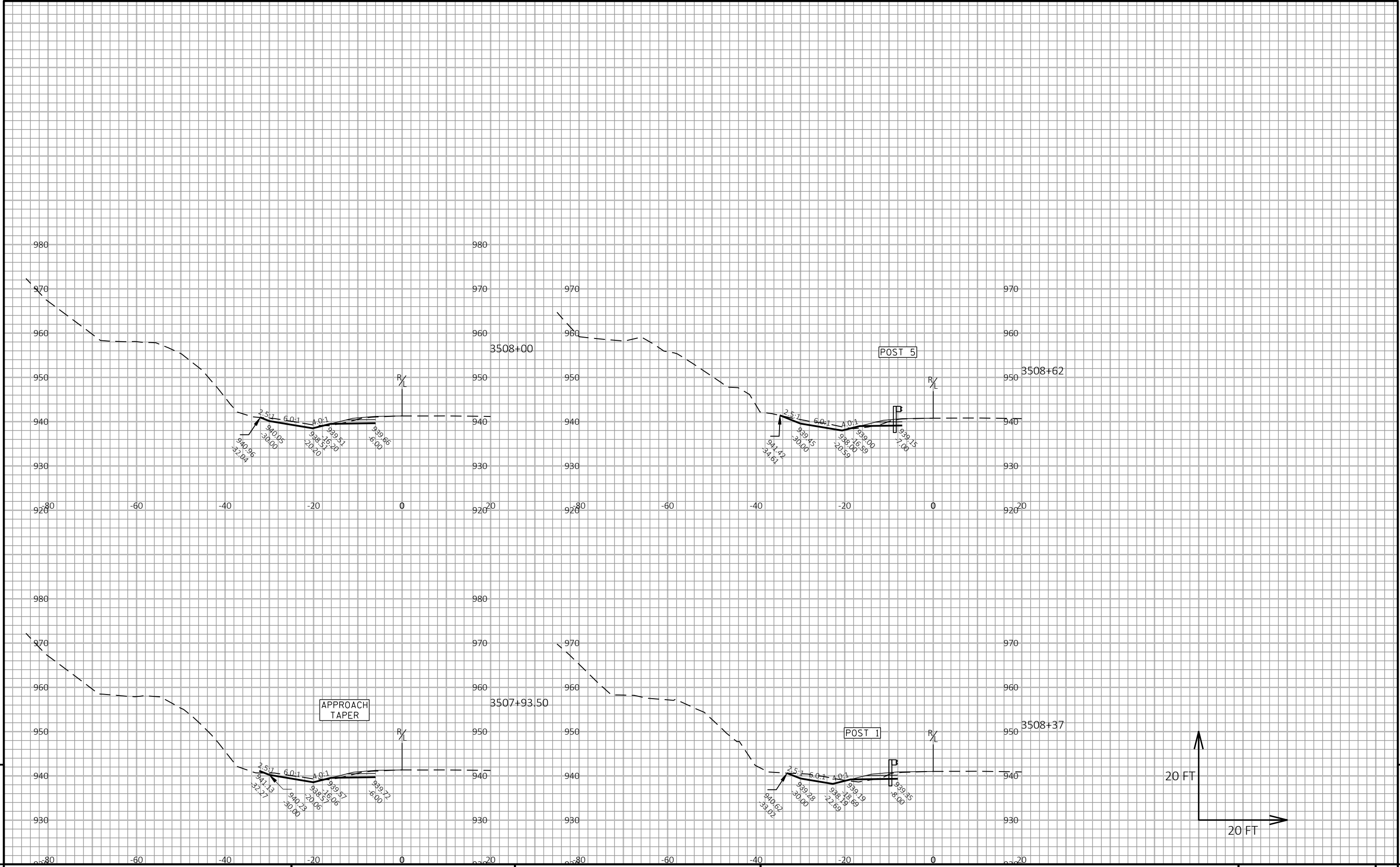
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090236\_XS.DWG      PLOT DATE: 5/24/2022 1:45 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3



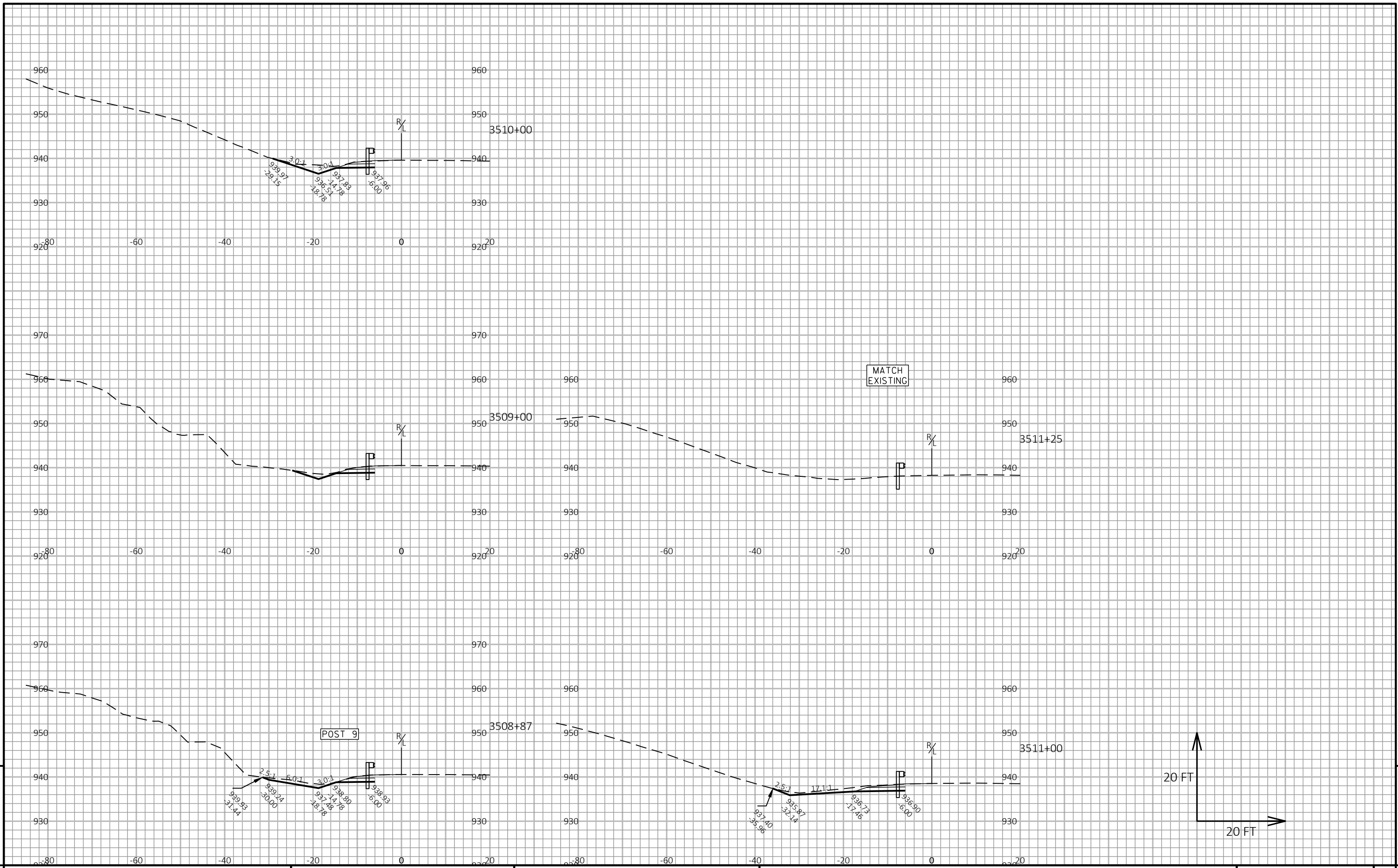
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090236\_XS.DWG PLOT DATE : 5/24/2022 1:45 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 4



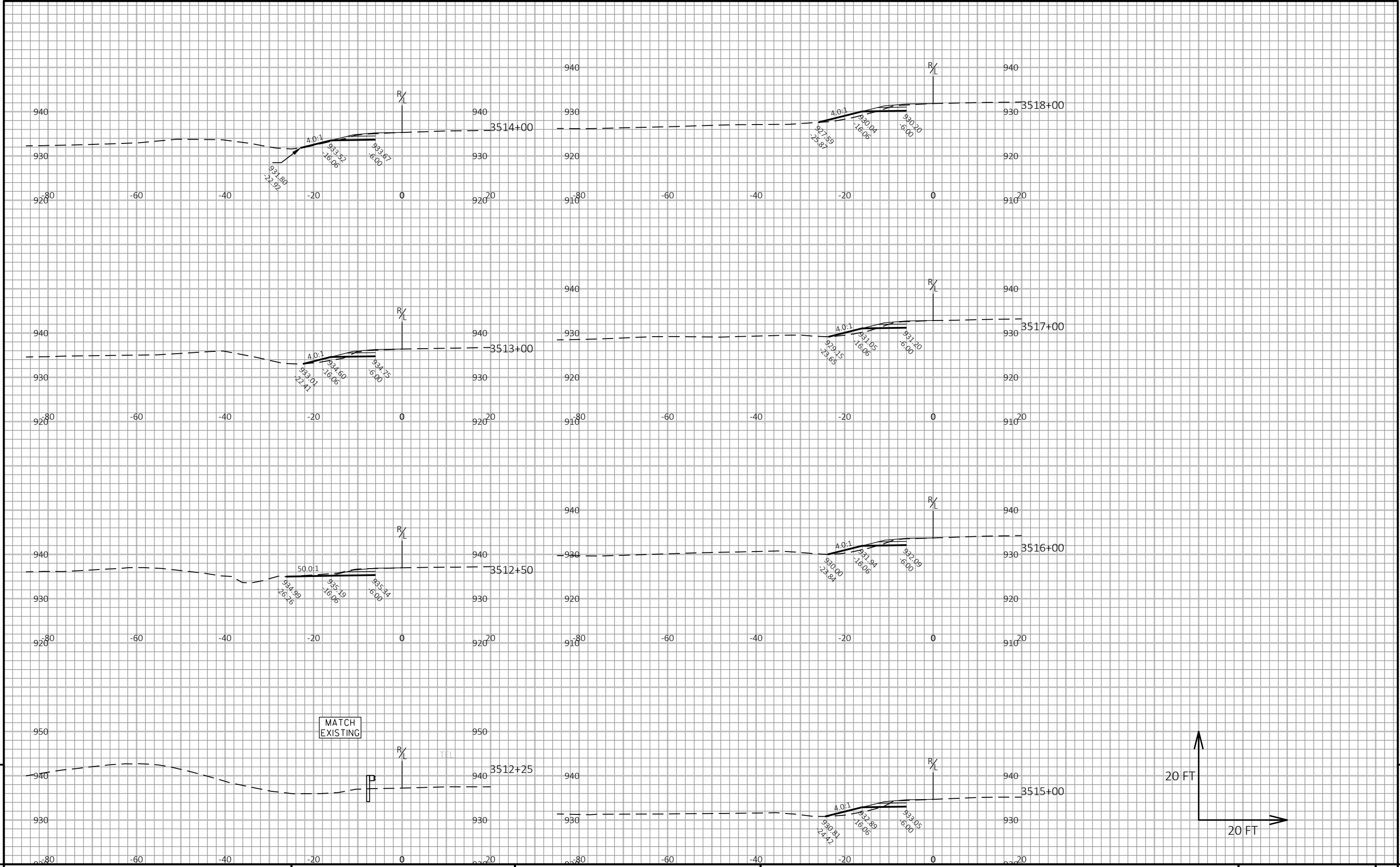
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET E
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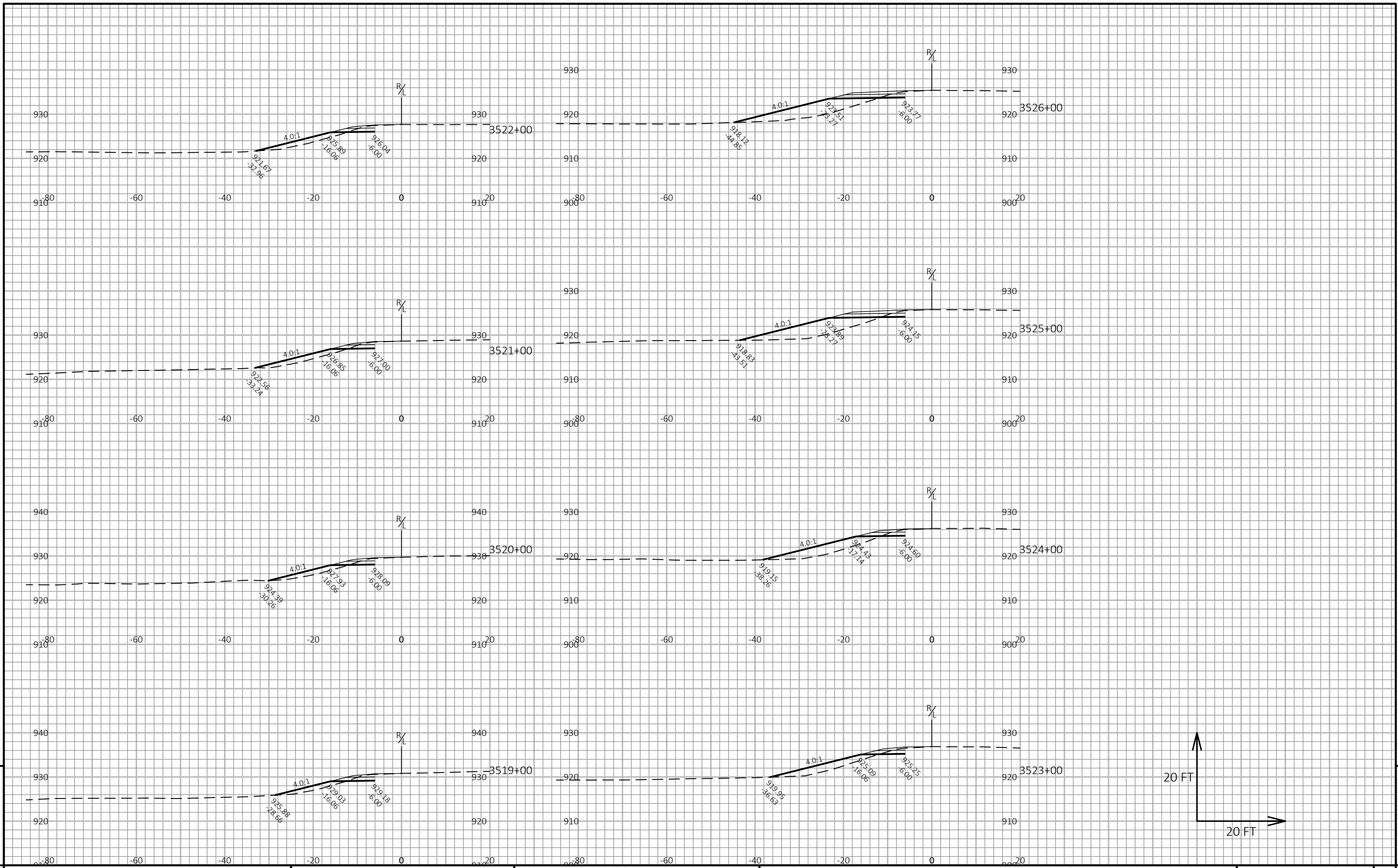
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LAYOUT NAME - 5



PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET 9





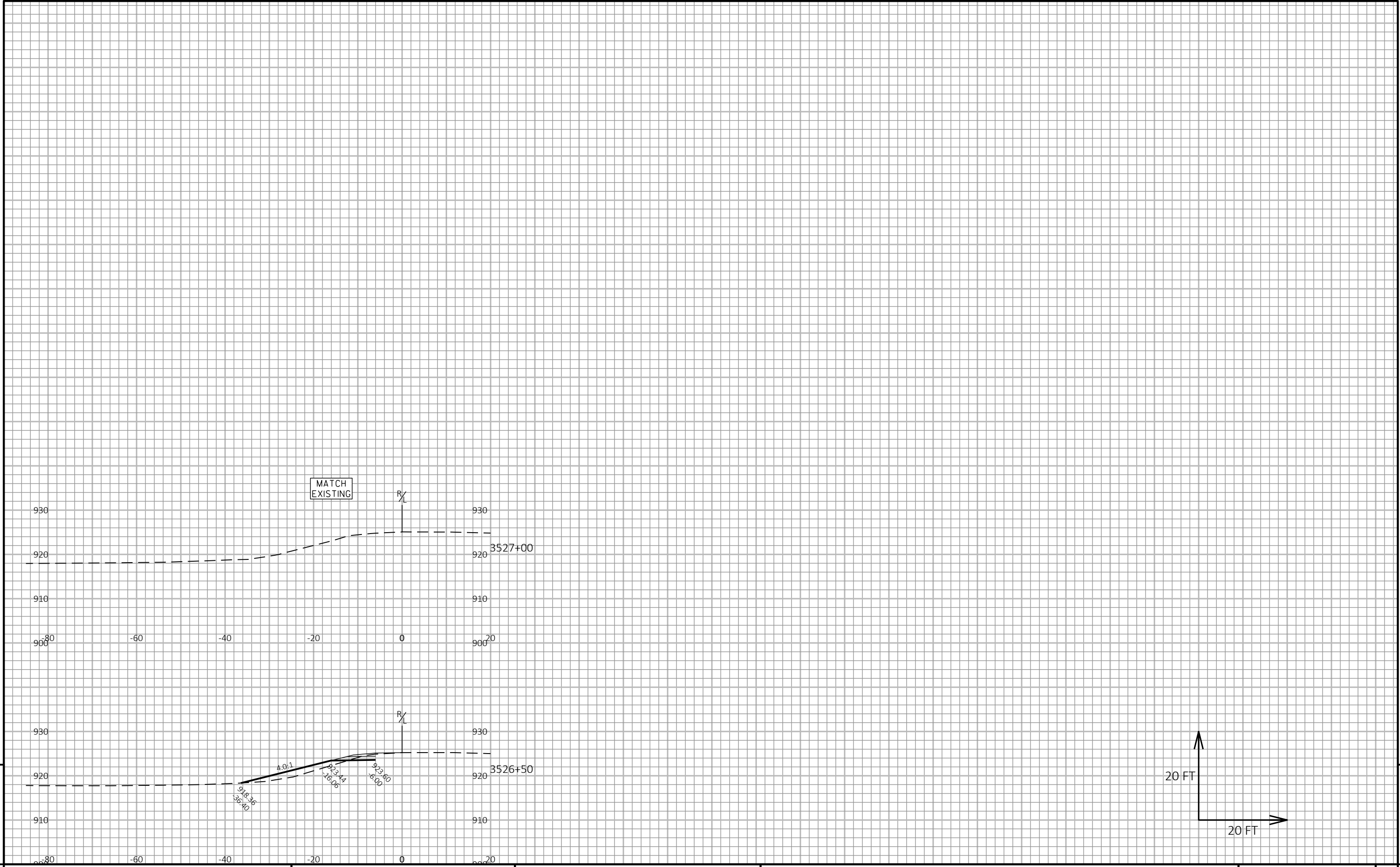
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: MONROE      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090237\_XS.DWG      PLOT DATE: 5/24/2022 2:00 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

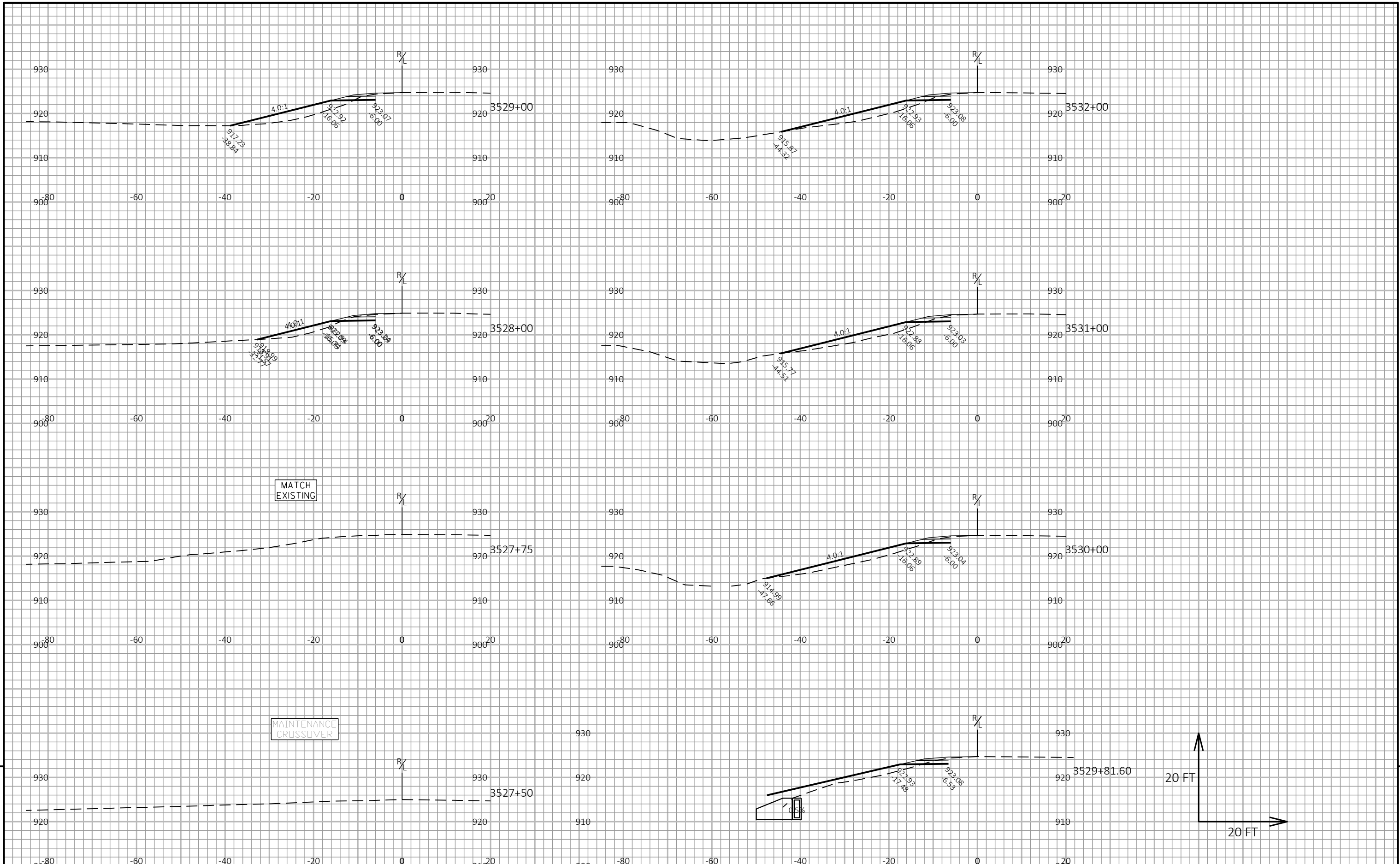
LAYOUT NAME - 2



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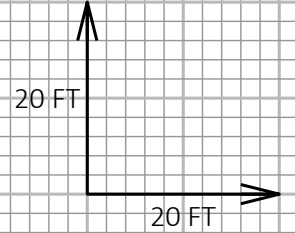
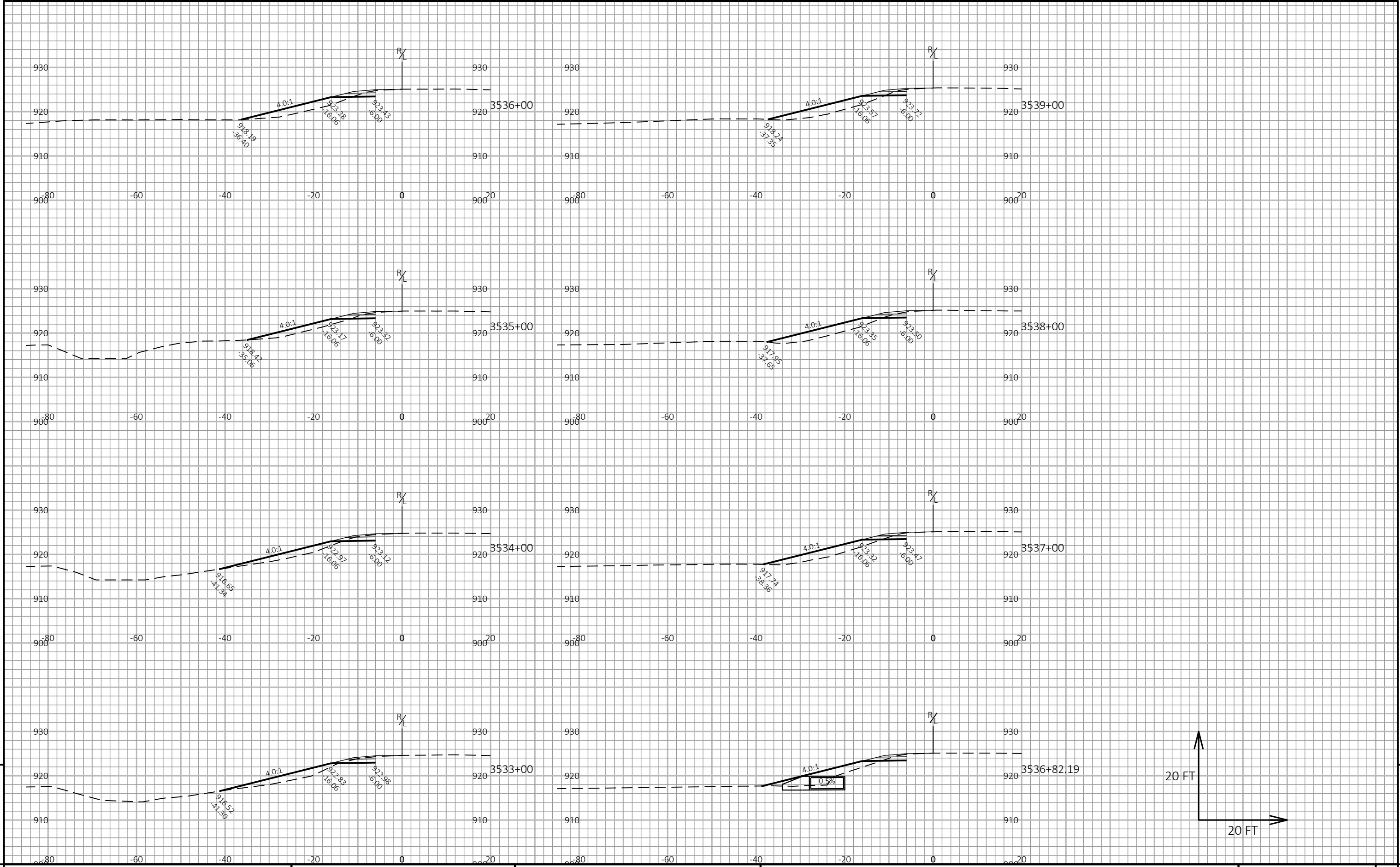
PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: MONROE&JUNEAU	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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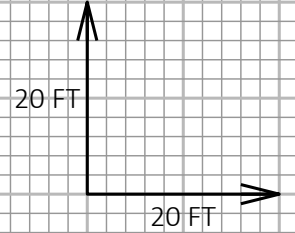
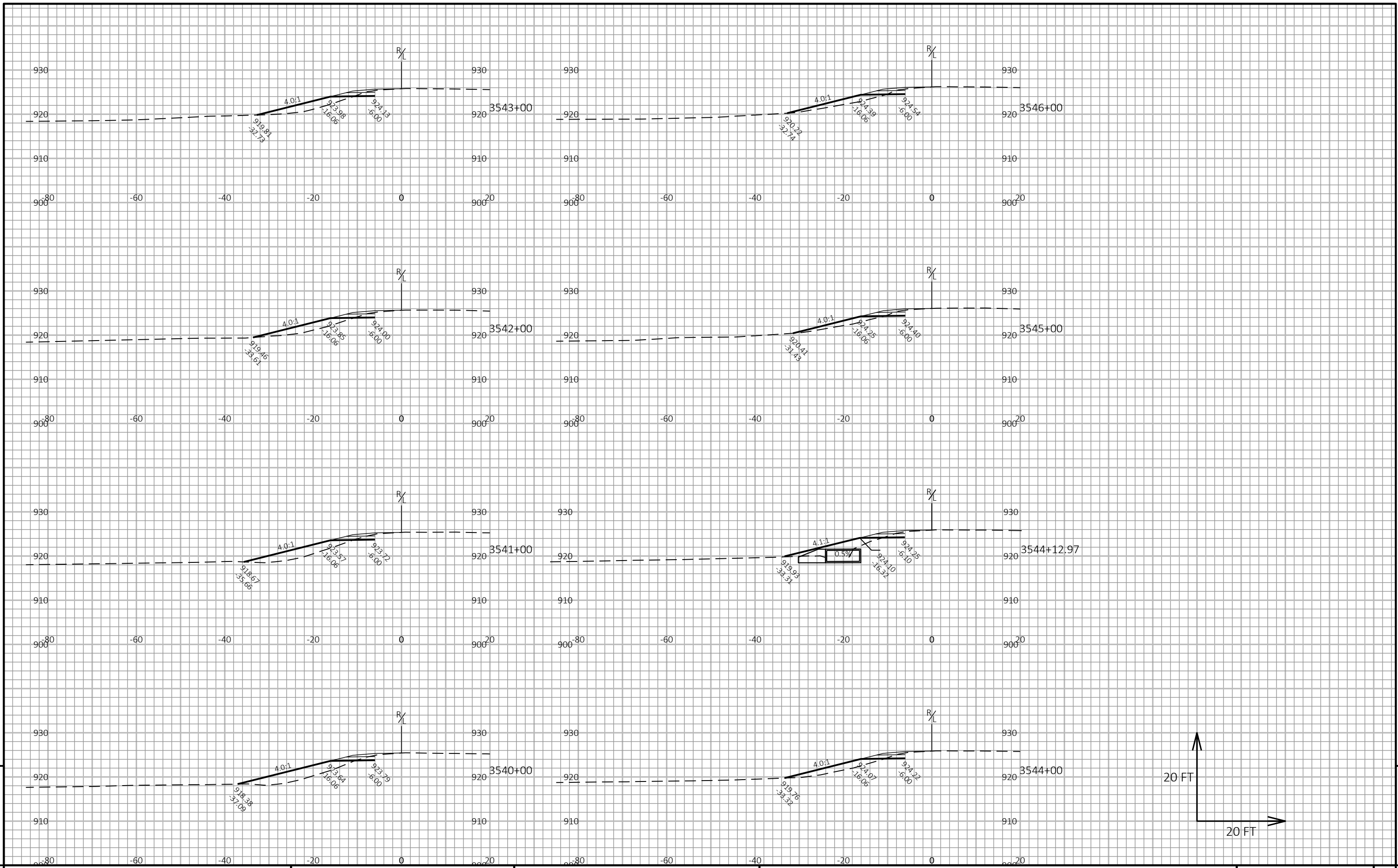
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090238\_XS.DWG      PLOT DATE: 8/8/2023 1:27 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 2



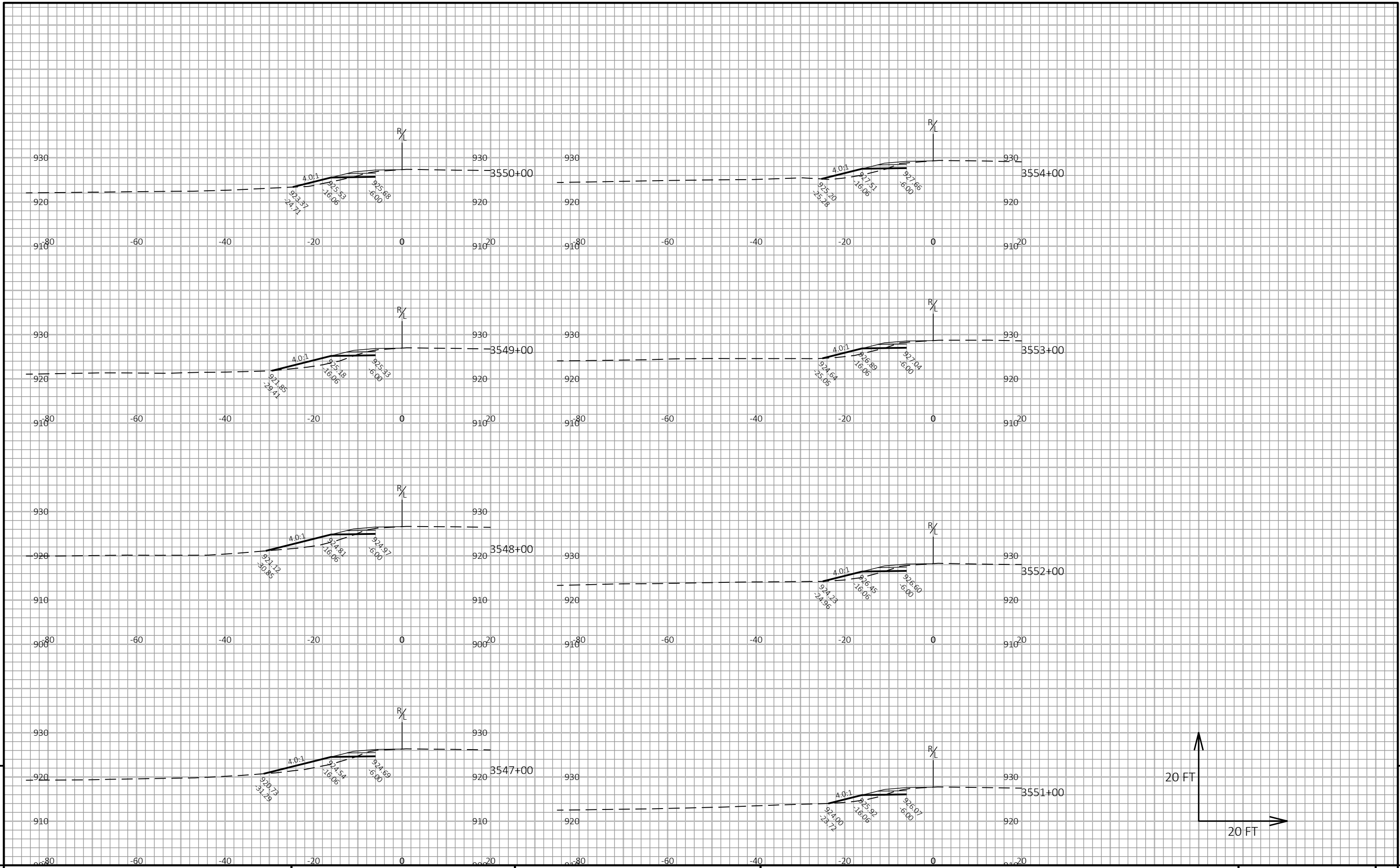
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090238\_XS.DWG      PLOT DATE : 8/8/2023 1:27 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3



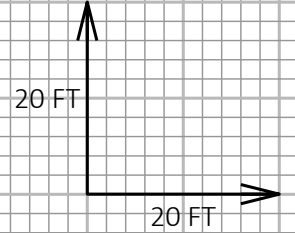
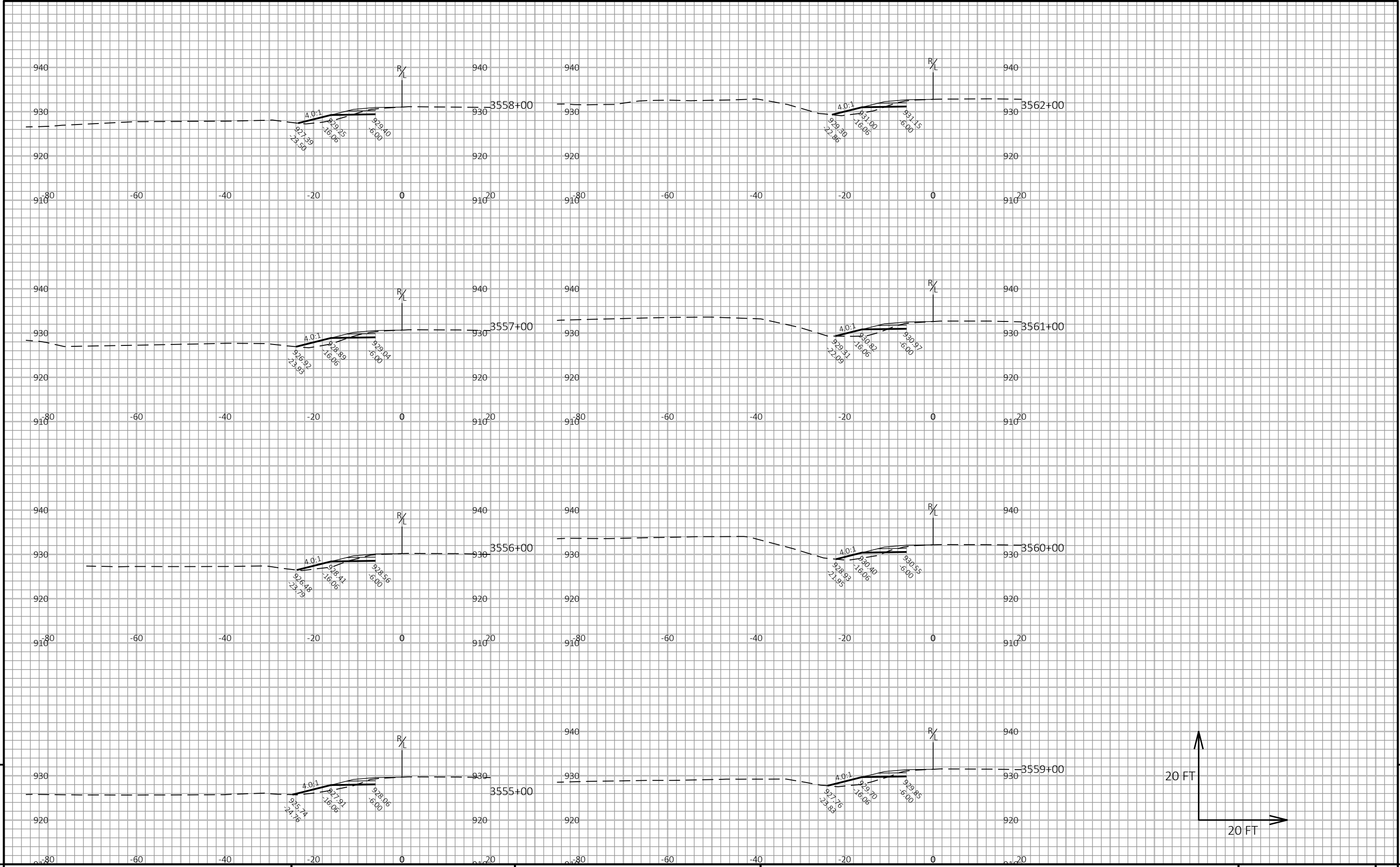
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSP\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090238\_XS.DWG      PLOT DATE: 8/8/2023 1:28 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 4



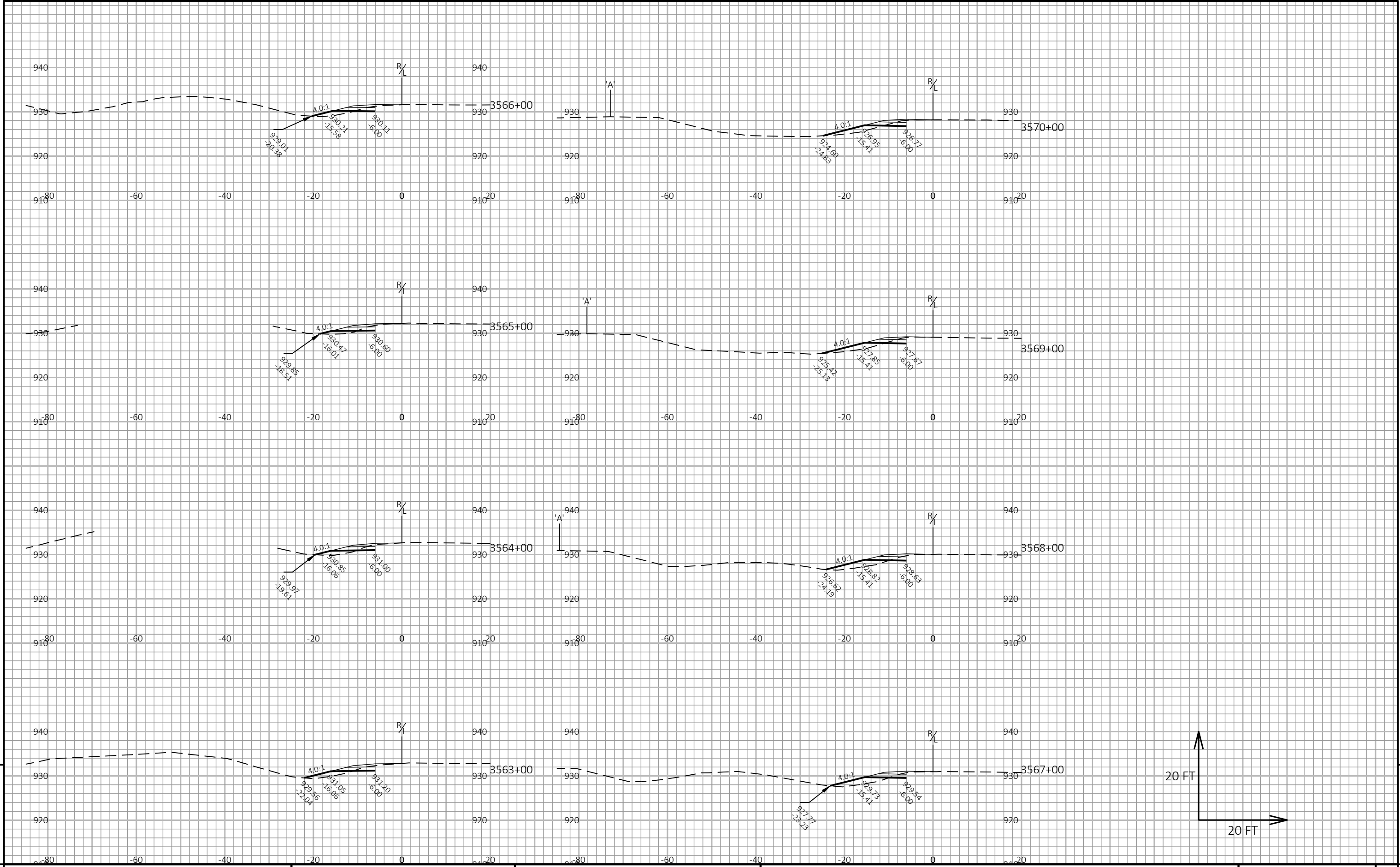
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090238\_XS.DWG      PLOT DATE : 8/8/2023 1:28 PM      PLOT BY : MECUM, BRANDYN W      PLOT NAME :      PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 5



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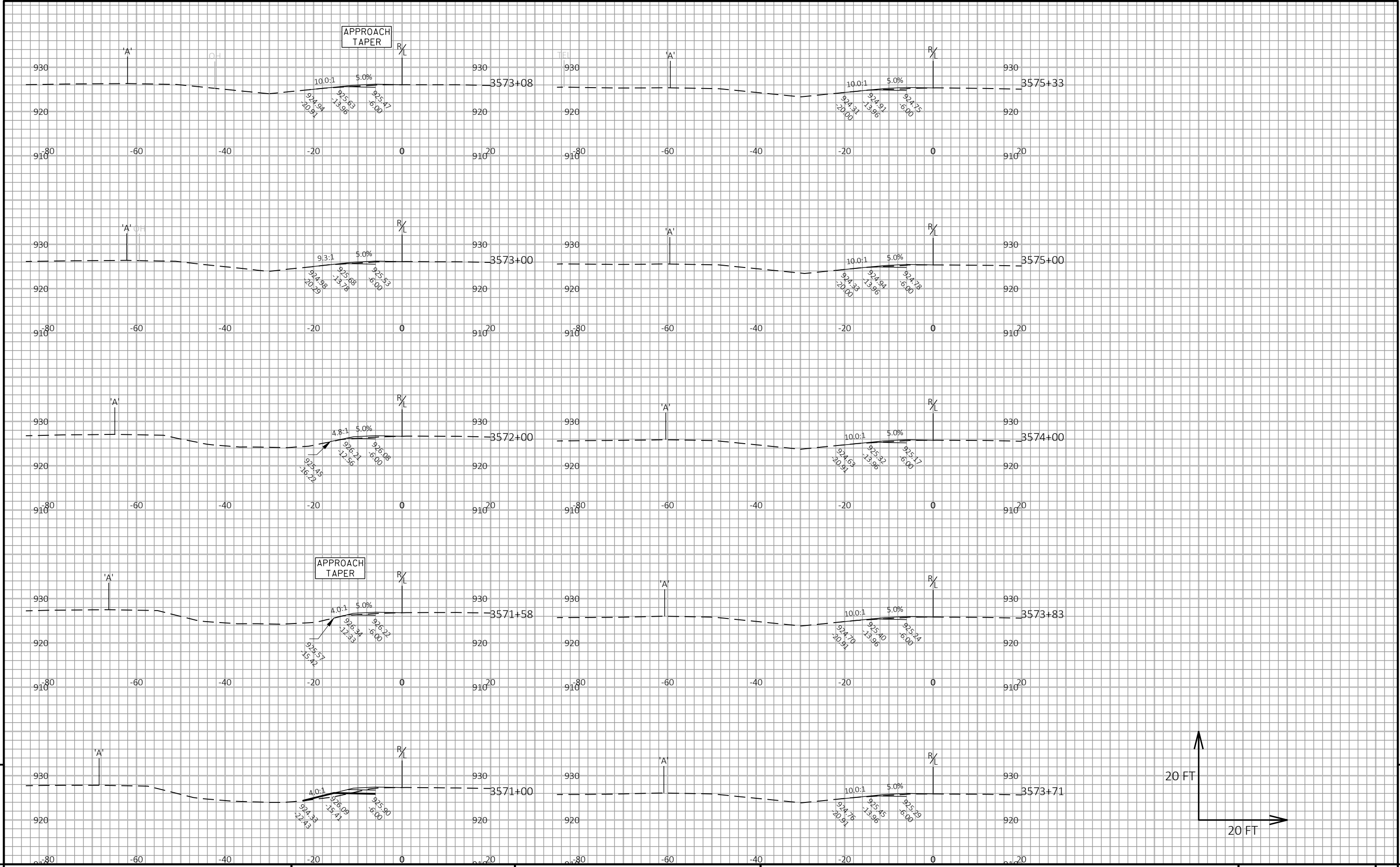
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

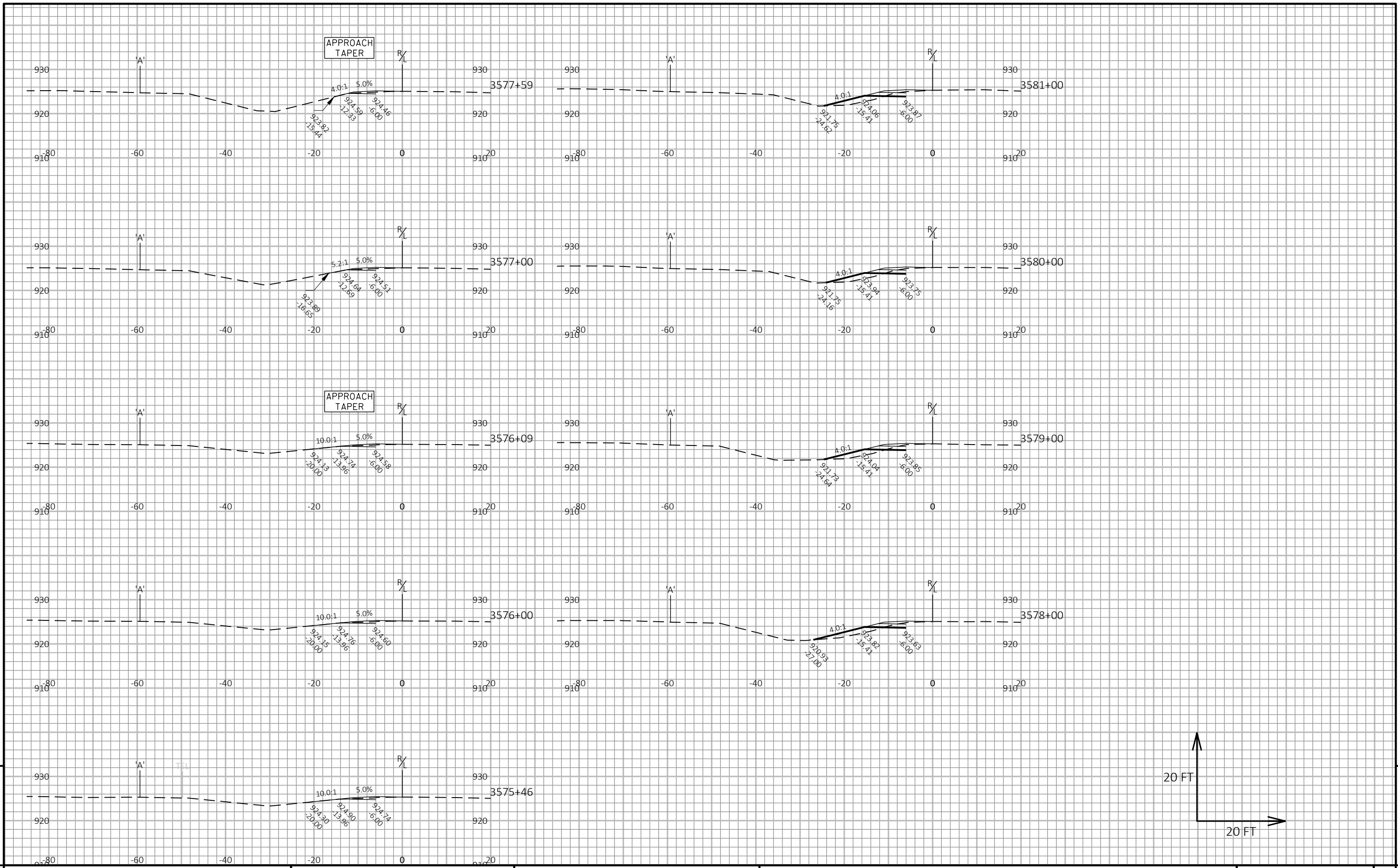
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LAYOUT NAME - 6





PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E



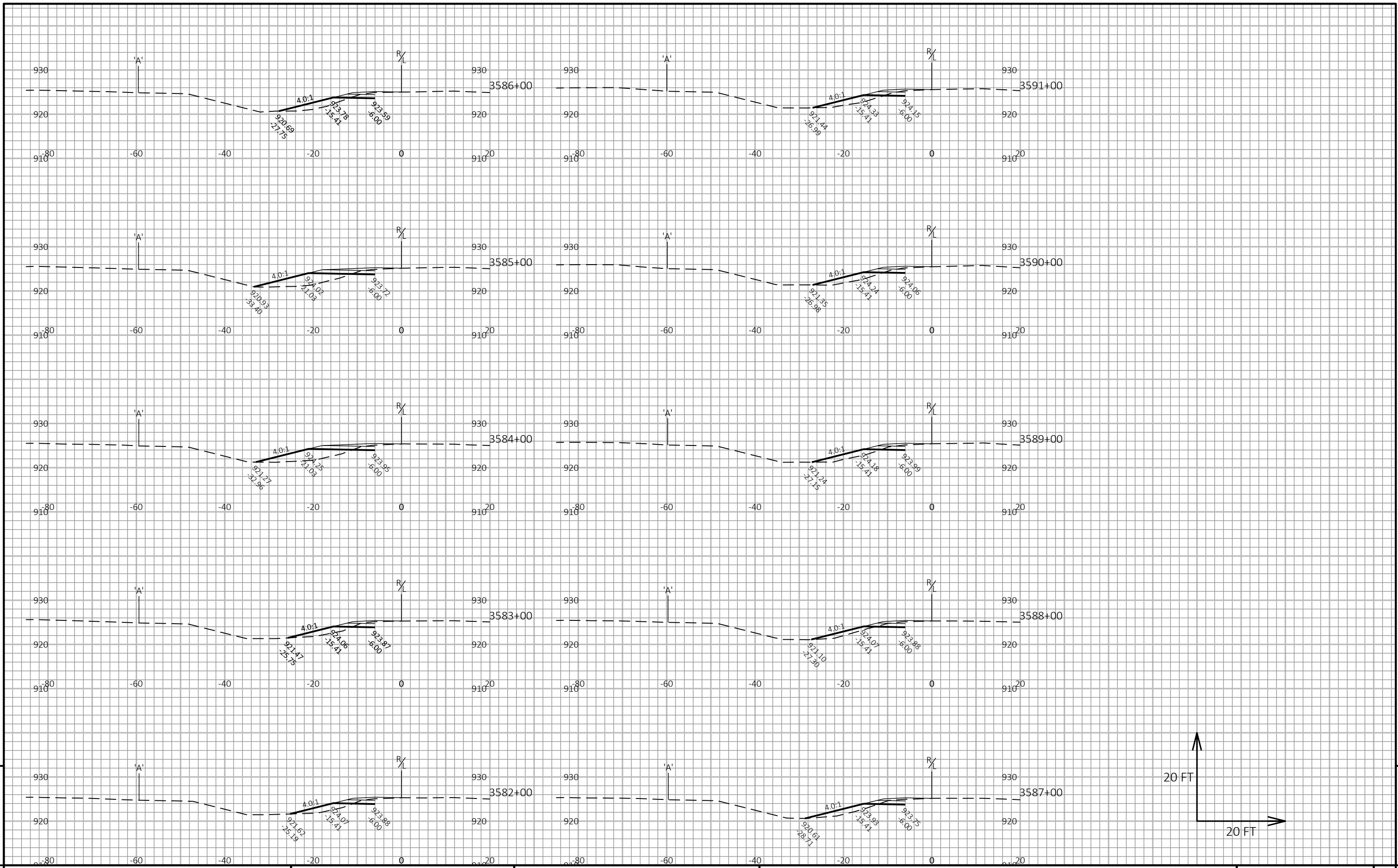
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090238\_XS.DWG      PLOT DATE: 8/8/2023 1:30 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 8



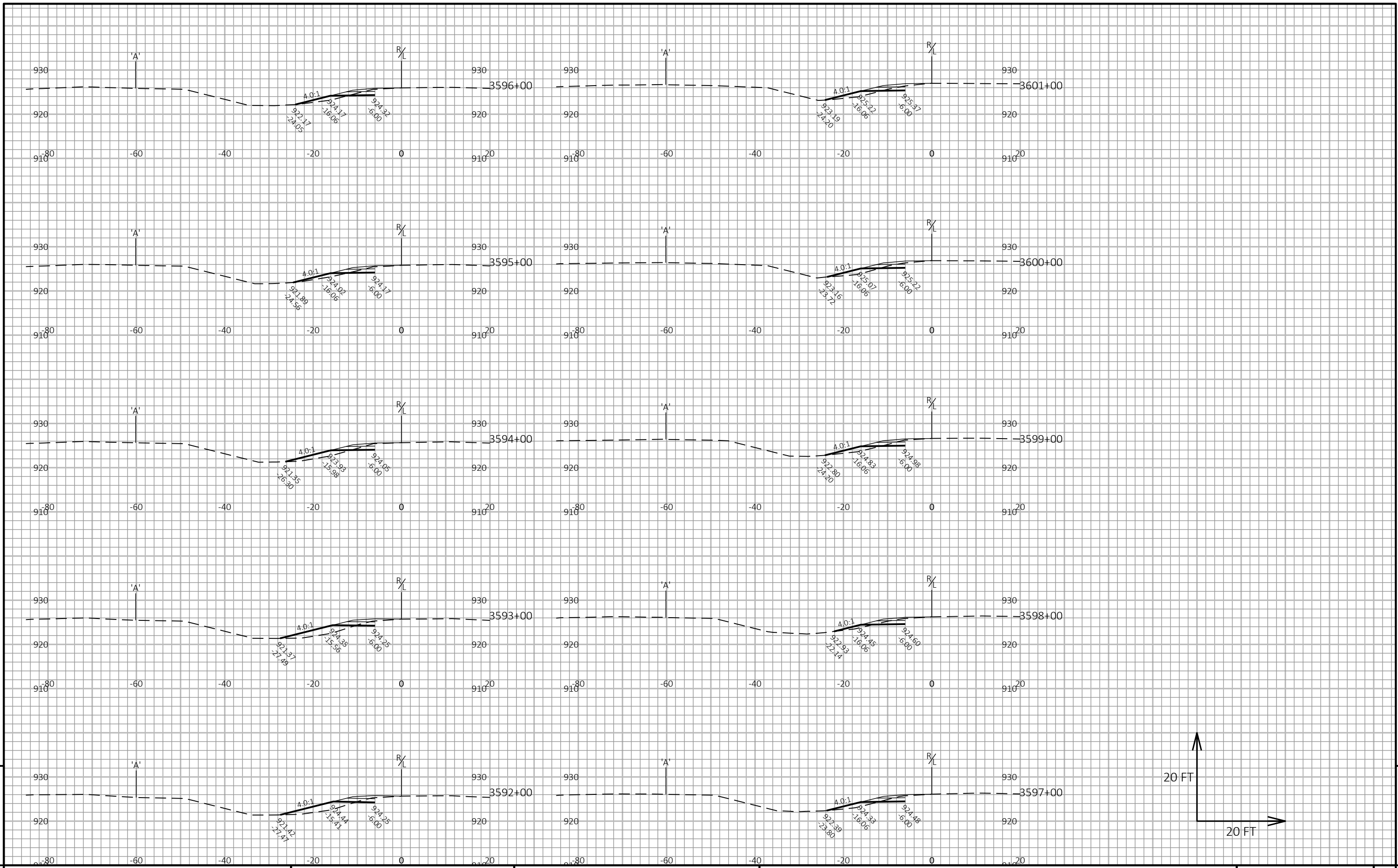
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: JUNEAU	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090240\_XS.DWG PLOT DATE : 5/24/2022 3:00 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 1



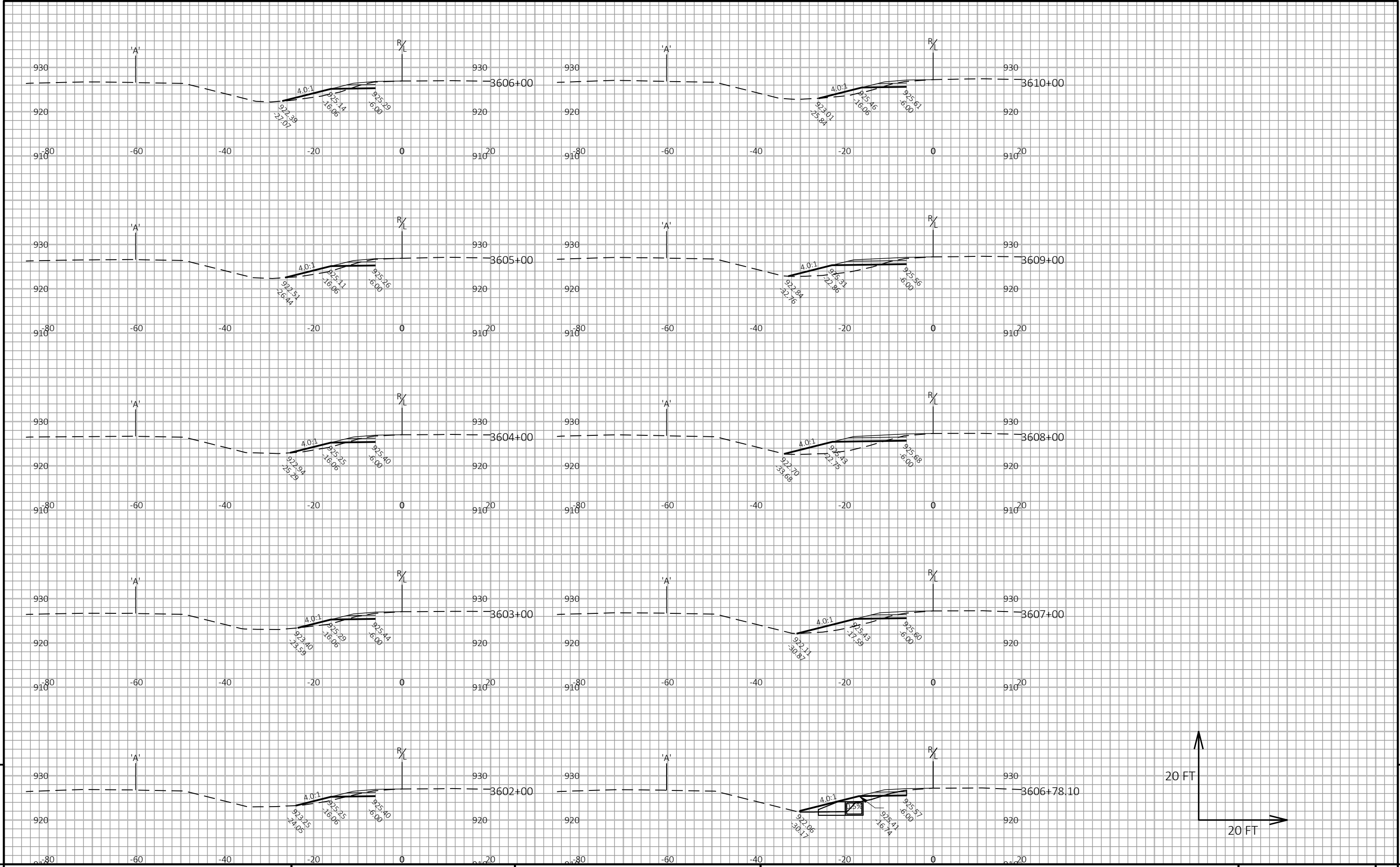
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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: JUNEAU	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090240\_XS.DWG PLOT DATE : 5/24/2022 3:00 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADDs SHEET 49

LAYOUT NAME - 2



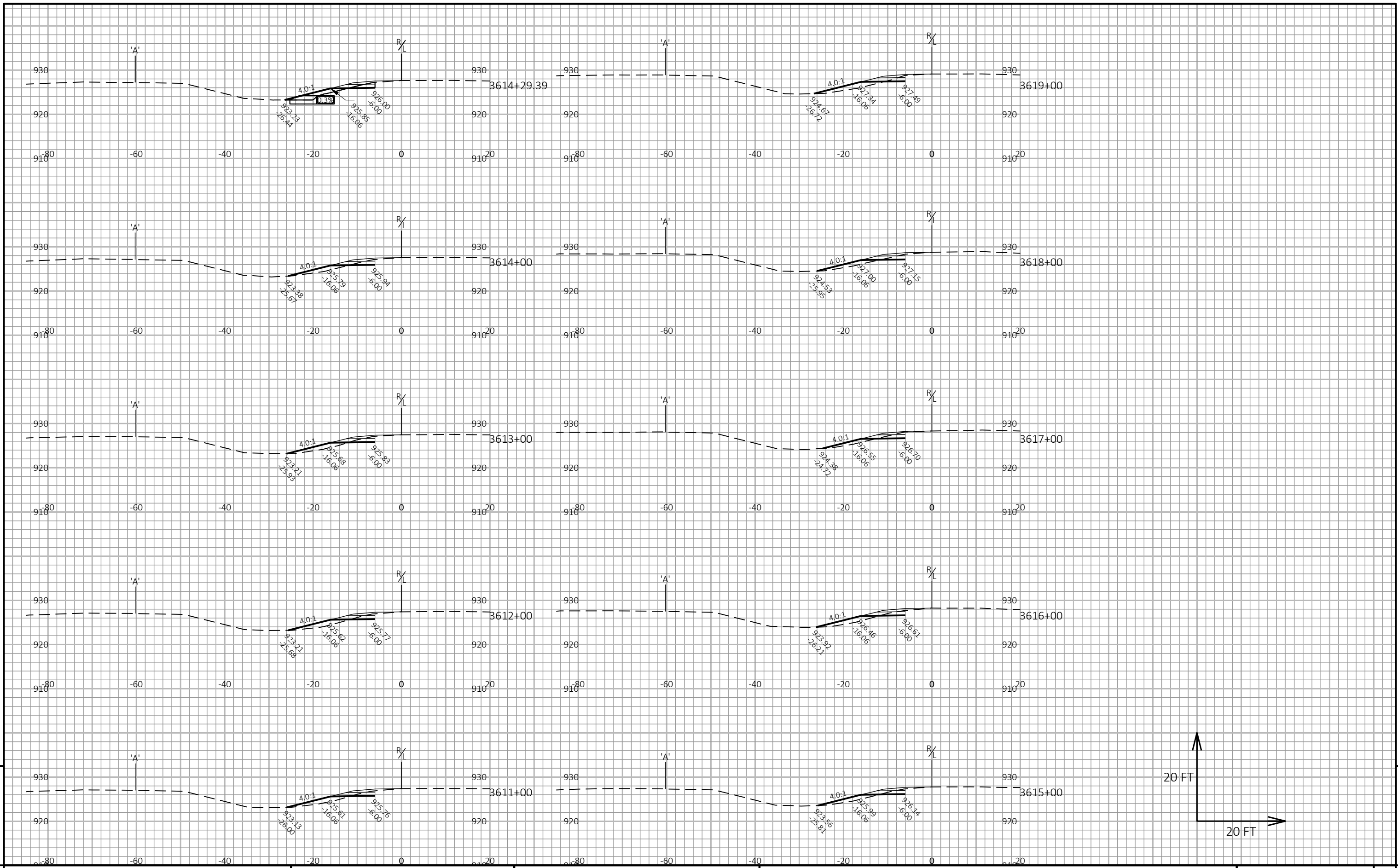
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090240\_XS.DWG      PLOT DATE: 5/24/2022 3:00 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3



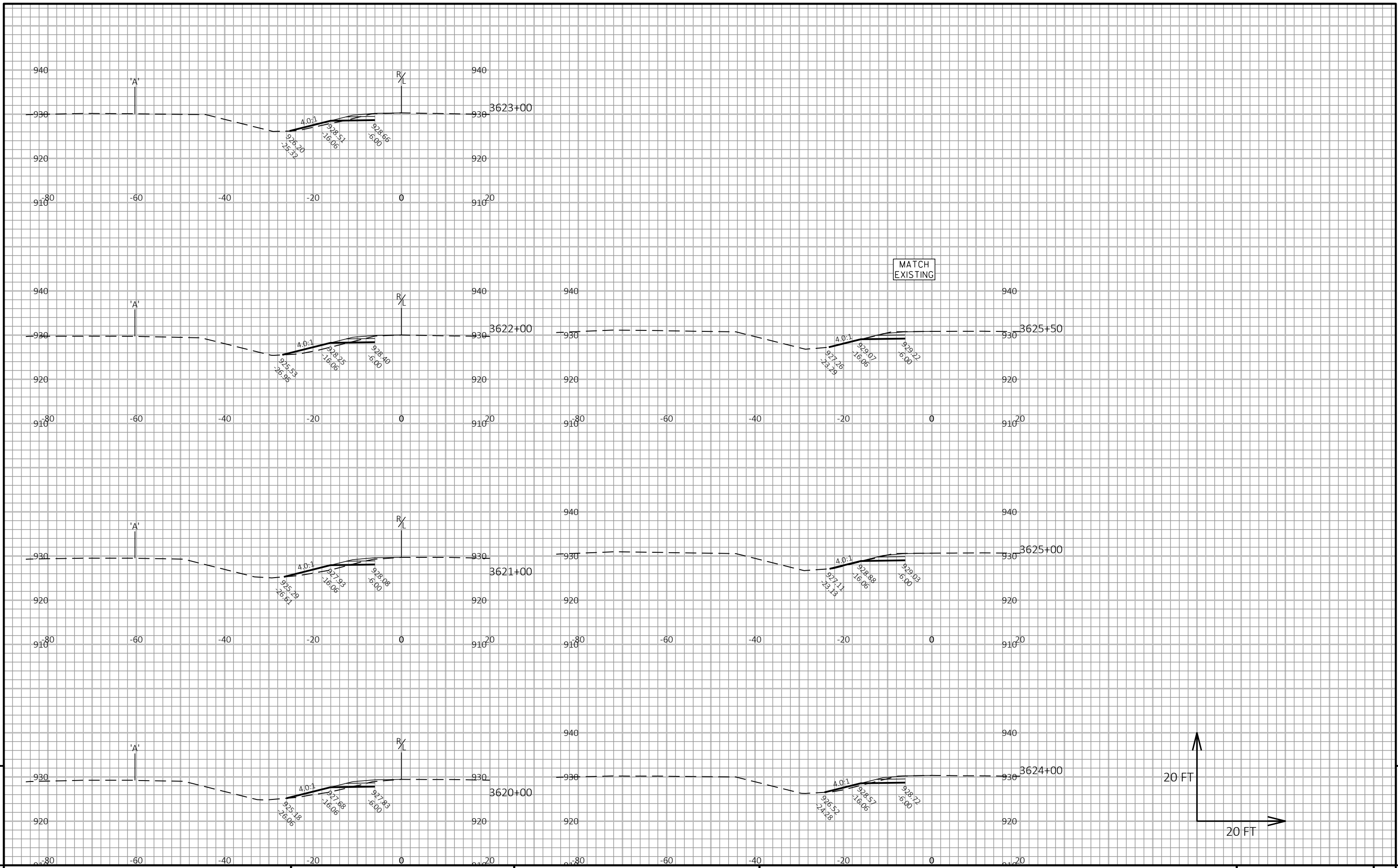
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090240\_XS.DWG      PLOT DATE: 5/24/2022 3:00 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 4



PROJECT NO: 1017-01-73

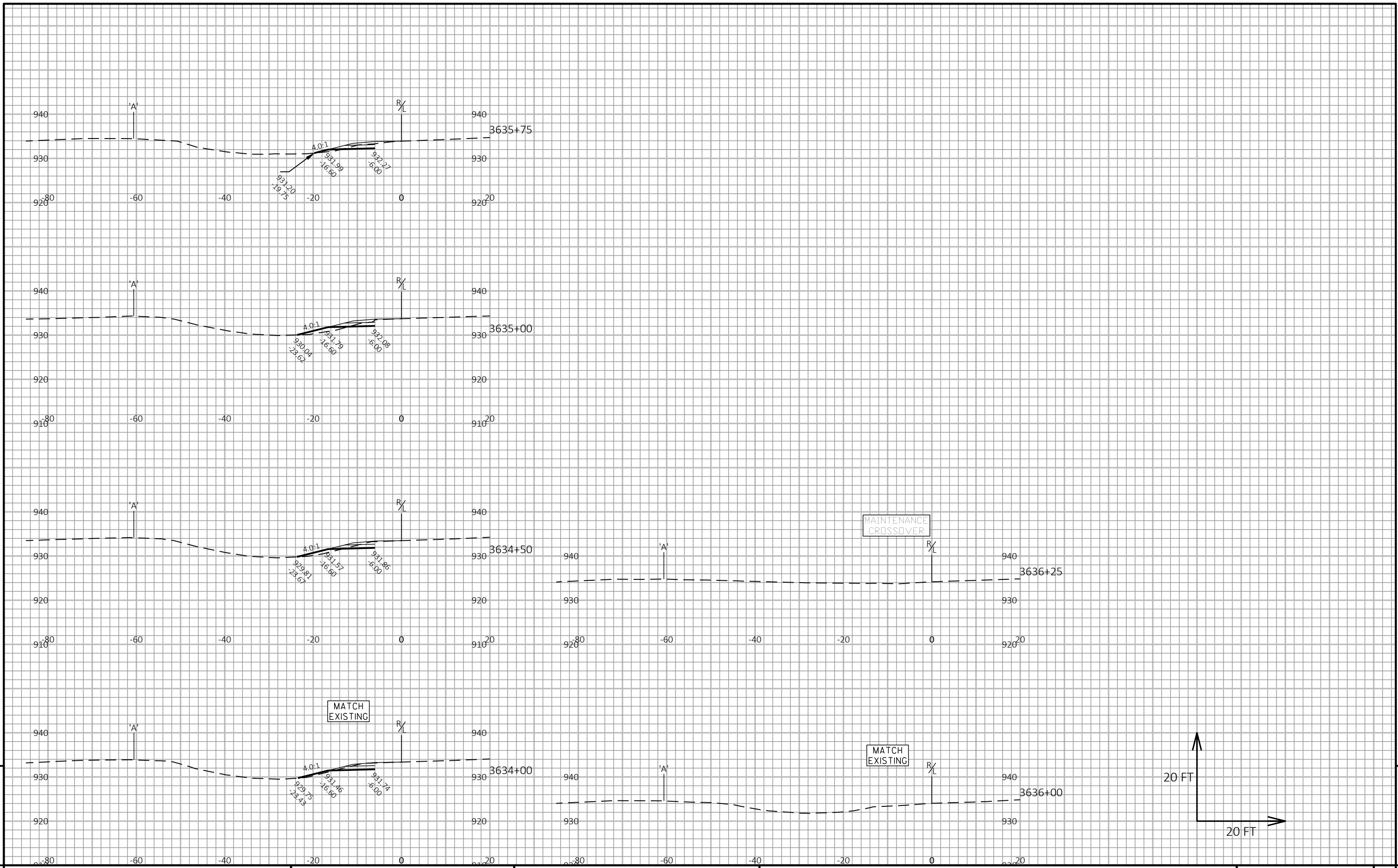
HWY: IH 90

COUNTY: JUNEAU

CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING

SHEET

E



PROJECT NO: 1017-01-73

HWY: IH 90

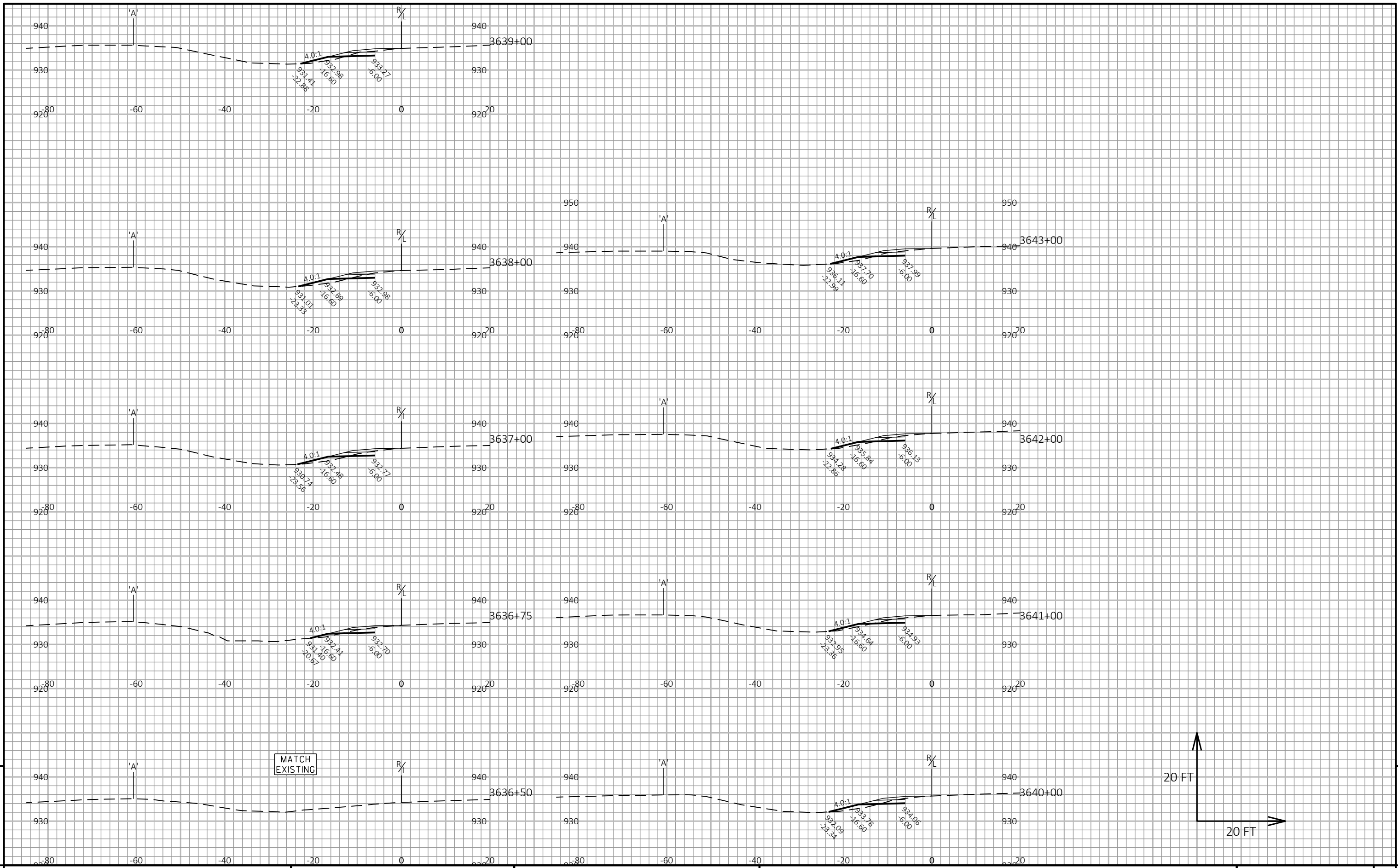
COUNTY: JUNEAU

CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING

SHEET

E





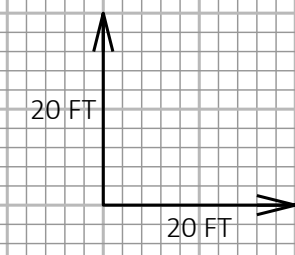
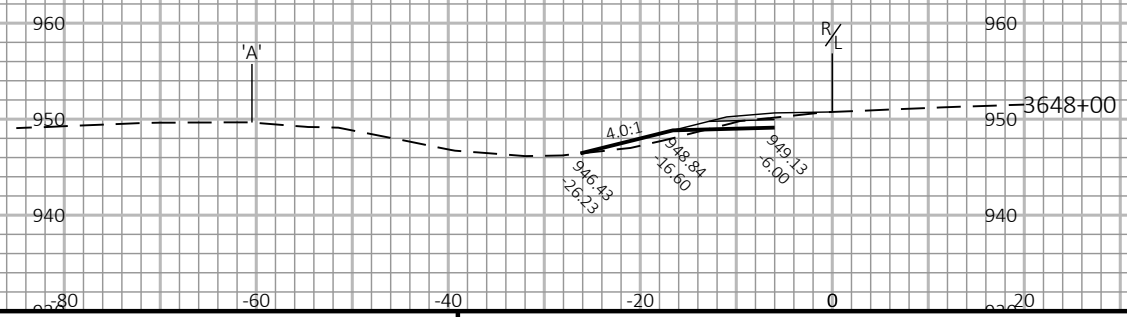
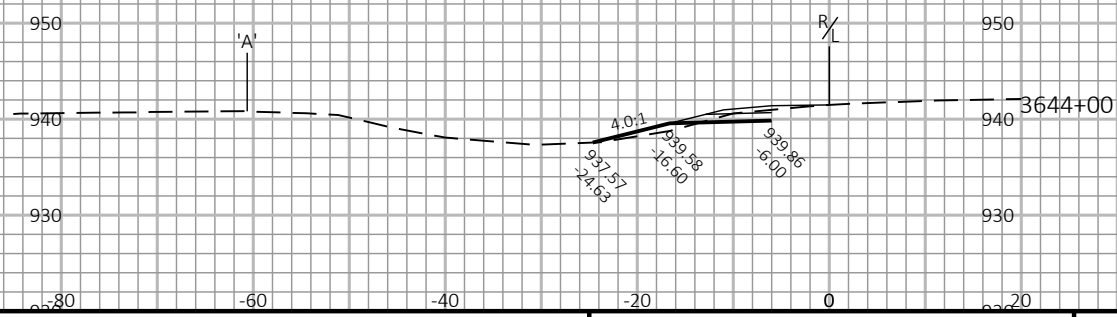
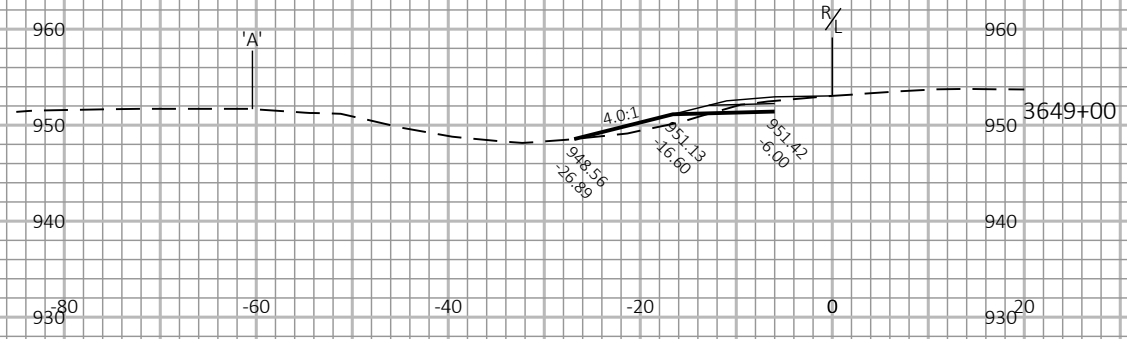
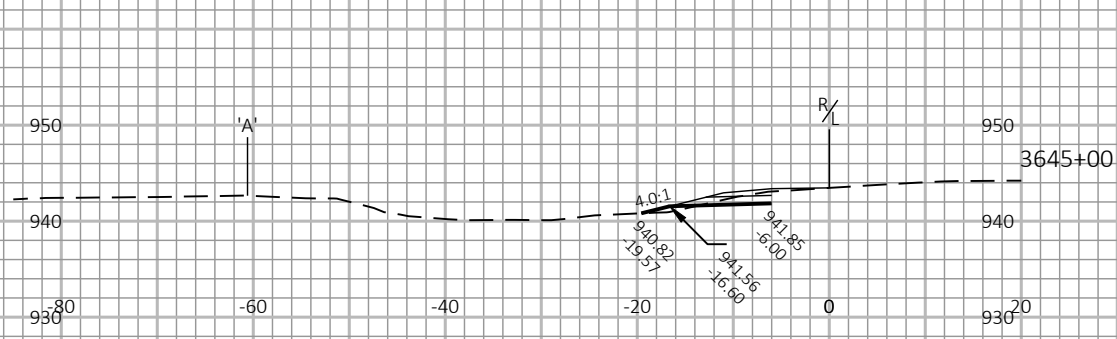
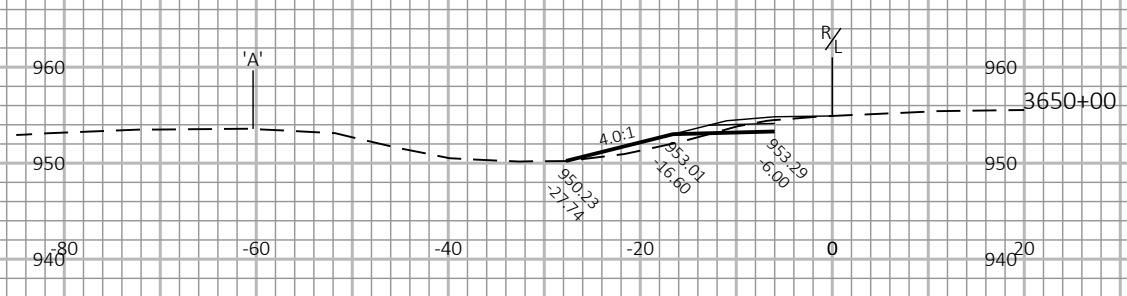
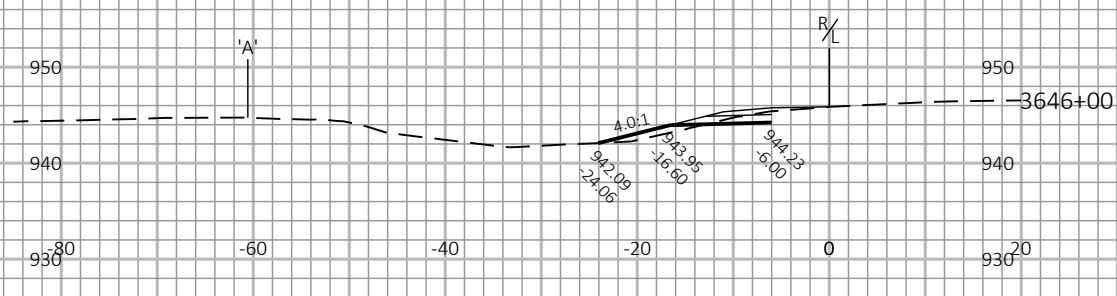
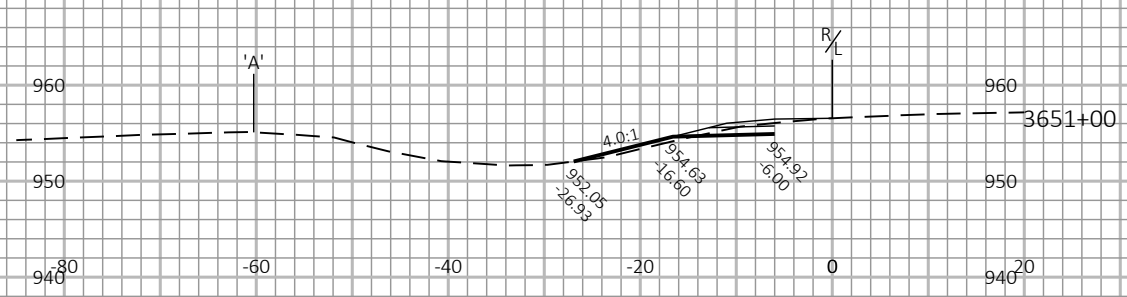
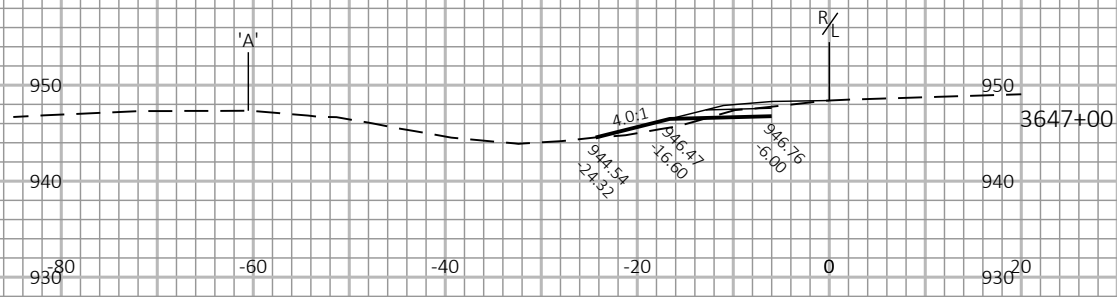
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090242\_XS.DWG      PLOT DATE: 5/24/2022 3:24 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 1



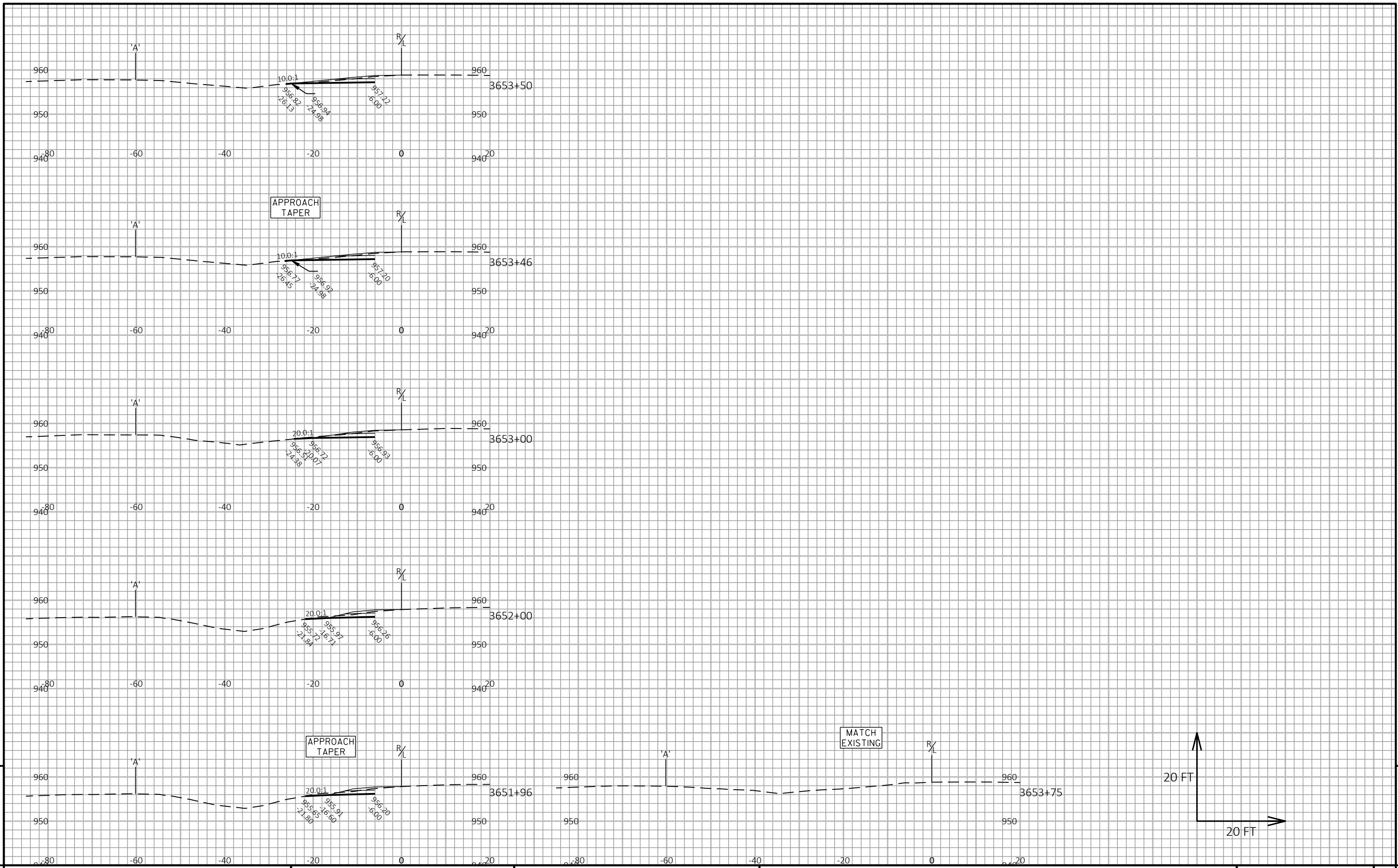
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090242\_XS.DWG      PLOT DATE: 5/24/2022 3:24 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 2



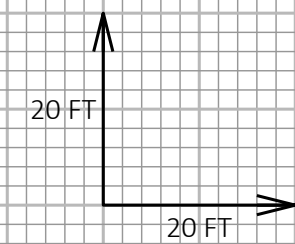
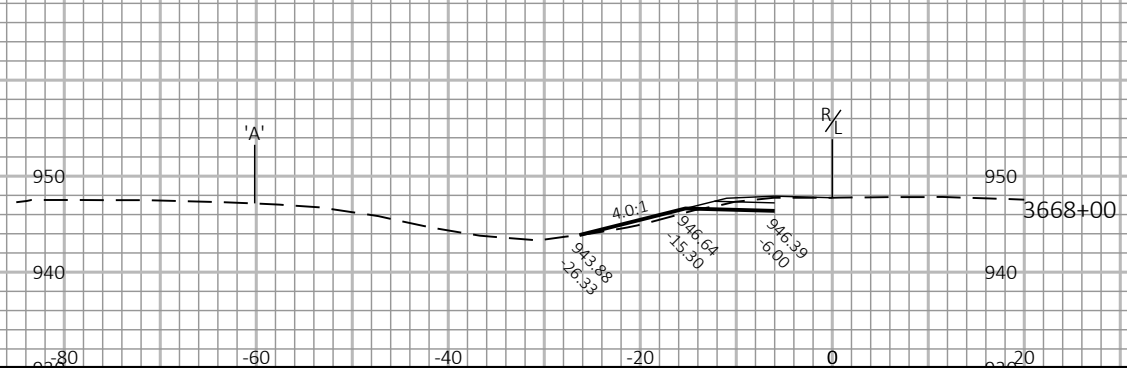
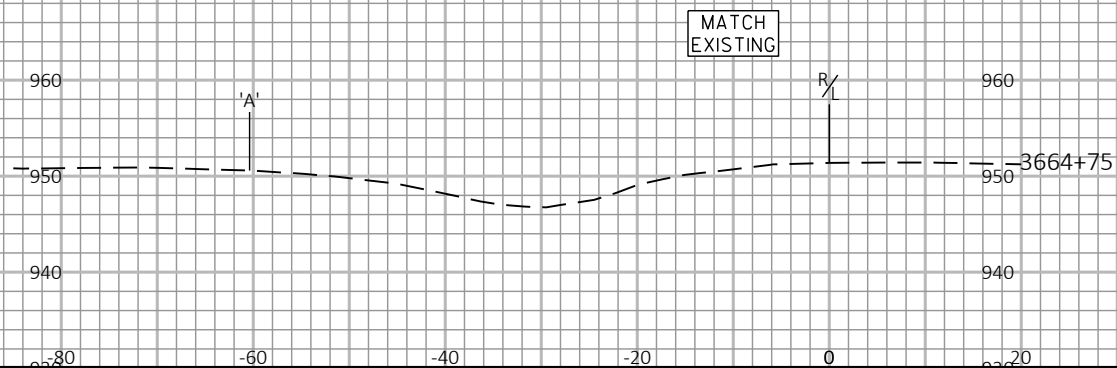
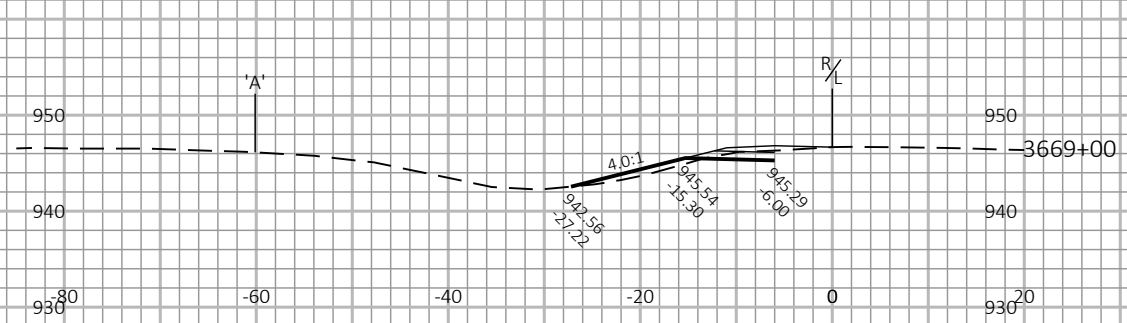
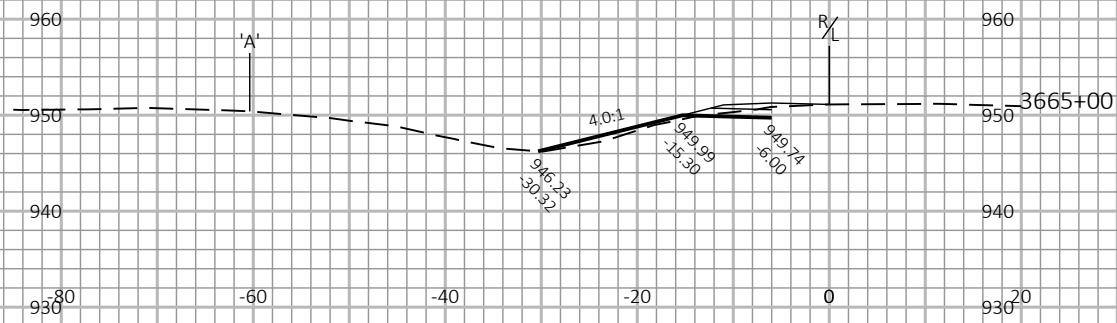
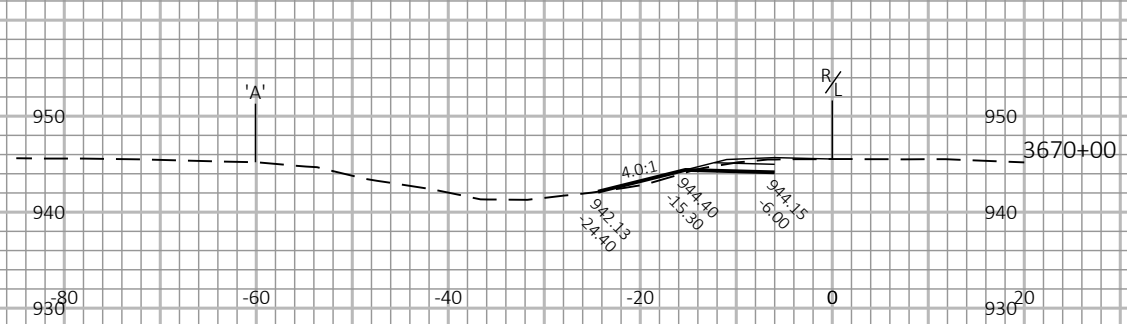
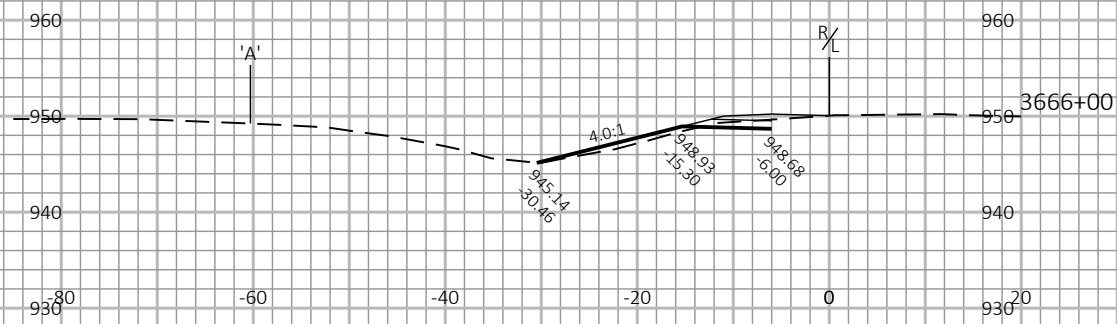
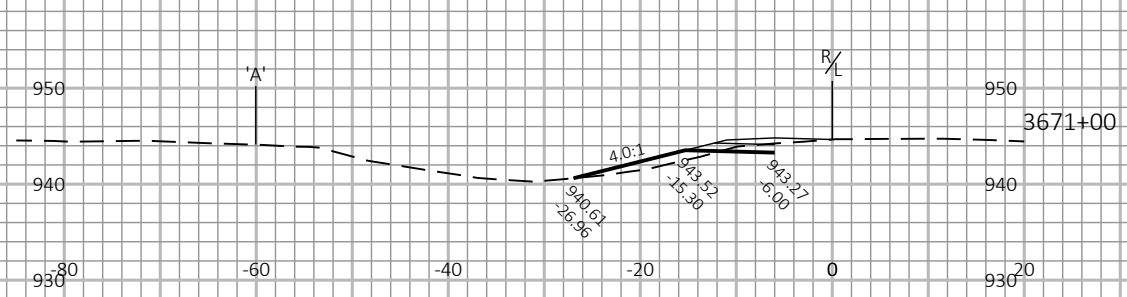
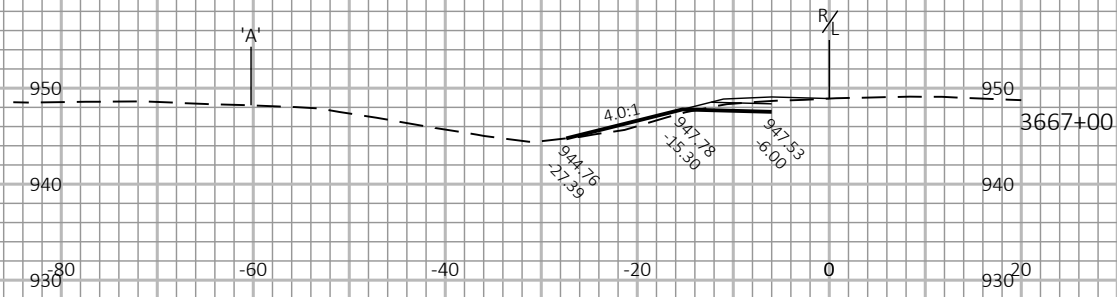
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET      E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090242\_XS.DWG      PLOT DATE: 5/24/2022 3:24 PM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 3



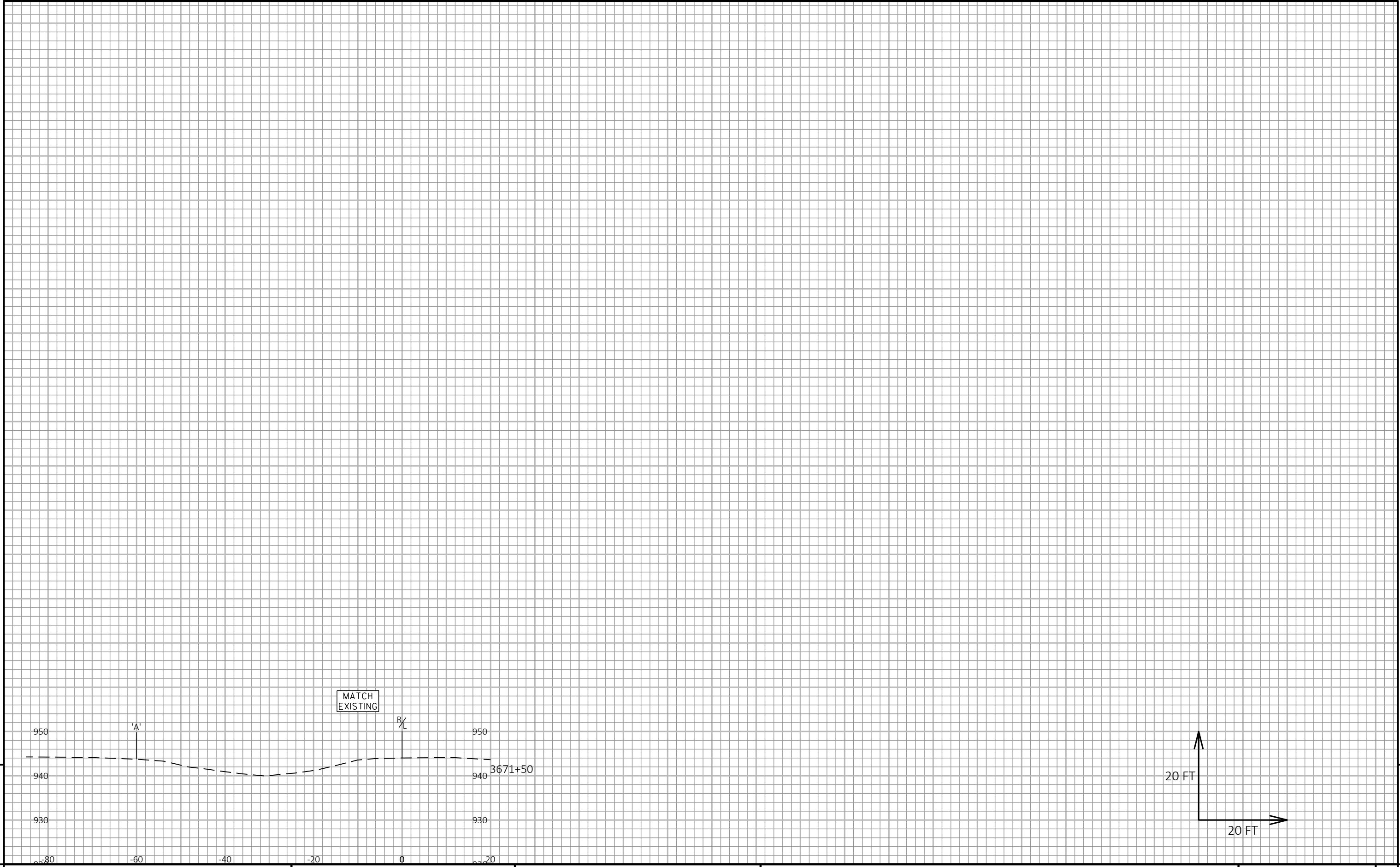
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PROJECT NO: 1017-01-73      HWY: IH 90      COUNTY: JUNEAU      CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING      SHEET E

FILE NAME: N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090244\_XS.DWG      PLOT DATE: 5/20/2022 10:12 AM      PLOT BY: MECUM, BRANDYN W      PLOT NAME:      PLOT SCALE: 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.      WISDOT/CADD SHEET 49

LAYOUT NAME - 1



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PROJECT NO: 1017-01-73	HWY: IH 90	COUNTY: JUNEAU	CROSS SECTIONS: IH 90/94 EB MEDIAN WIDENING	SHEET	E
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FILE NAME : N:\PDS\C3D\10170103\SHEETSPLAN\1017-01-73 RESURF\XS\MEDIAN WIDENING WORKING FILES\090244\_XS.DWG PLOT DATE : 5/20/2022 10:12 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 2



## ***Wisconsin Department of Transportation***

Dedicated people creating transportation solutions through innovation and exceptional service.

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