WIS

JANUARY 2021

PROJECT ID: 1160-00-79, 6321-00-71

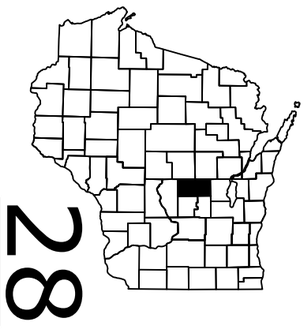
WITH: N/A

COUNTY: WAUSHARA

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 = 234



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1160-00-79	WISC 2021094	1
6321-00-71	WISC 2021095	1

PACKWAUKEE - PLAINFIELD

STH 73 INTERCHANGE

IH 39

WAUSHARA

STATE PROJECT NUMBER

1160-00-79

PLAINFIELD - WISCONSIN RAPIDS

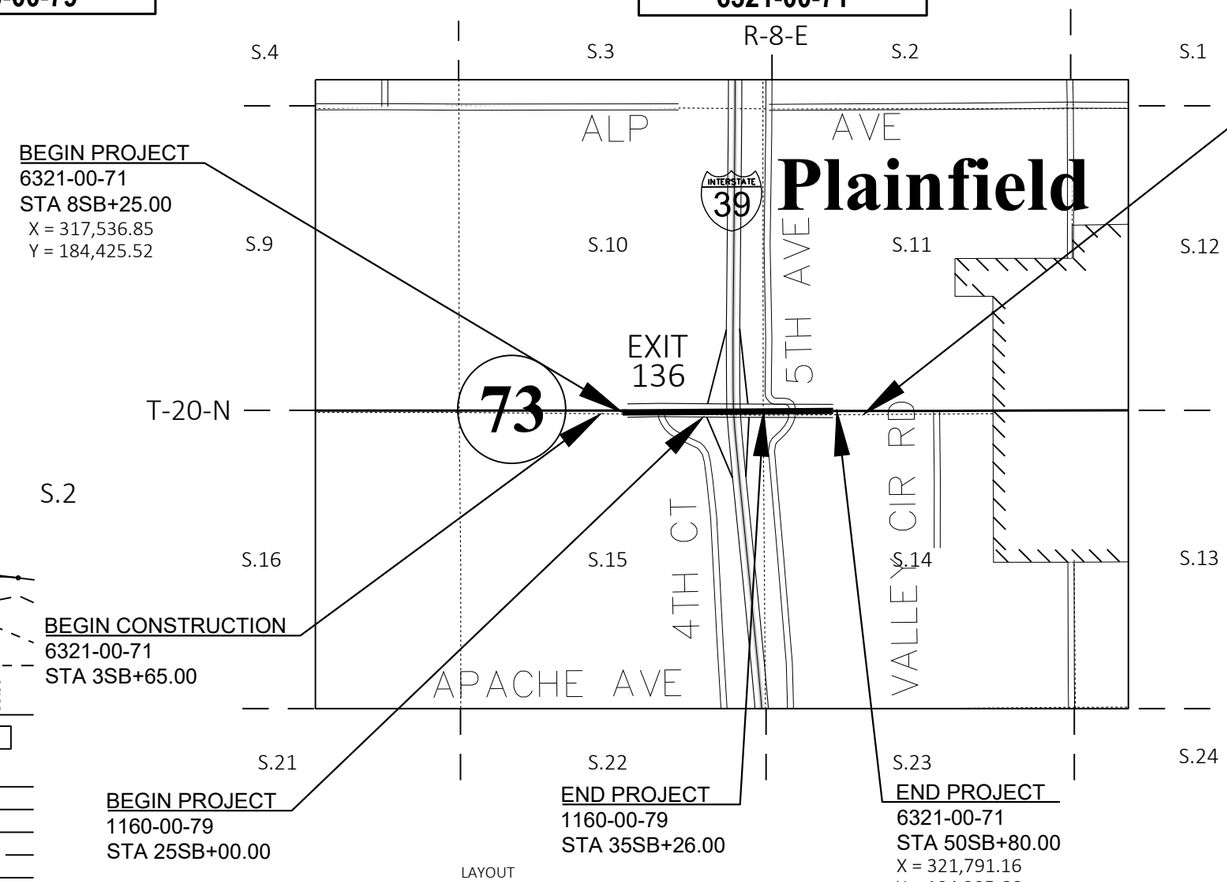
5TH AVE TO 4TH COURT

STH 73

WAUSHARA

STATE PROJECT NUMBER

6321-00-71



BEGIN PROJECT
6321-00-71
STA 8SB+25.00
X = 317,536.85
Y = 184,425.52

END CONSTRUCTION
6321-00-71
STA 55SB+95.42

BEGIN CONSTRUCTION
6321-00-71
STA 3SB+65.00

BEGIN PROJECT
1160-00-79
STA 25SB+00.00

END PROJECT
1160-00-79
STA 35SB+26.00

END PROJECT
6321-00-71
STA 50SB+80.00
X = 321,791.16
Y = 184,385.66

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.806 MI

DESIGN DESIGNATION

A.A.D.T.	2021	=	6300
A.A.D.T.	2041	=	7600
D.H.V.		=	760
D.D.		=	60/40
T.		=	23%
DESIGN SPEED		=	55 MPH WEST OF 17SB+50/45 MPH EAST OF 17SB+50
ESALS		=	6,100,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

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

ORIGINAL PLANS PREPARED BY

BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity

WISCONSIN
JAKE O BONDHUS
E-46248
WAUWATOSA
WI
PROFESSIONAL ENGINEER

DATE: 11/10/2020 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KOLBY SCHERTZ
Designer	BLOOM COMPANIES, LLC
Project Manager	JEFF STEWART
Regional Examiner	-
Regional Supervisor	-

APPROVED FOR THE DEPARTMENT

DATE: 11/9/2020 (Signature)

E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 11/9/2020 2:10 PM

PLOT BY : JAKE BONDHUS

PLOT NAME :

ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BP	BREAK POINT
COR	CORNER
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
D/S	DOWNSTREAM INVERT
e	EXTERNAL DISTANCE
EOP	EDGE OF PAVEMENT
HP	HIGH POINT
LP	LOW POINT
NOR	NORMAL
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PROP	PROPOSED
RCCP	REINFORCED CONCRETE CULVERT PIPE
U/S	UPSTREAM INVERT

UTILITIES

ALLIANT ENGERGY

COREY CLINCH
880 N. WISCONSIN ST.
BERLIN, WI 54923
920-361-5668
coreyclinch@alliantenergy.com

ADAMS-COLUMBIA ELECTRIC COOPERATIVE

DUANE MOORE
401 E LAKE ST
FRIENDSHIP, WI 53934
800-831-8629
dmoore@acecwi.com

UNION TELEPHONE COMPANY

RONALD BOWDEN
100 W NORTH ST
PLAINFIELD, WI 54966
715-335-6301 (office)
715-572-9648 (cell)
rbowden@uniontel.net

WE ENERGIES (GAS)

JEREMY SLOWINSKI
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
715-421-7251 (office)
715-418-1831 (cell)
jeremy.slowinski@we-energies.com

UTILITIES FOR PROJECT 1160-00-79, 6321-00-71.

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.

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

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

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PLAN DETAILS
EROSION CONTROL
LANDSCAPING
SIGNING PLANS
PAVEMENT MARKING
TRAFFIC CONTROL/CONSTRUCTION STAGING
DETOURS
ALIGNMENT PLANS

RUNOFF COEFFICIENT TABLE			
	TYPE A		
	SLOPE	RANGE	(PERCENT)
LAND USE:	0-2	2-6	6 & OVER
SIDE SLOPE-TURF			.25 - .32
ASPHALT PAVT	.70 - .95		
CONCRETE PAVT	.80 - .95		
GRAVEL SHLD	.40 - .60		

TOTAL PROJECT AREA = 351 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 12.0 ACRES

HMA MIX TABLE

TOTAL PAVEMENT DEPTH	LAYER DEPTH	GRADATION TRAFFIC BINDER DESIGNATION
HMA PAVEMENT 4 -INCH (SHOULDER)	1.75-INCH UPPER LAYER 2.25-INCH LOWER LAYER	4 MT 58-28 S 4 MT 58-28 S
ASPHALTIC SURFACE TEMPORARY (4-INCH)	1.75-INCH UPPER LAYER 2.25-INCH LOWER LAYER	ASPHALTIC SURFACE TEMPORARY
2-INCH OVERLAY	2-INCH SINGLE LAYER	4 MT 58-28 S
HMA PAVEMENT 7.75-INCH PAVEMENT TRANSITION	1.75-INCH UPPER LAYER 3-INCH LOWER LAYER 3-INCH LOWER LAYER	4 MT 58-28 S 4 MT 58-28 S 4 MT 58-28 S

WISDNR CONTACT

BRAD BETTHAUSER
DNR WISCONSIN RAPIDS SERVICE CENTER
473 GRIFFITH AVENUE
WISCONSIN RAPIDS, WI 54494
PH: 715.213.9064 (CELL)
Bradley.Betthauser@wisconsin.gov

2

N

END CONSTRUCTION
STA 68D+50.21

BACK BONE PROJECT
PROJECT I.D. 1160-00-79

BACK BONE PROJECT
PROJECT I.D. 1160-00-79
INCLUDES ALL RAMP WORK AND
STH 73 WORK BETWEEN 25SB+00 - 35SB+26

BEGIN CONSTRUCTION
6321-00-71
STA 3SB+65.00

BEGIN PROJECT
6321-00-71
STA 8SB+25.00

BEGIN PROJECT
1160-00-79
STA 25SB+00.00
END CONSTRUCTION
6321-00-71

END CONSTRUCTION
STA 55A+36.11

END PROJECT
1160-00-79
STA 35SB+26.00
BEGIN CONSTRUCTION
6321-00-71

END CONSTRUCTION
STA 65+70.00

END CONSTRUCTION
6321-00-71
STA 55SB+95.42

END PROJECT
6321-00-71
STA 50SB+80.00

STH 73

5TH AVE

STRUCTURE
B-69-0023

STRUCTURE
B-69-0022

BEGIN CONSTRUCTION
STA 53C+60.59

CITGO
SUBWAY

AREA WIDE
TOWING

BP

BEGIN CONSTRUCTION
STA 63+50.00

BEGIN CONSTRUCTION
STA 158+48.00

4TH COURT

BEGIN CONSTRUCTION
STA 49B+53.37

RAMP A

RAMP B

RAMP C

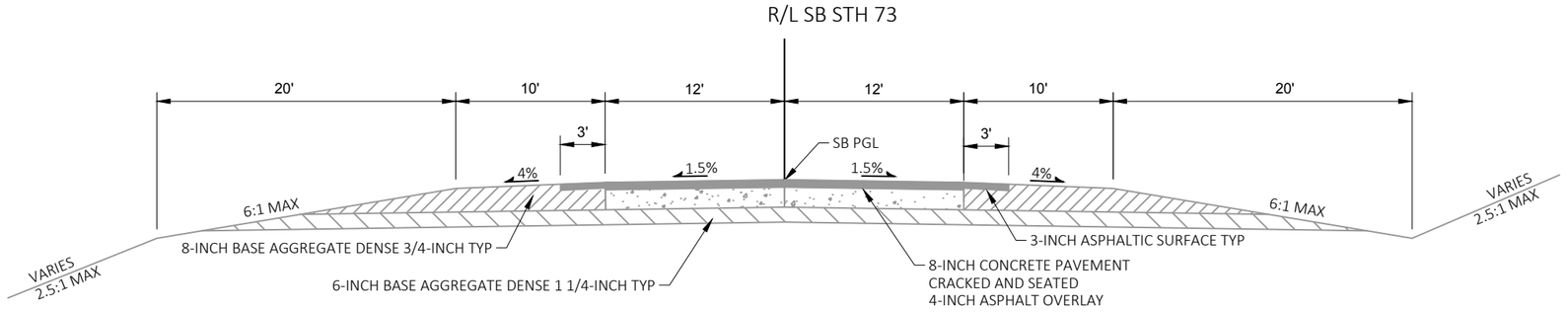
RAMP D

I 39 SB

I 39 NB

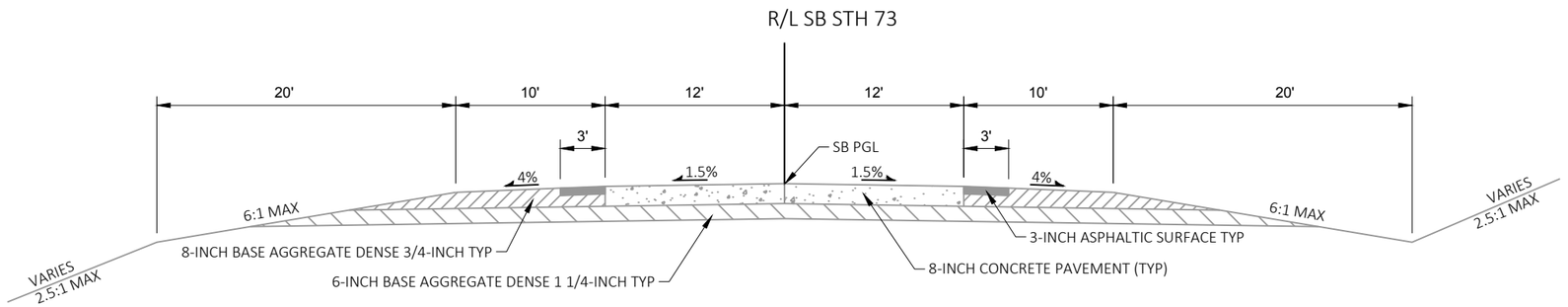
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PROJECT OVERVIEW	SHEET 3	E

2



TYPICAL EXISTING SECTION
STH 73

STA 8SB+25 - STA 10SB+50



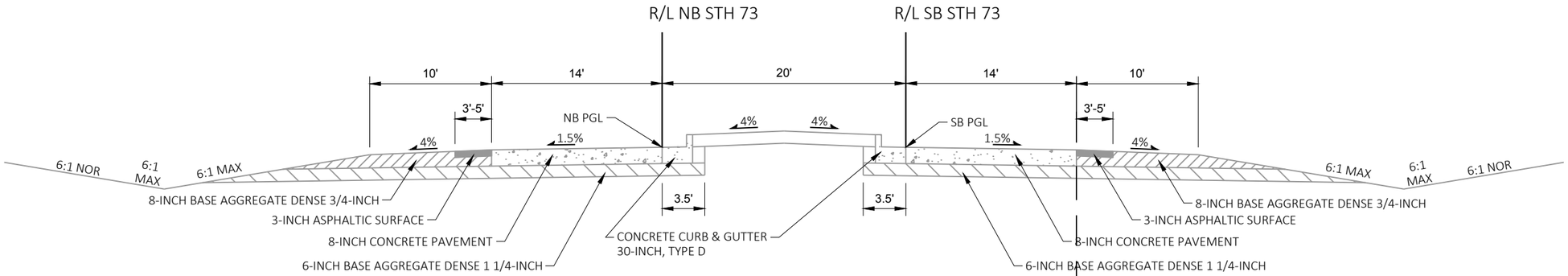
TYPICAL EXISTING SECTION
STH 73

STA 10SB+25 - STA 14SB+50
STA 48SB+54 - STA 50SB+80

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL EXISTING SECTIONS	SHEET 4	E

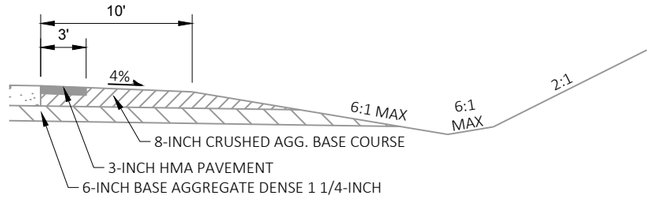
FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts
PLOT DATE : 6/5/2020 11:51 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

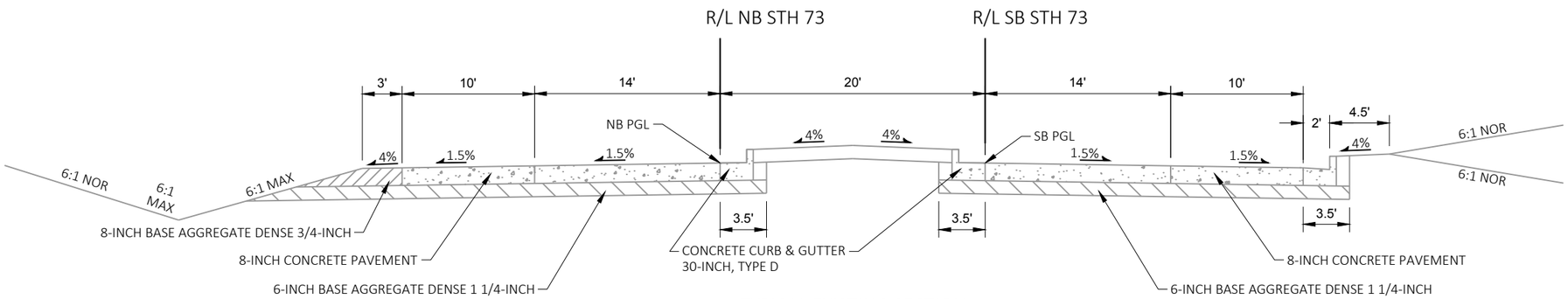


TYPICAL EXISTING SECTION
STH 73

STA 14SB+50 - STA 33SB+50
STA 42SB+00 - STA 48SB+54



TYPICAL DITCH SECTION AT
BRIDGE STRUCTURES
STA 30SB+00 - 32SB+00



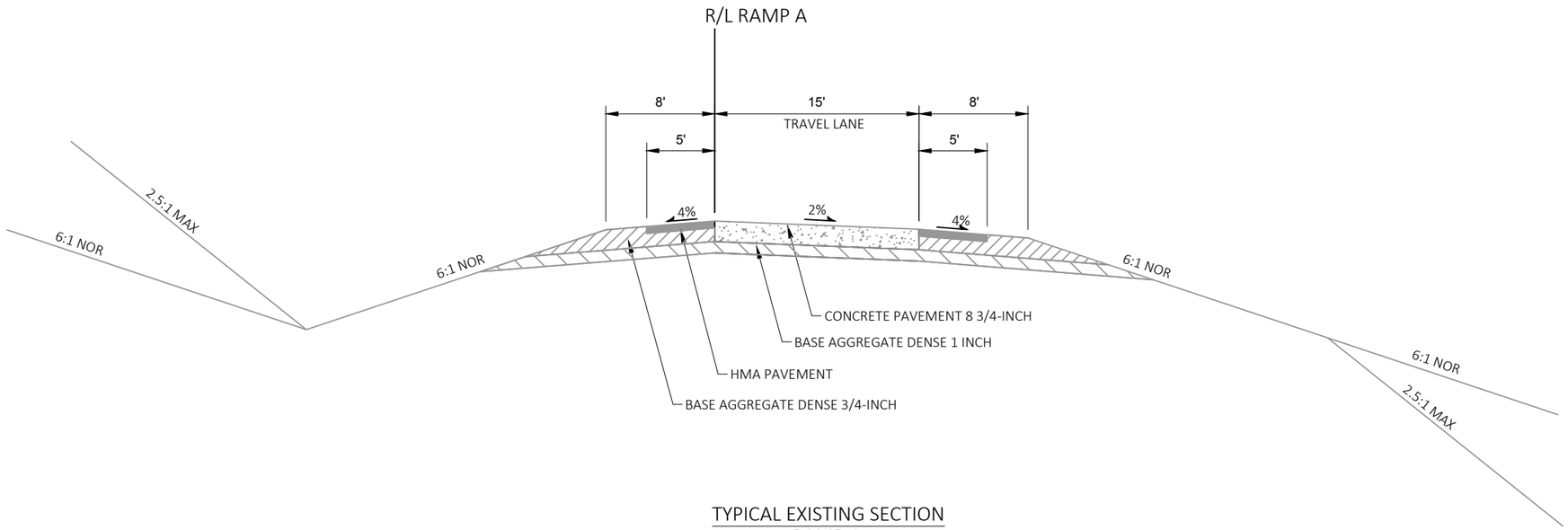
TYPICAL EXISTING SECTION
STH 73

STA 33SB+50 - STA 42SB+00

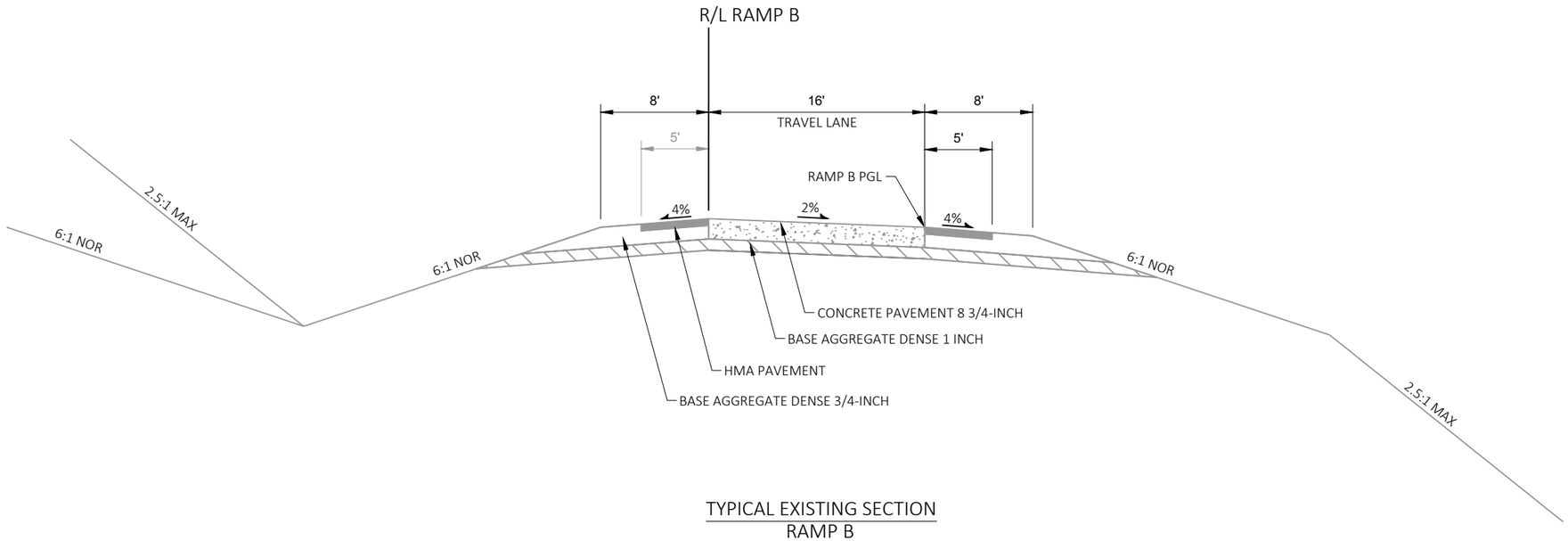
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL EXISTING SECTIONS	SHEET 5	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020302-ts
PLOT DATE : 6/5/2020 11:51 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



TYPICAL EXISTING SECTION
RAMP A
STA 53A+51 TO STA 55A+36



TYPICAL EXISTING SECTION
RAMP B
STA 49B+53 TO STA 53B+47

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL EXISTING SECTIONS	SHEET 6	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020303-ts
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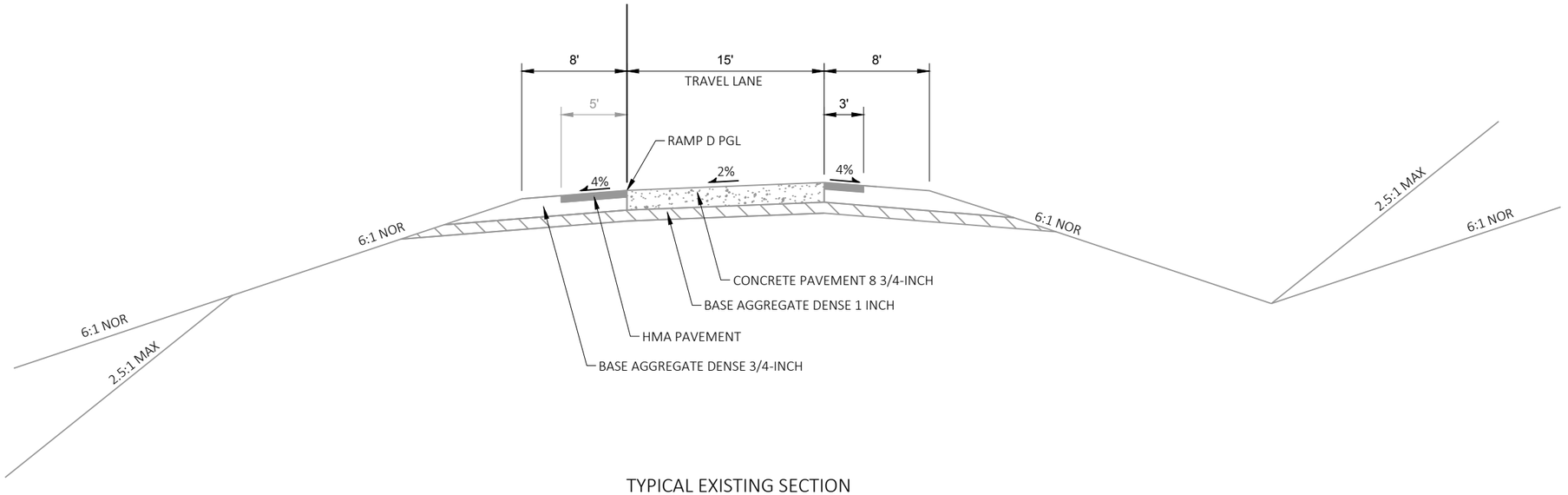
PLOT BY : JAKE BONDHUS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

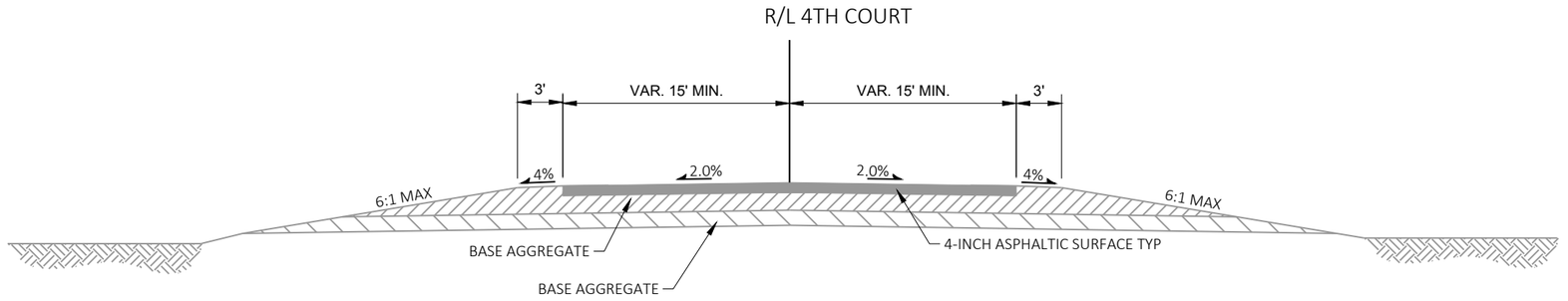


TYPICAL EXISTING SECTION
RAMP D
STA 55B+00 TO STA 68B+50

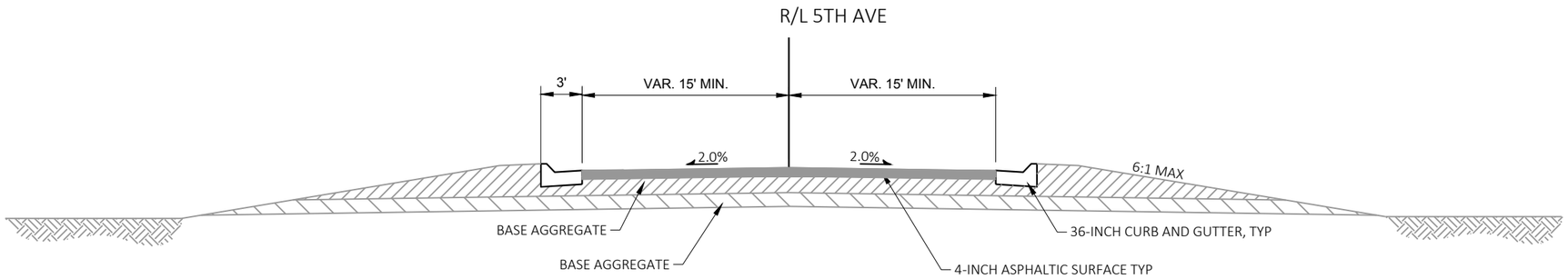
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL EXISTING SECTIONS	SHEET 7	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020304-ts
PLOT DATE : 6/5/2020 11:51 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

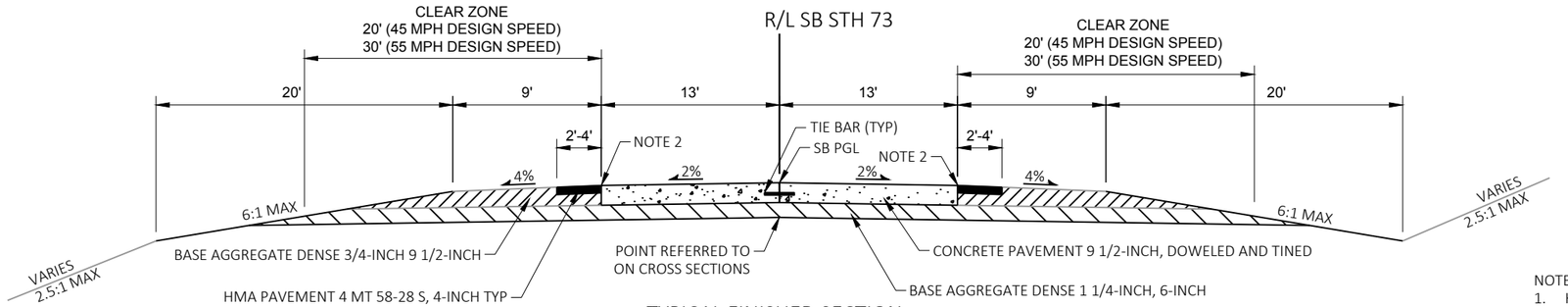
2



TYPICAL EXISTING SECTION
4TH COURT
STA 158+48.00 - STA 159+64.17



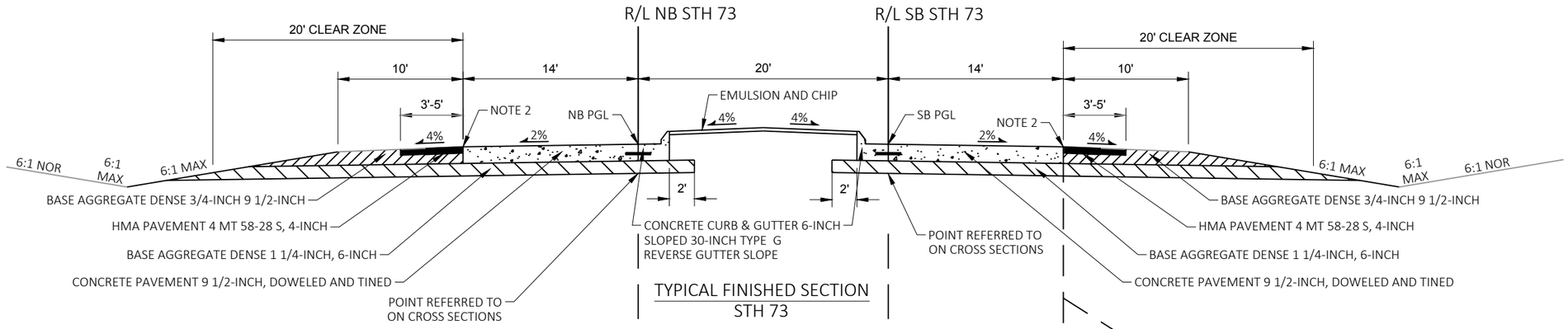
TYPICAL EXISTING SECTION
5TH AVE
STA 63+50 - STA 65+70



TYPICAL FINISHED SECTION
STH 73

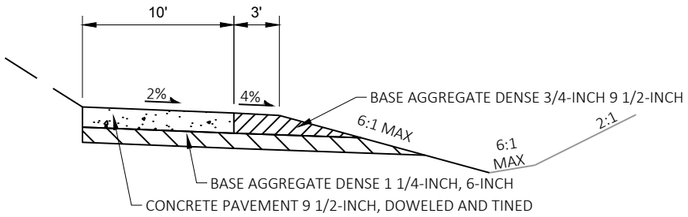
STA 8SB+25 - STA 14SB+47 (NOTE 3)
STA 46SB+54 - STA 50SB+80
SEE PLAN DETAILS FOR SHOULDER WIDTH TRANSITION

NOTES:
1. HMA PAVEMENT 4 MT 58-28 S, 4-INCH (TYP)
   SHALL CONSIST OF TWO LIFTS:
   UPPER LIFT: HMA PAVEMENT 4 MT 58-28 S - 1.75" THICKNESS
   LOWER LIFT: HMA PAVEMENT 4 MT 58-28 S - 2.25" THICKNESS
2. SEE CONSTRUCTION DETAIL FOR ROUT AND SEAL BETWEEN CONCRETE PAVEMENT AND ASPHALT SHOULDER.
3. SEE CONSTRUCTION DETAILS FOR PAVEMENT TRANSITIONS AT PROJECT LIMITS.

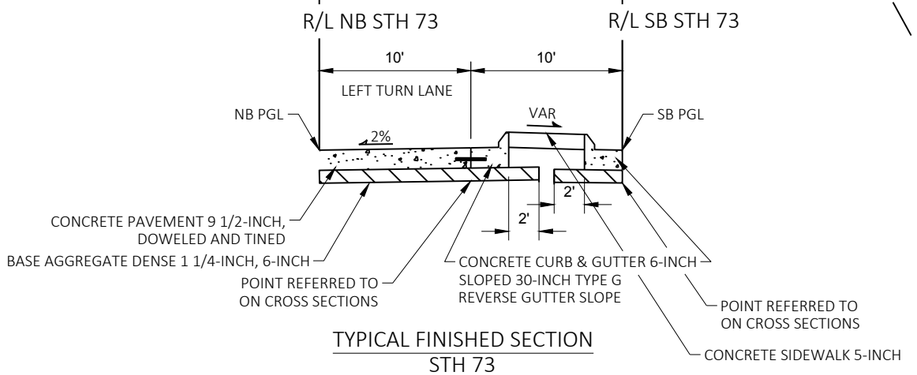


TYPICAL FINISHED SECTION
STH 73

STA 14SB+47 - STA 18SB+00 (3' ASPHALT SHLDR)
STA 18SB+00 - STA 27SB+00 (5' ASPHALT SHLDR)
STA 42SB+00 - STA 46SB+54 (5' ASPHALT SHLDR)

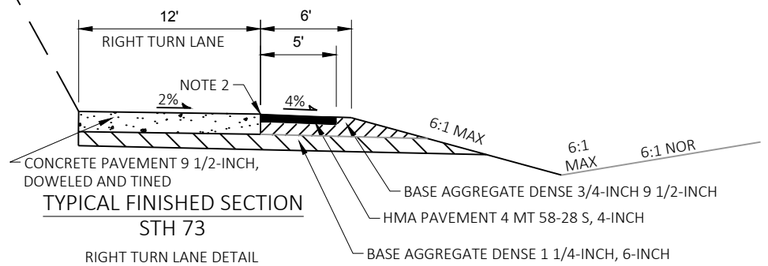


DETAIL TYPICAL SECTION AT BRIDGES



TYPICAL FINISHED SECTION
STH 73

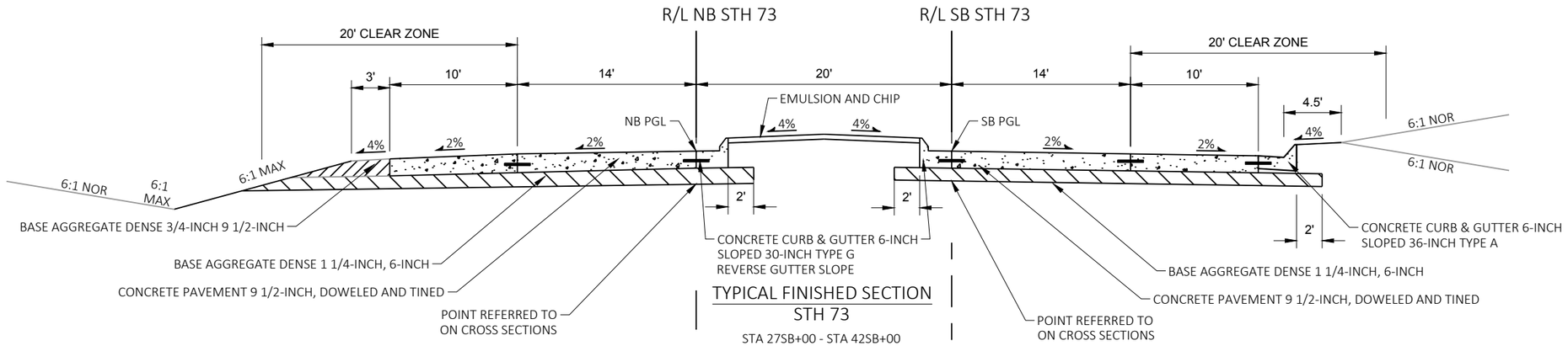
LEFT TURN LANE DETAIL (INCLUDES LANE TAPERS)
STA 18NB+85 TO STA 21NB+90
STA 27NB+51 TO STA 30NB+21
STA 41NB+73 TO STA 44NB+85



TYPICAL FINISHED SECTION
STH 73

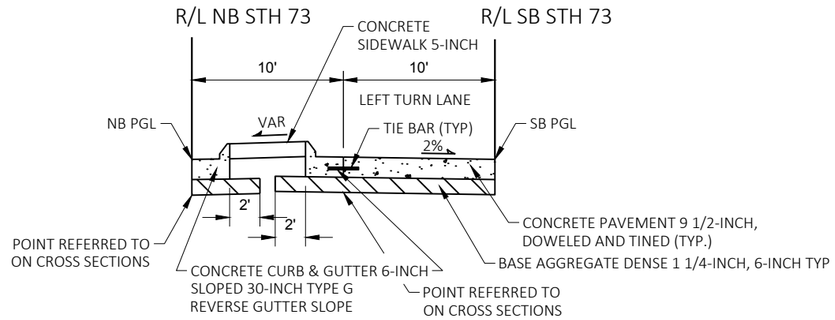
RIGHT TURN LANE DETAIL
STA 21SB+93 - STA 26SB+04

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL FINISHED SECTIONS	SHEET 9	E



TYPICAL FINISHED SECTION
STH 73

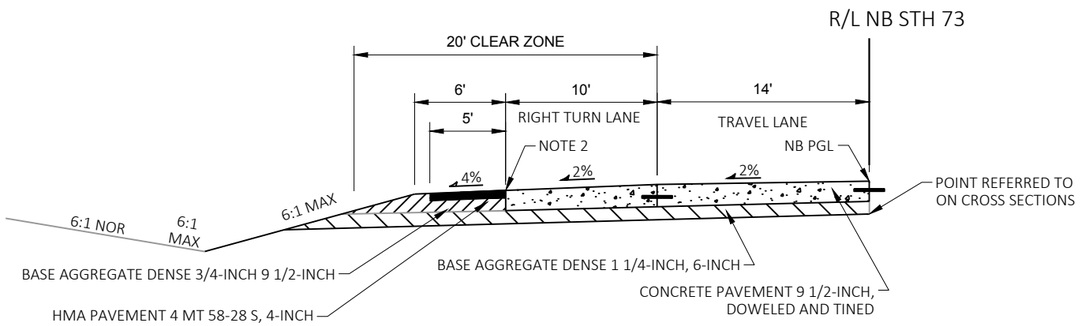
STA 27SB+00 - STA 42SB+00
SEE DETAIL FOR END CONDITION AT I-39 BRIDGES



TYPICAL FINISHED SECTION
STH 73

LEFT TURN LANE DETAIL (INCLUDES LANE TAPERS)
(SEE DETAIL FOR END CONDITION UNDER I-39 BRIDGES)
STA 31SB+84 TO STA 32SB+94
STA 36SB+94 TO STA 40SB+95

NOTES:
1. HMA PAVEMENT 4 MT 58-28 S, 4-INCH (TYP)
   SHALL CONSIST OF TWO LIFTS:
   UPPER LIFT: HMA PAVEMENT 4 MT 58-28 S - 1.75" THICKNESS
   LOWER LIFT: HMA PAVEMENT 4 MT 58-28 S - 2.25" THICKNESS
2. SEE CONSTRUCTION DETAIL FOR ROUT AND SEAL BETWEEN CONCRETE PAVEMENT AND ASPHALT SHOULDER.



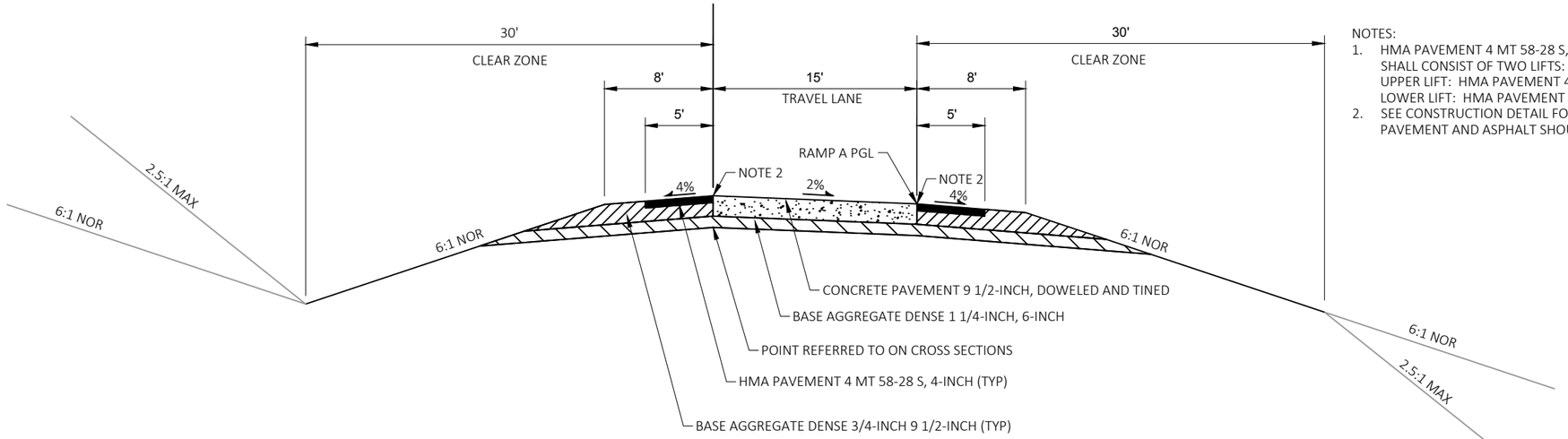
TYPICAL FINISHED SECTION
STH 73

RIGHT TURN LANE DETAIL
STA 34NB+30 - STA 37NB+63

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL FINISHED SECTIONS	SHEET 10	E

R/L RAMP D

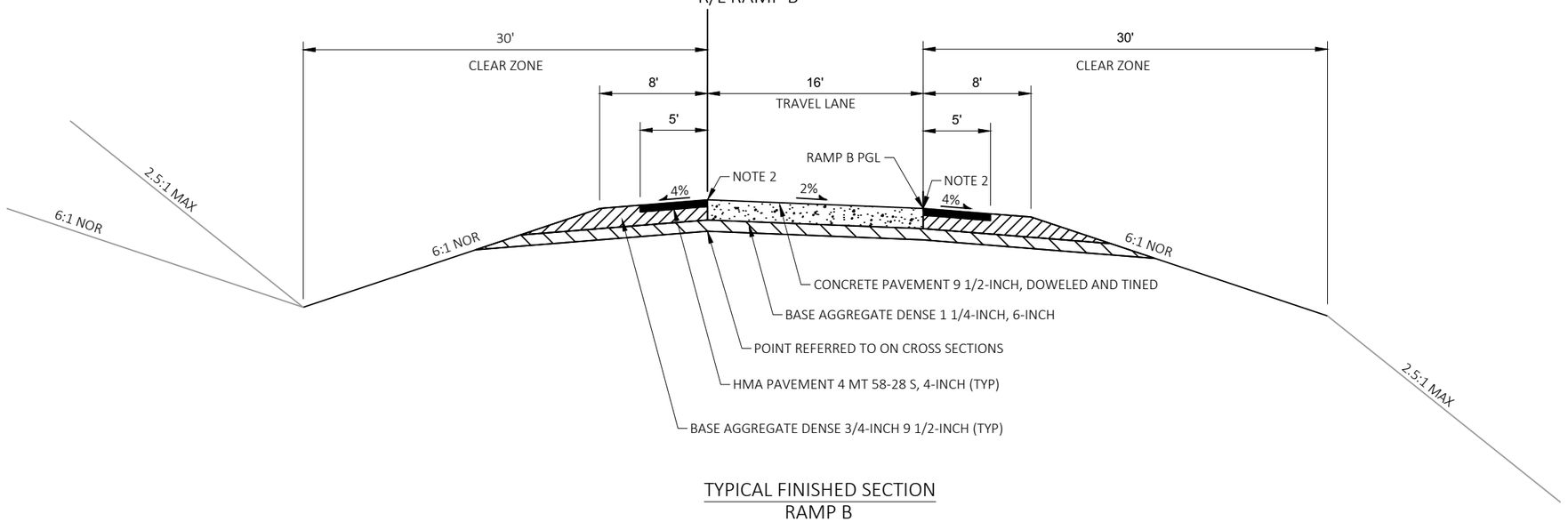
R/L RAMP A



NOTES:
1. HMA PAVEMENT 4 MT 58-28 S, 4-INCH (TYP)
   SHALL CONSIST OF TWO LIFTS:
   UPPER LIFT: HMA PAVEMENT 4 MT 58-28 S - 1.75" THICKNESS
   LOWER LIFT: HMA PAVEMENT 4 MT 58-28 S - 2.25" THICKNESS
2. SEE CONSTRUCTION DETAIL FOR ROUT AND SEAL BETWEEN CONCRETE PAVEMENT AND ASPHALT SHOULDER.

TYPICAL FINISHED SECTION
RAMP A
STA 53A+51 TO STA 55A+36

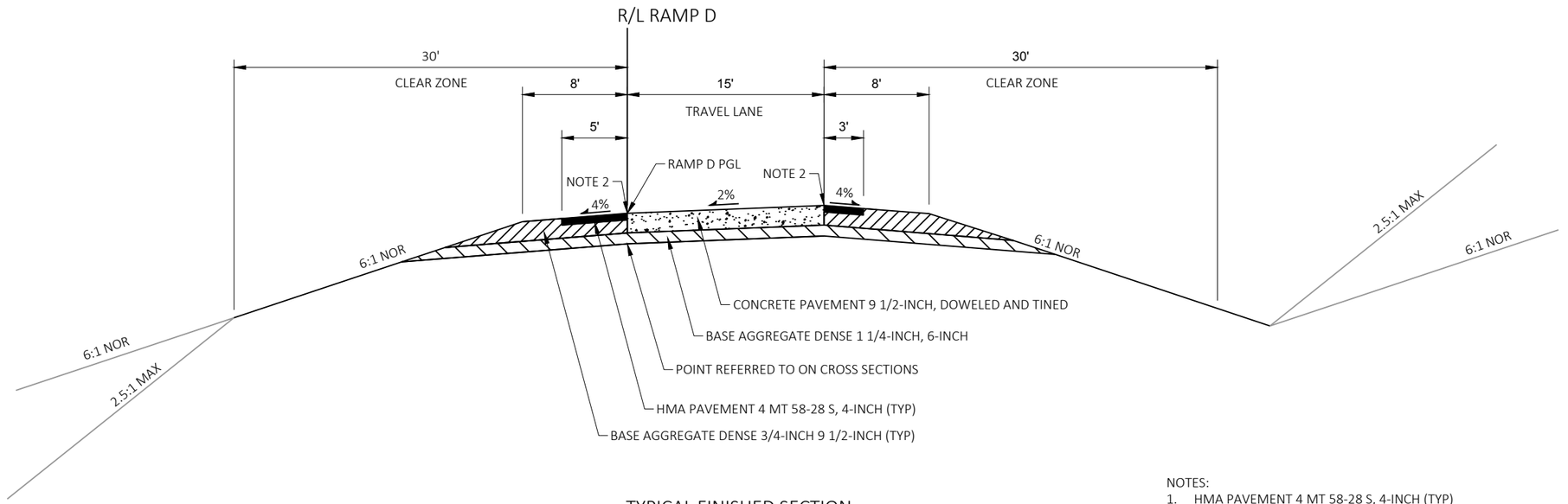
R/L RAMP B



TYPICAL FINISHED SECTION
RAMP B
STA 49B+53 TO STA 53B+47

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL FINISHED SECTIONS	SHEET 11	E

2



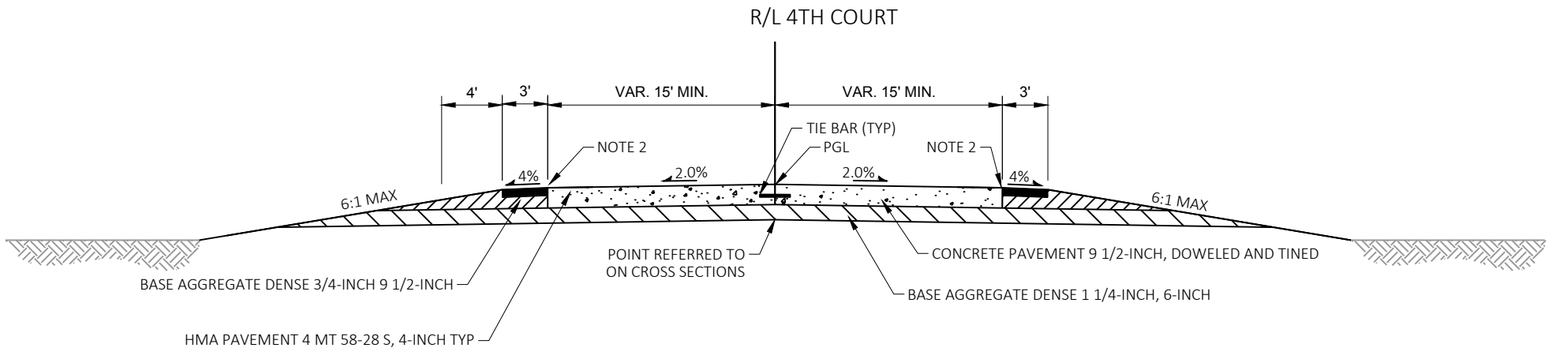
TYPICAL FINISHED SECTION
RAMP D
STA 55B+00 TO STA 68B+50

NOTES:
1. HMA PAVEMENT 4 MT 58-28 S, 4-INCH (TYP)
   SHALL CONSIST OF TWO LIFTS:
   UPPER LIFT: HMA PAVEMENT 4 MT 58-28 S - 1.75" THICKNESS
   LOWER LIFT: HMA PAVEMENT 4 MT 58-28 S - 2.25" THICKNESS
2. SEE CONSTRUCTION DETAIL FOR ROUT AND SEAL BETWEEN CONCRETE PAVEMENT AND ASPHALT SHOULDER.

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL FINISHED SECTIONS	SHEET 12	E

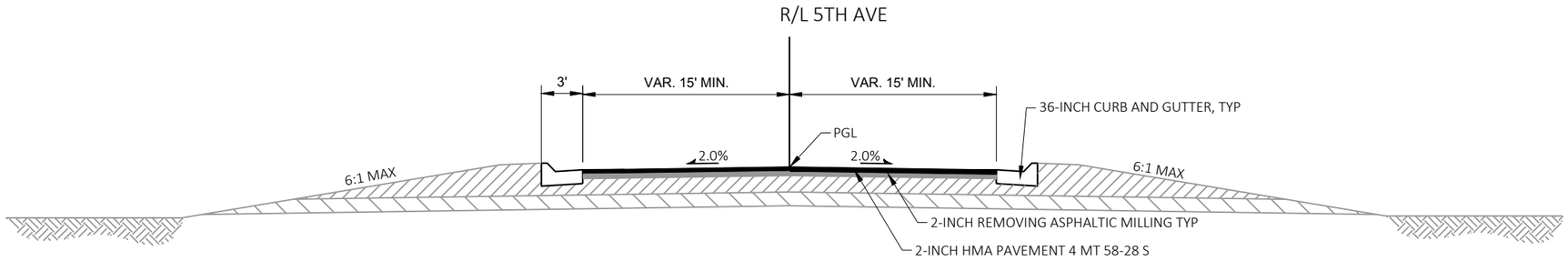
FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020309-ts
PLOT DATE : 6/5/2020 11:51 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



TYPICAL FINISHED SECTION
4TH COURT
STA 158+48.00 - STA 159+64.17

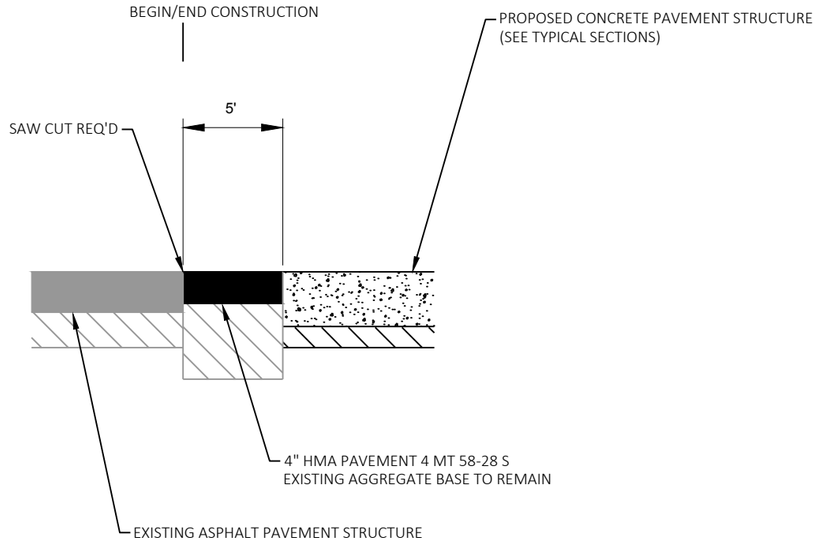
NOTES:
1. HMA PAVEMENT 4 MT 58-28 S, 4-INCH (TYP)
   SHALL CONSIST OF TWO LIFTS:
   UPPER LIFT: HMA PAVEMENT 4 MT 58-28 S - 1.75" THICKNESS
   LOWER LIFT: HMA PAVEMENT 4 MT 58-28 S - 2.25" THICKNESS
2. SEE CONSTRUCTION DETAIL FOR ROUT AND SEAL BETWEEN CONCRETE PAVEMENT AND ASPHALT SHOULDER.



TYPICAL FINISHED SECTION
5TH AVE
STA 63+50 - STA 65+70

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TYPICAL FINISHED SECTIONS	SHEET 13	E

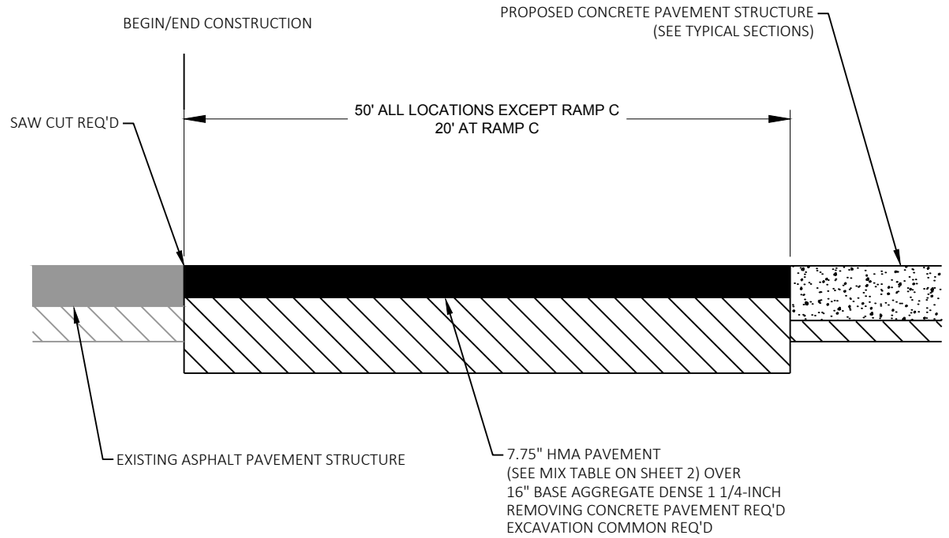
FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020310-ts
PLOT DATE : 6/5/2020 11:51 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



BEGIN/END PROJECT DETAIL

TRANSITION LOCATIONS:

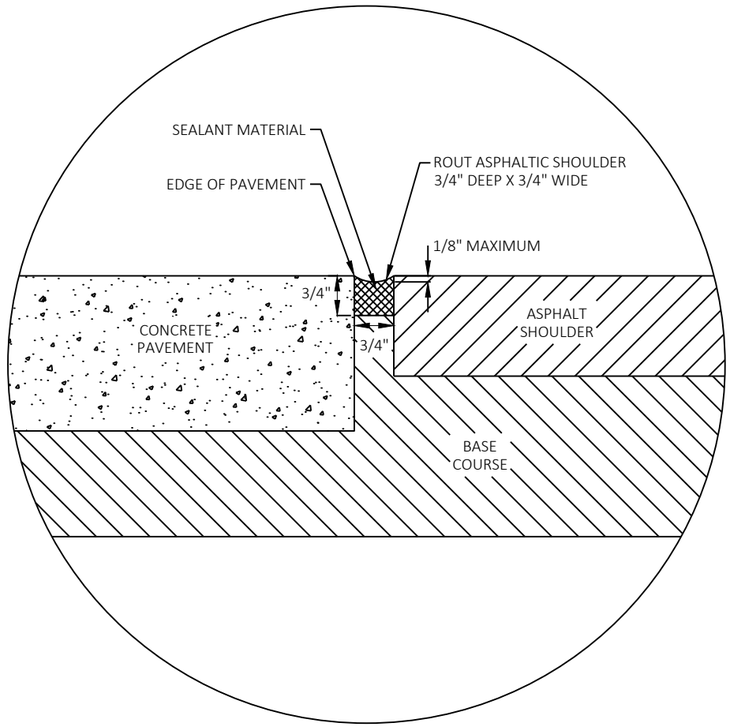
4TH COURT - STA. 158+43.00 TO 158+48.00



BEGIN/END PROJECT DETAIL

TRANSITION LOCATIONS:
STH 73 - STA. 8SB+25.00 TO 8SB+75.00
STH 73 - STA. 50SB+30.00 TO 50SB+80.00
RAMP A - STA. 54A+86.11 TO 55A+36.11
RAMP B - STA. 49B+53.37 TO 50B+03.37
RAMP C - STA. 53C+60.59 TO 53C+80.59
RAMP D - STA. 68D+00.21 TO 68D+50.21

2



ROUT AND SEAL DETAIL

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	15SB+90.95	14.0 RT	0+00.00	0.0	184407.18	318302.61	
2	17SB+41.06	24.0 RT	159+62.57	-84.0 LT	184395.02	318452.48	
3	17SB+41.06	114.0 RT	158+77.87	-108.1 LT	184305.03	318450.98	90'
4	18SB+27.94	89.9 RT	158+76.22	-18.1 LT	184327.55	318538.12	
5	18SB+39.02	116.9 RT	158+48.00	-15.1 LT	184300.42	318548.71	
6	18SB+67.35	106.8 RT	158+48.00	15.0 RT	184309.99	318577.22	
7	18SB+64.20	94.7 RT	158+60.77	15.0 RT	184322.12	318574.29	
8	19SB+11.67	79.0 RT	158+60.77	65.0 RT	184336.98	318622.03	50'
9	19SB+11.71	29.0 RT	159+12.12	79.0 RT	184386.98	318622.93	
10	20SB+61.67	14.0 RT	158+84.91	227.5 RT	184399.27	318773.18	

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
11	17SB+30.93	-18.7 LT	0+00.00	0.0	184437.90	318443.05	
12	17SB+31.15	181.3 RT	158+28.19	-139.4 LT	184237.92	318440.01	200'
13	17SB+93.97	-8.7 LT	0+00.00	0.0	184426.74	318505.94	
14	17SB+93.97	0.0	0+00.00	0.0	184418.10	318505.78	
15	18SB+87.97	0.0	159+46.42	63.9 RT	184416.40	318599.77	
16	18SB+87.97	-10.0 LT	159+56.05	66.6 RT	184426.40	318599.95	
17	19SB+89.97	-10.0 LT	159+28.75	164.9 RT	184424.56	318701.93	
18	21SB+89.97	-20.0 LT	158+78.25	360.2 RT	184430.94	318902.08	
19	18SB+21.63	0.0	159+64.17	0.0	184417.60	318533.44	

N

NOTE:
TRANSVERSE JOINTS ARE TYPICALLY 15' C-C, BUT JOINT WIDTH VARIES TO FIT PROPOSED PLAN. TRANSVERSE JOINTS ARE NOT SHOWN BEYOND INTERSECTION LIMITS, BUT ARE TYPICALLY 15' C-C.

PT: 17+90.33SB
PT: 18+72.94NB
EP: 159+64.17SB
PT: 158+88.75
R/L NB STH 73
R/L SB STH 73
R/L 4TH COURT
SAWCUT REQ'D
MATCH EXISTING
STA 158+48
4TH COURT
STH 73
16NB
17NB
18NB
19NB
20NB
21NB
22NB
16SB
17SB
18SB
19SB
20SB
21SB
22SB
R90'
R50'
R200'
14'
10'
13'
15'
3'
5'
2'

LEGEND

DOWELED JOINT

TIED JOINT

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	INTERSECTION DETAILS - 4TH COURT	SHEET 16	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 4TH COURT
PLOT DATE : 6/5/2020 11:51 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

R/L RAMP D

RAMP D

PT: 56+12.64D

56D

DOWELED EXPANSION JOINT

R50'

R60'

R/L NB STH 73

STH 73

BP: 55+00.00D

24NB 25NB 26NB 27NB 28NB 29NB

24SB 25SB 26SB 27SB 28SB 29SB

ET: 54+51.32C

54C

53C

R30'

R52'

R200'

RAMP C

R/L RAMP C

R/L SB STH 73

EDGE OF PAVEMENT, NOT A JOINT

SIGN

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
19	24NB+99.60	-14.0 LT	55D+03.66	-177.1 LT	184439.34	319212.34	
20	25NB+99.60	-26.0 LT	55D+19.08	-78.2 LT	184449.54	319312.54	
22	25NB+99.60	-76.0 LT	55D+61.71	-84.8 LT	184499.53	319313.44	50'
23	26NB+43.40	-51.9 LT	55D+46.69	-37.7 LT	184474.63	319356.80	
24	26NB+74.43	-108.2 LT	56D+04.89	-18.7 LT	184530.41	319388.84	
25	27NB+08.94	-106.8 LT	56D+12.64	15.0 RT	184528.36	319423.32	
26	26NB+96.33	-49.3 LT	55D+51.86	15.0 RT	184471.04	319409.67	
27	27NB+55.61	-40.0 LT	55D+51.86	75.0 RT	184460.72	319468.78	60'
28	27NB+01.54	-14.0 LT	55D+16.06	24.4 RT	184435.70	319414.25	

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
29	26NB+60.01	-22.0 LT	55D+20.43	-17.7 LT	184444.45	319372.87	
30	26NB+83.32	-92.9 LT	55D+92.57	-6.3 LT	184514.96	319397.46	
31	26NB+89.52	-91.9 LT	55D+92.99	0.0	184513.80	319403.63	
32	26NB+77.99	-24.0 LT	55D+24.07	0.0	184446.12	319390.88	
33	26NB+07.90	0.0	0D+00.00	0.0	184423.39	319320.37	
34	26NB+76.18	0.0	55D+00.00	0.0	184422.16	319388.64	
35	28NB+50.55	10.0 RT	0D+00.00	0.0	184409.01	319562.79	

LEGEND

DOWELED JOINT

TIED JOINT

NOTE:
TRANSVERSE JOINTS ARE TYPICALLY 15' C-C, BUT JOINT WIDTH VARIES TO FIT PROPOSED PLAN. TRANSVERSE JOINTS ARE NOT SHOWN BEYOND INTERSECTION LIMITS, BUT ARE TYPICALLY 15' C-C.

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	25SB+94.31	26.0 RT	0C+00.00	0.0	184377.65	319305.52	
2	26SB+04.31	29.0 RT	54C+46.10	-64.9 LT	184374.47	319315.47	
3	26SB+29.87	29.0 RT	54C+36.58	-41.1 LT	184374.01	319341.02	
4	26SB+29.87	81.0 RT	53C+88.32	-60.5 LT	184322.02	319340.09	52'
5	26SB+78.13	61.6 RT	53C+88.32	-8.5 LT	184340.51	319388.69	
6	26SB+88.29	87.4 RT	53C+60.59	-8.7 LT	184314.53	319398.37	
7	27SB+10.27	78.6 RT	53C+60.59	15.0 RT	184322.95	319420.51	
8	27SB+05.68	67.2 RT	53C+72.92	15.0 RT	184334.48	319416.12	
9	27SB+33.52	56.0 RT	53C+72.92	45.0 RT	184345.14	319444.16	30'
10	27SB+33.52	26.0 RT	54C+00.76	56.2 RT	184375.13	319444.71	

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
11	27SB+43.52	26.0 RT	53C+97.04	65.5 RT	184374.96	319454.70	
12	27SB+83.52	26.0 RT	53C+82.14	102.6 RT	184374.24	319494.70	
13	28SB+83.52	14.0 RT	53C+56.03	199.9 RT	184384.43	319594.90	
14	26SB+62.56	0.0	0+00.00	0.0	184402.42	319374.22	
15	26SB+74.97	0.0	54C+46.69	11.5 RT	184402.19	319386.64	
16	26SB+74.97	-8.6 LT	0C+00.00	0.0	184410.76	319386.80	
17	27SB+55.97	-10.0 LT	54C+25.81	90.4 RT	184410.73	319467.81	
18	27SB+55.97	0.0 LT	54C+16.53	86.7 RT	184400.73	319467.63	
36	26SB+08.33	180.0 RT	53C+04.46	-117.4 LT	184223.42	319316.76	200'

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	INTERSECTION DETAILS - RAMP C AND D	SHEET 17	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\021104-ID.DWG
LAYOUT NAME - C Ramp

PLOT DATE : 6/5/2020 11:52 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
23	31NB+53.08	-14.0 LT	53A+99.07	-199.9 LT	184427.55	319865.71	
24	32NB+53.08	-26.0 LT	53A+94.30	-99.3 LT	184437.74	319965.91	
25	32NB+93.08	-26.0 LT	53A+87.66	-59.8 LT	184437.02	320005.91	
26	33NB+03.08	-26.0 LT	53A+85.91	-49.4 LT	184436.84	320015.91	
27	33NB+03.08	-56.0 LT	54A+15.58	-45.0 LT	184466.83	320016.45	30'
28	33NB+32.67	-61.0 LT	54A+15.58	-15.0 LT	184471.28	320046.12	
29	33NB+38.36	-147.6 LT	55A+00.06	5.0 RT	184557.79	320053.37	
30	33NB+54.86	-73.9 LT	54A+24.60	9.0 RT	184483.76	320068.53	
31	34NB+14.98	-89.0 LT	54A+29.53	70.8 RT	184497.81	320128.92	62'
32	34NB+14.98	-27.0 LT	53A+68.40	60.5 RT	184435.82	320127.80	
33	34NB+29.66	-27.0 LT	53A+65.96	75.0 RT	184435.55	320142.48	
34	34NB+39.66	-24.0 LT	53A+61.34	84.4 RT	184432.37	320152.42	
35	33NB+58.15	0.0	0+00.00	0.0	184409.85	320070.49	

NOTE:
TRANSVERSE JOINTS ARE TYPICALLY 15' C-C, BUT JOINT WIDTH VARIES TO FIT PROPOSED PLAN. TRANSVERSE JOINTS ARE NOT SHOWN BEYOND INTERSECTION LIMITS, BUT ARE TYPICALLY 15' C-C.

LEGEND

DOWELED JOINT

TIED JOINT

N

DOWELED EXPANSION JOINT

EDGE OF PAVEMENT, NOT A JOINT

R/L NB STH 73

R/L SB STH 73

STH 73

31NB 32NB 33NB 34NB 35NB 36NB

31SB 32SB 33SB 34SB 35SB 36SB

BP: 53+51.21A

EP: 53+46.83B

RAMP A

RAMP B

R200'

R62'

R30'

R60'

R50'

53B

54A

55A

52B

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	31SB+83.97	0.0	53B+36.79	-174.7 LT	184393.00	319895.56	
2	32SB+43.97	-10.0 LT	0B+00.00	0.0	184401.92	319955.73	
3	32SB+87.00	-10.0 LT	0B+00.00	0.0	184401.14	319998.74	
4	32SB+86.91	-20.0 LT	0B+00.00	0.0	184411.14	319998.84	
5	33SB+56.89	-20.0 LT	0B+00.00	0.0	184409.88	320068.81	
6	33SB+56.97	-11.4 LT	0B+00.00	0.0	184401.31	320068.74	
7	34SB+23.62	-200.0 LT	0B+00.00	0.0	184588.64	320138.77	200'
8	34SB+23.62	0.0	0B+00.00	0.0	184388.68	320135.16	
9	33SB+34.65	14.0 RT	53B+31.46	-23.5 LT	184376.29	320045.95	
10	32SB+80.57	40.0 RT	53B+02.40	-76.0 LT	184351.27	319991.42	60'
11	33SB+40.47	43.4 RT	53B+02.40	-16.0 LT	184346.74	320051.25	
12	33SB+57.07	144.4 RT	52B+02.54	6.4 RT	184245.49	320066.02	

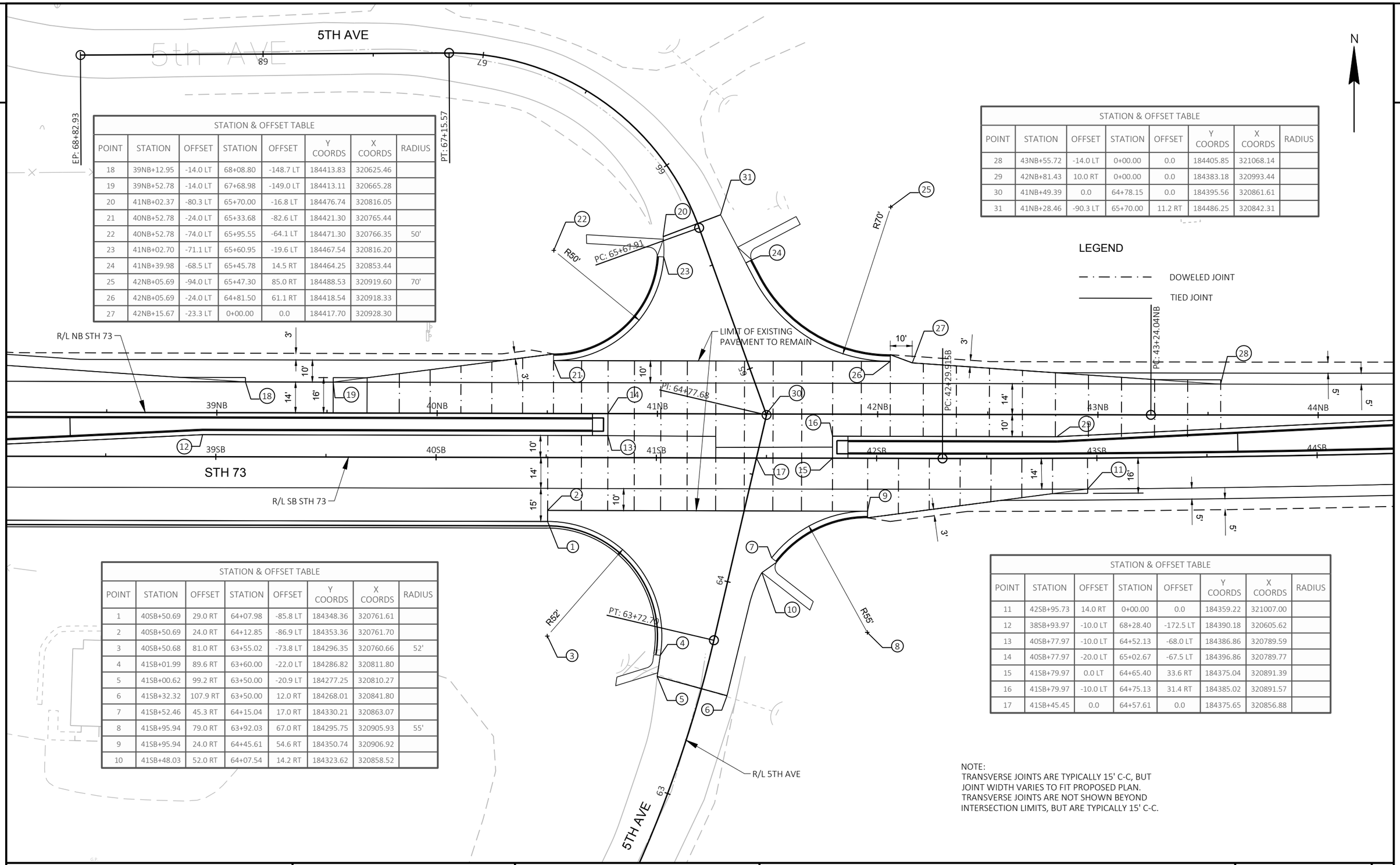
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
13	33SB+59.67	134.8 RT	52B+12.34	8.4 RT	184255.10	320068.79	
14	33SB+78.00	72.0 RT	52B+76.07	23.1 RT	184317.54	320088.25	
15	34SB+25.99	86.0 RT	52B+64.82	71.8 RT	184302.65	320135.99	50'
16	34SB+25.09	36.0 RT	53B+14.68	68.1 RT	184352.65	320135.99	
17	35SB+25.99	24.0 RT	53B+32.45	168.1 RT	184362.83	320237.09	
18	33SB+54.58	76.8 RT	52B+69.90	0.0	184313.13	320064.75	
19	33SB+60.86	77.2 RT	52B+69.90	6.3 RT	184312.66	320071.02	
20	33SB+57.62	24.0 RT	53B+22.79	0.0	184365.87	320068.74	
21	33SB+76.98	22.0 RT	53B+25.90	19.2 RT	184367.52	320088.13	
22	33SB+59.00	0.0	0+00.00	0.0	184389.84	320070.55	

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	INTERSECTION DETAILS - RAMP A AND B	SHEET 18	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\021102-ID.DWG
LAYOUT NAME - A Ramp

PLOT DATE : 6/5/2020 11:52 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
18	39NB+12.95	-14.0 LT	68+08.80	-148.7 LT	184413.83	320625.46	
19	39NB+52.78	-14.0 LT	67+68.98	-149.0 LT	184413.11	320665.28	
20	41NB+02.37	-80.3 LT	65+70.00	-16.8 LT	184476.74	320816.05	
21	40NB+52.78	-24.0 LT	65+33.68	-82.6 LT	184421.30	320765.44	
22	40NB+52.78	-74.0 LT	65+95.55	-64.1 LT	184471.30	320766.35	50'
23	41NB+02.70	-71.1 LT	65+60.95	-19.6 LT	184467.54	320816.20	
24	41NB+39.98	-68.5 LT	65+45.78	14.5 RT	184464.25	320853.44	
25	42NB+05.69	-94.0 LT	65+47.30	85.0 RT	184488.53	320919.60	70'
26	42NB+05.69	-24.0 LT	64+81.50	61.1 RT	184418.54	320918.33	
27	42NB+15.67	-23.3 LT	0+00.00	0.0	184417.70	320928.30	

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
28	43NB+55.72	-14.0 LT	0+00.00	0.0	184405.85	321068.14	
29	42NB+81.43	10.0 RT	0+00.00	0.0	184383.18	320993.44	
30	41NB+49.39	0.0	64+78.15	0.0	184395.56	320861.61	
31	41NB+28.46	-90.3 LT	65+70.00	11.2 RT	184486.25	320842.31	

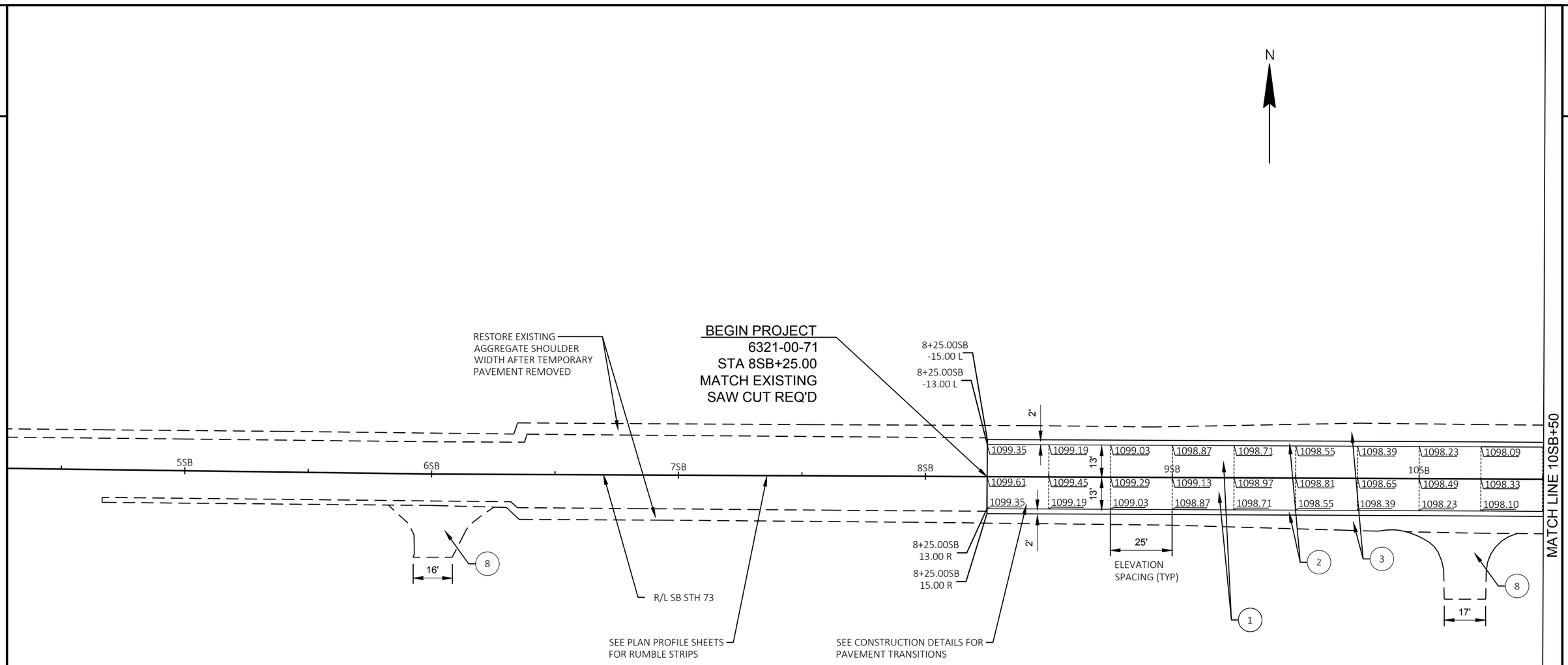
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	40SB+50.69	29.0 RT	64+07.98	-85.8 LT	184348.36	320761.61	
2	40SB+50.69	24.0 RT	64+12.85	-86.9 LT	184353.36	320761.70	
3	40SB+50.68	81.0 RT	63+55.02	-73.8 LT	184296.35	320760.66	52'
4	41SB+01.99	89.6 RT	63+60.00	-22.0 LT	184286.82	320811.80	
5	41SB+00.62	99.2 RT	63+50.00	-20.9 LT	184277.25	320810.27	
6	41SB+32.32	107.9 RT	63+50.00	12.0 RT	184268.01	320841.80	
7	41SB+52.46	45.3 RT	64+15.04	17.0 RT	184330.21	320863.07	
8	41SB+95.94	79.0 RT	63+92.03	67.0 RT	184295.75	320905.93	55'
9	41SB+95.94	24.0 RT	64+45.61	54.6 RT	184350.74	320906.92	
10	41SB+48.03	52.0 RT	64+07.54	14.2 RT	184323.62	320858.52	

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
11	42SB+95.73	14.0 RT	0+00.00	0.0	184359.22	321007.00	
12	38SB+93.97	-10.0 LT	68+28.40	-172.5 LT	184390.18	320605.62	
13	40SB+77.97	-10.0 LT	64+52.13	-68.0 LT	184386.86	320789.59	
14	40SB+77.97	-20.0 LT	65+02.67	-67.5 LT	184396.86	320789.77	
15	41SB+79.97	0.0 LT	64+65.40	33.6 RT	184375.04	320891.39	
16	41SB+79.97	-10.0 LT	64+75.13	31.4 RT	184385.02	320891.57	
17	41SB+45.45	0.0	64+57.61	0.0	184375.65	320856.88	

NOTE:
TRANSVERSE JOINTS ARE TYPICALLY 15' C-C, BUT JOINT WIDTH VARIES TO FIT PROPOSED PLAN. TRANSVERSE JOINTS ARE NOT SHOWN BEYOND INTERSECTION LIMITS, BUT ARE TYPICALLY 15' C-C.

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	INTERSECTION DETAILS - 5TH AVENUE	SHEET 19	E

2



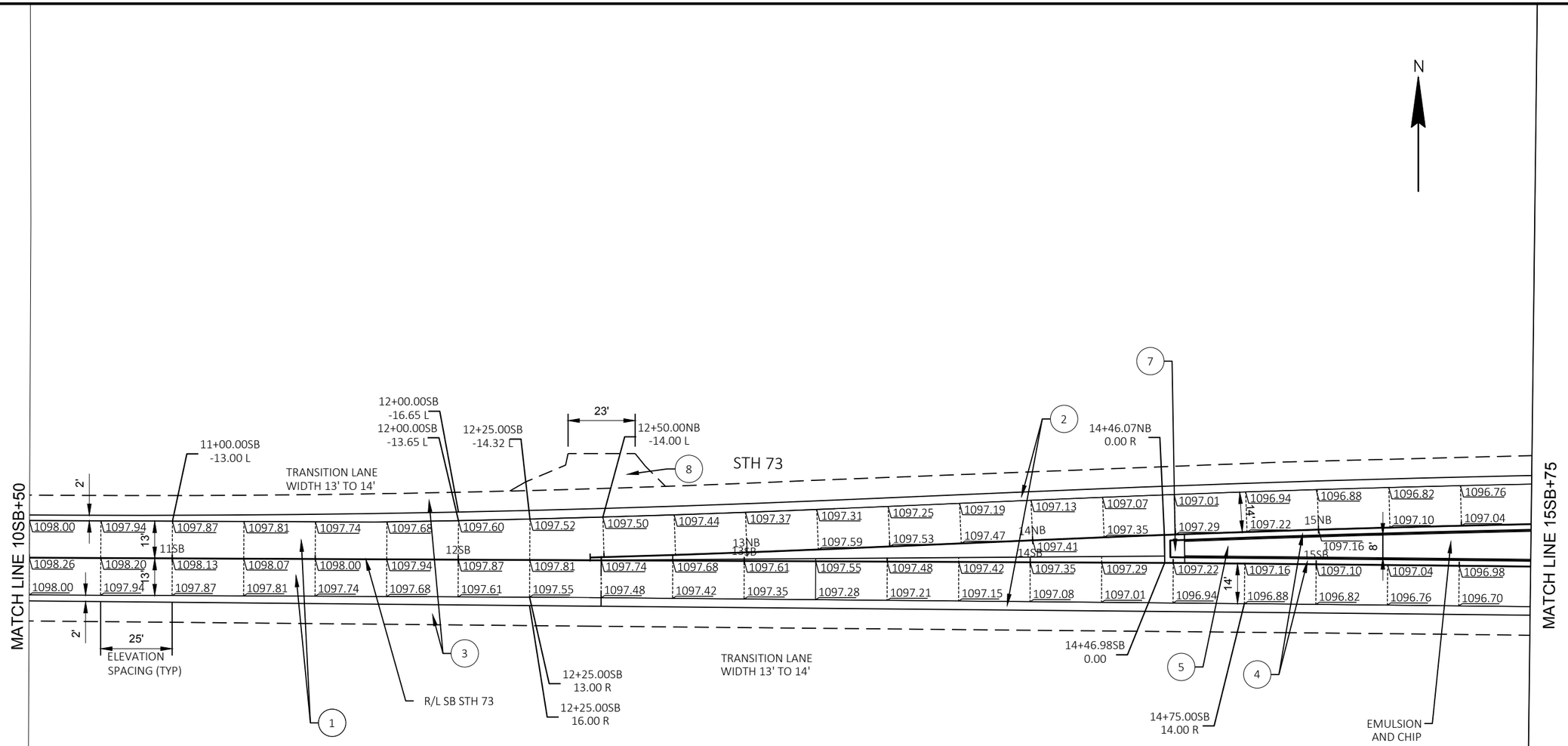
LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

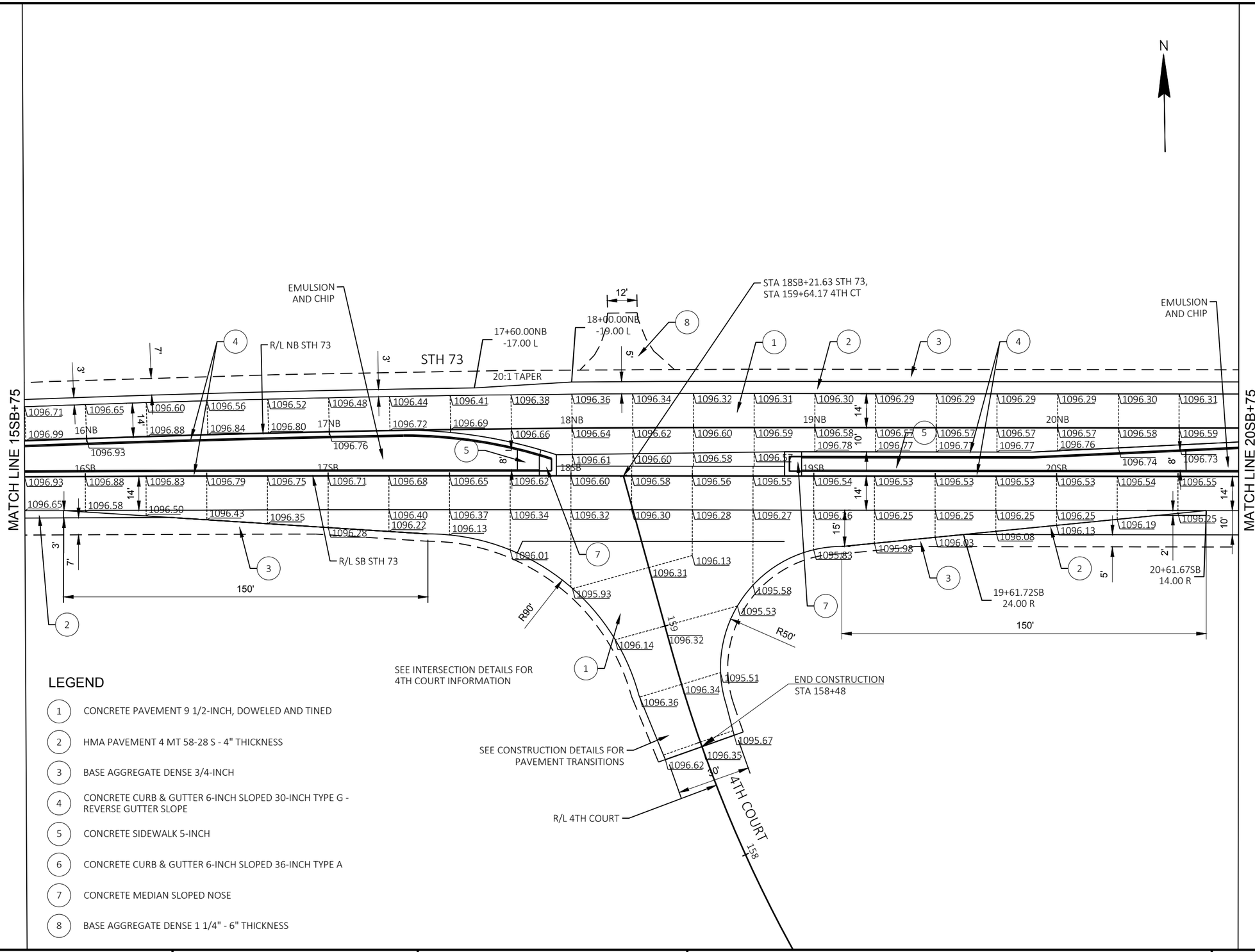
NOTES:

1. TRANSVERSE CONTRACTION JOINTS ARE NOT SHOWN, BUT SHALL BE SPACED PER SDD'S CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES , AND RURAL DOWELED CONCRETE PAVEMENT . THIS SPACING SHALL BE 15' UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER IN THE FIELD.

2. CONCRETE SIDEWALK 5-INCH SHALL BE PLACED WITHIN THE STH 73 MEDIAN WHEN THE WIDTH IS 8' OR LESS. FOR LOCATIONS WIDER THAN 8', EMULSION AND CHIP SHALL BE USED.

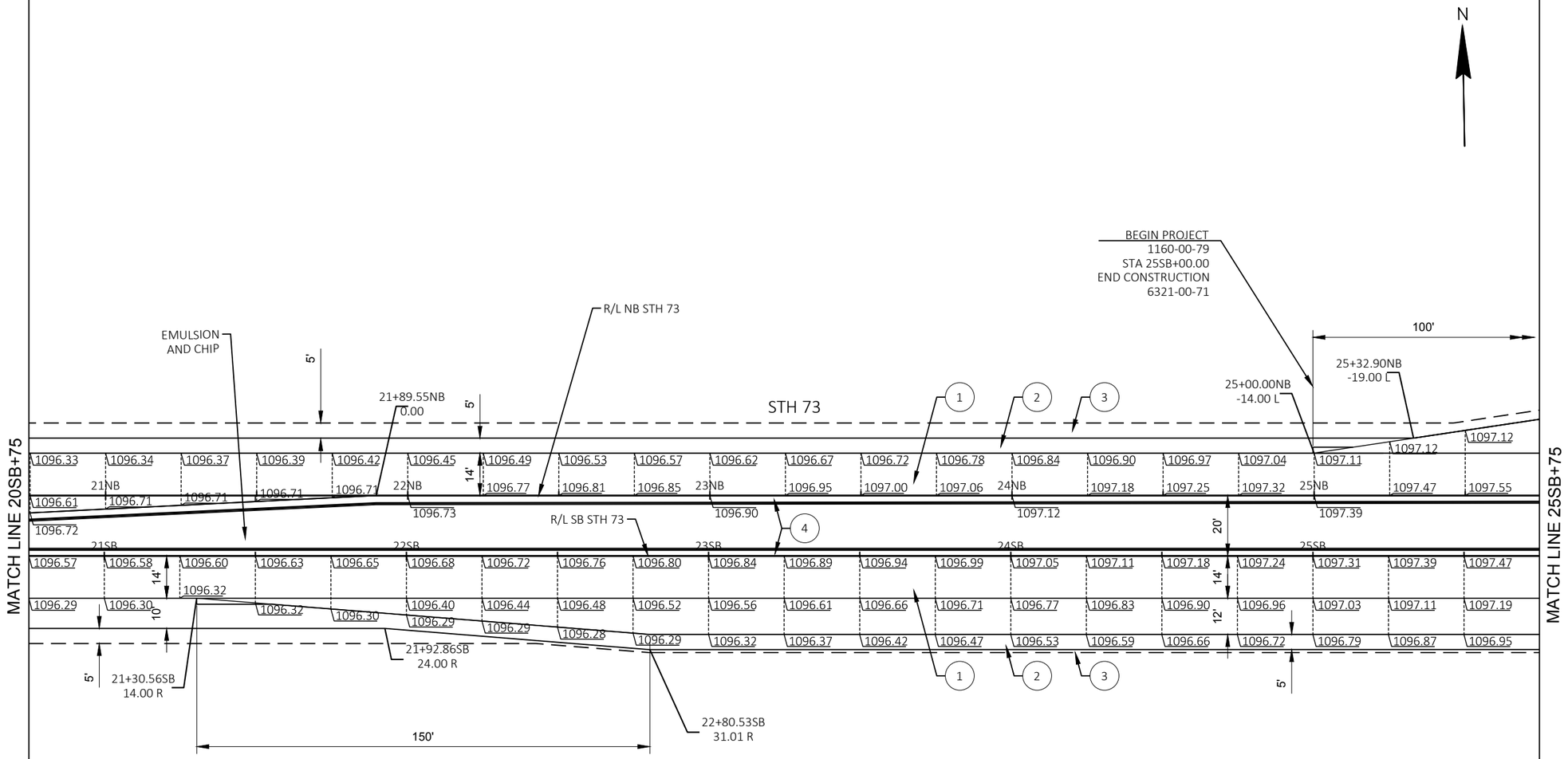

N
MATCH LINE 10SB+50
MATCH LINE 15SB+75
STH 73
11+00.00SB
-13.00 L
TRANSITION LANE
WIDTH 13' TO 14'
12+00.00SB
-16.65 L
12+00.00SB
-13.65 L
12+25.00SB
-14.32 L
23'
12+50.00NB
-14.00 L
14+46.07NB
0.00 R
2'
25'
ELEVATION
SPACING (TYP)
11SB
12SB
13NB
13SB
14NB
14SB
15NB
15SB
14'
8'
1098.00
1097.94
1097.87
1097.81
1097.74
1097.68
1097.60
1097.52
1097.50
1097.44
1097.37
1097.31
1097.25
1097.19
1097.13
1097.07
1097.01
1096.94
1096.88
1096.82
1096.76
1098.26
1098.20
1098.13
1098.07
1098.00
1097.94
1097.87
1097.81
1097.74
1097.68
1097.61
1097.55
1097.48
1097.42
1097.35
1097.28
1097.21
1097.15
1097.08
1097.01
1096.94
1096.88
1096.82
1096.76
1096.70
1097.59
1097.53
1097.47
1097.41
1097.35
1097.29
1097.22
1097.16
1097.10
1097.04
1096.98
1097.29
1097.22
1097.16
1097.10
1097.04
1096.98
1097.10
1097.04
1097.16
1097.10
1097.04
1096.98
1096.92
1096.86
1096.80
1096.74
1096.68
1096.62
1096.56
1096.50
1096.44
1096.38
1096.32
1096.26
1096.20
1096.14
1096.08
1096.02
1095.96
1095.90
1095.84
1095.78
1095.72
1095.66
1095.60
1095.54
1095.48
1095.42
1095.36
1095.30
1095.24
1095.18
1095.12
1095.06
1095.00
1094.94
1094.88
1094.82

2



PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS - STH 73, 4TH COURT	SHEET 22	E

2



LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

2

MATCH LINE 57D+00

RAMP D

LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

N

R/L I-39 SB

I-39 SB

R/L RAMP D

STA 26NB+76.18 STH 73,
STA 55+00 RAMP D

EMULSION AND CHIP

R50'

100'

1.22%

R/L NB STH 73

STH 73

28+50.55NB
10.00 R

30+20.55NB
0.00 L

EMULSION AND CHIP

MATCH LINE 25SB+75

MATCH LINE 31SB+25

26NB

27NB

28NB

29NB

30NB

31NB

26SB

27SB

28SB

29SB

30SB

31SB

50'

100'

28+00.23SB
24.00 R

27+83.52SB
26.00 R

28+83.52SB
14.00 R

R/L SB STH 73

STA 26NB+62.56 STH 73,
STA 54+51+32 RAMP C

R50'

0.40%

0.46%

R30'

SEE INTERSECTION DETAILS FOR
SOUTHBOUND RAMP INFORMATION

SEE CONSTRUCTION DETAILS
FOR PAVEMENT TRANSITIONS

END CONSTRUCTION
STA 53C+61

R/L RAMP C

RAMP C

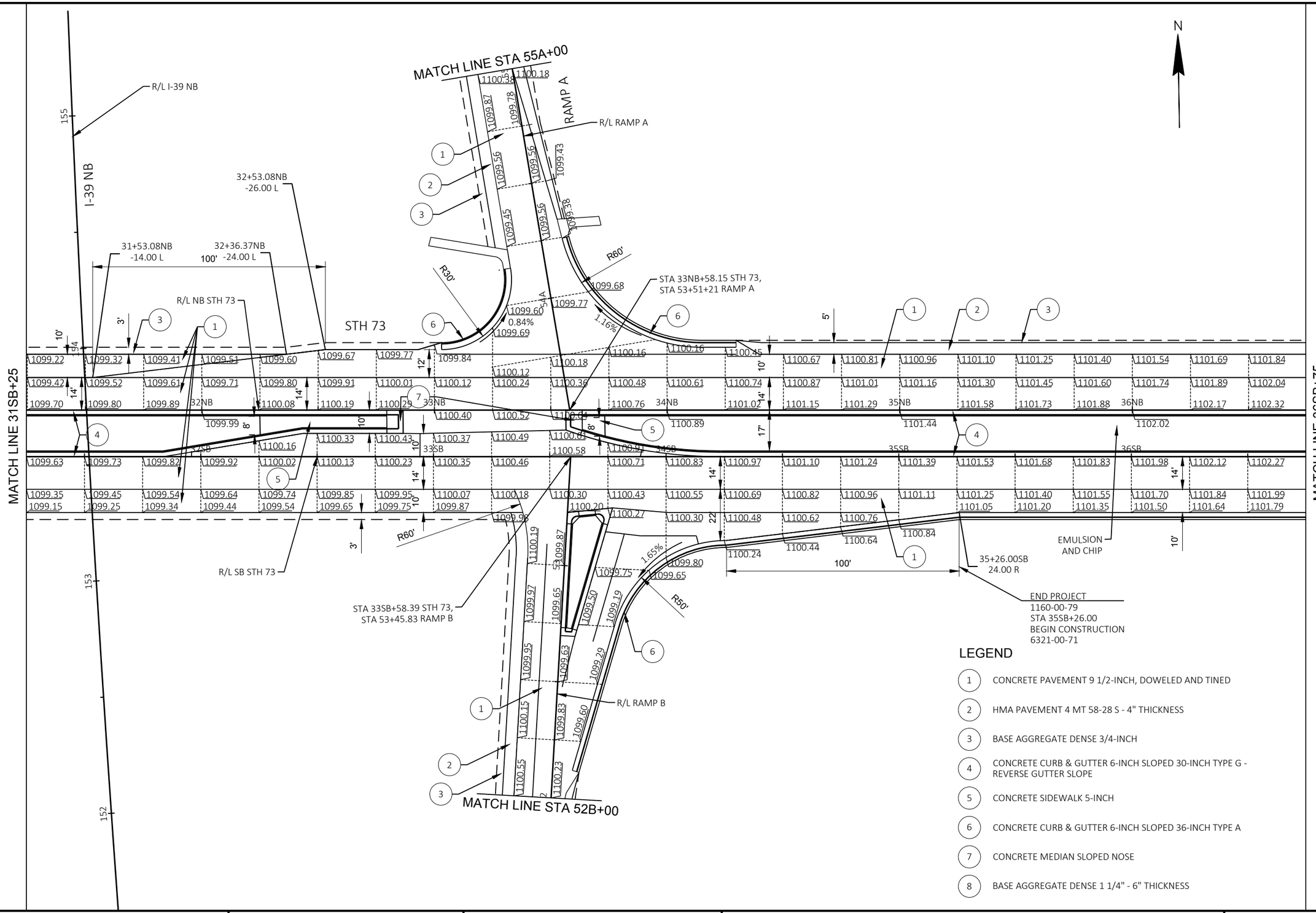
53C

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS - STH 73, RAMP C, RAMP D	SHEET 24	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021204

PLOT DATE : 6/5/2020 11:53 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

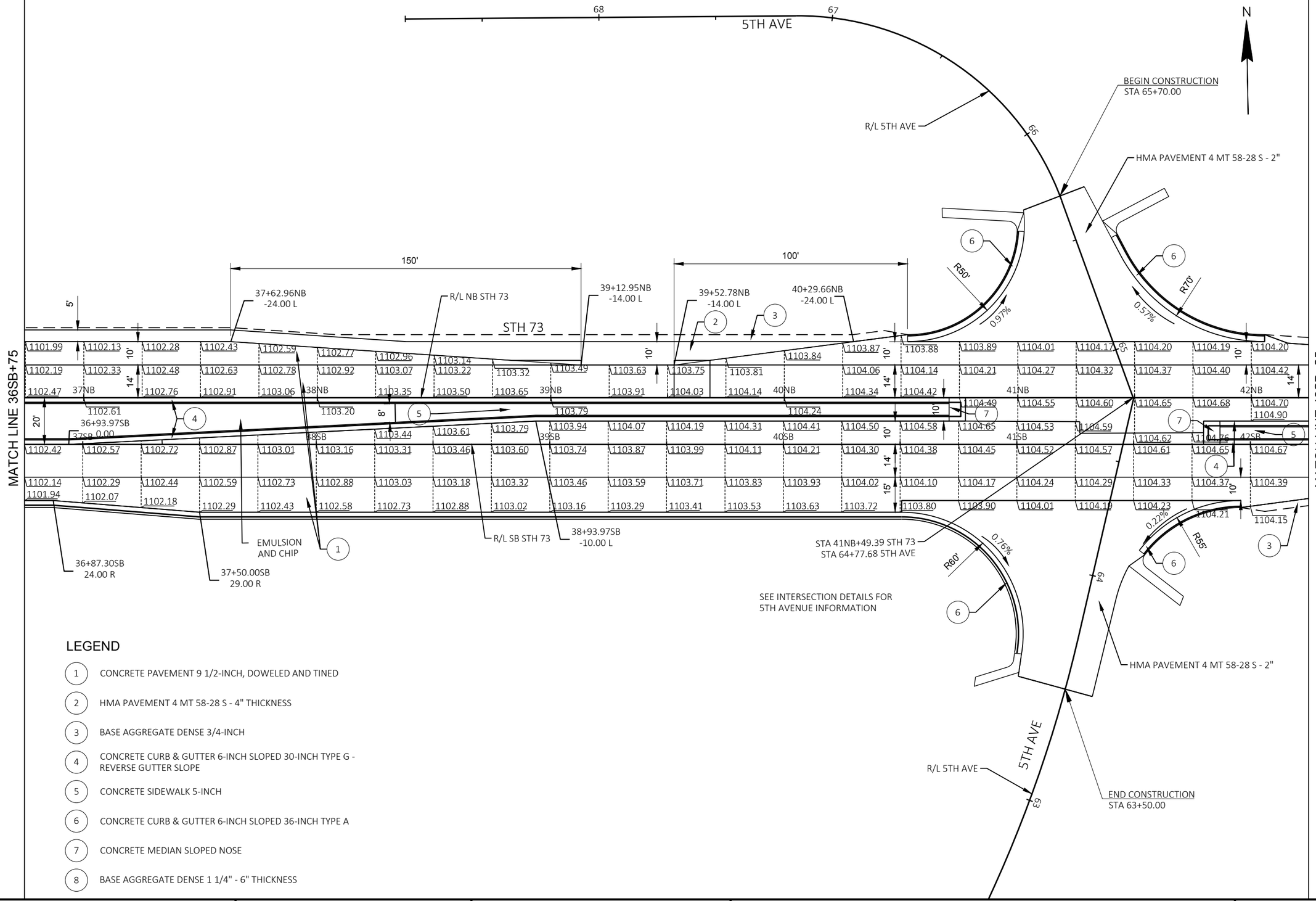


LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS - STH 73, RAMP A, RAMP B	SHEET 25	E

2

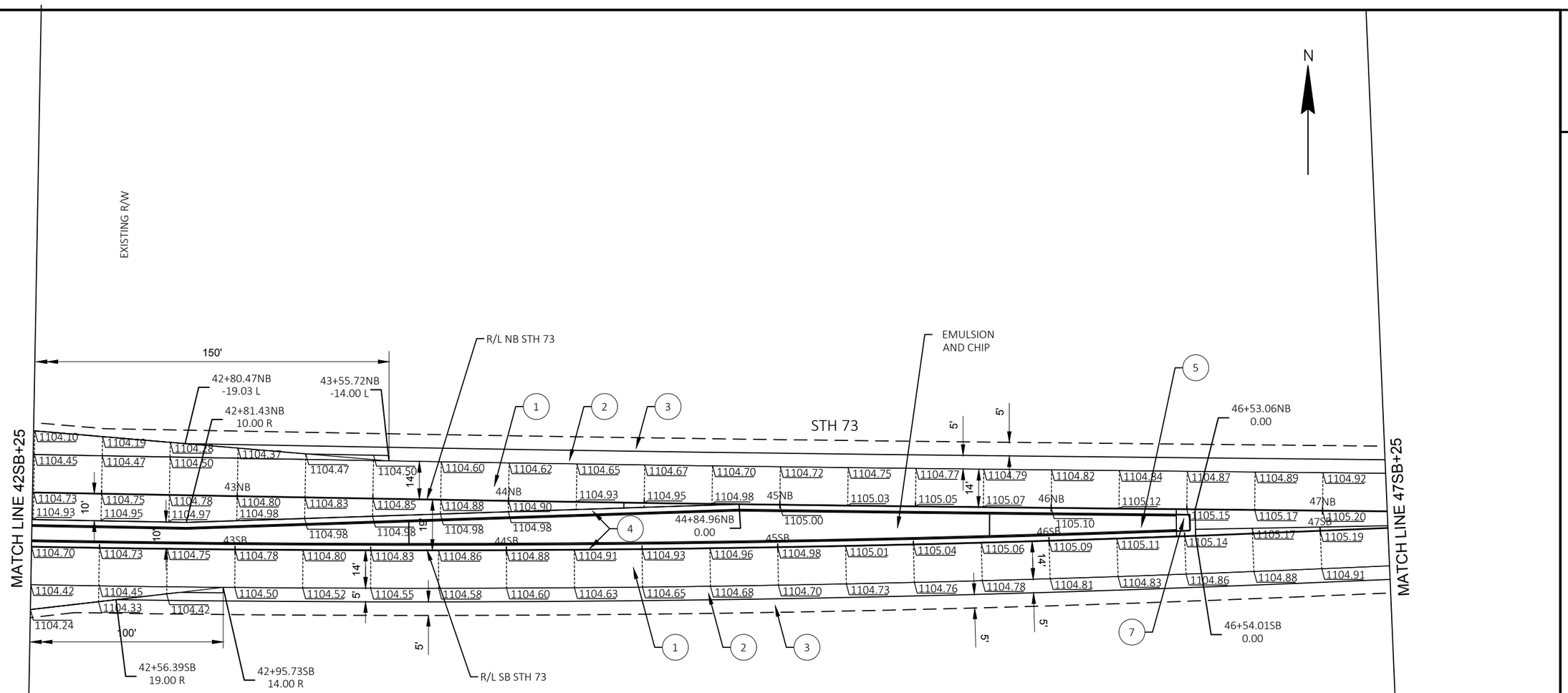


LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS - STH 73, 5TH AVE	SHEET 26	E

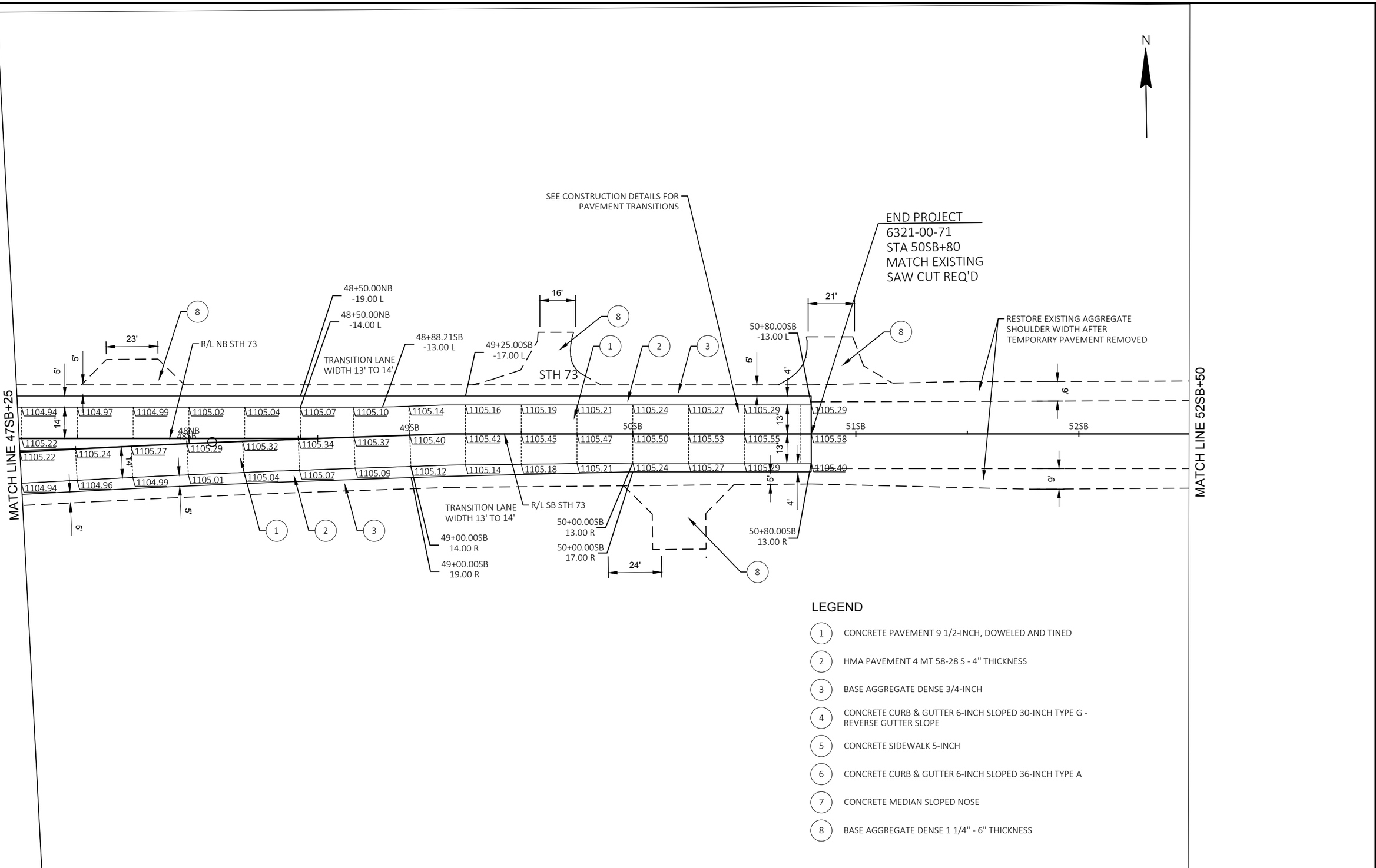
2



LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

2



LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

2

N

END CONSTRUCTION
6321-00-71
STA 55SB+95.42

4 MT 58-28 S - 2" THICKNESS

8

3

RESTORE EXISTING AGGREGATE
SHOULDER WIDTH AFTER
TEMPORARY PAVEMENT REMOVED

7

MATCH LINE 52S+50

53SB 54SB 55SB 56SB 57SB 58SB

8

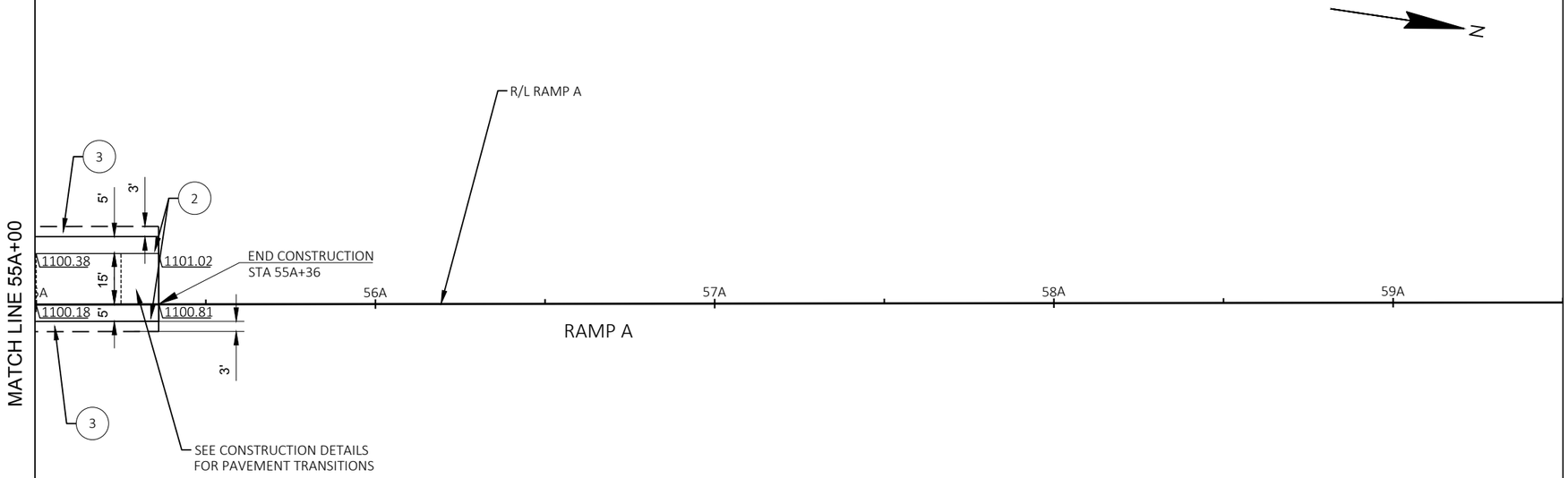
3

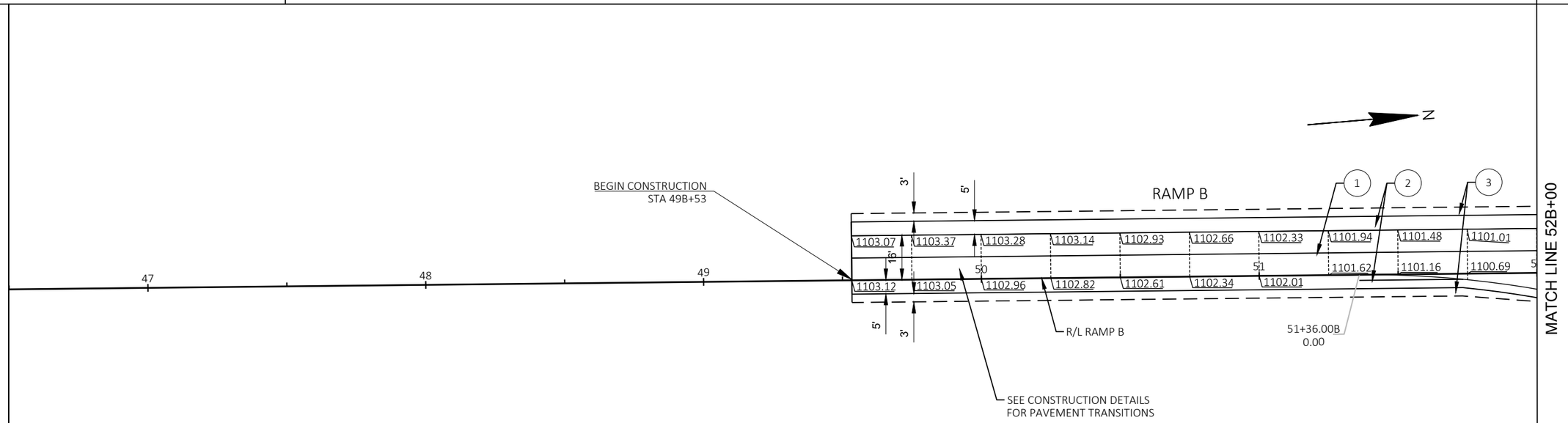
LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS





PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS - RAMP A, RAMP B	SHEET 30	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021211
PLOT DATE : 6/5/2020 11:54 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE 57D+00

MATCH LINE 63D+50

	58D	59D	60D	61D	62D	63D
3'						
5'						
15'	1097.67 / 1097.92	1098.18	1098.43	1098.68	1098.94	1099.19
	1097.97 / 1098.22	1098.48	1098.73	1098.98	1099.24	1099.49
5'						
3'						

	58D	59D	60D	61D	62D	63D
3'						
5'						
15'	1099.44	1099.70	1099.95	1100.20	1100.46	1100.71
	1099.74	1100.00	1100.25	1100.50	1100.76	1101.01
5'						
3'						

	58D	59D	60D	61D	62D	63D
3'						
5'						
15'	1100.96	1101.22	1101.47	1101.72	1101.98	1102.23
	1101.26	1101.52	1101.77	1102.02	1102.28	1102.53
5'						
3'						

	58D	59D	60D	61D	62D	63D
3'						
5'						
15'	1102.49	1102.74	1102.99	1103.22	1103.44	
	1102.79	1103.04	1103.29	1103.52	1103.74	
5'						
3'						

R/L RAMP D

RAMP D

LEGEND

1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

161

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS - RAMP D	SHEET 31	E

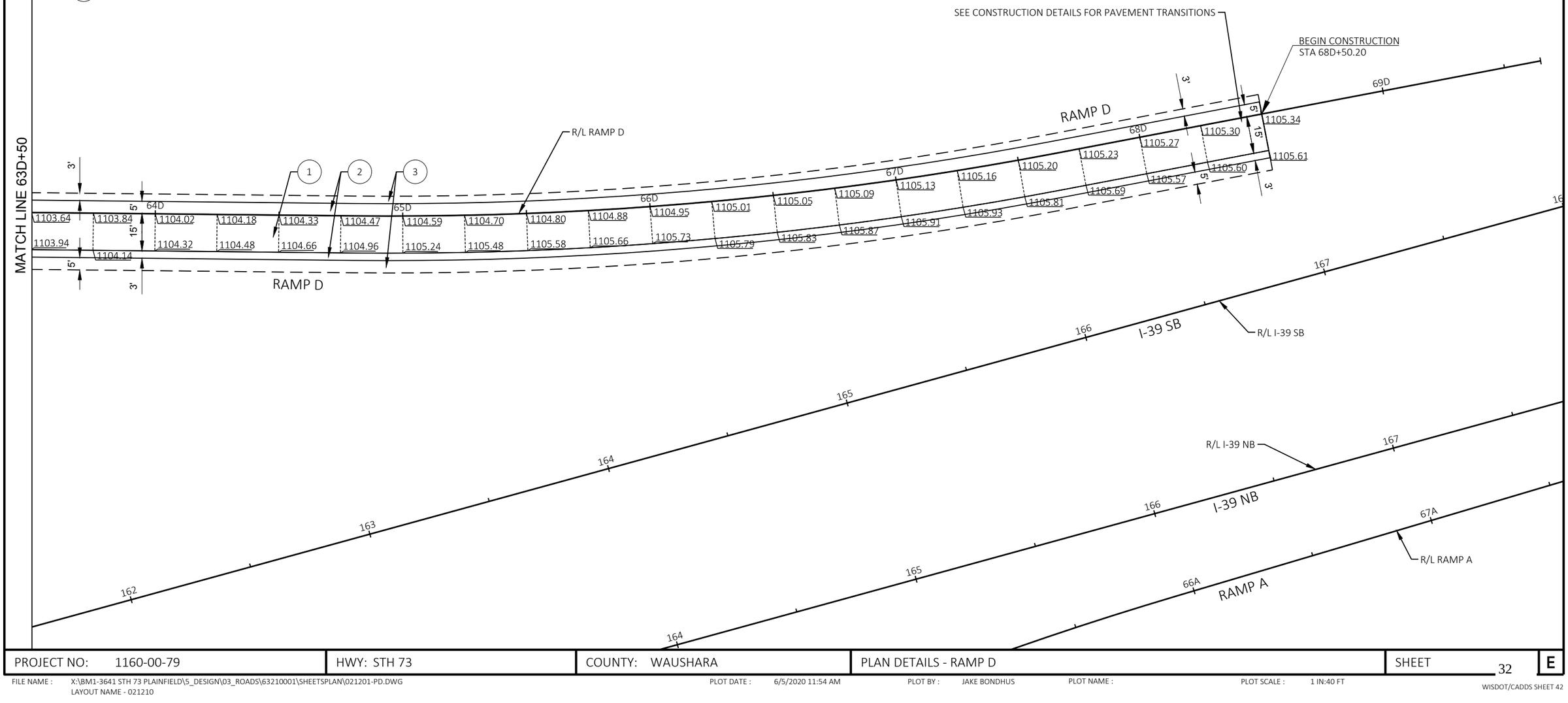
FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021209
PLOT DATE : 6/5/2020 11:54 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

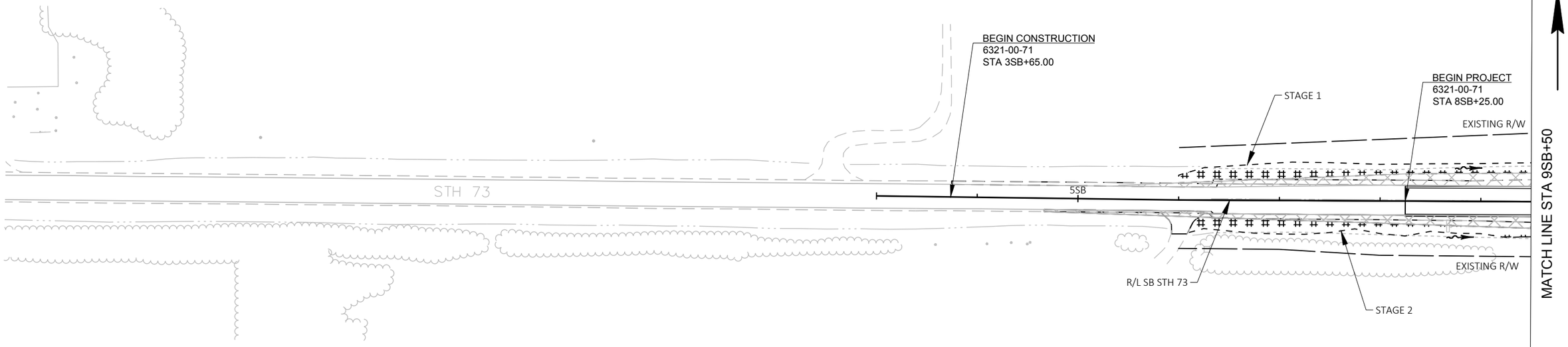
1. CONCRETE PAVEMENT 9 1/2-INCH, DOWELED AND TINED
2. HMA PAVEMENT 4 MT 58-28 S - 4" THICKNESS
3. BASE AGGREGATE DENSE 3/4-INCH
4. CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G - REVERSE GUTTER SLOPE
5. CONCRETE SIDEWALK 5-INCH
6. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
7. CONCRETE MEDIAN SLOPED NOSE
8. BASE AGGREGATE DENSE 1 1/4" - 6" THICKNESS

RAMP D - CURVE 15 (PI STA 66+23.22'D')				
		SLOPE		
STATION	DESCRIPTION	LT SHLD	RT LANE	RT SHLD
64+45.12	END NORMAL CROWN & SHOULDER	-4.00%	2.00%	-4.00%
64+80.38	POINT OF CURVE			
65+22.05	BEGIN FULL SUPER	-5.20%	5.20%	5.20%
67+23.45	END FULL SUPER	-5.20%	5.20%	5.20%
67+50.00	HOLD REVERSE SHOULDER	--	--	2.00%
67+65.11	POINT OF TANGENT			
68+00.38	BEGIN NORMAL CROWN	-4.00%	2.00%	2.00%



PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS - RAMP D	SHEET 32	E

2



2

LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- ASPHALTIC SURFACE TEMPORARY
- SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A & C
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SLOPE INTERCEPT

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TEMPORARY EROSION CONTROL	SHEET 33	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\022001-EC2.DWG
LAYOUT NAME - 022010

PLOT DATE : 6/5/2020 11:54 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE STA 9SB+50

MATCH LINE STA 20SB+50

N

STAGE 1

EXISTING R/W

10SB

15NB

15SB

20NB

20SB

R/L NB STH 73

CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH
APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH (2)
REMOVING SMALL PIPE CULVERTS (36" CONCRETE - 12')

STAGE 2

CULVERT PIPE TEMPORARY 18-INCH
APRON ENDWALLS FOR CULVERT PIPE STEEL
18-INCH
UPSTREAM INV. = 1094.30
DOWNSTREAM INV. = 1094.28

NOTE:
THE EXISTING APRON ENDWALLS SHALL MOVED TWO TIMES. FIRST TO THE TEMPORARY LOCATION, THEN TO THE ORIGINAL EXISTING LOCATION AFTER THE TEMPORARY ITEMS ARE REMOVED.

R/L SB STH 73

MANHOLES 5-FT DIAMETER, MANHOLE COVERS TYPE J, RIM=1095.31
CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH
APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH (2)
REMOVING SMALL PIPE CULVERTS (36" CONCRETE - 31')

CULVERT PIPE CORRUGATED STEEL 30-INCH
APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH (4)
REMOVING SMALL PIPE CULVERTS (30" METAL - 106')

STAGE 2

BEGIN CONSTRUCTION
STA 158+18.00

158

MANHOLES 5-FT DIAMETER, MANHOLE COVERS TYPE J, RIM = 1094.62
CULVERT PIPE CORRUGATED STEEL 24-INCH
APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH (2)
REMOVING SMALL PIPE CULVERTS (24" METAL - 27')

STAGE 1

EXISTING R/W

R/L 4TH COURT

N

MATCH LINE STA 20SB+50

MATCH LINE STA 35SB+50

BEGIN PROJECT
1160-00-79
STA 25SB+00.00
END CONSTRUCTION
6321-00-71

R/L NB STH 73

EXISTING R/W

STAGE 1

56D

R/L RAMP D

25NB

25SB

30NB

30SB

35NB

35SB

R/L SB STH 73

END CONSTRUCTION
STA 55A+36.11

R/L RAMP A

54A

EXISTING R/W

HH 39/USH 51

HH 39/USH 51

R/L RAMP C

BEGIN CONSTRUCTION
STA 53C+60.59

52B

R/L RAMP B

EXISTING R/W

WELL

END PROJECT
1160-00-79
STA
35SB+26.00
BEGIN
CONSTRUCTION
6321-0071

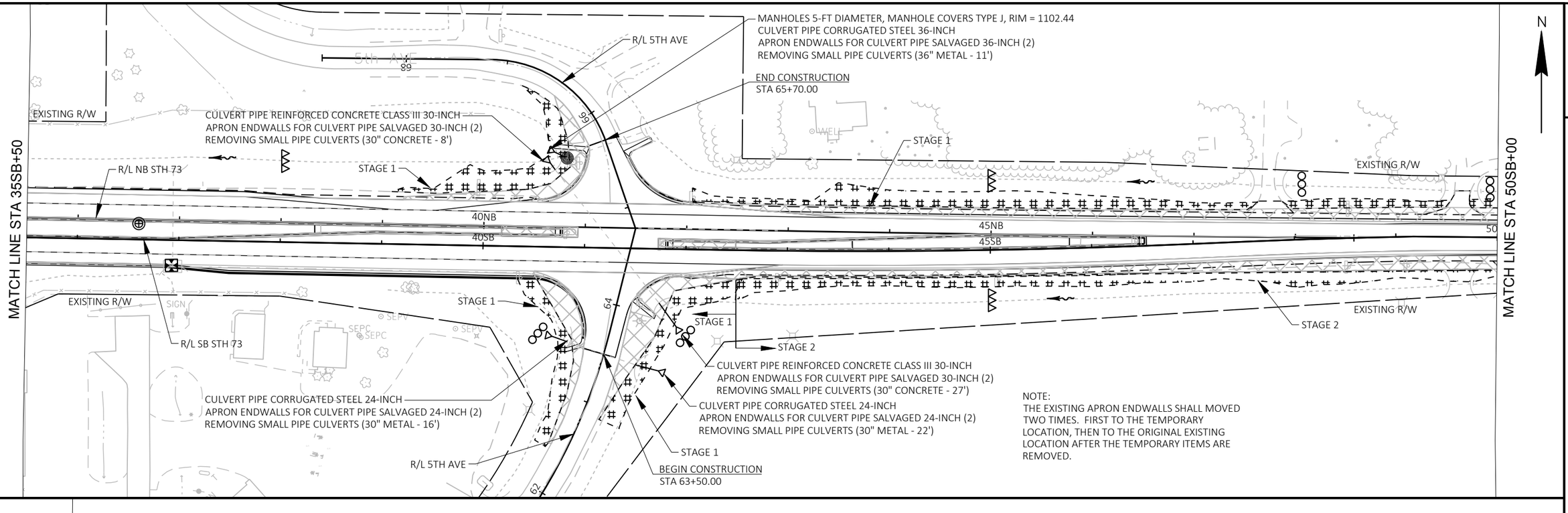
LEGEND

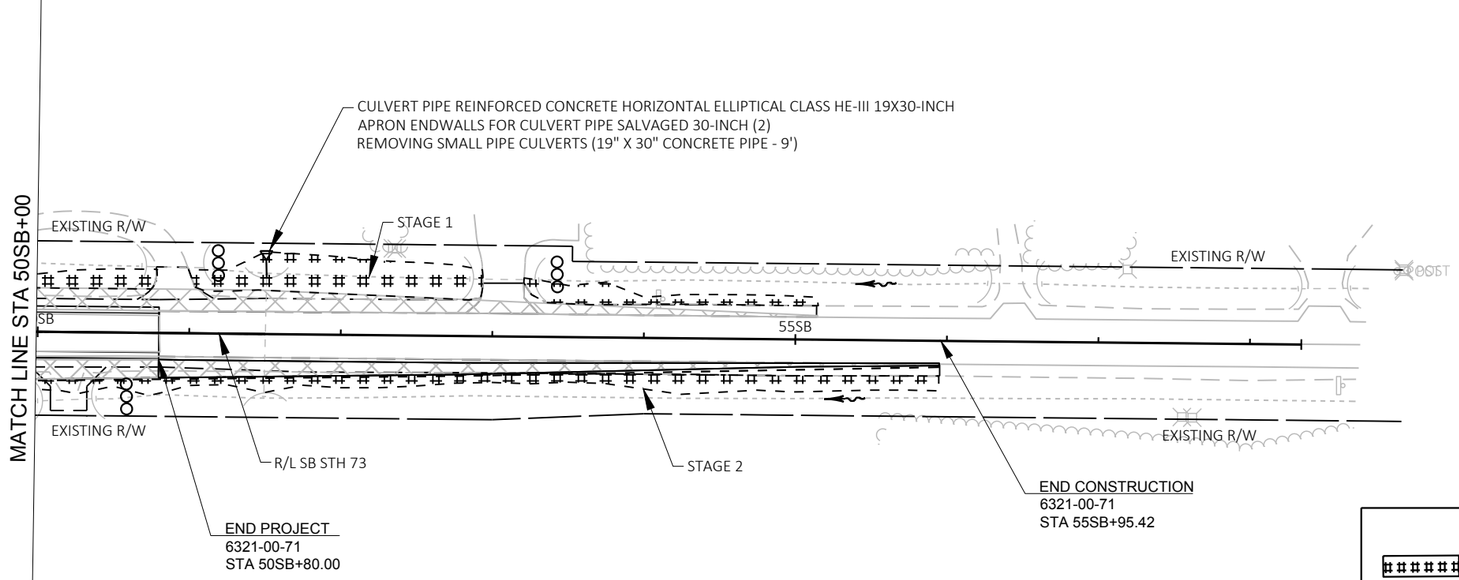
- EROSION MAT URBAN CLASS I TYPE A
- ASPHALTIC SURFACE TEMPORARY
- SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A & C
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SLOPE INTERCEPT

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TEMPORARY EROSION CONTROL	SHEET 34	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\022001-EC2.DWG
LAYOUT NAME - 022011

PLOT DATE : 6/8/2020 9:17 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT



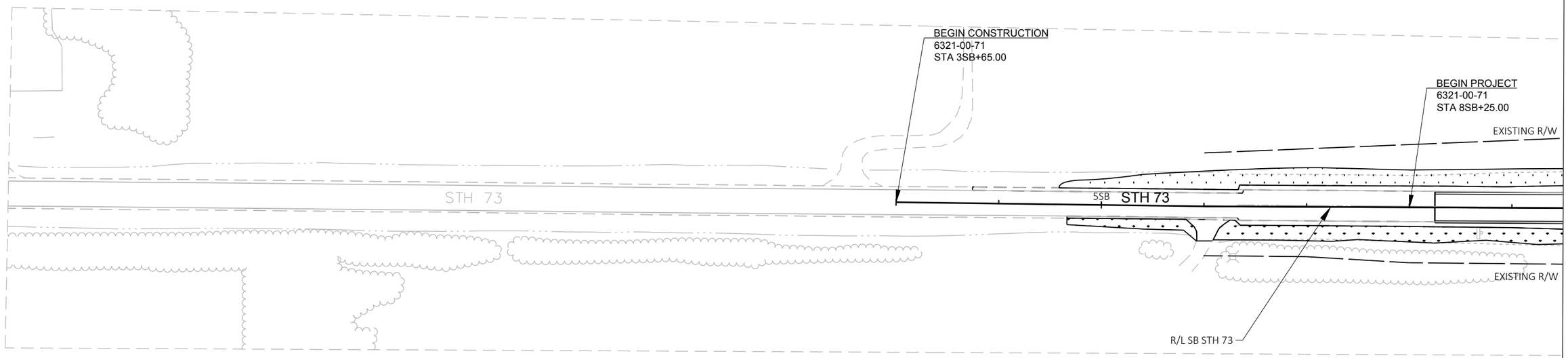


LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- ASPHALTIC SURFACE TEMPORARY
- SILT FENCE
- EROSION BALES
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A & C
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SLOPE INTERCEPT

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TEMPORARY EROSION CONTROL	SHEET 35	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\022001-EC2.DWG
LAYOUT NAME - 022012
PLOT DATE : 6/5/2020 11:54 AM
PLOT BY : JAKE BONDHUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

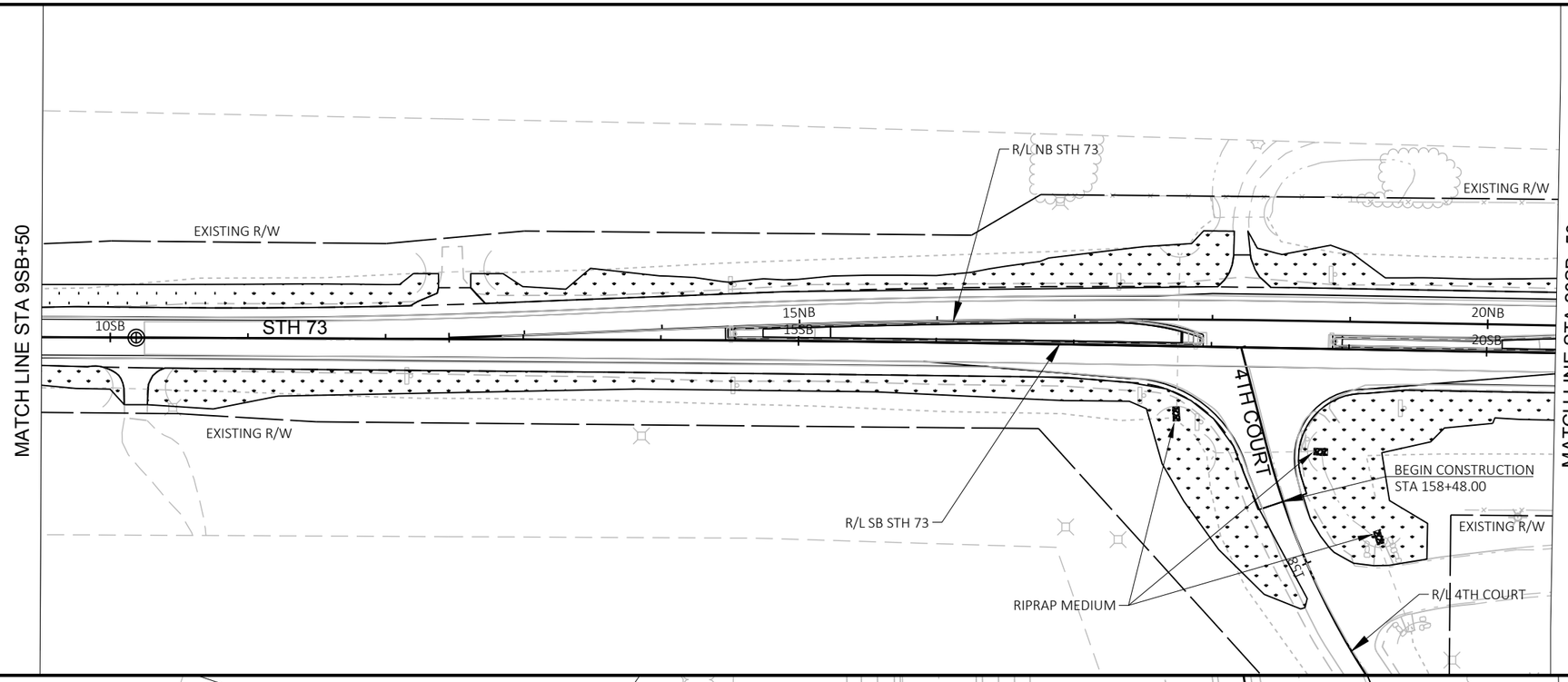


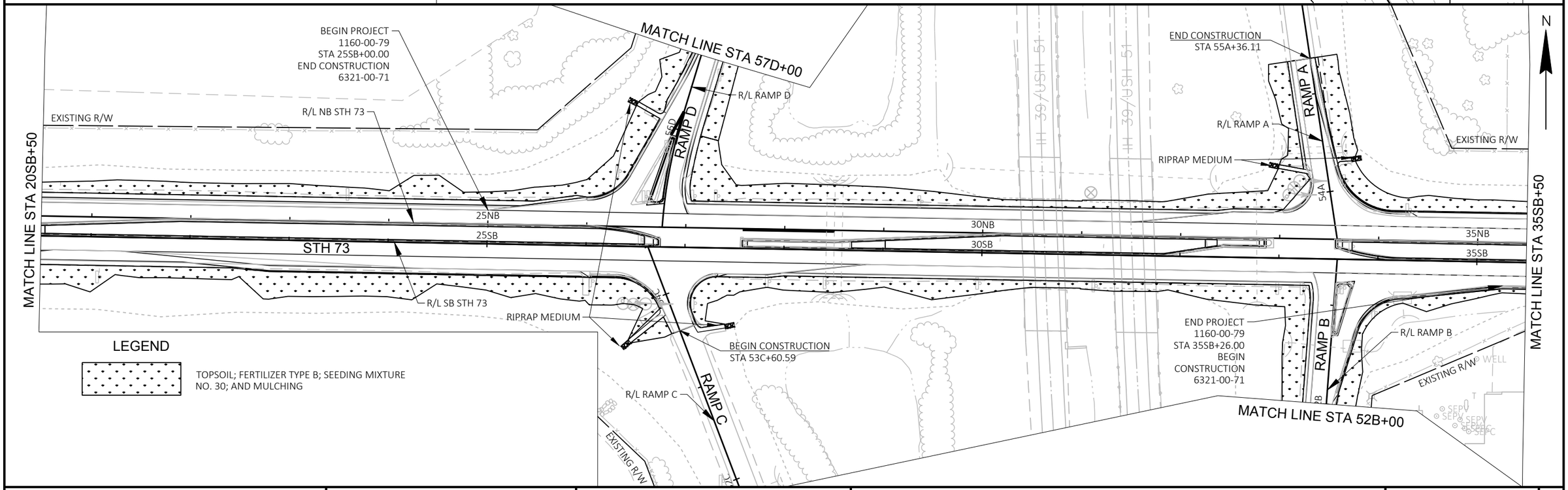
2

LEGEND

TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; AND MULCHING

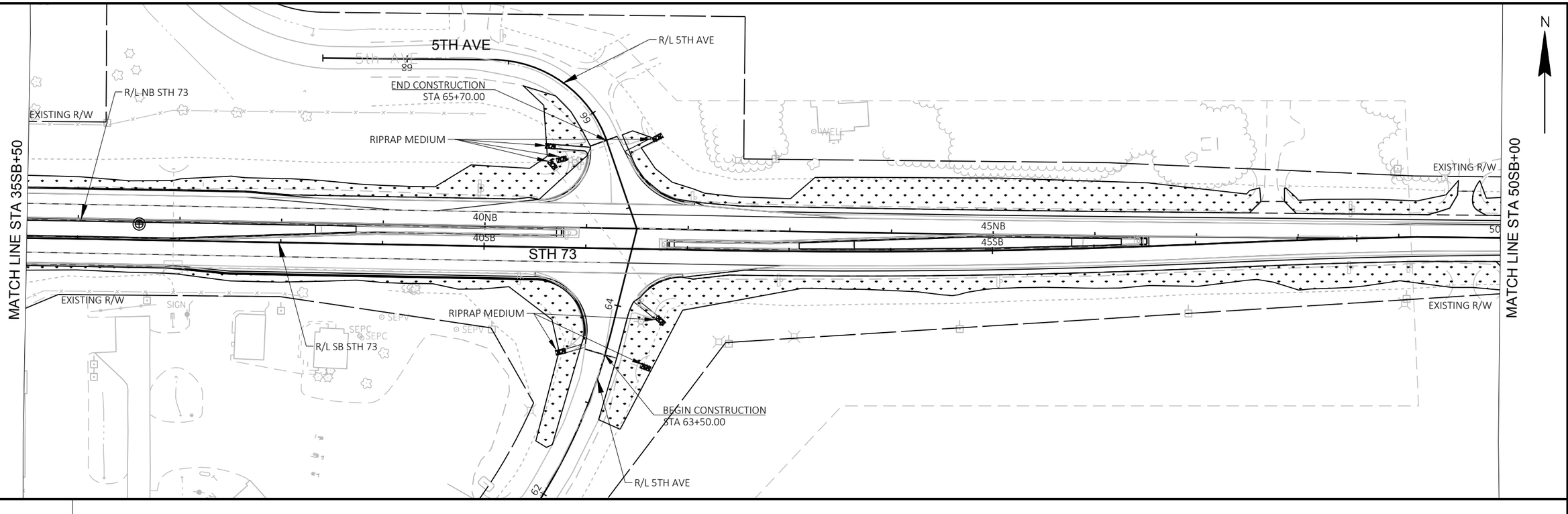
2

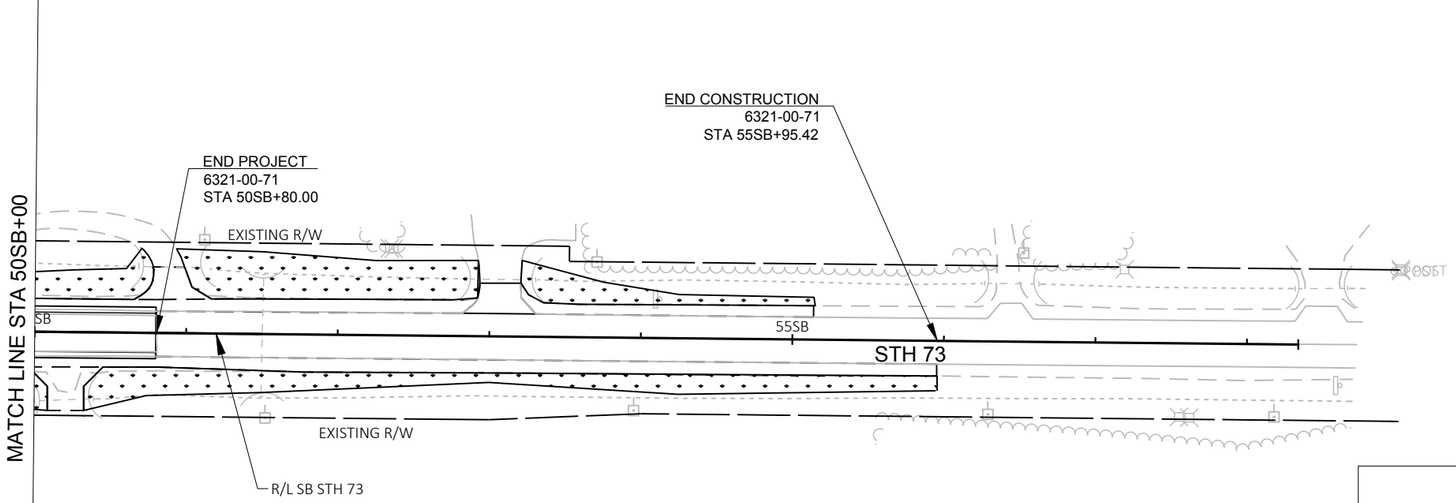




PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	LANDSCAPING	SHEET 37	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\022001-LS.DWG
LAYOUT NAME - 022101
PLOT DATE : 6/5/2020 11:55 AM
PLOT BY : JAKE BONDHUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



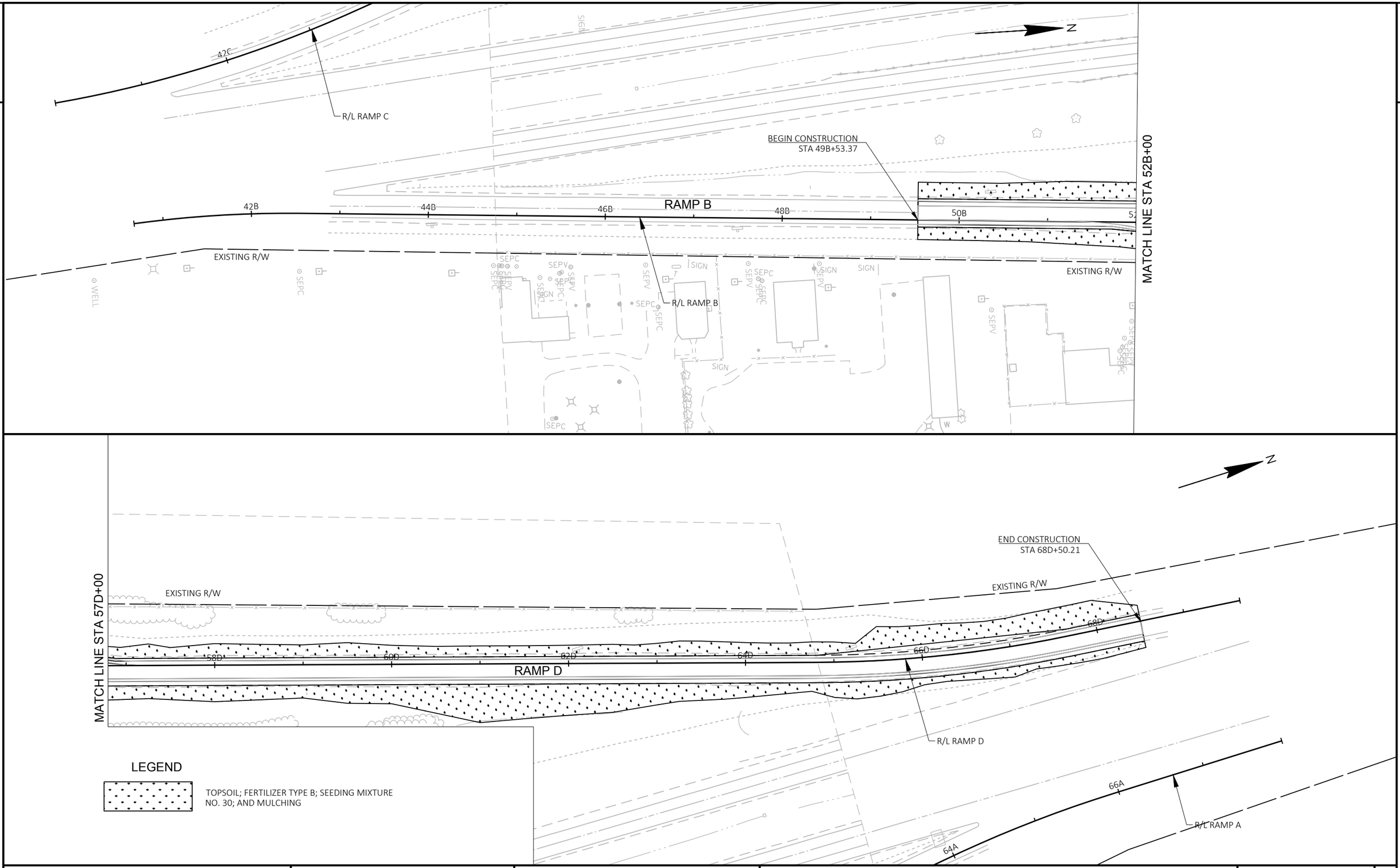


LEGEND

TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; AND MULCHING

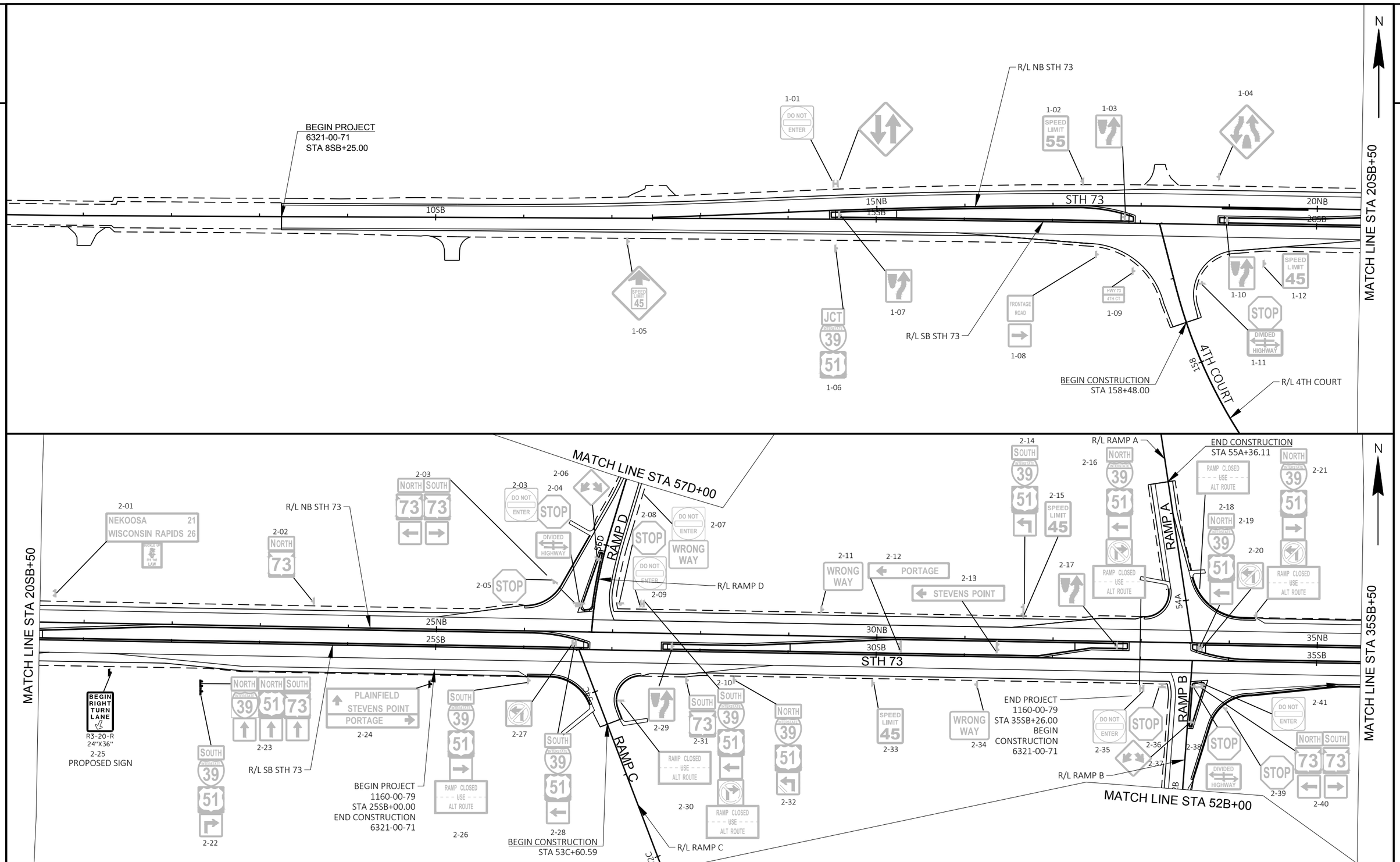
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	LANDSCAPING	SHEET 38	E

2

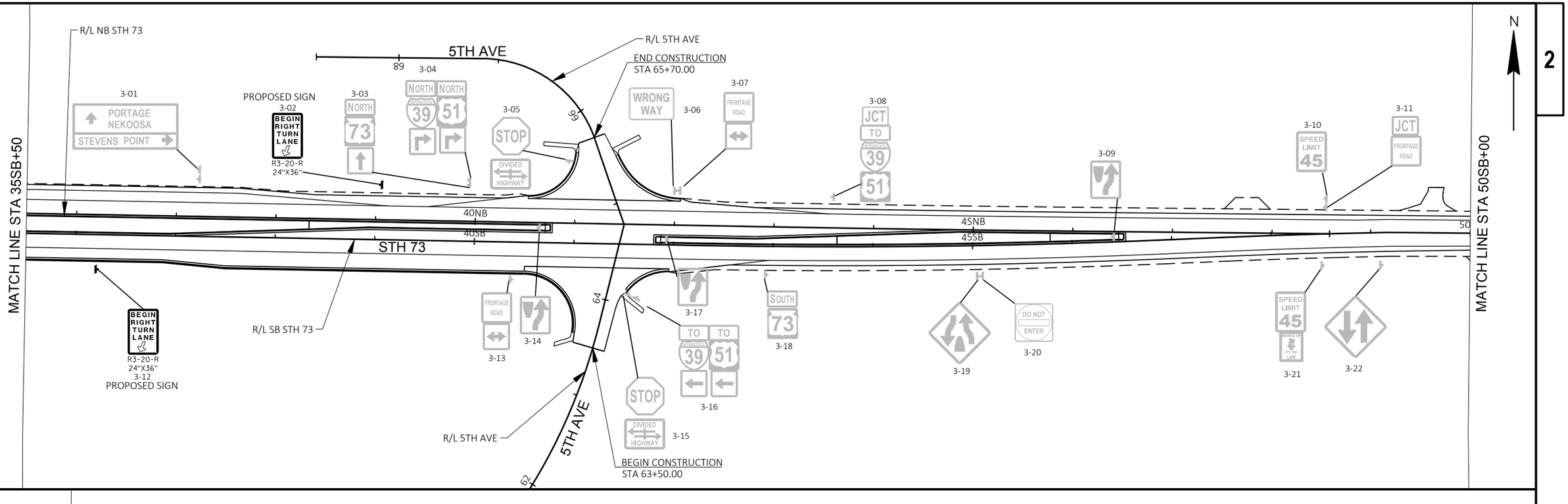


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	LANDSCAPING	SHEET 39	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\022001-LS.DWG
LAYOUT NAME - 022103
PLOT DATE : 6/5/2020 11:55 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

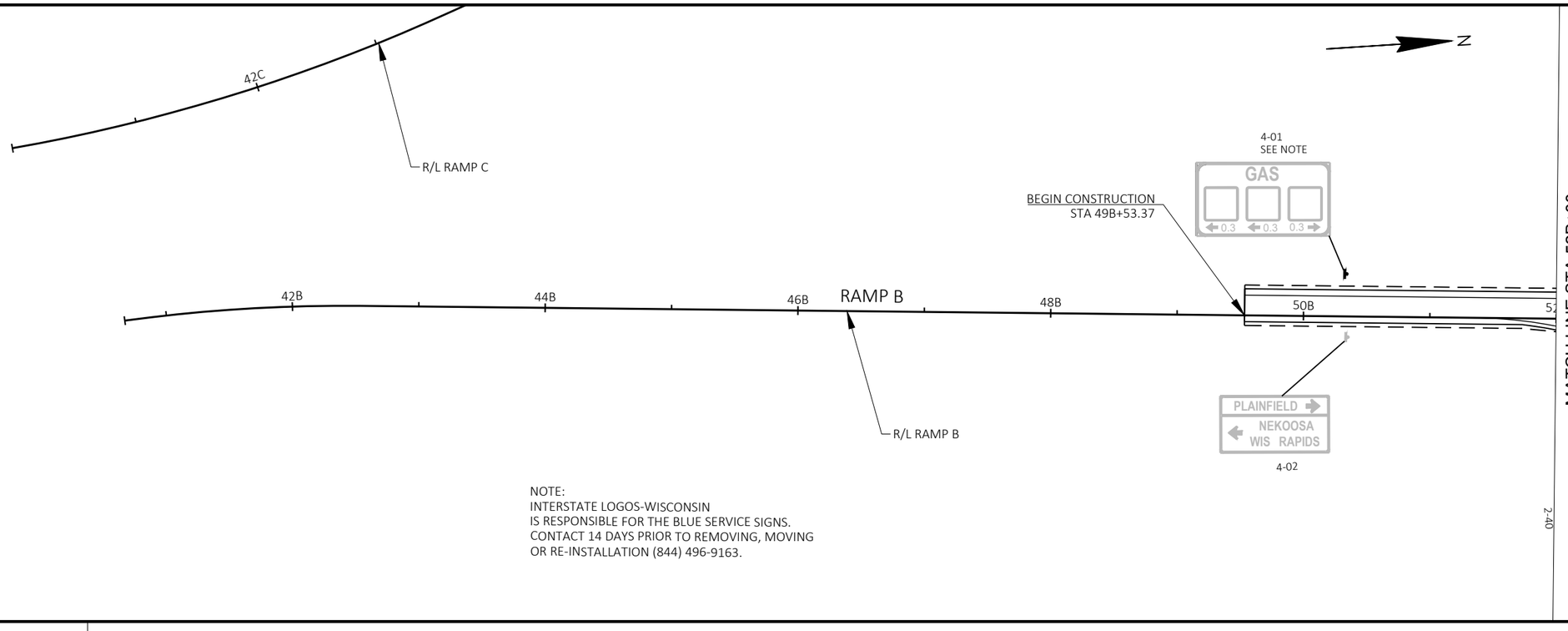


PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	SIGNING PLANS	SHEET 40	E

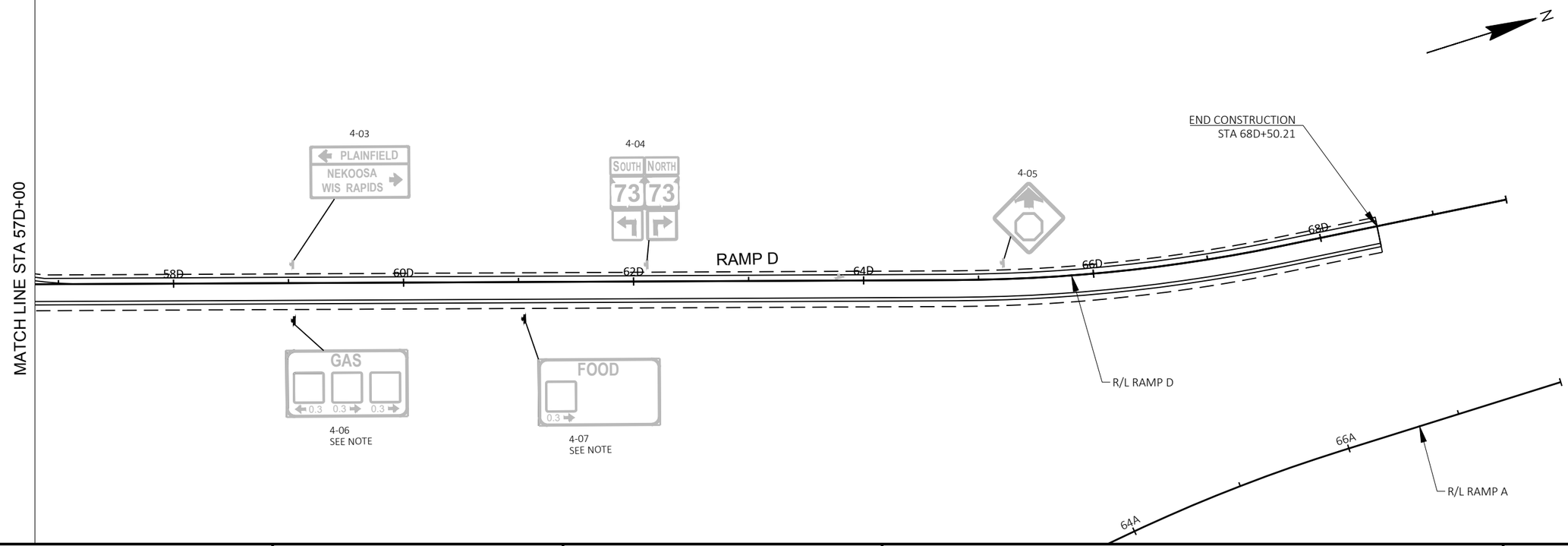


PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	SIGNING PLANS	SHEET 41	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\023200-ES.DWG
LAYOUT NAME - 023202
PLOT DATE : 6/5/2020 11:55 AM
PLOT BY : JAKE BONDHUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

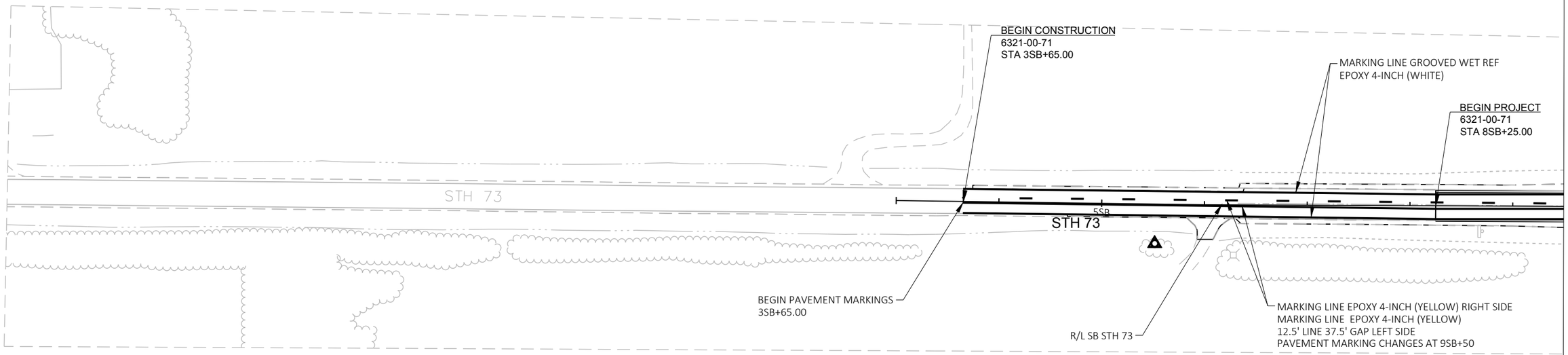


NOTE:
INTERSTATE LOGOS-WISCONSIN
IS RESPONSIBLE FOR THE BLUE SERVICE SIGNS.
CONTACT 14 DAYS PRIOR TO REMOVING, MOVING
OR RE-INSTALLATION (844) 496-9163.



PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	SIGNING PLANS	SHEET 42	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\023200-ES.DWG
LAYOUT NAME - 023203
PLOT DATE : 6/5/2020 11:55 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT



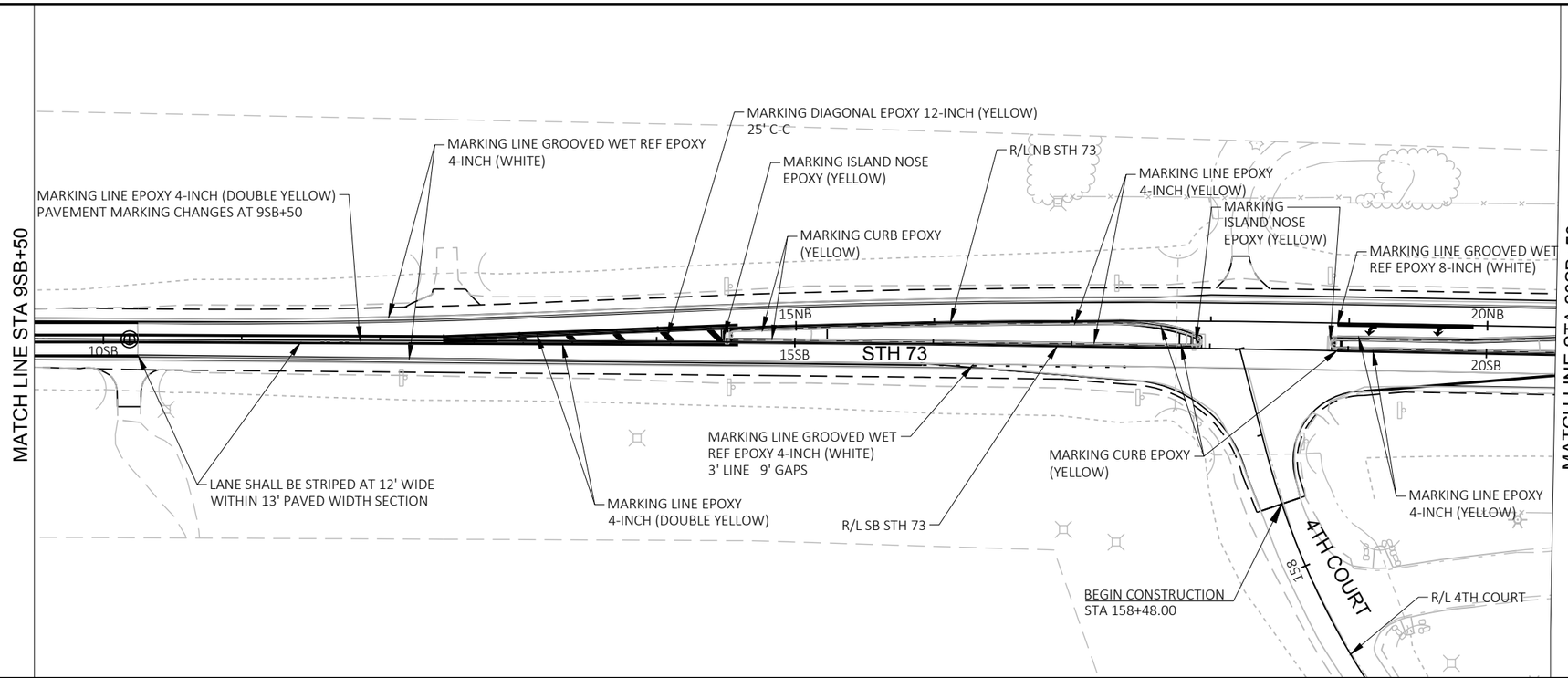
2

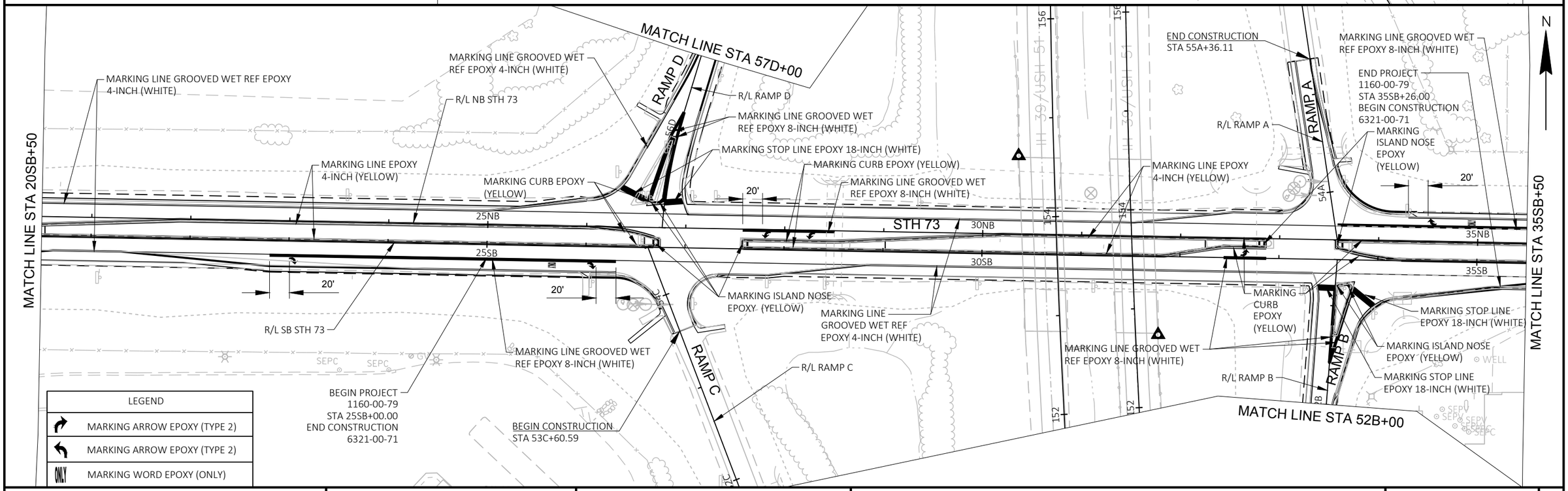
LEGEND	
	MARKING ARROW EPOXY (TYPE 2)
	MARKING ARROW EPOXY (TYPE 2)
ONLY	MARKING WORD EPOXY (ONLY)

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PAVEMENT MARKINGS	SHEET 43	E

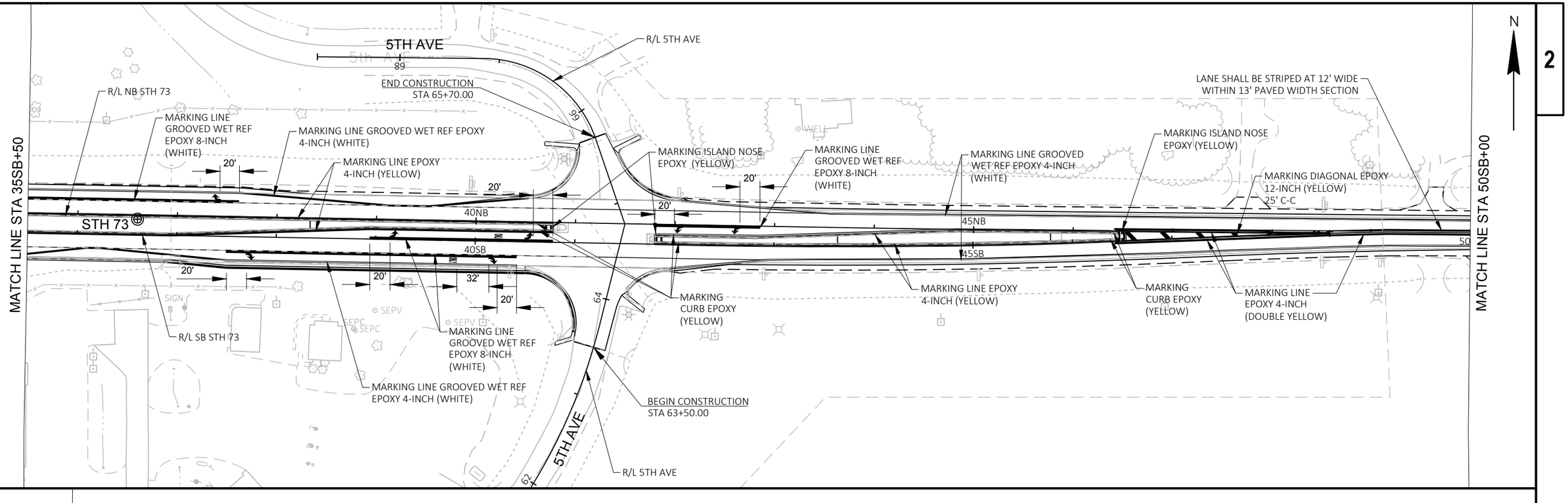
FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024500

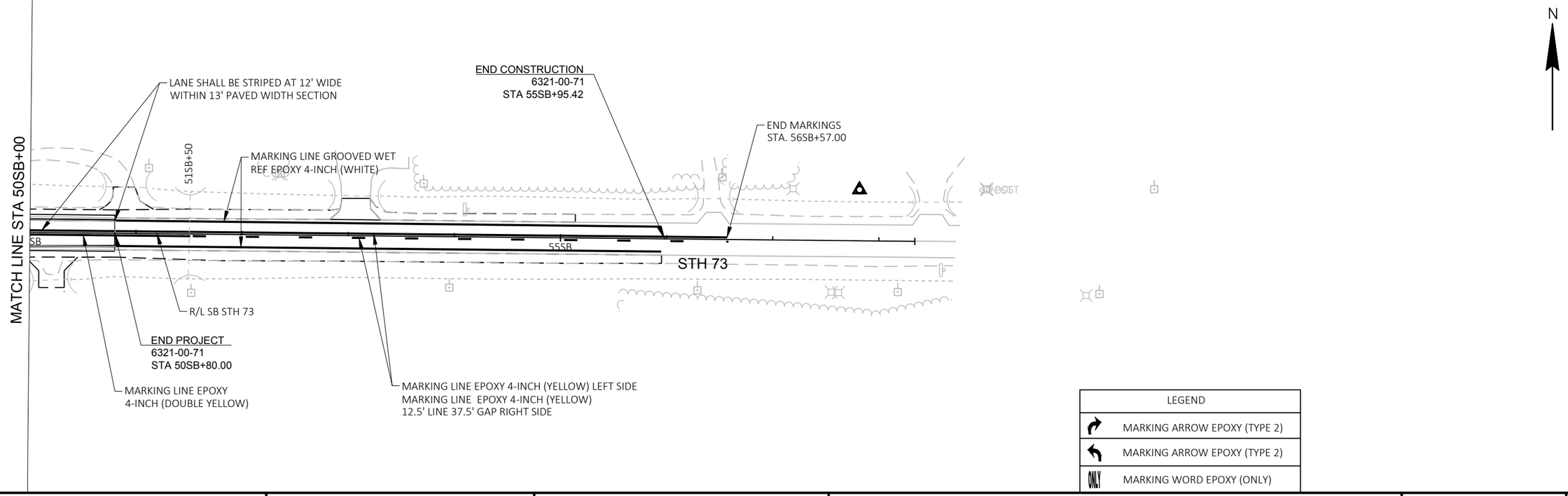
PLOT DATE : 6/5/2020 11:56 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT





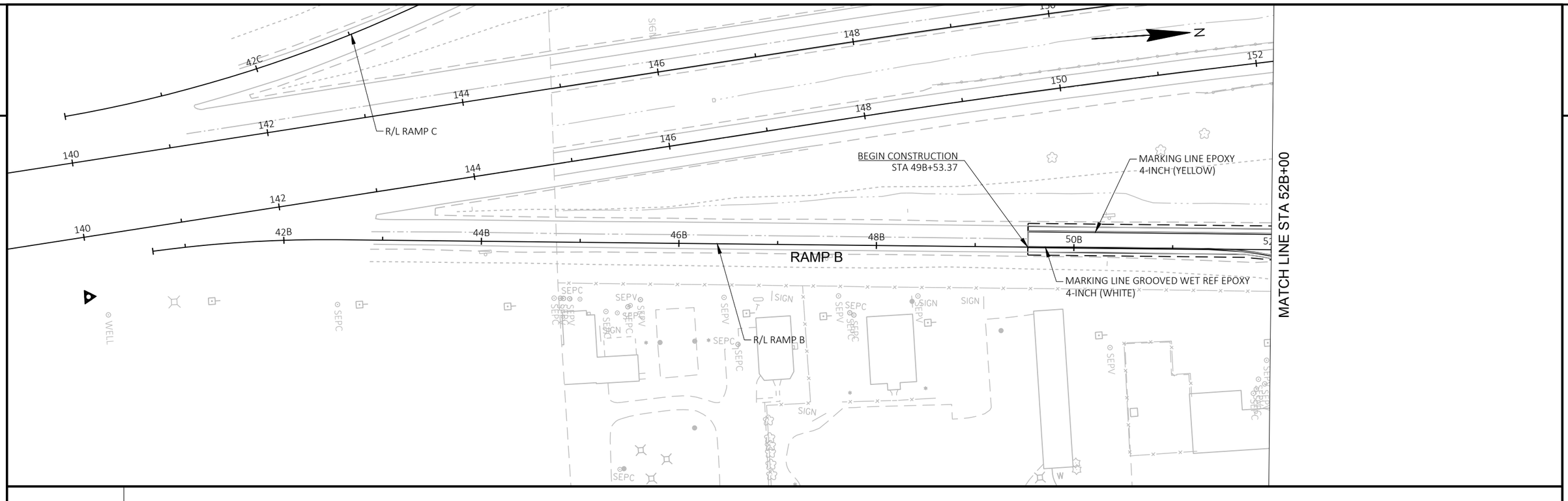
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PAVEMENT MARKINGS	SHEET 44	E

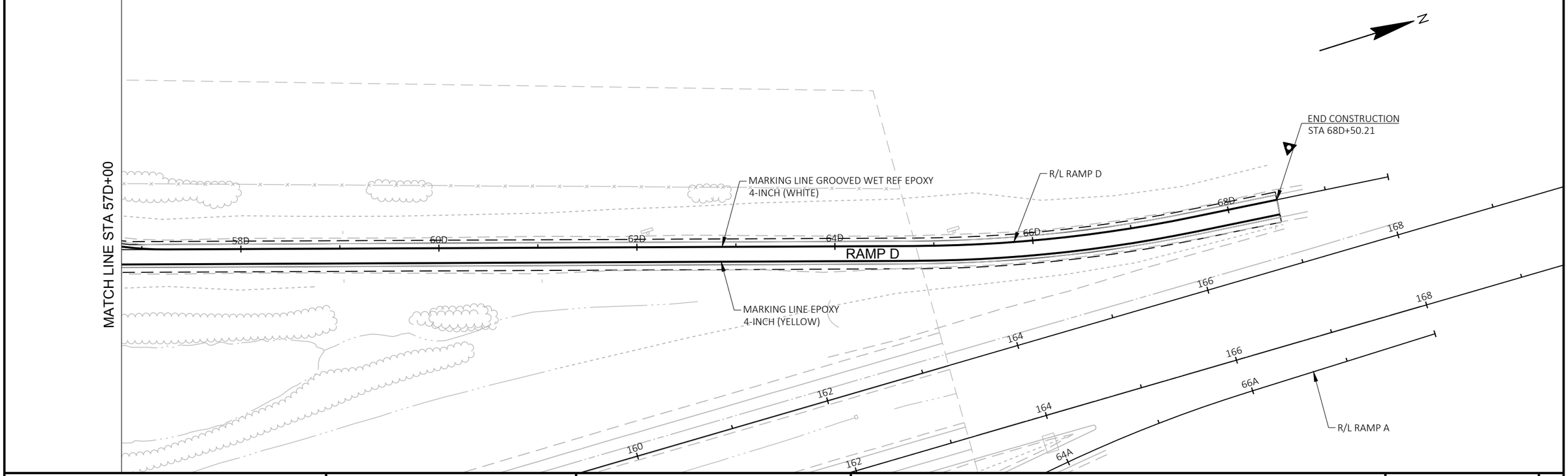




PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PAVEMENT MARKINGS	SHEET 45	E

2





PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PAVEMENT MARKINGS	SHEET 46	E

TRAFFIC CONTROL NOTES (APPLIES TO ALL STAGES)

1. THE EXACT NUMBER,LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING,WHICH CONFLICT WITH TRAFFIC CONTROL SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
4. DURING STAGING, ALL EXISTING SIGNS SHALL REMAIN IN THE FIELD EXCEPT AS NOTED ON THE STAGING PLANS.
5. STOP SIGNS THAT ARE MOVED SHALL HAVE TWO ORANGE FLAGS (16" X 16") ATTACHED TO THE MOVED STOP SIGN.
6. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT BACKGROUND IS ORANGE.
7. SEE SPECIAL PROVISIONS FOR TRAFFIC/STAGING REQUIREMENTS.
8. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
9. ALL DRUM SPACING IS 50' , UNLESS OTHERWISE NOTED.

STAGE 1 - CONSTRUCTION

1. CONSTRUCT TEMPORARY PAVEMENT ALONG NORTHBOUND STH 73 AND AT INTERSECTIONS AS SHOWN IN THE PLANS.
2. INSTALL EROSION CONTROL MEASURES ADJACENT TO TEMPORARY PAVEMENT.
3. CONSTRUCT TEMPORARY STORM SEWER REQUIRED FOR STAGE 2.

STAGE 1 - TRAFFIC

1. TRAFFIC TO REMAIN ON EXISTING ALIGNMENT. TEMPORARY PAVEMENT TO BE CONSTRUCTED UNDER SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION AND SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE.
2. STAGE CONSTRUCTION OPERATIONS TO ENSURE ALL MOVEMENTS WITHIN THE PROJECT LIMITS ARE MAINTAINED.
3. ALL ROADS REMAIN OPEN.

STAGE 2A - CONSTRUCTION

1. CONSTRUCT SOUTHBOUND STH 73 PAVEMENT, SOUTHBOUND MEDIAN CURB, AND INTERSECTIONS AS SHOWN IN THE PLANS.
2. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO PERMANENT SHOULDER ALONG SOUTHBOUND STH 73 FOR USE IN STAGE 3.
3. CONSTRUCT TEMPORARY STORM SEWER FOR STAGE 3.
4. PLACE EROSION CONTROL DEVICES AND FINISHING ITEMS THAT PERTAIN TO STAGE 2 CONSTRUCTION.

STAGE 2A - TRAFFIC

1. TRAFFIC TO BE SHIFTED TO THE NORTHBOUND SIDE OF STH 73.

STAGE 2B - CONSTRUCTION

1. CONSTRUCT SB ENTRANCE RAMP (RAMP C) AND NB EXIT RAMP (RAMP B) INCLUDING INTERSECTIONS AT STH 73 DURING RAMP DETOURS.
2. PLACE EROSION CONTROL DEVICES AND FINISHING ITEMS THAT PERTAIN TO STAGE 2 CONSTRUCTION.

STAGE 2B - TRAFFIC

1. RAMP B AND C TO BE CLOSED FOR A MAXIMUM OF 15 DAYS. SEE SPECIAL PROVISIONS FOR ADDITIONAL RESTRICTIONS ON RAMP CLOSURES DURING HOLIDAY PERIODS.
2. DURING RAMP CLOSURE, RAMP TRAFFIC WILL BE ON THE RAMP DETOURS.

STAGE 3A - CONSTRUCTION

1. CONSTRUCT NORTHBOUND STH 73 PAVEMENT, NORTHBOUND MEDIAN CURB, AND INTERSECTIONS AS SHOWN IN THE PLANS.
2. INSTALL EROSION CONTROL MEASURES ADJACENT TO CONSTRUCTED PAVEMENT.

STAGE 3A - TRAFFIC

1. TRAFFIC TO BE SHIFTED TO THE SOUTHBOUND SIDE OF STH 73.

STAGE 3B - CONSTRUCTION

1. CONSTRUCT RAMP A AND RAMP D INCLUDING INTERSECTIONS DURING RAMP DETOUR.

STAGE 3B - TRAFFIC

1. RAMP A AND D WILL BE CLOSED FOR A MAXIMUM OF 15 DAYS. SEE SPECIAL PROVISIONS FOR ADDITIONAL RESTRICTIONS ON RAMP CLOSURES DURING HOLIDAY PERIODS.
2. DURING RAMP CLOSURE, RAMP TRAFFIC WILL BE ON THE RAMP DETOURS.

STAGE 4 - CONSTRUCTION

1. COMPLETE INTERSECTION CURB AND GUTTER, ASPHALTIC FLUMES, AND RAISED MEDIANS.
2. COMPLETE 5TH AVENUE RESURFACING.
3. REMOVE REMAINING TEMPORARY PAVEMENT. COMPLETE SOUTHBOUND STH 73 AGGREGATE SHOULDER.
4. COMPLETE REMAINING LANDSCAPING, MEDIAN WORK, PAVEMENT MARKING, AND SIGNING.

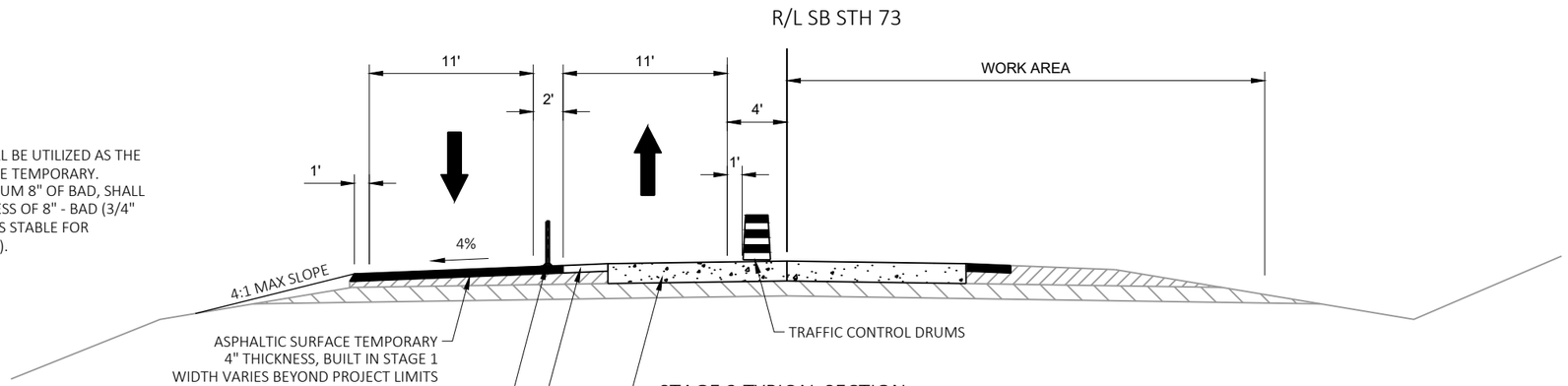
STAGE 4 - TRAFFIC

1. TRAFFIC TO BE IN THE FINAL CONFIGURATION EXCEPT AS NECESSARY FOR REMAINING CONSTRUCTION.
2. ALL ROADS WILL BE OPEN.

2

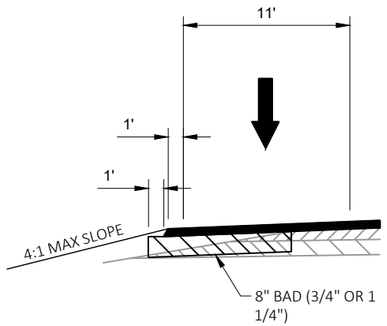
2

NOTE:
THE EXISTING 3/4'" BAD AND 1 1/4" BAD WILL BE UTILIZED AS THE AGGREGATE BELOW THE ASPHALTIC SURFACE TEMPORARY. MINOR AREAS THAT DO NOT HAVE A MINIMUM 8" OF BAD, SHALL BE SUPPLEMENTED TO A MINIMUM THICKNESS OF 8" - BAD (3/4" OR 1 1/4") SO THAT THE DRIVING SURFACE IS STABLE FOR CONSTRUCTION (SEE PAVING DETAIL BELOW).

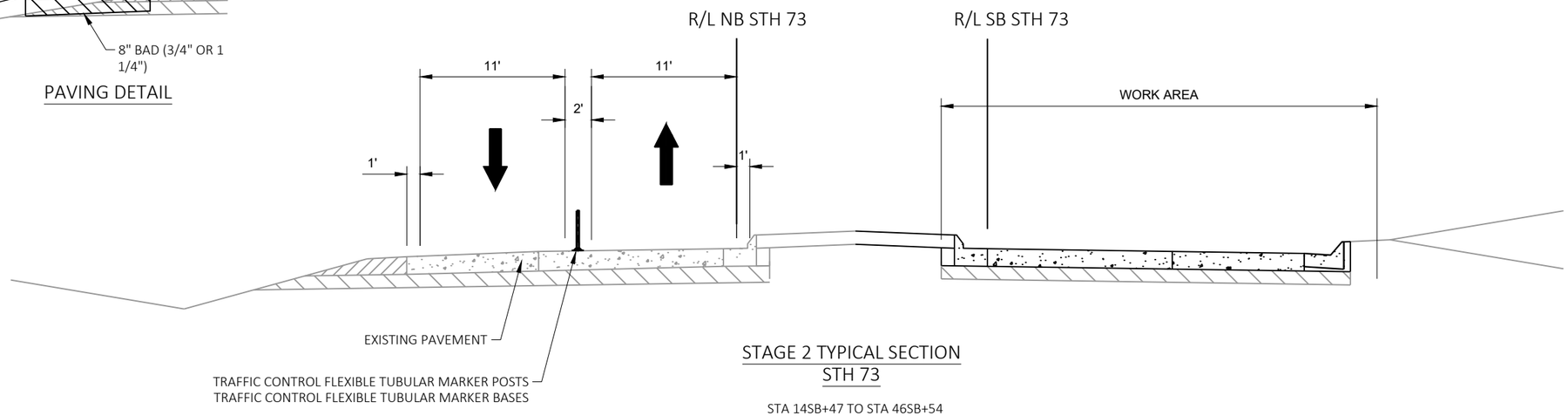


STAGE 2 TYPICAL SECTION
STH 73

STA 6SB+00 TO 14SB+47
STA 46SB+54 TO 55SB+00



PAVING DETAIL



STAGE 2 TYPICAL SECTION
STH 73

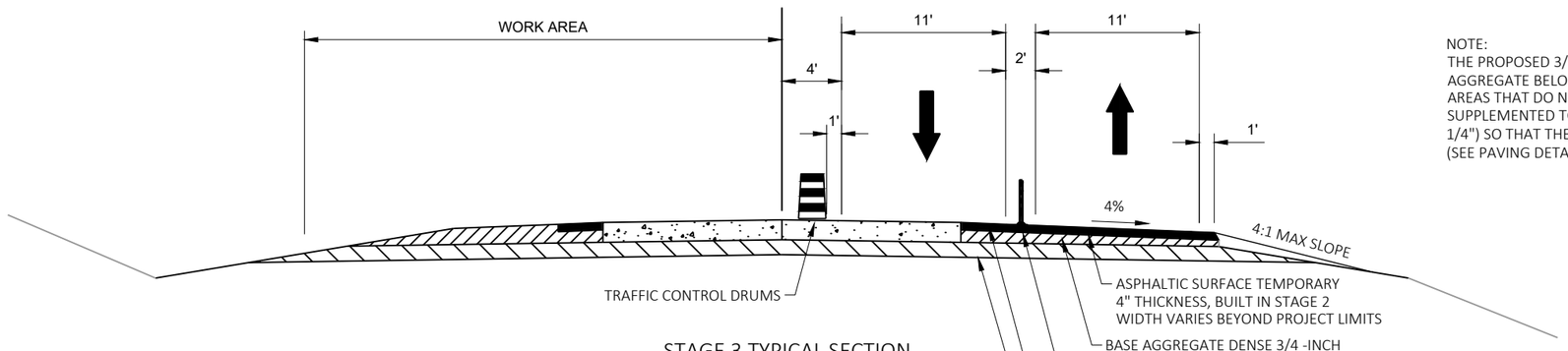
STA 14SB+47 TO STA 46SB+54

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TRAFFIC CONTROL & STAGING TYPICAL SECTIONS - STAGE 2	SHEET 48	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025102
PLOT DATE : 7/27/2020 11:13 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

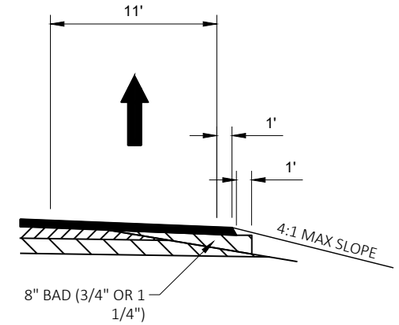
R/L SB STH 73



STAGE 3 TYPICAL SECTION
STH 73

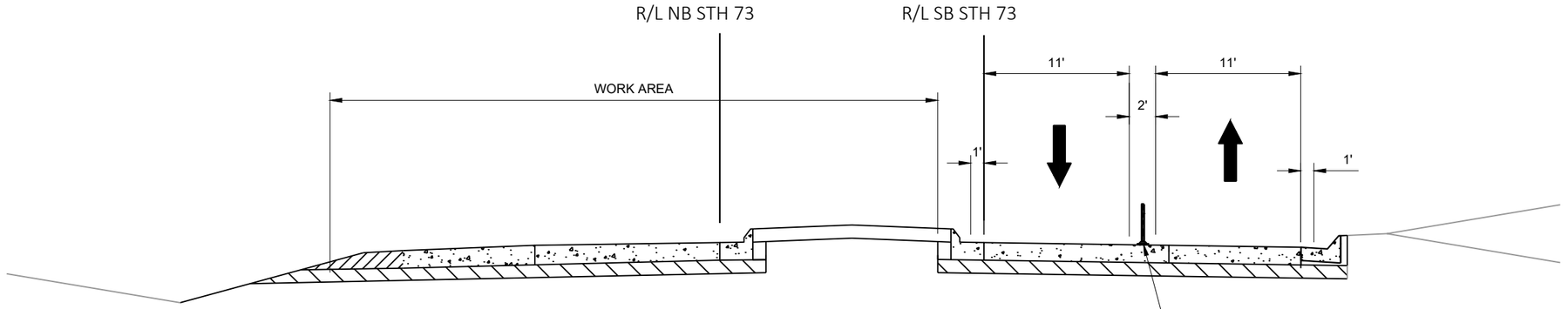
STA 6SB+00 TO 14SB+47
STA 46SB+54 TO 55SB+00

NOTE:
THE PROPOSED 3/4'" BAD AND 1 1/4" BAD WILL BE UTILIZED AS THE AGGREGATE BELOW THE ASPHALTIC SURFACE TEMPORARY. MINOR AREAS THAT DO NOT HAVE A MINIMUM 8" OF BAD, SHALL BE SUPPLEMENTED TO A MINIMUM THICKNESS OF 8" BAD (3/4" OR 1 1/4") SO THAT THE DRIVING SURFACE IS STABLE FOR CONSTRUCTION (SEE PAVING DETAIL BELOW).



PAVING DETAIL

R/L NB STH 73 R/L SB STH 73



STAGE 3 TYPICAL SECTION
STH 73

STA 14SB+47 TO STA 46SB+54

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN: TRAFFIC CONTROL & STAGING TYPICAL SECTIONS - STAGE 3	SHEET 49	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025103
PLOT DATE : 7/27/2020 11:13 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

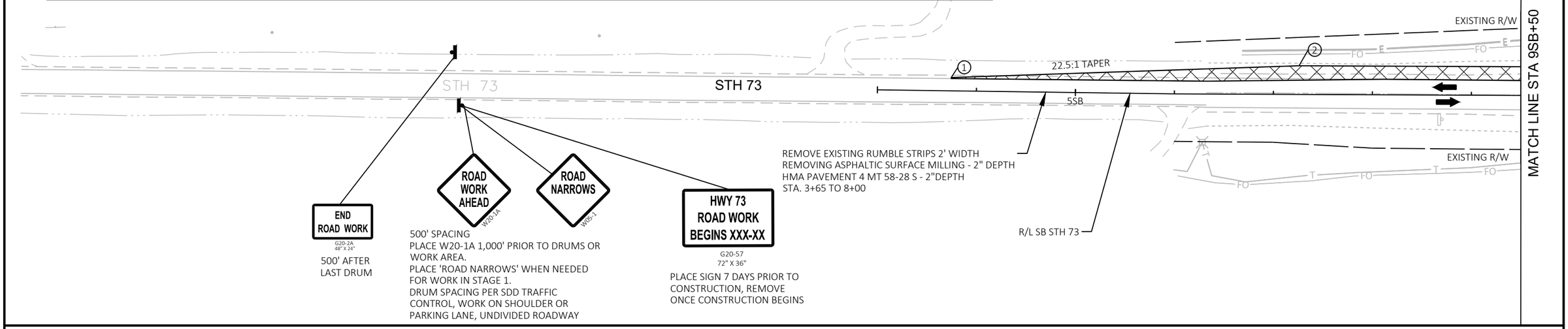
2

LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT

- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS



2

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
1	3SB+74.34	-13.46LT	184443.05	317086.39
2	7SB+25.74	-29.00LT	184454.98	317437.72
3	12SB+84.52	-29.00LT	184452.40	317996.50
4	14SB+88.44	-36.64LT	184458.92	318200.62
5	15SB+92.96	-40.43LT	184461.58	318305.30
6	17SB+93.79	-57.40LT	184475.49	318506.63
7	18SB+85.24	-61.16LT	184477.60	318598.14
8	18SB+96.73	-45.00LT	184461.23	318609.33
9	19SB+59.29	151.53RT	184263.61	318668.33
10	19SB+33.46	138.56RT	184277.04	318642.75
11	19SB+16.14	113.51RT	184302.40	318625.89
12	18SB+98.60	45.37RT	184370.84	318609.58
13	20SB+15.00	26.43RT	184387.68	318726.29
14	25SB+01.79	-45.00LT	184450.31	319214.29
15	26SB+46.64	-81.78LT	184484.47	319359.79

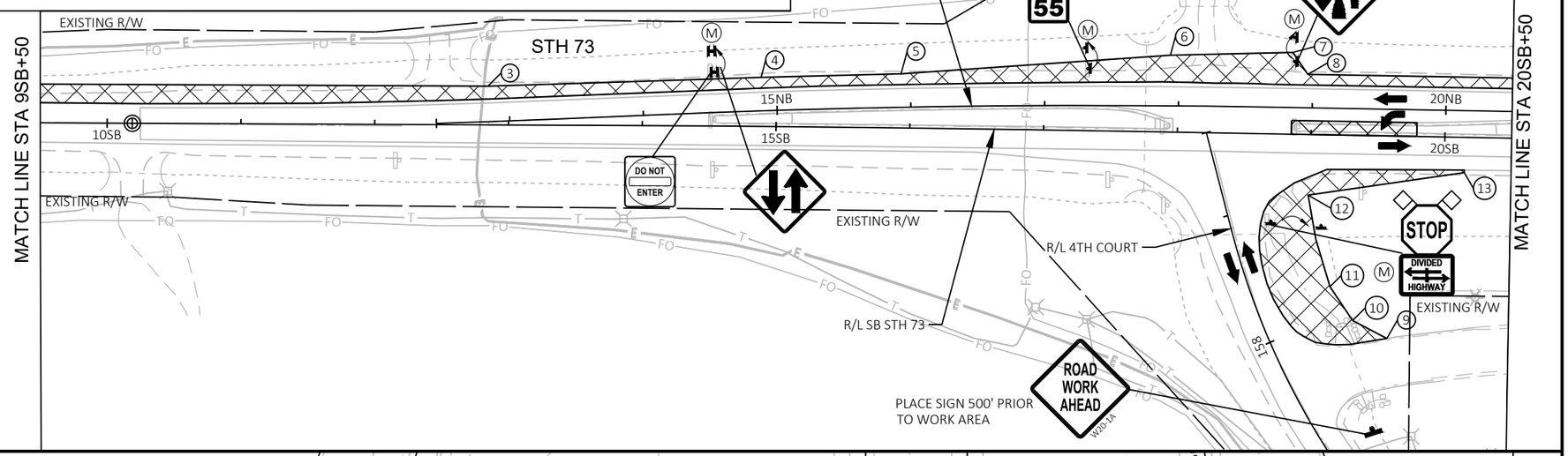
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
16	26SB+32.39	-69.91LT	184472.86	319345.32
17	26SB+98.15	-79.28LT	184481.04	319411.24
18	27SB+01.20	-65.62LT	184467.32	319414.05
19	27SB+25.01	-46.12LT	184447.41	319437.50
20	26SB+36.07	-8.48LT	184411.37	319347.90
21	34SB+02.15	-2.32LT	184391.38	320113.74
22	34SB+28.17	-10.83LT	184399.42	320139.90
23	34SB+85.63	-17.73LT	184405.28	320197.48
24	40SB+67.61	-148.99LT	184526.02	320781.74
25	40SB+81.75	-105.68LT	184482.46	320795.09
26	40SB+84.42	-79.02LT	184455.76	320797.29
27	40SB+65.79	-62.55LT	184439.63	320778.35
28	39SB+21.07	-46.78LT	184426.47	320633.38
29	40SB+18.18	-10.05LT	184387.99	320729.81
30	40SB+50.81	27.64RT	184349.72	320761.75

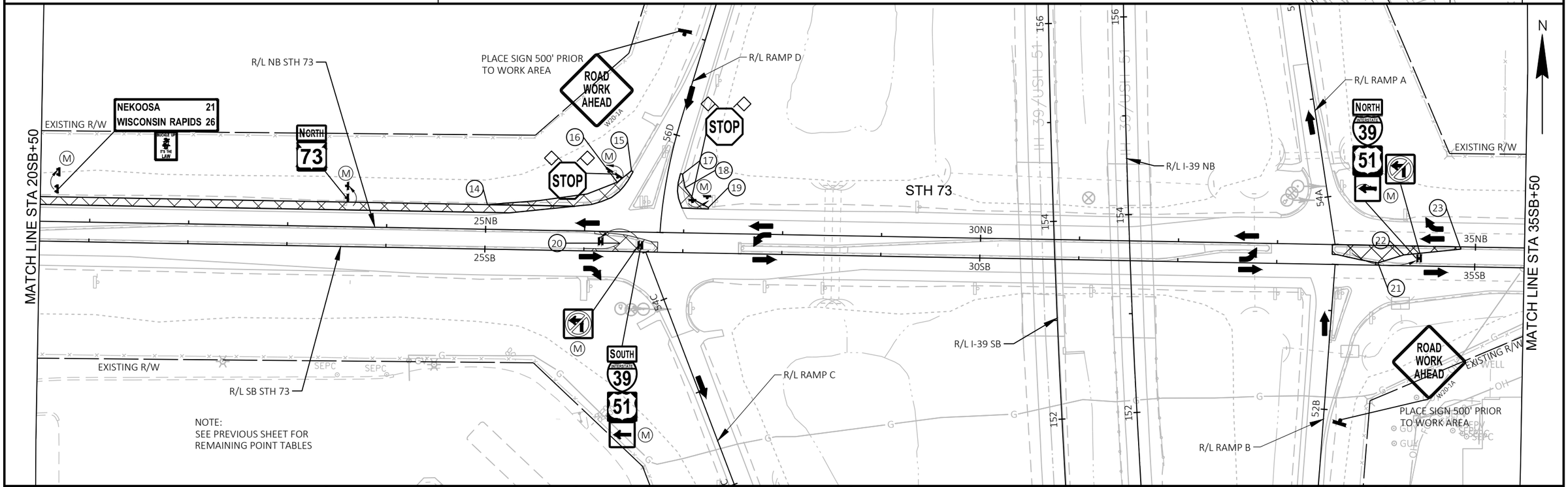
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
31	40SB+88.79	90.55RT	184286.13	320798.59
32	40SB+91.15	111.39RT	184265.26	320800.57
33	40SB+67.93	192.75RT	184184.33	320775.89
34	41SB+17.31	169.12RT	184207.06	320825.69
35	41SB+70.37	87.51RT	184287.70	320880.21
36	41SB+88.79	41.04RT	184333.83	320899.47
37	42SB+49.47	28.43RT	184345.37	320960.44
38	42SB+48.94	-10.05LT	184383.85	320960.51
39	42SB+05.20	-45.20LT	184419.76	320917.44
40	51SB+45.37	-29.01LT	184414.00	321856.83
41	55SB+14.53	-15.88LT	184397.12	322225.83

LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS





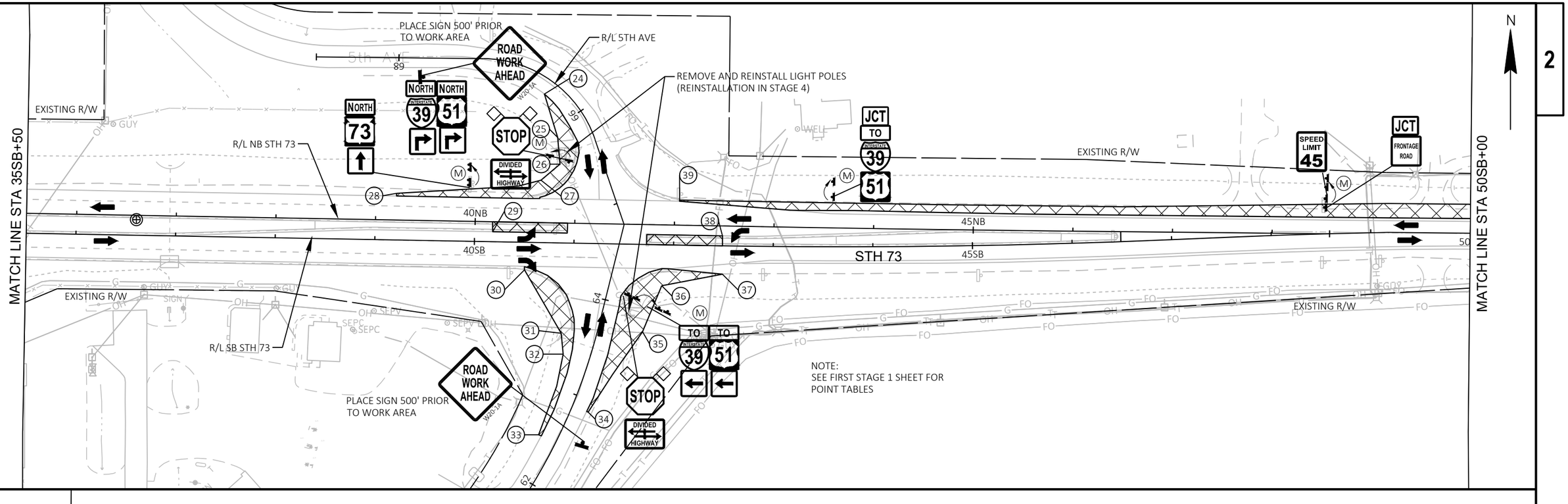
NOTE:
SEE PREVIOUS SHEET FOR
REMAINING POINT TABLES

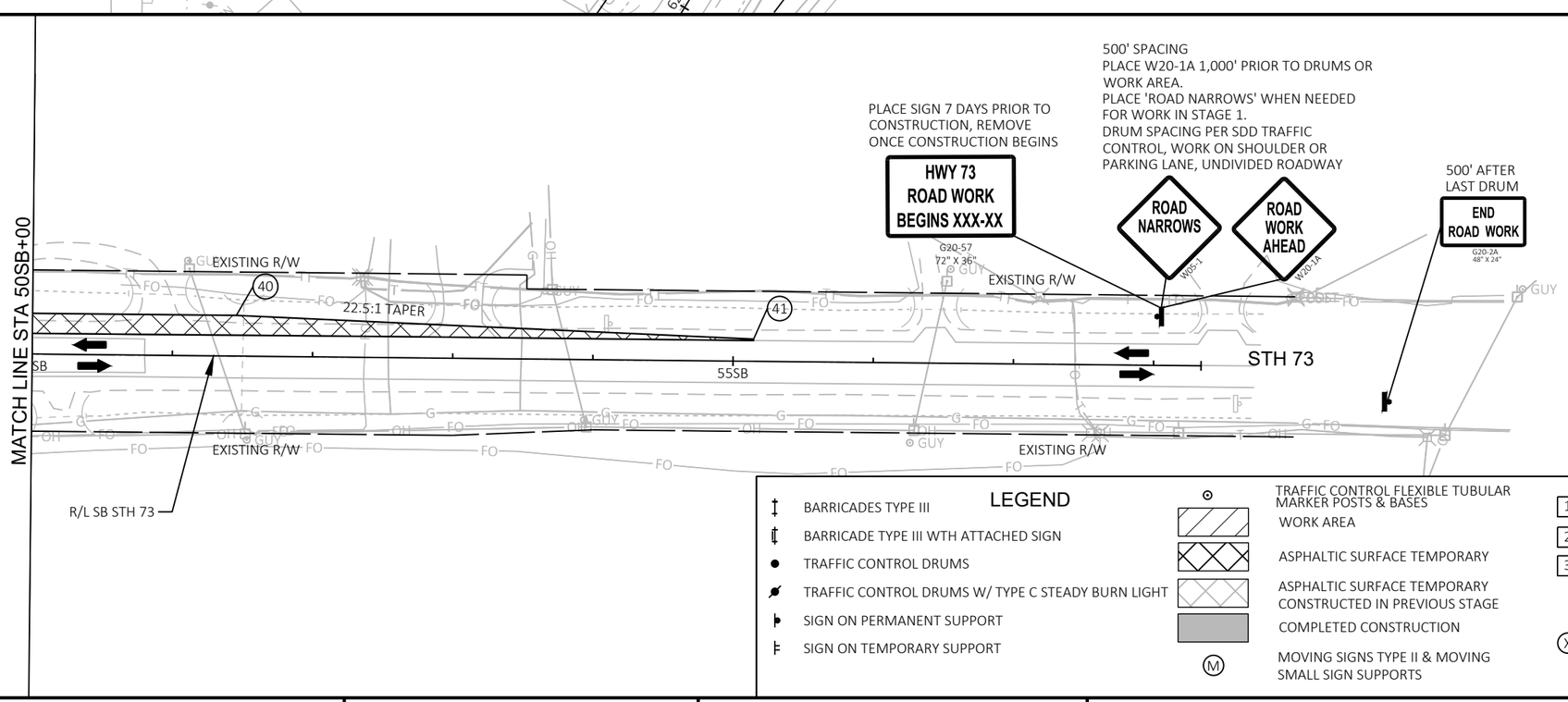
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 1	SHEET 51	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026001-S1-01

PLOT DATE : 7/27/2020 11:13 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS

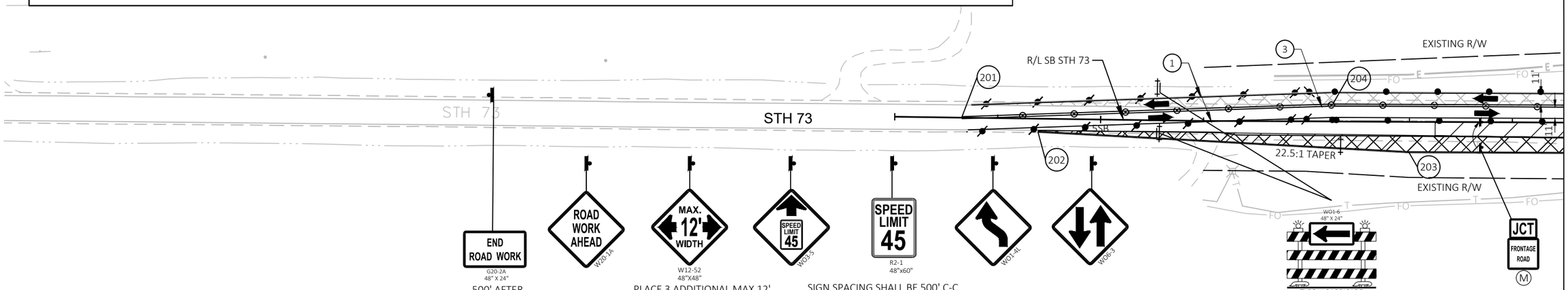
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 1	SHEET 52	E

LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT

- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS

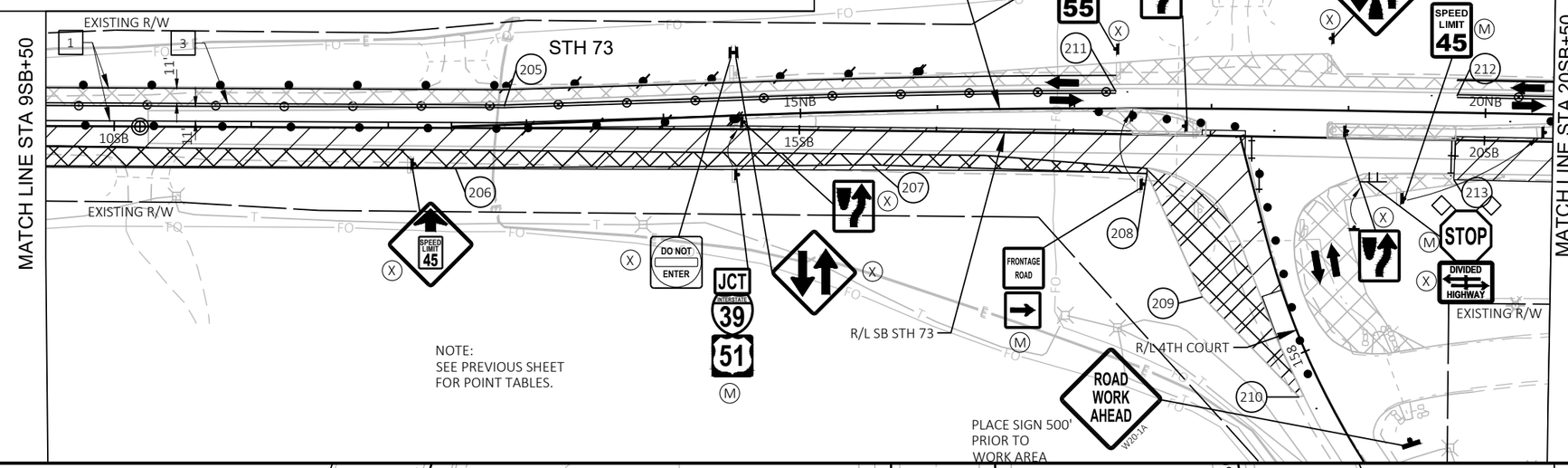


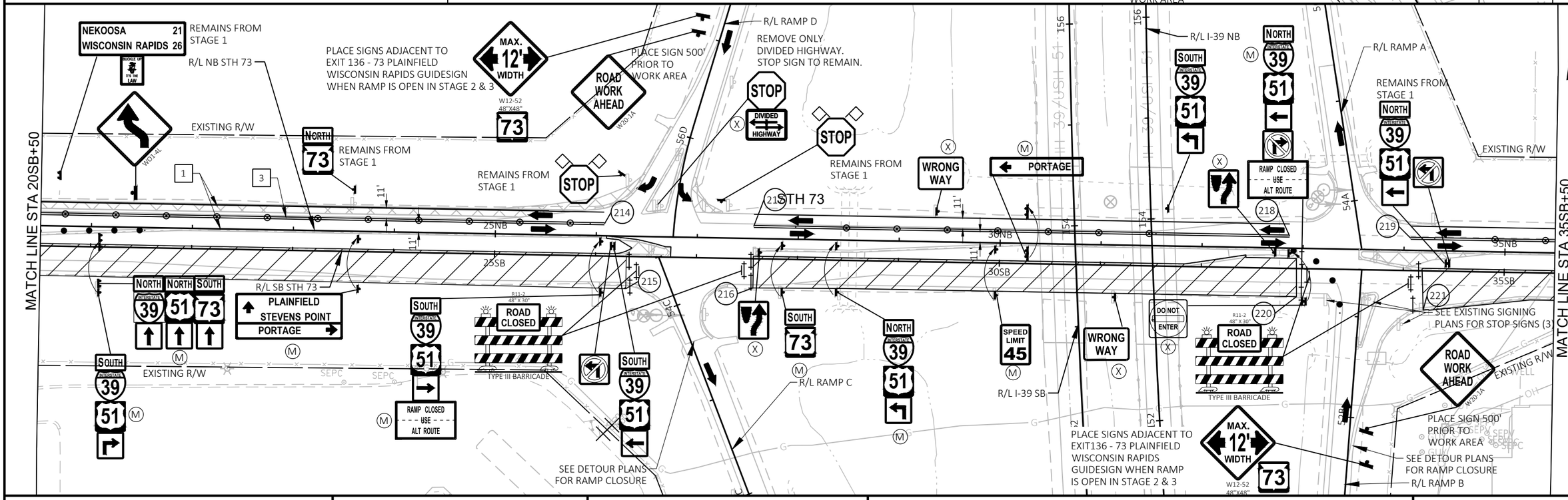
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
201	3SB+65.00	0.00	184429.72	317076.87
202	4SB+39.38	13.22 RT	184415.50	317151.07
203	7SB+99.30	29.02 RT	184396.62	317511.01
204	7SB+24.90	-15.95 LT	184441.92	317436.83
205	12SB+84.53	-15.98 LT	184439.38	317996.44
206	12SB+48.97	28.97 RT	184394.60	317960.68
207	15SB+53.25	25.00 RT	184396.63	318264.81
208	17SB+54.22	28.53 RT	184390.26	318465.56
209	17SB+96.40	117.61 RT	184300.46	318506.08
210	18SB+68.28	189.26 RT	184227.53	318576.66
211	17SB+30.72	-30.72 LT	184449.90	318443.04
212	19SB+79.37	-32.00 LT	184446.74	318691.73
213	19SB+78.24	29.00 RT	184385.77	318689.49
214	26SB+08.35	-32.00 LT	184435.39	319320.61
215	26SB+30.55	32.00 RT	184371.00	319341.64
216	27SB+56.40	29.00 RT	184371.73	319467.53

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
217	27SB+56.16	-32.00 LT	184432.72	319468.39
218	32SB+86.93	-32.00 LT	184423.14	319999.08
219	34SB+06.87	-32.00 LT	184420.97	320118.99
220	32SB+94.81	27.87 RT	184363.14	320005.88
221	34SB+20.46	38.95 RT	184349.79	320131.30
222	40SB+77.99	-32.00 LT	184408.86	320790.01
223	42SB+05.89	-32.20 LT	184406.75	320917.89
224	41SB+27.41	23.94 RT	184352.03	320838.41
225	42SB+49.47	28.43 RT	184345.37	320960.44
226	42SB+68.03	25.00 RT	184348.53	320979.11
227	44SB+39.68	25.00 RT	184348.22	321151.32
228	49SB+20.76	32.84 RT	184354.45	321631.60
229	50SB+80.06	29.52 RT	184356.15	321790.92
230	55SB+95.02	16.33 RT	184364.09	322306.00
231	55SB+95.47	0.00	184380.42	322306.61
232	51SB+44.98	-16.00 LT	184401.00	321856.30

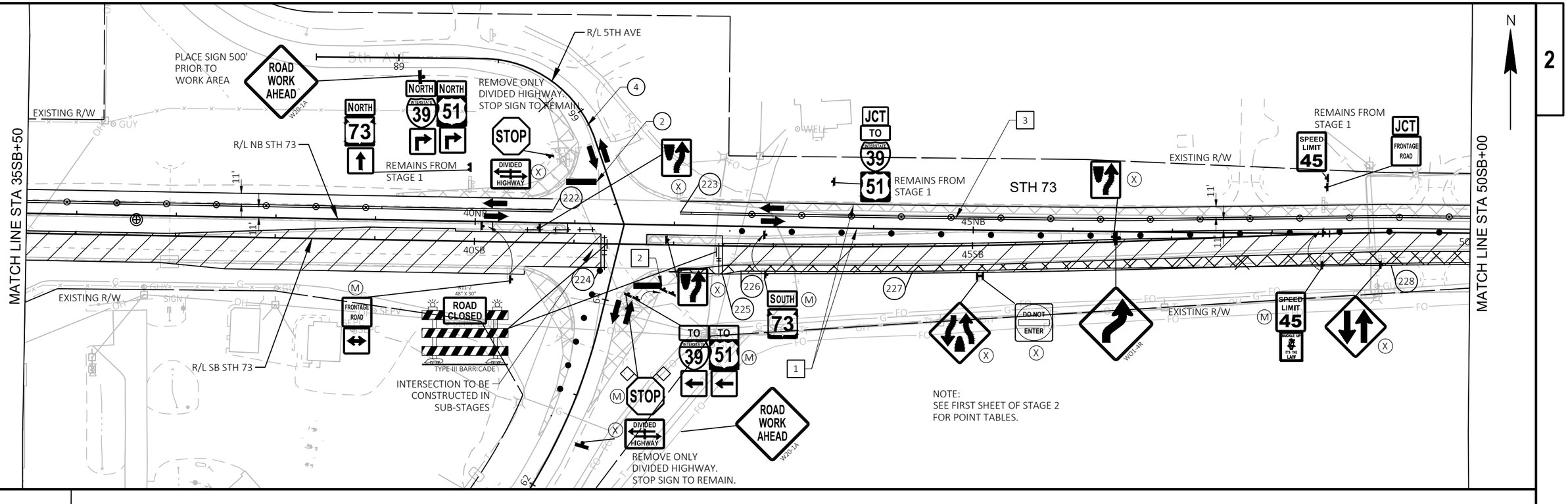
LEGEND

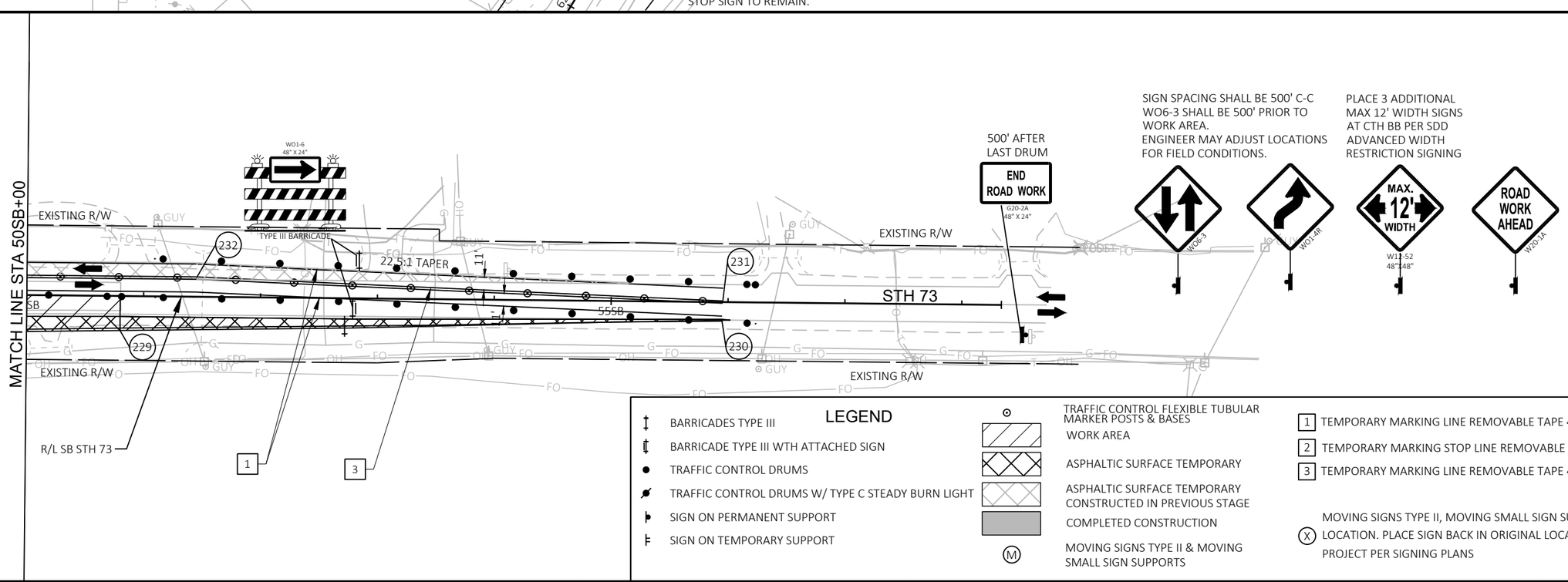
- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS
- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS





PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 2A	SHEET 54	E





LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 2A	SHEET 55	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 026001-S2-02
PLOT DATE : 11/9/2020 3:32 PM
PLOT BY : JAKE BONDHUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS
- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
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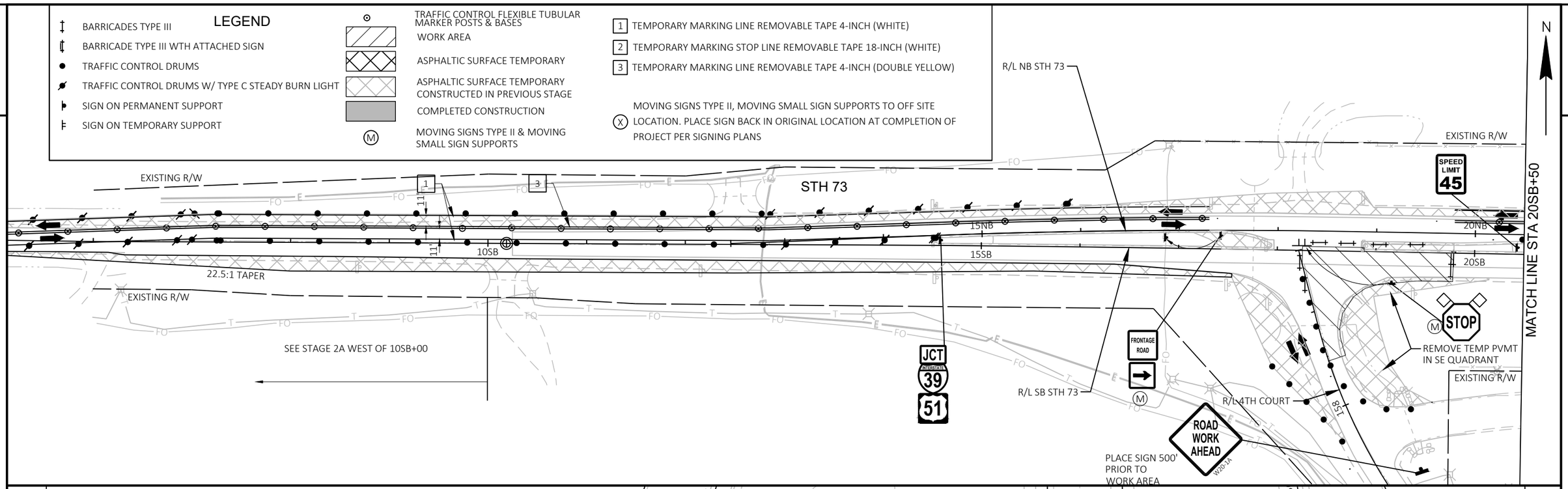
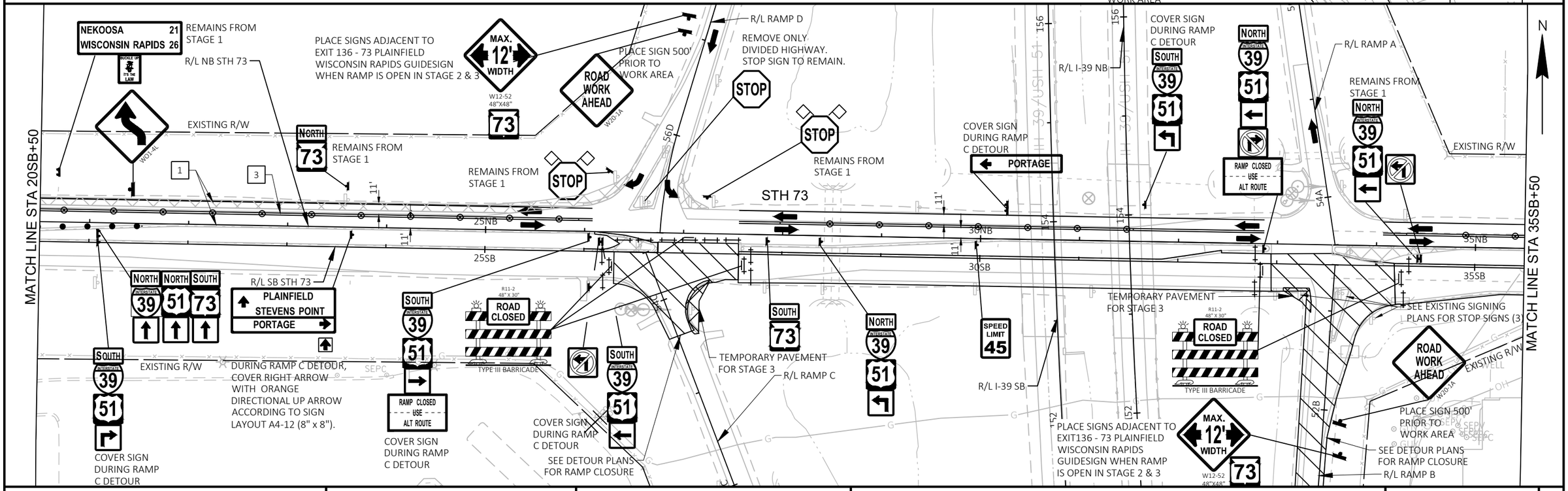
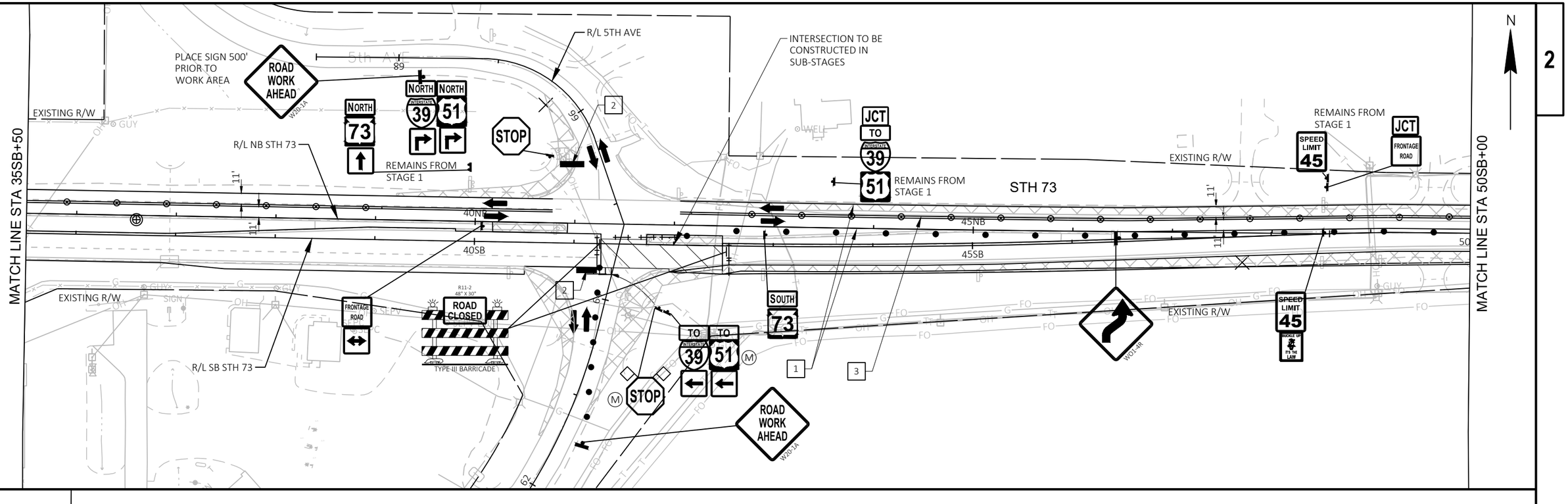
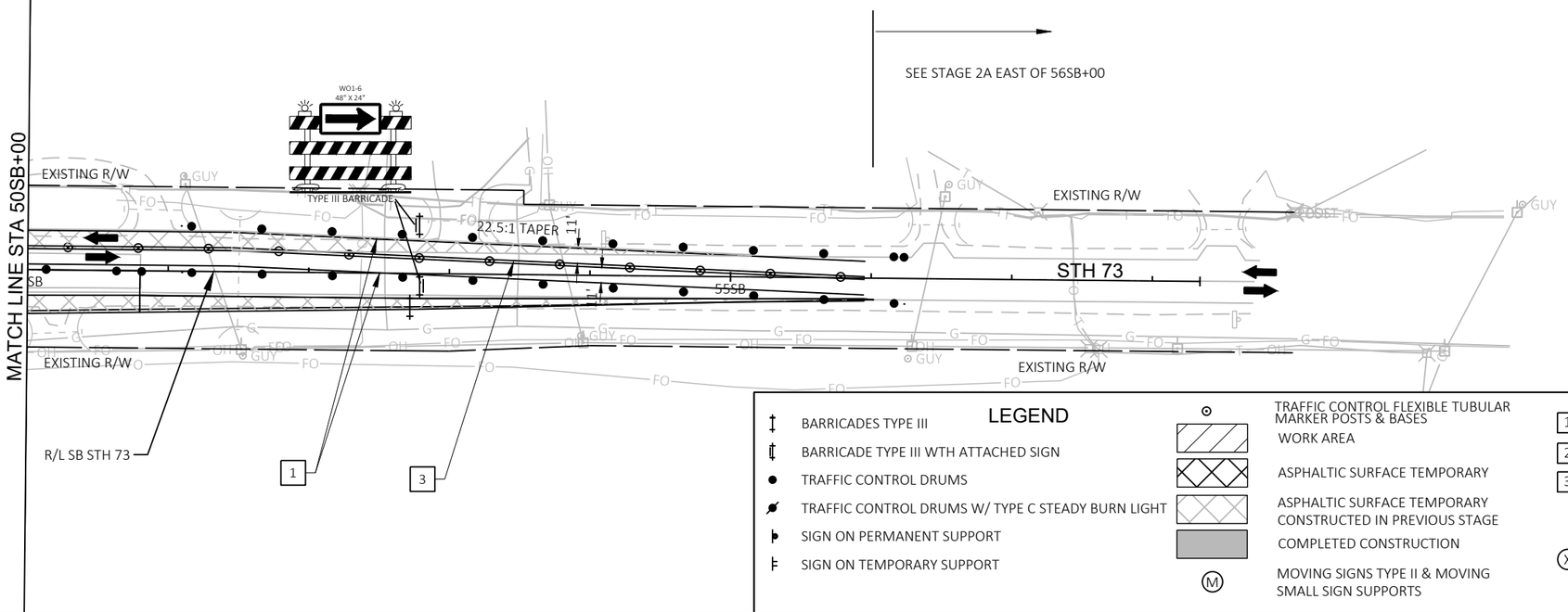
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS





PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 2B	SHEET 56	E





LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

1. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
2. TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
3. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

(X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 2B	SHEET 57	E

LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT

- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
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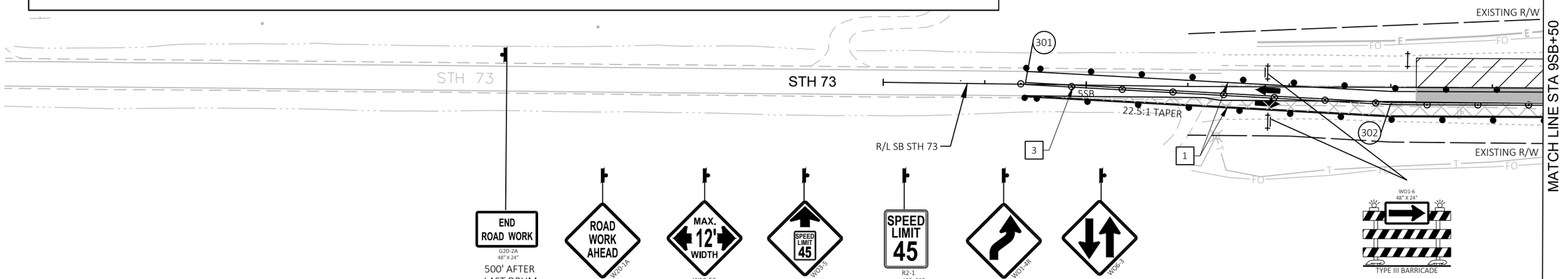

PLACE 3 ADDITIONAL MAX 12' WIDTH SIGNS AT CTH KK PER SDD ADVANCED WIDTH RESTRICTION SIGNING

SIGN SPACING SHALL BE 500' C-C
WO6-3 SHALL BE 500' PRIOR TO WORK AREA
ENGINEER MAY ADJUST LOCATIONS FOR FIELD CONDITIONS

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
301	4SB+40.01	-0.70 LT	184429.41	317151.89
302	8SB+00.01	16.03 RT	184409.60	317511.78
303	17SB+90.35	12.00 RT	184406.17	318501.95
304	19SB+57.65	12.00 RT	184403.15	318669.22
305	26SB+22.92	12.00 RT	184391.14	319334.38
306	25SB+99.97	-49.01 LT	184452.55	319312.54
307	27SB+54.85	-47.00 LT	184447.74	319467.35
308	27SB+55.99	12.00 RT	184388.73	319467.43
309	32SB+98.68	12.00 RT	184378.94	320010.03
310	33SB+03.51	-49.00 LT	184439.84	320015.96
311	34SB+30.64	-49.95 LT	184438.49	320143.09

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
312	34SB+23.64	12.00 RT	184376.68	320134.96
313	40SB+50.71	12.00 RT	184365.36	320761.93
314	40SB+17.33	-47.14 LT	184425.09	320729.63
315	41SB+26.91	-44.00 LT	184419.97	320839.13
316	41SB+72.75	12.00 RT	184363.16	320883.96
317	42SB+49.34	11.83 RT	184361.97	320960.57
318	45SB+79.42	12.00 RT	184363.81	321291.13
319	50SB+66.07	16.81 RT	184369.00	321777.07
320	52SB+79.23	12.36 RT	184371.28	321990.26
321	56SB+57.23	0.00	184379.79	322368.37

LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
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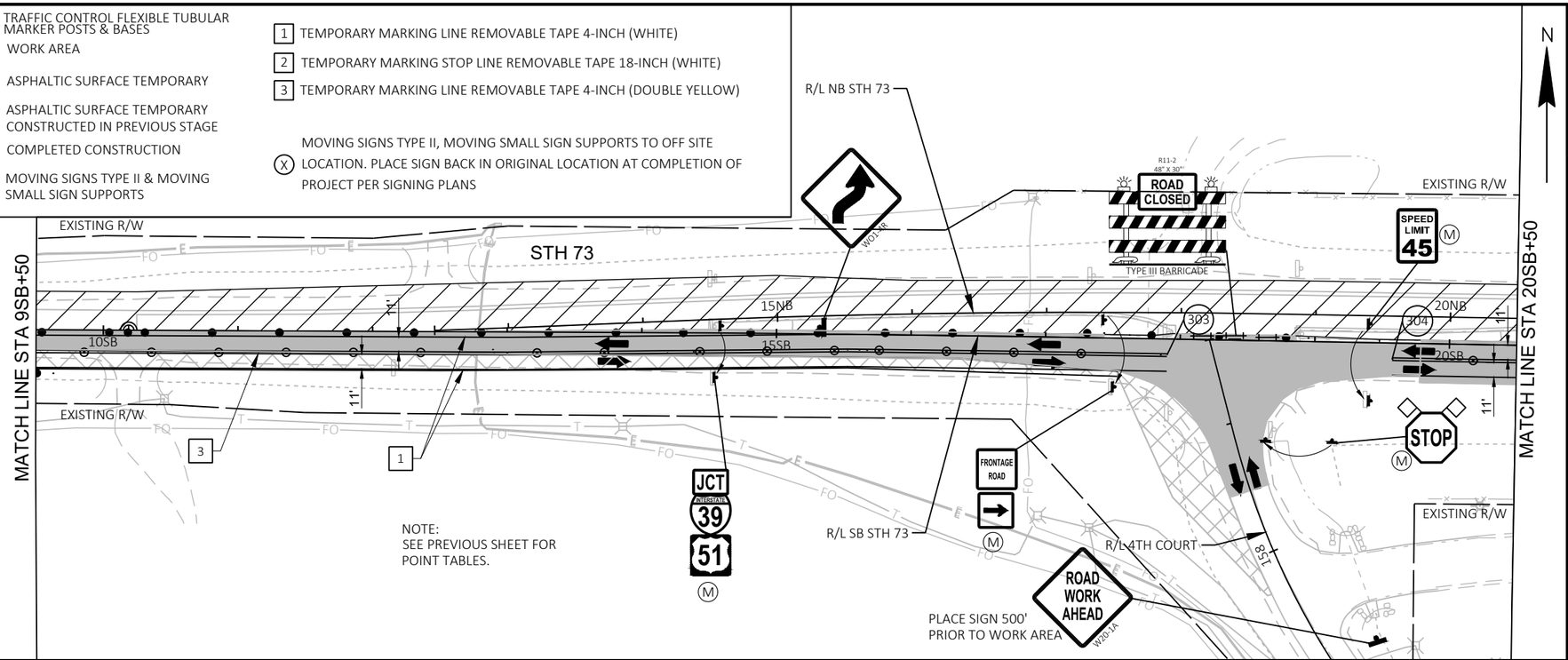
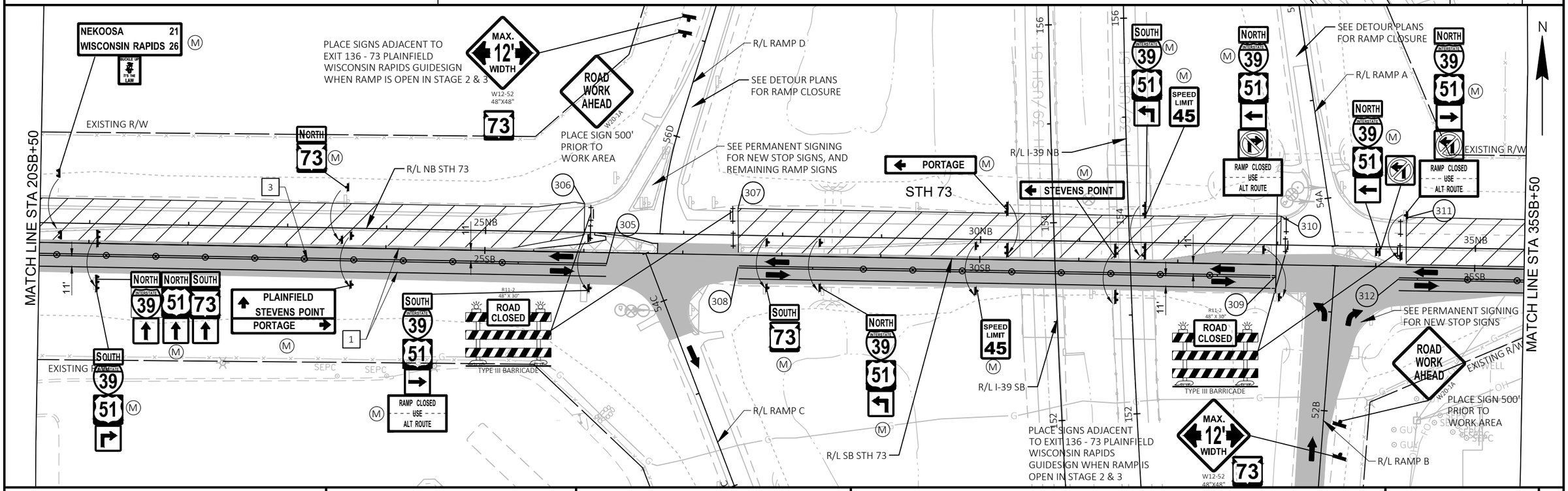
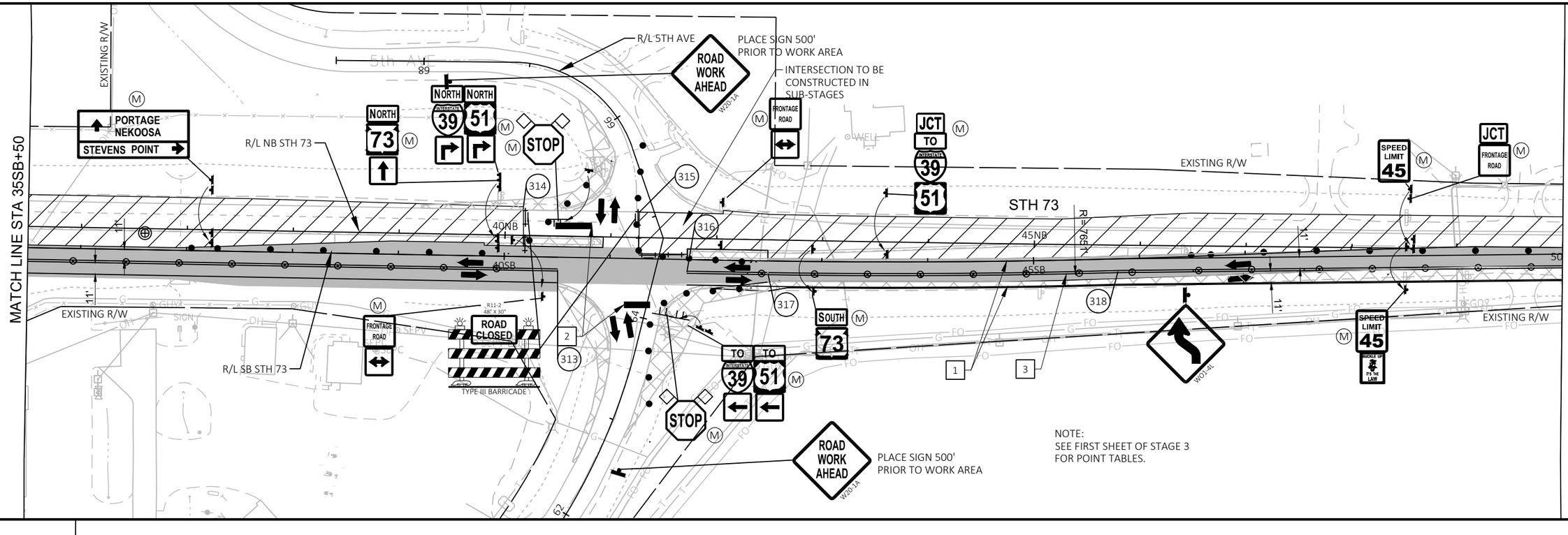
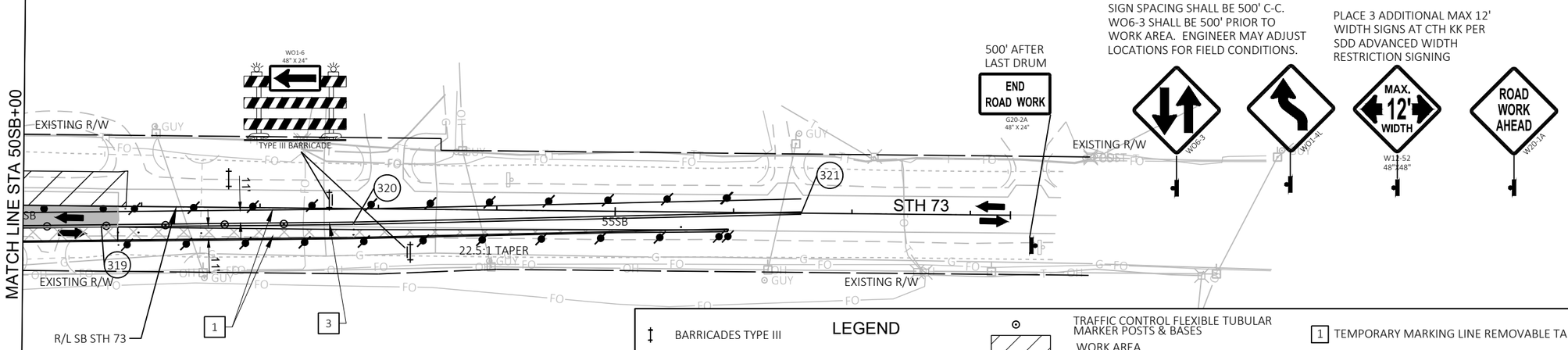
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS





PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 3A	SHEET 59	E





LEGEND

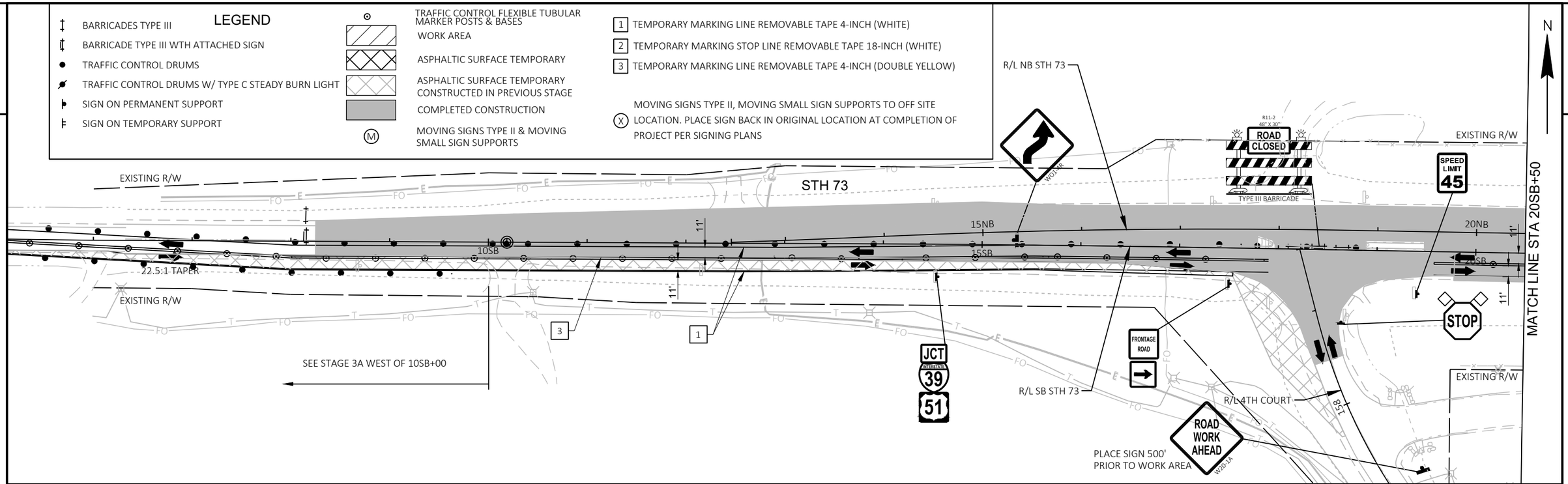
- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

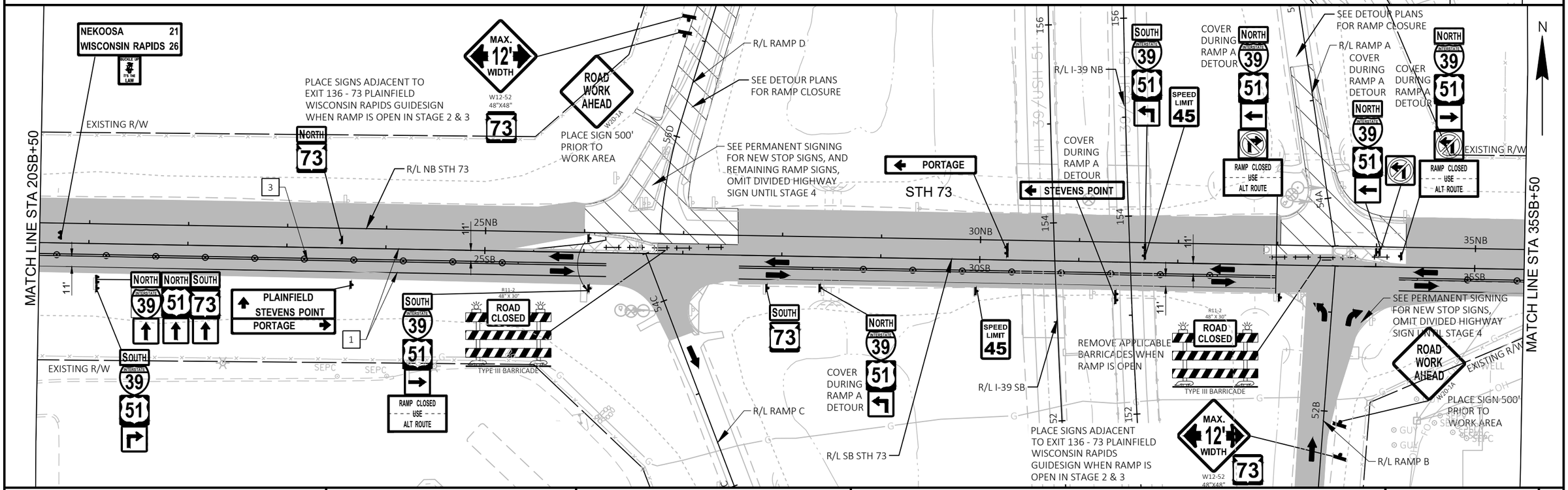
- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 3A	SHEET 60	E

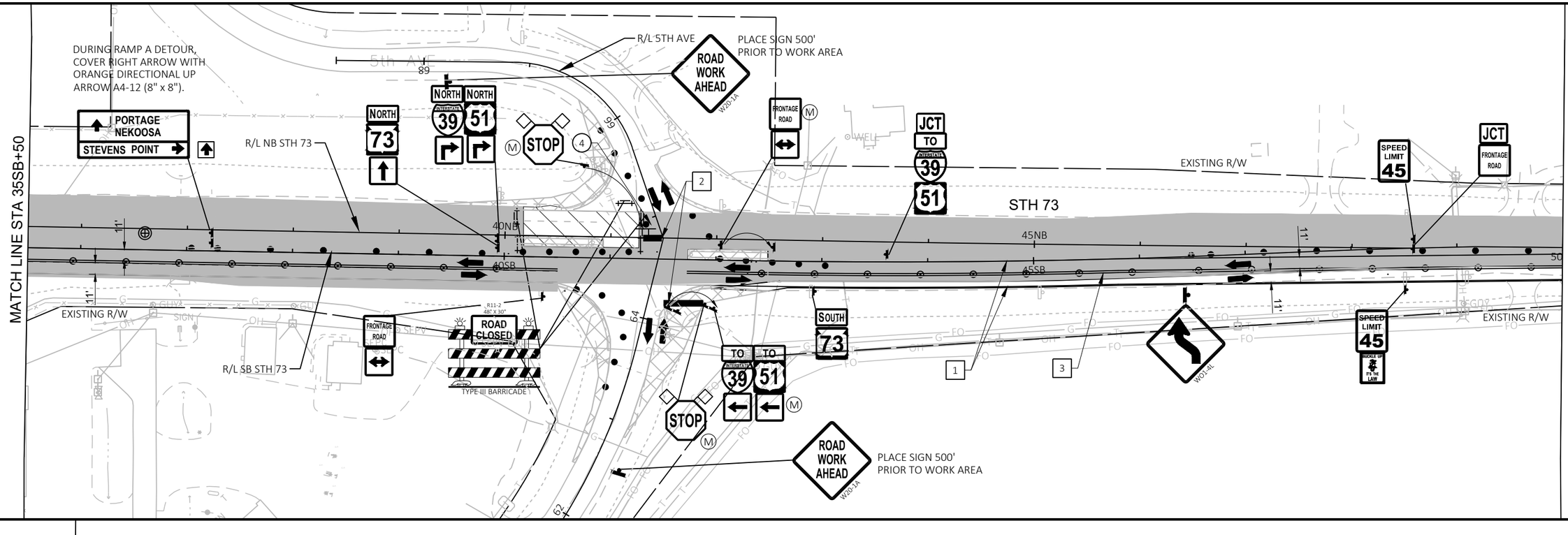
LEGEND

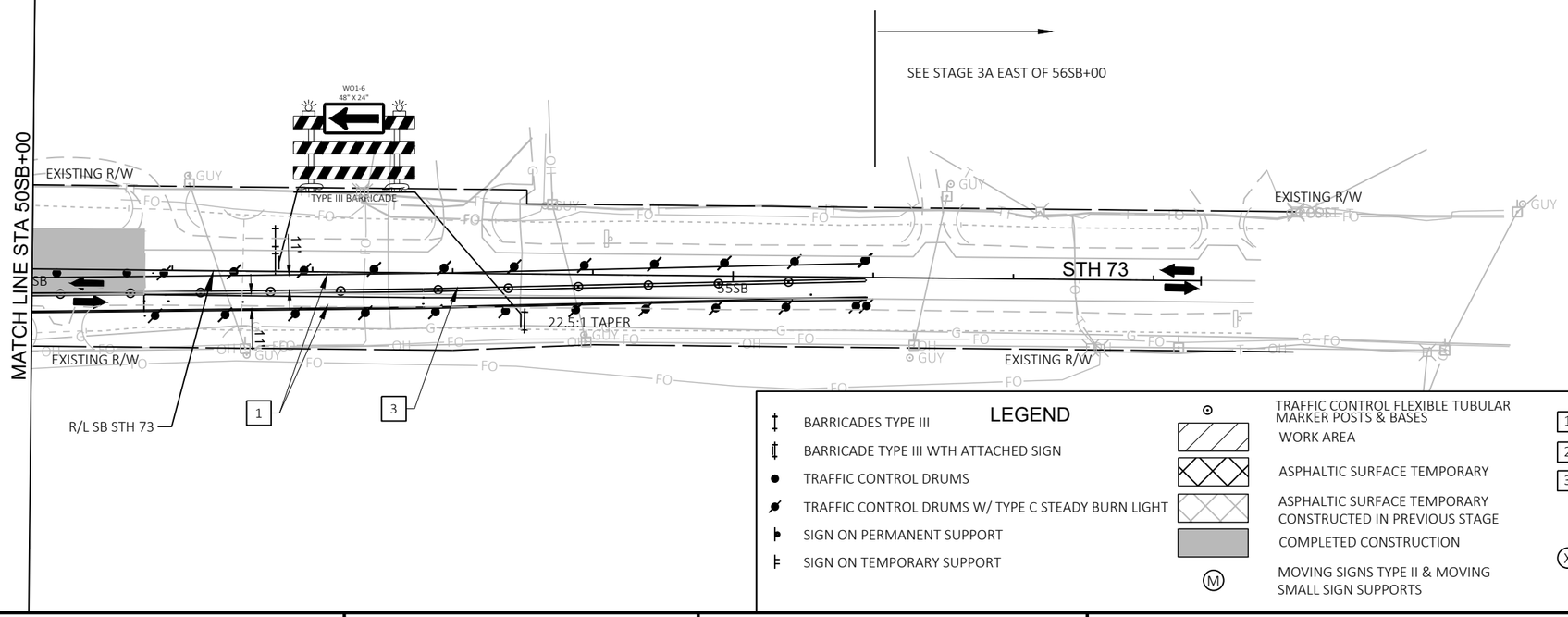
- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS
- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS





PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 3B	SHEET 61	E





LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 3B	SHEET 62	E

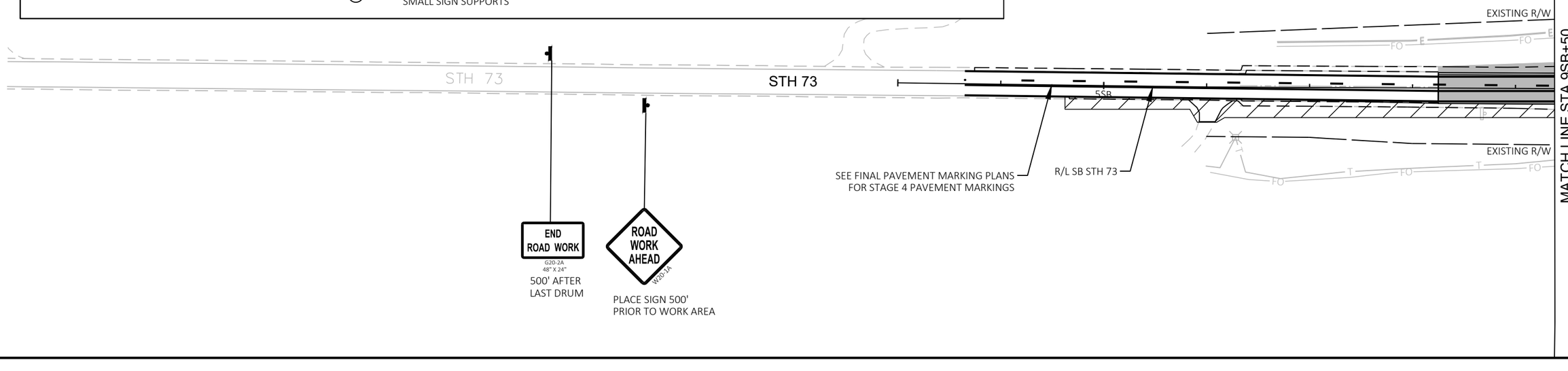
2

LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT

- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS



2

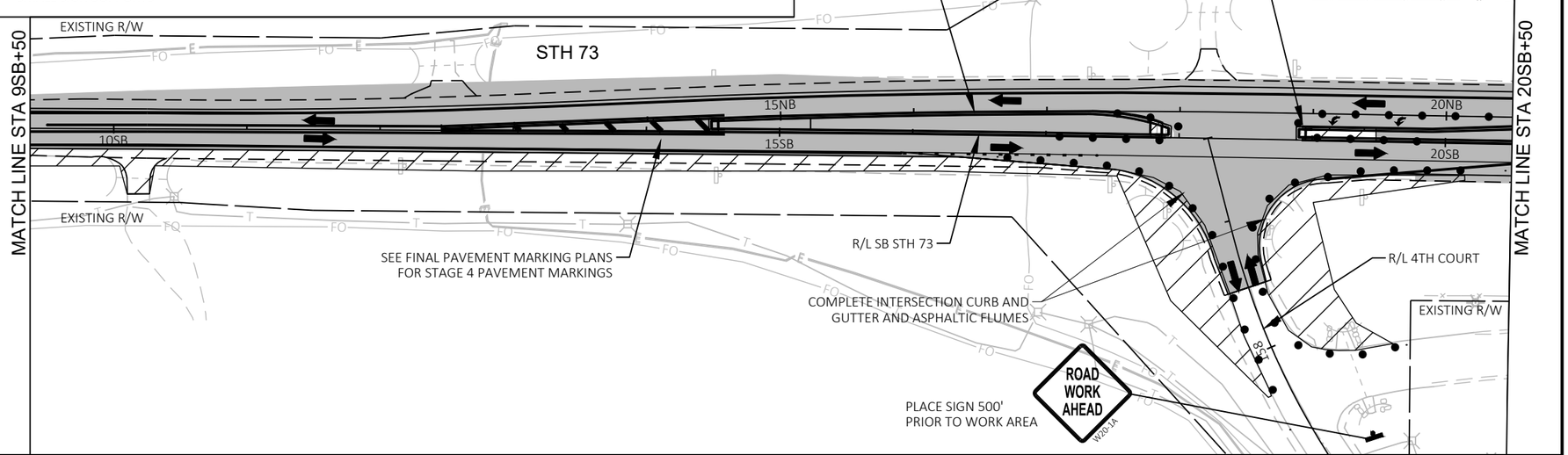
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 4	SHEET 63	E

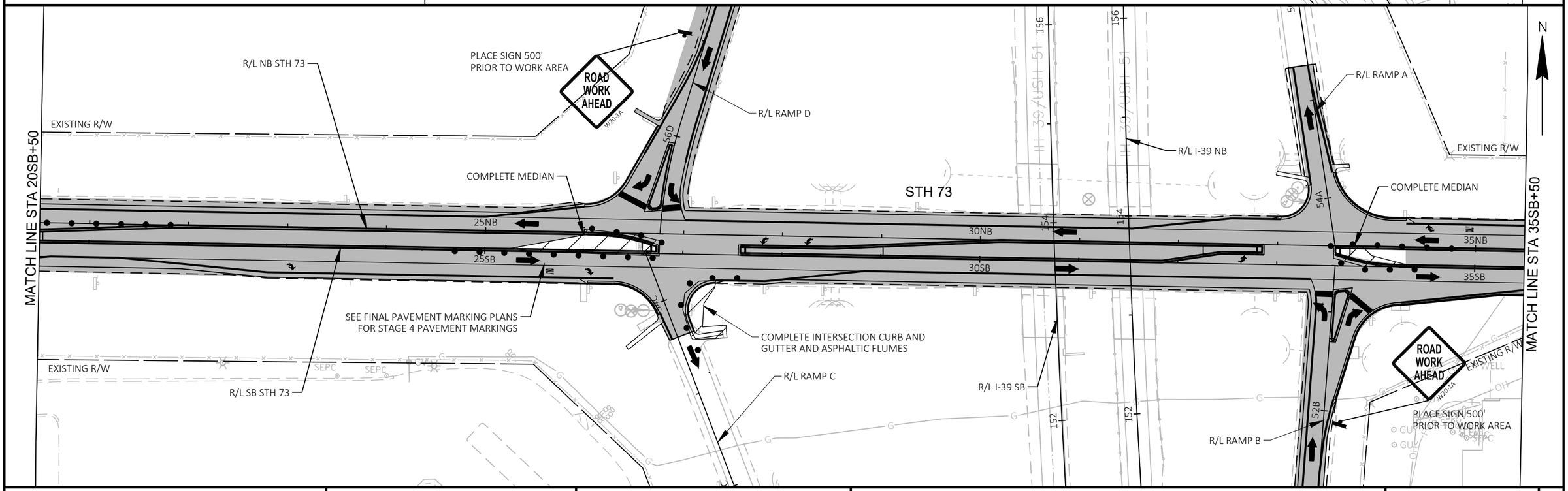
FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 026001-S4-00
PLOT DATE : 7/27/2020 11:15 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

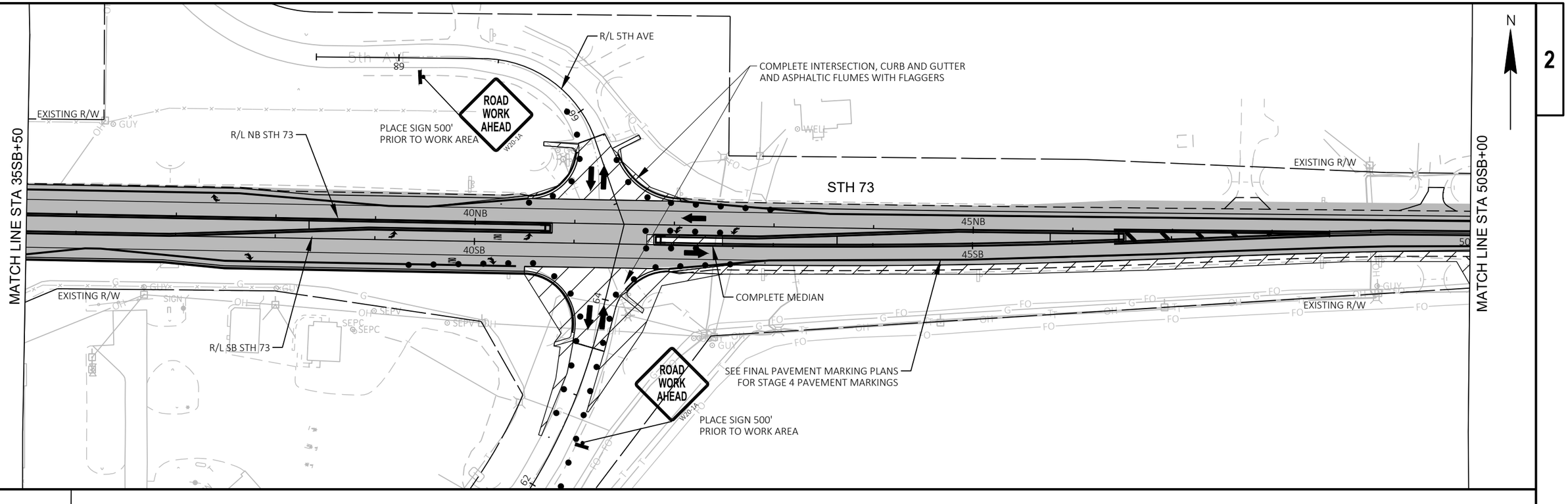
- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS

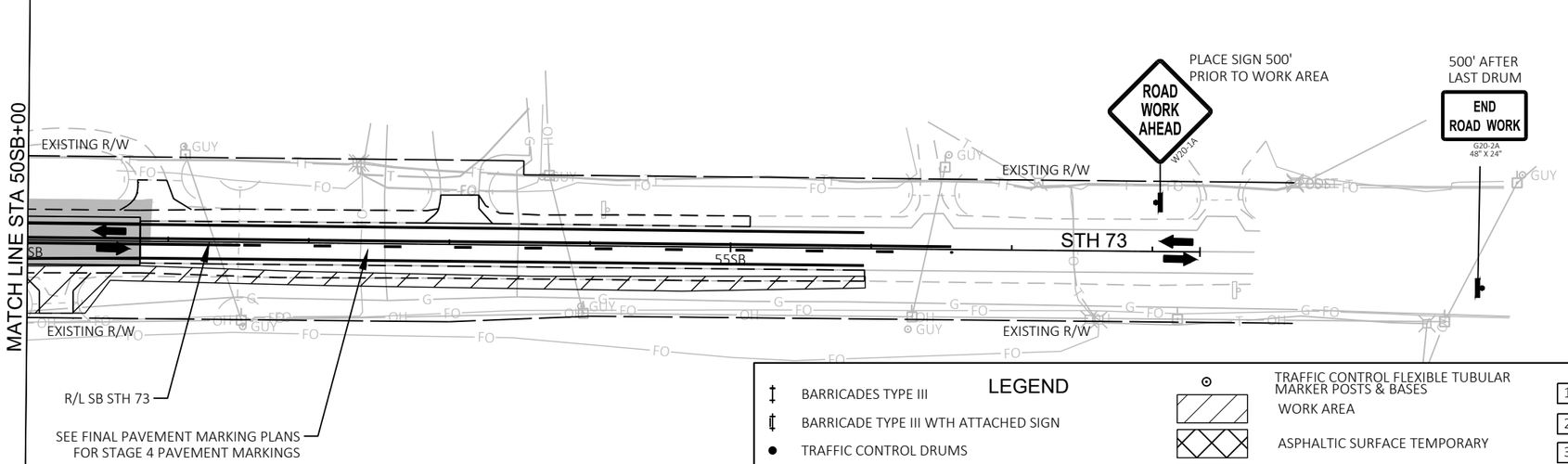




PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 4	SHEET 64	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 026001-S4-01
PLOT DATE : 7/27/2020 11:15 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





LEGEND

- BARRICADES TYPE III
- BARRICADE TYPE III WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS & BASES
- WORK AREA
- ASPHALTIC SURFACE TEMPORARY
- ASPHALTIC SURFACE TEMPORARY CONSTRUCTED IN PREVIOUS STAGE
- COMPLETED CONSTRUCTION
- (M) MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

- [1] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- [2] TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- [3] TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (X) MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS TO OFF SITE LOCATION. PLACE SIGN BACK IN ORIGINAL LOCATION AT COMPLETION OF PROJECT PER SIGNING PLANS

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	TRAFFIC CONTROL - STAGE 4	SHEET 65	E

LEGEND

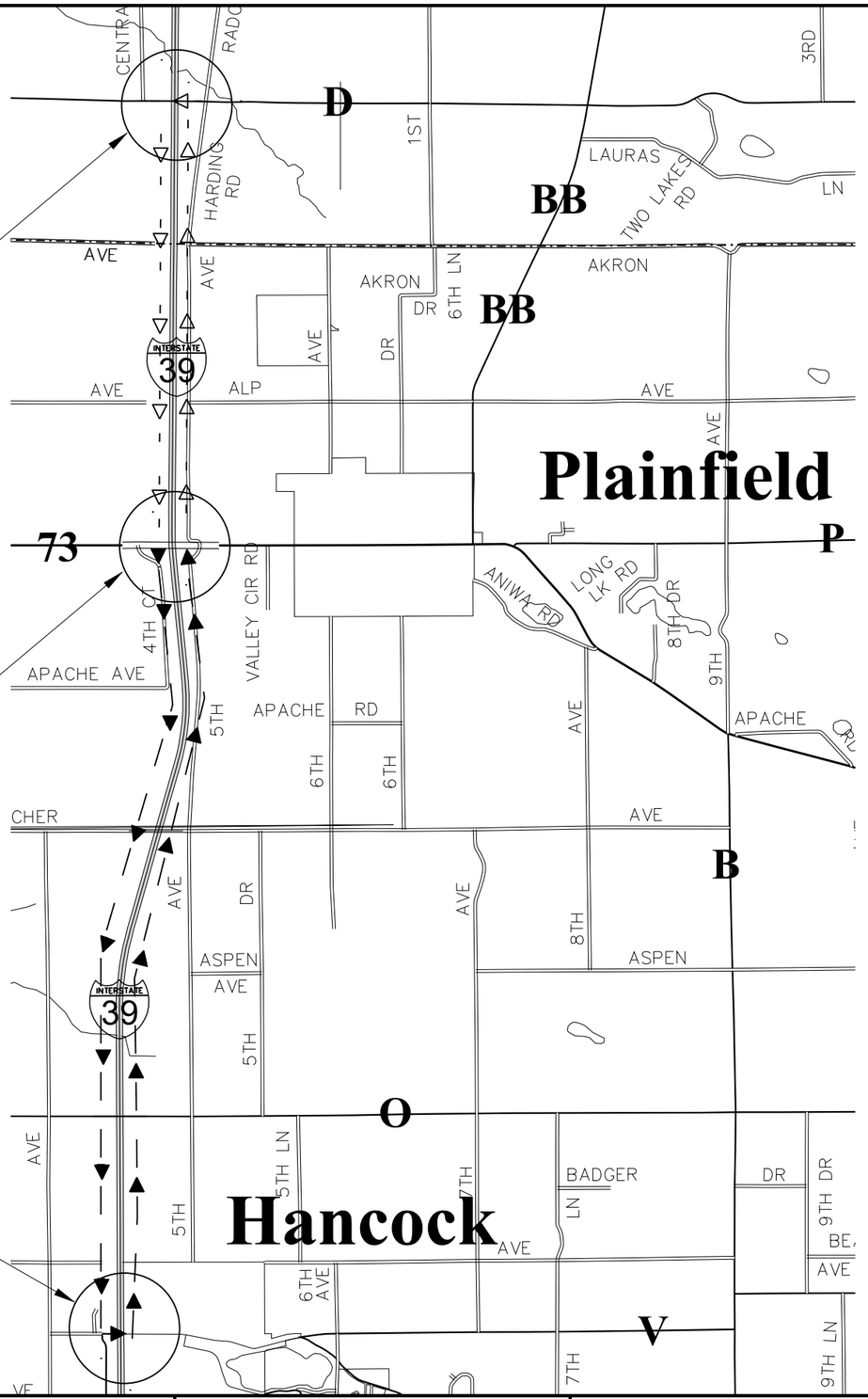
DETOUR ROUTE FOR IH 39 SB EXIT RAMP CLOSURE

DETOUR ROUTE FOR IH 39 SB ENTRANCE RAMP CLOSURE

IH 39 / CTH D INTERCHANGE
SEE DETOUR IH 39 SB ENTRANCE RAMP CLOSURE
INTERCHANGE DETAILS

IH 39 / STH 73 INTERCHANGE
SEE DETOUR IH 39 SB RAMP CLOSURE
INTERCHANGE DETAILS

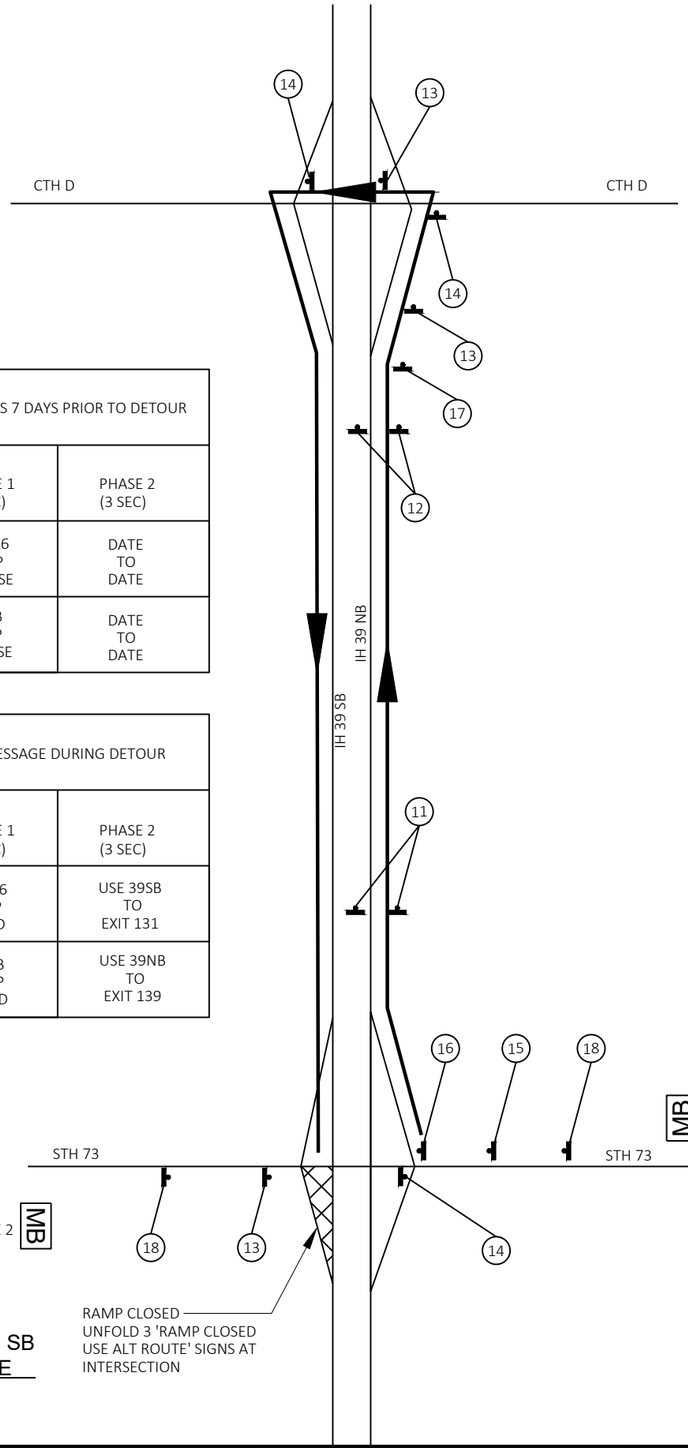
IH 39 / CTH V INTERCHANGE
SEE DETOUR IH 39 SB EXIT RAMP CLOSURE
INTERCHANGE DETAILS



N

2

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	DETOUR - IH 39 SB RAMP CLOSURE (OVERVIEW)	SHEET 66	E

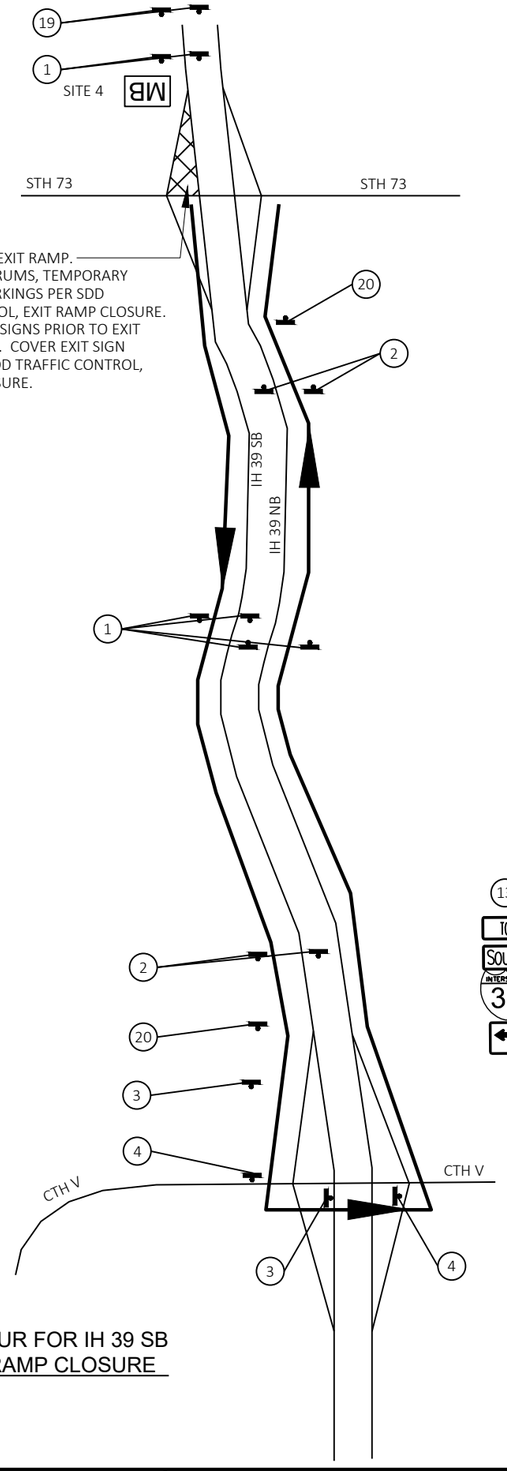


	PLACE PCMS 7 DAYS PRIOR TO DETOUR	
SITE NO. LOCATION	PHASE 1 (3 SEC)	PHASE 2 (3 SEC)
SITE 4 IH 39 SB	EXIT 136 RAMP TO CLOSE	DATE TO DATE
SITE 2 AND 3	I-39 SB RAMP TO CLOSE	DATE TO DATE

	PCMS MESSAGE DURING DETOUR	
SITE NO. LOCATION	PHASE 1 (3 SEC)	PHASE 2 (3 SEC)
SITE 4 IH 39 SB	EXIT 136 RAMP CLOSED	USE 39SB TO EXIT 131
SITE 2 AND 3	I-39 SB RAMP CLOSED	USE 39NB TO EXIT 139

RAMP CLOSED
UNFOLD 3 'RAMP CLOSED
USE ALT ROUTE' SIGNS AT
INTERSECTION

DETOUR FOR IH 39 SB
ON RAMP CLOSURE



CLOSE SB IH 39 EXIT RAMP.
PLACE SIGNS, DRUMS, TEMPORARY
PAVEMENT MARKINGS PER SDD
TRAFFIC CONTROL, EXIT RAMP CLOSURE.
COVER 2 GUIDE SIGNS PRIOR TO EXIT
ALONG SB IH 39. COVER EXIT SIGN
AT GORE PER SDD TRAFFIC CONTROL,
EXIT RAMP CLOSURE.

DETOUR FOR IH 39 SB
OFF RAMP CLOSURE

N

LEGEND

1 — MO4-5 36" x 18" / M1-5 36" x 36" / MO6-1 30" x 30"
2 — MO4-5 36" x 18" / M1-5 36" x 36" / MO5-2R 30" x 30"
3 — MO4-5 24" x 12" / M1-5 24" x 24" / MO5-1L 21" x 21"
4 — MO4-5 24" x 12" / M1-5 24" x 24" / MO6-1 21" x 21"
5 — MO4-5 36" x 18" / M3-1 36" x 18" / M1-1 36" x 36" / MO6-1 30" x 30"
6 — MO4-5 36" x 18" / M3-1 36" x 18" / M1-1 36" x 36" / MO5-2R 30" x 30"
7 — MO4-5 24" x 12" / M3-1 24" x 12" / M1-1 24" x 24" / MO5-1L 21" x 21"
8 — MO4-5 24" x 12" / M3-1 24" x 12" / M1-1 24" x 24" / MO6-1 21" x 21"
9 — MO4-5 24" x 12" / M3-1 24" x 12" / M1-1 24" x 24" / MO5-1R 21" x 21"
10 — MO4-5 24" x 12" / M3-1 24" x 12" / M1-1 24" x 24" / MO6-1 21" x 21"
11 — MO4-5 36" x 18" / M3-3 36" x 18" / M1-1 36" x 36" / MO6-1 30" x 30"
12 — MO4-5 36" x 18" / M3-3 36" x 18" / M1-1 36" x 36" / MO5-2R 30" x 30"
13 — MO4-5 24" x 12" / M3-3 24" x 12" / M1-1 24" x 24" / MO5-1L 21" x 21"
14 — MO4-5 24" x 12" / M3-3 24" x 12" / M1-1 24" x 24" / MO6-1 21" x 21"
15 — MO4-5 24" x 12" / M3-3 24" x 12" / M1-1 24" x 24" / MO5-1R 21" x 21"
16 — MO4-5 24" x 12" / M3-3 24" x 12" / M1-1 24" x 24" / MO6-1 21" x 21"
17 — MO4-5 36" x 18" / M3-3 36" x 18" / M1-1 36" x 36" / MO6-2R 30" x 30"
18 — M3-1 24" x 12" / M1-1 24" x 24" / W20-53A 48" x 48"
19 — M1-5 36" x 36" / W20-53A 48" x 48"
20 — MO4-5 36" x 18" / M1-5 36" x 36" / MO6-2R 30" x 30"
21 — MO4-5 36" x 18" / M3-1 36" x 18" / M1-1 36" x 36" / MO6-2R 30" x 30"

MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: NOT TO SCALE

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	DETOUR - IH 39 SB RAMP CLOSURE - INTERCHANGE DETAILS	SHEET 67	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027001-02
PLOT DATE : 7/27/2020 11:15 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

LEGEND

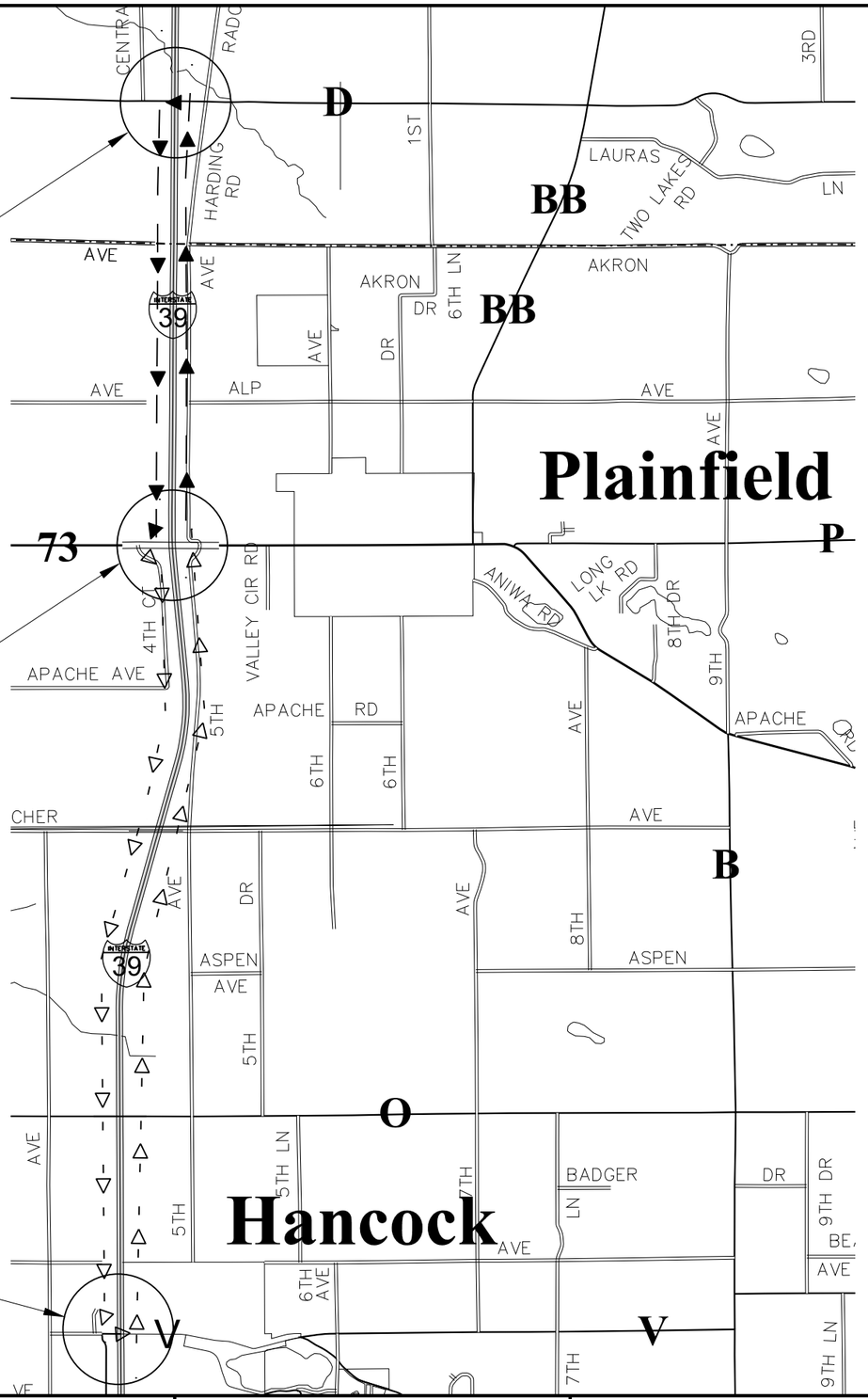
DETOUR ROUTE FOR IH 39 NB EXIT RAMP CLOSURE

DETOUR ROUTE FOR IH 39 NB ENTRANCE RAMP CLOSURE

IH 39 / CTH D INTERCHANGE
SEE DETOUR IH 39NB EXIT RAMP CLOSURE
INTERCHANGE DETAILS

IH 39 / STH 73 INTERCHANGE
SEE DETOUR IH 39NB RAMP CLOSURE
INTERCHANGE DETAILS

IH 39 / CTH V INTERCHANGE
SEE DETOUR IH 39NB ENTRANCE RAMP CLOSURE
INTERCHANGE DETAILS



N

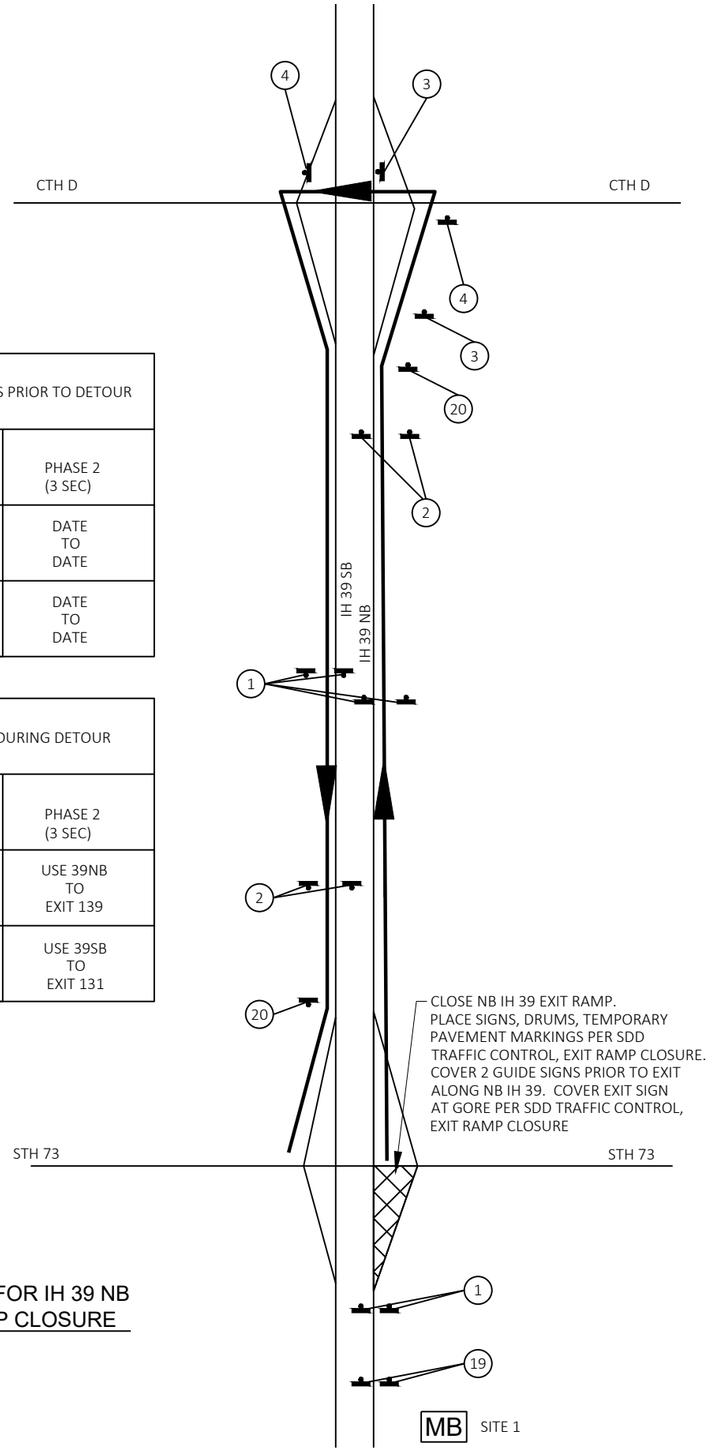
2

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	DETOUR - IH 39 NB RAMP CLOSURE (OVERVIEW)	SHEET 68	E

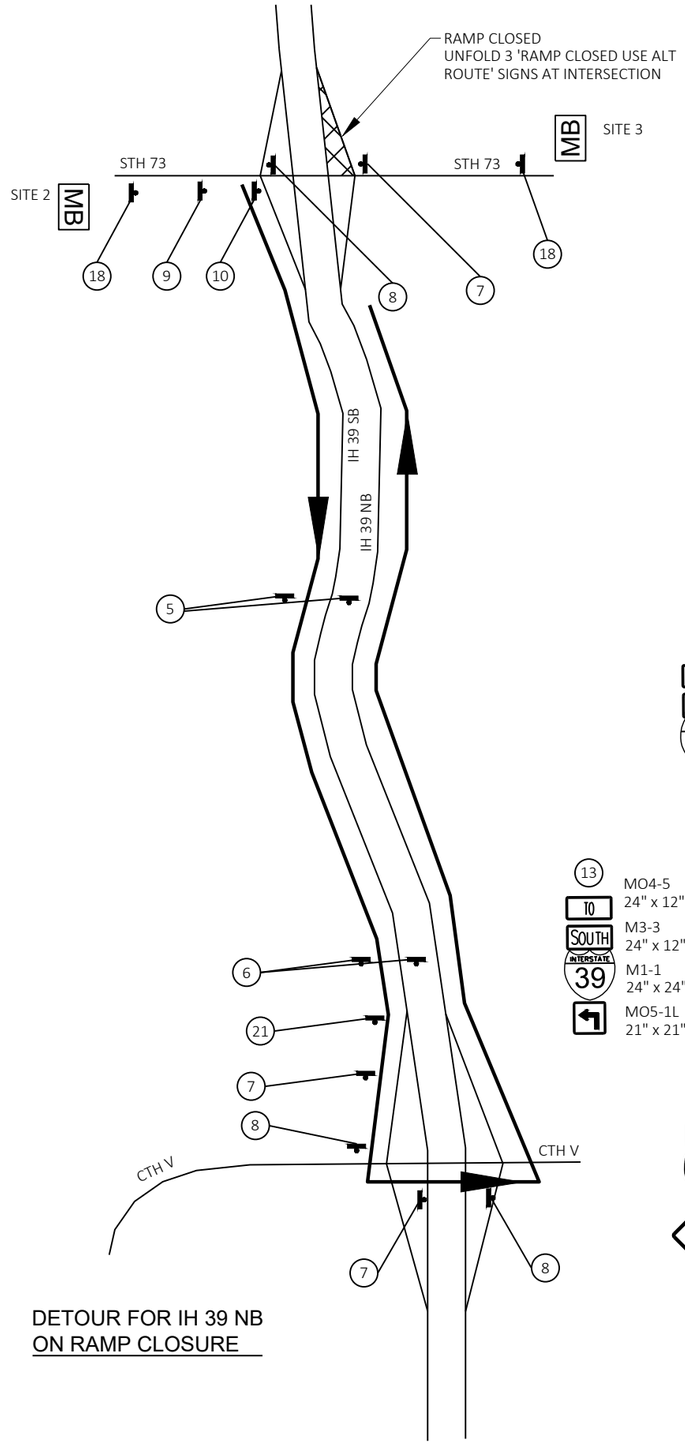
FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002-03
PLOT DATE : 7/27/2020 11:16 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 42

	PLACE PCMS 7 DAYS PRIOR TO DETOUR	
SITE NO. LOCATION	PHASE 1 (3 SEC)	PHASE 2 (3 SEC)
SITE 1 IH 39 NB	EXIT 136 RAMP TO CLOSE	DATE TO DATE
SITE 2 AND 3	I-39 NB RAMP TO CLOSE	DATE TO DATE

	PCMS MESSAGE DURING DETOUR	
SITE NO. LOCATION	PHASE 1 (3 SEC)	PHASE 2 (3 SEC)
SITE 1 IH 39 NB	EXIT 136 RAMP CLOSED	USE 39NB TO EXIT 139
SITE 2 AND 3	I-39 NB RAMP CLOSED	USE 39SB TO EXIT 131



DETOUR FOR IH 39 NB
OFF RAMP CLOSURE



DETOUR FOR IH 39 NB
ON RAMP CLOSURE

N

LEGEND

1 — MO4-5 36" x 18"; M1-5 36" x 36"; MO6-1 30" x 30"
2 — MO4-5 36" x 18"; M1-5 36" x 36"; MO5-2R 30" x 30"
3 — MO4-5 24" x 12"; M1-5 24" x 24"; MO5-1L 21" x 21"
4 — MO4-5 24" x 12"; M1-5 24" x 24"; MO6-1 21" x 21"
5 — MO4-5 36" x 18"; M3-1 36" x 18"; M1-1 36" x 36"; MO6-1 30" x 30"
6 — MO4-5 36" x 18"; M3-1 36" x 18"; M1-1 36" x 36"; MO5-2R 30" x 30"
7 — MO4-5 24" x 12"; M3-1 24" x 12"; M1-1 24" x 24"; MO5-1L 21" x 21"
8 — MO4-5 24" x 12"; M3-1 24" x 12"; M1-1 24" x 24"; MO6-1 21" x 21"
9 — MO4-5 24" x 12"; M3-1 24" x 12"; M1-1 24" x 24"; MO5-1R 21" x 21"
10 — MO4-5 24" x 12"; M3-1 24" x 12"; M1-1 24" x 24"; MO6-1 21" x 21"
11 — MO4-5 36" x 18"; M3-3 36" x 18"; M1-1 36" x 36"; MO6-1 30" x 30"
12 — MO4-5 36" x 18"; M3-3 36" x 18"; M1-1 36" x 36"; MO5-2R 30" x 30"
13 — MO4-5 24" x 12"; M3-3 24" x 12"; M1-1 24" x 24"; MO5-1L 21" x 21"
14 — MO4-5 24" x 12"; M3-3 24" x 12"; M1-1 24" x 24"; MO6-1 21" x 21"
15 — MO4-5 24" x 12"; M3-3 24" x 12"; M1-1 24" x 24"; MO5-1R 21" x 21"
16 — MO4-5 24" x 12"; M3-3 24" x 12"; M1-1 24" x 24"; MO6-1 21" x 21"
17 — MO4-5 36" x 18"; M3-3 36" x 18"; M1-1 36" x 36"; MO6-2R 30" x 30"
18 — M3-1 24" x 12"; M1-1 24" x 24"; W20-53A 48" x 48"
19 — M1-5 36" x 36"; W20-53A 48" x 48"
20 — MO4-5 36" x 18"; M1-5 36" x 36"; MO6-2R 30" x 30"
21 — MO4-5 36" x 18"; M3-1 36" x 18"; M1-1 36" x 36"; MO6-2R 30" x 30"

MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE: NOT TO SCALE

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	DETOUR - IH 39 NB RAMP CLOSURE - INTERCHANGE DETAILS	SHEET 69	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002-04
PLOT DATE : 7/27/2020 11:16 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA 30SB+00

BP: 3+00.00SB

BEGIN CONSTRUCTION 6321-00-71 STA 3SB+65.00

PI: 6+00.00SB

CURVE 1
PI STA = 12NB+88.31
Y = 184425.751
X = 318001.110
DELTA = 0°51'40"
D = 0°59'51"
T = 43.16'
L = 86.31'
R = 5743.58'
PC STA = 12NB+45.15
Y = 184424.541
X = 317957.971
PT STA = 13NB+31.46
Y = 184427.609
X = 318044.225
BK = N88°23'35.8"E
AH = N87°31'56.2"E
S.E. = N.C.

CURVE 2
PI STA = 16NB+39.55
Y = 184440.874
X = 318352.026
DELTA = 3°30'07"
D = 0°45'00"
T = 233.54'
L = 466.94'
R = 7639.44'
PC STA = 14NB+06.00
Y = 184430.818
X = 318118.698
PT STA = 18NB+72.94
Y = 184436.658
X = 318585.532
BK = N87°31'56.2"E
AH = S88°57'56.4"E
S.E. = N.C.

N87° 31' 56"E

BP: 12+45.15NB

PT: 13+31.46NB

PC: 14+06.00NB

PT: 17+90.33SB

PT: 18+72.94NB

S89° 13' 43"E

300.00' 5SB

Y = 184430.592
X = 317011.878

Y = 184426.553
X = 317311.850

S89° 44' 09"E

10SB

CURVE 1

Y = 184424.541
X = 317957.971

15NB

CURVE 2

20NB

SECTION LINE

S88° 57' 56"E

25NB

R/L NB STH 73

R/L SB STH 73

STH 73

25SB

S89° 28' 00"E

15SB

CURVE 3

EP: 159+64.17

PT: 158+88.75

PI: 14+51.90SB

PC: 14+89.68SB

N14° 29' 26"W

158

CURVE 4

4TH COURT

156

154

R/L 4TH COURT

4TH COURT STA 159+64.17 =
SB STH 73 STA 18SB+21.63
Y = 184417.596
X = 318533.437

BP: 153+76.87

Y = 183965.831
X = 318871.067

BEGIN PROJECT
1160-00-79
STA 25SB+00.00
END CONSTRUCTION
6321-00-71

R/L RAMP D

58D

N16° 52' 13"E

RAMP D

CURVE 12 56D

PT: 56+12.64D

BP: 55+00.00D

54C

EP: 54+51.32C

52C

RAMP C

50C

R/L RAMP C

BEGIN PROJECT
6321-00-71
STA 8SB+25.00

SECTION SURVEY SPIKE
Y = 184449.569
X = 315081.194

CURVE 3
PI STA = 16SB+40.01
Y = 184420.875
X = 318351.840
DELTA = 0°30'04"
D = 0°10'00"
T = 150.33'
L = 300.66'
R = 34377.47'
PC STA = 14SB+89.68
Y = 184422.274
X = 318201.517
PT STA = 17SB+90.33
Y = 184418.161
X = 318502.144
BK = S89°28'00.3"E
AH = S88°57'56.3"E
S.E. = N.C.

CURVE 4
PI STA = 156+51.31
Y = 184078.860
X = 318620.982
DELTA = 51°11'17"
D = 10°00'00"
T = 274.44'
L = 511.88'
R = 572.96'
PC STA = 153+76.87
Y = 183965.831
X = 318871.067
PT STA = 158+88.75
Y = 184344.572
X = 318552.310
BK = N65°40'43.5"W
AH = N14°29'26.5"W
S.E. = N.C.

Y = 184424.502
X = 317730.650

SECTION SURVEY SPIKE

SECTION MONUMENT
Y = 187044.663
X = 320385.608

SECTION MONUMENT
Y = 189689.353
X = 320399.012

SECTION MONUMENT
Y = 192322.630
X = 320392.217

R/L I-39 SB

R/L I-39 NB

I-39 SB

I-39 NB

MATCH LINE STA 30SB+00

RAMP A

58A

R/L RAMP A

56A

CURVE 13

CURVE 14

SECTION LINE

EP: 68+82.93

PT: 67+15.57

5TH AVE

N89° 25' 02"W

Y = 184563.269
X = 320552.856

R/L 5TH AVE

CURVE 8

PC: 65+67.91

NB STH 73 STA 41NB+49.39=
5TH AVE STA 64+78.15
Y = 184395.564
X = 320861.606

PC: 43+24.04NB

PT: 45+94.97NB

EP: 48+57.70NB

Y = 184385.916
X = 321569.848

S89° 25' 02"E

BP: 53+51.21A

54A

NB

SB

35NB

SECTION LINE

35SB

R/L NB STH 73

PI: 64+77.68

40NB

40SB

CURVE 5

45NB

45SB

CURVE 6

CURVE 7

50SB

55SB

EP: 53+46.83B

PT: 63+72.70

R/L SB STH 73

N14° 04' 03"E

64

R/L 5TH AVE

CURVE 9

62

5TH AVE

BP: 60+27.50

Y = 184002.854
X = 320659.464

SECTION MONUMENT
Y = 184400.099
X = 320372.134

END PROJECT
1160-00-79
STA 35SB+26.00
BEGIN CONSTRUCTION
6321-00-71

PC: 42+29.91SB

5TH AVE STA 64+57.61 =
SB STH 73 STA 41SB+45.45
Y = 184375.647
X = 320856.879

PT: 46+90.14SB

PC: 47+58.76SB

PT: 48+63.87SB

PI: 49+17.31SB

N87° 34' 57"E

N88° 37' 52"E

END PROJECT
6321-00-71
STA 50SB+80.00

Y = 184377.997
X = 322545.036

EP: 58+33.91SB

END CONSTRUCTION
6321-00-71
STA 55SB+95.42

R/L I-39 NB

RAMP B

50B

R/L RAMP B

52B

19' 22"E

CURVE 5
PI STA = 44NB+59.51
Y = 184389.966
X = 321171.672
DELTA = 0°27'06"
D = 0°10'00"
T = 135.47'
L = 270.94'
R = 34377.47'
PC STA = 43NB+24.04
Y = 184392.412
X = 321036.225
PT STA = 45NB+94.97
Y = 184388.588
X = 321307.134
BK = S88°57'56.4"E
AH = S89°25'02.0"E
S.E. = N.C.

CURVE 6
PI STA = 44SB+60.09
Y = 184369.967
X = 321171.469
DELTA = 3°27'06"
D = 0°45'00"
T = 230.19'
L = 460.23'
R = 7639.44'
PC STA = 42SB+29.91
Y = 184374.122
X = 320941.320
PT STA = 46SB+90.14
Y = 184379.676
X = 321401.451
BK = S88°57'56.3"E
AH = N87°34'57.3"E
S.E. = N.C.

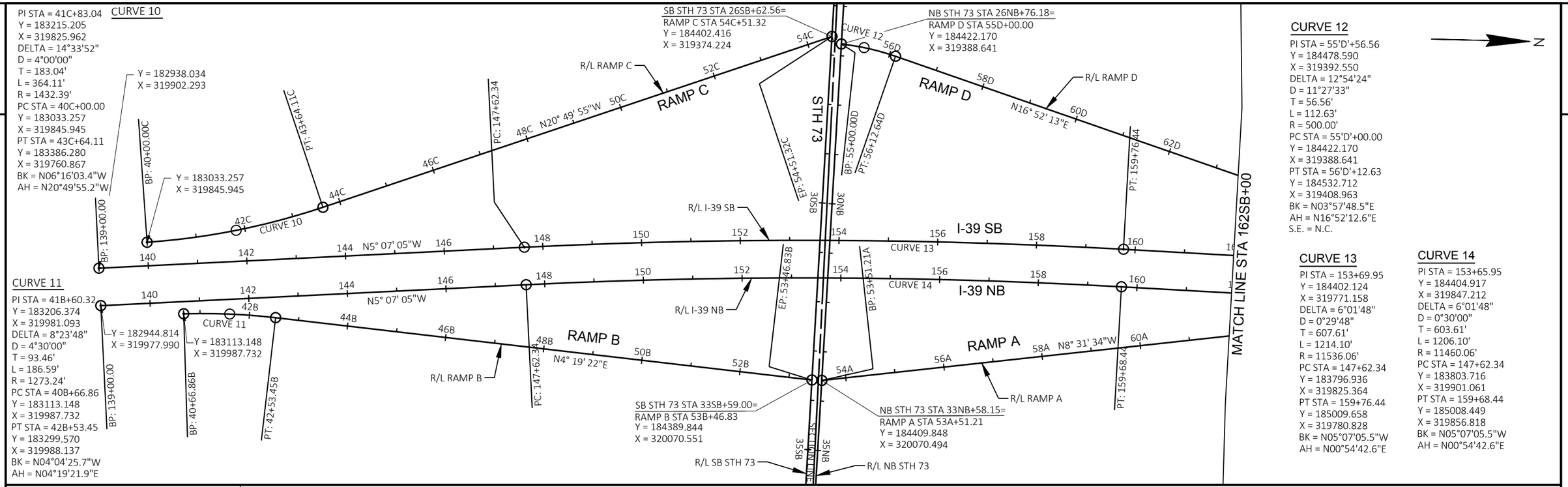
CURVE 7
PI STA = 48SB+11.32
Y = 184384.787
X = 321522.518
DELTA = 1°02'55"
D = 0°59'51"
T = 52.56'
L = 105.11'
R = 5743.58'
PC STA = 47SB+58.76
Y = 184382.571
X = 321470.009
PT STA = 48SB+63.87
Y = 184386.043
X = 321575.058
BK = N87°34'57.3"E
AH = N88°37'52.0"E
S.E. = N.C.

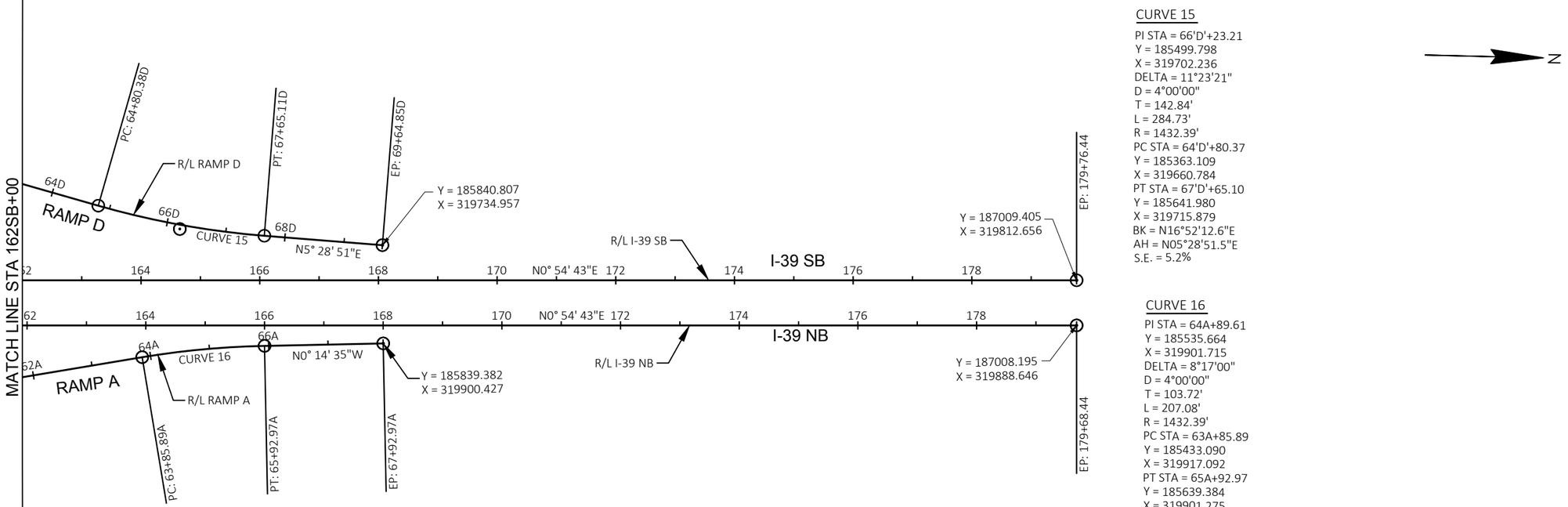
CURVE 8
PI STA = 66+52.72
Y = 184560.704
X = 320805.010
DELTA = 70°30'00"
D = 47°44'47"
T = 84.81'
L = 147.66'
R = 120.00'
PC STA = 65+67.91
Y = 184480.477
X = 320832.505
PT STA = 67+15.57
Y = 184561.567
X = 320720.207
BK = N18°55'02.0"W
AH = N89°25'02.0"W
S.E. = EXIST

CURVE 9
PI STA = 62+05.52
Y = 184120.608
X = 320792.972
DELTA = 34°31'12"
D = 10°00'00"
T = 178.02'
L = 345.20'
R = 572.96'
PC STA = 60+27.50
Y = 184002.854
X = 320659.464
PT STA = 63+72.70
Y = 184293.287
X = 320836.242
BK = N48°35'15.0"E
AH = N14°04'03.0"E
S.E. = EXIST

PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	ALIGNMENT PLANS	SHEET 70	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027201
PLOT DATE : 6/5/2020 12:02 PM
PLOT BY : JAKE BONDHUS
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44


CURVE 10
PI STA = 41C+83.04
Y = 183215.205
X = 319825.962
DELTA = 14°33'52"
D = 4°00'00"
T = 183.04'
L = 364.11'
R = 1432.39'
PC STA = 40C+00.00
Y = 183033.257
X = 319845.945
PT STA = 43C+64.11
Y = 183386.280
X = 319760.867
BK = N06°16'03.4"W
AH = N20°49'55.2"W
Y = 182938.034
X = 319902.293
BP: 139+00.00
BP: 40+00.00C
PT: 43+64.11C
PC: 147+62.34
RAMP C
R/L RAMP C
N20° 49' 55"W
CURVE 10
N5° 07' 05"W
SB STH 73 STA 26SB+62.56=
RAMP C STA 54C+51.32
Y = 184402.416
X = 319374.224
NB STH 73 STA 26NB+76.18=
RAMP D STA 55D+00.00
Y = 184422.170
X = 319388.641
CURVE 12
RAMP D
R/L RAMP D
N16° 52' 13"E
BP: 55+00.00D
PT: 56+12.64D
EP: 54+51.32C
PT: 159+76.44
STH 73
R/L I-39 SB
I-39 SB
CURVE 13
MATCH LINE STA 162SB+00
CURVE 11
PI STA = 41B+60.32
Y = 183206.374
X = 319981.093
DELTA = 8°23'48"
D = 4°30'00"
T = 93.46'
L = 186.59'
R = 1273.24'
PC STA = 40B+66.86
Y = 183113.148
X = 319987.732
PT STA = 42B+53.45
Y = 183299.570
X = 319988.137
BK = N04°04'25.7"W
AH = N04°19'21.9"E
Y = 182944.814
X = 319977.990
BP: 139+00.00
BP: 40+66.86B
PT: 42+53.45B
N5° 07' 05"W
CURVE 11
RAMP B
R/L RAMP B
N4° 19' 22"E
PC: 147+62.34
R/L I-39 NB
I-39 NB
CURVE 14
EP: 53+46.83B
BP: 53+51.21A
SB STH 73 STA 33SB+59.00=
RAMP B STA 53B+46.83
Y = 184389.844
X = 320070.551
NB STH 73 STA 33NB+58.15=
RAMP A STA 53A+51.21
Y = 184409.848
X = 320070.494
RAMP A
R/L RAMP A
N8° 31' 34"W
PT: 159+68.44
R/L SB STH 73
R/L NB STH 73
CENTER LINE
CURVE 12
PI STA = 55'D'+56.56
Y = 184478.590
X = 319392.550
DELTA = 12°54'24"
D = 11°27'33"
T = 56.56'
L = 112.63'
R = 500.00'
PC STA = 55'D'+00.00
Y = 184422.170
X = 319388.641
PT STA = 56'D'+12.63
Y = 184532.712
X = 319408.963
BK = N03°57'48.5"E
AH = N16°52'12.6"E
S.E. = N.C.
CURVE 13
PI STA = 153+69.95
Y = 184402.124
X = 319771.158
DELTA = 6°01'48"
D = 0°29'48"
T = 607.61'
L = 1214.10'
R = 11536.06'
PC STA = 147+62.34
Y = 183796.936
X = 319825.364
PT STA = 159+76.44
Y = 185009.658
X = 319780.828
BK = N05°07'05.5"W
AH = N00°54'42.6"E
CURVE 14
PI STA = 153+65.95
Y = 184404.917
X = 319847.212
DELTA = 6°01'48"
D = 0°30'00"
T = 603.61'
L = 1206.10'
R = 11460.06'
PC STA = 147+62.34
Y = 183803.716
X = 319901.061
PT STA = 159+68.44
Y = 185008.449
X = 319856.818
BK = N05°07'05.5"W
AH = N00°54'42.6"E
N


MATCH LINE STA 162SB+00
RAMP D
PC: 64+80.38D
R/L RAMP D
PT: 67+65.11D
EP: 69+64.85D
CURVE 15
N5° 28' 51"E
Y = 185840.807
X = 319734.957
N0° 54' 43"E
I-39 SB
R/L I-39 SB
Y = 187009.405
X = 319812.656
EP: 179+76.44
I-39 NB
R/L I-39 NB
Y = 187008.195
X = 319888.646
EP: 179+68.44
RAMP A
PC: 63+85.89A
CURVE 16
N0° 14' 35"W
PT: 65+92.97A
EP: 67+92.97A
R/L RAMP A
Y = 185839.382
X = 319900.427
CURVE 15
PI STA = 66'D'+23.21
Y = 185499.798
X = 319702.236
DELTA = 11°23'21"
D = 4°00'00"
T = 142.84'
L = 284.73'
R = 1432.39'
PC STA = 64'D'+80.37
Y = 185363.109
X = 319660.784
PT STA = 67'D'+65.10
Y = 185641.980
X = 319715.879
BK = N16°52'12.6"E
AH = N05°28'51.5"E
S.E. = 5.2%
CURVE 16
PI STA = 64A+89.61
Y = 185535.664
X = 319901.715
DELTA = 8°17'00"
D = 4°00'00"
T = 103.72'
L = 207.08'
R = 1432.39'
PC STA = 63A+85.89
Y = 185433.090
X = 319917.092
PT STA = 65A+92.97
Y = 185639.384
X = 319901.275
BK = N08°31'34.1"W
AH = N00°14'34.6"W
N

					1160-00-79	6321-00-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	203.0100	Removing Small Pipe Culverts	EACH	14.000		14.000
0004	204.0100	Removing Concrete Pavement	SY	24,265.000	10,056.000	14,209.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	990.000		990.000
0008	204.0150	Removing Curb & Gutter	LF	298.000		298.000
0010	204.0210	Removing Manholes	EACH	3.000		3.000
0012	204.0220	Removing Inlets	EACH	3.000	2.000	1.000
0014	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	20.000	20.000	
0016	205.0100	Excavation Common	CY	11,896.000	4,612.000	7,284.000
0018	208.0100	Borrow	CY	221.000		221.000
0020	213.0100	Finishing Roadway (project) 01. 1160-00-79	EACH	1.000	1.000	
0022	213.0100	Finishing Roadway (project) 02. 6321-00-71	EACH	1.000		1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	7,332.000	2,322.000	5,010.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	16,161.000	6,390.000	9,771.000
0028	415.0095	Concrete Pavement 9 1/2-Inch	SY	24,282.000	10,181.000	14,101.000
0030	415.5110.S	Concrete Pavement Joint Layout 01. 1160-00-79	LS	1.000	1.000	
0032	415.5110.S	Concrete Pavement Joint Layout 02. 6321-00-71	LS	1.000		1.000
0034	415.6000.S	Rout and Seal	LF	8,608.000	3,352.000	5,256.000
0036	416.0610	Drilled Tie Bars	EACH	45.000	25.000	20.000
0038	455.0605	Tack Coat	GAL	1,092.000	185.000	907.000
0040	460.2000	Incentive Density HMA Pavement	DOL	806.000	315.000	491.000
0042	460.6224	HMA Pavement 4 MT 58-28 S	TON	1,260.000	493.000	767.000
0044	465.0125	Asphaltic Surface Temporary	TON	2,174.000	88.000	2,086.000
0046	465.0315	Asphaltic Flumes	SY	147.000	86.000	61.000
0048	520.2018	Culvert Pipe Temporary 18-Inch	LF	39.000		39.000
0050	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000		2.000
0052	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	65.000		65.000
0054	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	106.000		106.000
0056	521.3136	Culvert Pipe Corrugated Steel 36-Inch	LF	11.000		11.000
0058	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	39.000		39.000
0060	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	79.000		79.000
0062	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	37.000		37.000
0064	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	43.000		43.000
0066	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	3.000	1.000	2.000
0068	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	4.000		4.000
0070	522.2319	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	9.000		9.000
0072	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	6.000		6.000
0074	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	10.000		10.000

					1160-00-79	6321-00-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0076	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	6.000		6.000
0078	601.0413	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	LF	6,001.000	2,019.000	3,982.000
0080	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	1,161.000	636.000	525.000
0082	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	288.000	288.000	
0084	602.0410	Concrete Sidewalk 5-Inch	SF	6,052.000	1,927.000	4,125.000
0086	606.0200	Riprap Medium	CY	45.000	15.000	30.000
0088	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	14.000	14.000	
0090	611.0530	Manhole Covers Type J	EACH	3.000		3.000
0092	611.0615	Inlet Covers Type F	EACH	3.000	2.000	1.000
0094	611.2005	Manholes 5-FT Diameter	EACH	3.000		3.000
0096	611.3004	Inlets 4-FT Diameter	EACH	3.000	2.000	1.000
0098	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1160-00-79	EACH	1.000	1.000	
0100	618.0100	Maintenance And Repair of Haul Roads (project) 02. 6321-00-71	EACH	1.000		1.000
0102	619.1000	Mobilization	EACH	1.000	0.350	0.650
0104	620.0300	Concrete Median Sloped Nose	SF	690.000	275.000	415.000
0106	624.0100	Water	MGAL	368.000	138.000	230.000
0108	625.0100	Topsoil	SY	26,302.000	8,062.000	18,240.000
0110	627.0200	Mulching	SY	26,302.000	8,062.000	18,240.000
0112	628.1104	Erosion Bales	EACH	25.000	10.000	15.000
0114	628.1504	Silt Fence	LF	1,250.000	400.000	850.000
0116	628.1520	Silt Fence Maintenance	LF	125.000	40.000	85.000
0118	628.1905	Mobilizations Erosion Control	EACH	3.000	1.000	2.000
0120	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	1.000	2.000
0122	628.2006	Erosion Mat Urban Class I Type A	SY	8,169.000	91.000	8,078.000
0124	628.7005	Inlet Protection Type A	EACH	3.000	2.000	1.000
0126	628.7015	Inlet Protection Type C	EACH	3.000	2.000	1.000
0128	628.7504	Temporary Ditch Checks	LF	90.000	10.000	80.000
0130	628.7555	Culvert Pipe Checks	EACH	17.000	4.000	13.000
0132	628.7560	Tracking Pads	EACH	4.000	2.000	2.000
0134	629.0210	Fertilizer Type B	CWT	17.000	5.200	11.800
0136	630.0130	Seeding Mixture No. 30	LB	464.000	143.000	321.000
0138	630.0500	Seed Water	MGAL	580.000	179.000	401.000
0140	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000		3.000
0142	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	5.000	1.000	4.000
0144	637.2210	Signs Type II Reflective H	SF	18.000		18.000
0146	638.2102	Moving Signs Type II	EACH	240.000	57.000	183.000
0148	638.4000	Moving Small Sign Supports	EACH	113.000	29.000	84.000

					1160-00-79	6321-00-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0150	642.5201	Field Office Type C	EACH	1.000	0.350	0.650
0152	643.0300	Traffic Control Drums	DAY	12,000.000	1,247.000	10,753.000
0154	643.0420	Traffic Control Barricades Type III	DAY	2,820.000	1,557.000	1,263.000
0156	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	180.000	21.000	159.000
0158	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	180.000	21.000	159.000
0160	643.0715	Traffic Control Warning Lights Type C	DAY	7,000.000	2,418.000	4,582.000
0162	643.0900	Traffic Control Signs	DAY	7,800.000	5,450.000	2,350.000
0164	643.0920	Traffic Control Covering Signs Type II	EACH	24.000	24.000	
0166	643.1000	Traffic Control Signs Fixed Message	SF	36.000		36.000
0168	643.1050	Traffic Control Signs PCMS	DAY	132.000	132.000	
0170	643.5000	Traffic Control	EACH	1.000	0.350	0.650
0172	646.1020	Marking Line Epoxy 4-Inch	LF	11,609.000	3,492.000	8,117.000
0174	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	10,809.000	3,313.000	7,496.000
0176	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	1,862.000	725.000	1,137.000
0178	646.5020	Marking Arrow Epoxy	EACH	15.000	5.000	10.000
0180	646.5120	Marking Word Epoxy	EACH	4.000	2.000	2.000
0182	646.6120	Marking Stop Line Epoxy 18-Inch	LF	94.000	94.000	
0184	646.7120	Marking Diagonal Epoxy 12-Inch	LF	99.000		99.000
0186	646.8120	Marking Curb Epoxy	LF	406.000	231.000	175.000
0188	646.8220	Marking Island Nose Epoxy	EACH	14.000	8.000	6.000
0190	646.9000	Marking Removal Line 4-Inch	LF	10,025.000	1,833.000	8,192.000
0192	646.9100	Marking Removal Line 8-Inch	LF	941.000	334.000	607.000
0194	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	36,160.000	6,135.000	30,025.000
0196	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	200.000	100.000	100.000
0198	650.4000	Construction Staking Storm Sewer	EACH	3.000	2.000	1.000
0200	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	288.000		288.000
0202	650.6000	Construction Staking Pipe Culverts	EACH	6.000		6.000
0204	650.7000	Construction Staking Concrete Pavement	LF	6,055.000	2,926.000	3,129.000
0206	650.9910	Construction Staking Supplemental Control (project) 01. 1160-00-79	LS	1.000	1.000	
0208	650.9910	Construction Staking Supplemental Control (project) 02. 6321-00-71	LS	1.000		1.000
0210	690.0150	Sawing Asphalt	LF	400.000	104.000	296.000
0212	715.0415	Incentive Strength Concrete Pavement	DOL	7,285.000	3,054.000	4,231.000
0214	740.0440	Incentive IRI Ride	DOL	3,642.000	1,272.000	2,370.000
0216	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	1,000.000	1,000.000
0218	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,260.000	630.000	630.000
0220	SPV.0060	Special 01. Remove and Reinstall Delineator and Marker	EACH	18.000	18.000	
0222	SPV.0105	Special 02. Remove and Reinstall Light Poles	LS	1.000		1.000

					1160-00-79	6321-00-71
0224	SPV.0180	Special 02. Emulsion and Chip	SY	2,657.000	970.000	1,687.000

3

STATION	TO	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB & GUTTER LF	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (18-INCH) LF	REMARKS
8+25	-	25+00		6	6,344	97		2			MILLING TO REMOVE RUMBLE STRIP (2' WIDTH)
35+26	-	50+80		8	7,865	893	298	1	1		
			PROJECT 6321-00-71	14	14,209	990	298	3	1	0	
25+00	-	35+26			7,449				2	20	
55+00	-	68+50	RAMP D		2,607						
			PROJECT 1160-00-79	0	10,056	0	0	0	2	20	
			ITEM TOTAL	14	24265	990	298	3	3	20	

3

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	REMARKS
8+25	-	25+00		2,270	4,602	
35+26	-	50+80		1,740	4,169	
8+25	-	25+00		700	700	under temp asphaltic surface
35+26	-	50+80		300	300	under temp asphaltic surface
			PROJECT 6321-00-71	5,010	9,771	
25+00	-	35+26		933	4,048	
55+00	-	68+50	RAMP D	1,389	2,342	
			PROJECT 1160-00-79	2,322	6,390	
			ITEM TOTAL	7332	16161	

STATION	TO	STATION	LOCATION	415.0095 CONCRETE PAVEMENT 9 1/2-INCH SY	415.5110.S CONCRETE PAVEMENT JOINT LAYOUT LS	415.6000.S ROUT AND SEAL LF	416.0610 DRILLED TIE BARS EACH	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0315 ASPHALTIC FLUMES SY	SPV.0180.02 SPECIAL (EMULSION AND CHIP) SY	REMARKS
8+25	-	25+00		6,895		2,925		506	356	1,234		998	
35+26	-	50+80		7,206	1.00	2,331	20	402	411	852	61	689	5 drilled tie bars at each flume
			PROJECT 6321-00-71	14,101	1.00	5,256	20	907	767	2,086	61	1,687	
25+00	-	35+26		7,494	1.00	888	20	94	207	88	71	970	5 drilled tie bars at each flume
55+00	-	68+50	RAMP D	2,687		2,464	5	91	286		15		
			PROJECT 1160-00-79	10,181	1.00	3,352	25	185	493	88	86	970	
			ITEM TOTAL	24,282	2	8,608	45	1,092	1,260	2,174	147	2,657	

Division	Project ID	From/To Station	Location	Common Excavation (1) (item # 205.0100) Cut (2)	Available Material (3)	Unexpanded Fill	Expanded Fill (4) Factor 1.25	Mass Ordinate +/- (5)	Waste	Borrow (item #208.0100)	Comment:
1	6321-00-71	3+74 to 55+00	STH 73 Temp Pvmt	817	817	831	1,038	-221	-221	221	Includes sidreoads
Division 1 Subtotal				817	817	831	1,038	-221	-221	221	
2	6321-00-71	6+35 to 25+00	STH 73	1,259	1,259	182	227	1,032	1,032	0	
	1160-00-79	25+00 to 35+26	STH 73	436	436	2	2	434	434	0	
	6321-00-71	35+26 to 50+80	STH 73	809	809	33	42	767	767	0	
	6321-00-71	6+00 to 55+00	STH 73 Temp Pvmt	1,006	1,006	558	698	308	308	0	Includes sidreoads
	6321-00-71	158+48 to 159+00	4th Ct	38	38	31	39	0	0	0	
	1160-00-79	49+53 to 53+00	Ramp B	487	487	3	4	484	484	0	
	1160-00-79	53+62 to 54+00	Ramp C	130	130	0	0	130	130	0	
Division 2 Subtotal				4,166	4,166	809	1,011	3,155	3,155	0	
3	6321-00-71	6+35 to 25+00	STH 73	1,918	1,918	33	42	1,876	1,876	0	
	1160-00-79	25+00 to 35+26	STH 73	1,259	1,259	2	3	1,256	1,256	0	
	6321-00-71	35+26 to 50+80	STH 73	1,436	1,436	141	176	1,260	1,260	0	
	1160-00-79	54+00 to 55+36	Ramp A	228	228	43	54	174	174	0	
	1160-00-79	56+50 to 68+50	Ramp D	2,072	2,072	81	101	1,971	1,971	0	
Division 3 Subtotal				6,912	6,912	300	375	6,537	6,537	0	
4	6321-00-71	63+50 to 65+70	5th Ave	0	0	0	0	0	0	0	
Division 4 Subtotal				0	0	0	0	0	0	0	
Project Subtotal	1160-00-79			4,612	4,612	130	163	4,449	4,449	0	
Project Subtotal	6321-00-71			7,284	7,284	1,809	2,262	5,022	5,022	221	
Undistributed				0	0	0	0	0	0	0	
Grand Total				11,896	11,896	1,939	2,424	9,472	9,472	221	
Total Common Exc					11,896						

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) Available Material = Cut - Salvaged/Unusuable Pavement Material
4) Expanded Fill. Factor = 1.25
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

5) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

3

STATION	OFF	STATION	OFF	U/S INV.	D/S INV.	SLOPE	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	521.3130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	521.3136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.2319 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF
10SB+02	44' RT	10SB+41	45' RT	1094.30	1094.28	0.05%	39						
17NB+76	45' LT	17NB+76	58' LT	1090.72	1090.68	0.33%						12	
17SB+76	44' RT	17SB+49	61' RT	1090.31	1090.21	0.33%						31	
17SB+53	77' RT	18SB+05	77' RT	1089.85	1089.59	0.52%			52				
18SB+72	75' RT	19SB+26	72' RT	1090.46	1090.19	0.52%			54				
157+87	53' RT	158+06	75' RT	1090.40	1090.32	0.30%		27					
40NB+81	68' LT	40SB+68	74' LT	1097.22	1097.15	0.64%				11			
40NB+69	56' LT	40NB+64	63' LT	1097.25	1097.20	0.69%					8		
41SB+74	53' RT	41SB+92	76' RT	1098.59	1098.39	0.69%					29		
63+52	38' LT	63+53	54' LT	1099.24	1099.21	0.20%		16					
63+49	34' RT	63+49	56' RT	1099.07	1099.03	0.20%		22					
51SB+51	37' LT	51SB+50	48' LT	1101.11	1101.07	0.40%							9
						PROJECT 6321-00-71	39	65	106	11	37	43	9
25+00	-	35+26											
						PROJECT 1160-00-79	0	0	0	0	0	0	0
						ITEM TOTAL	39	65	106	11	37	43	9

STATION	OFF	STATION	OFF	U/S INV.	D/S INV.	SLOPE	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	REMARKS
10SB+02	36' RT	10SB+41	38' RT	1095.17	1095.00			39		2		
49SB+50	47' RT	49SB+77	46' RT	1101.70	1101.62				27		2	
49SB+94	46' RT	50SB+47	43' RT	1101.87	1101.71				52		2	
10SB+02	44' RT	10SB+41	45' RT	1094.30	1094.28		2					
						PROJECT 6321-00-71	2	39	79	2	4	
34SB+27	53' RT				1096.18					1		
						PROJECT 1160-00-79	0	0	0	1	0	
						ITEM TOTAL	2	39	79	3	4	

STATION	TO	STATION	OFF	RIM	U/S INV.	D/S INV.	LOCATION	601.0413 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	606.0200 RIPRAP MEDIUM CY	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	611.0530 MANHOLE COVERS TYPE J EACH	611.0615 INLET COVERS TYPE F EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH
8+25	-	25+00						1,924			1,410	9					
35+26	-	50+80						2,058	525		2,715	21					
		36SB+94	25'RT	1102.04	1097.41										1		1
		17SB+76	44'RT	1095.31	1090.31	1090.31								1		1	
		157+87	53'RT	1094.62	1090.40	1090.40								1		1	
		40NB+81	68'LT	1102.44	1097.22	1097.22								1		1	
							PROJECT 6321-00-71	3,982	525	0	4,125	30	0	3	1	3	1
25+00	-	35+26						1,871	521	288	1,198	15					
55+00	-	68+50					RAMP D	148	115		729						
		52B+61	20'RT	1099.22	1095.40	1095.40									1		1
		34SB+25	36'RT	1096.55	1096.55	1096.18							14		1		1
							PROJECT 1160-00-79	2,019	636	288	1,927	15	14	0	2	0	2
							ITEM TOTAL	6001	1161	288	6052	45	14	3	3	3	3

STATION	TO	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
8+25	-	25+00		206	CONRETE MEDIAN SLOPED NOSE TYPE 1
35+26	-	50+80		209	CONRETE MEDIAN SLOPED NOSE TYPE 1
			PROJECT 6321-00-71	415	
25+00	-	35+26		275	CONRETE MEDIAN SLOPED NOSE TYPE 1
55+00	-	68+50	RAMP D		
			PROJECT 1160-00-79	275	
			ITEM TOTAL	690	

STATION	TO	STATION	LOCATION	624.0100 WATER MGAL
8+25	-	25+00		128.0
35+26	-	50+80		102.0
	-		PROJECT 6321-00-71	230.0
	-			
25+00	-	35+26		78.0
55+00	-	68+50		60.0
	-			
	-			
			PROJECT 1160-00-79	138.0
			PROJECT TOTAL	368

3

STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATION S EROSION CONTROL EACH	628.1910 MOBILIZATION S EMERGENCY EROSION CONTROL EACH	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	REMARKS
8+25	-	25+00		8,897	8,897	5	300	30	1	1	3,603			50	5	2	SEPARATE TRACKING PAD FOR STAGE 2, 3.
35+26	-	50+80		9,343	9,343	5	300	30	1	1	4,475	1	1	30	8		
						5	250	25									UNDISTRIBUTED
			PROJECT 6321-00-71	18,240	18,240	15	850	85	2	2	8,078	1	1	80	13	2	
25+00	-	35+26		3,156	3,156	10	400	40	1	1	91	2	2	10	4	2	SEPARATE TRACKING PAD FOR STAGE 2, 3.
55+00	-	68+50		4,906	4,906												
			PROJECT 1160-00-79	8,062	8,062	10	400	40	1	1	91	2	2	10	4	2	
			ITEM TOTAL	26302	26302	25	1250	125	3	3	8169	3	3	90	17	4	

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STATION	TO	STATION	LOCATION	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0500 SEED WATER MGAL	REMARKS
8+25	-	25+00		5.7	156	195	4 WEEKS SEED WATERING
35+26	-	50+80		6.1	165	206	
			PROJECT 6321-00-71	11.8	321	401	
25+00	-	35+26		2.1	55	69	
55+00	-	68+50	RAMP D	3.1	88	110	
			PROJECT 1160-00-79	5.2	143	179	
			ITEM TOTAL	17	464	580	

STATION	TO	STATION	LOCATION	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0622 POSTS WOOD 4X6-INCH X 22-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
8+25	-	25+00		1	2	6	70	34
35+26	-	50+80		2	2	12	66	26
158+48	-	159+64	4TH COURT				7	5
63+50	-	65+70	5TH AVE				40	19
			PROJECT 6321-00-71	3	4	18	183	84
25+00	-	35+26			1		44	23
55D+00	-	68D+50	RAMP D				13	6
			PROJECT 1160-00-79	0	1	0	57	29
			ITEM TOTAL	3	5	18	240	113

STATION	TO	STATION	LOCATION	642.5201 FIELD OFFICE TYPE C EACH
8+25	-	25+00		0.65
35+26	-	50+80		
	-		PROJECT 6321-00-71	0.65
	-			
25+00	-	35+26		0.35
55+00	-	68+50		
	-			
	-			
			PROJECT 1160-00-79	0.35
			PROJECT TOTAL	1

3

STATION	TO	STATION	LOCATION	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.5000 TRAFFIC CONTROL EACH	REMARKS
8+25	-	25+00		5,664	553	68	68	3,162	1,135		18		0.65	
35+26	-	50+80		5,089	710	70	70	1,420	1,215		18			
						21	21							UNDISTRIBUTED
														Stage 1 - 18 Calendar Days
			PROJECT 6321-00-71	10,753	1,263	159	159	4,582	2,350	0	36	0	0.65	Stage 2 - 46 Calendar Days
														Stage 3 - 37 Calendar Days
25+00	-	35+26		650	1,490	18	18	2,396	930	24		132	0.35	Stage 4 - 16 Calendar Days
				597	67	3	3	22						UNDISTRIBUTED
									4,520					DETOUR
			PROJECT 1160-00-79	1,247	1,557	21	21	2,418	5,450	24	0	132	0.35	COVERING SIGNS IS FOR 1 CYCLE
			ITEM TOTAL	12000	2820	180	180	7000	7800	24	36	132	1	

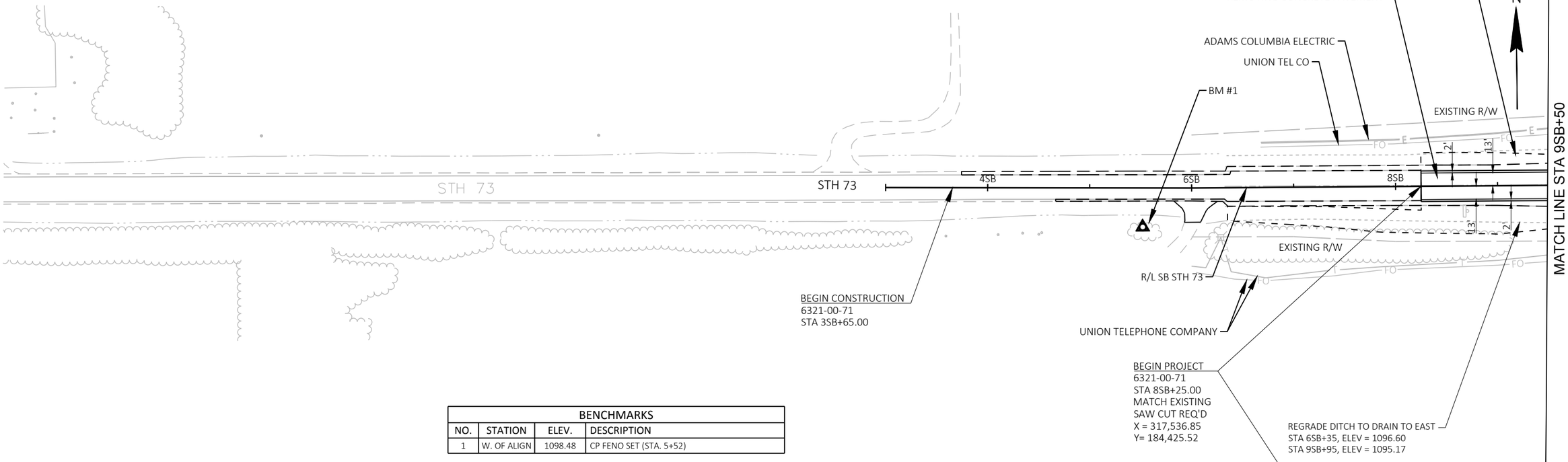
3

STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH LF	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
3+65	-	25+00		4,051	3,662	319	3			57	96	3
35+26	-	56+57		4,066	3,834	818	7	2		42	79	3
			PROJECT 6321-00-71	8,117	7,496	1,137	10	2	0	99	175	6
25+00	-	35+26		2,212	2,037	552	5	2	45		231	6
55+00	-	68+50	RAMP D	1,280	1,276	173			49			2
	-											
			PROJECT 1160-00-79	3,492	3,313	725	5	2	94	0	231	8
			ITEM TOTAL	11609	10809	1862	15	4	94	99	406	14

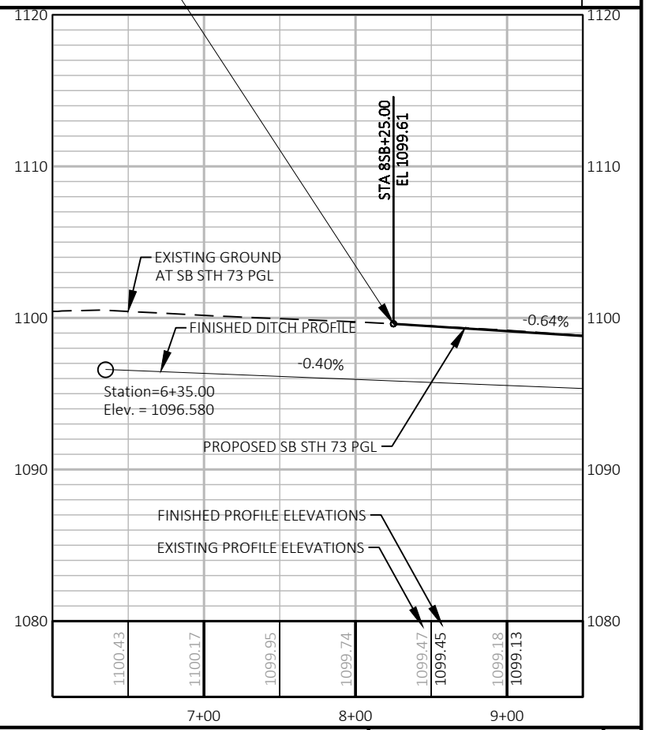
STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF
8+25	-	25+00		90
35+26	-	50+80		206
			PROJECT 6321-00-71	296
	-			
25+00	-	35+26		81
55+00	-	68+50		23
	-			
	-			
			PROJECT 1160-00-79	104
			PROJECT TOTAL	400

STATION	TO	STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
8+25	-	25+00		4,092	317	14,475	100
35+26	-	50+80		4,100	290	15,550	
	-						
			PROJECT 6321-00-71	8,192	607	30,025	100
25+00	-	35+26		1,833	334	6,135	100
	-						
			PROJECT 1160-00-79	1,833	334	6,135	100
			ITEM TOTAL	10,025	941	36,160	200

STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF
8+25	-	25+00				1	1,625
35+26	-	50+80		1	288	5	1,504
			PROJECT 6321-00-71	1	288	6	3,129
25+00	-	35+26		2			1,626
55+00	-	68+50	RAMP D				1,300
			PROJECT 1160-00-79	2	0	0	2,926
			ITEM TOTAL	3	288	6	6055



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1	W. OF ALIGN	1098.48	CP FENO SET (STA. 5+52)



PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: STH 73	SHEET 82	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050100

PLOT DATE : 6/5/2020 12:02 PM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 9SB+50

MATCH LINE STA 24SB+00

N

ADAMS COLUMBIA ELECTRIC

REMOVING CONCRETE PAVEMENT

CONCRETE MEDIAN
SLOPED NOSE TYPE 1

CONCRETE CURB & GUTTER
6-INCH SLOPED 30-INCH TYPE G

R/L NB STH 73

EXISTING R/W

20:1 TAPER

STH 73

R/L SB STH 73

CULVERT PIPE REINFORCED
CONCRETE CLASS III 18-INCH
APRON ENDWALLS FOR CULVERT PIPE
REINFORCED CONCRETE 18-INCH
U/S = 1095.17
D/S = 1095.00

SLOPE INTERCEPT

REGRADE DITCH TO DRAIN TO EAST
STA 6SB+35, ELEV = 1096.60
STA 9SB+95, ELEV = 1095.17

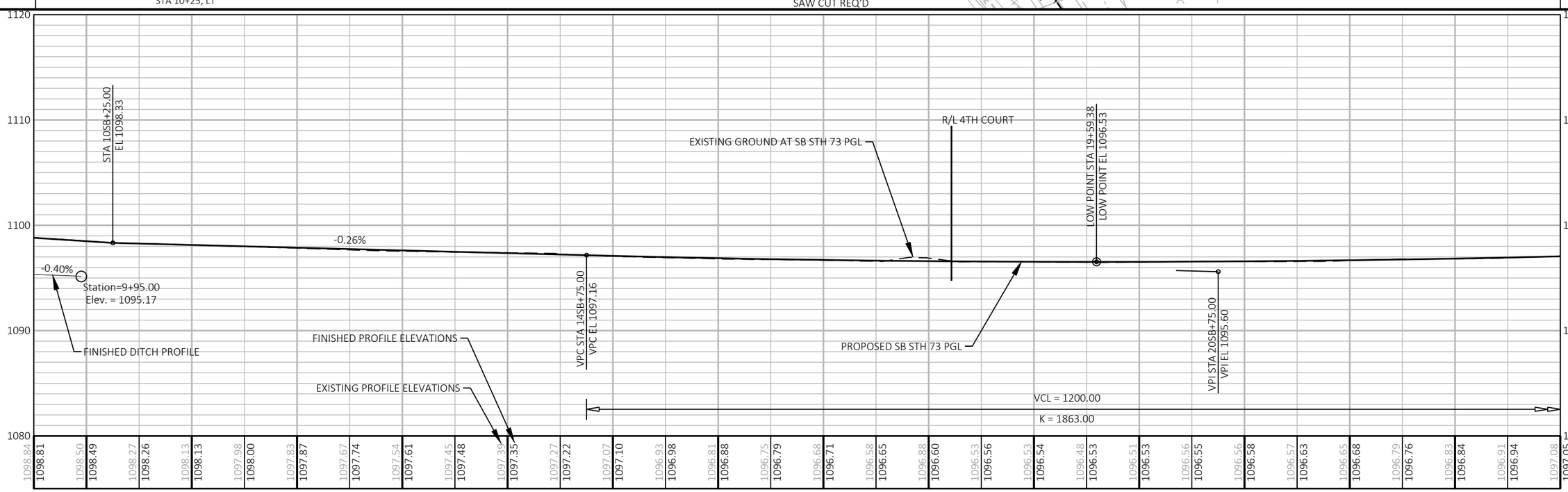
REMOVING SMALL PIPE CULVERTS
18" CONCRETE PIPE - 39'
STA 10+25, LT

UNION TELEPHONE COMPANY

BEGIN CONSTRUCTION
STA 158+48
MATCH EXISTING
SAW CUT REQ'D

4TH COURT

R/L 4TH COURT



PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: STH 73	SHEET 83	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101

PLOT DATE : 6/5/2020 12:02 PM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 24SB+00

MATCH LINE STA 39SB+00

ASPHALTIC FLUME REQ'D

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

EXISTING R/W

CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G REVERSE SLOPE GUTTER

RAMP D

R/L RAMP D

SEE SDD AT-GRADE SIDE ROAD INTERSECTION, TYPE A1 AND A2 FOR ISLAND DETAILS.

CONCRETE MEDIAN SLOPED NOSE TYPE 1

R/L NB STH 73

R/L I-39 SB

R/L I-39 NB

BM #6

I 39 SB / US 51

I 39 NB / US 51

RAMP A

R/L RAMP A

END CONSTRUCTION STA 55A+36.47 MATCH EXISTING SAW CUT REQ'D

REMOVING INLETS STA. 33+74, 34+25, 36+94
REMOVING STORM SEWER (18-INCH), 34+25

ALLIANT ENERGY

ASPHALTIC FLUME REQ'D

CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

SEE SDD AT-GRADE SIDE ROAD INTERSECTION, TYPE A1 AND A2 FOR ISLAND DETAILS.

CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G

26NB 26SB 28NB 28SB 30NB 30SB 32NB 32SB 34NB 34SB 36NB 36SB 38NB 38SB

STH 73

SLOPE INTERCEPT

REMOVING CONCRETE PAVEMENT

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

R/L NB STH 73

CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G REVERSE SLOPE GUTTER

BM #5

REGRADE DITCH FOR POSITIVE DRAINAGE

ASPHALTIC FLUME REQ'D

MATCH EXISTING SAW CUT REQ'D

EXISTING R/W

ASPHALTIC FLUME REQ'D

CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G

BEGIN PROJECT 1160-00-79 STA 25SB+00.00 END CONSTRUCTION 6321-00-71

BEGIN CONSTRUCTION STA 53C+61 MATCH EXISTING SAW CUT REQ'D

EXISTING R/W

RAMP C

R/L RAMP C

WE ENERGIES

R/L RAMP B

RAMP B

INLETS 4-FT DIAMETER INLET COVERS TYPE F STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH U/S = 1096.55, D/S = 1096.18

EXISTING R/W

INLETS 4-FT DIAMETER INLET COVERS TYPE F CONNECT TO EXISTING CULVERT

END PROJECT 1160-00-79 STA 35SB+26.00 BEGIN CONSTRUCTION 6321-00-71

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

INLETS 4-FT DIAMETER INLET COVERS TYPE F CONNECT TO EXISTING 24" CULVERT U/S = 1097.41

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5	31SB+79 RT	1122.79	CP DISK B-69-22-84
6	30SB+35 LT	1123.96	CP DISK B-69-29-84

VCL = 1200.00
K = 1863.00

VCL = 330.00
K = 1585.82

K = 654.40
VCL = 320.00

R/L RAMP C R/L RAMP D

R/L RAMP A R/L RAMP B

EXISTING GROUND AT SB STH 73 PGL

PROPOSED SB STH 73 PGL

0.38%

0.59%

VPT STA 26SB+75.00
VPT EL 1097.90

VPC STA 31SB+85.00
VPC EL 1099.86

VPI STA 33SB+50.00
VPI EL 1100.50

VPT STA 35SB+15.00
VPT EL 1101.47

VPC STA 38SB+65.00
VPC EL 1103.55

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

1097.08 1097.05 1097.25 1097.18 1097.43 1097.31 1097.52 1097.47 1097.70 1097.63 1097.92 1097.81 1098.04 1098.00 1098.26 1098.19 1098.43 1098.38 1098.66 1098.58 1098.81 1098.77 1099.01 1098.96 1099.27 1099.15 1099.48 1099.34 1099.66 1099.54 1099.78 1099.73 1100.00 1099.92 1100.29 1100.13 1100.41 1100.35 1100.65 1100.58 1100.94 1100.83 1101.17 1101.10 1101.41 1101.39 1101.72 1101.68 1102.12 1101.98 1102.43 1102.27 1102.73 1102.57 1103.03 1102.87 1103.29 1103.16 1103.54 1103.46 1103.69 1103.74

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00

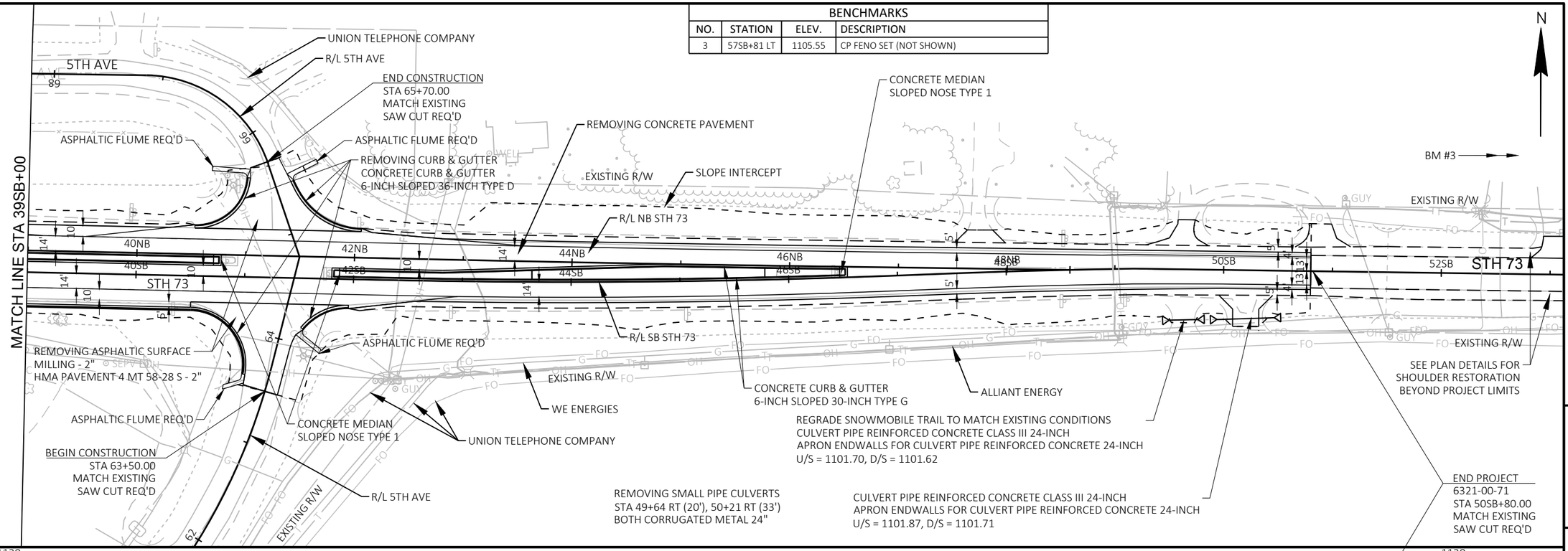
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: STH 73	SHEET 84 E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050102

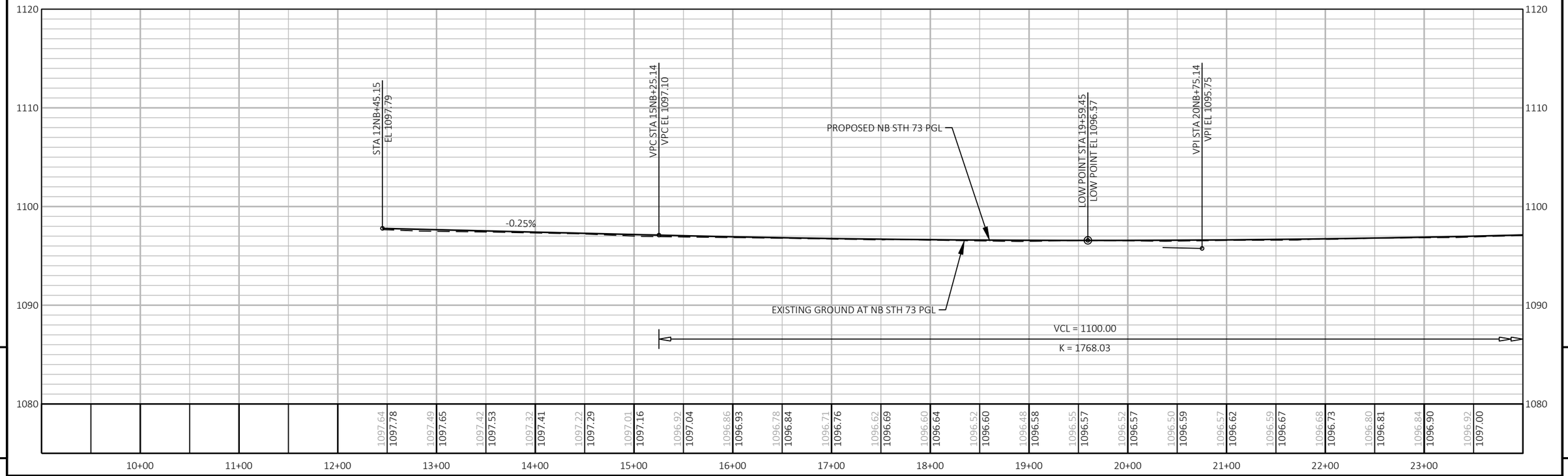
PLOT DATE : 6/5/2020 12:02 PM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

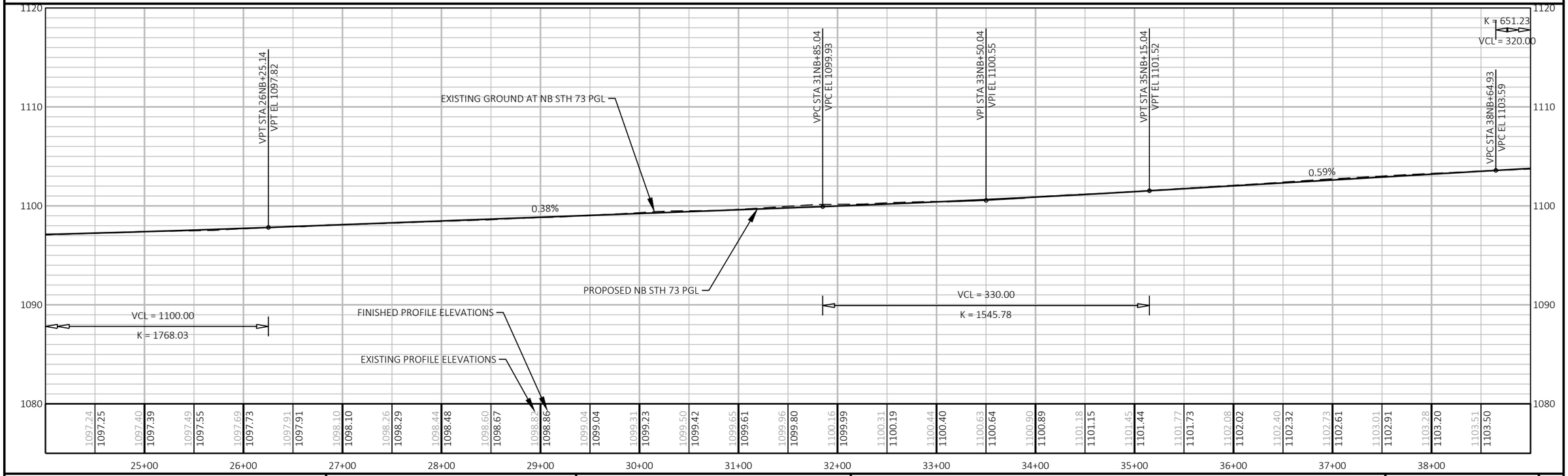
WISDOT/CADDS SHEET 44

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
3	57SB+81 LT	1105.55	CP FENO SET (NOT SHOWN)

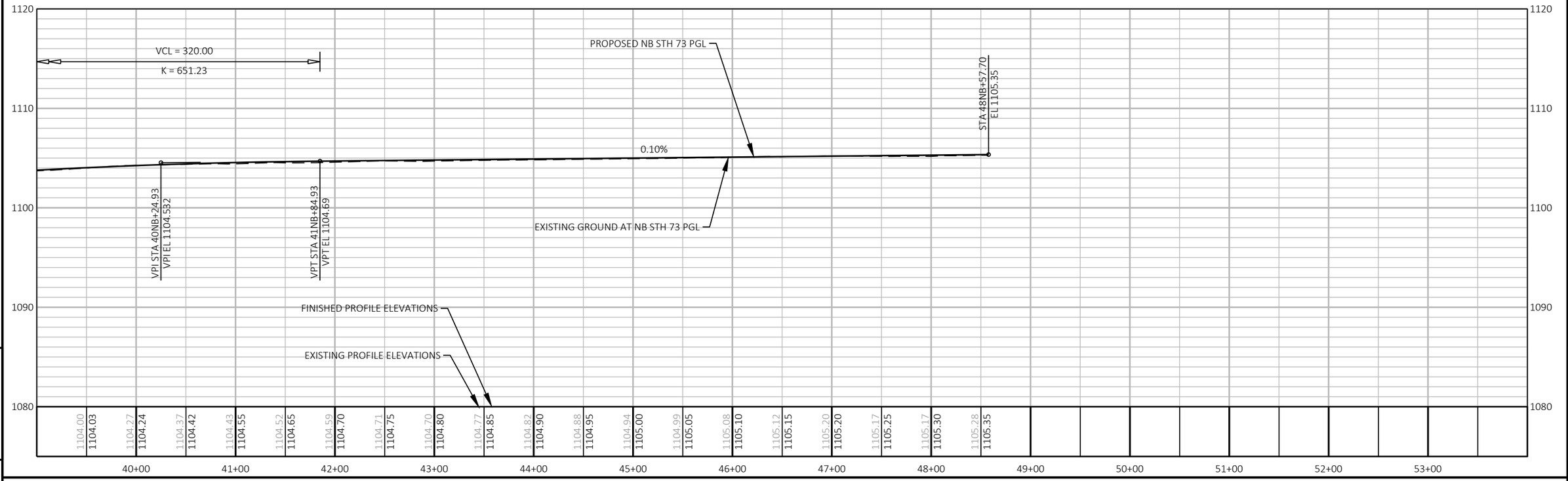


PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: STH 73	SHEET 85	E





PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: STH 73	SHEET 86 E

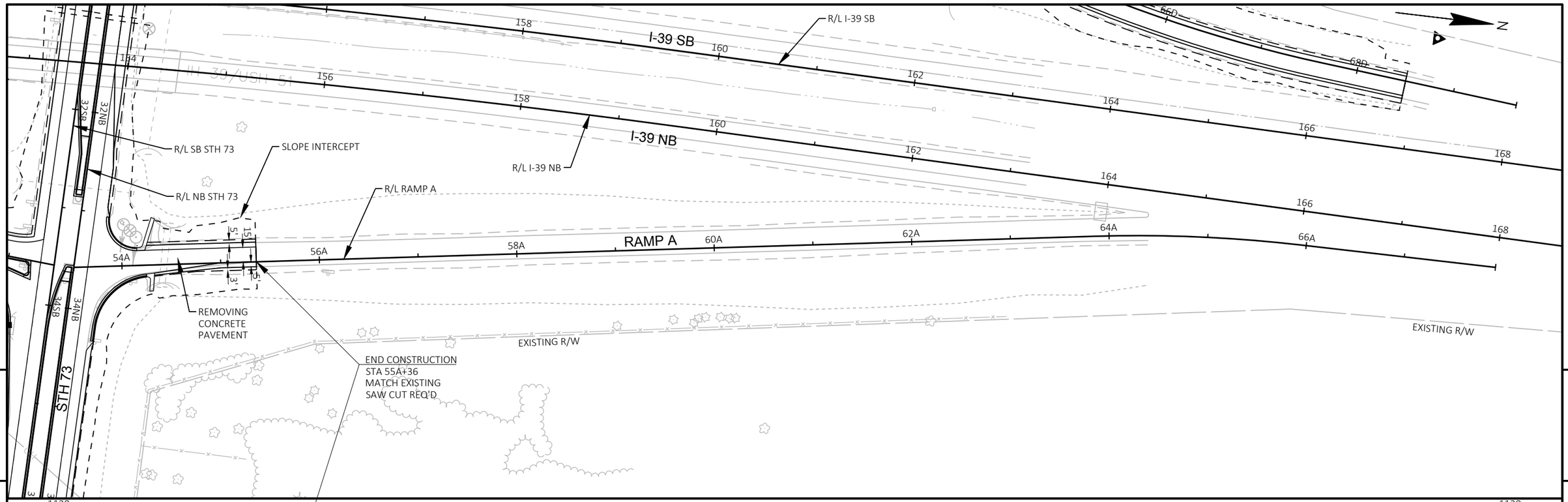


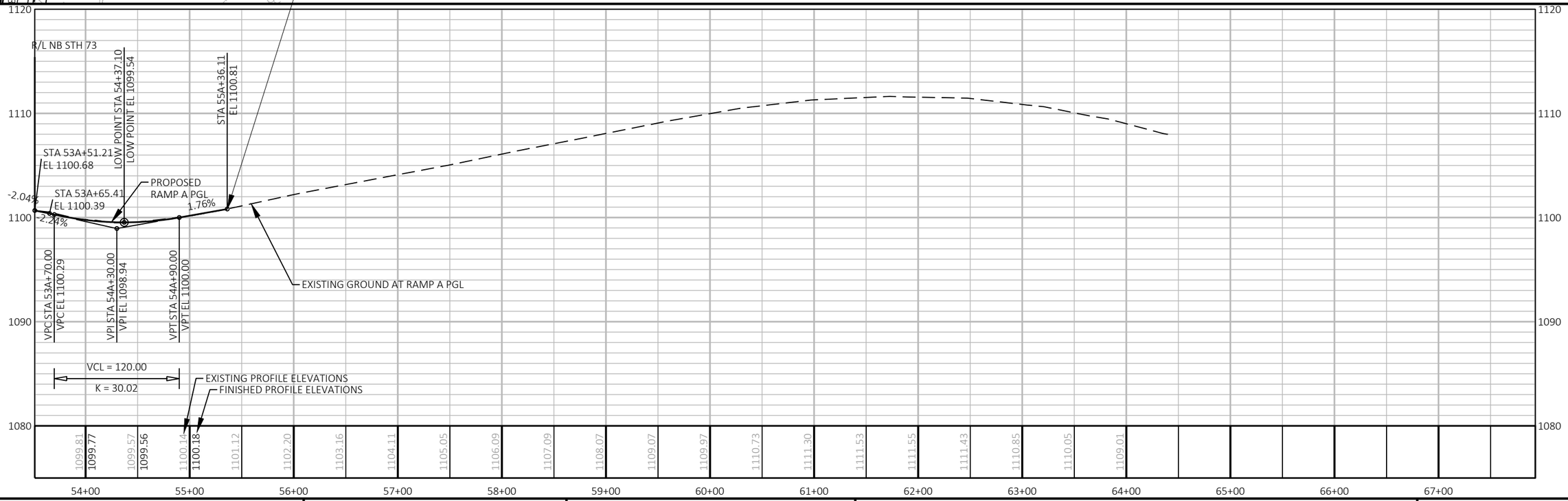
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: STH 73	SHEET 87	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050111

PLOT DATE : 6/5/2020 12:03 PM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 44





PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: RAMP A	SHEET 88 E

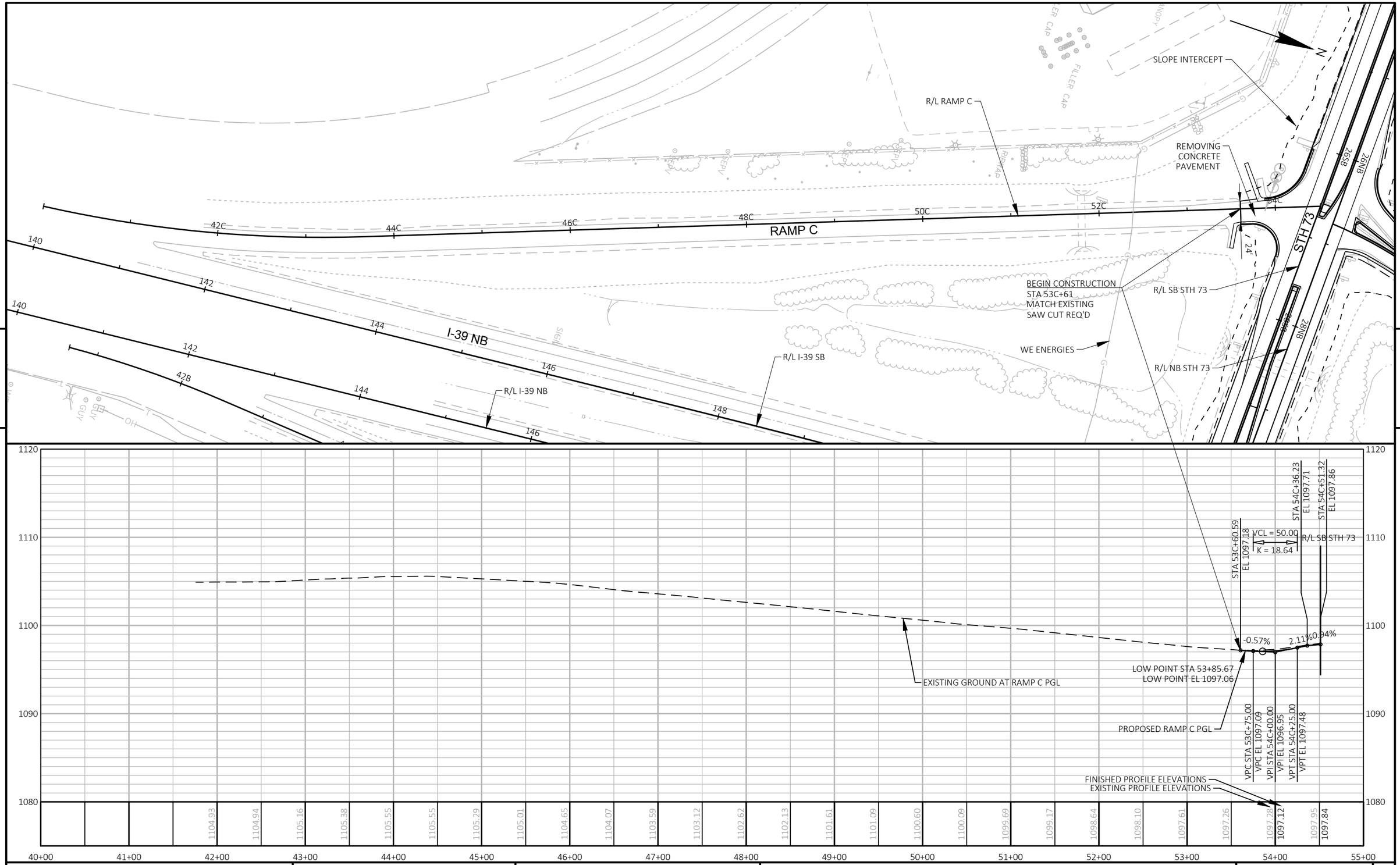
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2	139+95 RT	1102.28	CP FENO SET

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: RAMP B	SHEET 89	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050105

PLOT DATE : 6/8/2020 9:16 AM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



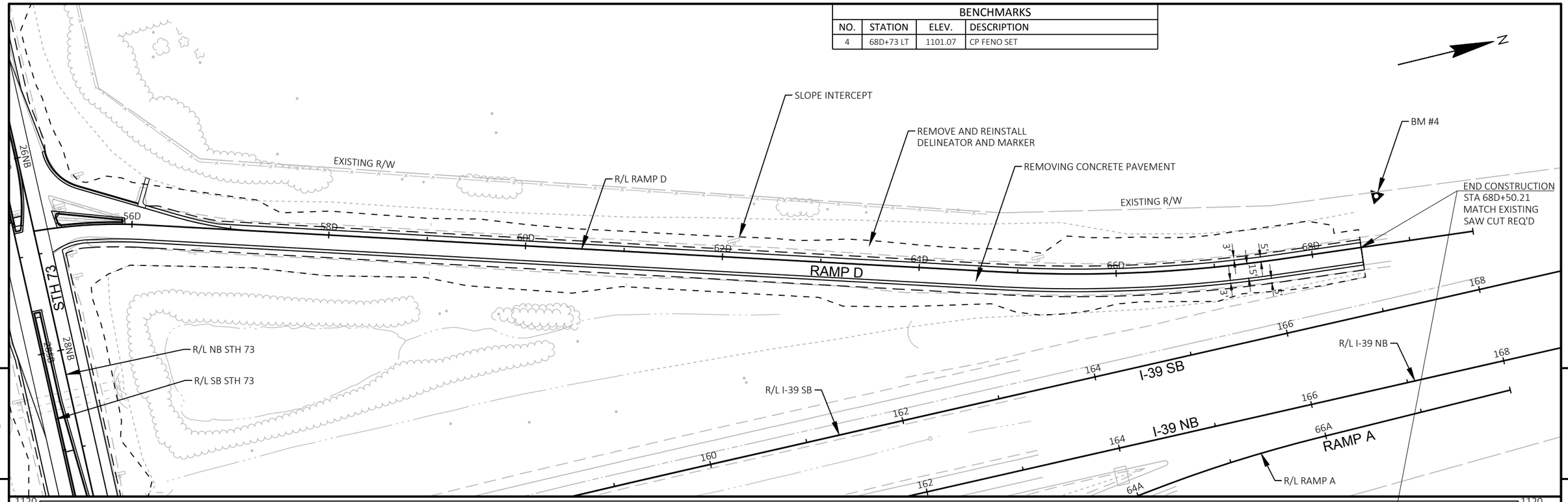
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: RAMP C	SHEET 90 E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050106

PLOT DATE : 6/5/2020 12:03 PM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
4	68D+73 LT	1101.07	CP FENO SET

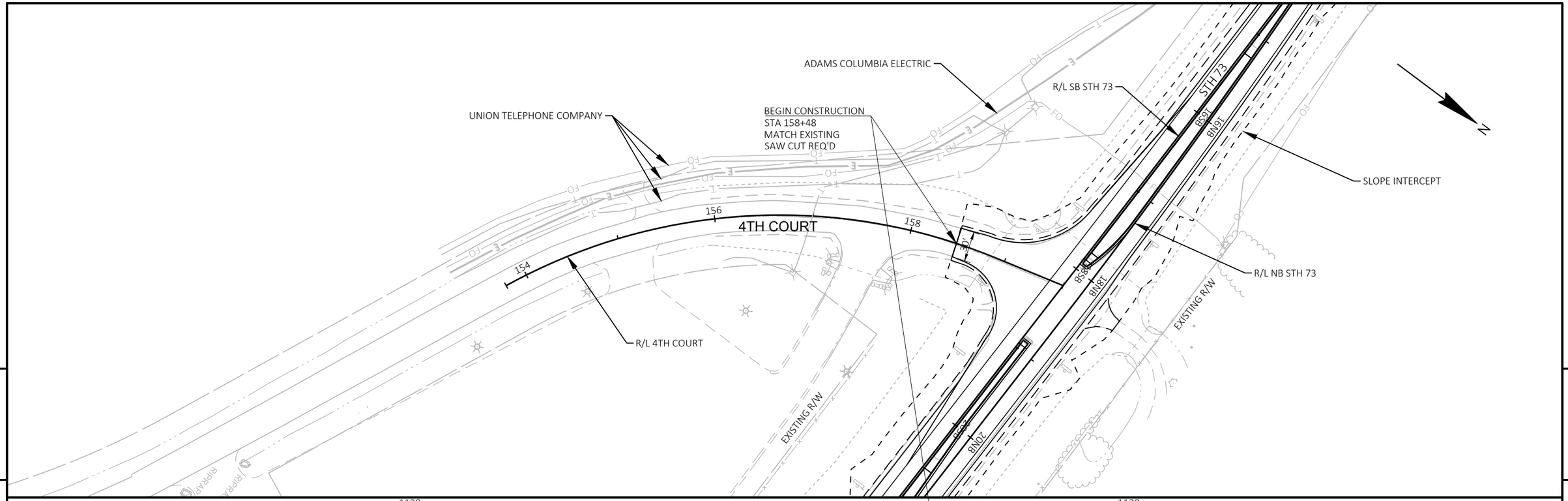


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: RAMP D	SHEET 91	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050107

PLOT DATE : 6/5/2020 12:03 PM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

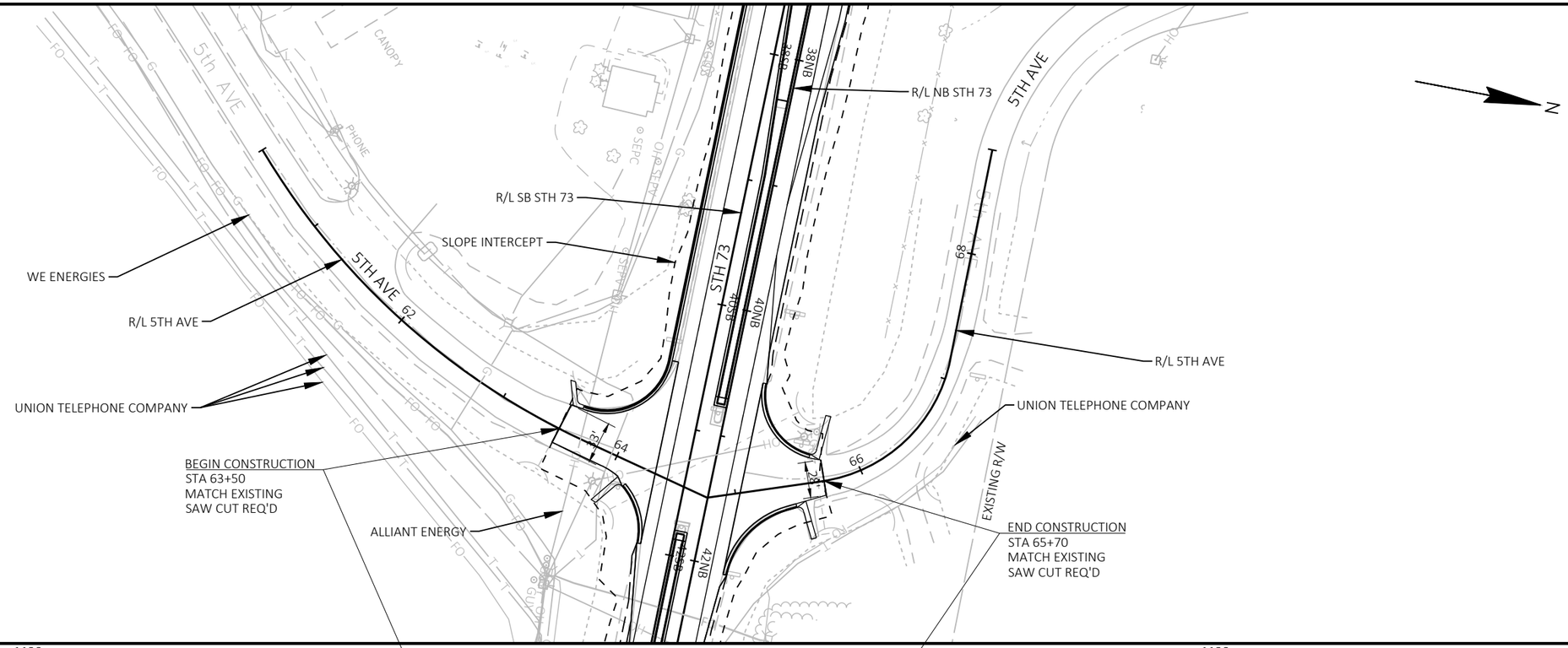


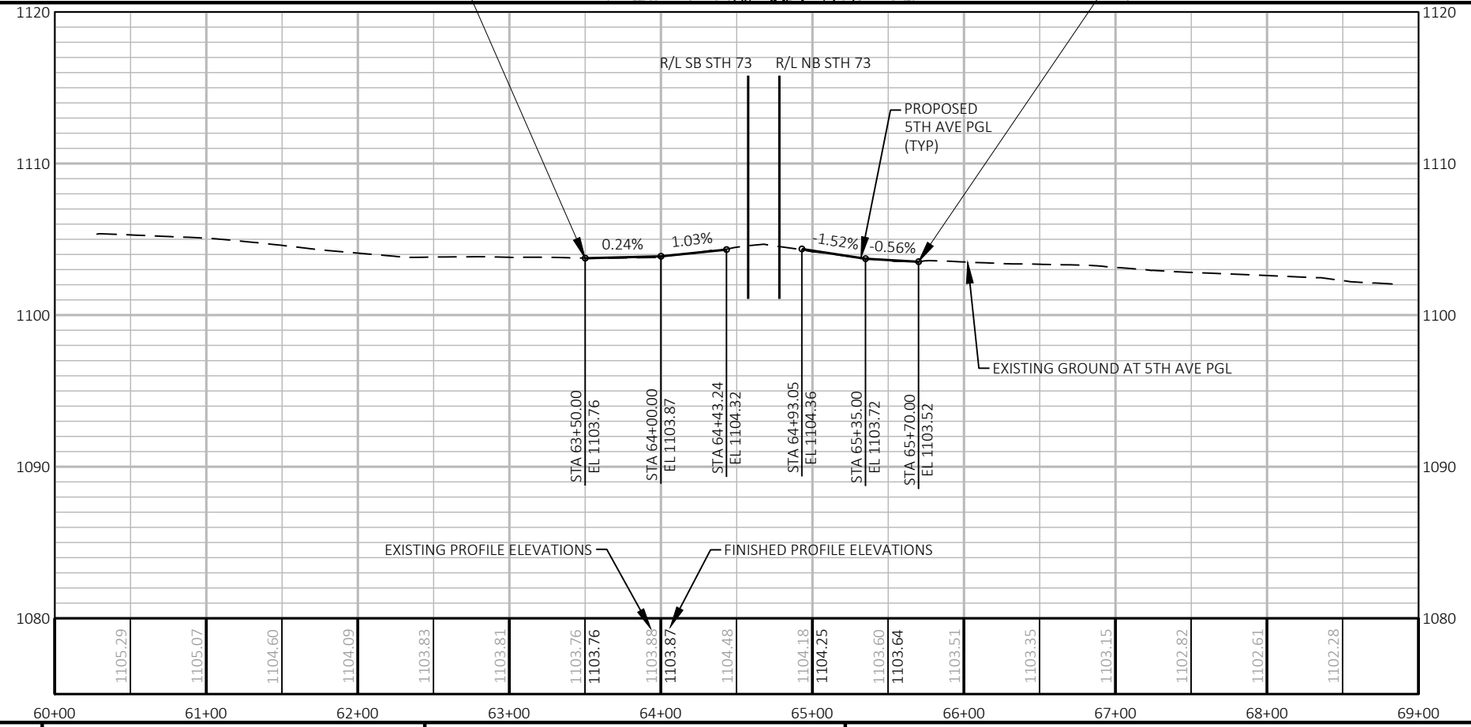
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: 4TH COURT	SHEET 92	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050108

PLOT DATE : 6/5/2020 12:03 PM PLOT BY : JAKE BONDHUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



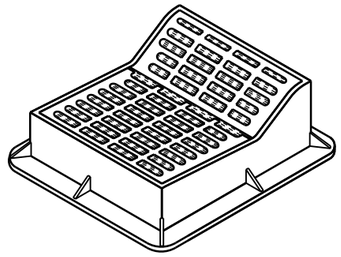


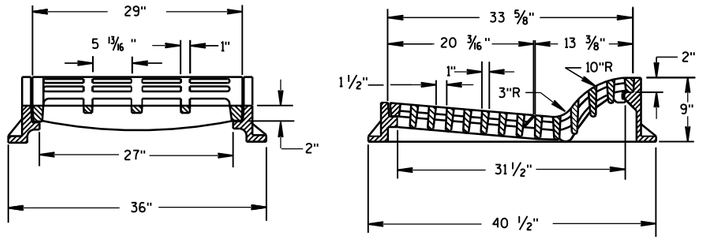
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	PLAN AND PROFILE: 5TH AVENUE	SHEET 93 E

Standard Detail Drawing List

08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
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
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
11B02-02	CONCRETE MEDIAN NOSE
13A03-06	CONCRETE PAVEMENT SHOULDERS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-12A	RURAL DOWELED CONCRETE PAVEMENT
13C11-12B	RURAL DOWELED CONCRETE PAVEMENT
13C16-02A	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C16-02B	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15A04-05A	FLEXIBLE DELINEATOR POST
15A04-05C	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C27-03A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D06-04	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D21-06A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-06B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D40-01	TRAFFIC CONTROL, LANE SHIFT, MULTILANE DIVIDED OR ONE WAY ROAD

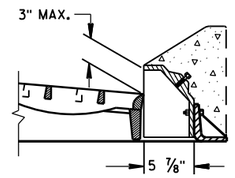
6





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

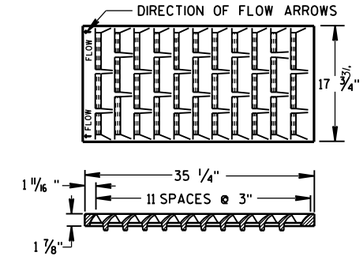
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

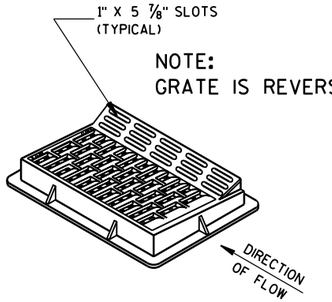
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

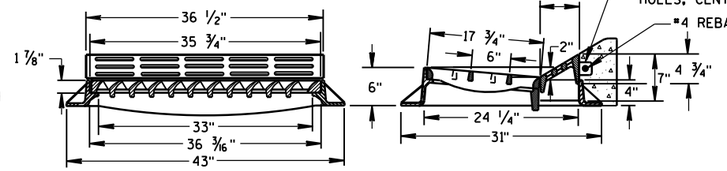
GENERAL NOTES

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

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



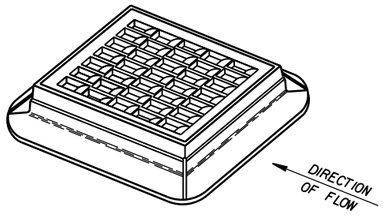


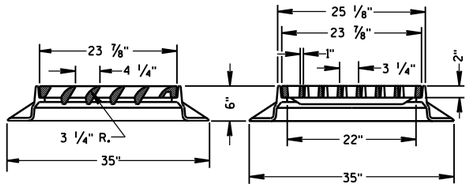


TYPE "HM"

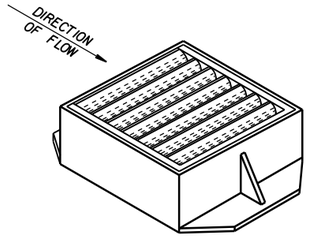
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

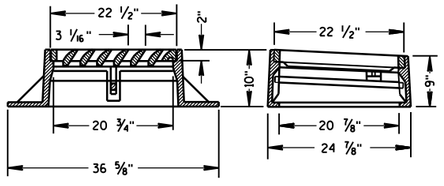
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



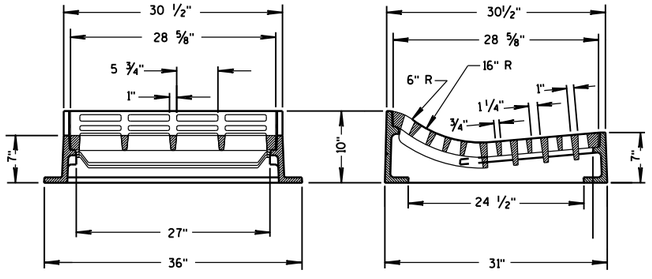


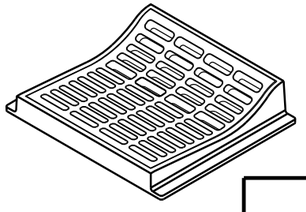
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

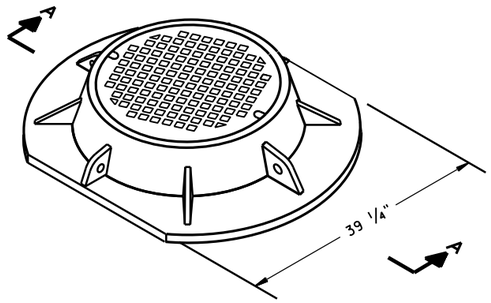
FHWA

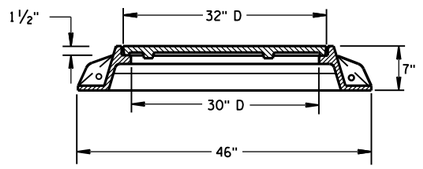
6

S.D.D. 8 A 5-19c

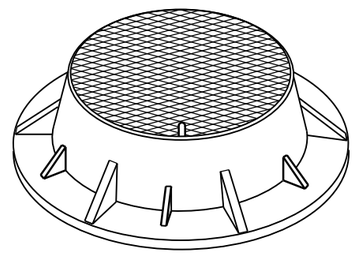
6

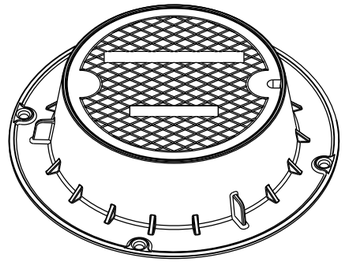
S.D.D. 8 A 5-19c

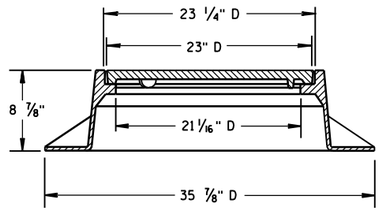


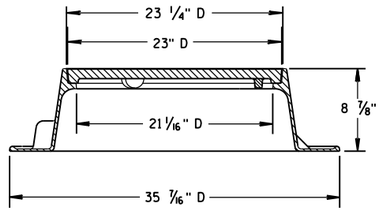


SECTION A-A
TYPE "K"









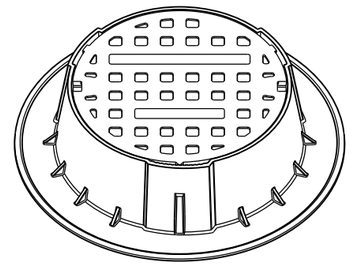
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

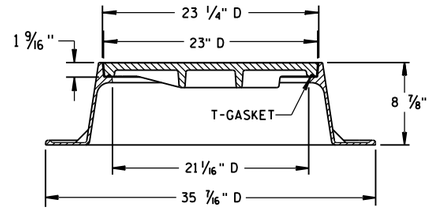
GENERAL NOTES

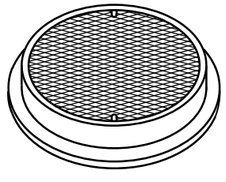
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

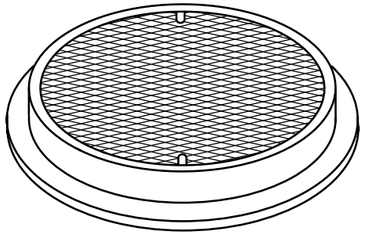
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

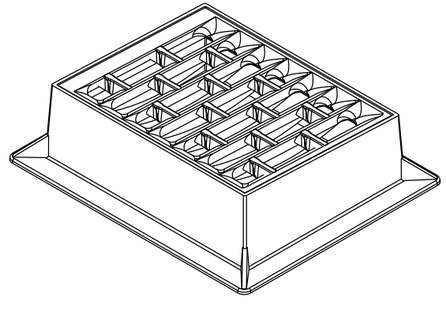
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

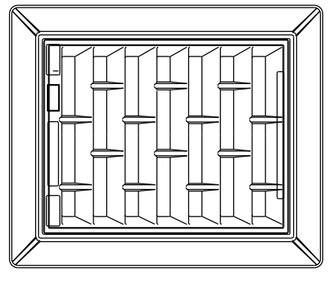


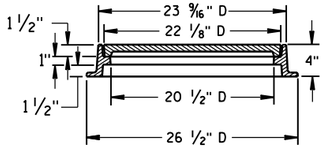




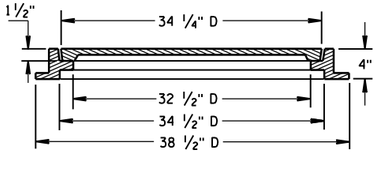




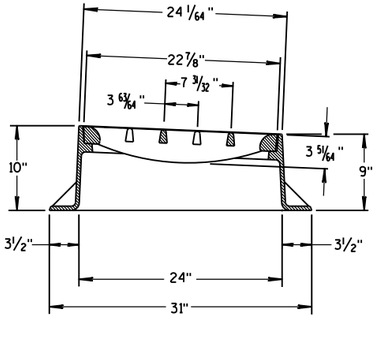


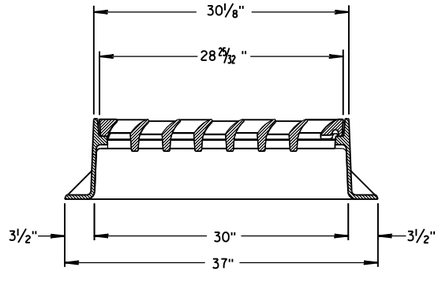


TYPE "L"

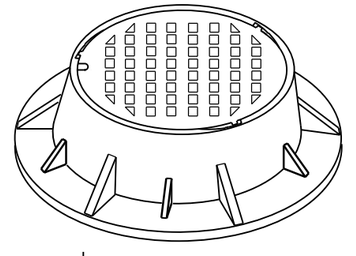


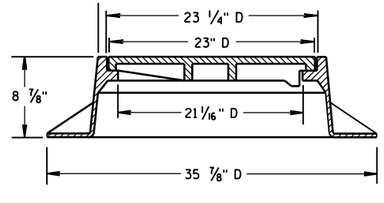
TYPE "M"





INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

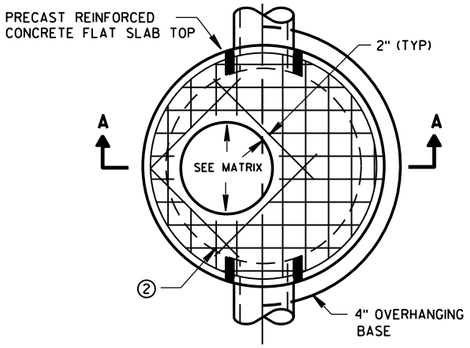
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

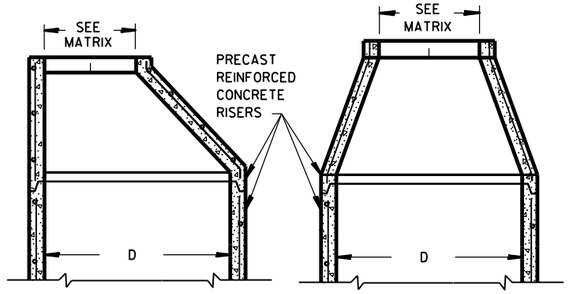
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 8 A 5-19d

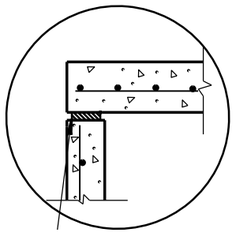


PLAN VIEW CIRCULAR OPENING

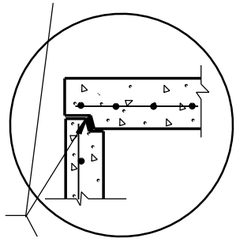


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

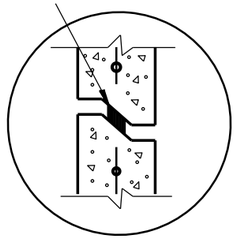


TOP WITH PLAIN END JOINT



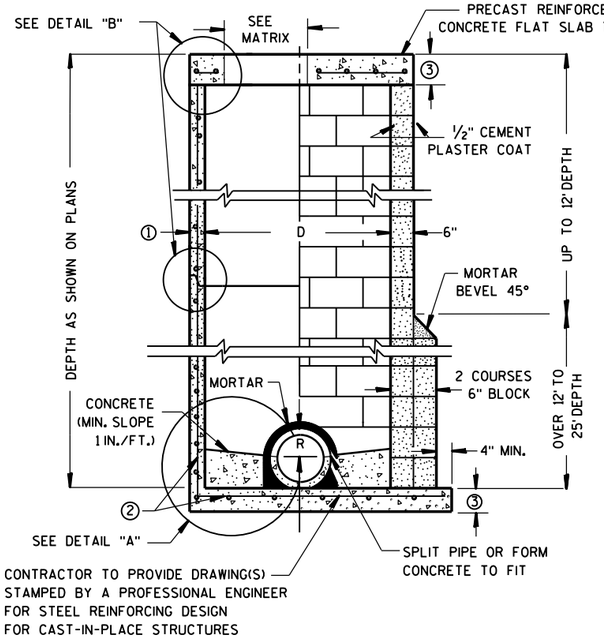
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



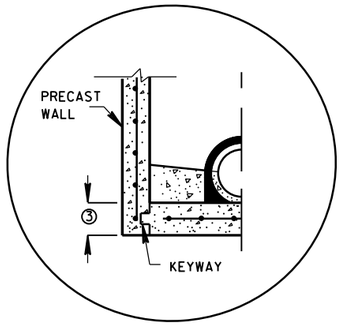
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

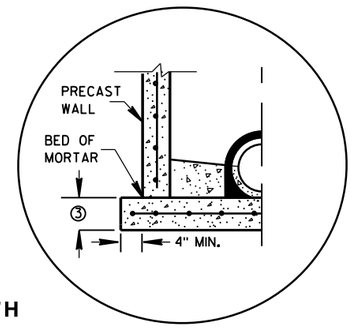


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

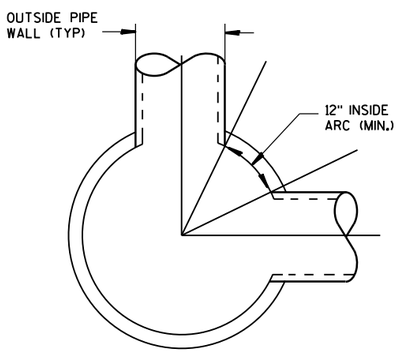


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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.

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

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV 97

FHWA

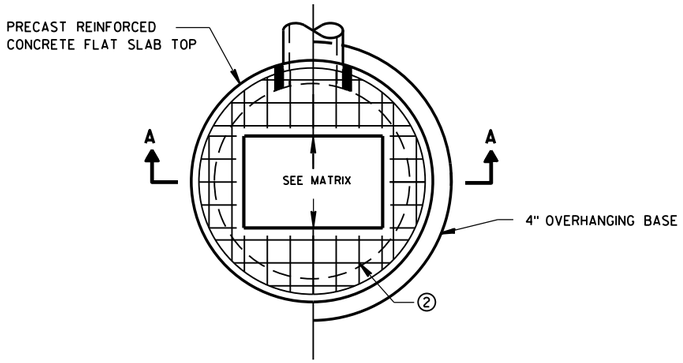
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

6

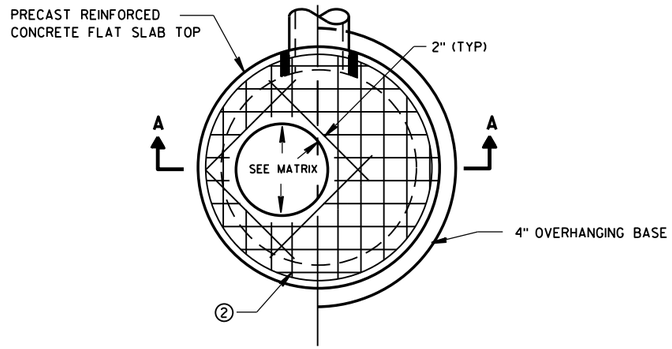
S.D.D. 8 B 9-2

6

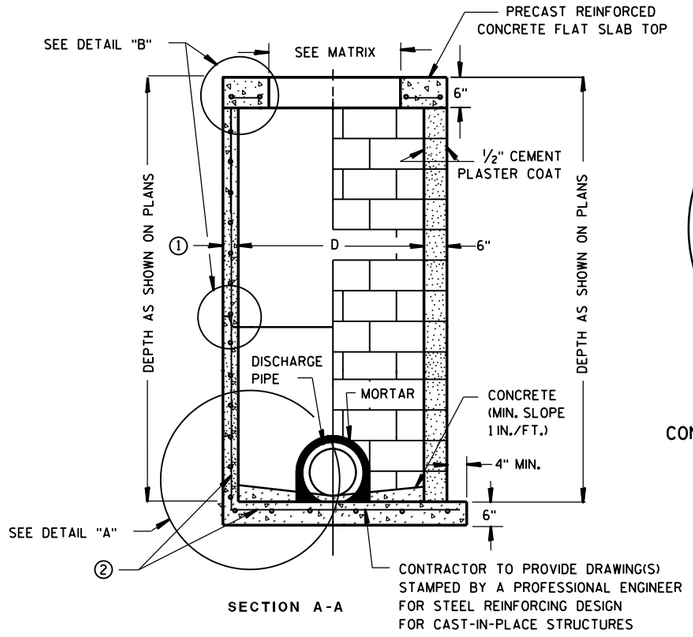
S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

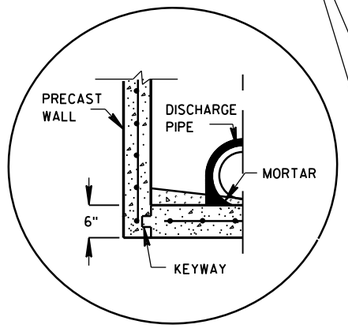


SECTION A-A

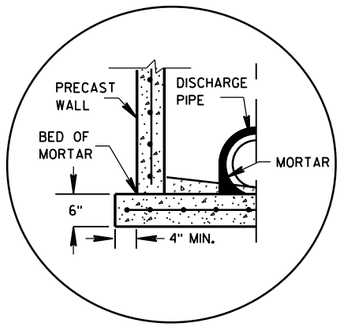
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

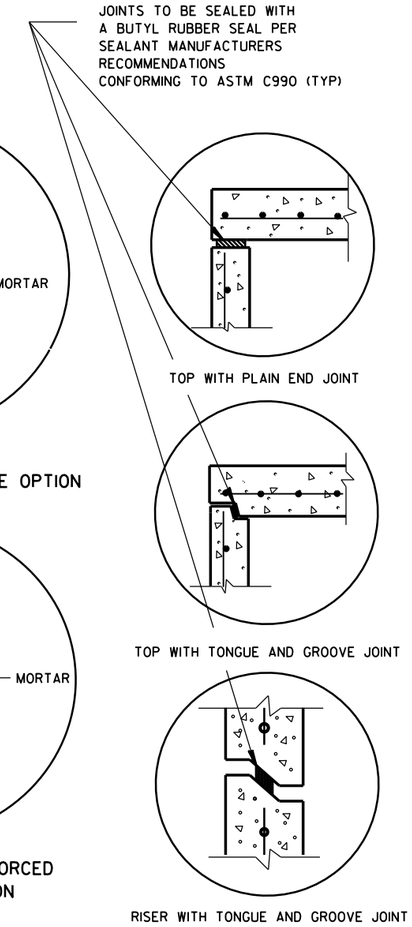


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

GENERAL NOTES

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PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

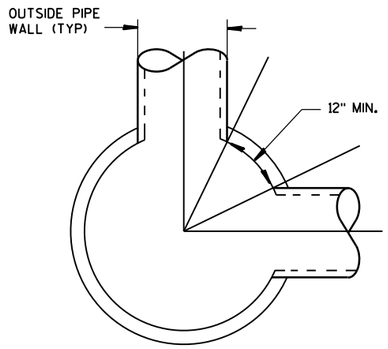
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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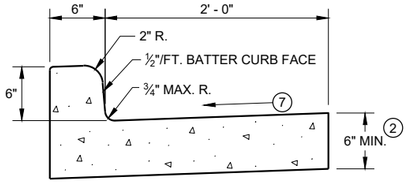
Sept.. 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

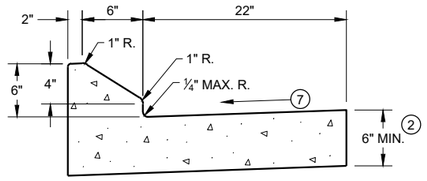
INLETS 3-FT AND 4-FT DIAMETER

6

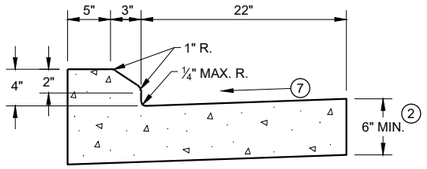
S.D.D. 8 C 6-2



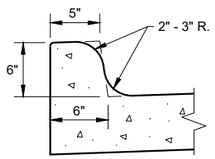
TYPES A[1] & D



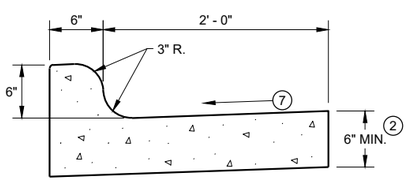
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

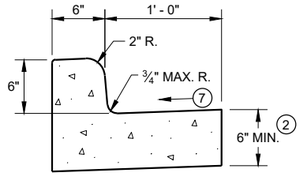


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



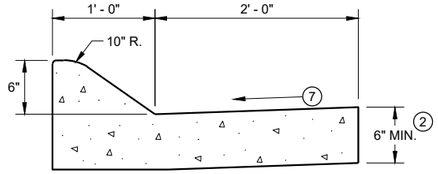
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

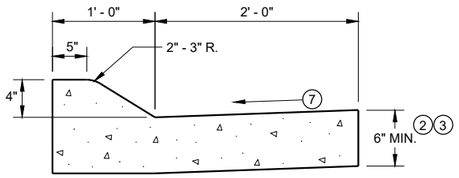


TYPES A[1] & D

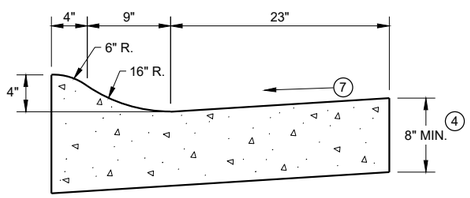
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D



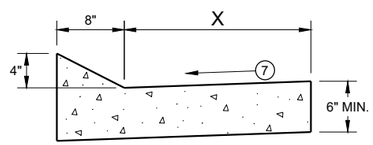
4" SLOPED CURB TYPES A[1] & D



4" SLOPED CURB TYPES R[1] & T[5]

CONCRETE CURB AND GUTTER 36"

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

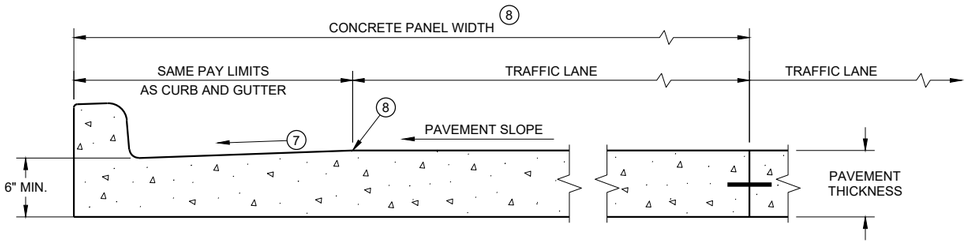


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

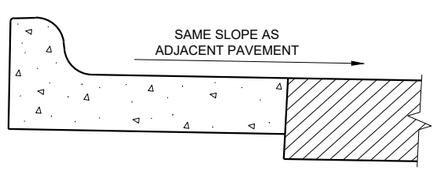
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER[6]
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

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

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

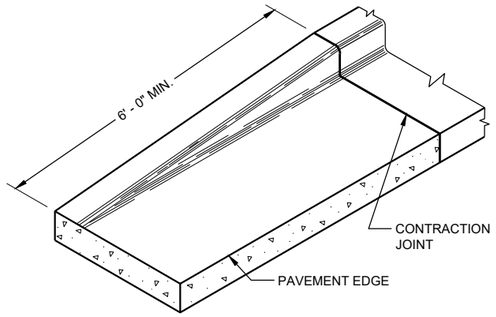
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
5. 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.

CONCRETE CURB AND GUTTER

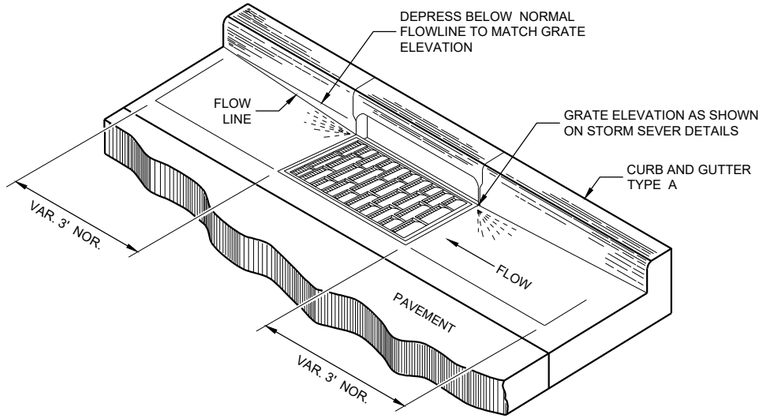
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 21a
SDD 08D01 - 21a



END SECTIONCURB 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.

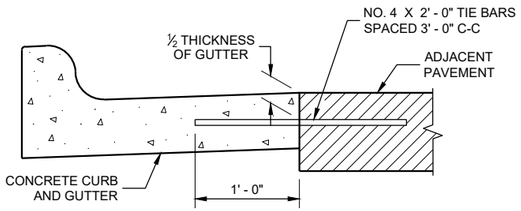
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

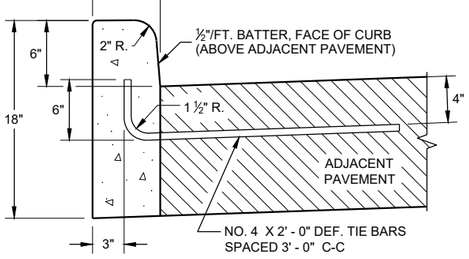
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

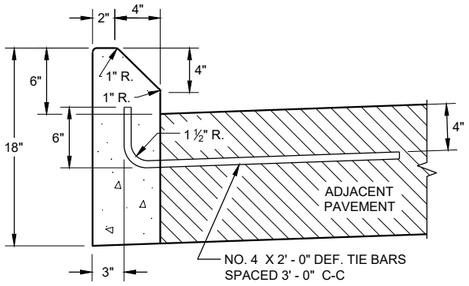
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

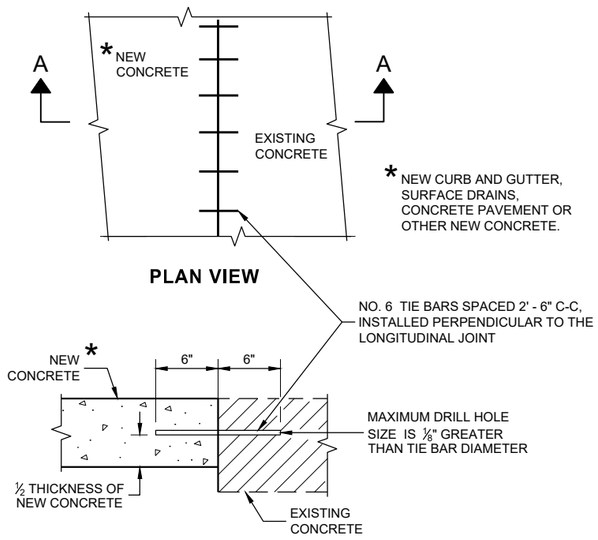


TYPES A (1) & D



TYPES G (1) & J

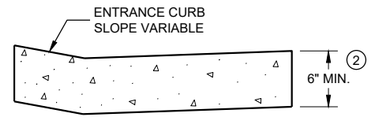
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

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SDD08D01 - 21b

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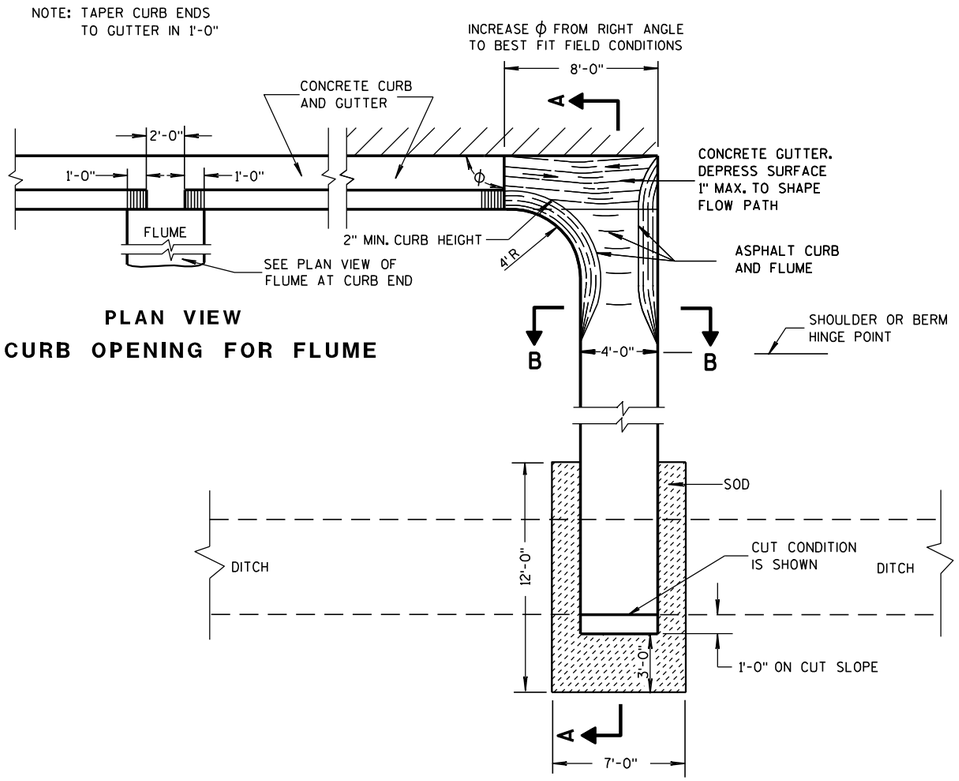
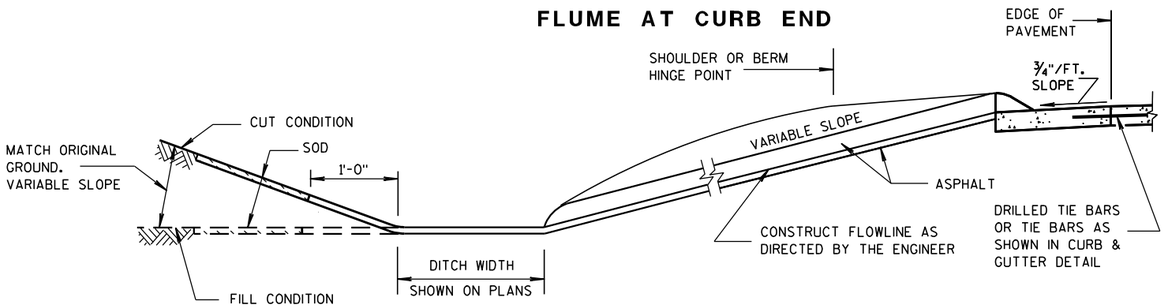
SDD08D01 - 21b

ASPHALTIC FLUME

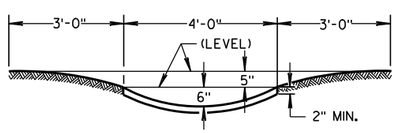


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

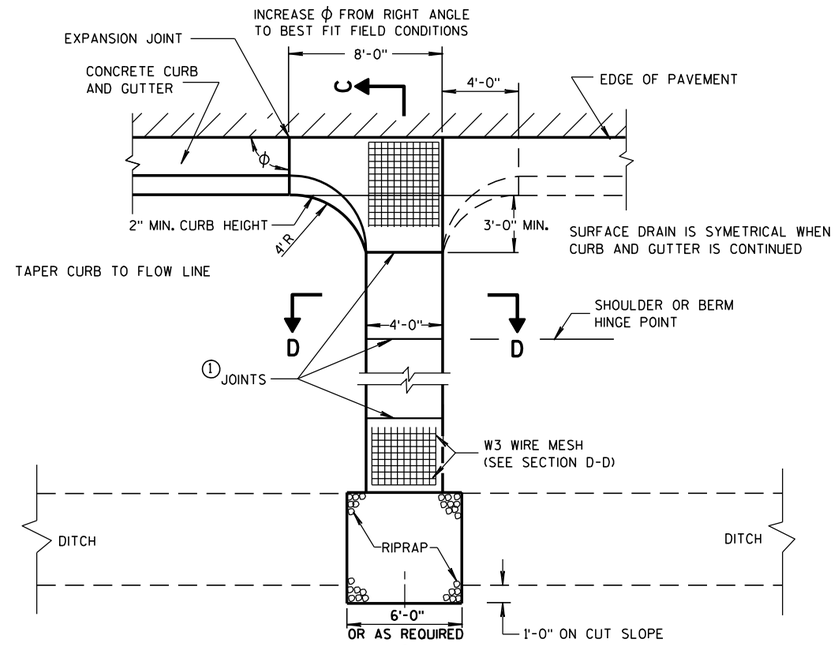
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

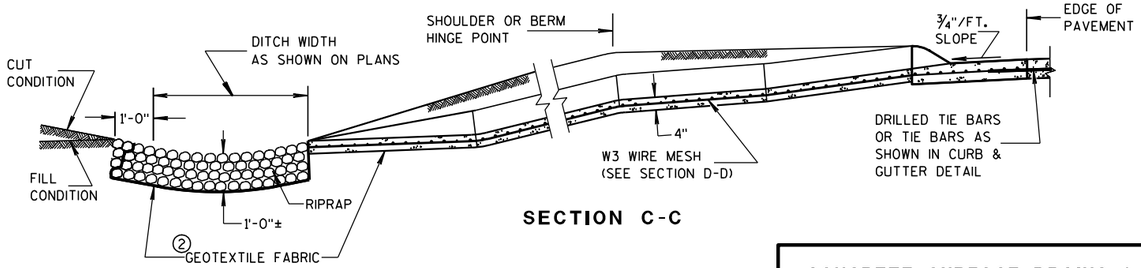
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

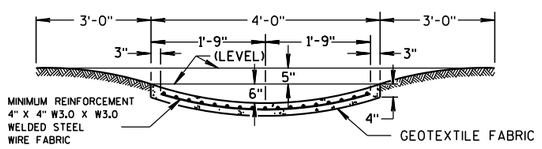
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-4-08 DATE — /S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER — MENT

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6

S.D.D. 8 D 4-5

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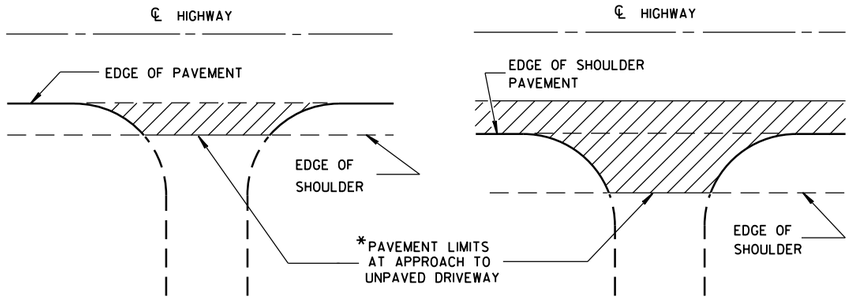
S.D.D. 8 D 4-5



*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

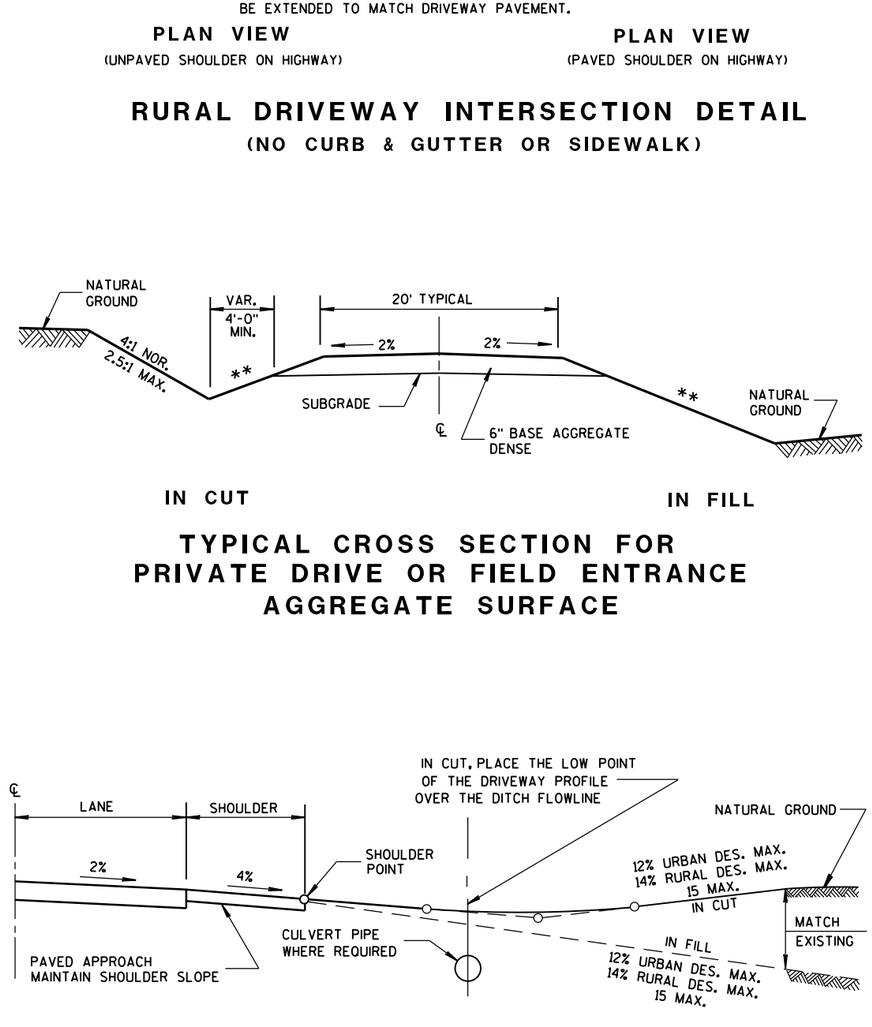
RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB & GUTTER OR SIDEWALK)

IN CUT **IN FILL**

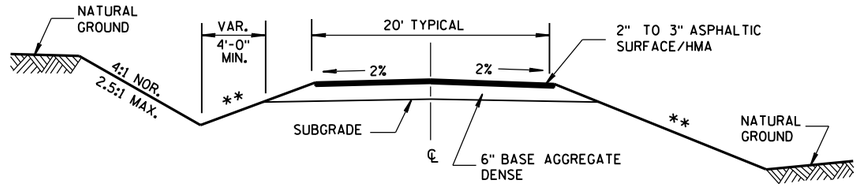
TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-2.6.2.

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥35 TO <60	6:1
≥60	10:1



TYPICAL DRIVEWAY PROFILES



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS UNIT SUPERV — ENT
FHWA

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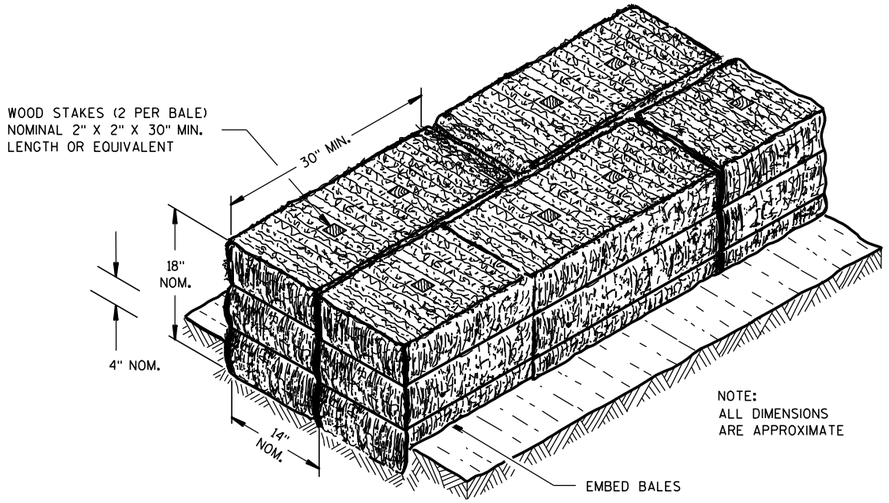
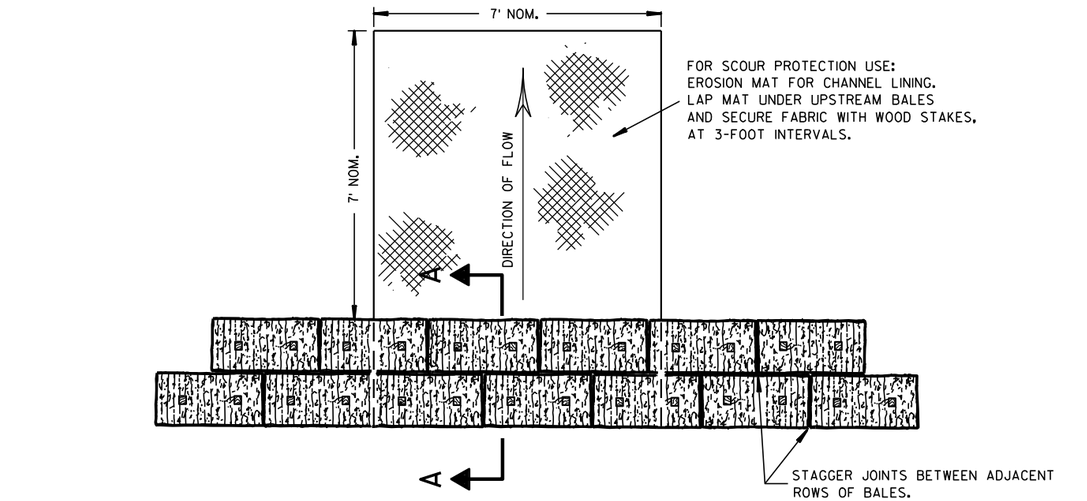
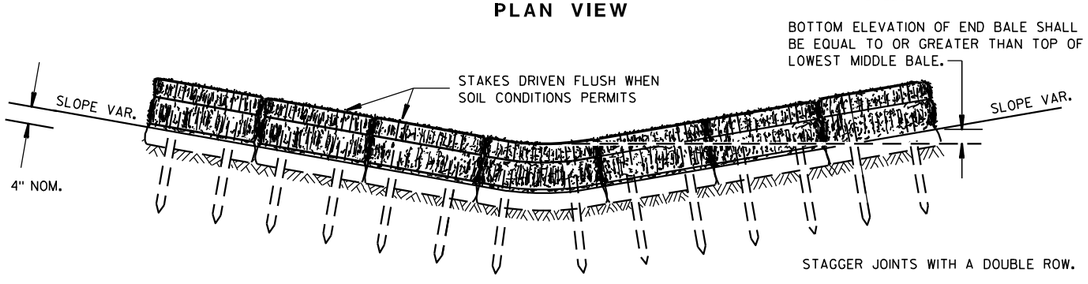
S.D.D. 8 D 21-1



SECTION A-A



PLAN VIEW



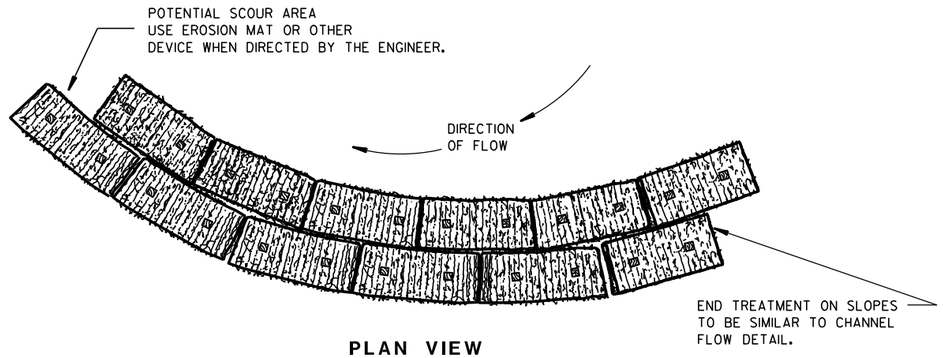
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

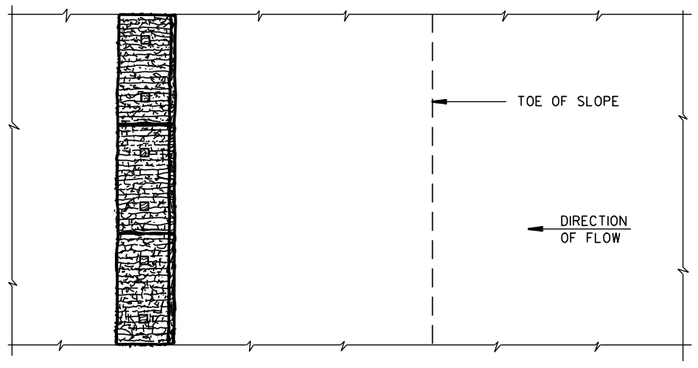
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

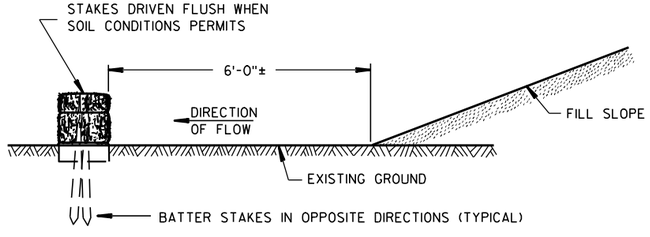


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

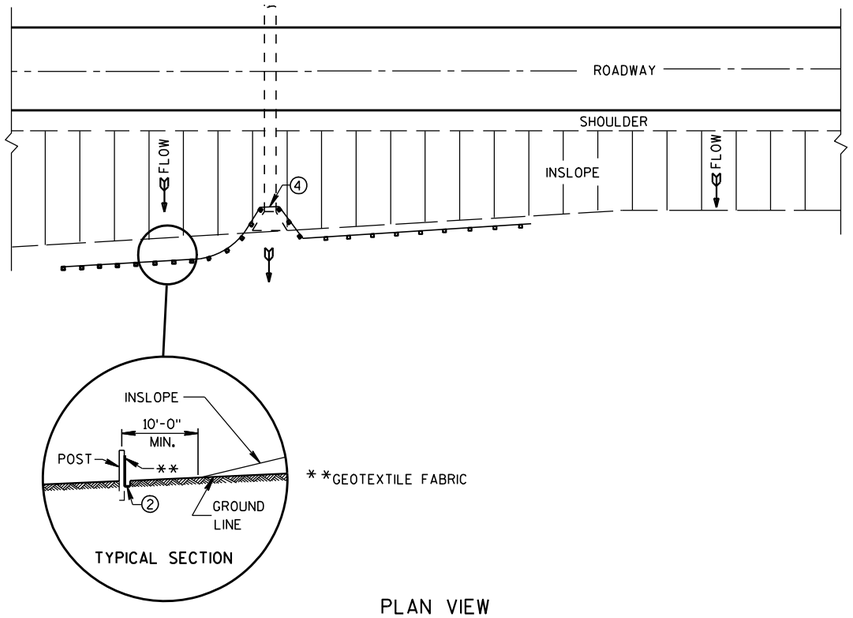
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

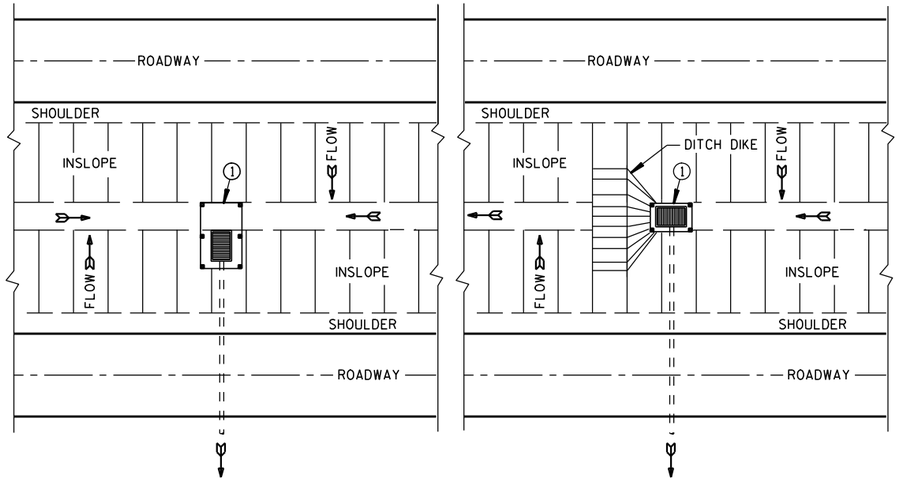
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



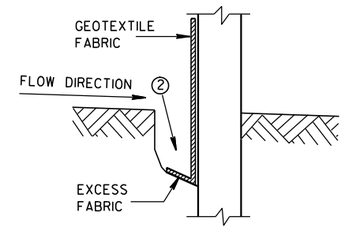
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

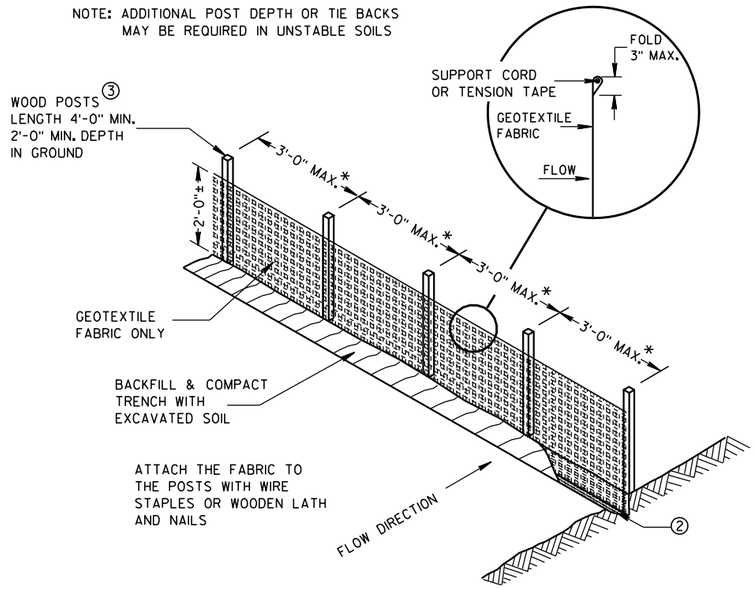
GENERAL NOTES

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

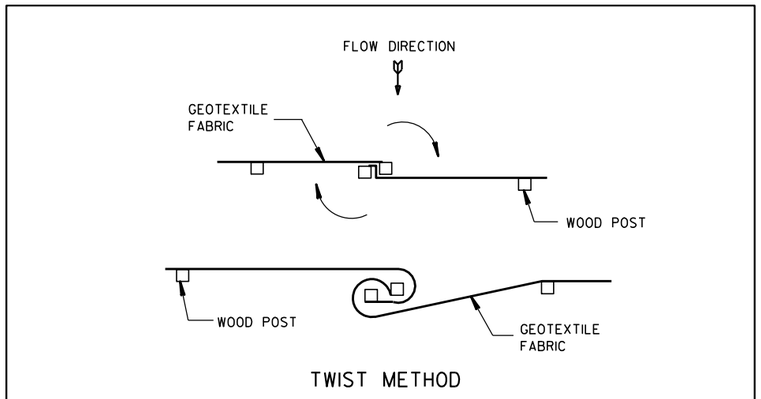
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



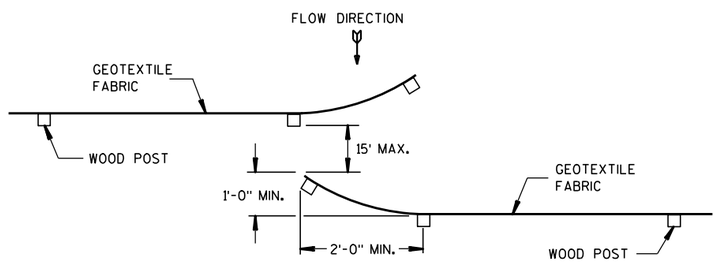
TRENCH DETAIL



SILT FENCE

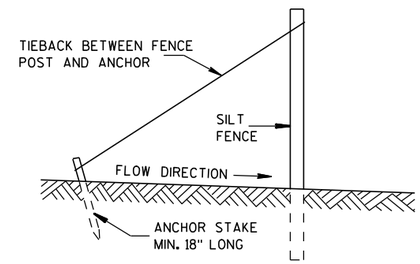


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

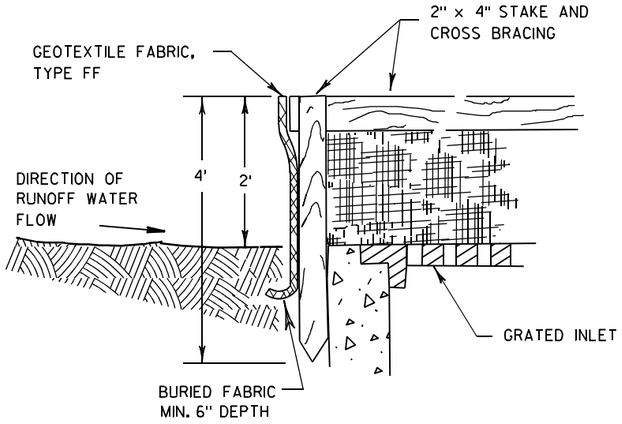
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

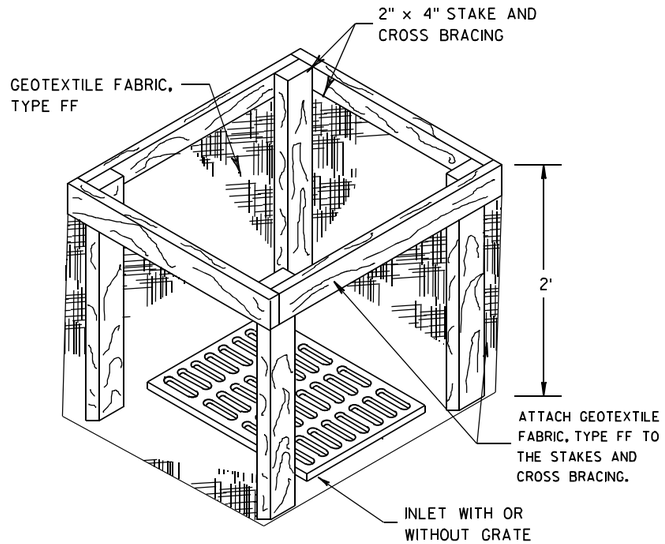
6

S.D.D. 8 E 9-6

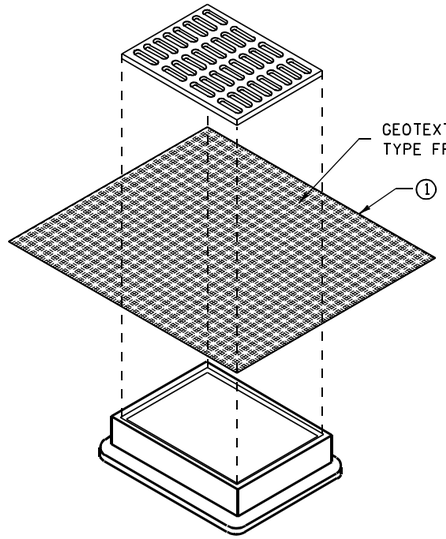
6

S.D.D. 8 E 9-6



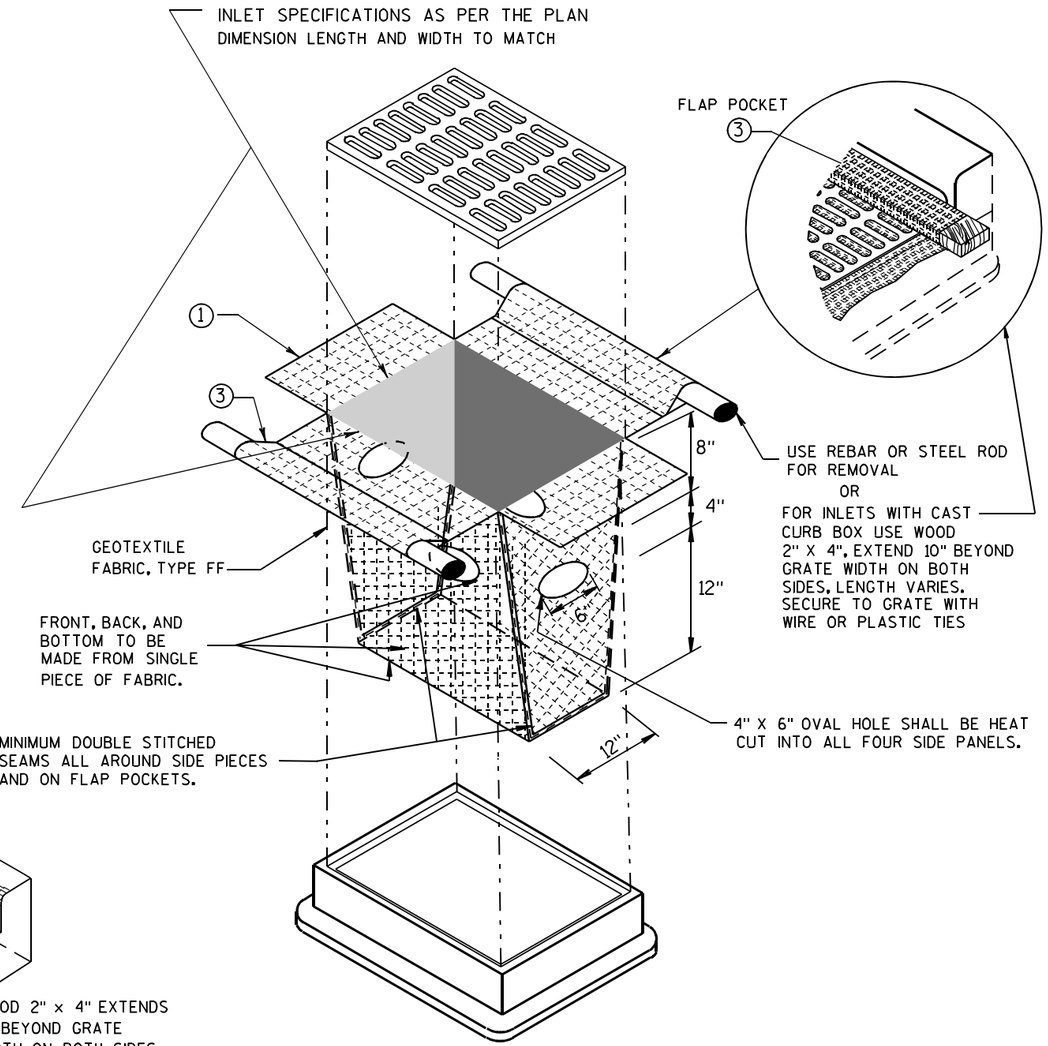


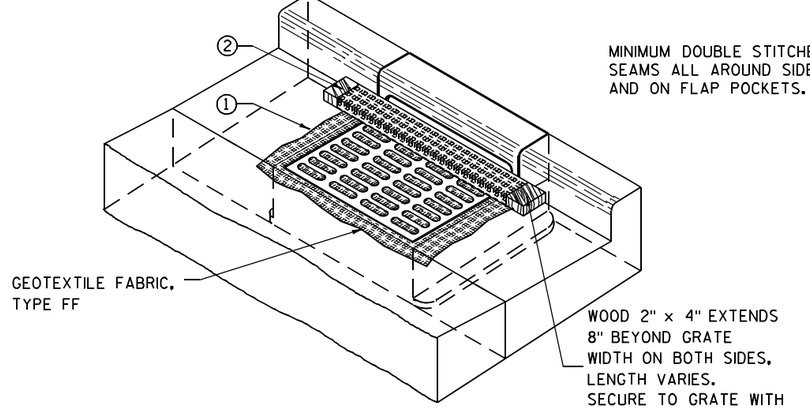
INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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





INLET PROTECTION, TYPE C (WITH CURB BOX)

INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

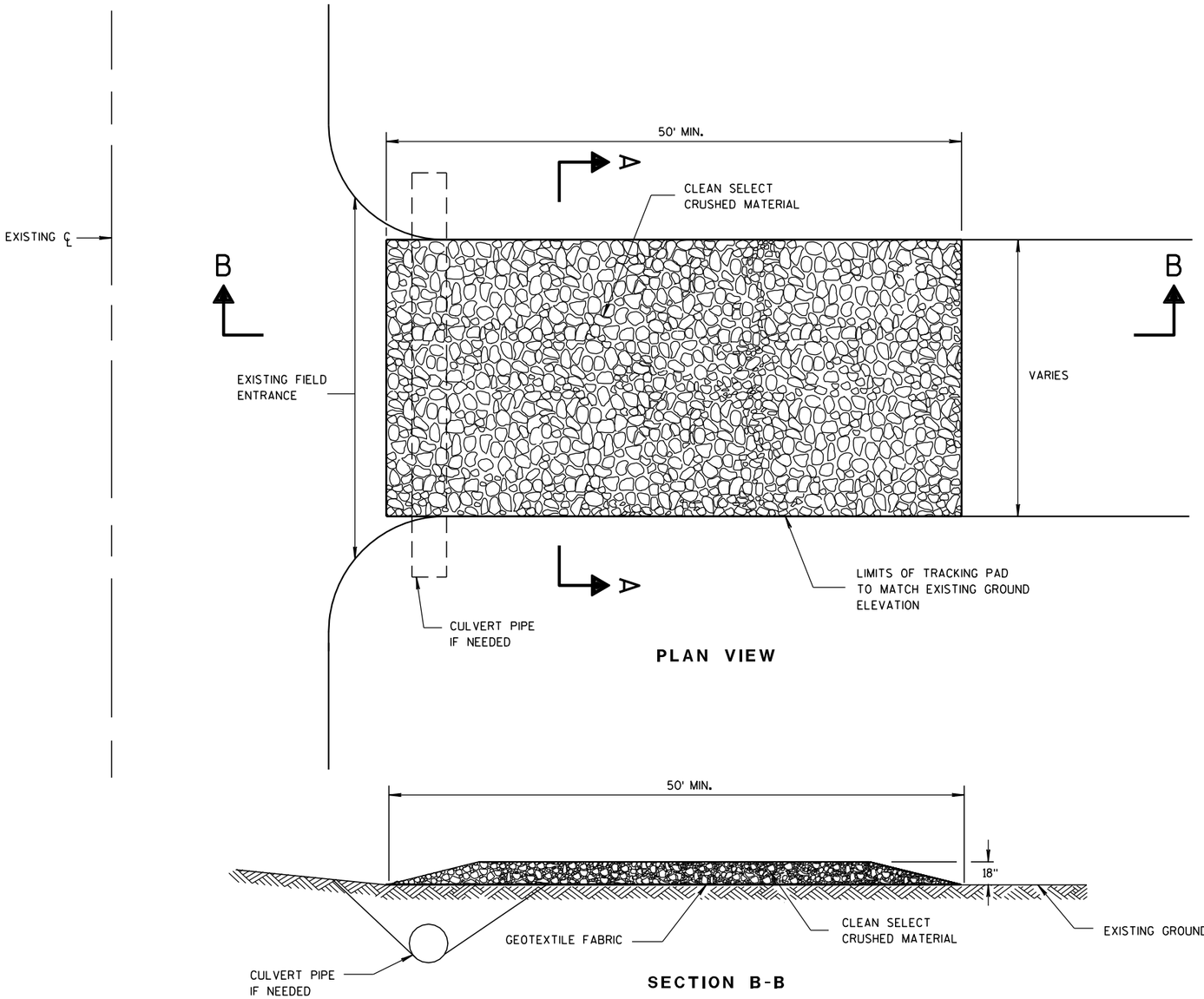
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

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.

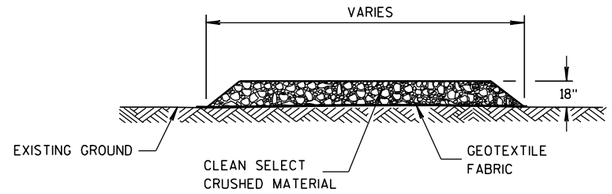
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 8 E 14-1

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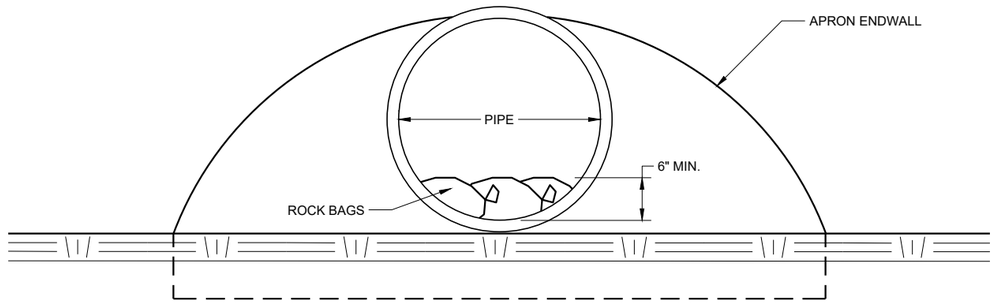
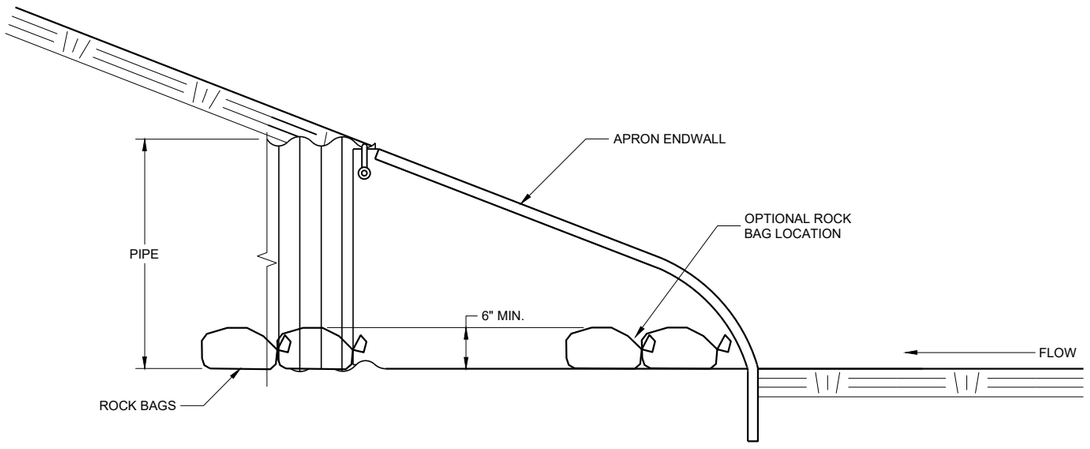
S.D.D. 8 E 14-1



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

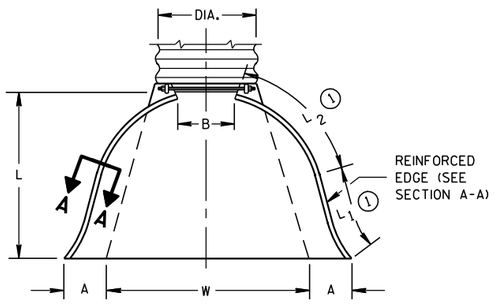
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

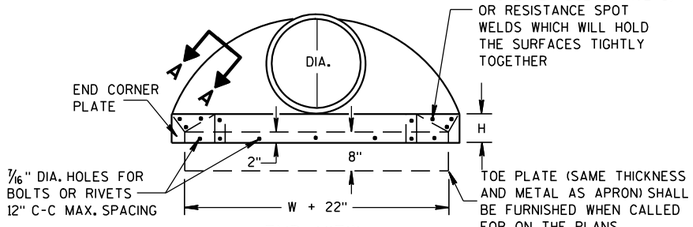
REINFORCED CONCRETE APRON ENDWALLS

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

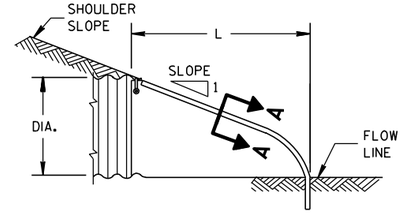
*MINIMUM
**MAXIMUM



PLAN VIEW

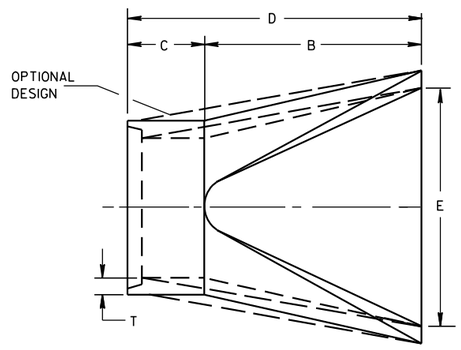


END VIEW

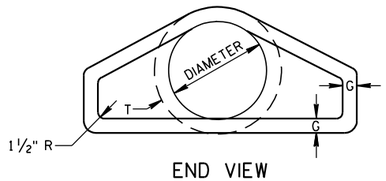


SIDE ELEVATION

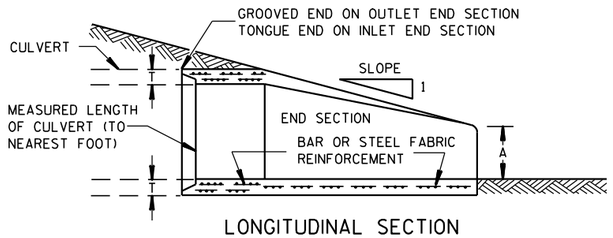
METAL ENDWALLS



PLAN

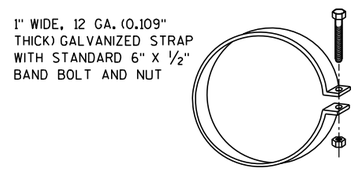


END VIEW



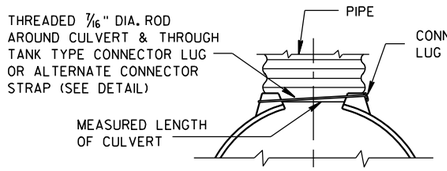
LONGITUDINAL SECTION

CONCRETE ENDWALLS

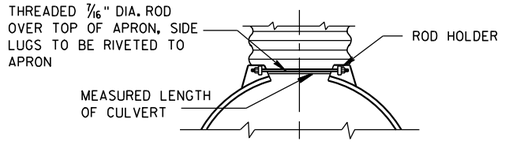


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

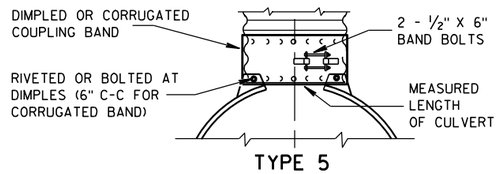


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

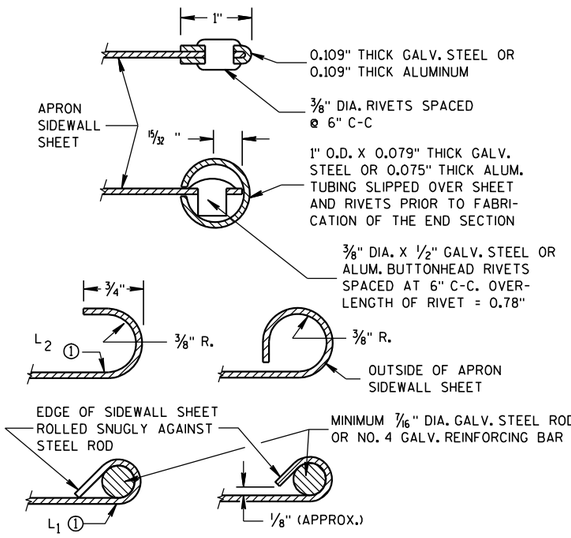
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

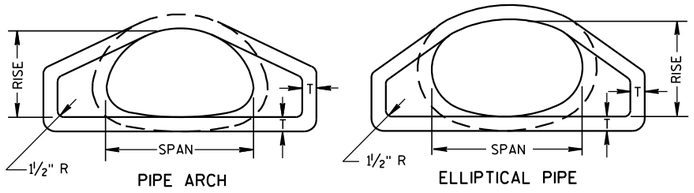
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

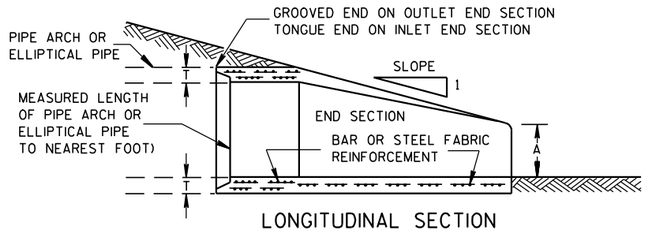
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

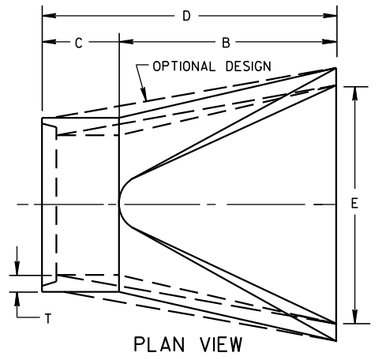
6
S.D.D. 8 F 1-11



END VIEW

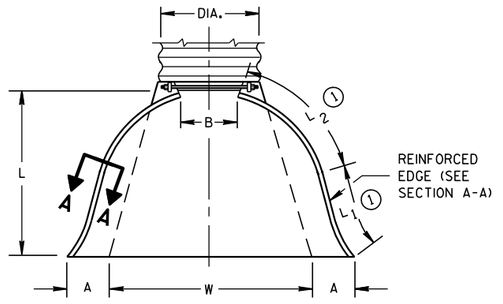


LONGITUDINAL SECTION

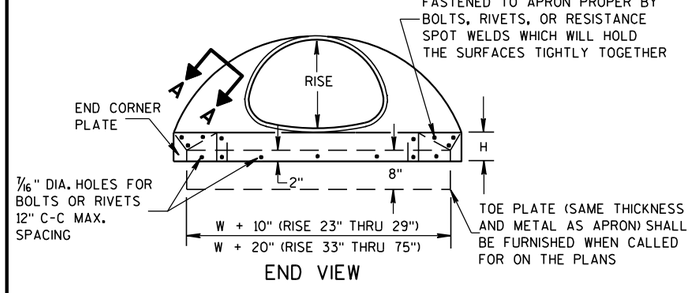


PLAN VIEW

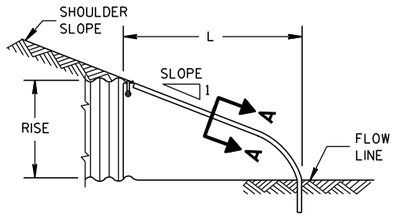
CONCRETE ENDWALLS



PLAN VIEW

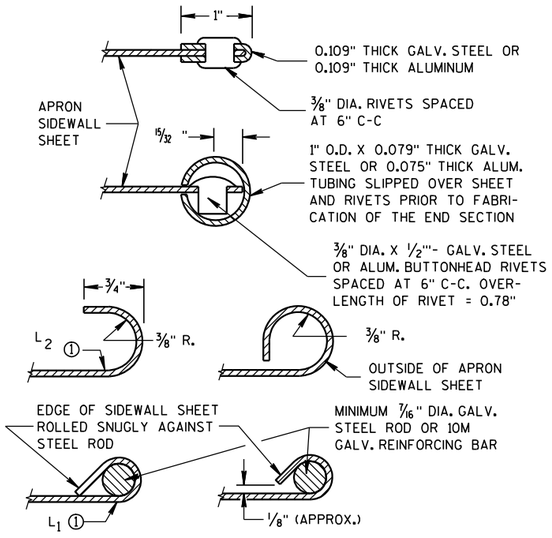


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

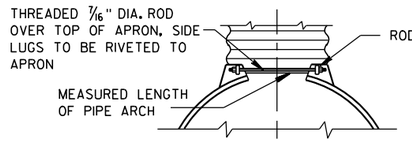
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

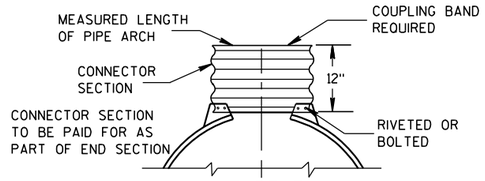
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



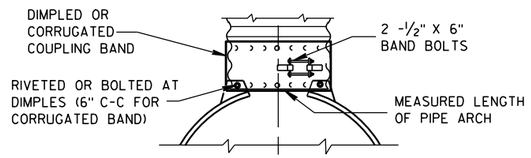
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH 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 ARCH 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 77" X 52" THROUGH 112" X 75" 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 ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 F 2-1

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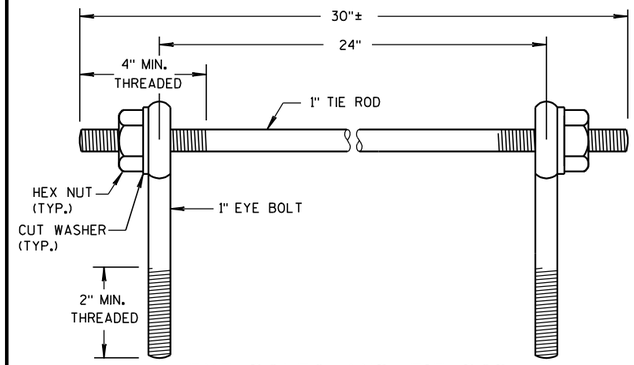
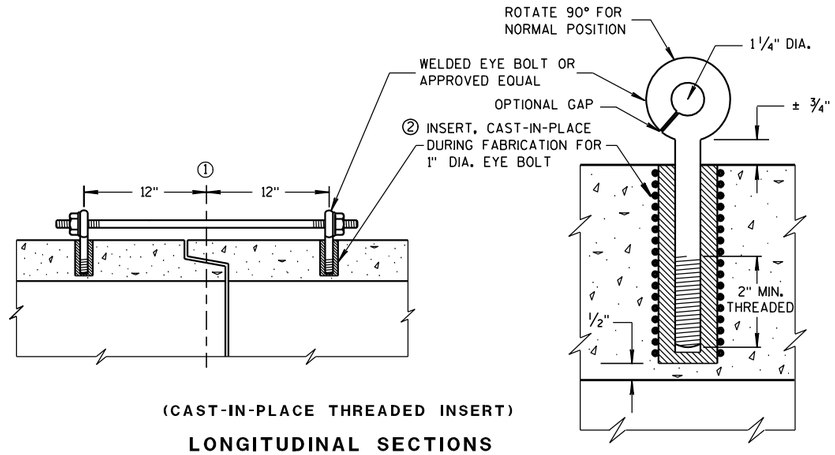
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

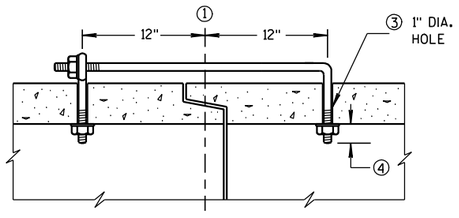
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

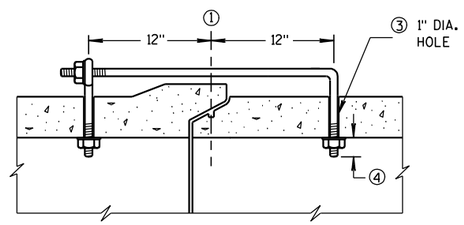
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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.



(TONGUE & GROOVE PIPE)

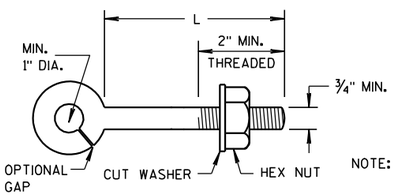


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

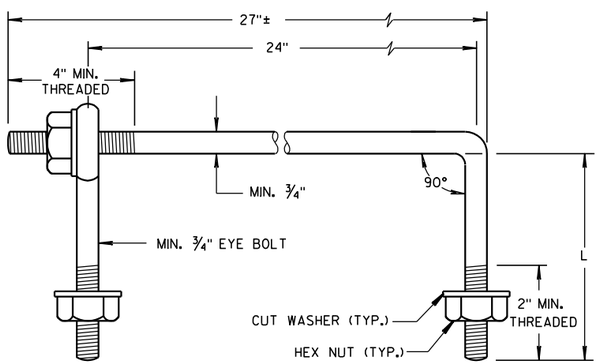
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

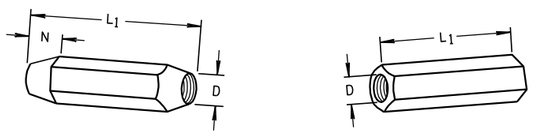
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

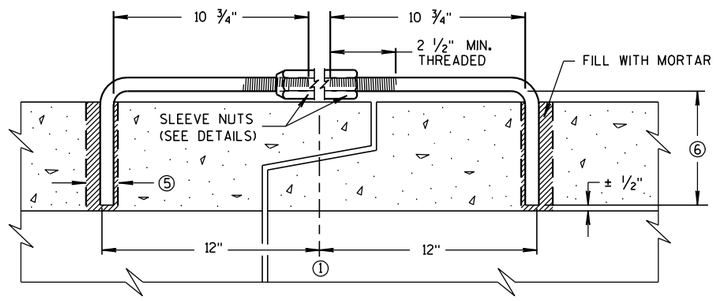
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

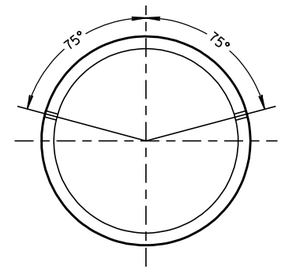
SLEEVE NUTS



LONGITUDINAL SECTION

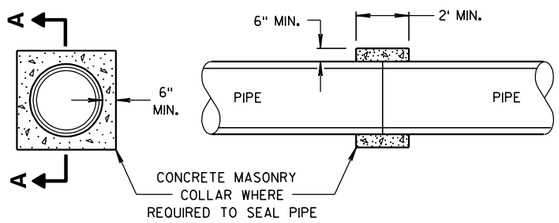
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
110
FHWA

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S.D.D. 8 F 4-7

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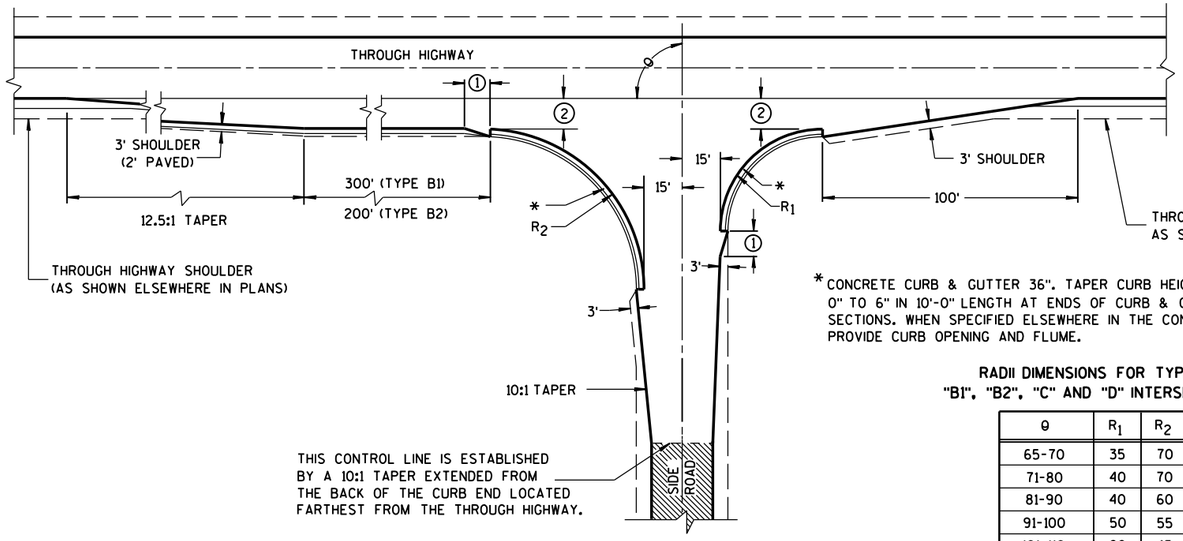
S.D.D. 8 F 4-7

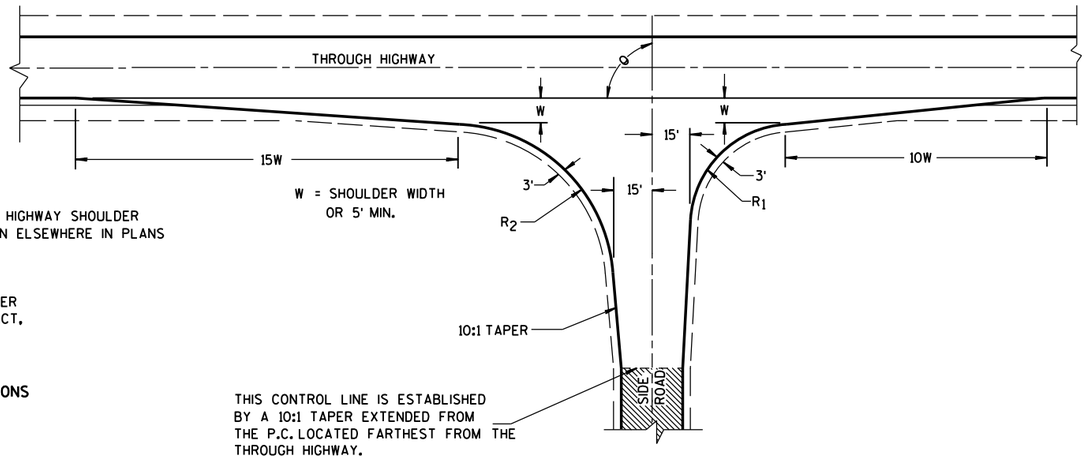


TYPE "B1" AND "B2"

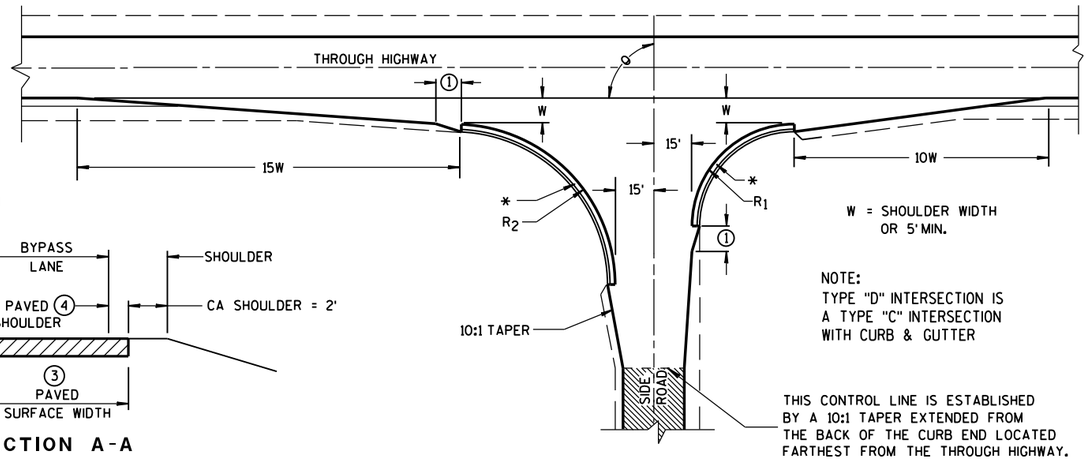
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

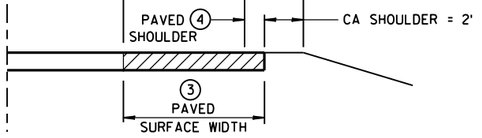
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

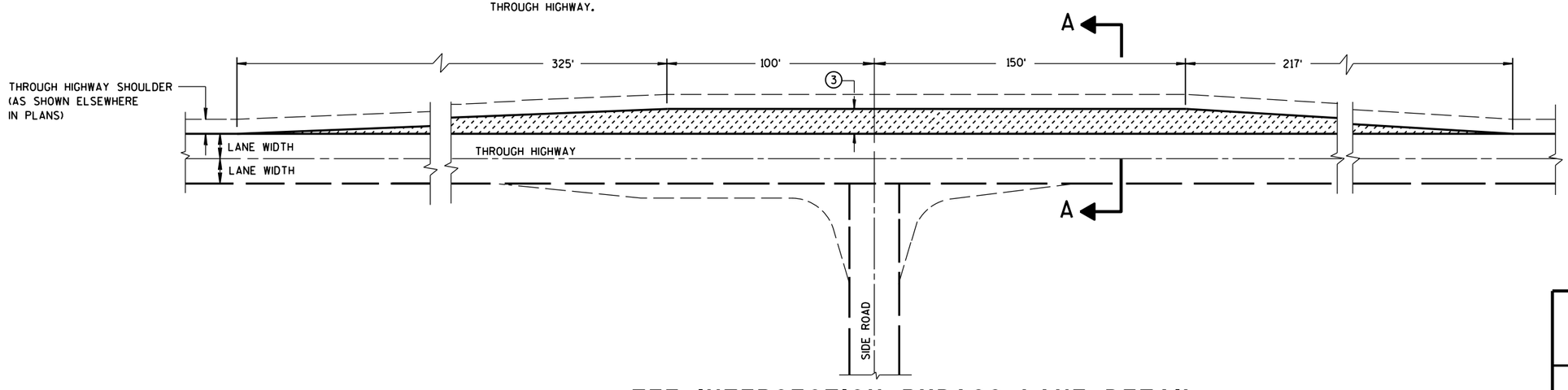
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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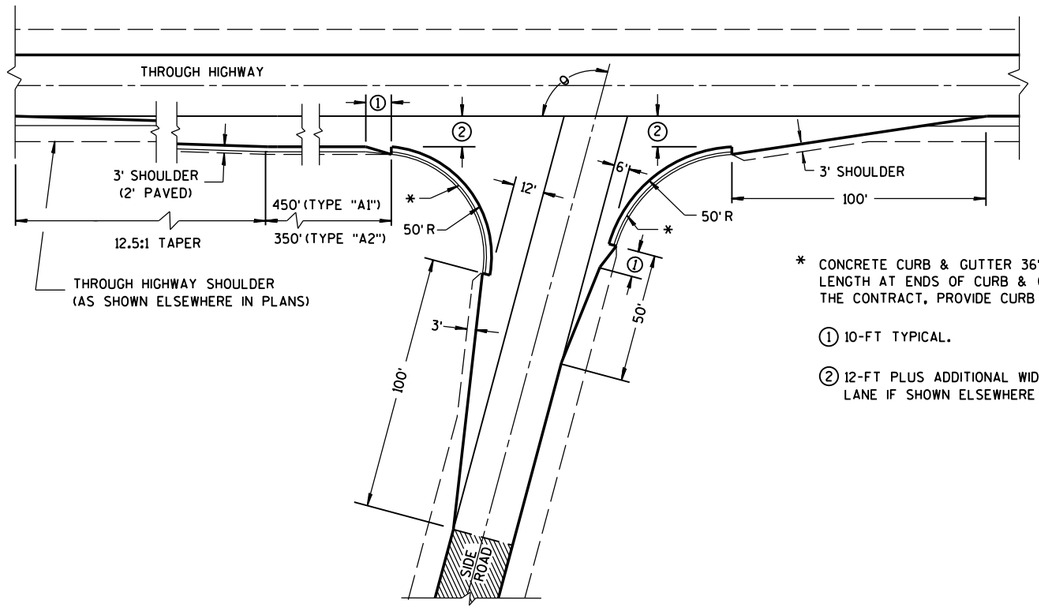
S.D.D. 9 A 1-13a



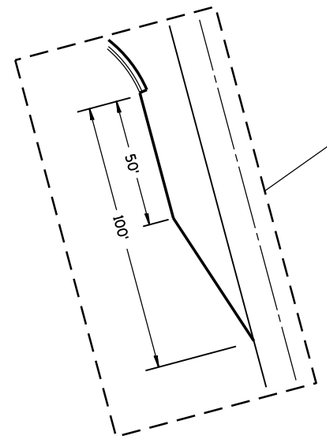
θ = MORE THAN 80°

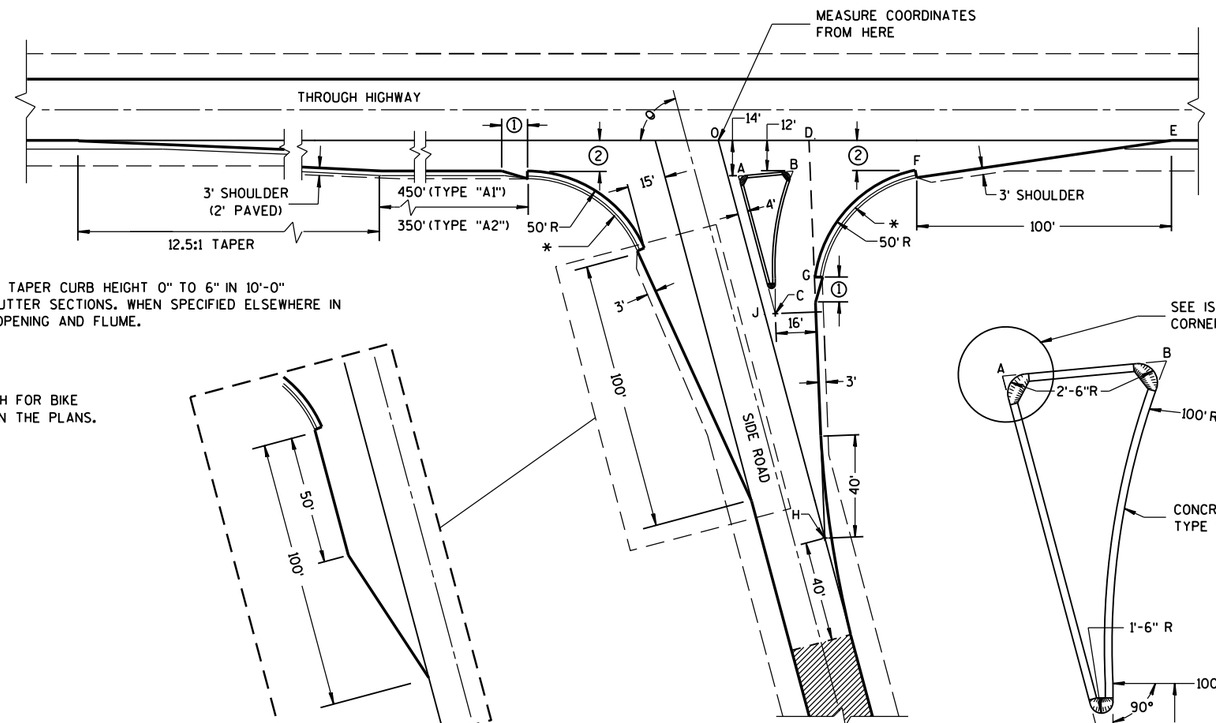
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

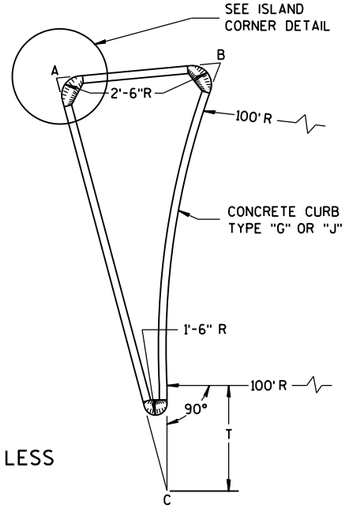
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE

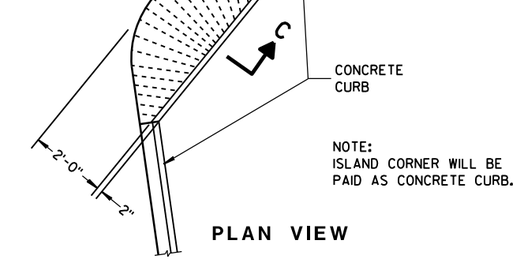




θ = ACUTE ANGLES 80° OR LESS

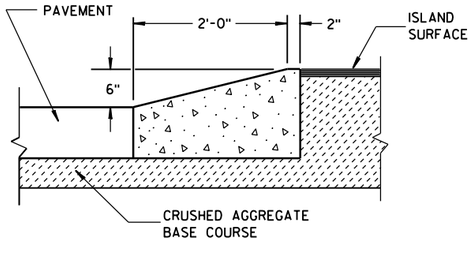


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

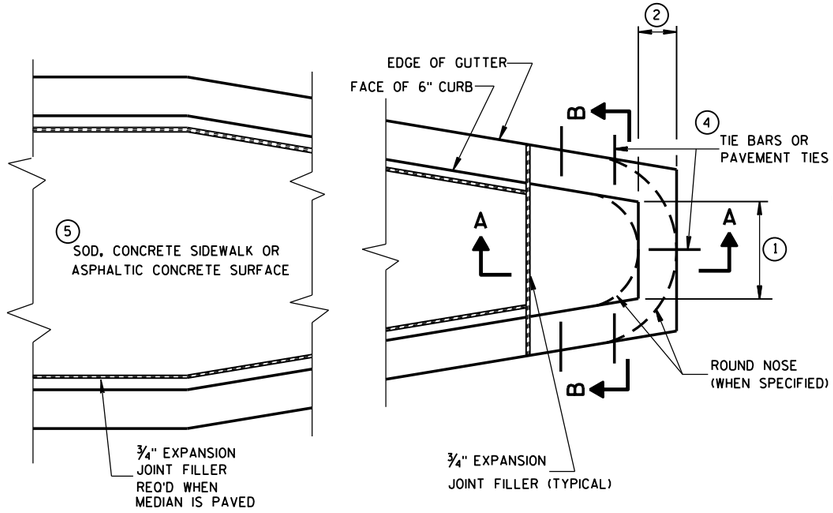
AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

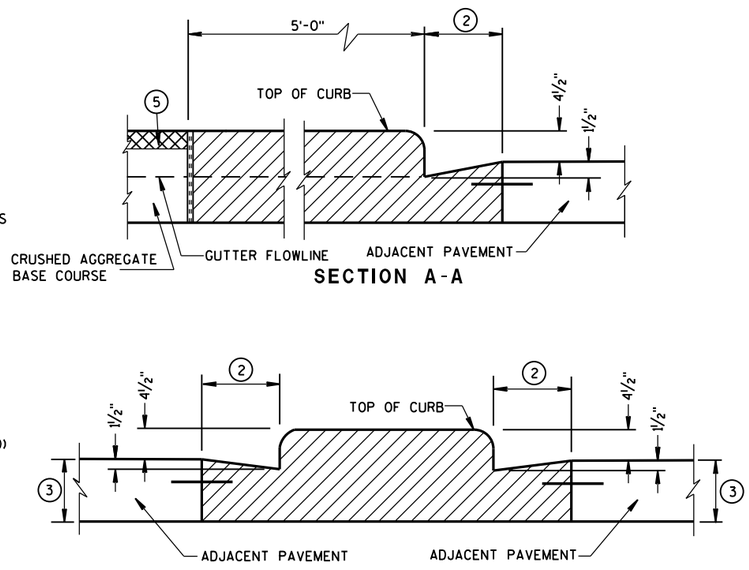
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 9 A 1-13b





CONCRETE MEDIAN BLUNT NOSE DETAIL

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) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

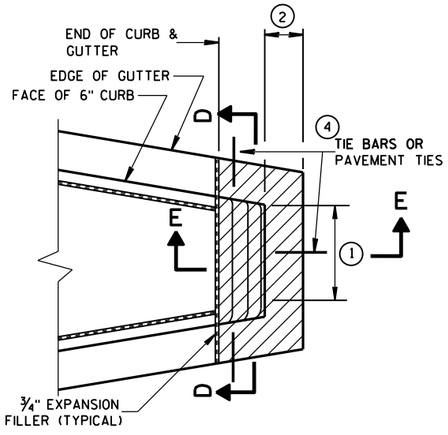
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

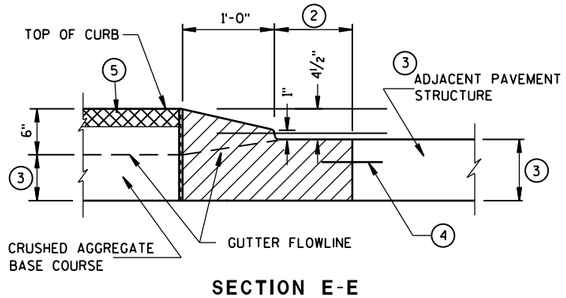
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

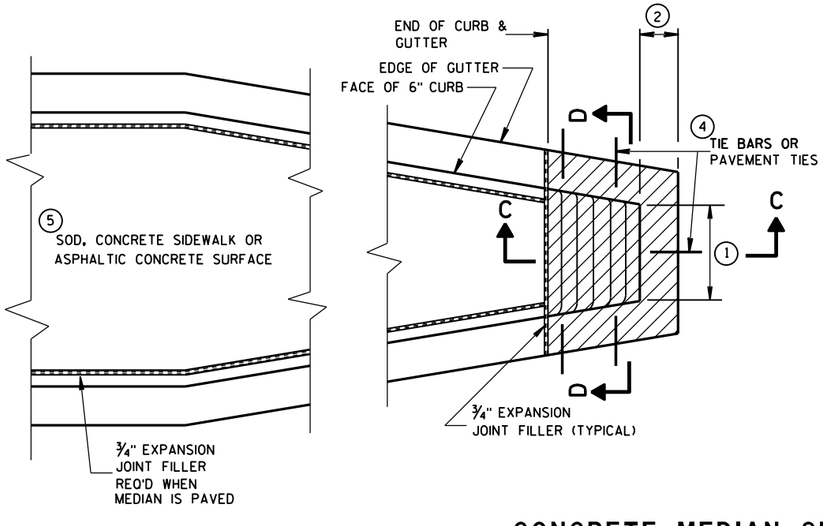
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

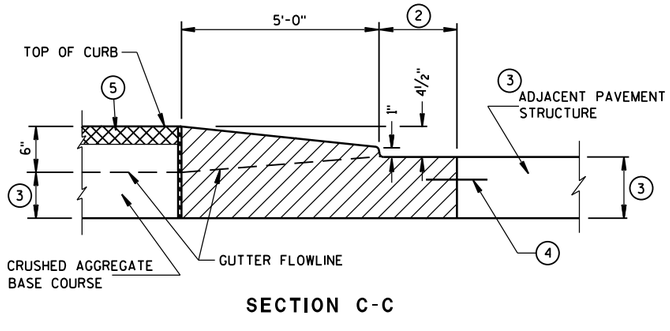




SECTION E-E

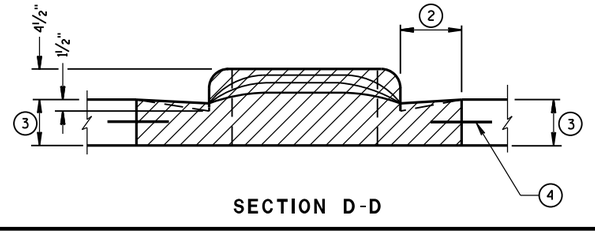
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

FHWA

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S.D.D. 11 B 2-2

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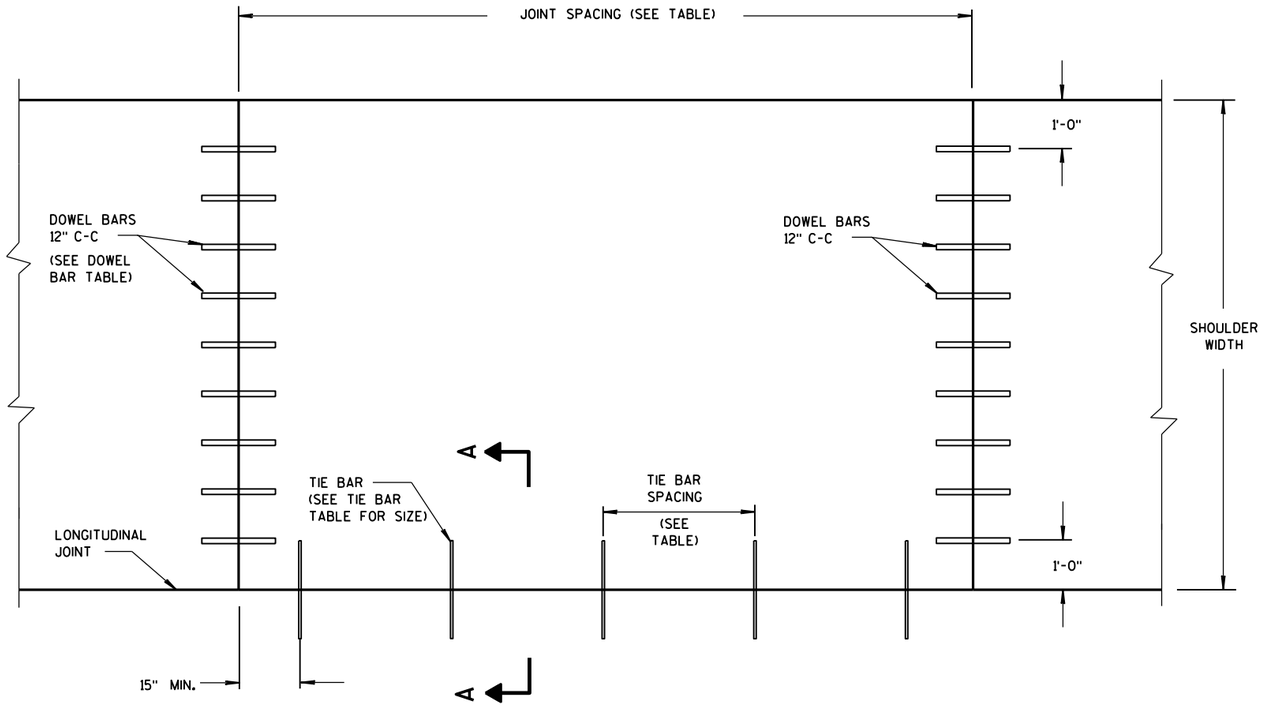
S.D.D. 11 B 2-2



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

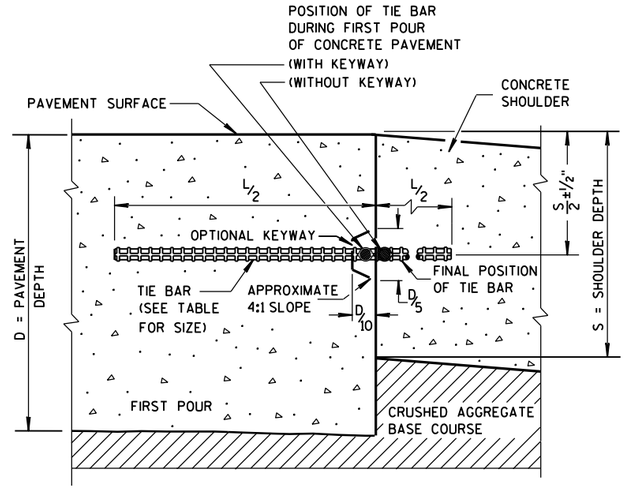
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

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

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER***	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEF
FHWA

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S.D.D. 13 A 3-6

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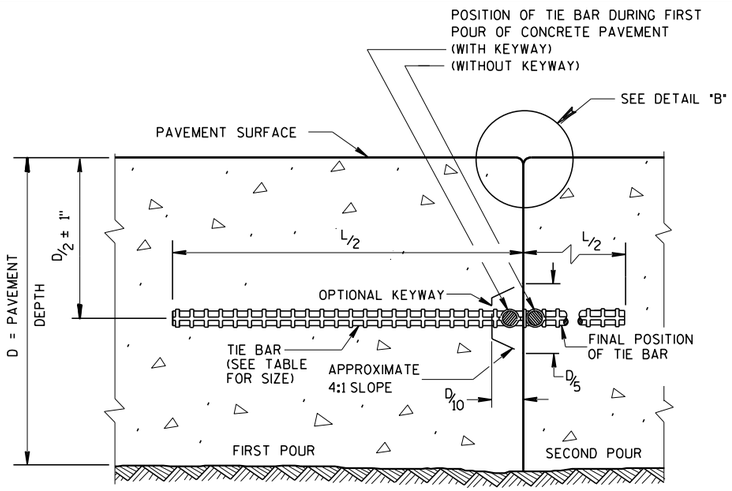
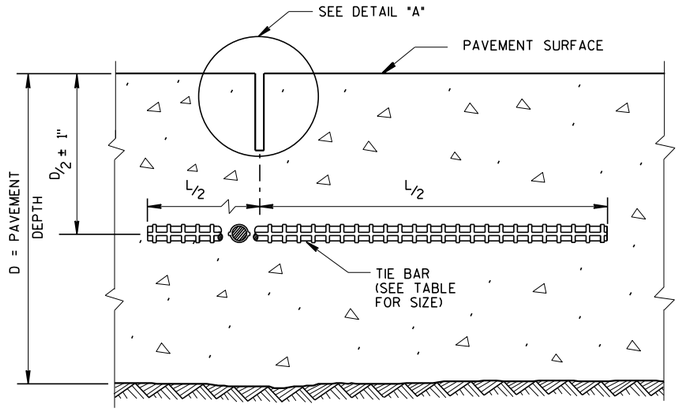
S.D.D. 13 A 3-6



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

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

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

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

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp PE
PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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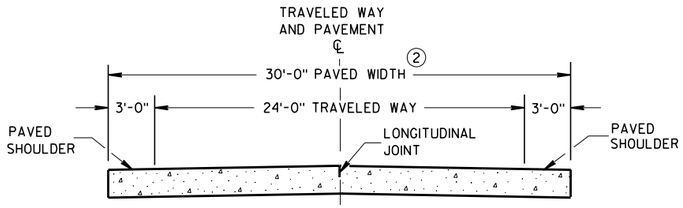
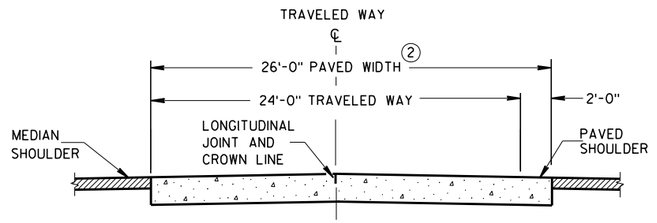
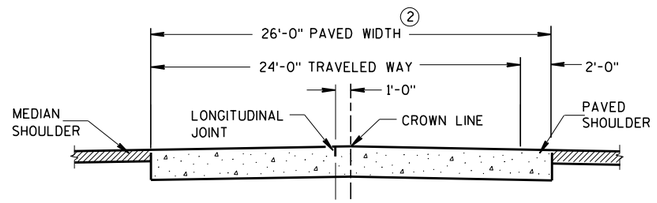
S.D.D. 13 C 1-19



SECTION A-A
TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B-B



ALTERNATIVE SECTION B-B
(1)
DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

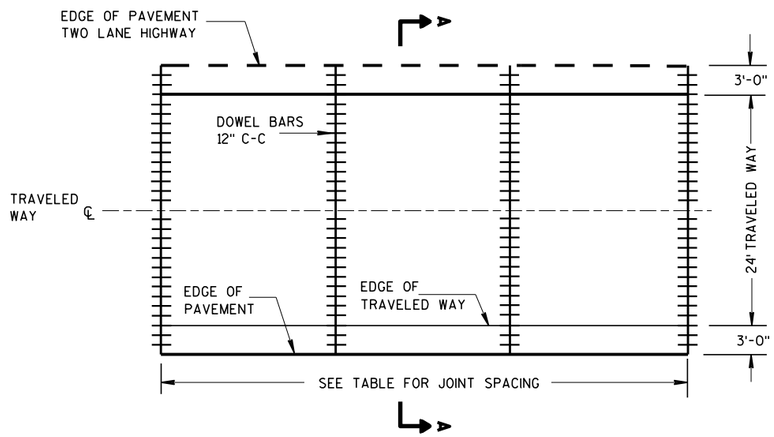
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

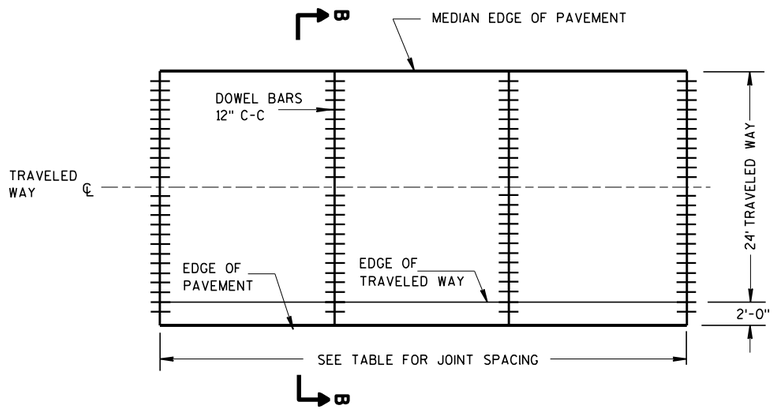
(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



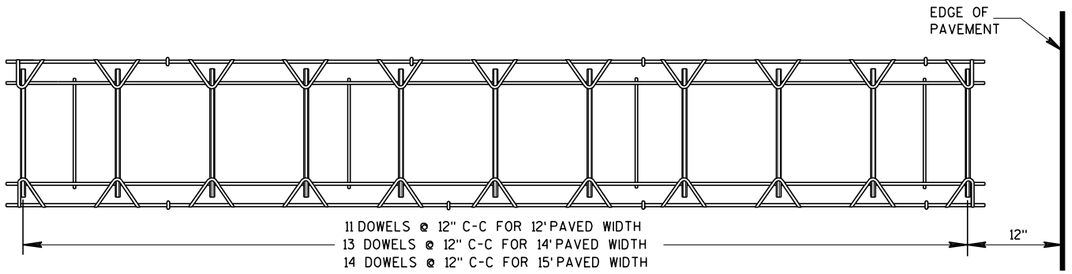
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

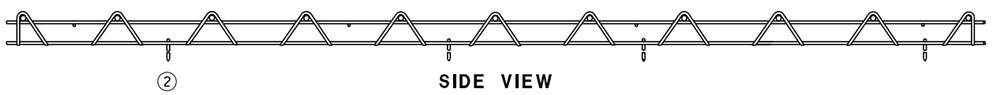
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 11-12a



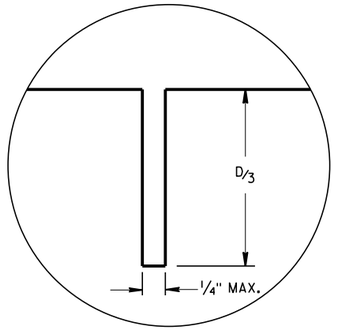
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

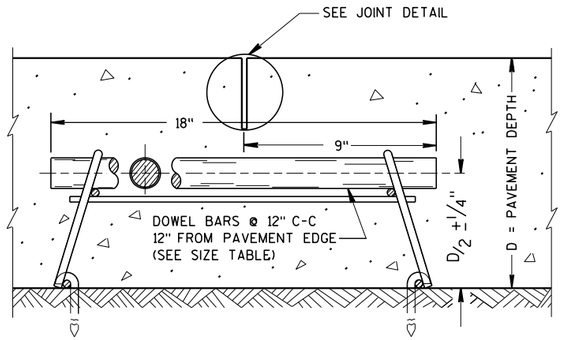
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

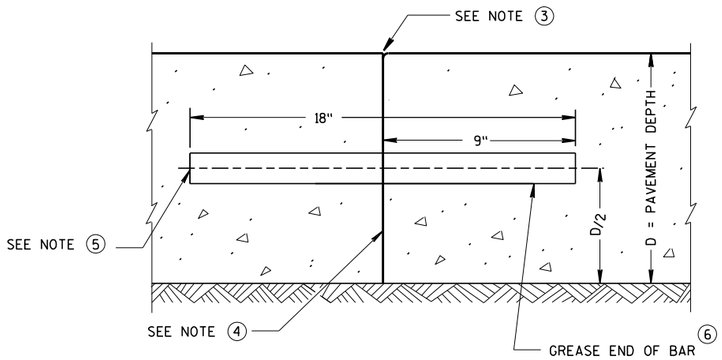
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

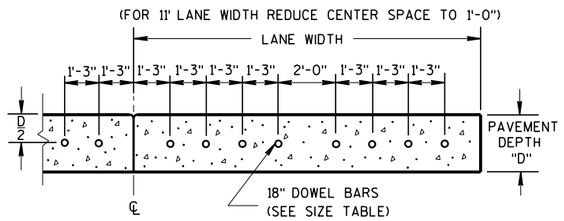
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2018 DATE	/S/ Peter Kemp P.E. PAVEMENT SUP
FHWA	

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S.D.D. 13 C 11-12b

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S.D.D. 13 C 11-12b

GENERAL NOTES

PCCP = PORTLAND CEMENT CONCRETE PAVEMENT.

SHLDR = SHOULDER.

CONTINUE SAW CUT CONTRACTION JOINT ACROSS TURN LANE, EXIT TAPER AND PASSING LANE.

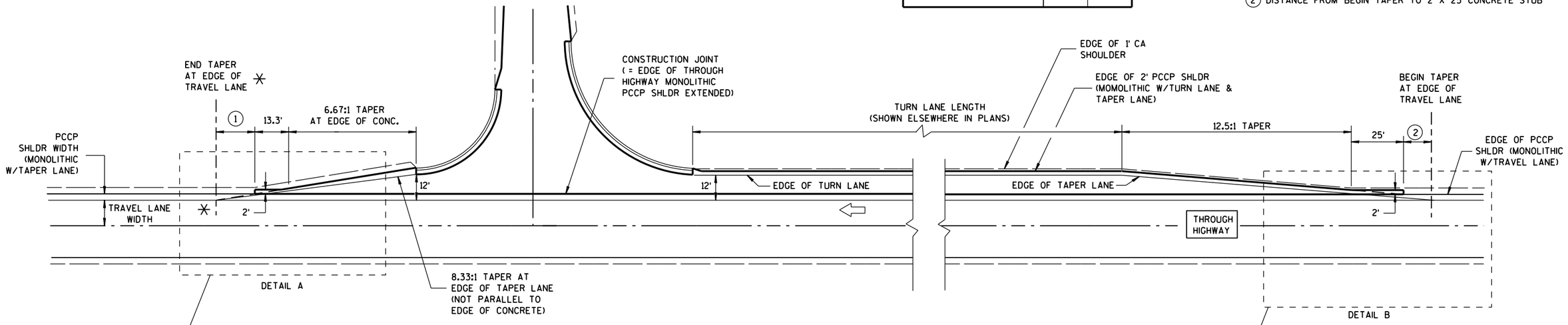
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

THROUGH HIGHWAY LANE WIDTH AND PCCP SHOULDER WIDTH ARE SHOWN ELSEWHERE IN PLANS

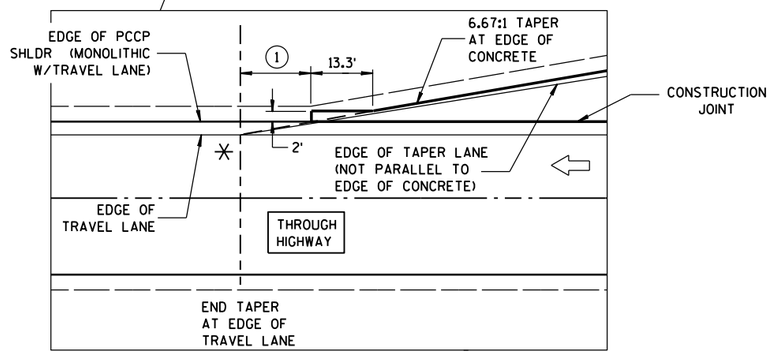
(1) DISTANCE FROM END TAPER TO 2' X 13.3' CONCRETE STUB

(2) DISTANCE FROM BEGIN TAPER TO 2' X 25' CONCRETE STUB

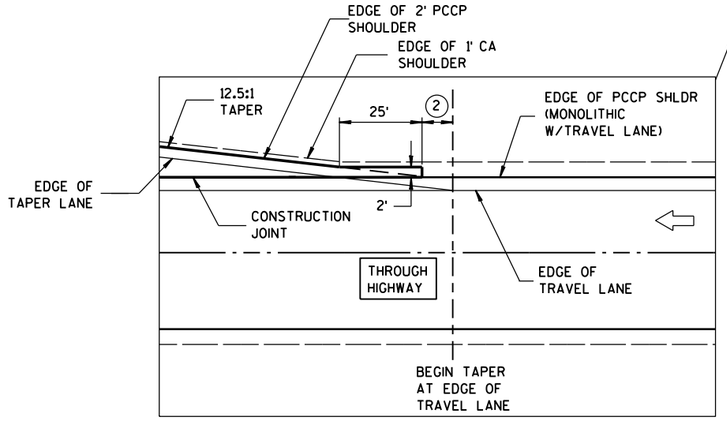
THROUGH HIGHWAY MONOLITHIC PCCP SHOULDER WIDTH (FEET)	DISTANCE (FEET)	
	(1)	(2)
2	13.3	0.0
3	20.0	12.5
TAPER RATE : 1	6.67	12.5



NOTE: EDGE OF CONCRETE TAPER (EXTENDED) & EDGE OF TAPER LANE CONVERGE



DETAIL A



DETAIL B

RIGHT TURN LANE AND EXIT TAPER

DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 13 C 16-2a

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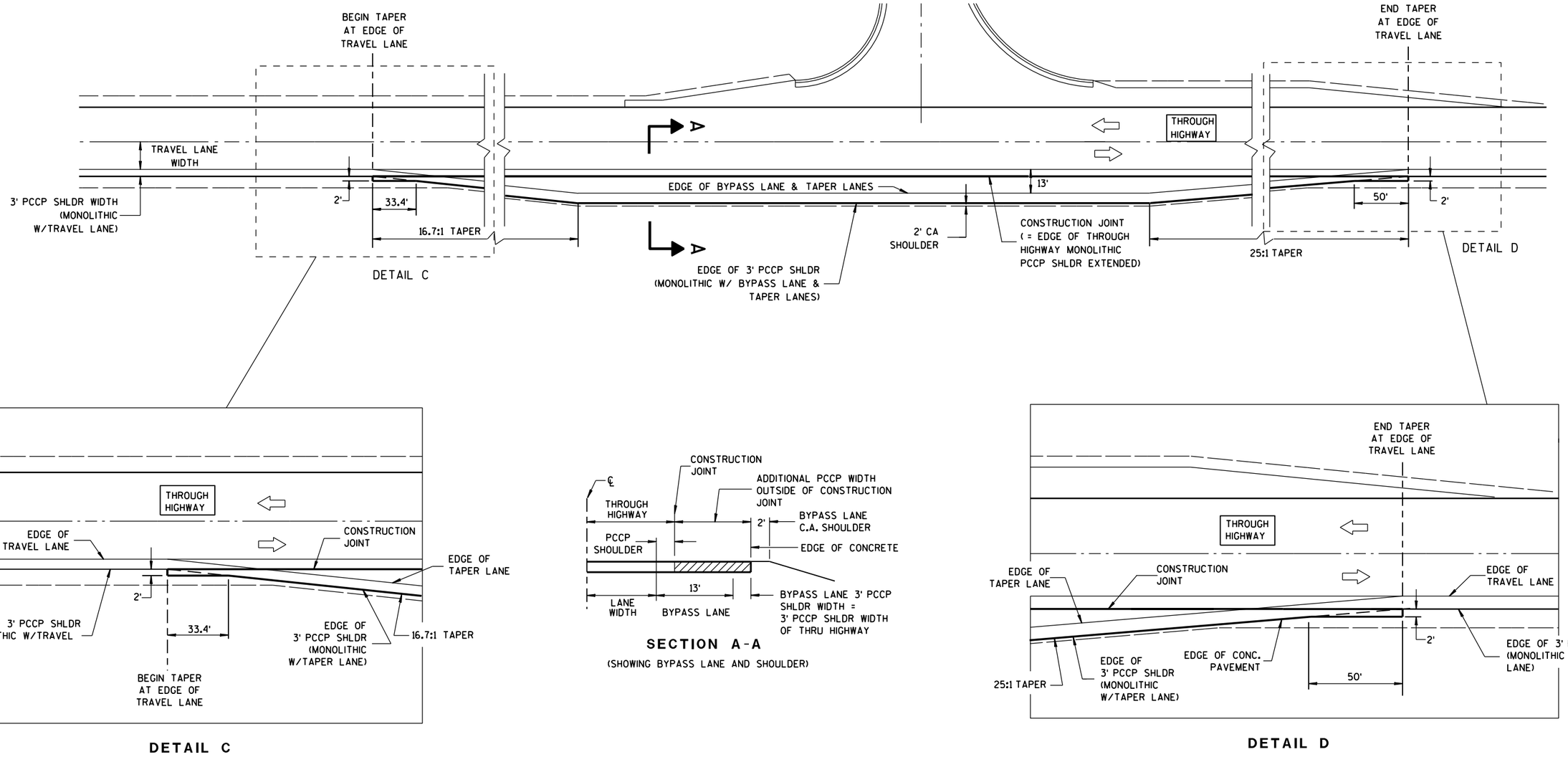
S.D.D. 13 C 16-2a



TWO LANE UNDIVIDED HIGHWAY TEE INTERSECTION BYPASS LANE

DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

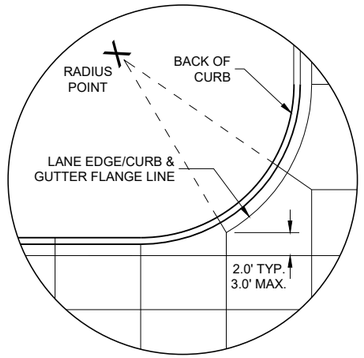
12/18/12 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

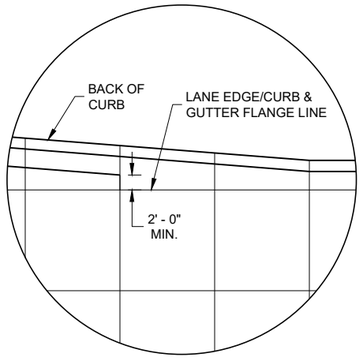
FHWA

6

S.D.D. 13 C 16-2b



DETAIL "A"



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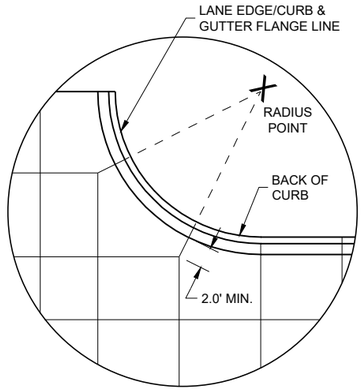
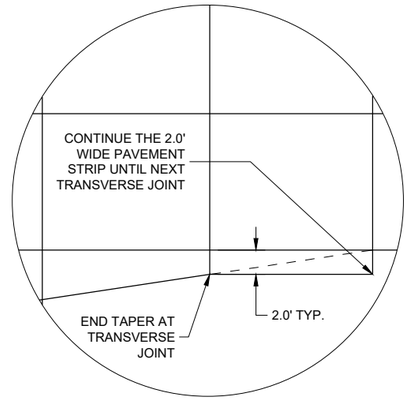


DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

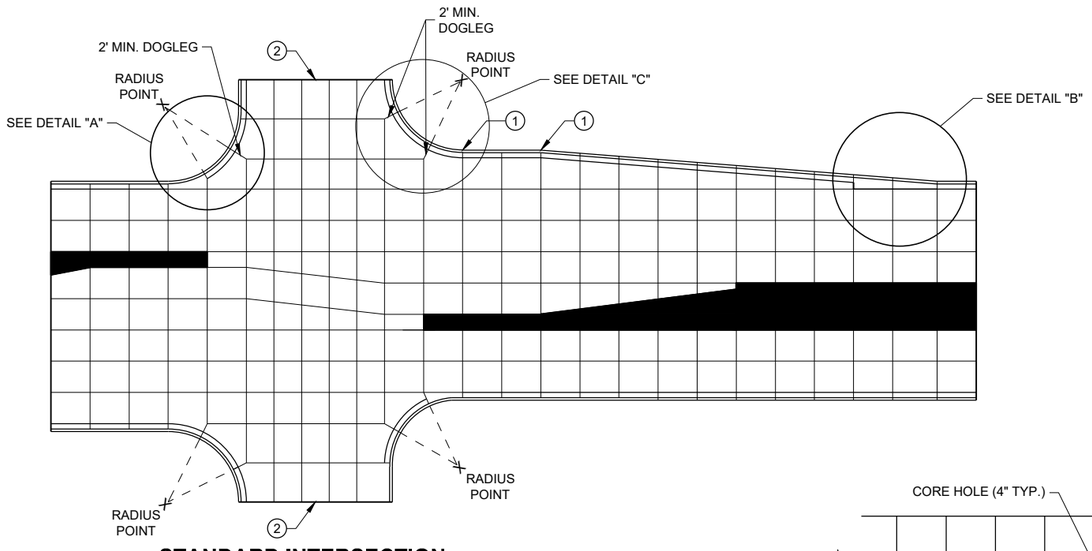
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

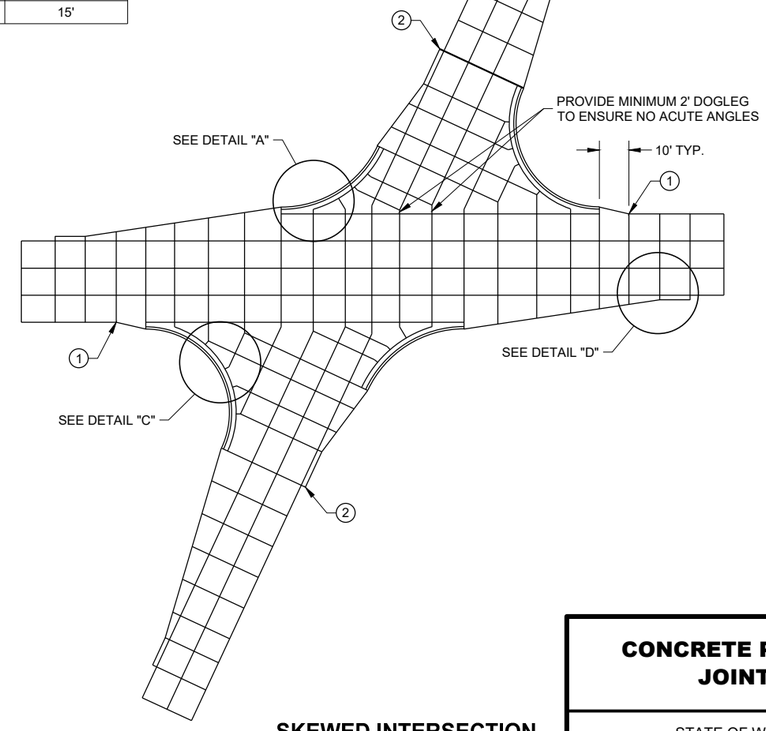
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



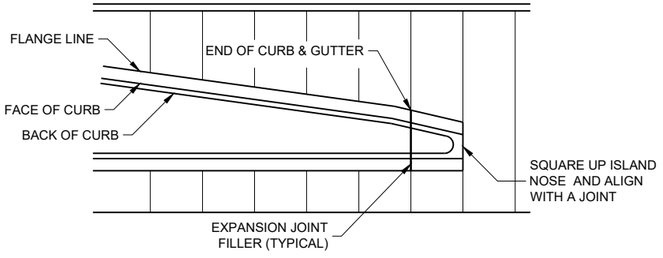
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

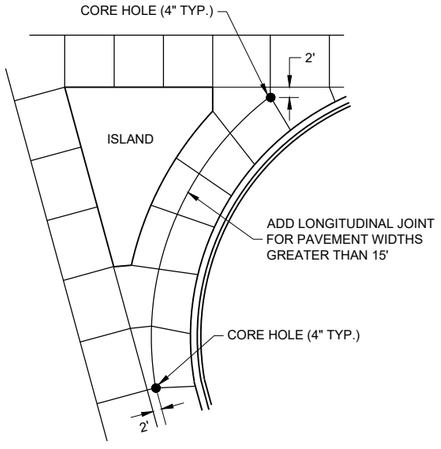
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 07a

6

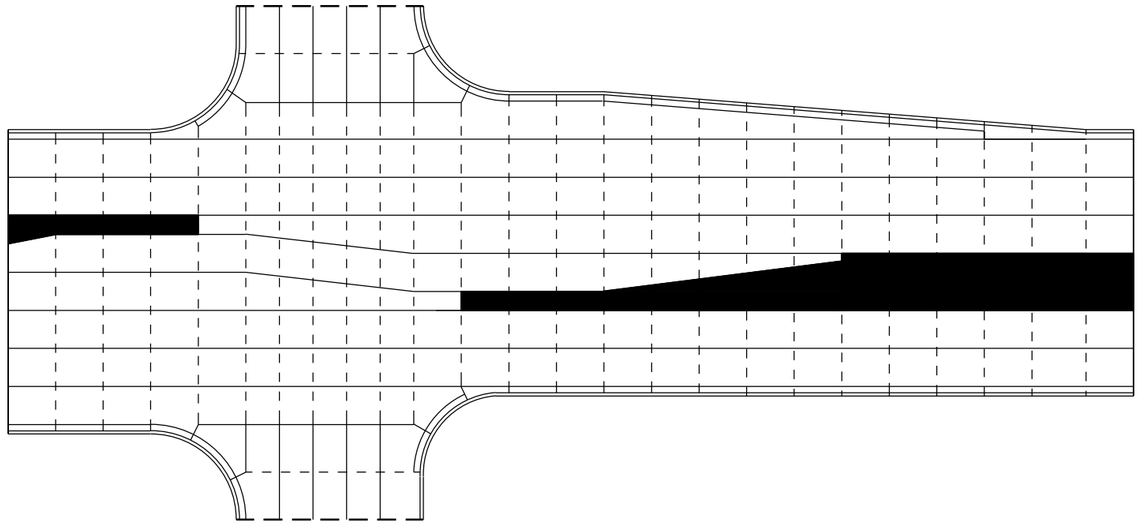
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

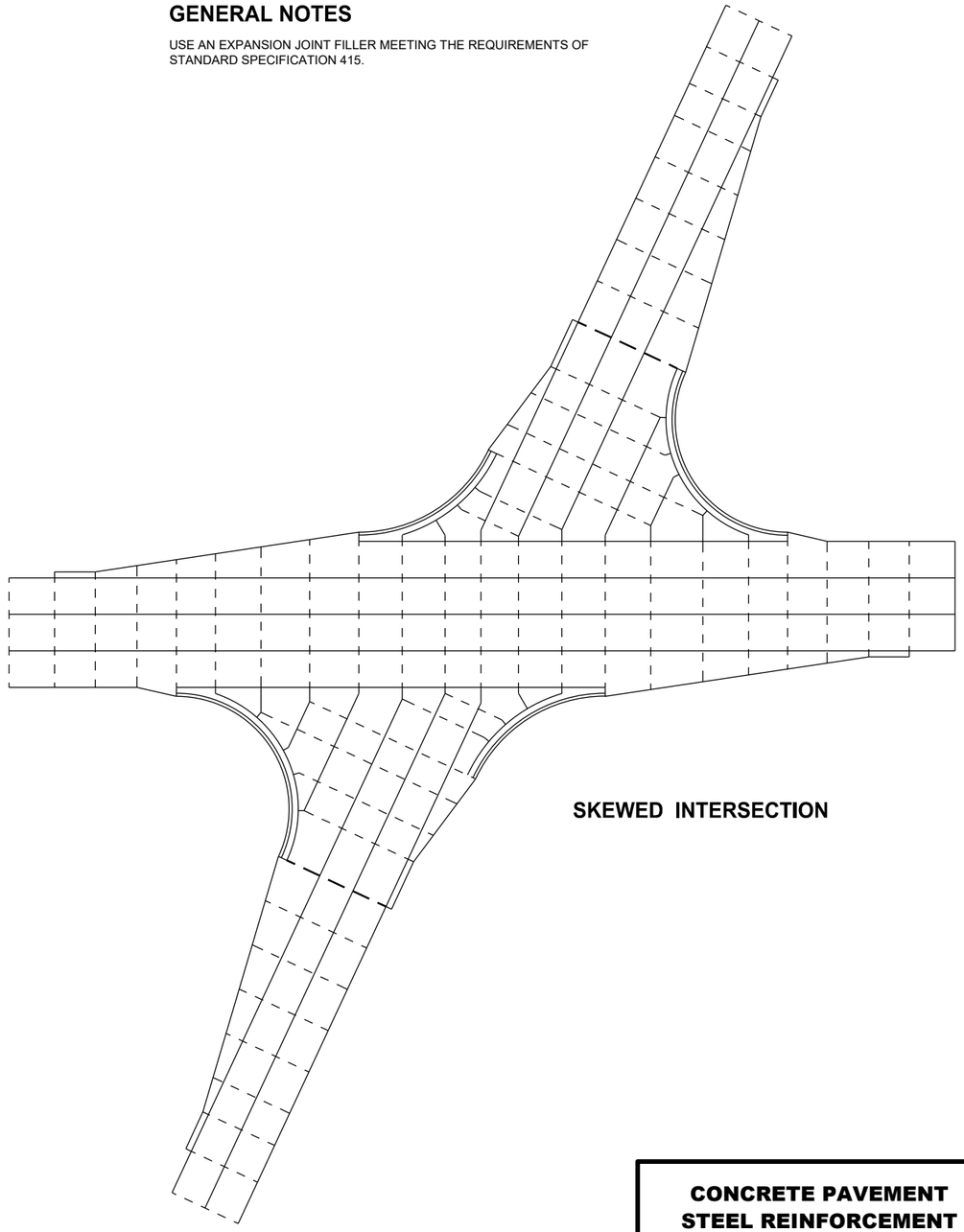
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

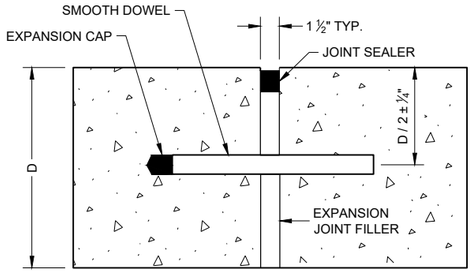
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

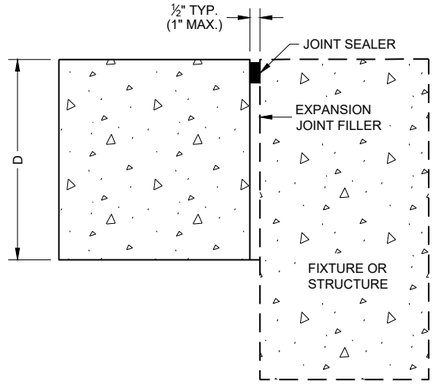
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

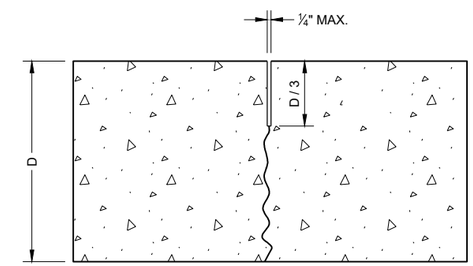
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

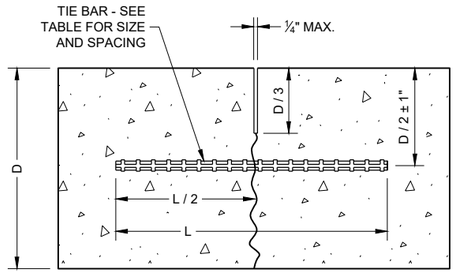
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

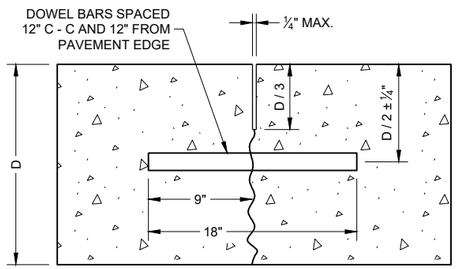
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

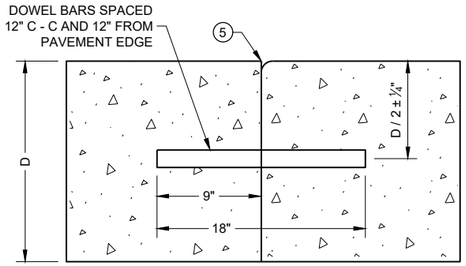


TIED LONGITUDINAL

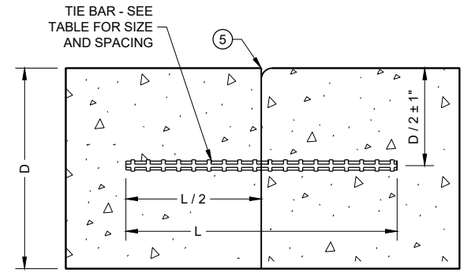


DOWELED TRANSVERSE

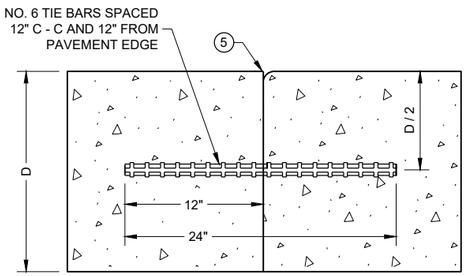
CONTRACTION JOINTS (2)



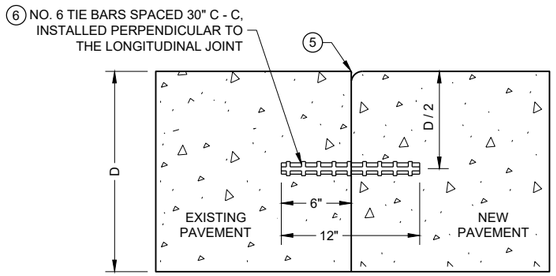
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 07c

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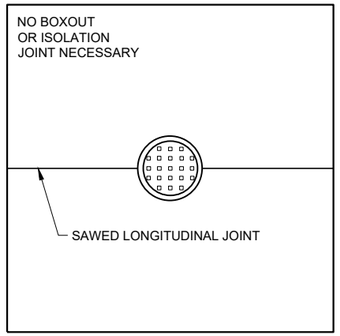
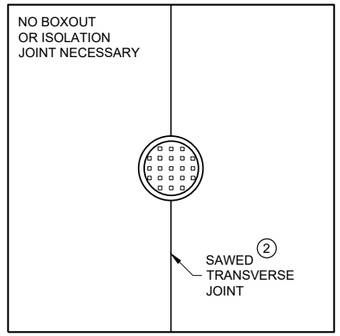
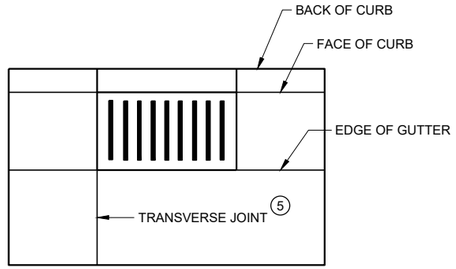


MANHOLE WITH LONGITUDINAL JOINT



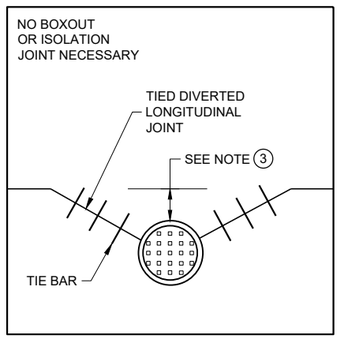
MANHOLE WITH TRANSVERSE JOINT



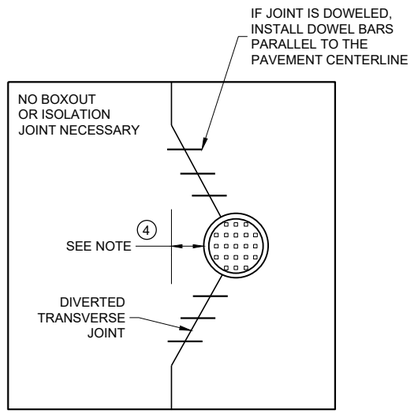
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

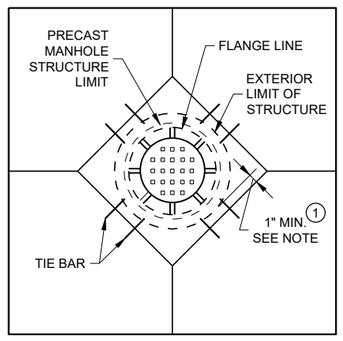
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

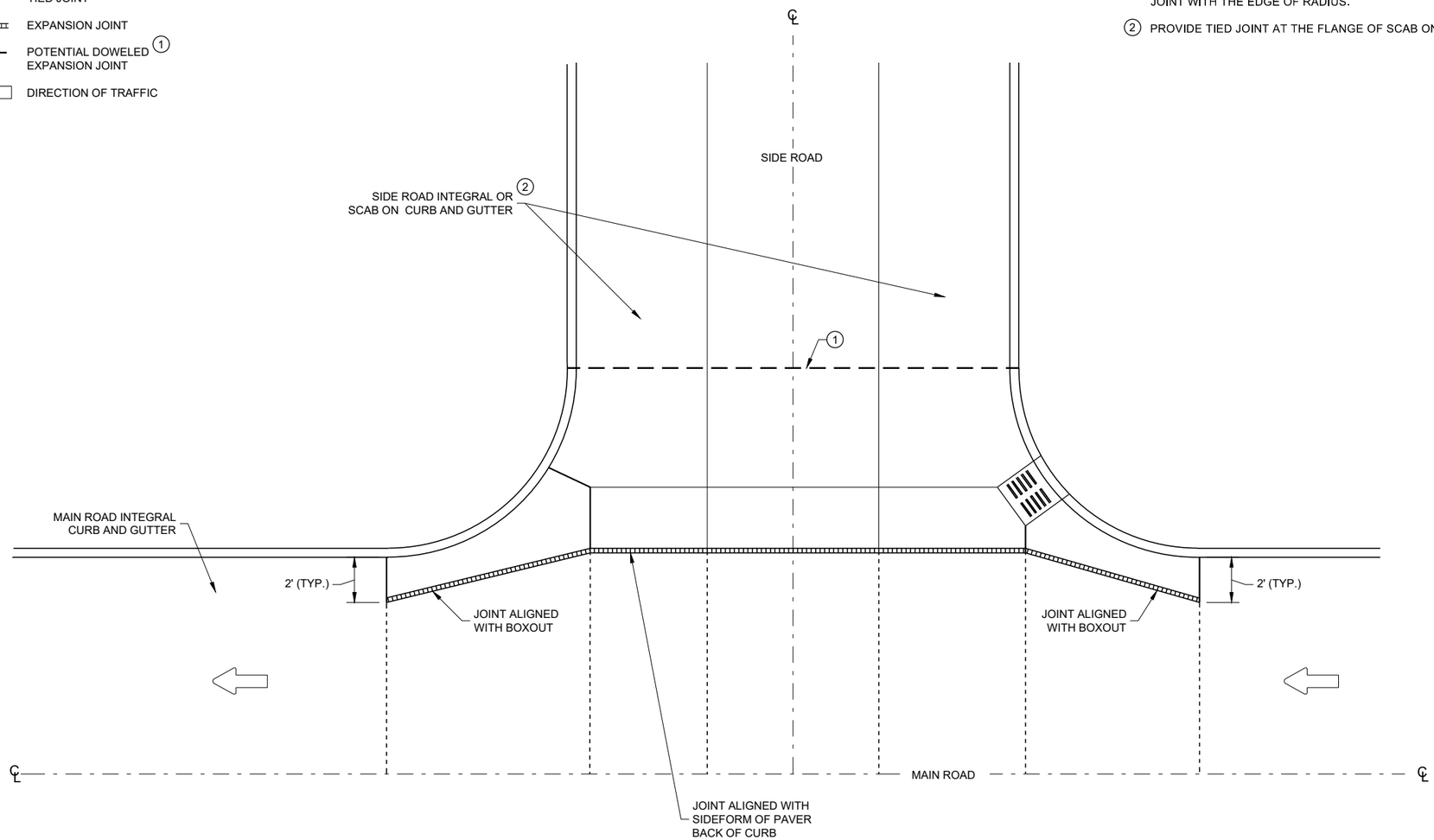
FHWA

6

SDD13C18 - 07d
SDD13C18 - 07d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 13C18 - 07f

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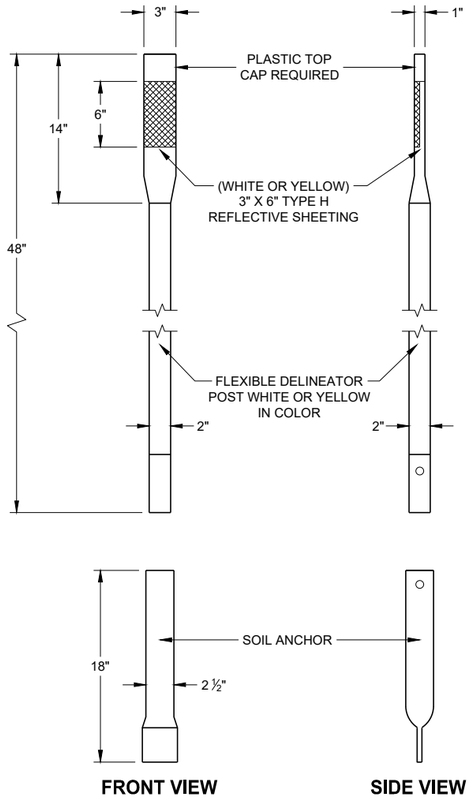
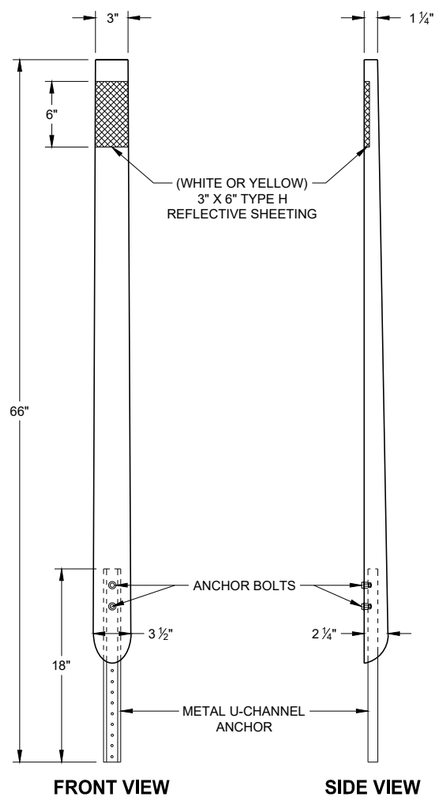
SDD 13C18 - 07f



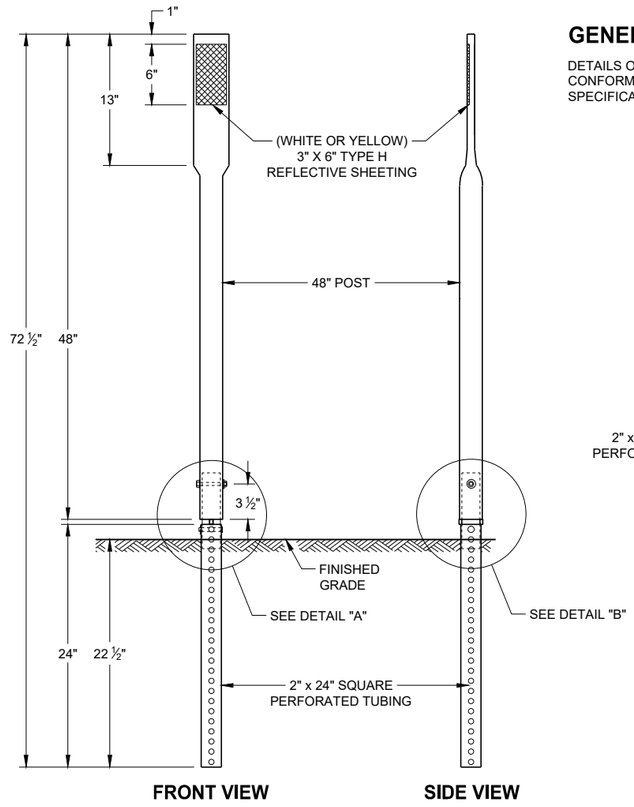
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



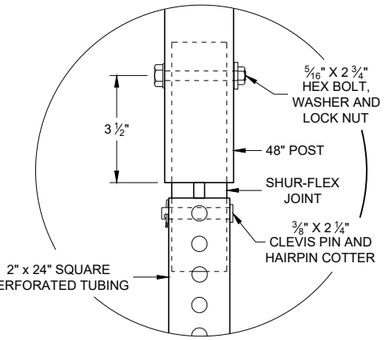
FRONT VIEW SIDE VIEW

ALTERNATE 3

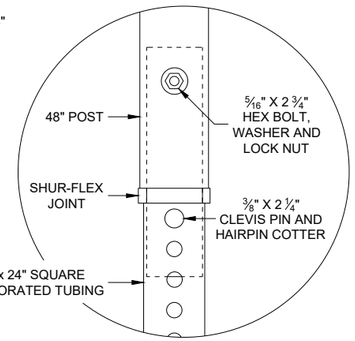
FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

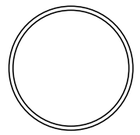
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



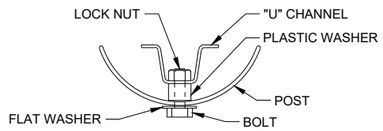
DETAIL A



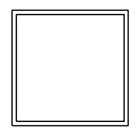
DETAIL B



SECTION A - A



SECTION B - B

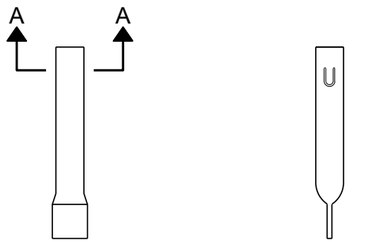


SECTION C - C

REFLECTOR SPACING TABLE

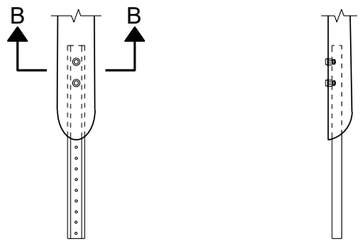
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



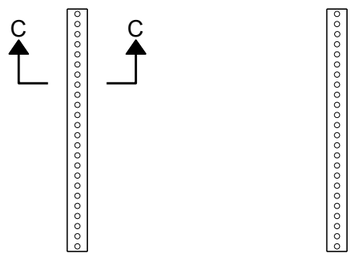
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

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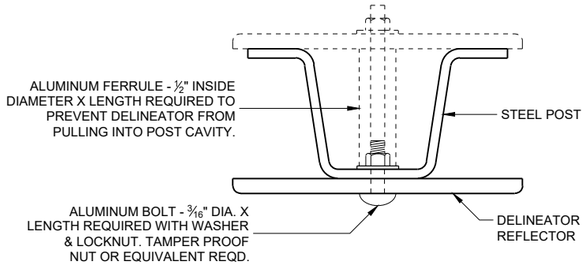
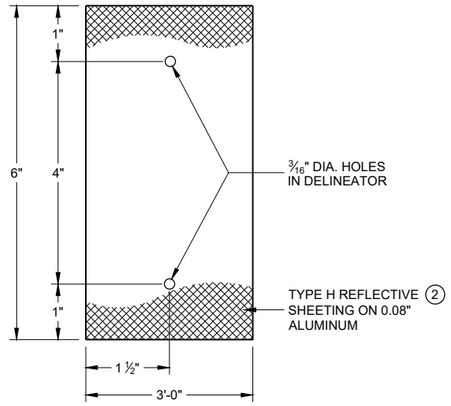
SDD 15A04 - 05a

6

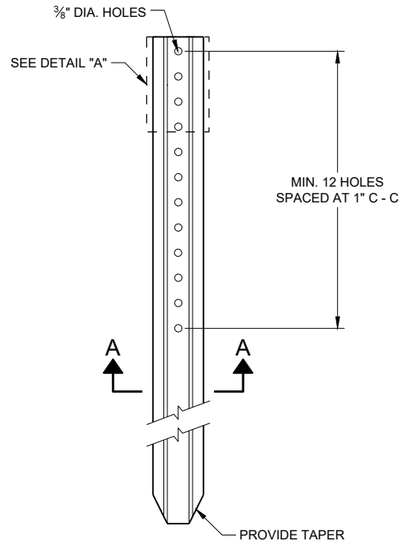
SDD 15A04 - 05a



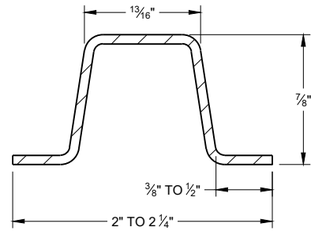
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



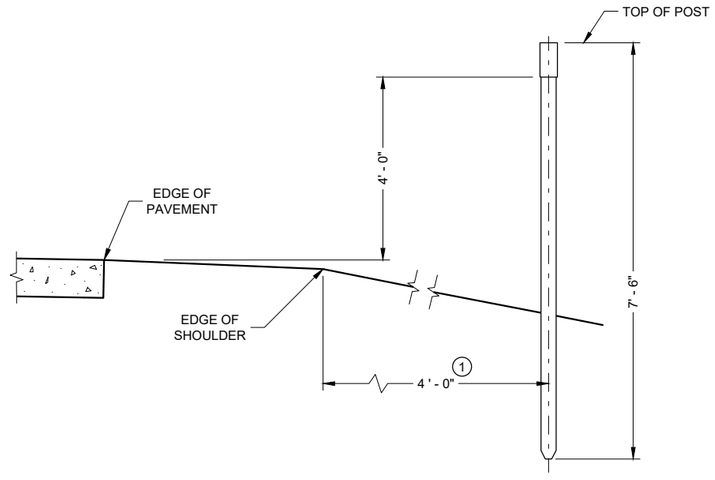
SECTION A - A

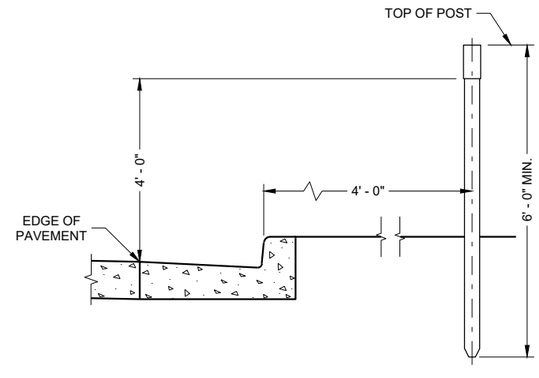
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

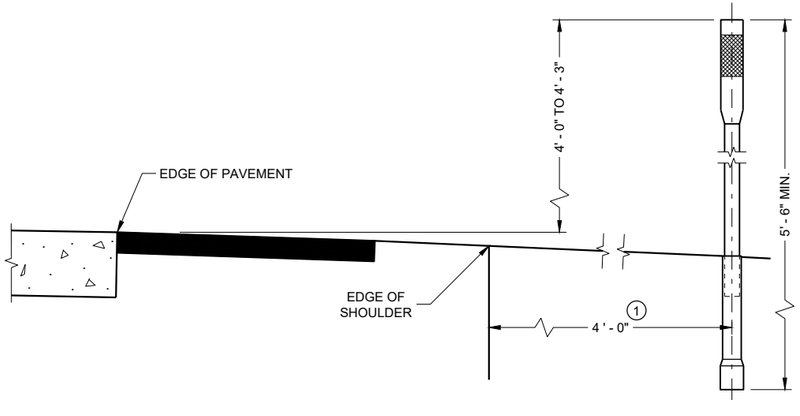
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

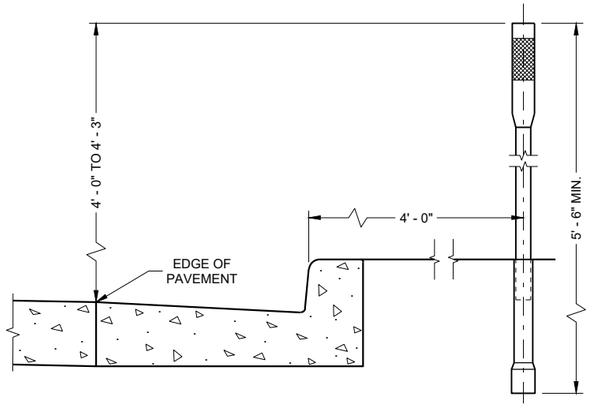
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





TYPICAL INSTALLATIONS OF DELINEATOR POSTS





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

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

1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15A04 - 05c

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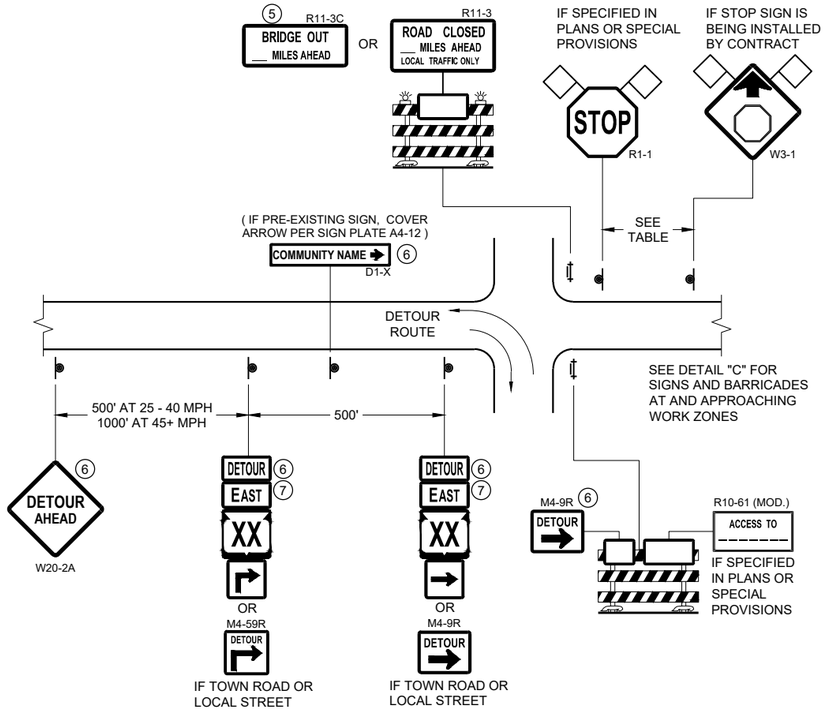
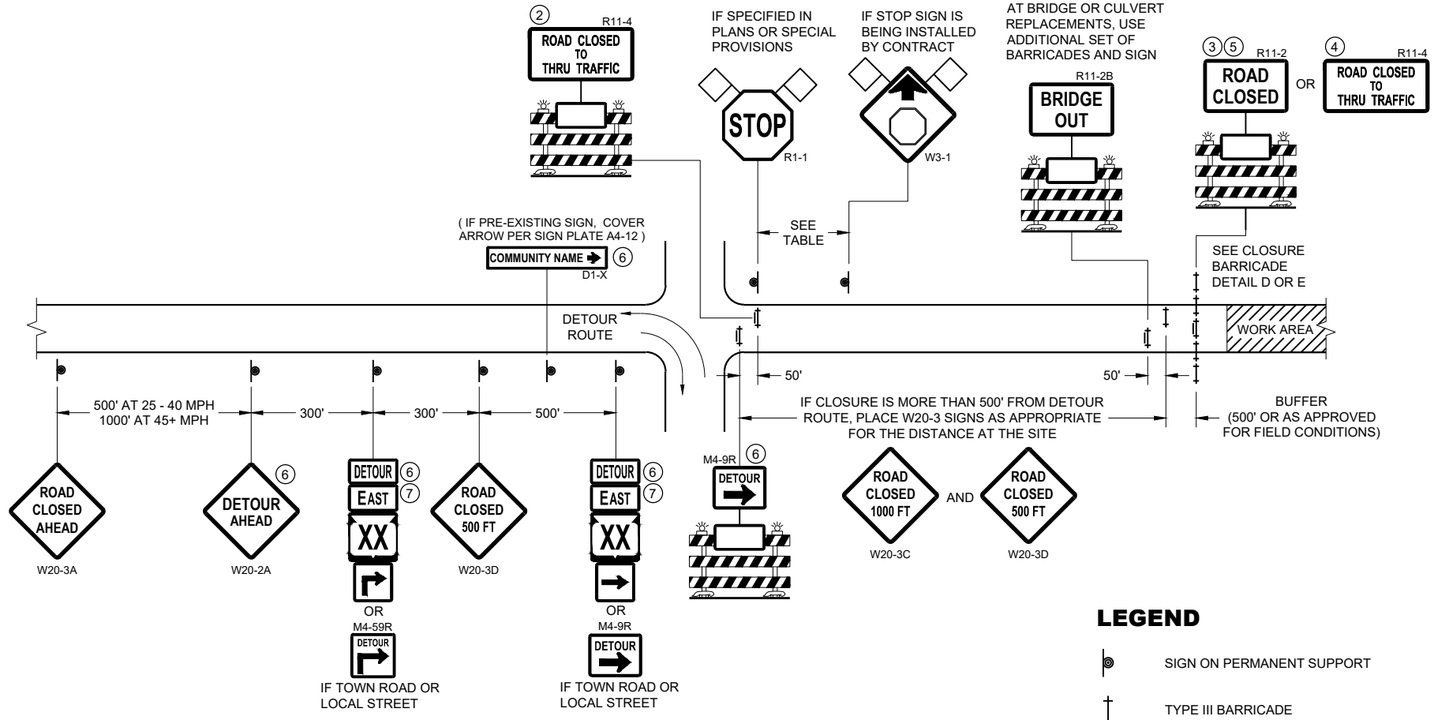


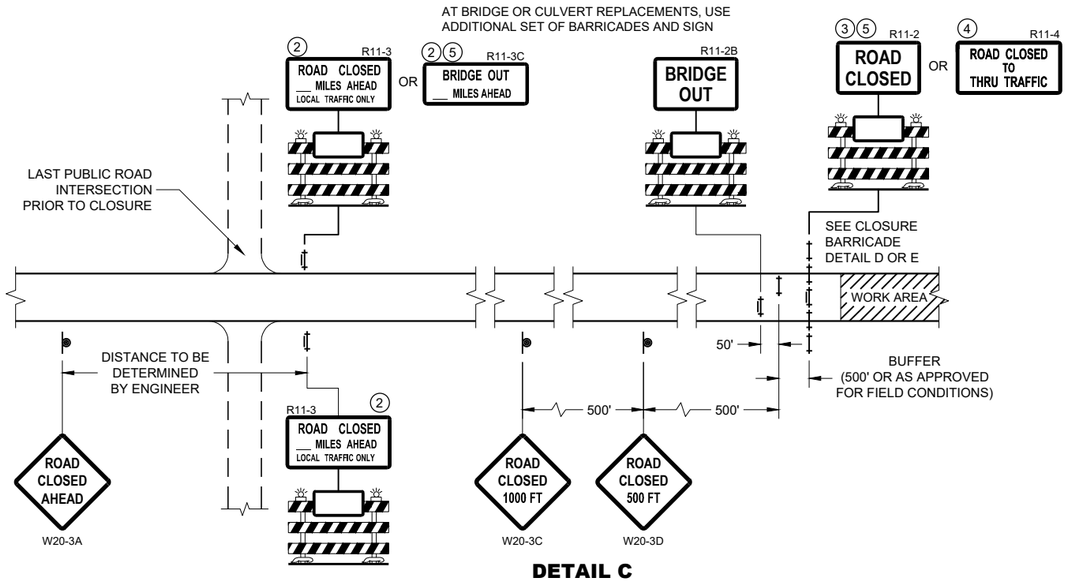


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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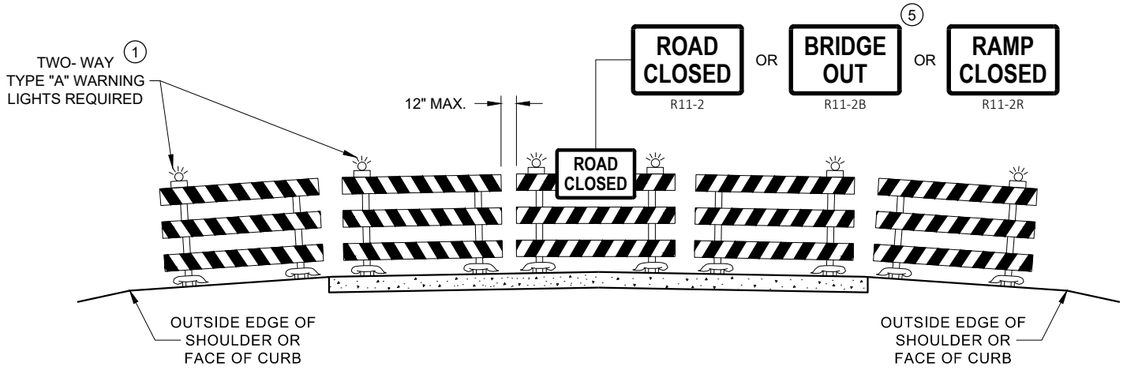
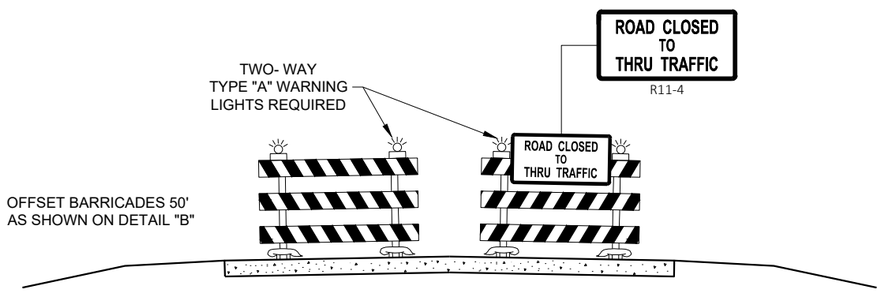
SDD 15C02 - 08a

SDD 15C02 - 08a



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
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b

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
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- 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 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.

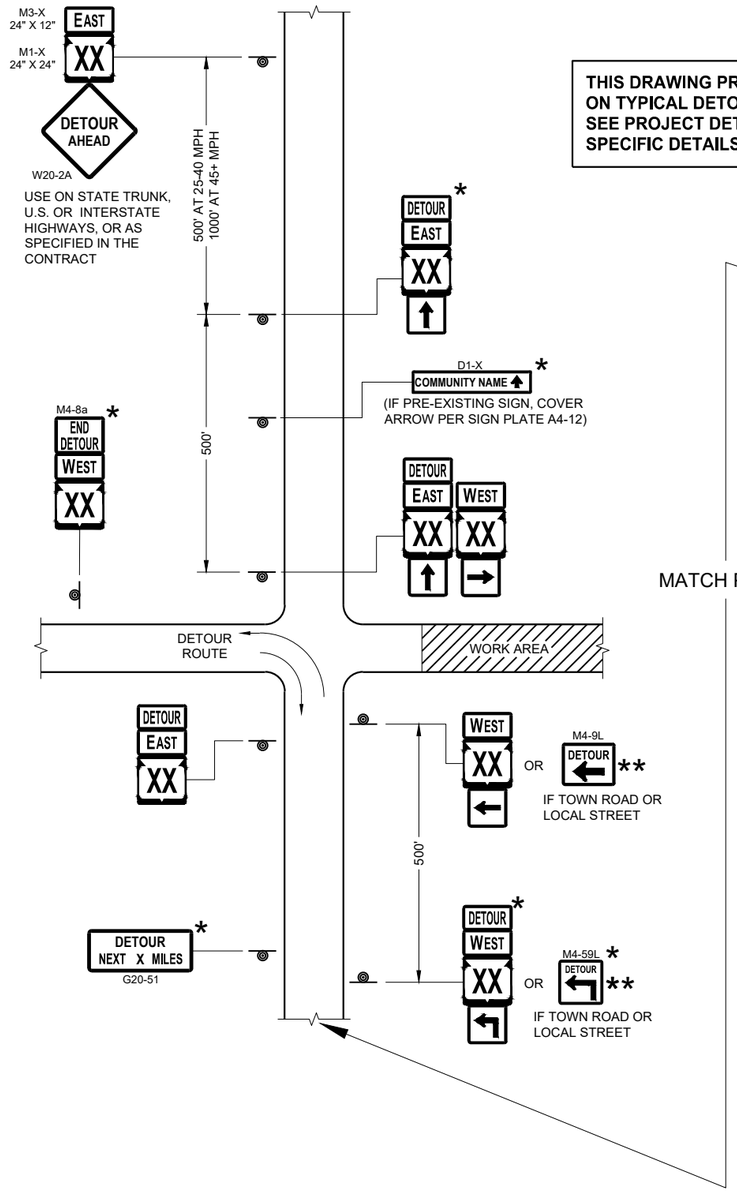
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

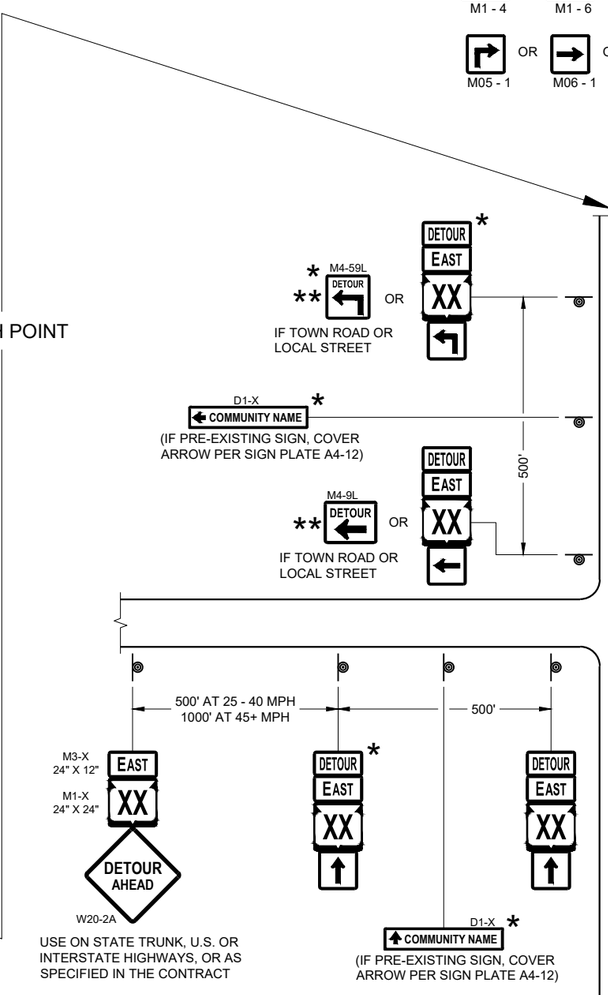
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 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.

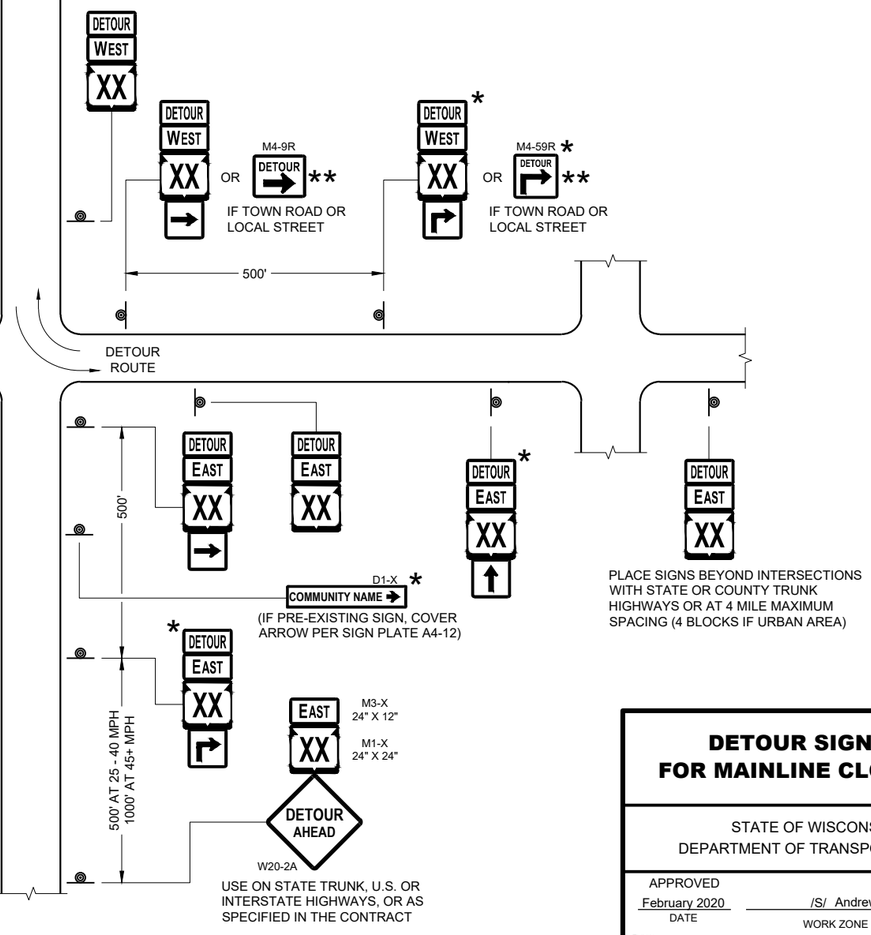
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** 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





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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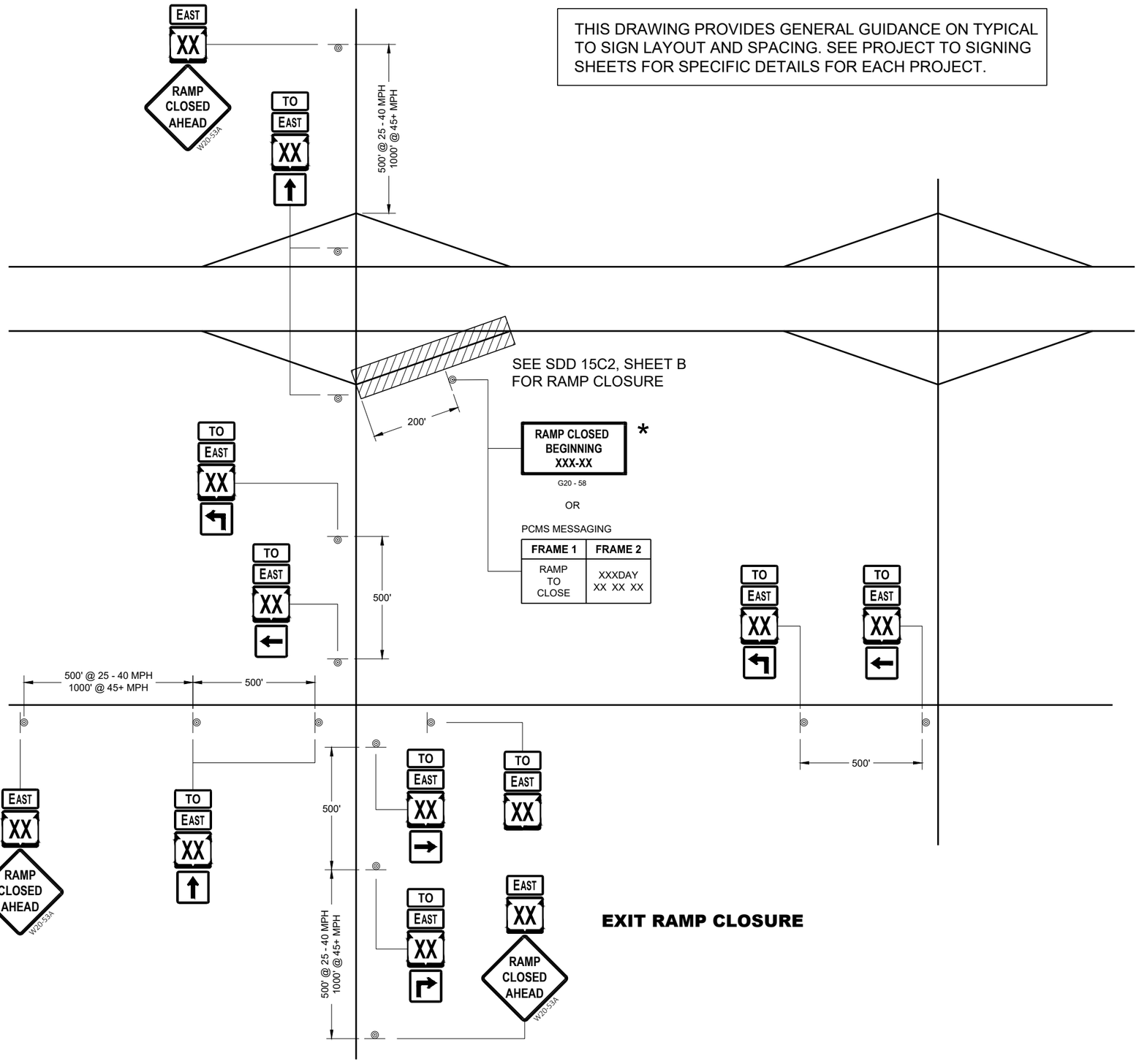

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE 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.

EXIT RAMP CLOSURE

ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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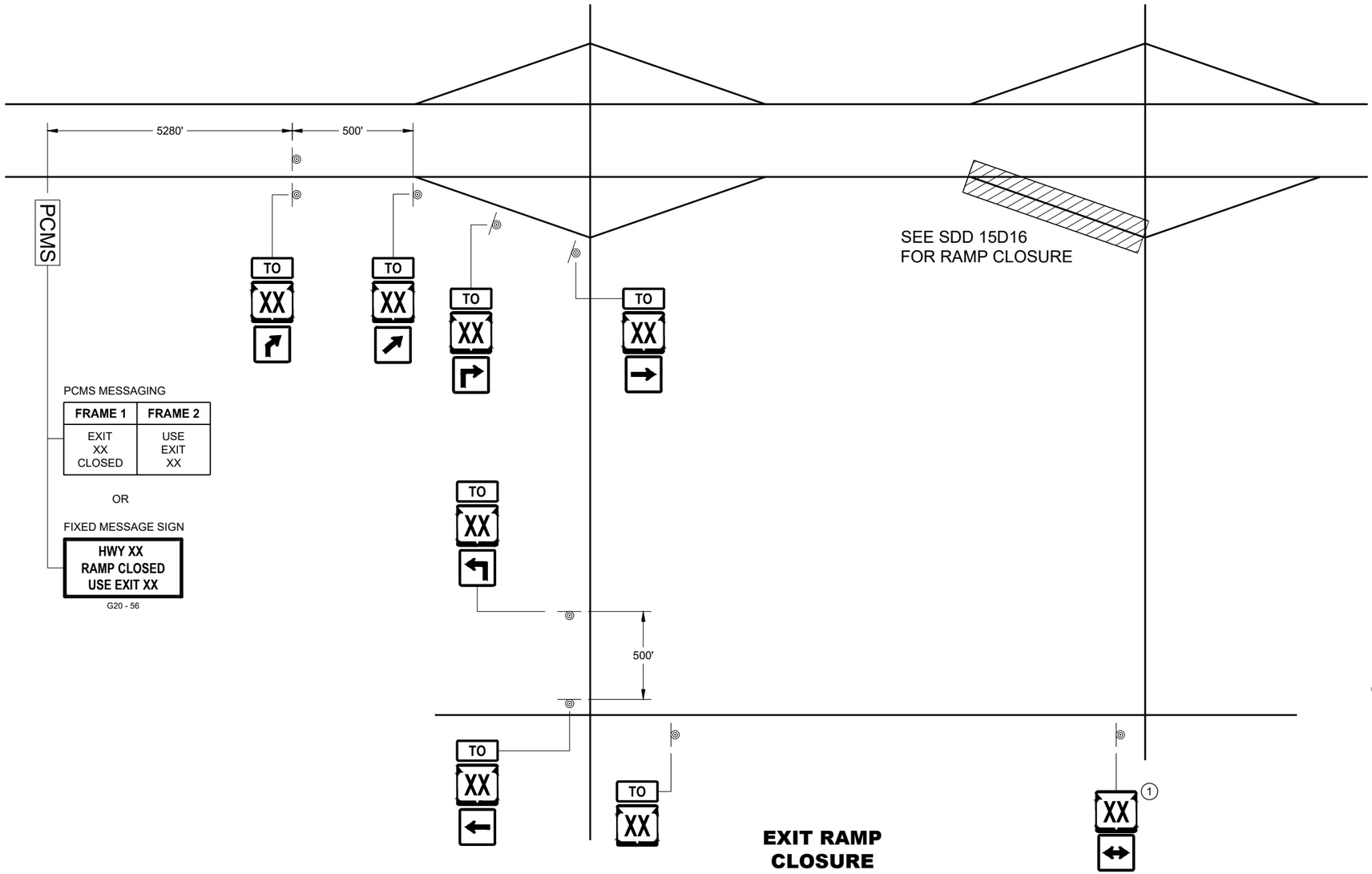
SDD 15C02 - 08d

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.



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

EXIT RAMP CLOSURE

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X 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.

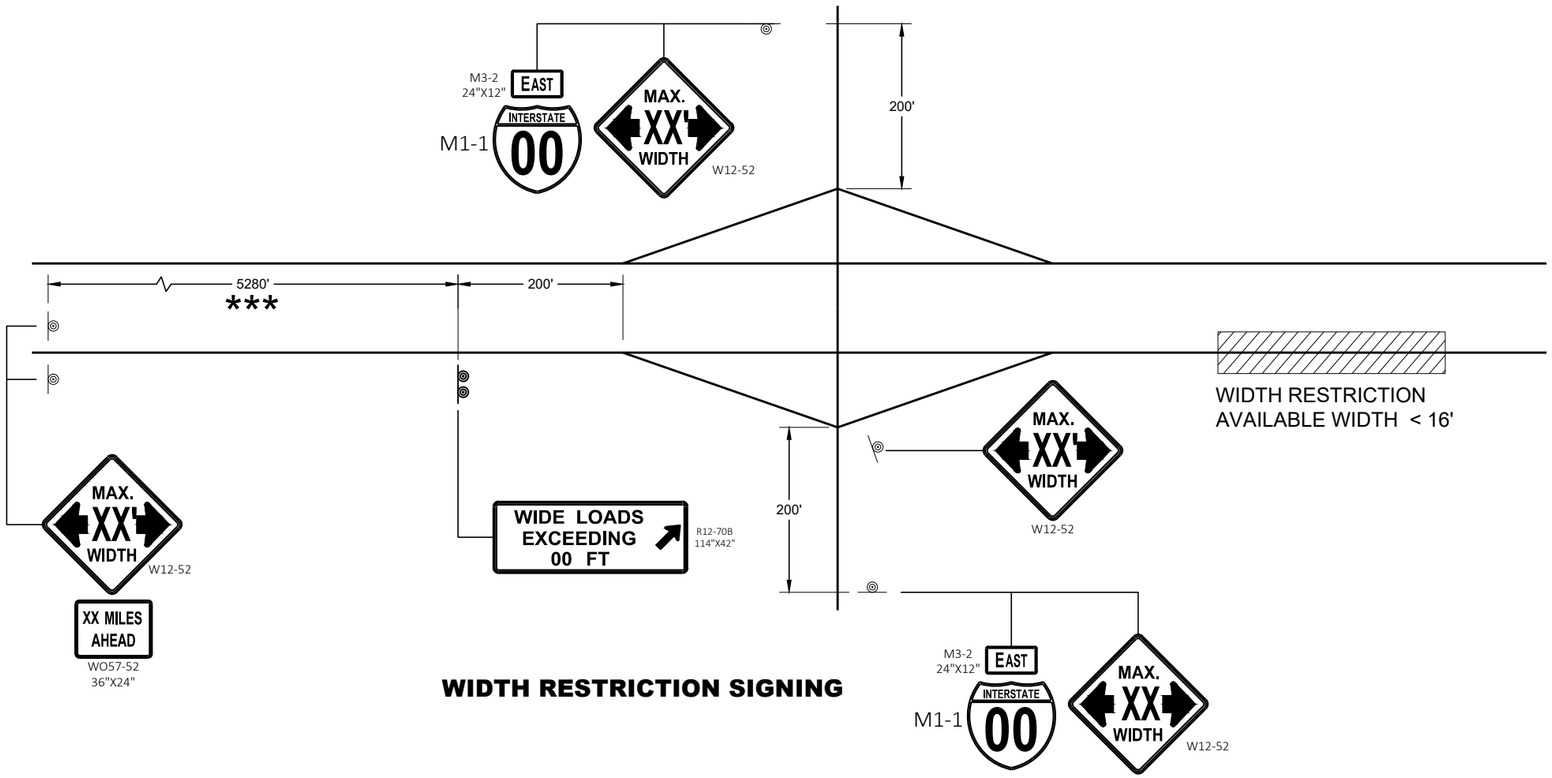
OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA

SDD 15C02 - 08e

SDD 15C02 - 08e



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

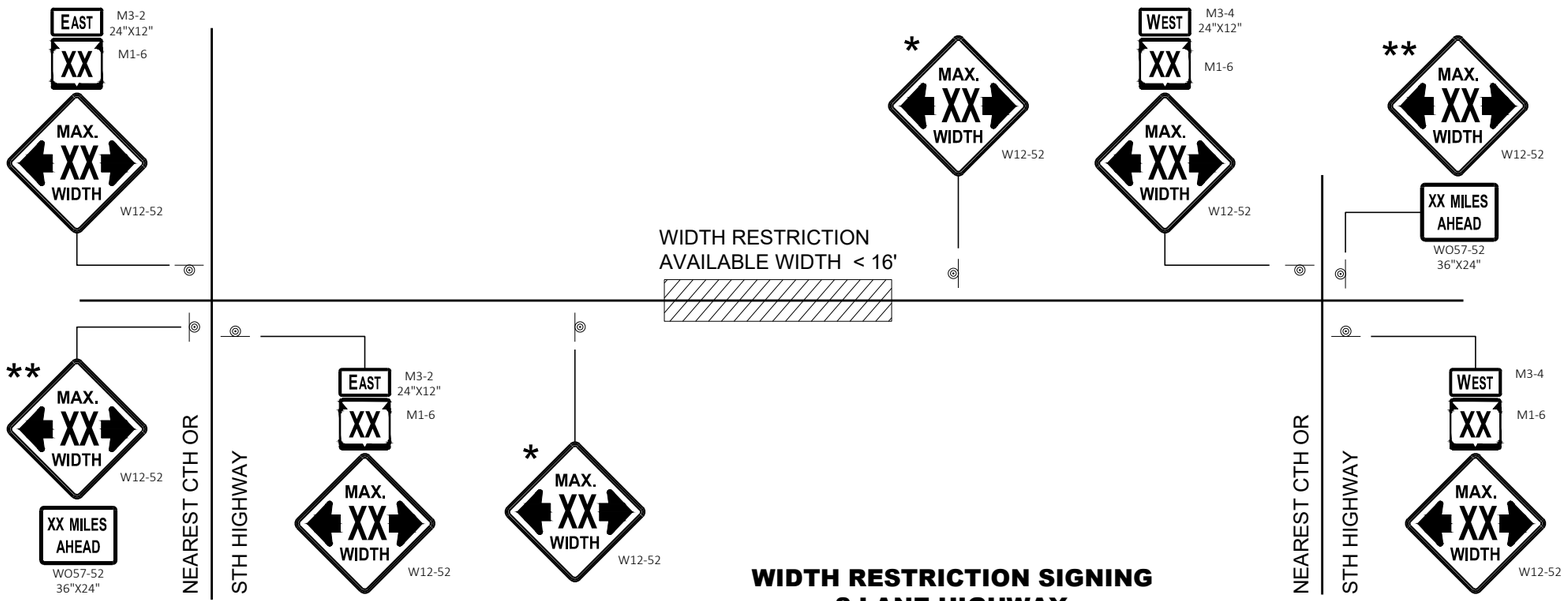
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

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

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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

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



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

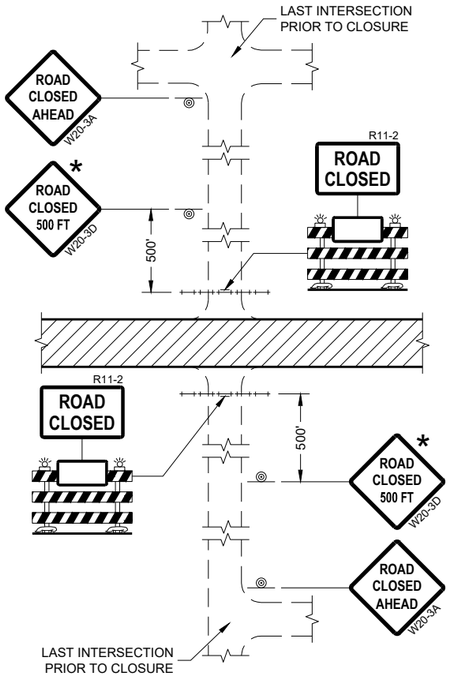
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

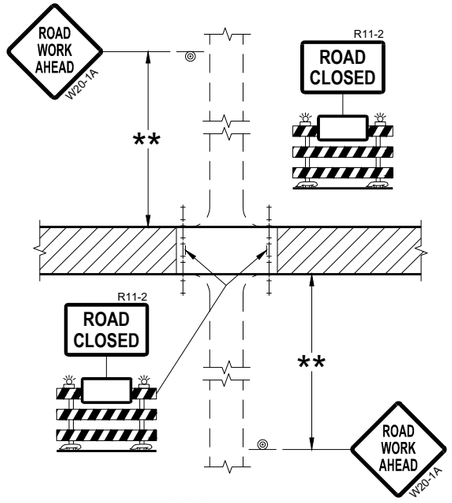
FHWA

6

SDD 15C02 - 08f



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

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

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

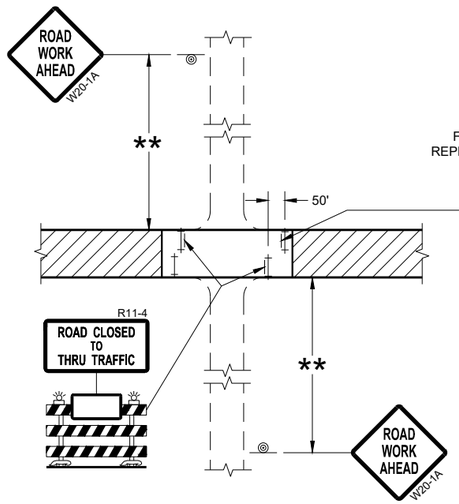
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

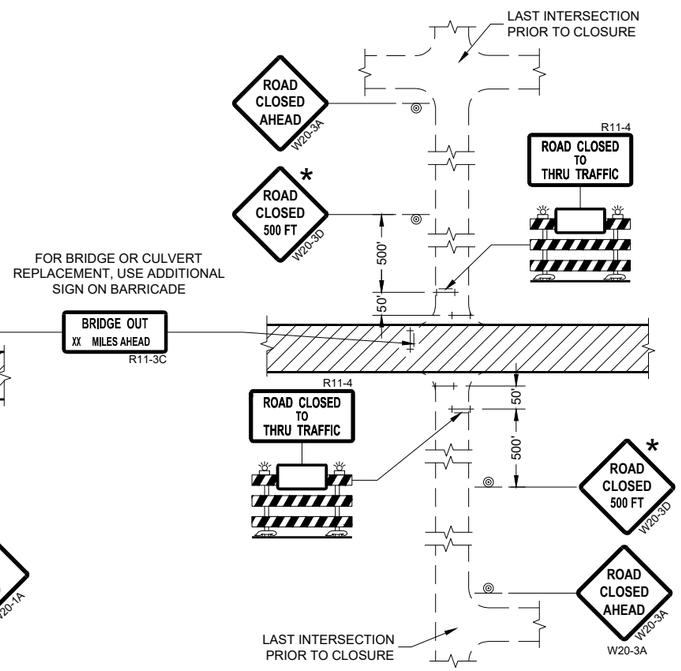
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.





DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

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

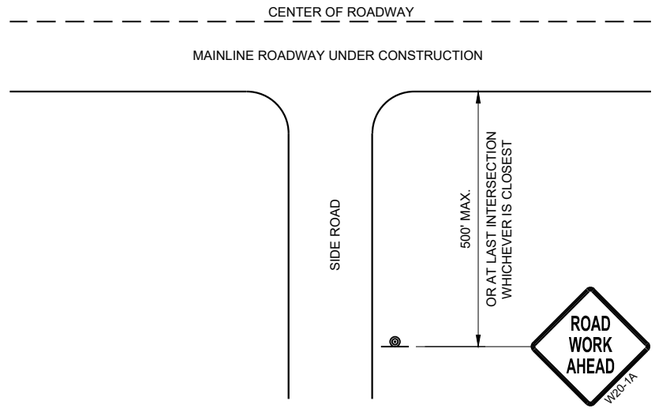
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



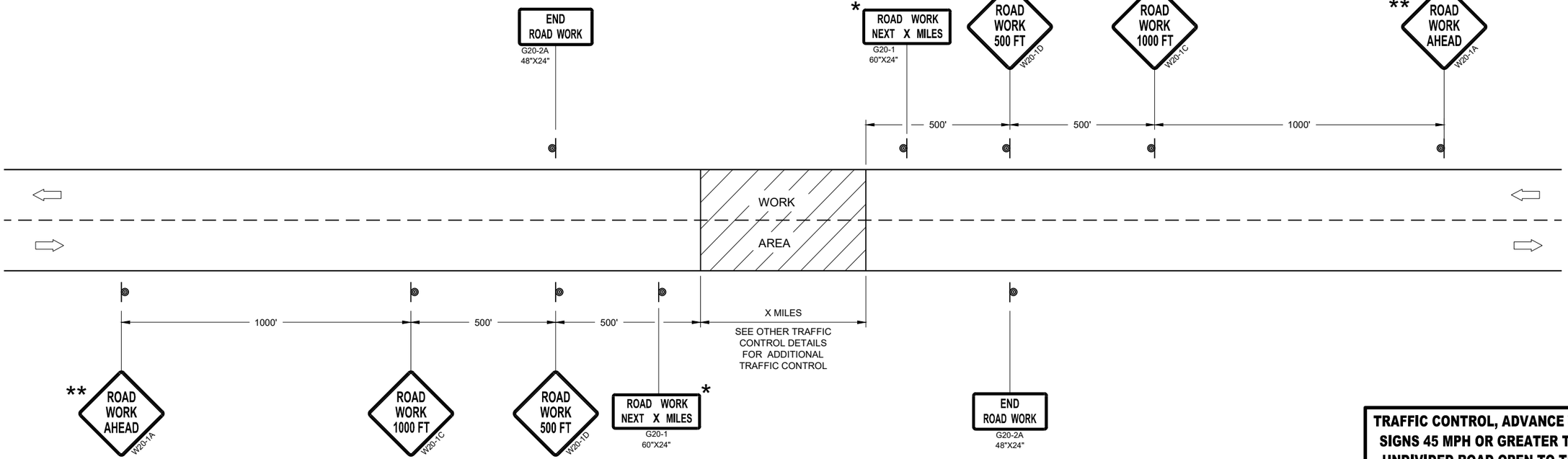
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

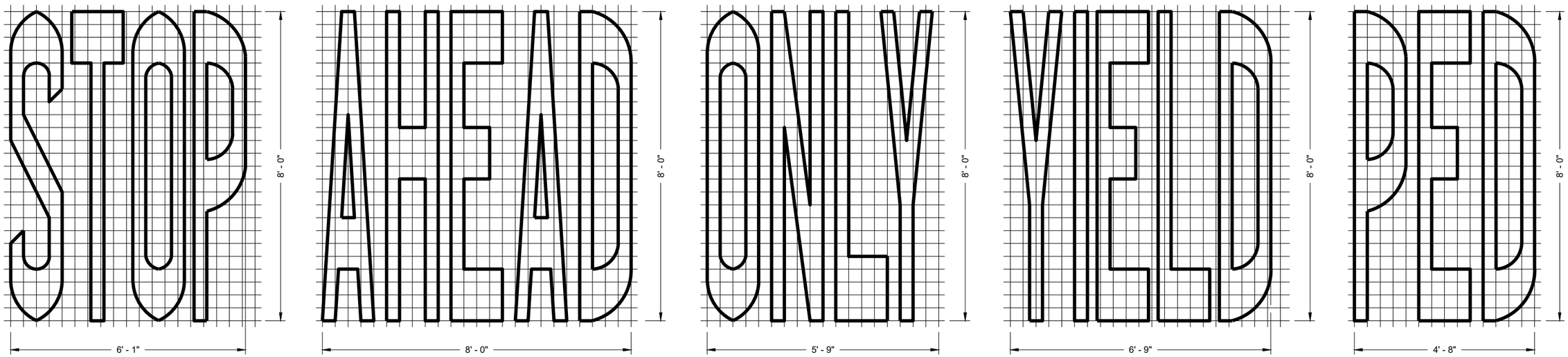
FHWA

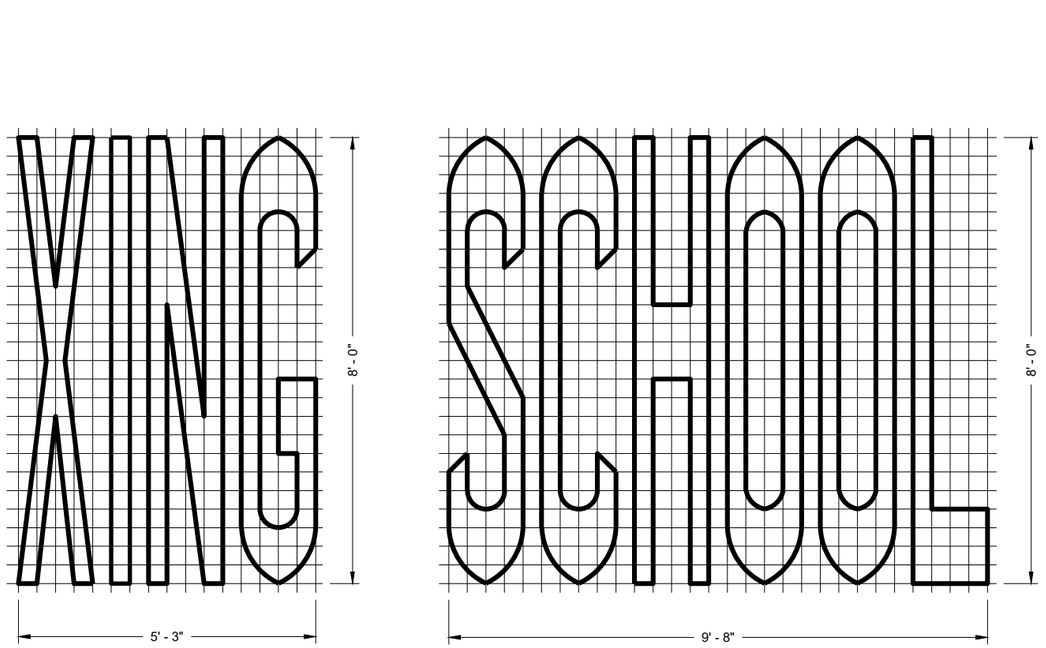
6

SDD 15C04 - 05

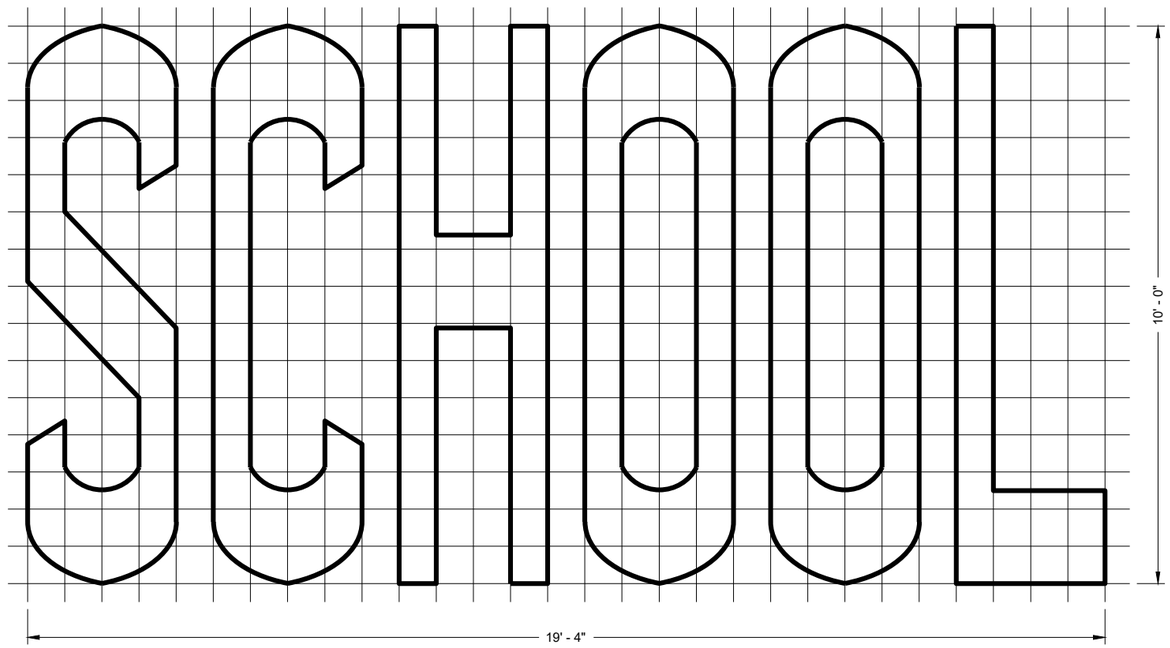
6

SDD 15C04 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

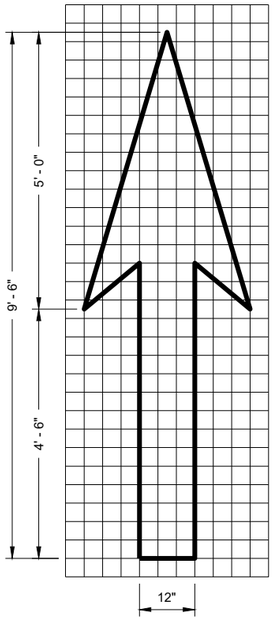
SDD 15C07 - 15b

6

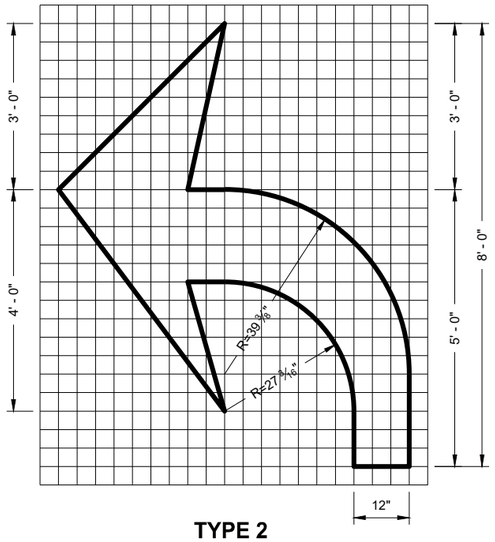
SDD 15C07 - 15b

GENERAL NOTES

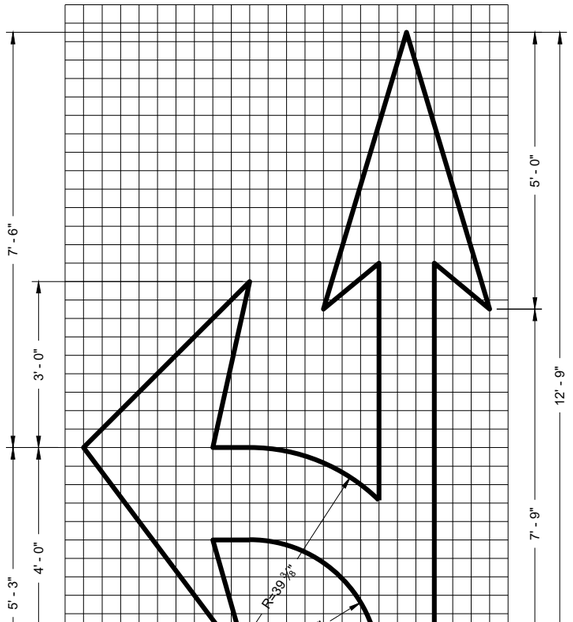
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



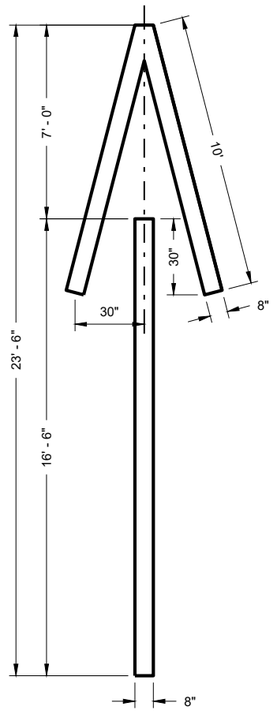
TYPE 1



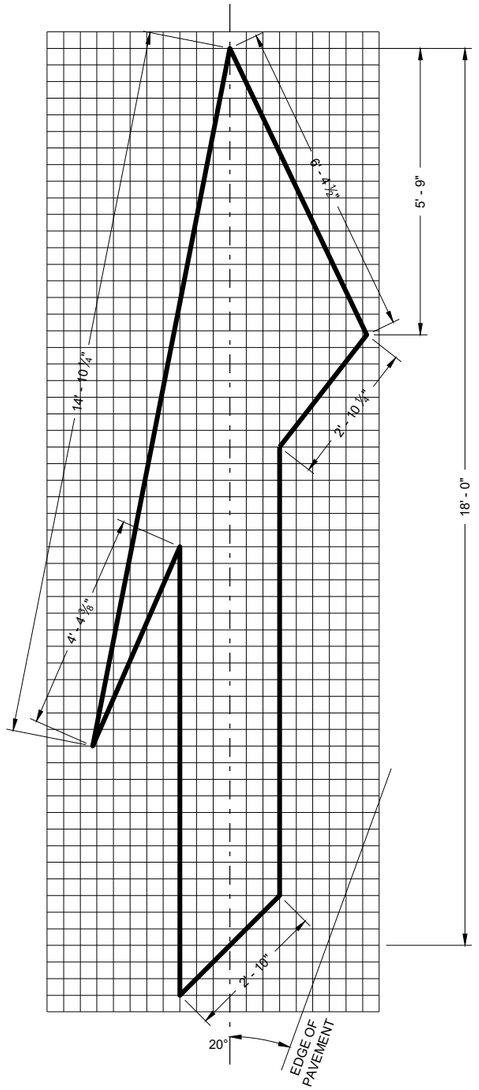
TYPE 2



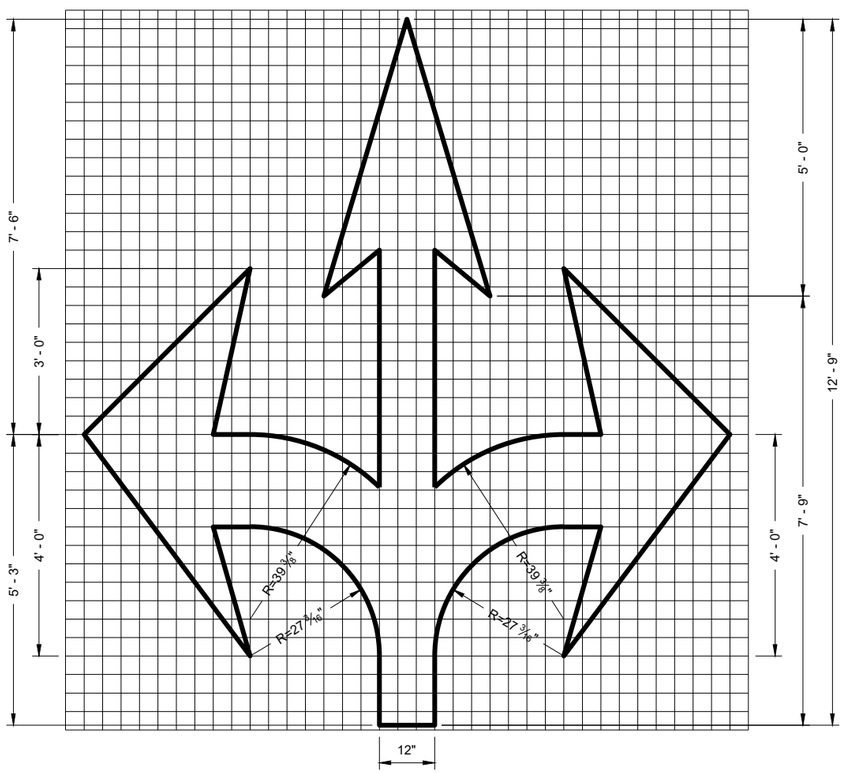
TYPE 3



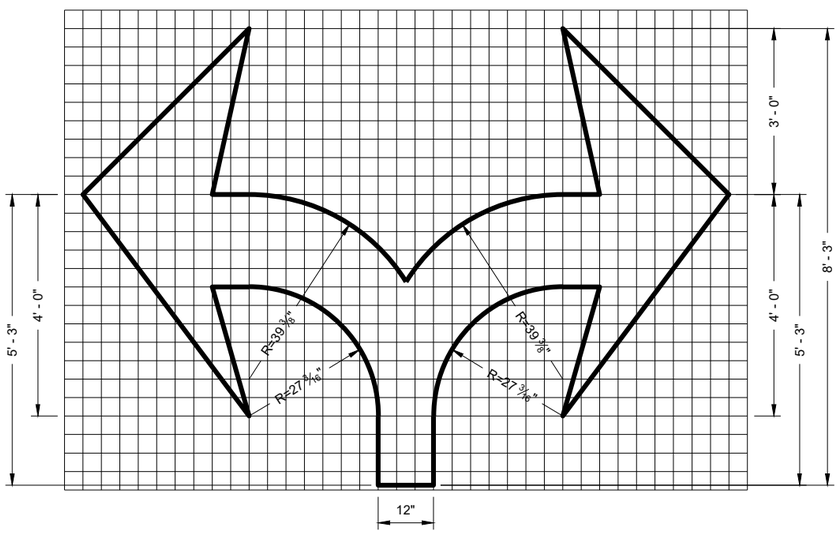
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

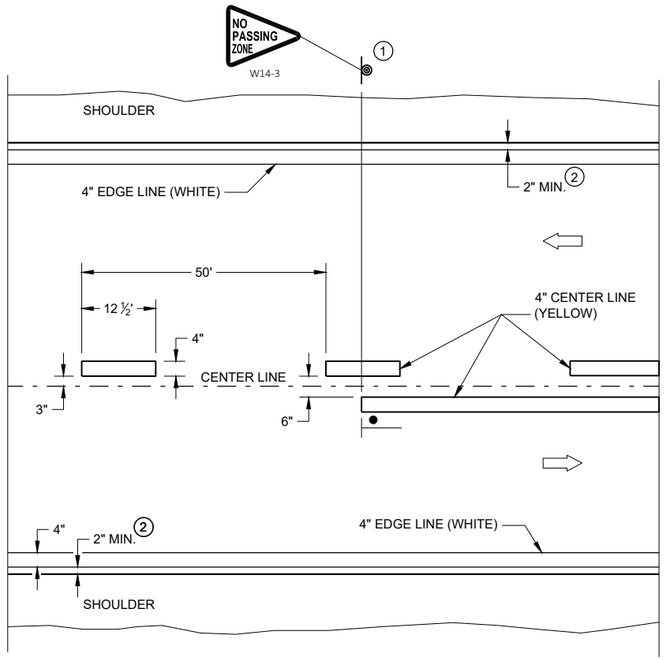
FHWA

6

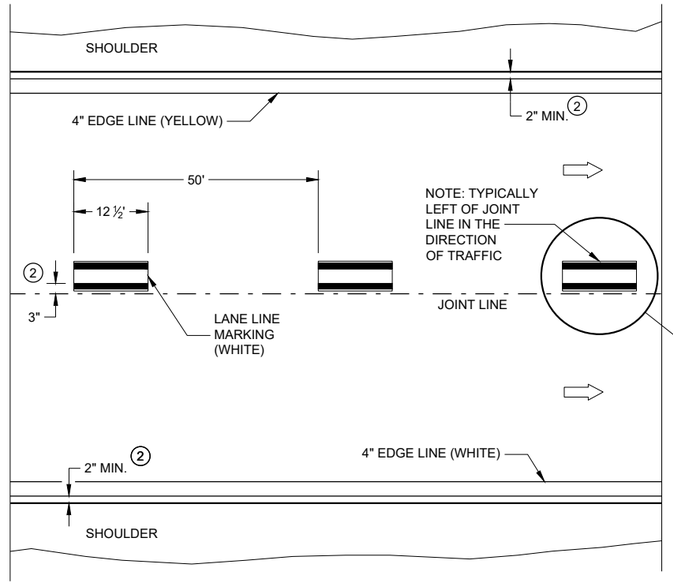
SDD 15C07 - 15c

6

SDD 15C07 - 15c

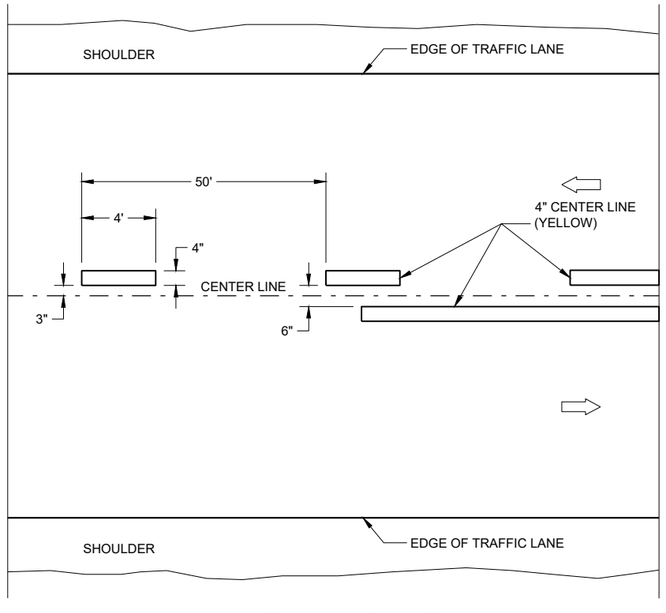


TWO WAY TRAFFIC

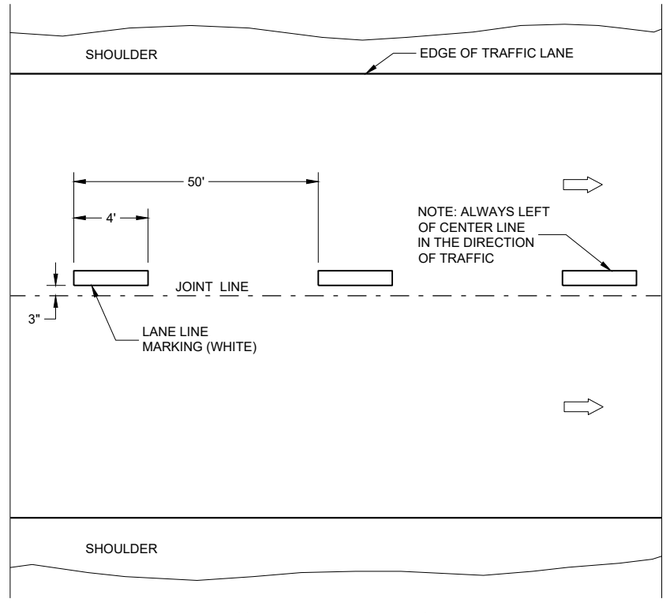


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

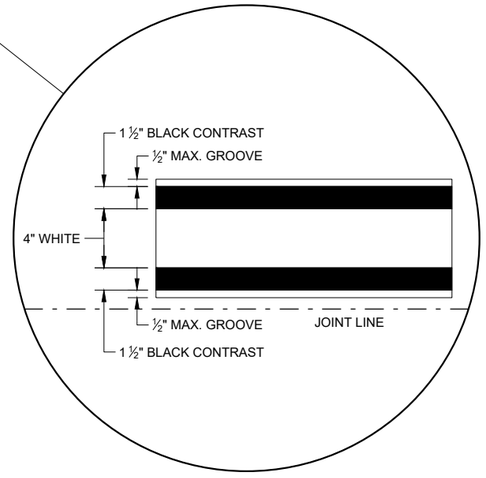
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

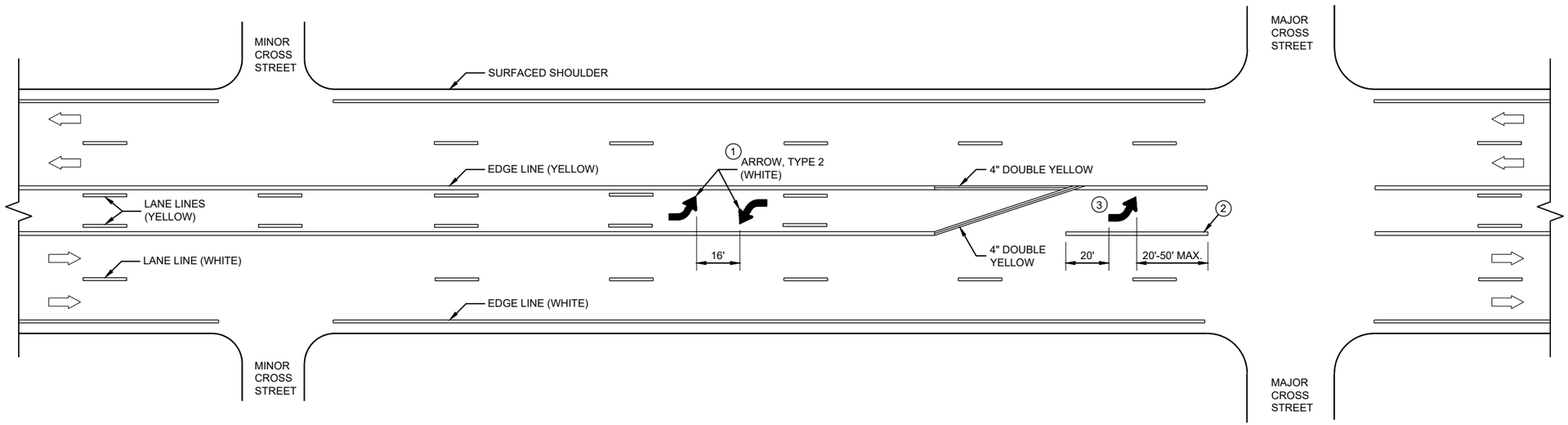
SDD 15C08 - 20a

SDD 15C08 - 20a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

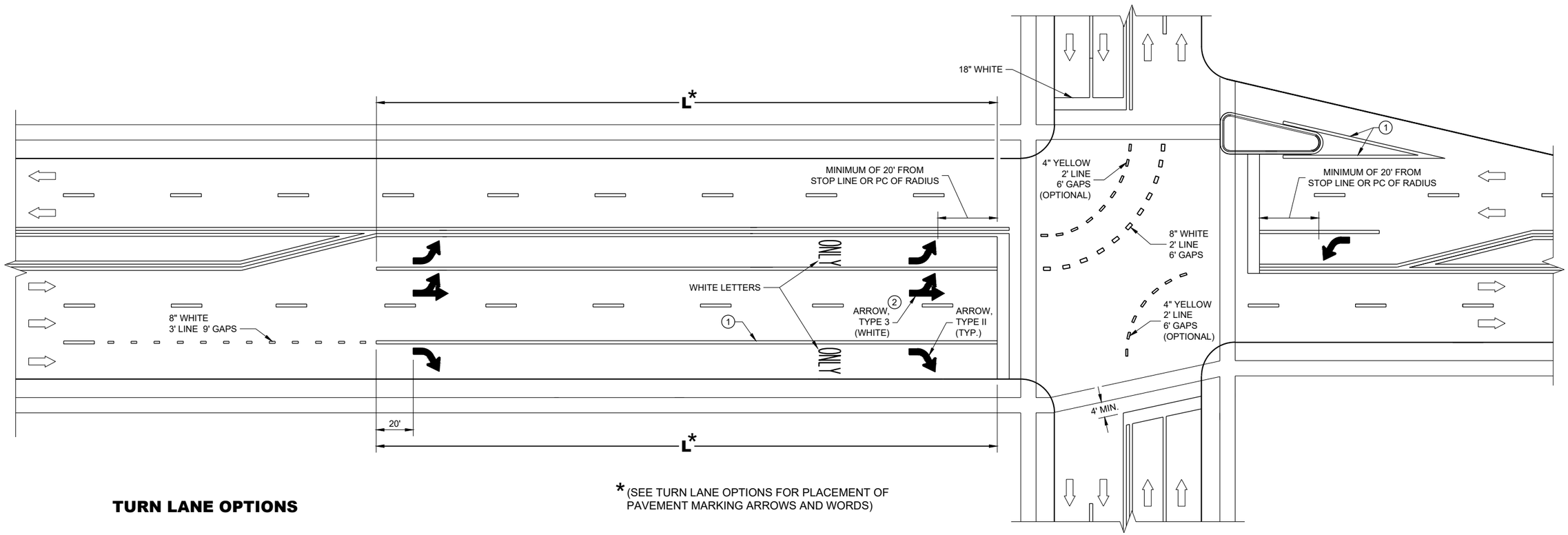
6

SDD 15C08 - 20b

SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

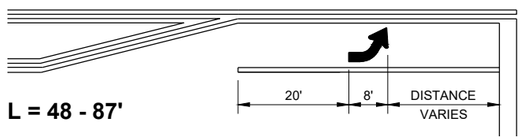
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



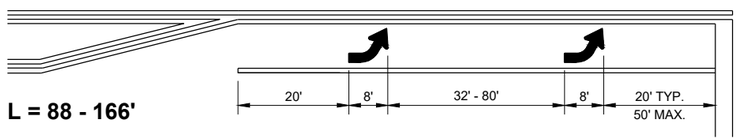
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

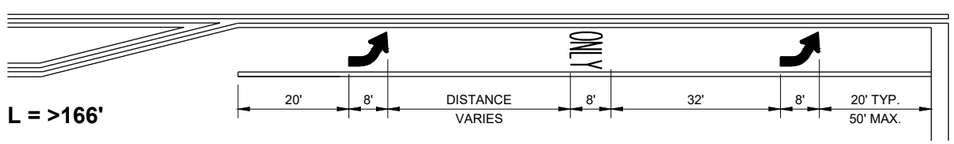
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. 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

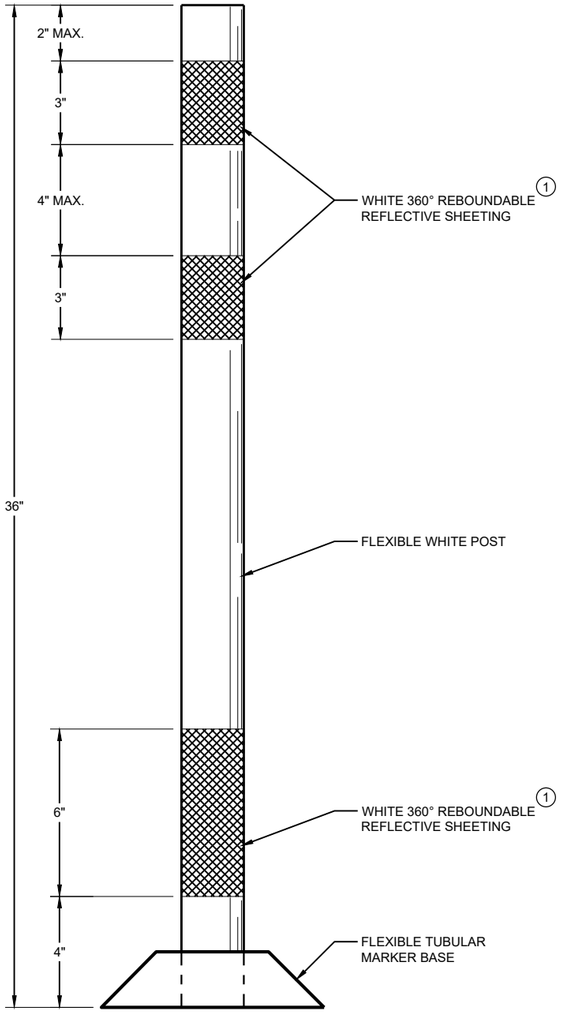
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

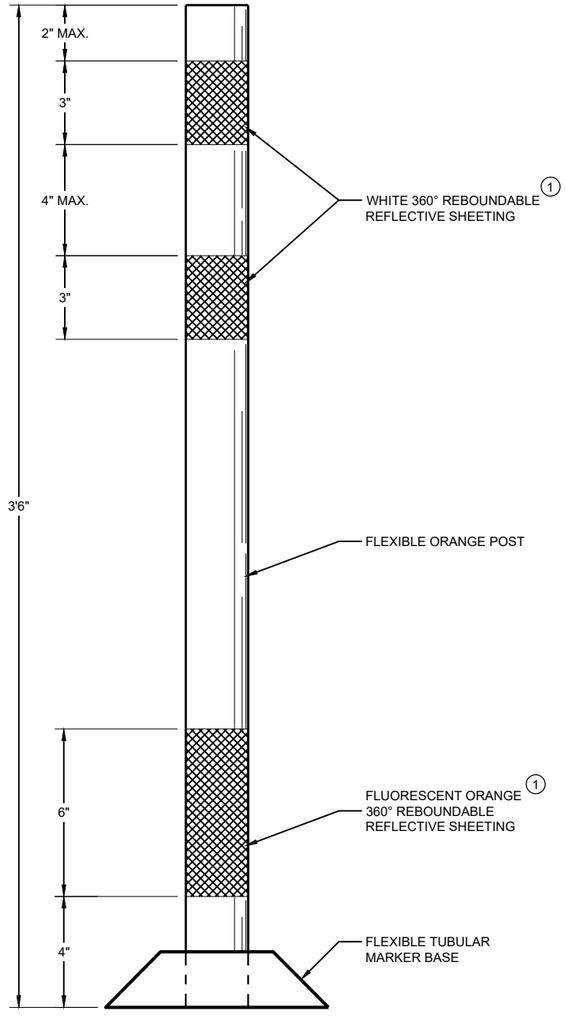
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 20c



FLEXIBLE TUBULAR MARKER POST PERMANENT CROSSOVER



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 07a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

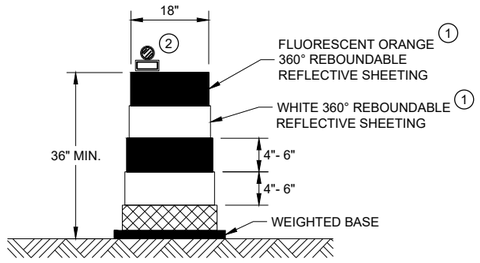
FHWA

6

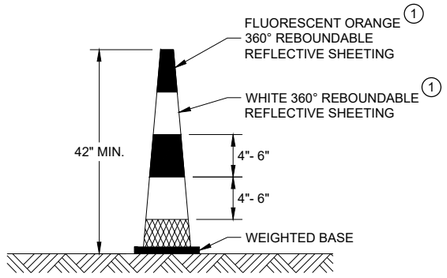
SDD 15C11 - 07a

GENERAL NOTES

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

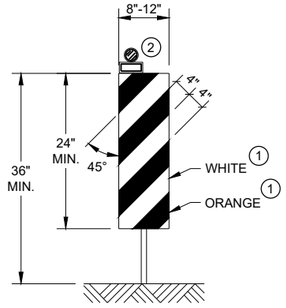


DRUM



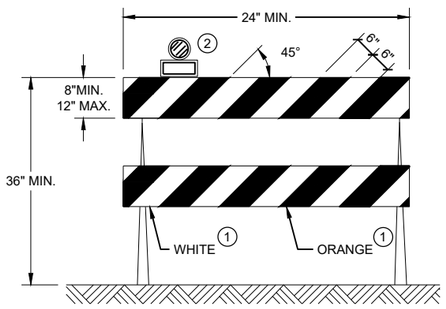
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



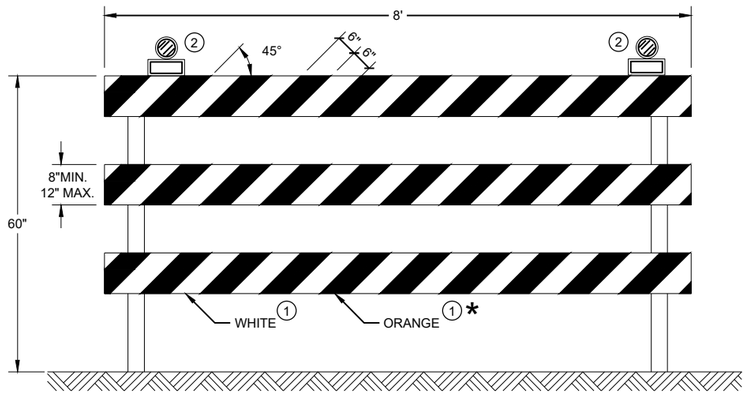
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 07b

6

SDD 15C11 - 07b

LEGEND

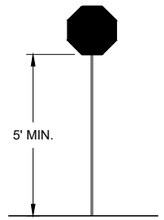
SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



STOP/SLOW PADDLE 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 SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

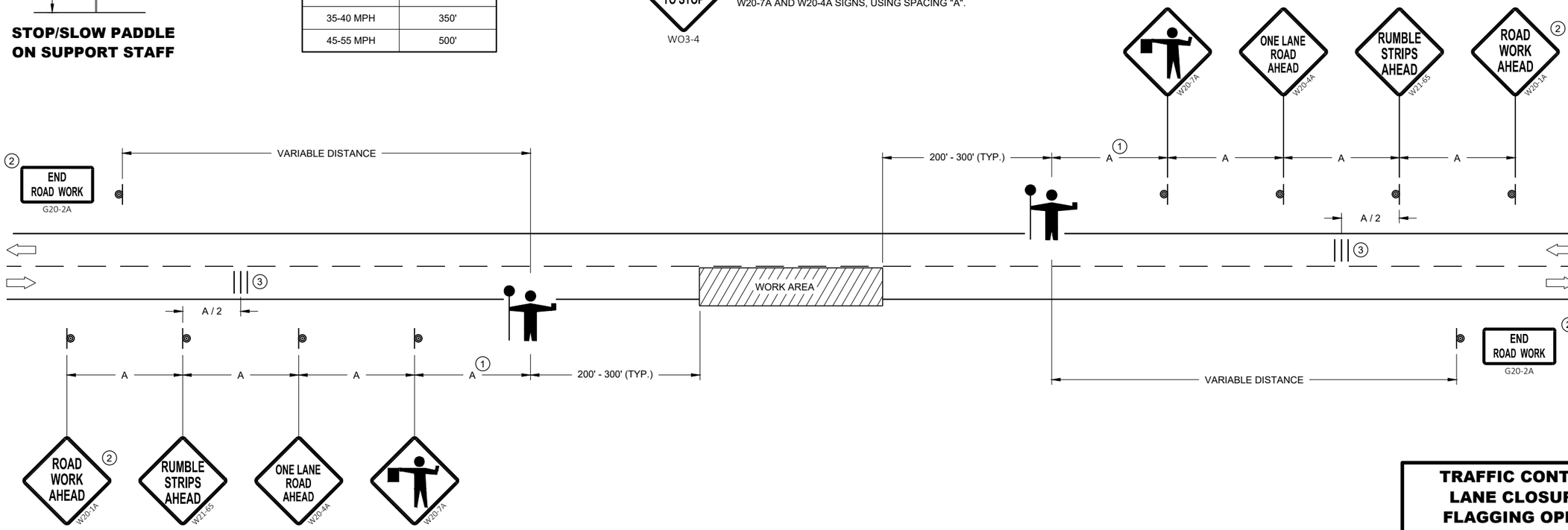
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

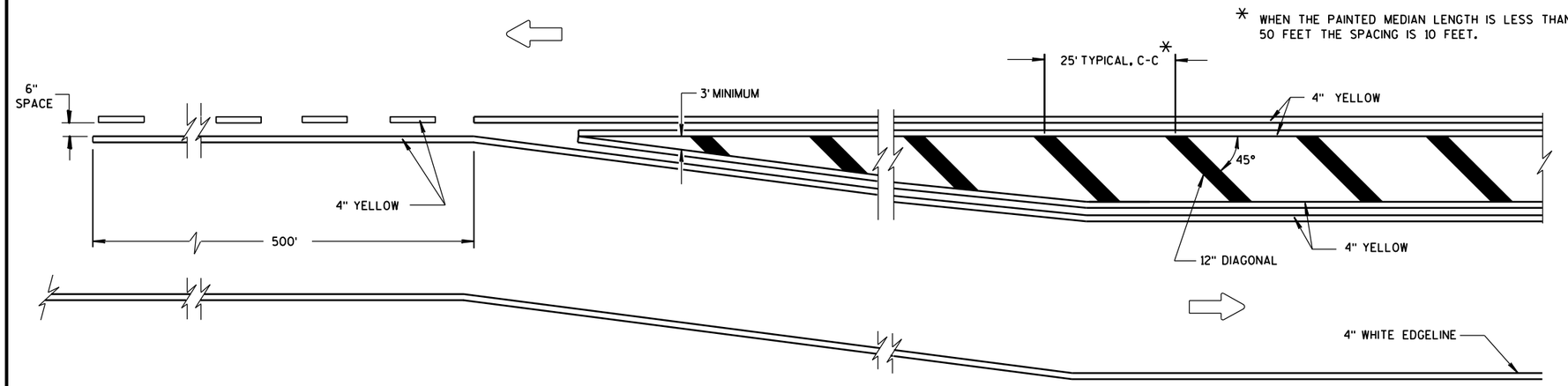
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 07

SDD 15C12 - 07



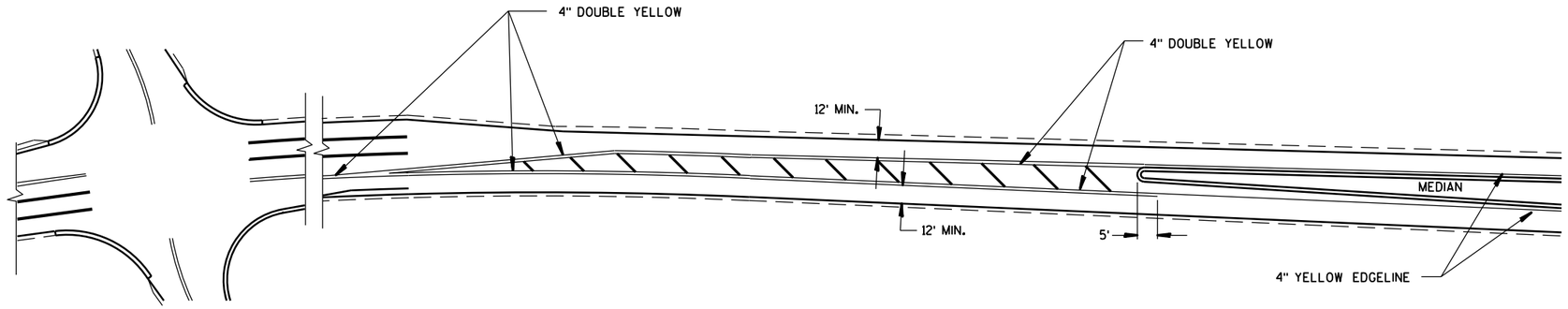
* WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10 FEET.

MEDIAN ISLAND DETAIL

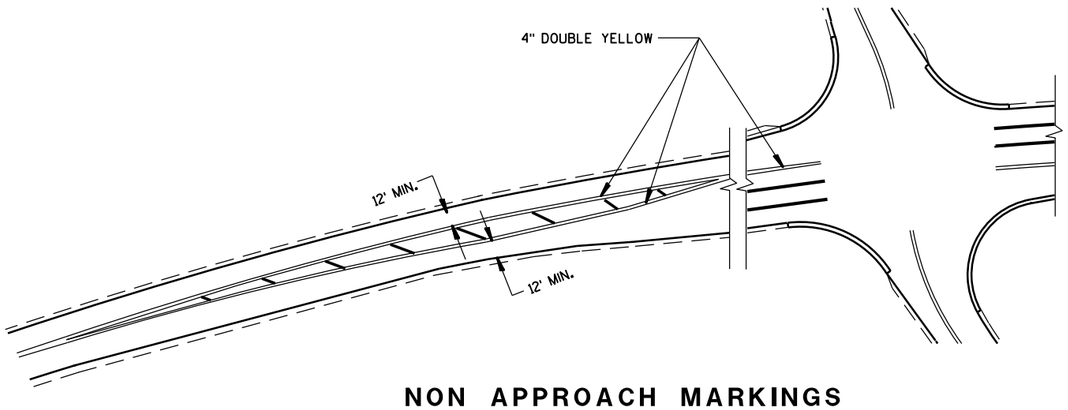
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE FHWA	/S/ Matthew Rauch STATE SIGNING AND MARK ... EER

6

S.D.D. 15 C 18-4

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S.D.D. 15 C 18-4

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

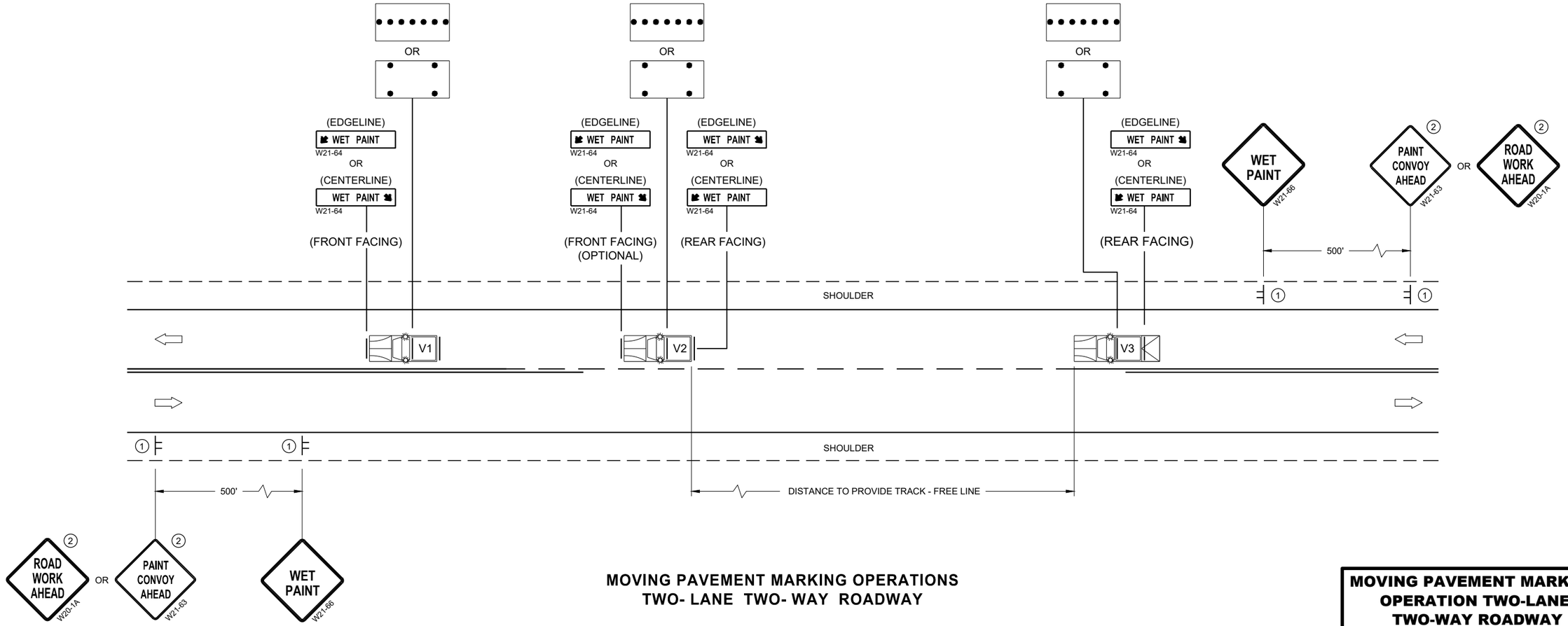
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 18" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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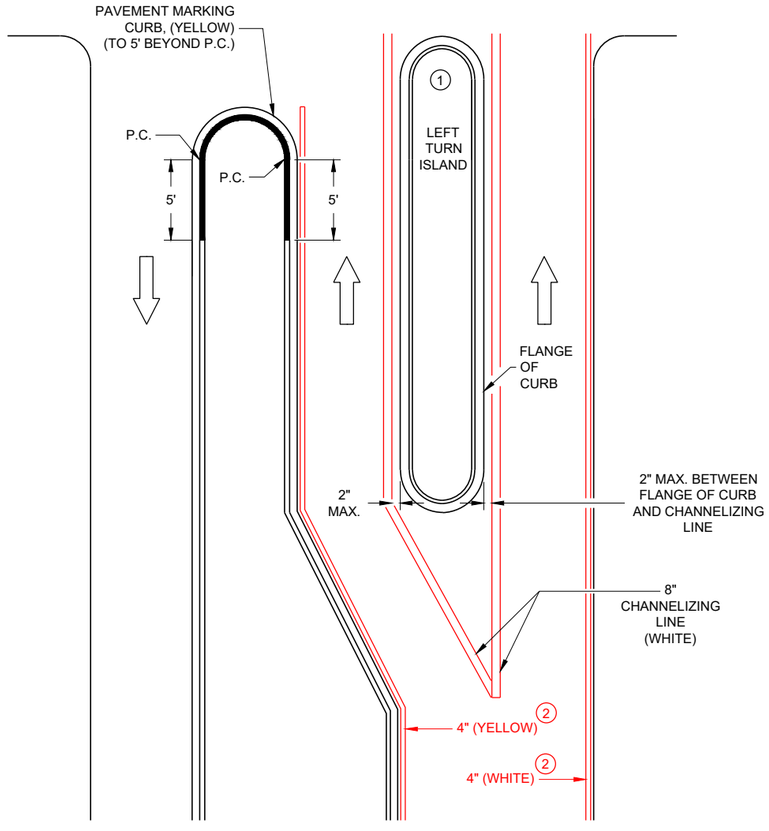
SDD 15C19 - 06a

6

SDD 15C19 - 06a

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

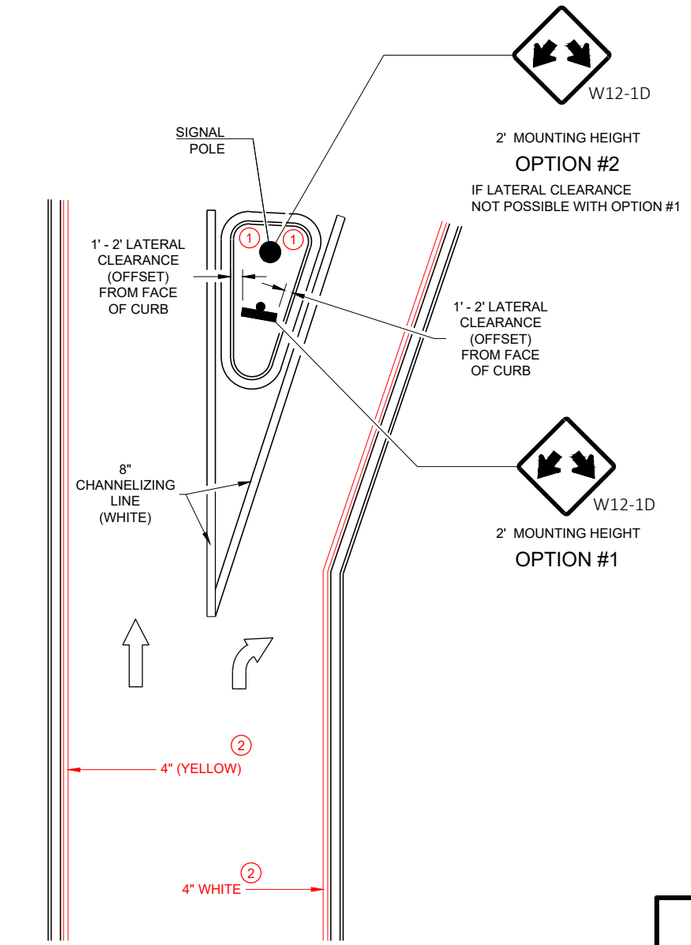
GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

1. MARK CURB NOSES YELLOW.
2. MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C27 - 03a

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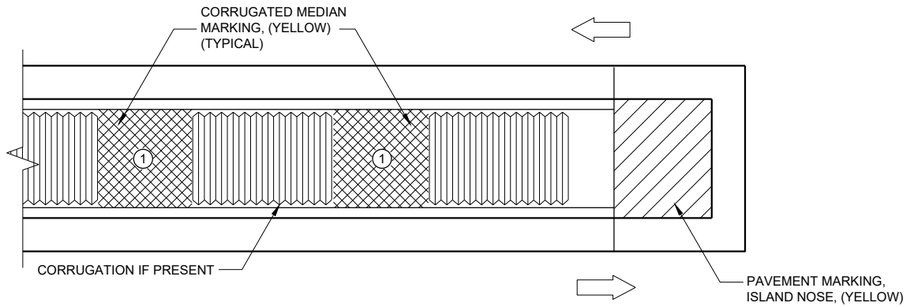
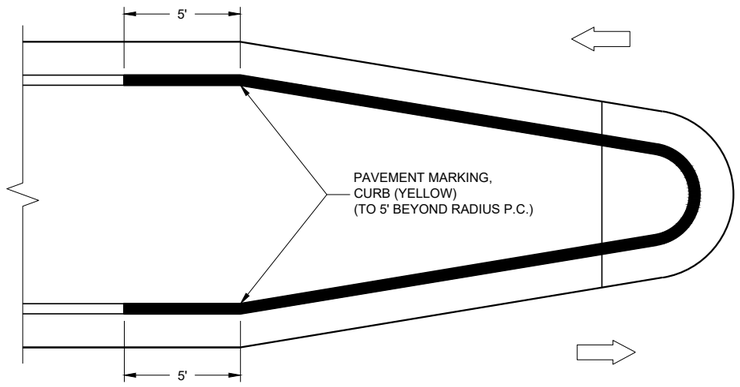
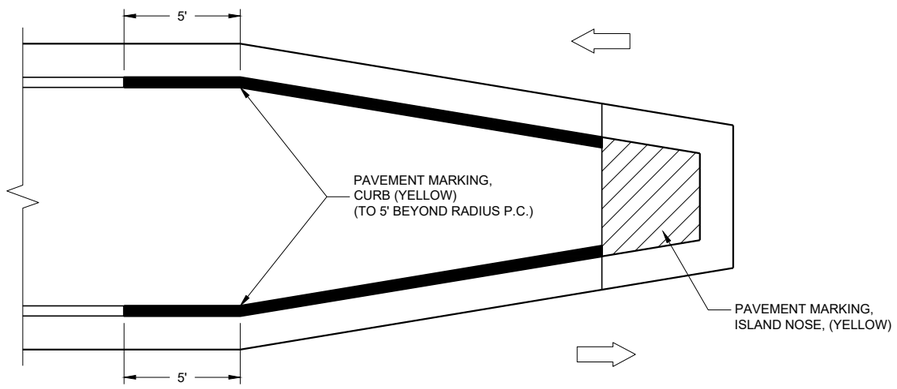
SDD 15C27 - 03a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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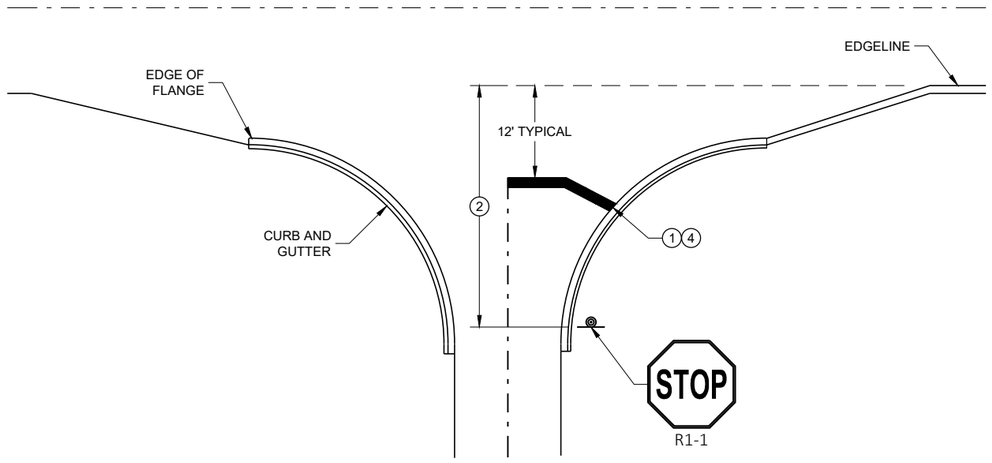
SDD 15C27 - 03b

SDD15C27 - 03b

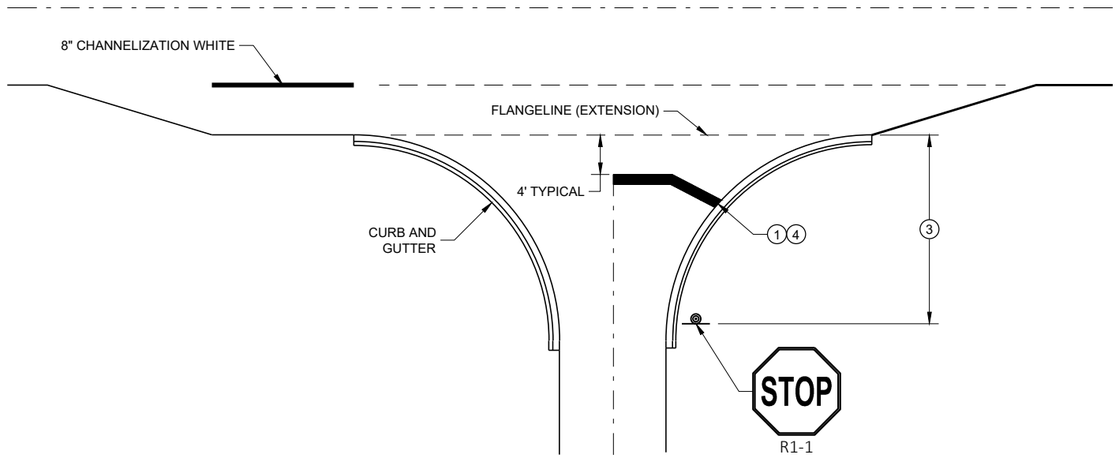
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

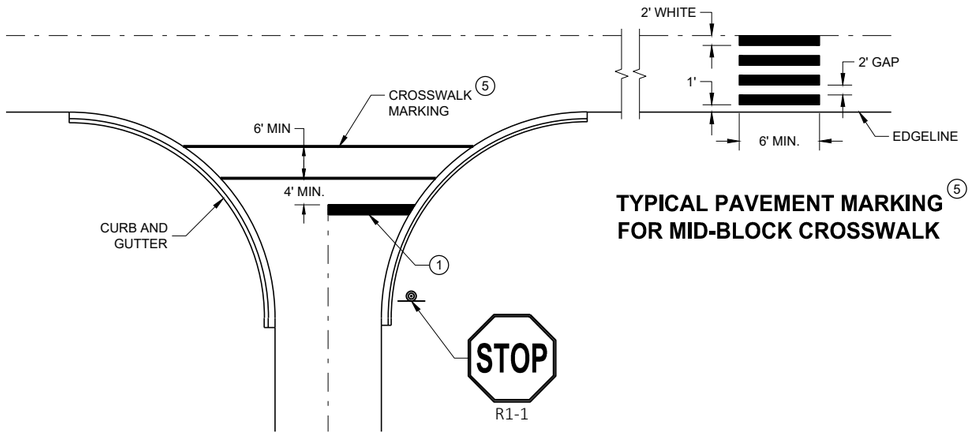
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

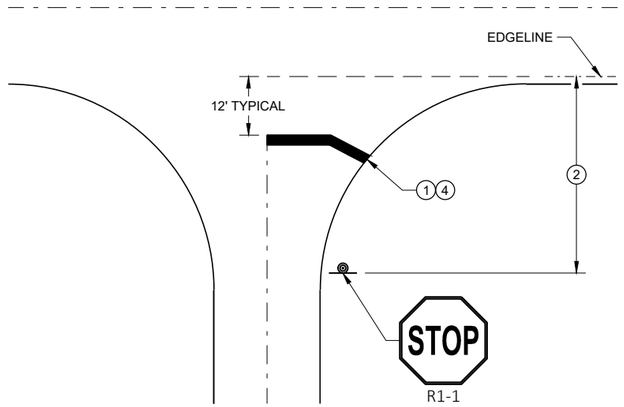


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33 - 04

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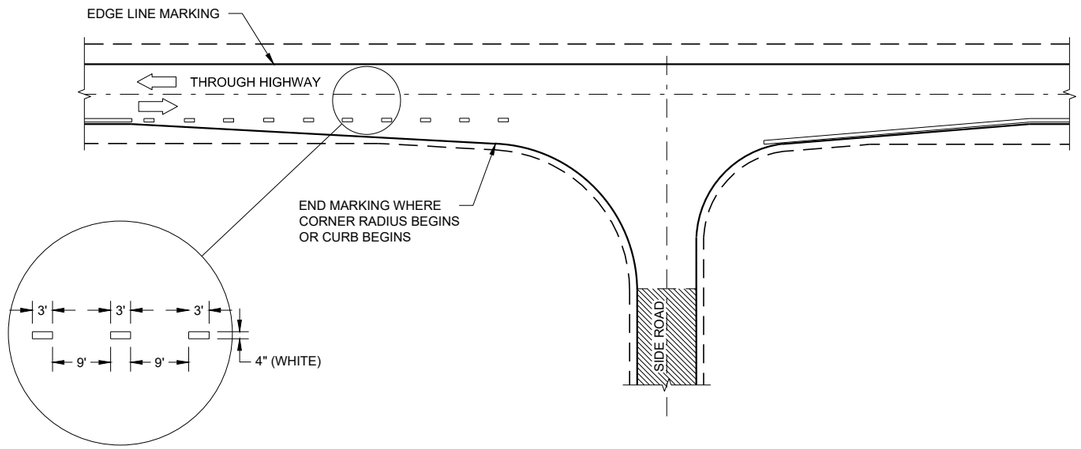
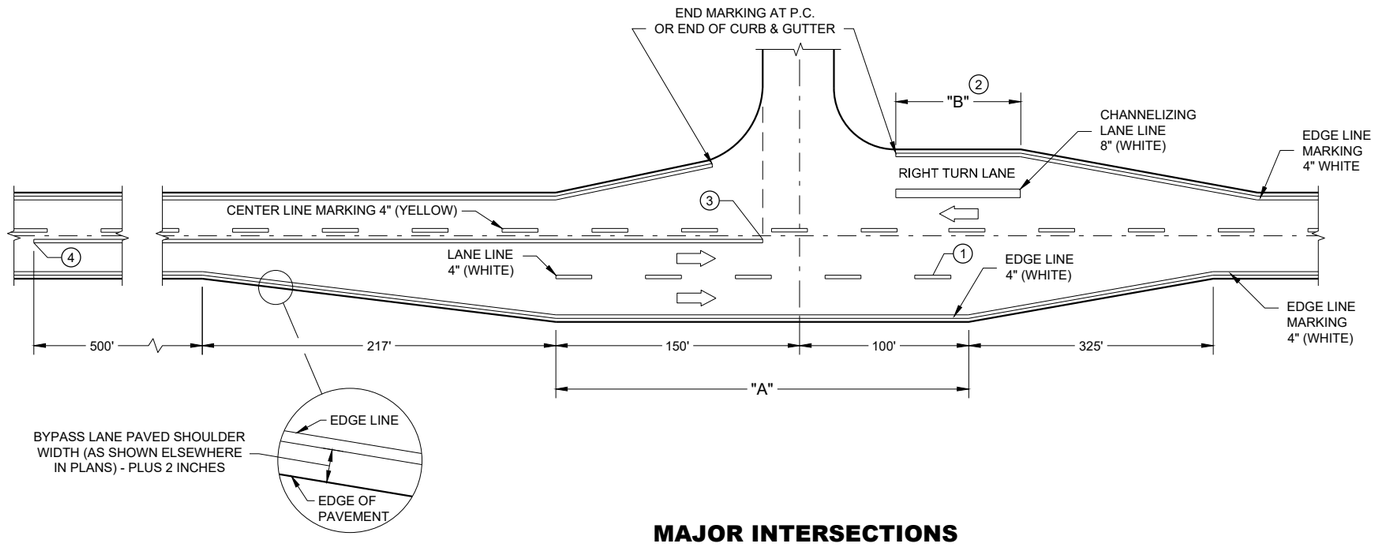
SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

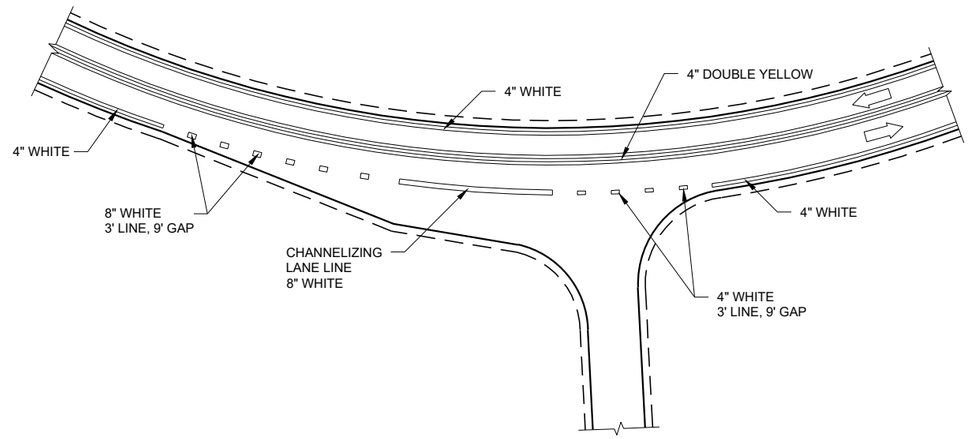
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 04a

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SDD 15C35 - 04a

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

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

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

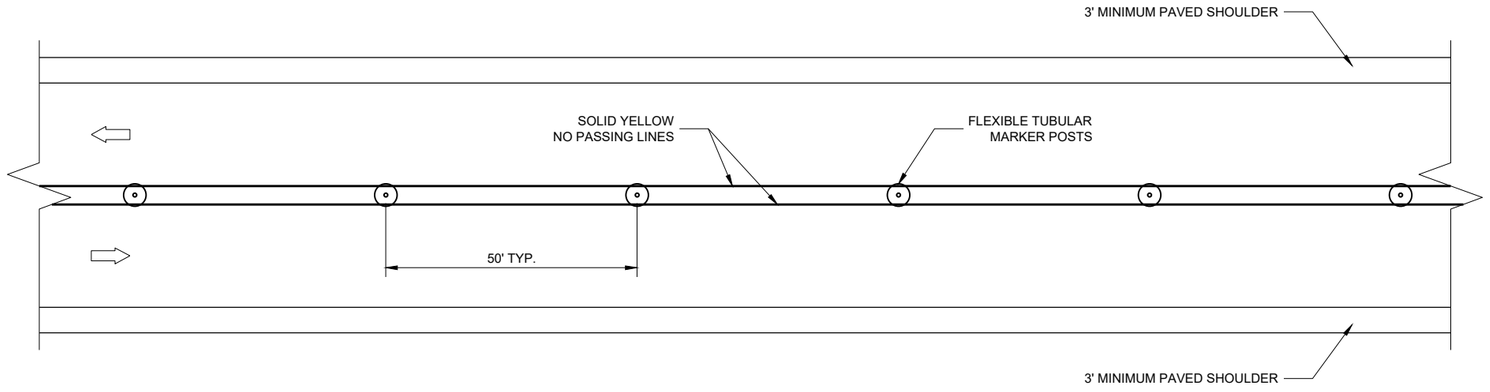
COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4 INCH DOUBLE YELLOW.

(1)

(2)

(1) THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

(2) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

TRAFFIC CONTROL
TWO LANE TWO WAY
OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
STATE TRAFFIC ENGINEER

FHWA

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SDD 15D06 - 04

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SDD 15D06 - 04

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.

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

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.

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 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.

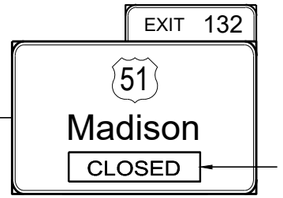
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

* 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.

** 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.

G20 - 60
108" X 24"

OR

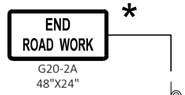


G20 - 60
108" X 24"

PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)

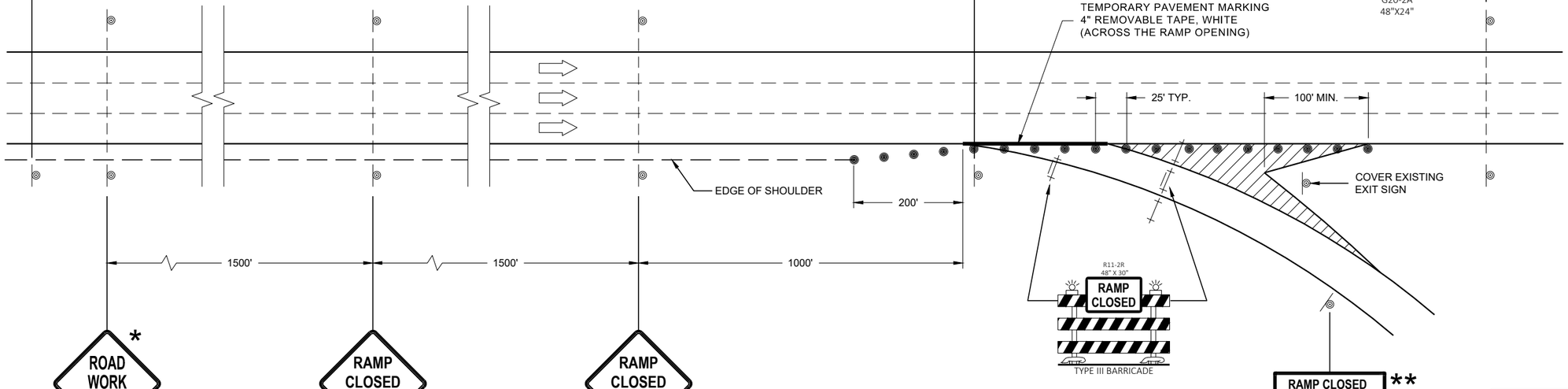
G20 - 61
120 ' X 30"



*

G20-2A
48"X24"

TEMPORARY PAVEMENT MARKING
4" REMOVABLE TAPE, WHITE
(ACROSS THE RAMP OPENING)



*

**

RAMP CLOSED BEGINNING XXX - XX

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
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D16 - 04

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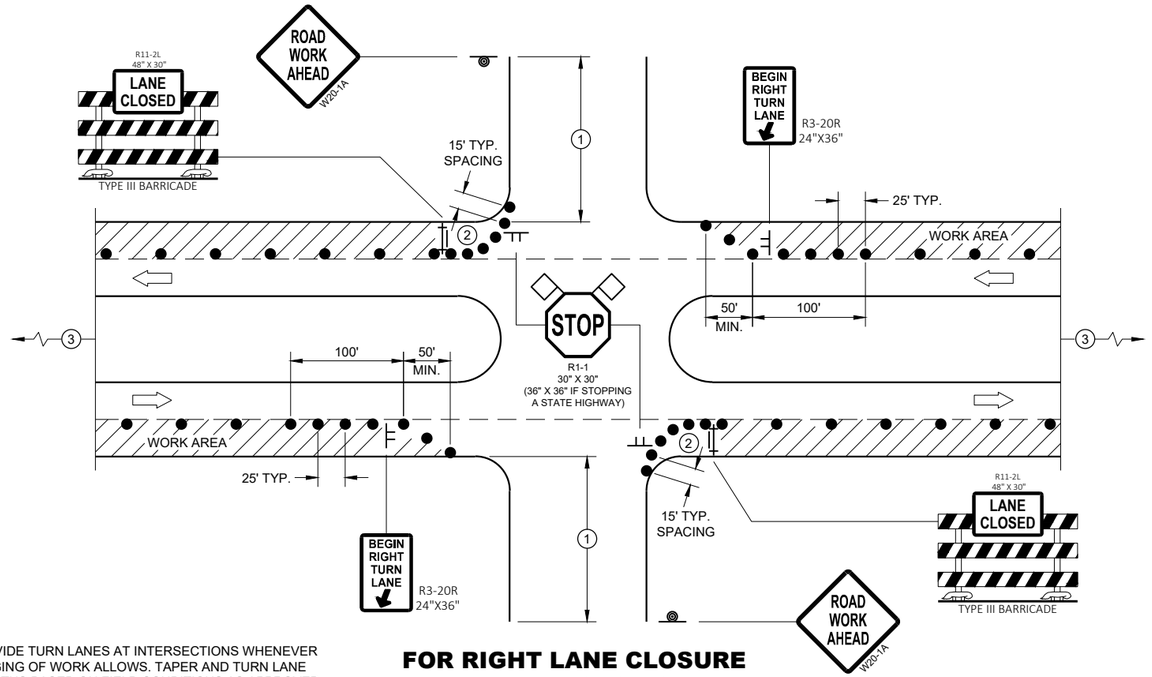
SDD 15D16 - 04



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

GENERAL NOTES

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

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

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

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

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

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

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

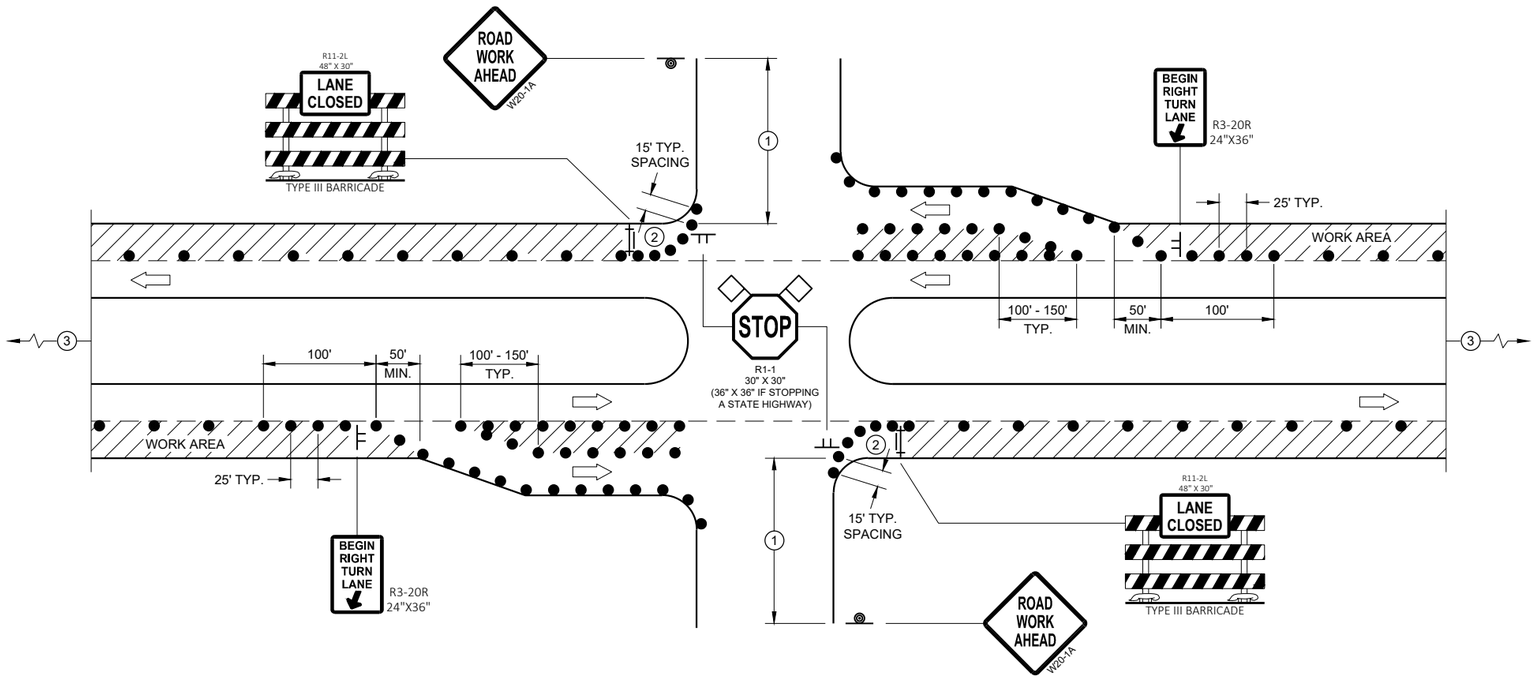
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

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



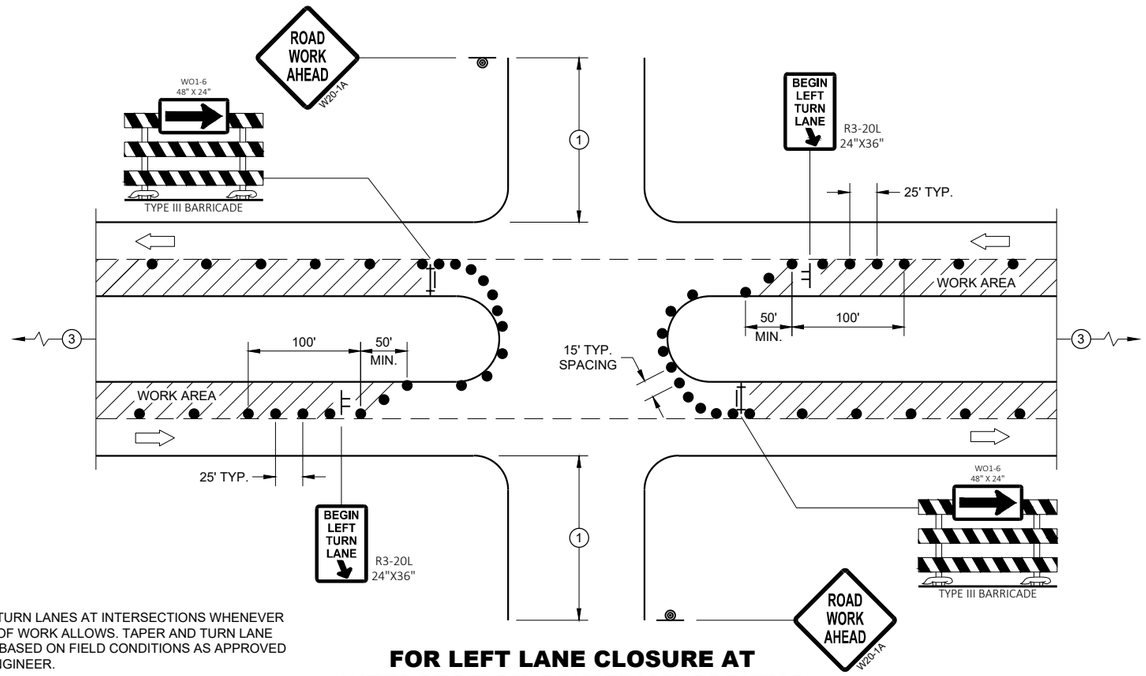
FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D21 - 06a

SDD 15D21 - 06a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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

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

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

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

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

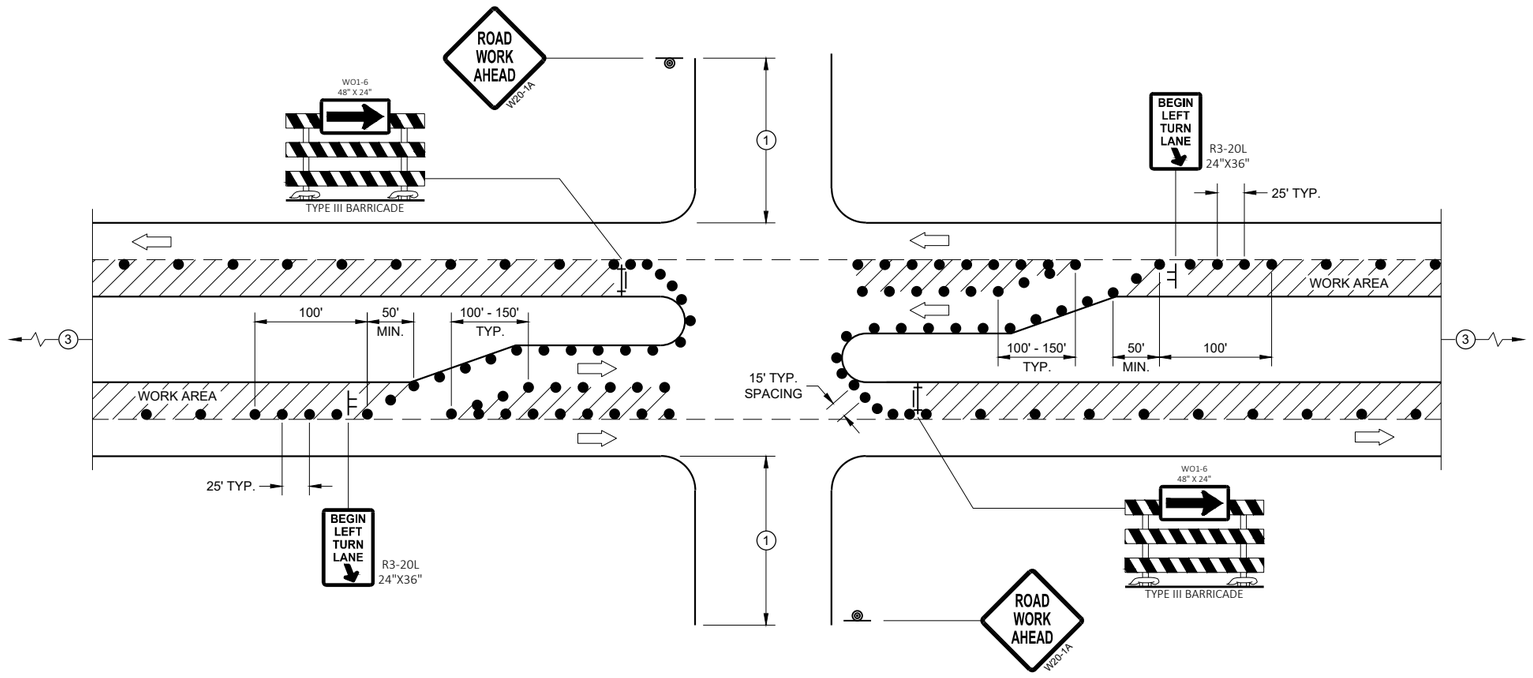
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

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



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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D21 - 06b

SDD 15D21 - 06b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

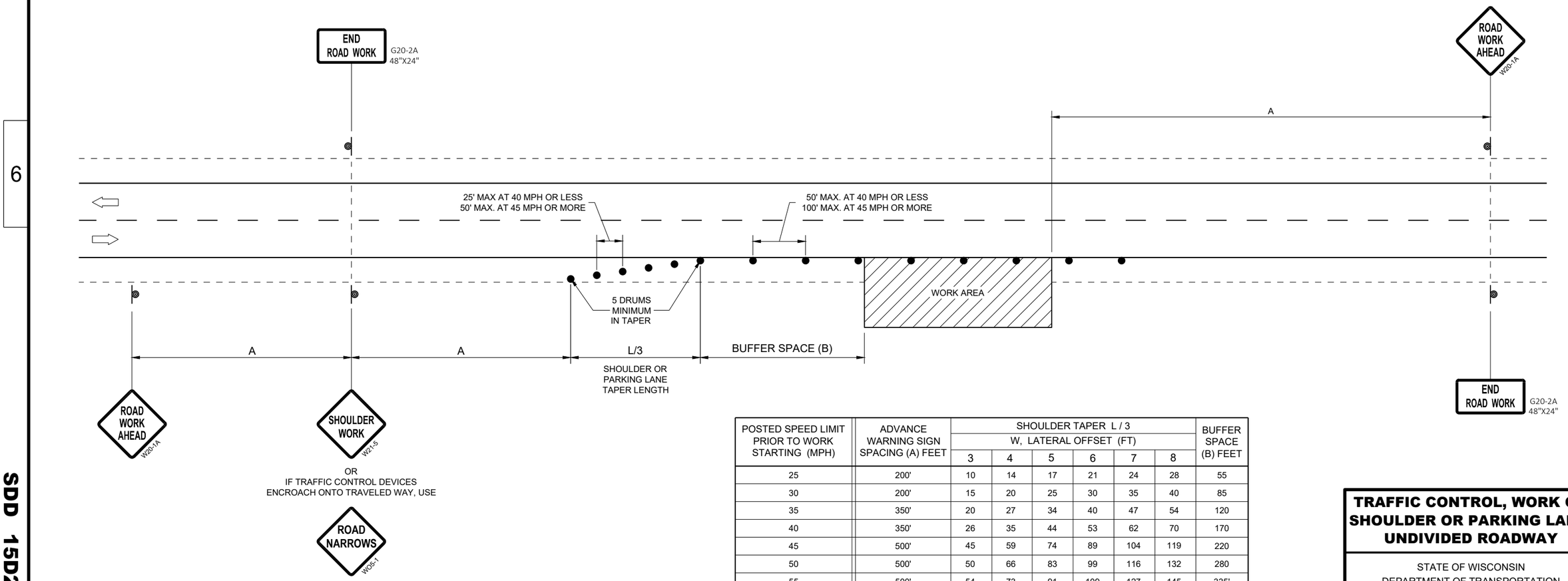
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	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

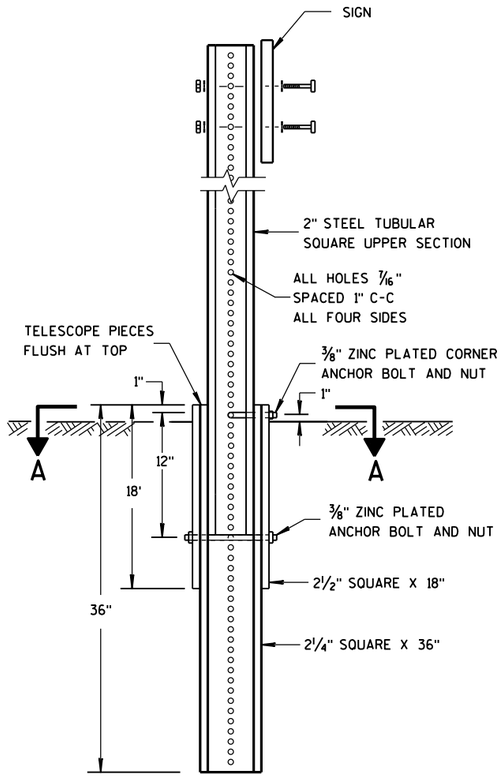
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

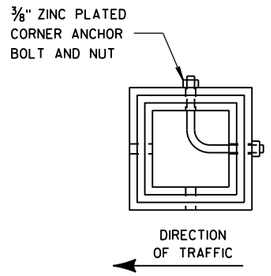
FHWA

SDD 15D28 - 04

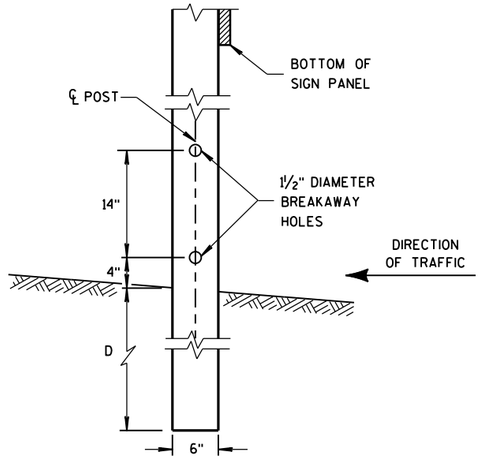
SDD 15D28 - 04



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



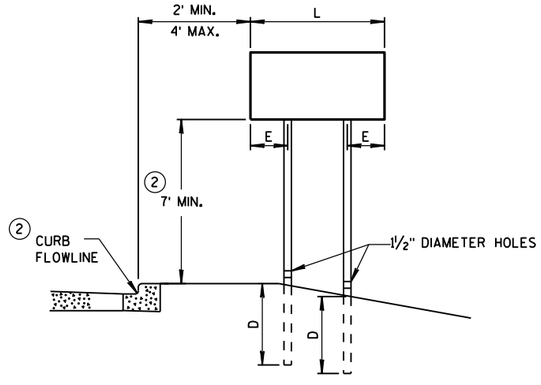
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

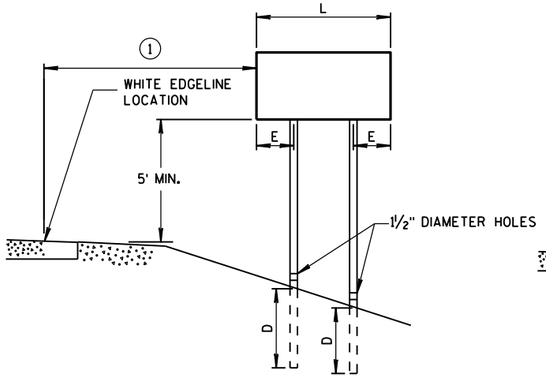
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

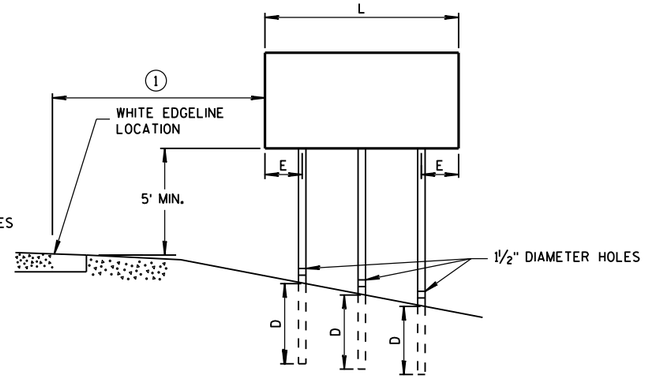
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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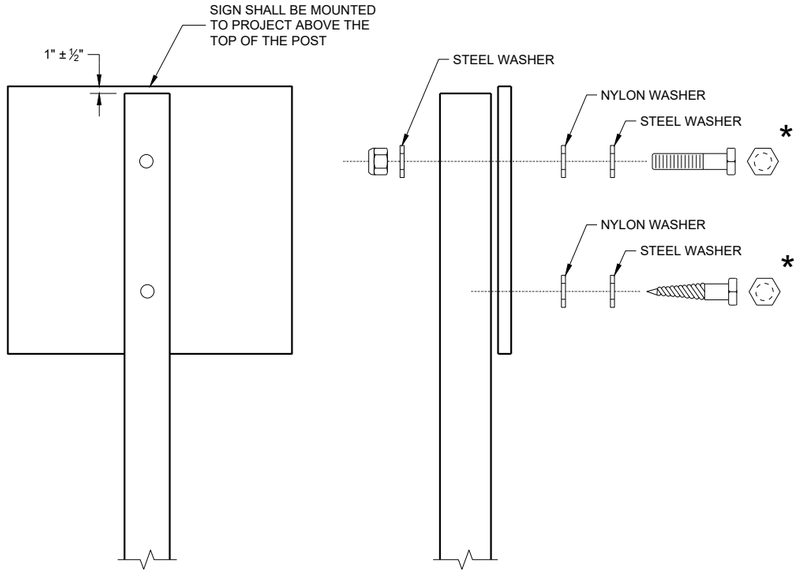
S.D.D. 15 D 38-2a



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

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SDD 15D38 - 02b

SDD15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

LEGEND

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

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 DESIREABLE) DISTANCE TO EXISTING SIGNS.

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

ALL SIGNS ARE 48"×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 AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

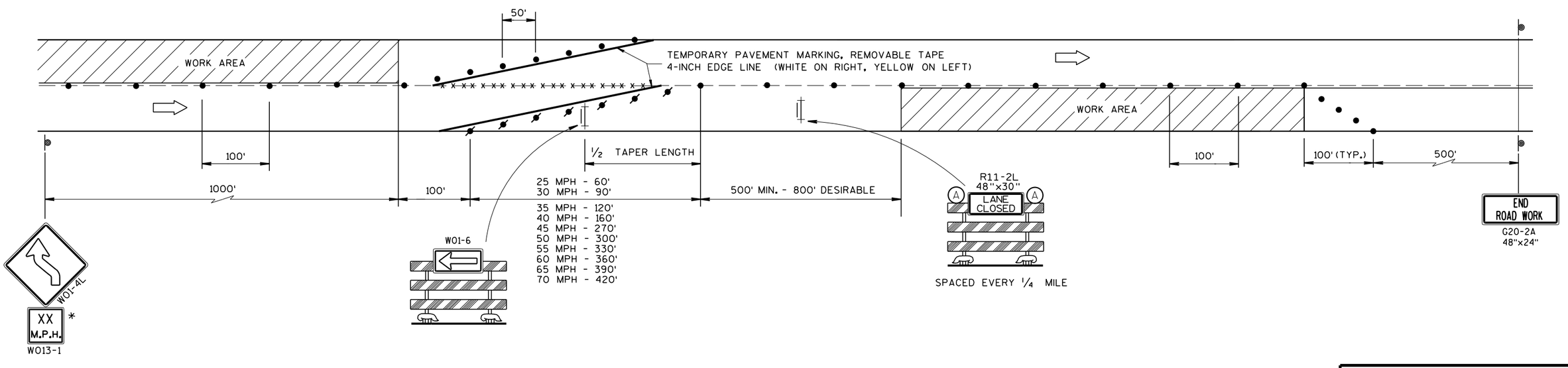
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE 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. THE LANE CLOSURE MUST 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.



* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

LANE SHIFT MULTI-LANE DIVIDED OR ONE WAY ROAD

TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE WAY ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Andrew I
WORK ZONE E
FHWA

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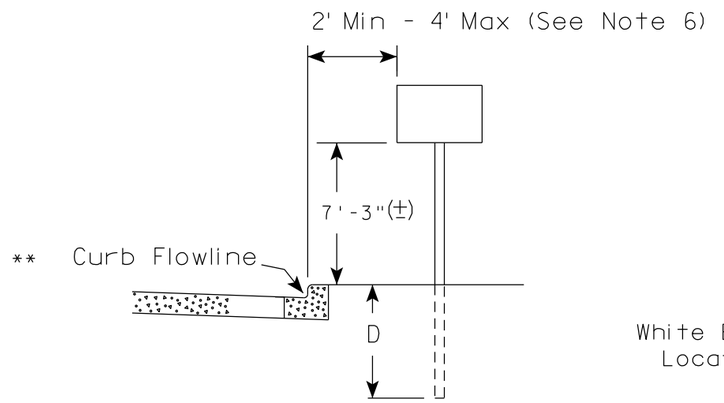
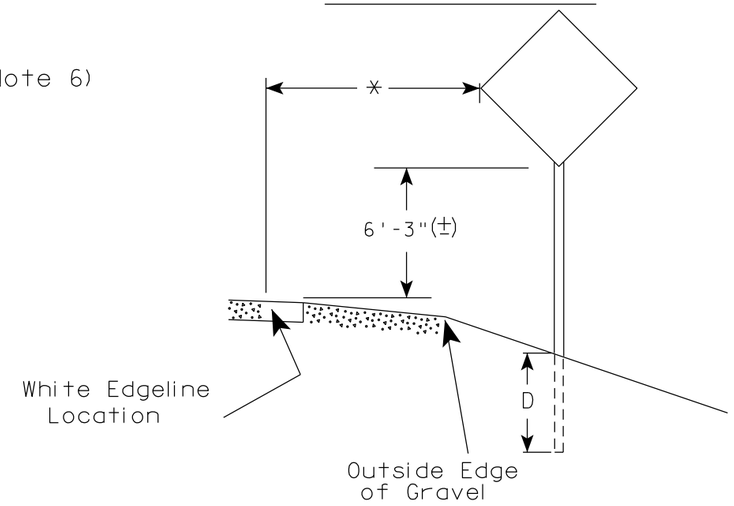
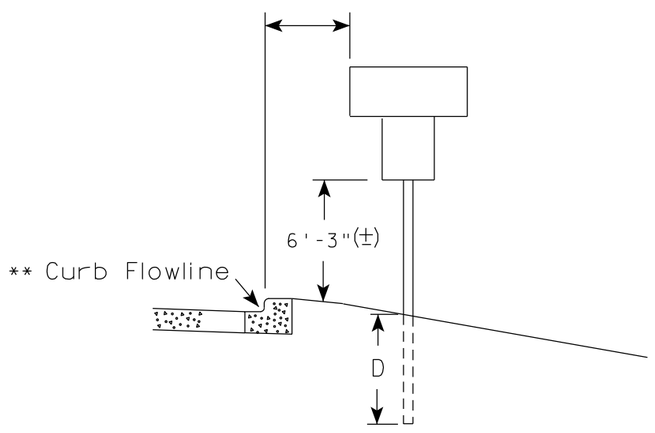
S.D.D. 15 D 40-1

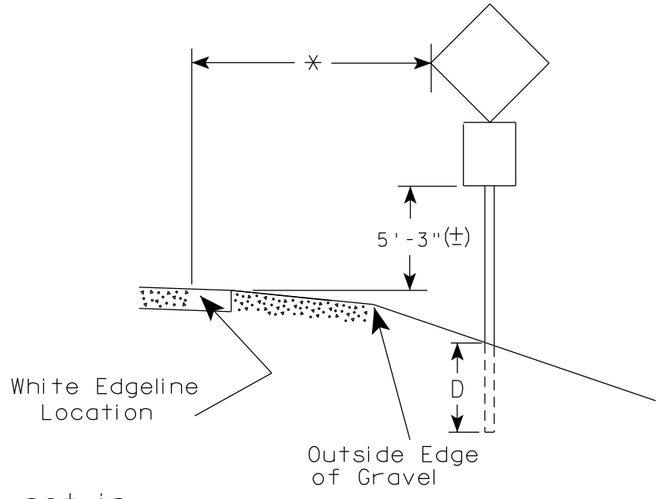
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

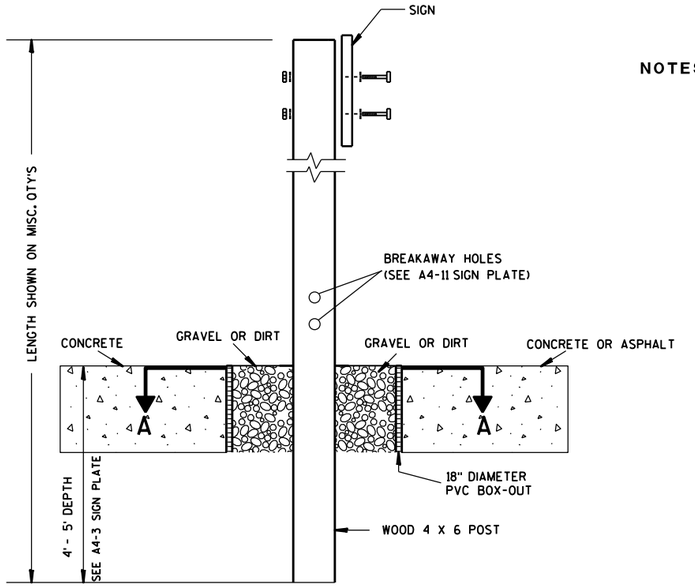
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

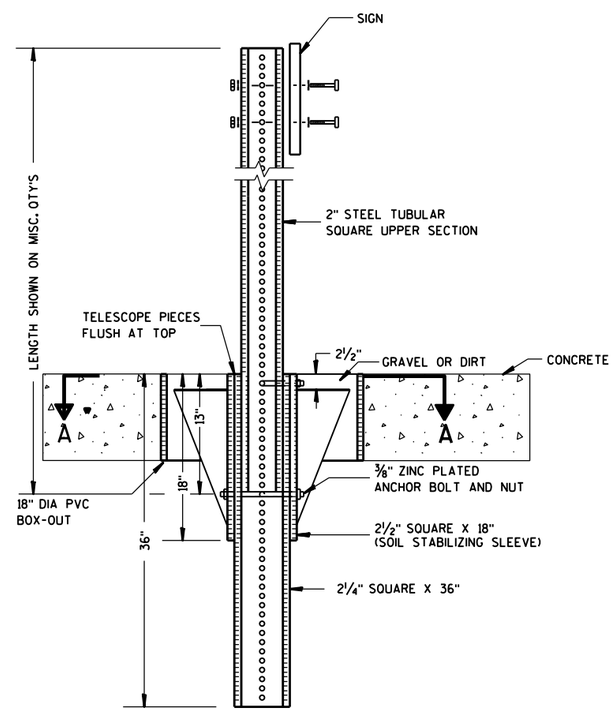
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 157	E



ELEVATION VIEW

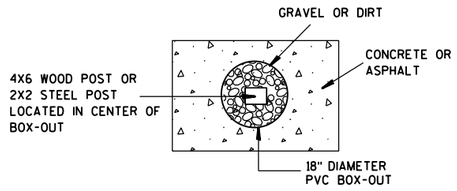
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

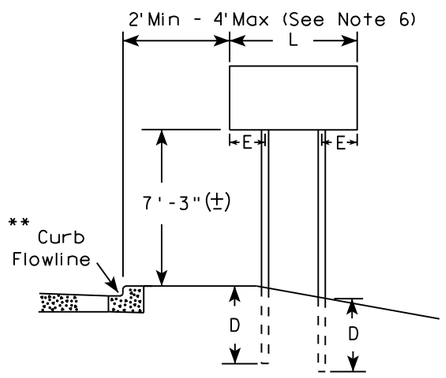
APPROVED Matthew R Rauch
for State Traffic Engineer

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

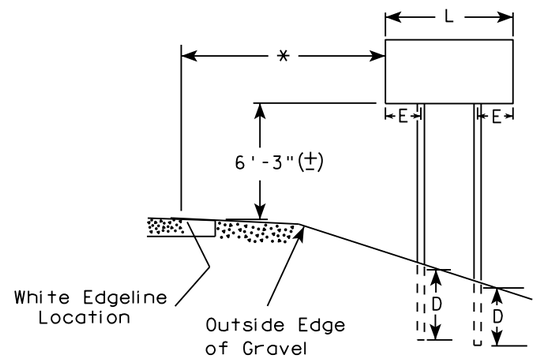
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

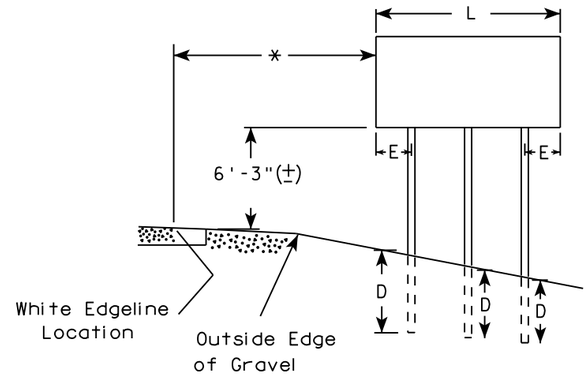
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

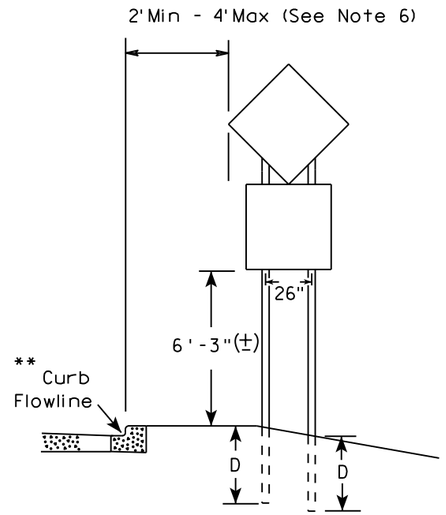
URBAN AREA



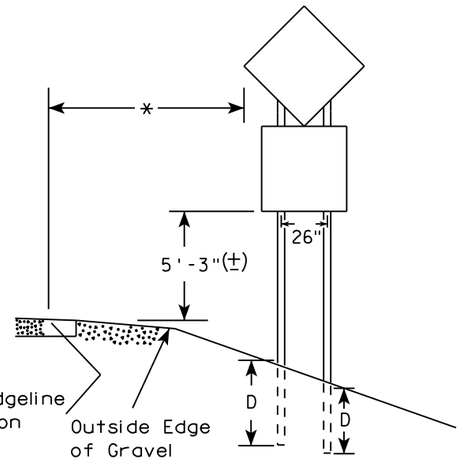
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

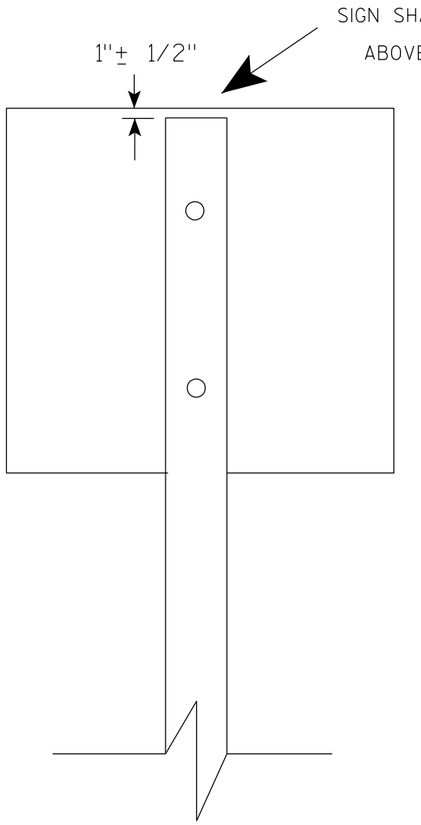
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

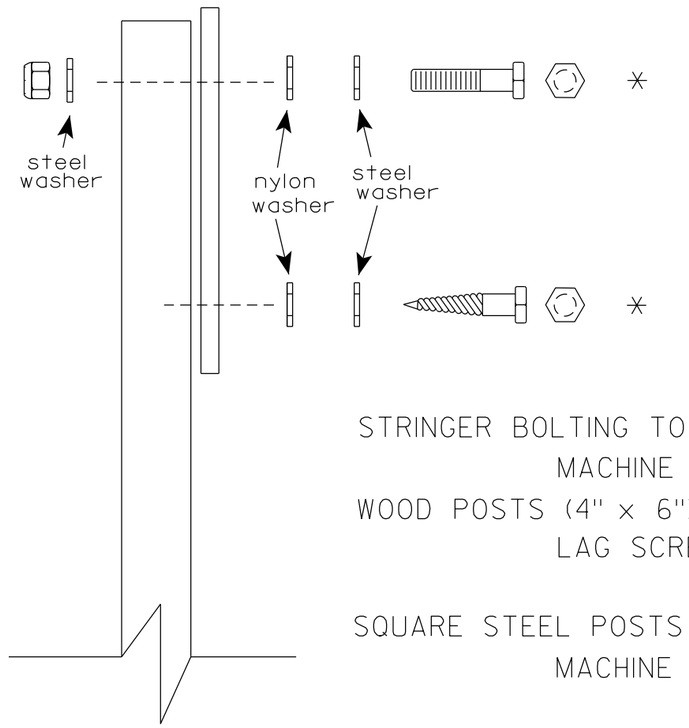
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 159	E





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

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

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

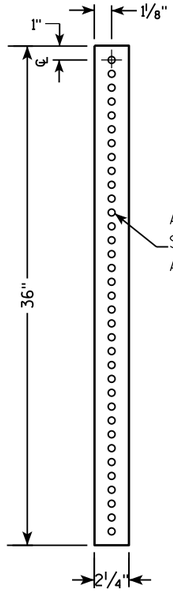
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

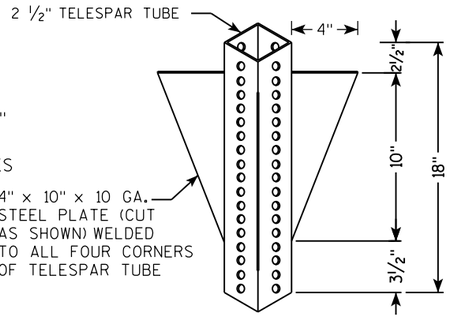
SHEET NO: 160 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

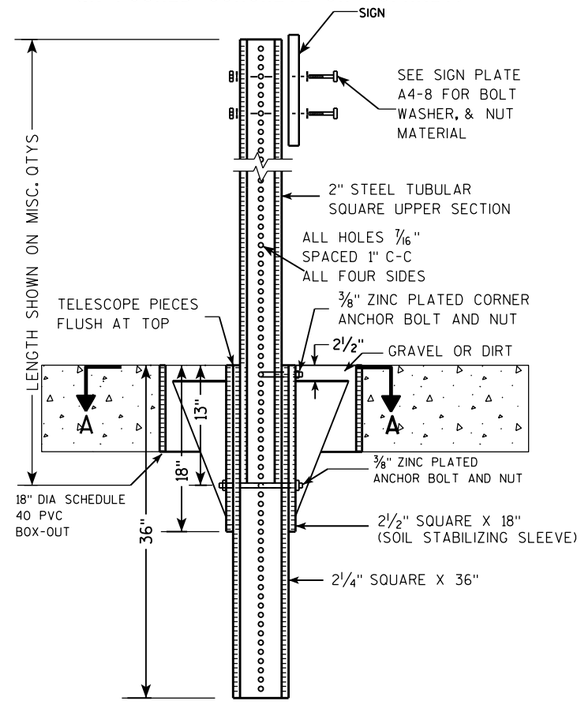
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



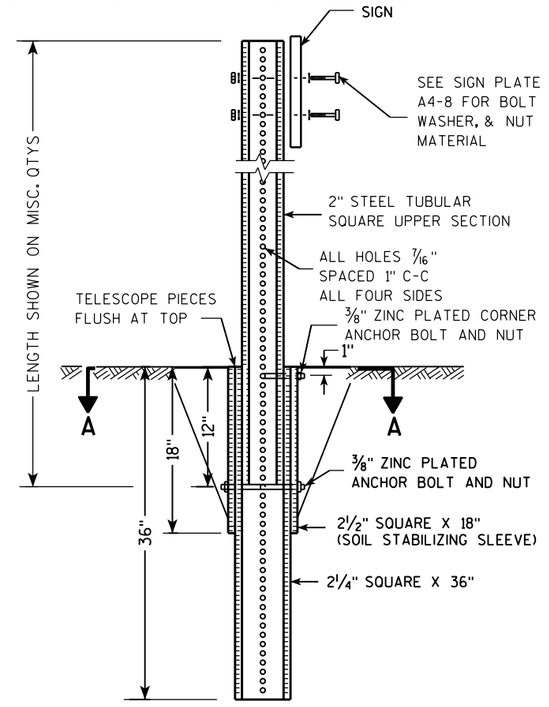
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

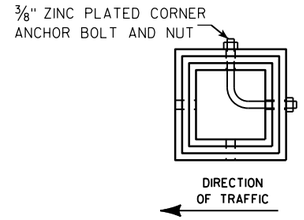


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

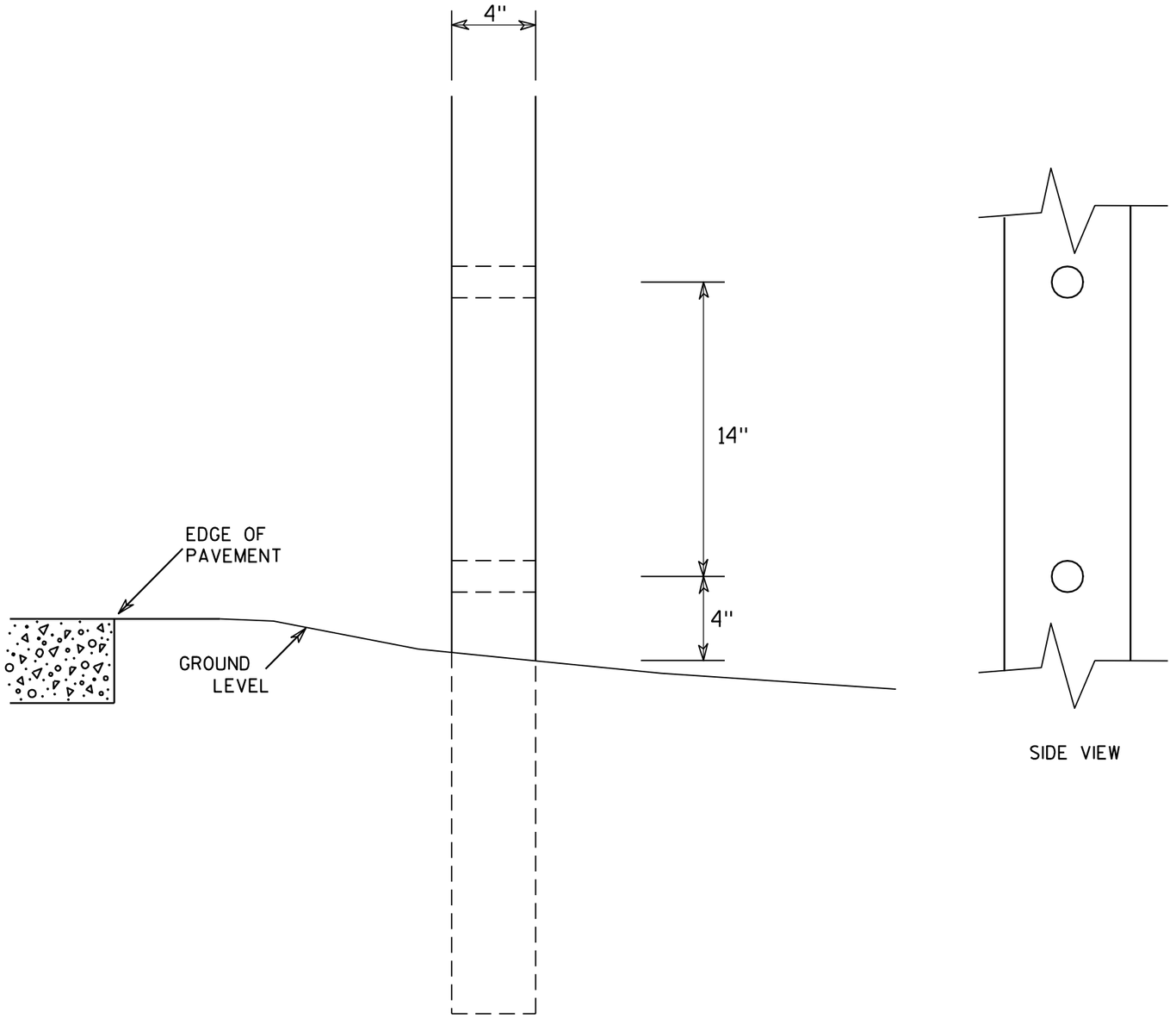
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

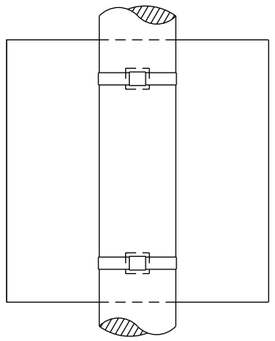
APPROVED Chester J Spang for State Traffic Engineer

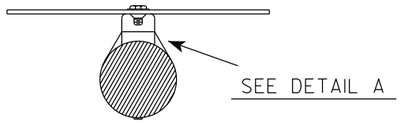
DATE 3/27/97 PLATE NO. A4-11.2

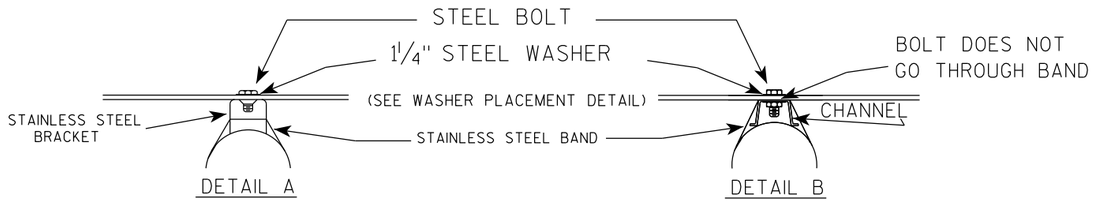
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 162	E

BANDING

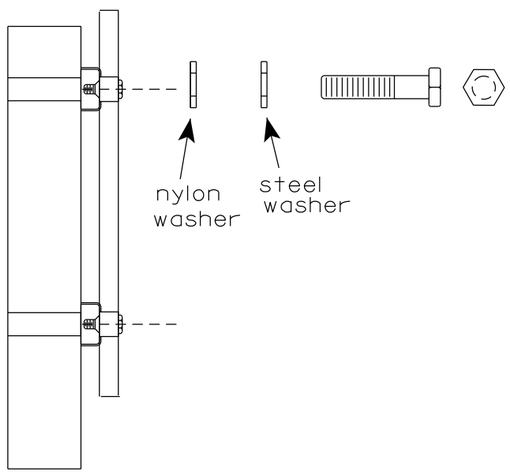
SINGLE SIGN







WASHER PLACEMENT

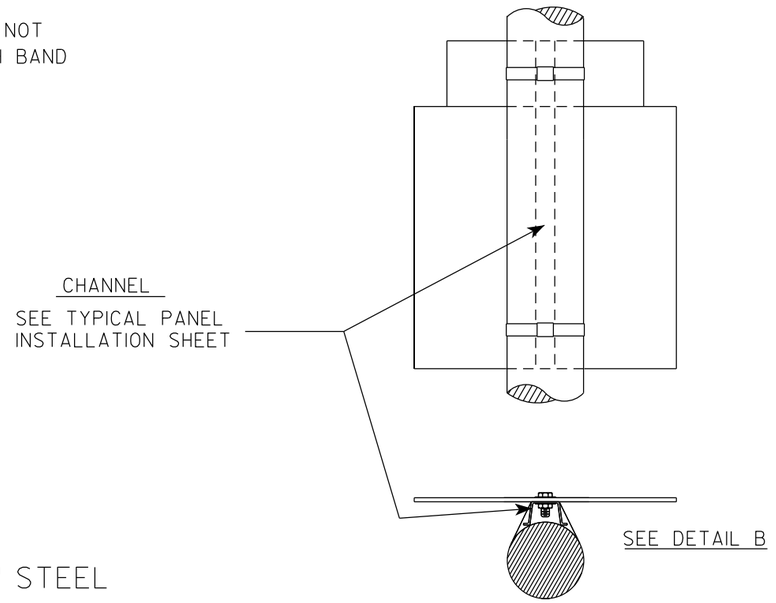


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

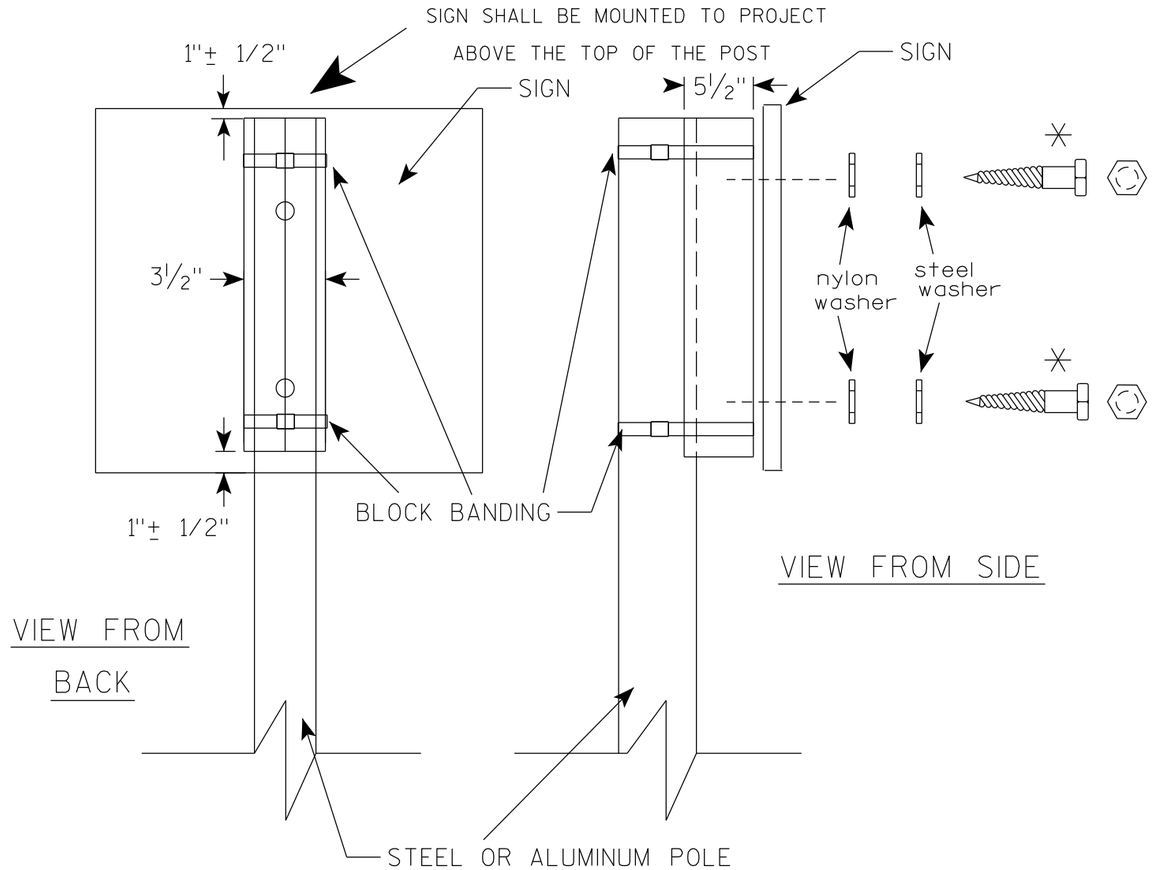
DATE 6/10/19 PLATE NO. A5-9.4

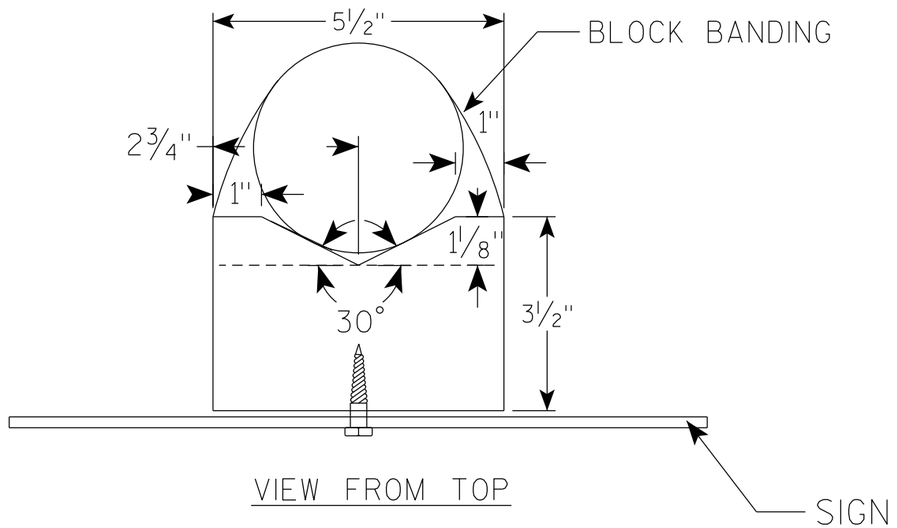
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 163	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

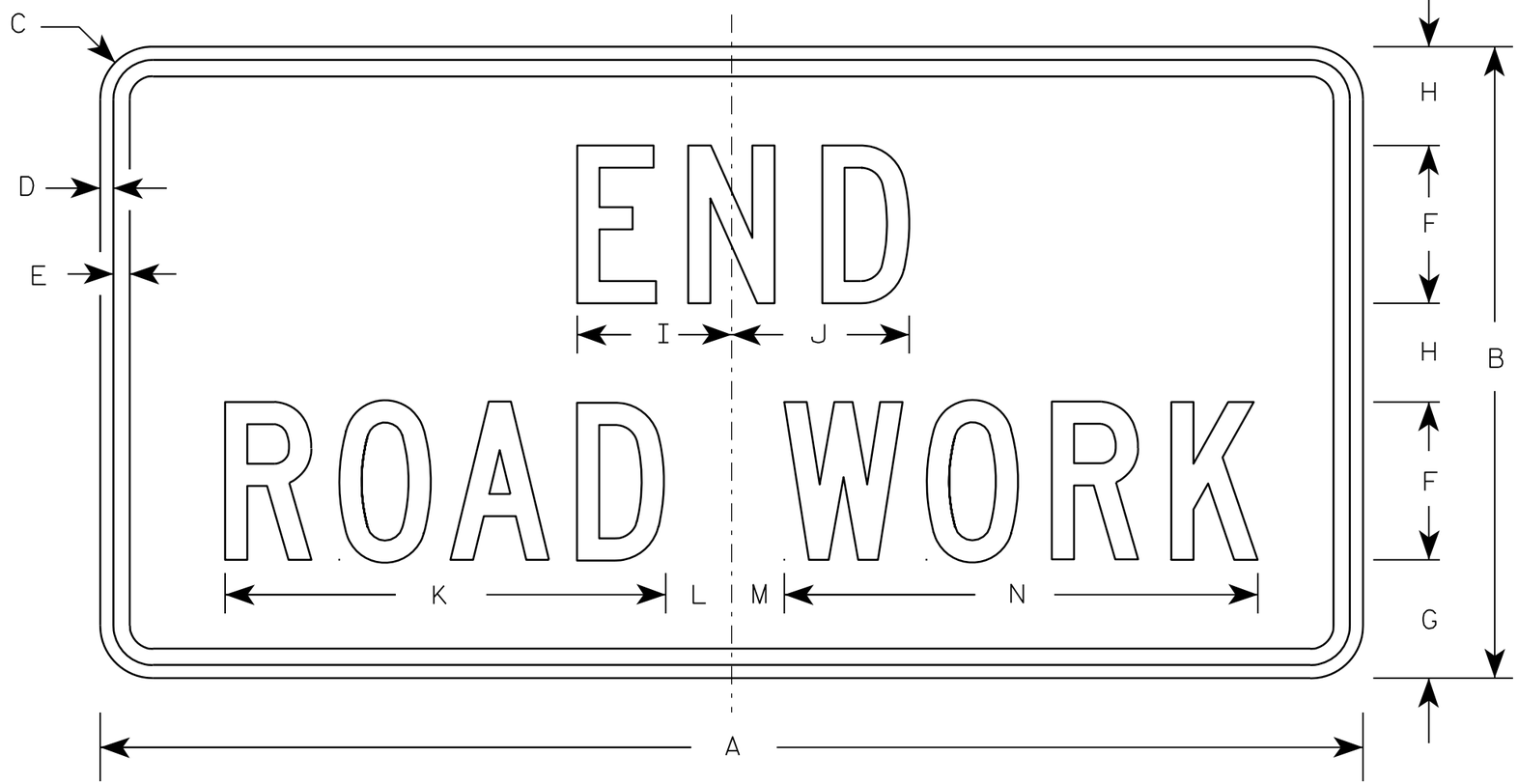
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO: 164 E



G20-2A

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

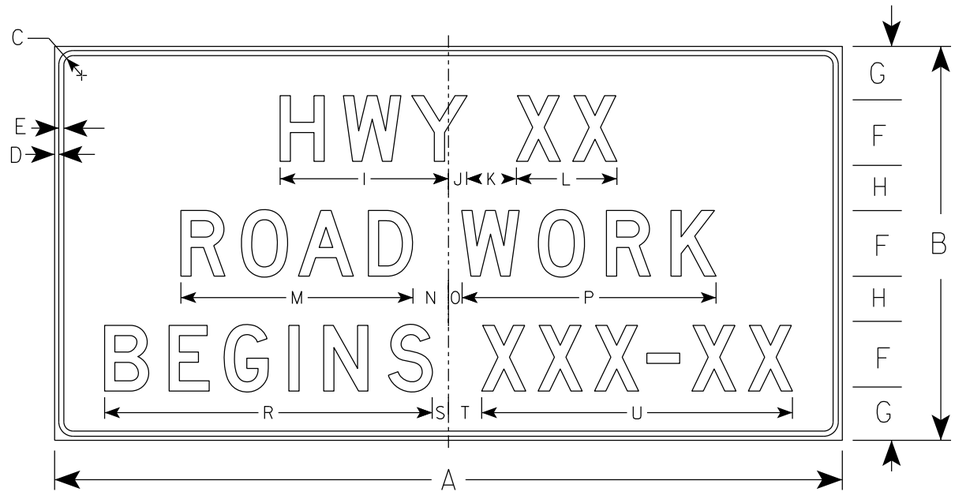
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 165	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

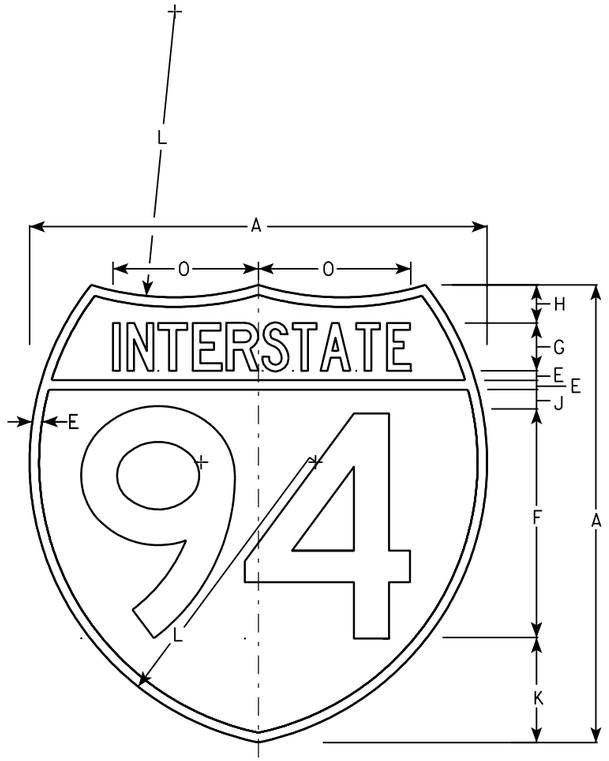
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

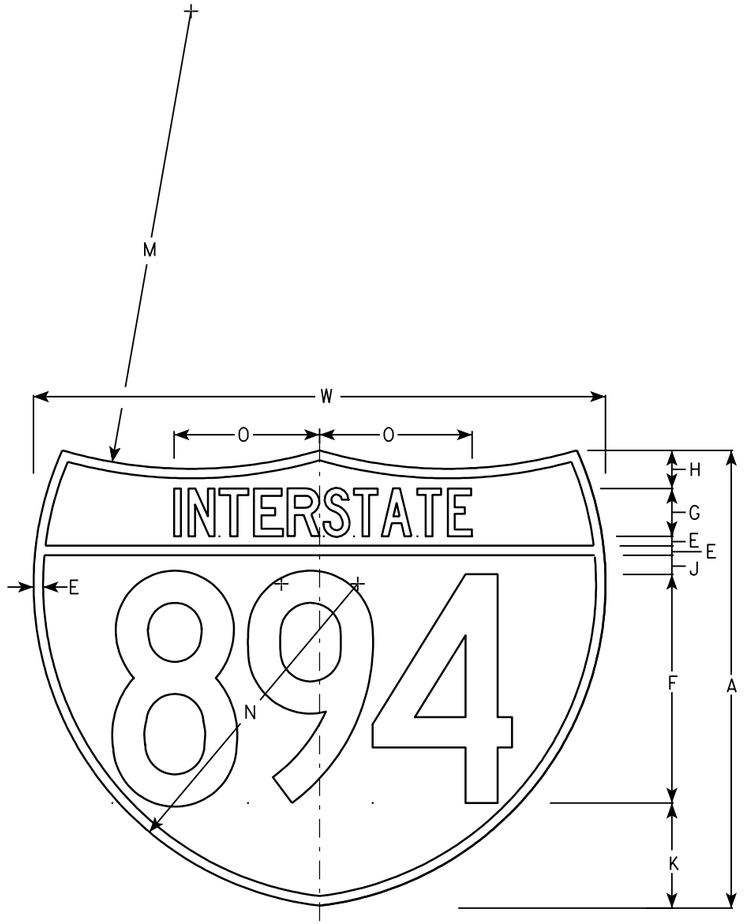
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 166 | E

7

7



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

7

7

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

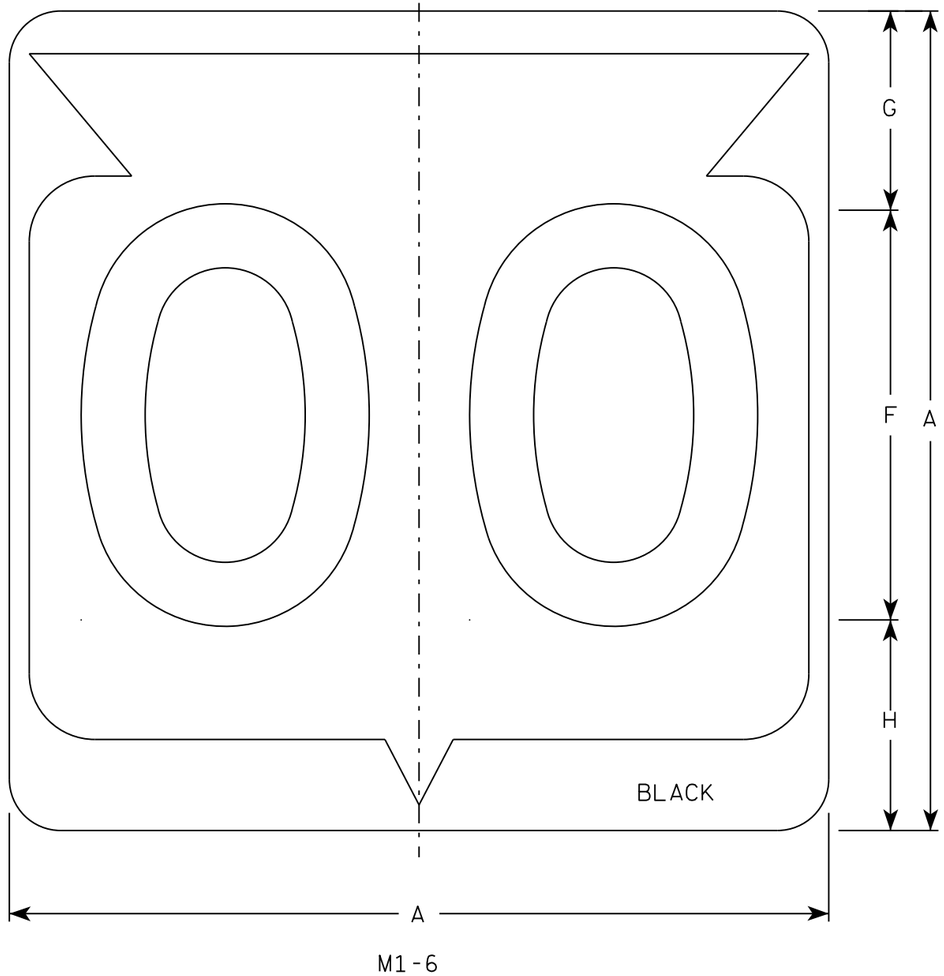
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

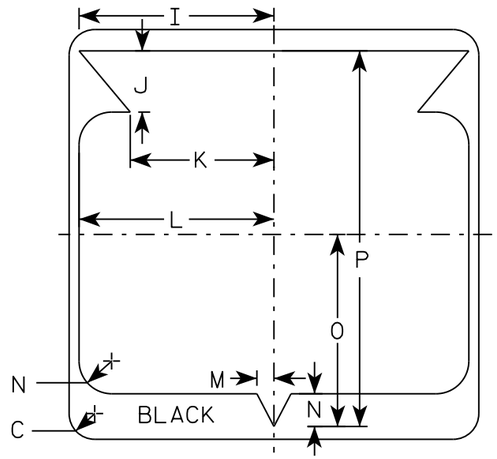
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 167	E



M1-6

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

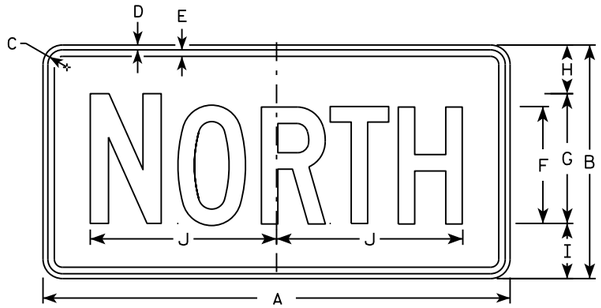
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

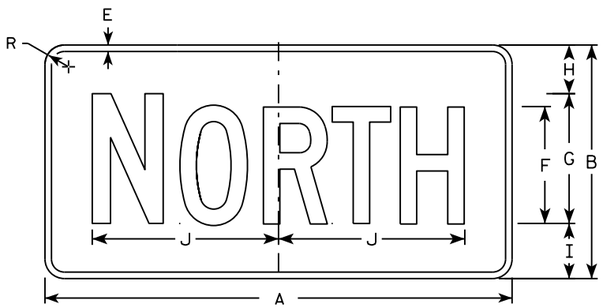
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 168 E



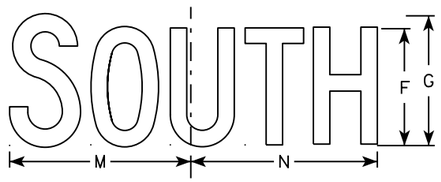
M3-1
MM3-1
MP3-1



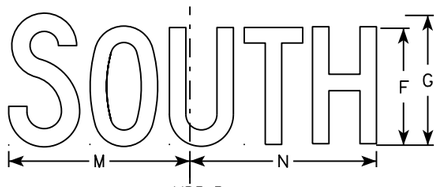
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

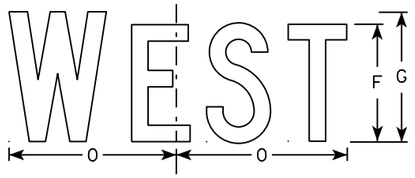
MB3-2
MK3-2
MN3-2



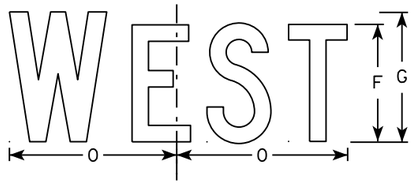
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

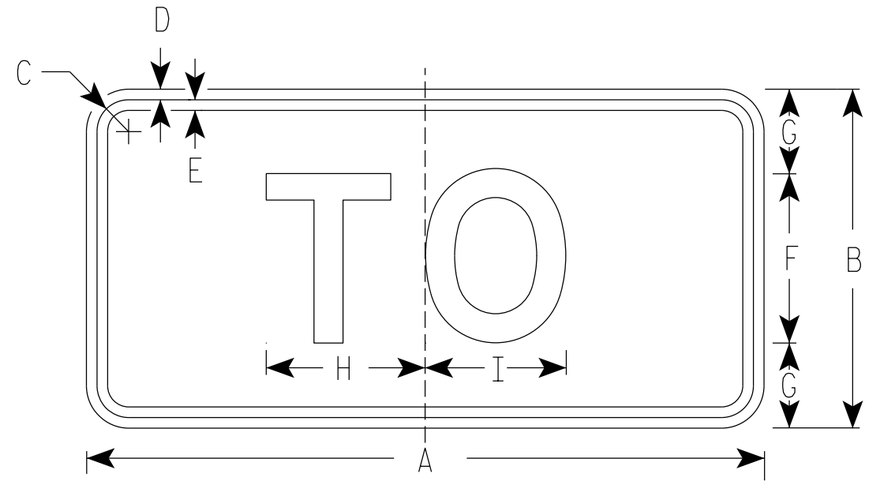
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

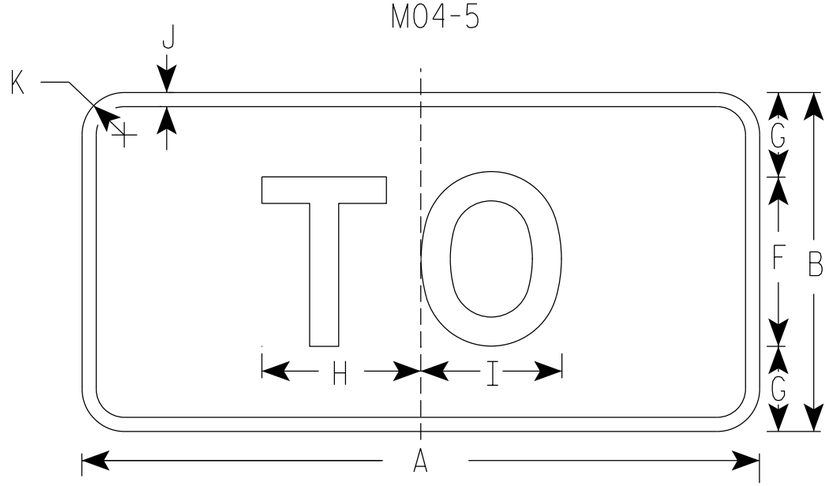
DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5
MO4-5



MB4-5
MK4-5
MN4-5

NOTES

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

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   MO4-5 Background - Orange Type F Reflective
   Message - Black

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

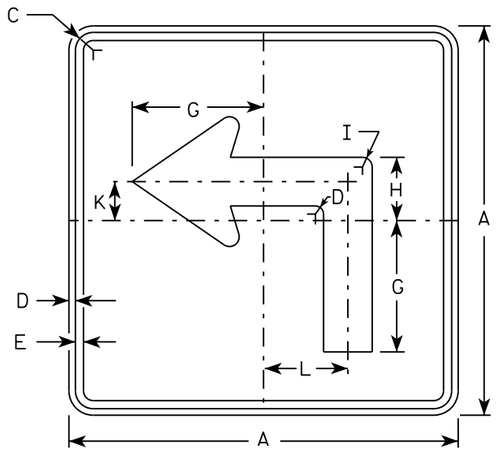
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

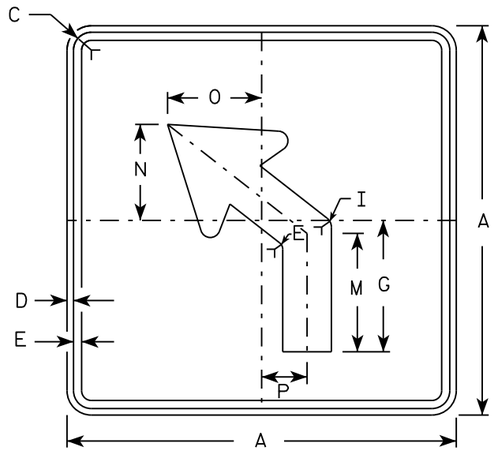
APPROVED Matthew R Rauch
for State Traffic Engineer

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

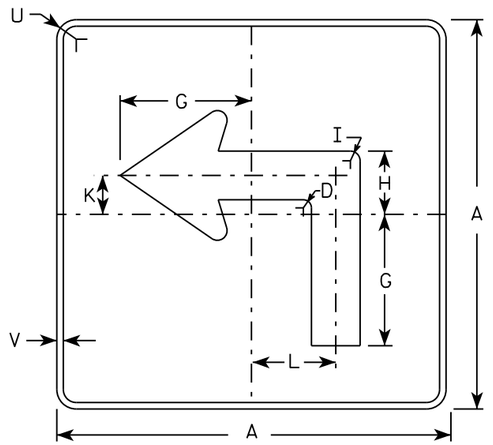
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 170 | E



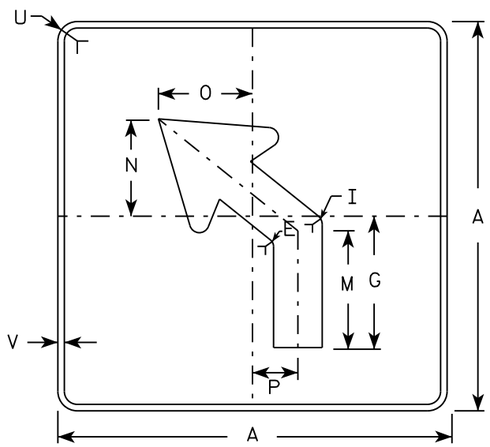
M5-1L
MM5-1L
MO5-1L
MP5-1L



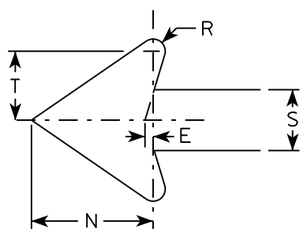
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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

STANDARD SIGN
M5-1 & M5-2

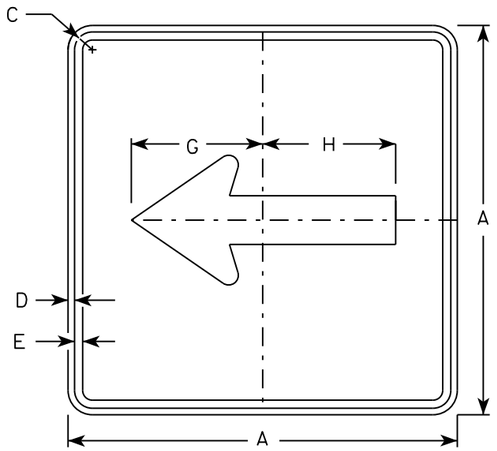
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

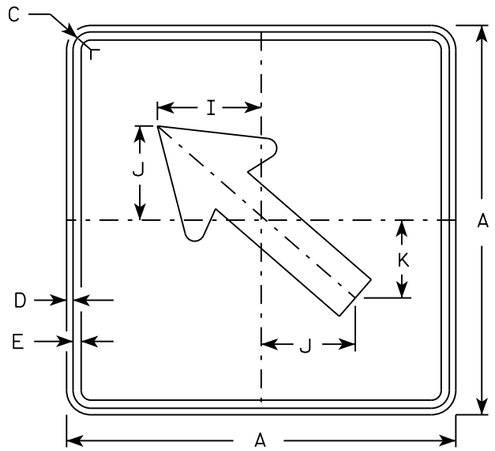
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



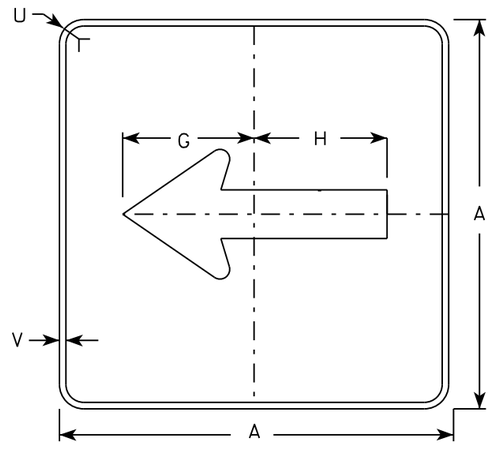
M6-1
MM6-1
MO6-1
MP6-1



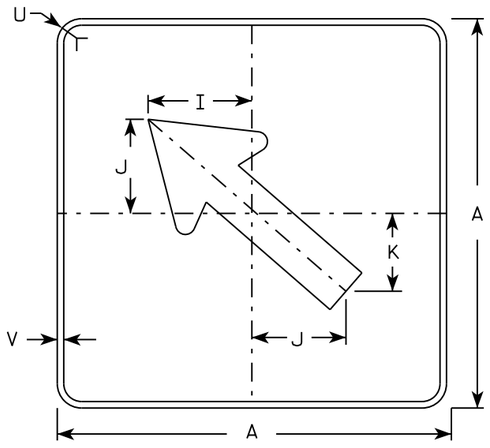
M6-2
MM6-2
MO6-2
MP6-2

NOTES

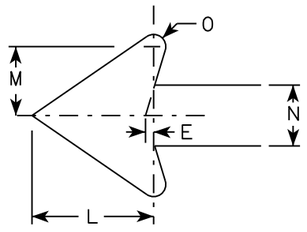
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



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



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



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

STANDARD SIGN
M6-1 & M6-2
SERIES

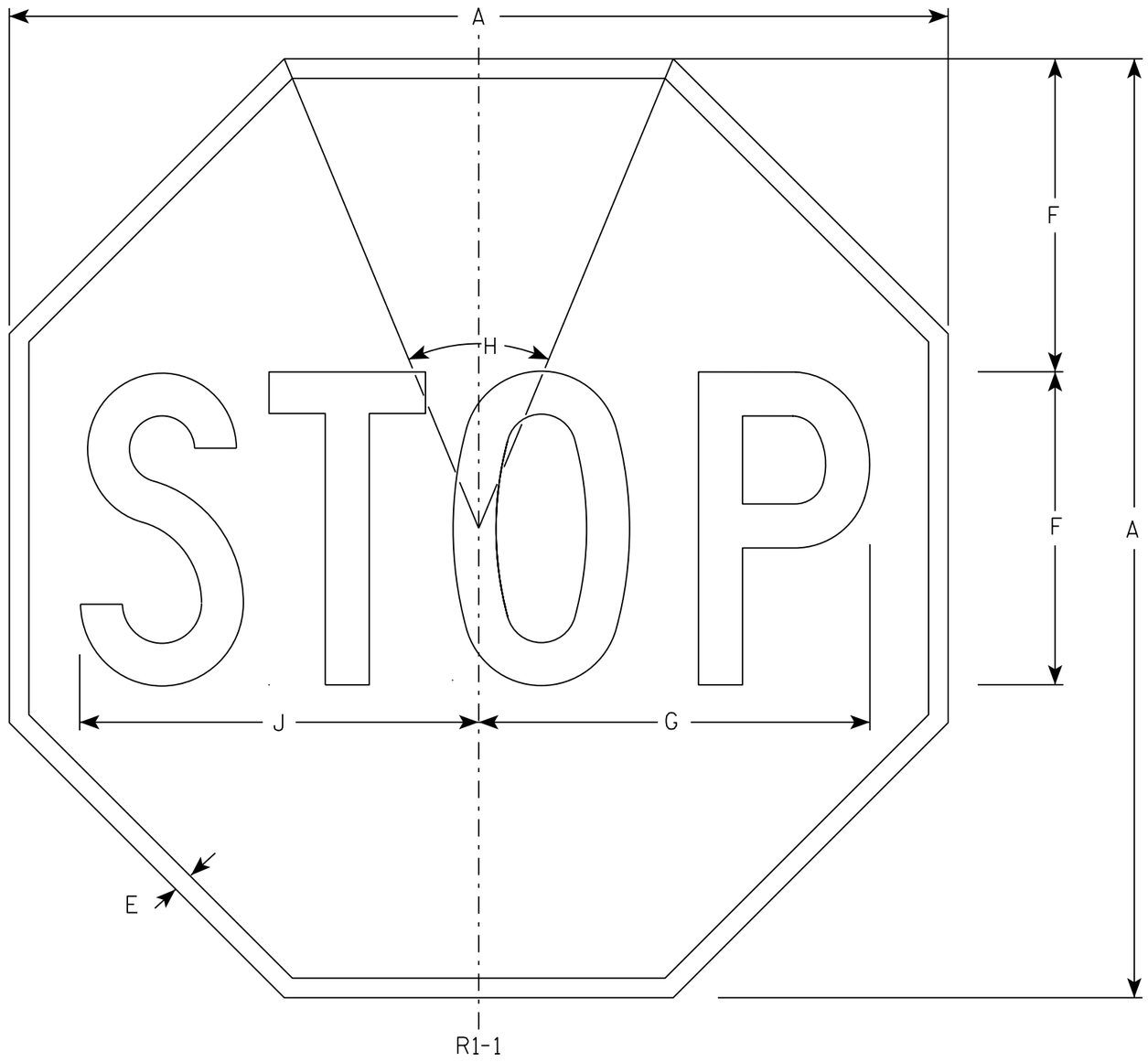
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 172 M6-1.15

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

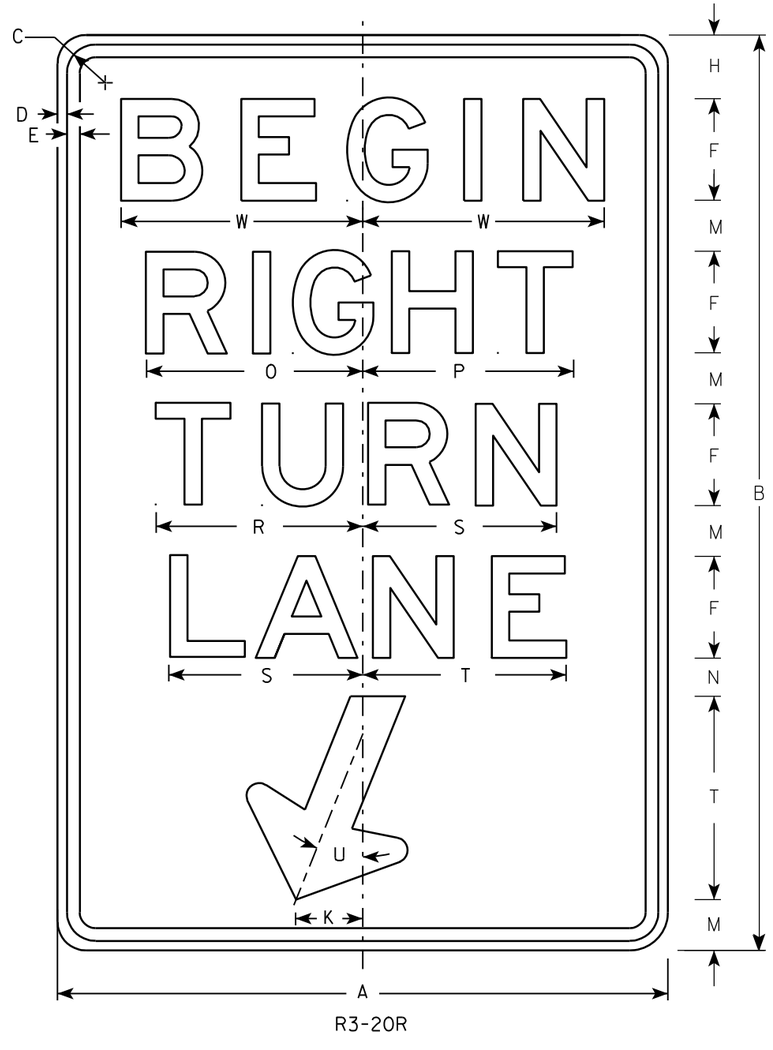
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

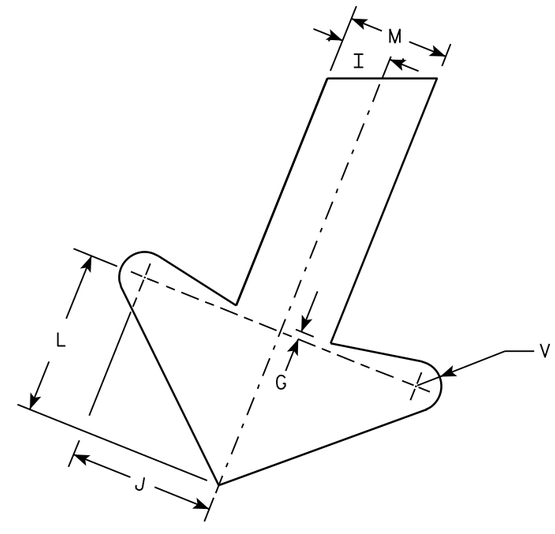
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 173	E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

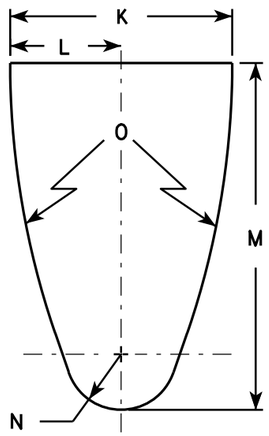
STANDARD SIGN
R3-20R

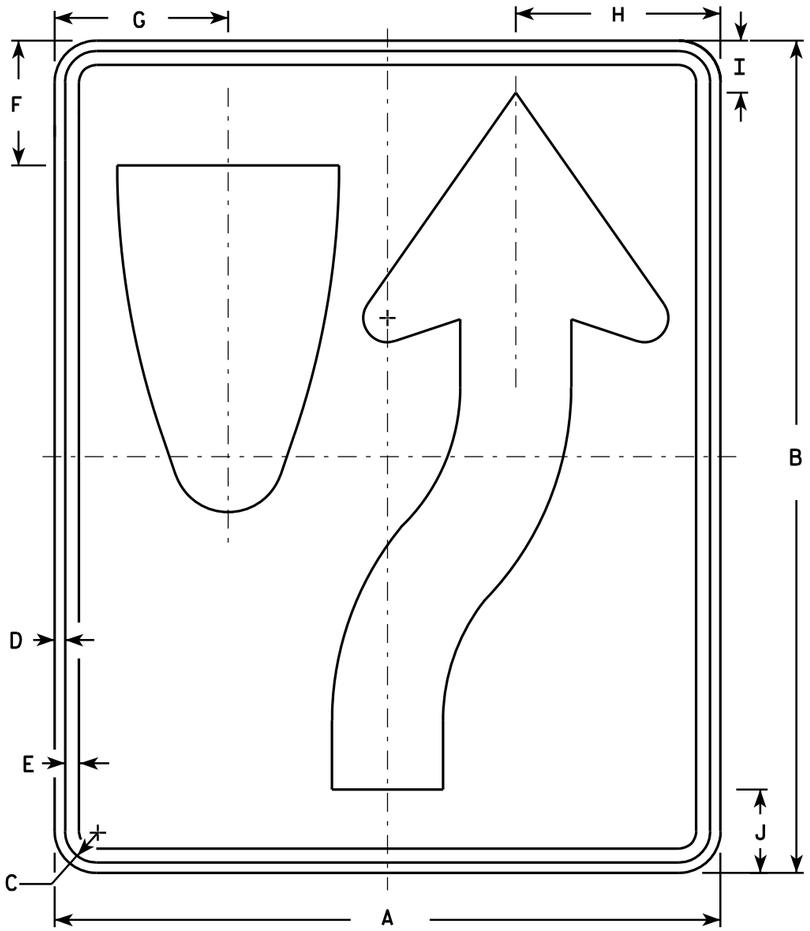
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 174 | E

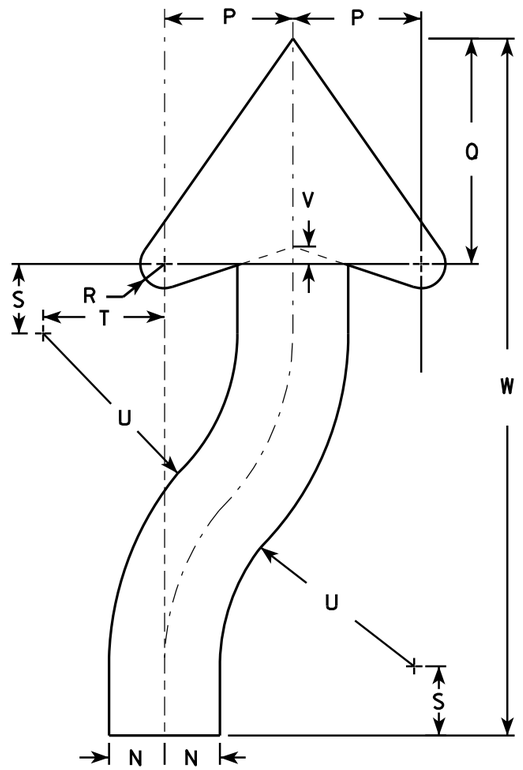




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

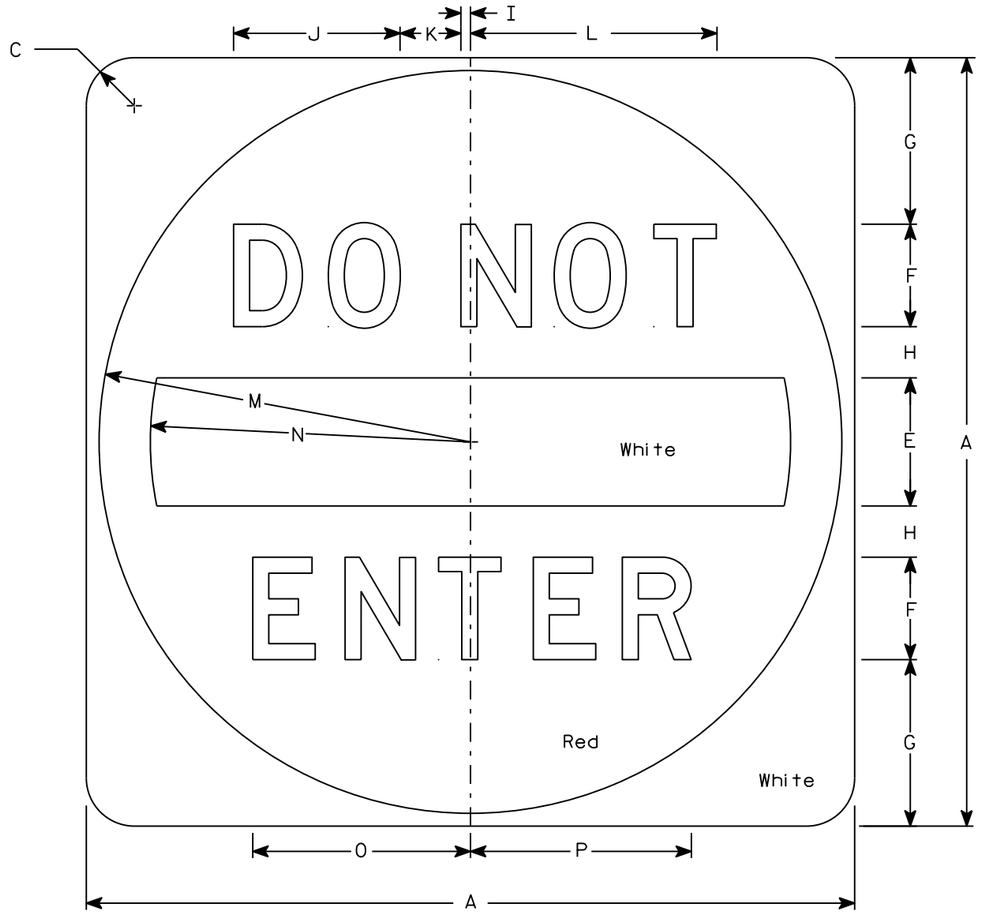
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 175	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

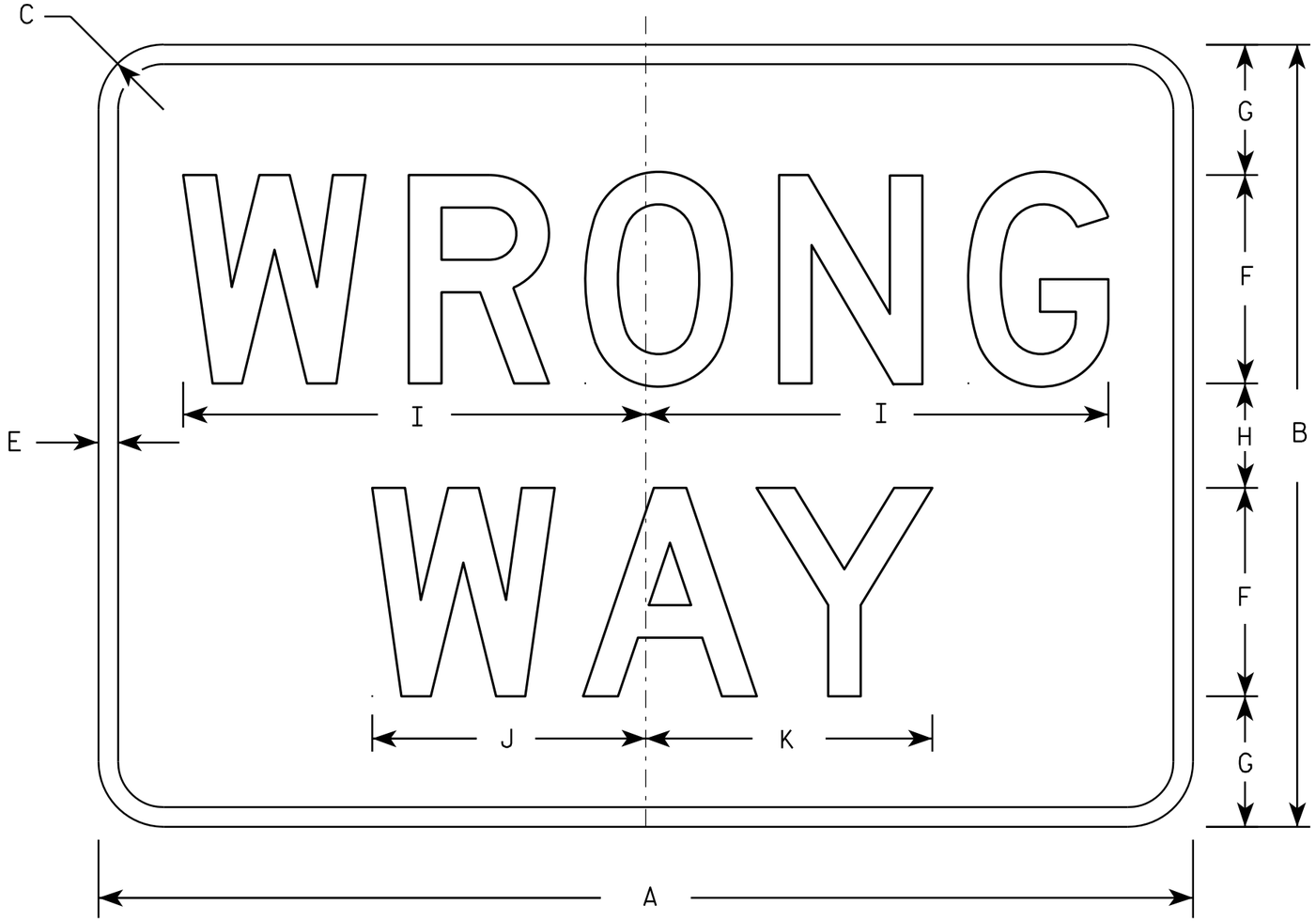
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 176 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

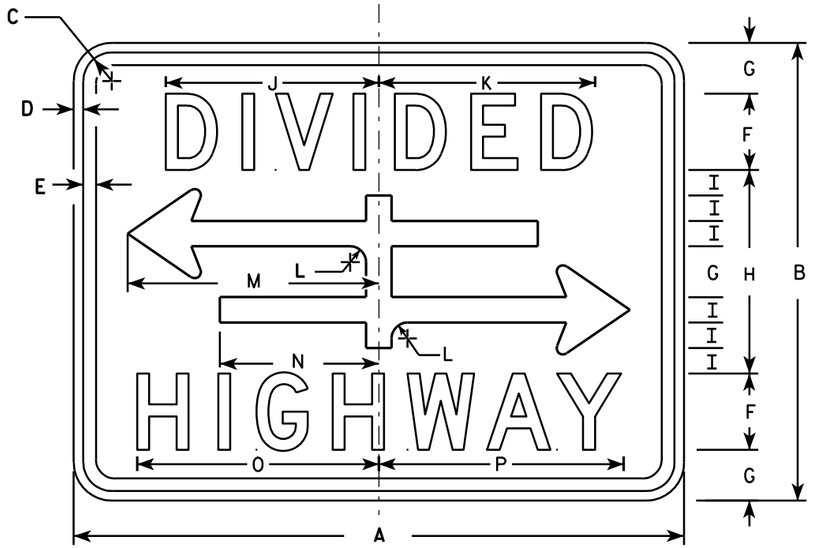
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 177 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R51A.DGN PLOT DATE : 17-DEC-2010 12:42 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.462457:1.000000

WISDOT/CADDS SHEET 42

7

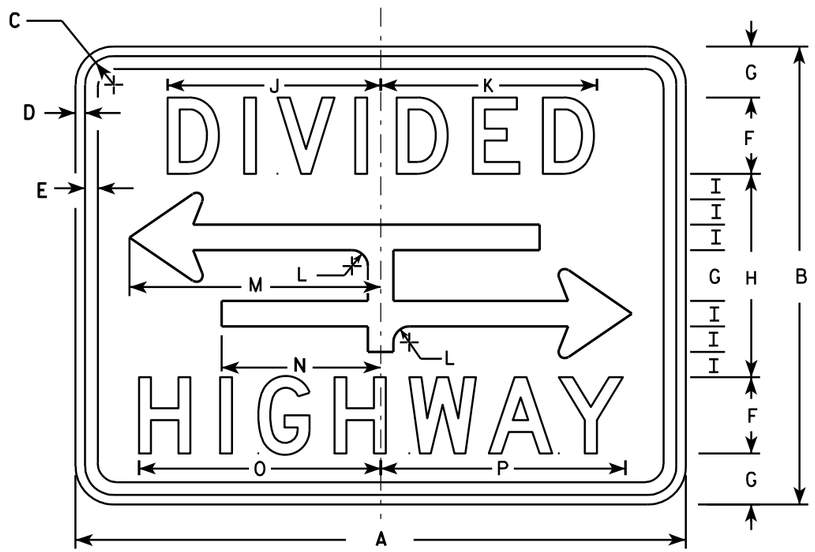
7



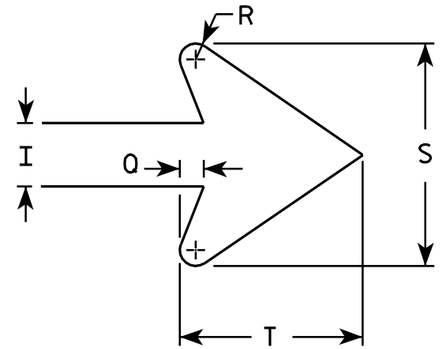
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

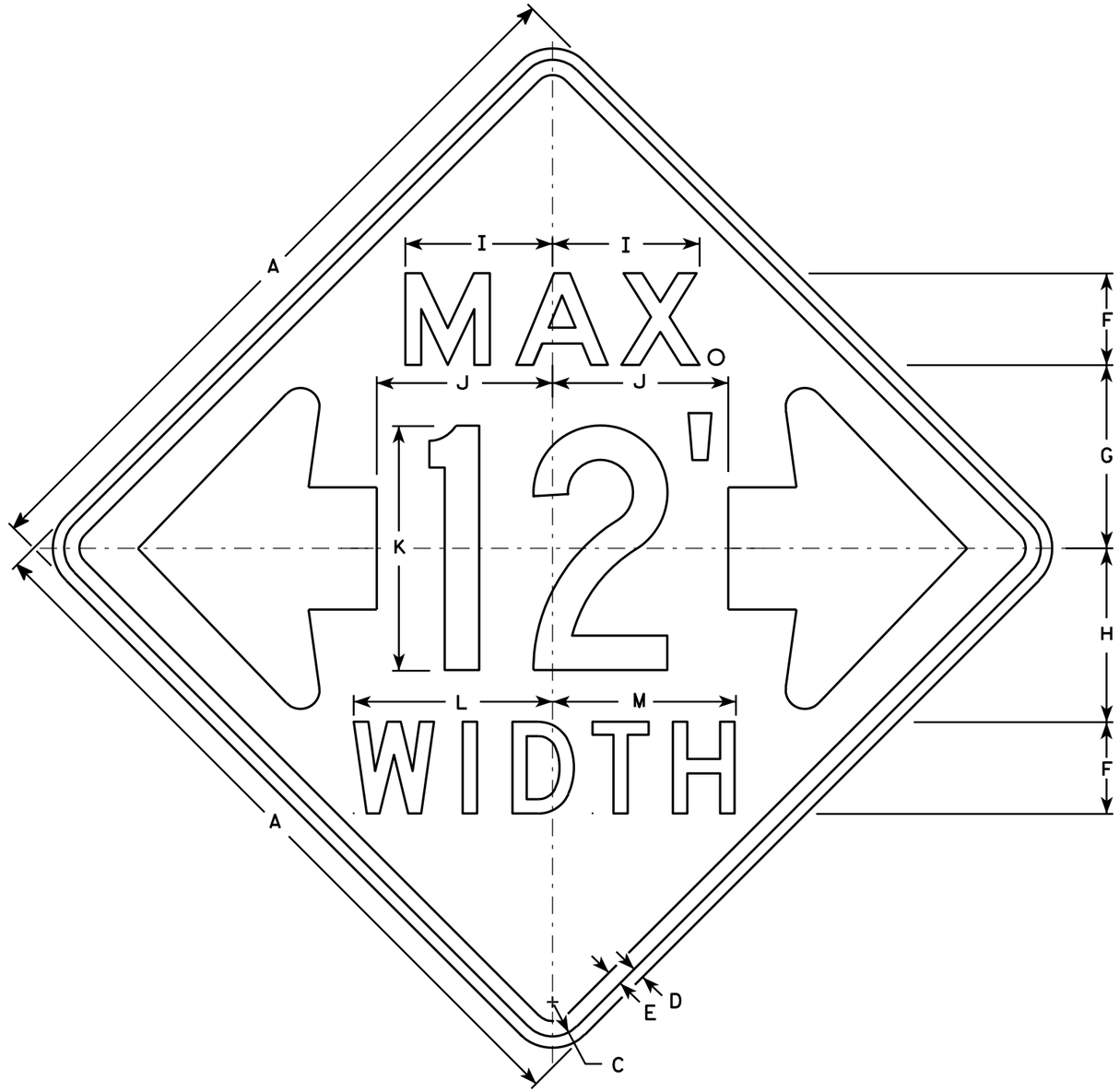
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

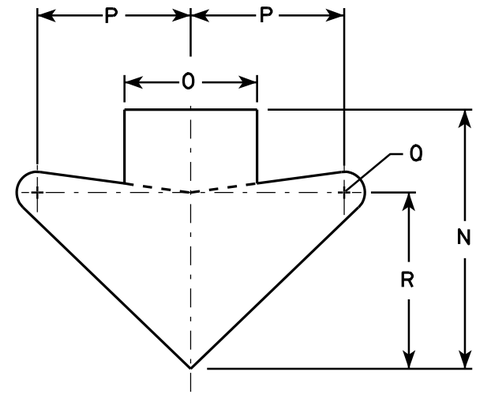
SHEET NO: 178 E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

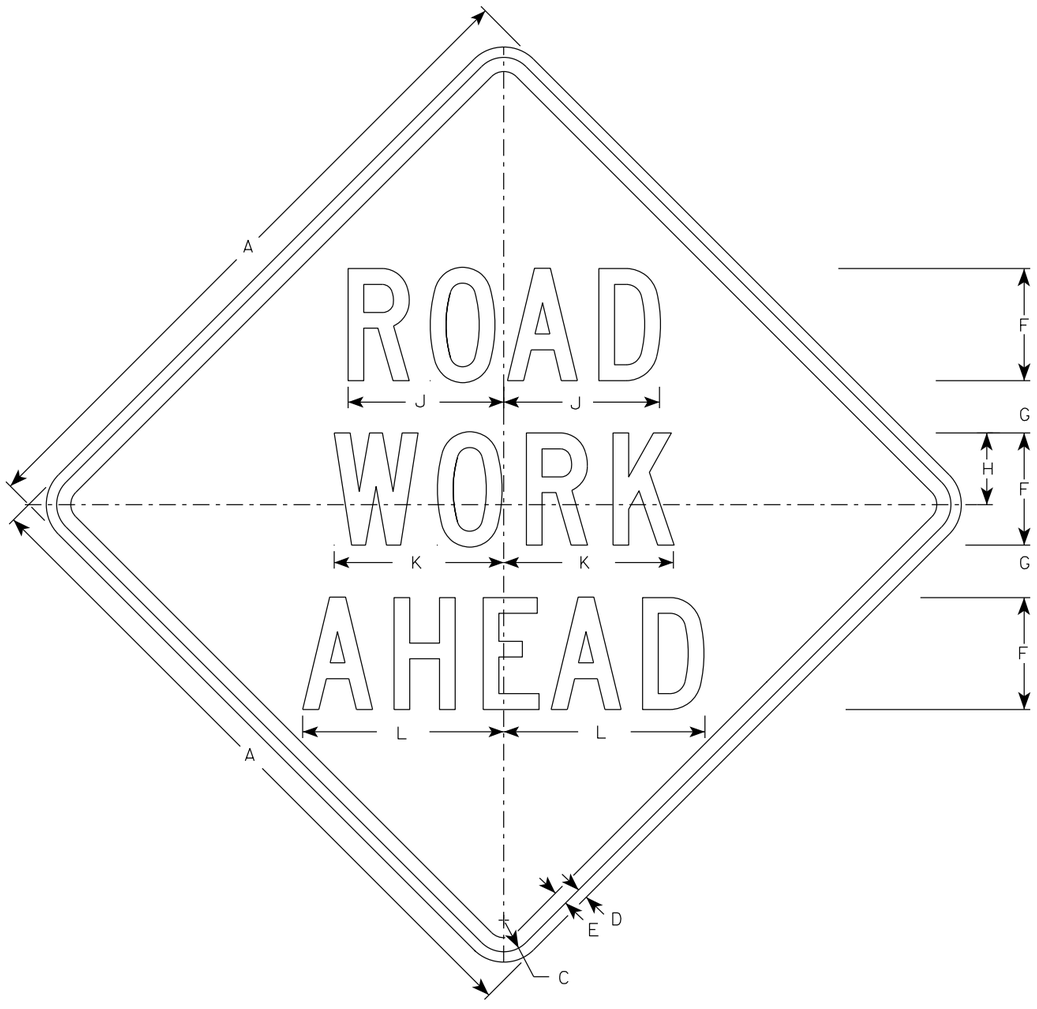
DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 179 | E

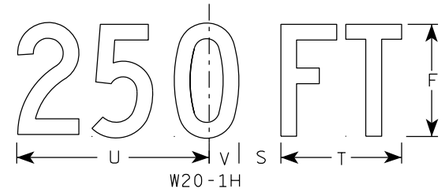
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42

NOTES

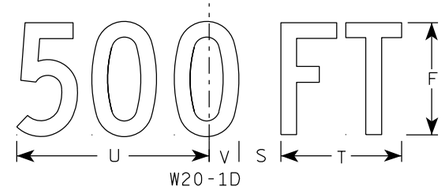
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



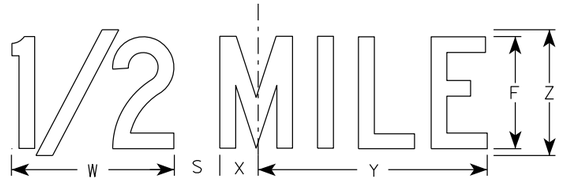
W20-1H



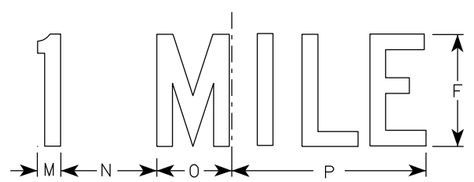
W20-1D

W20-1C

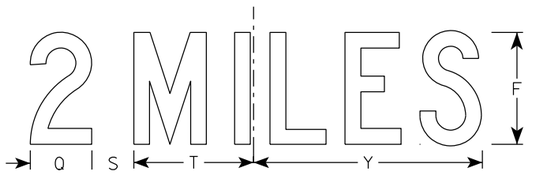
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

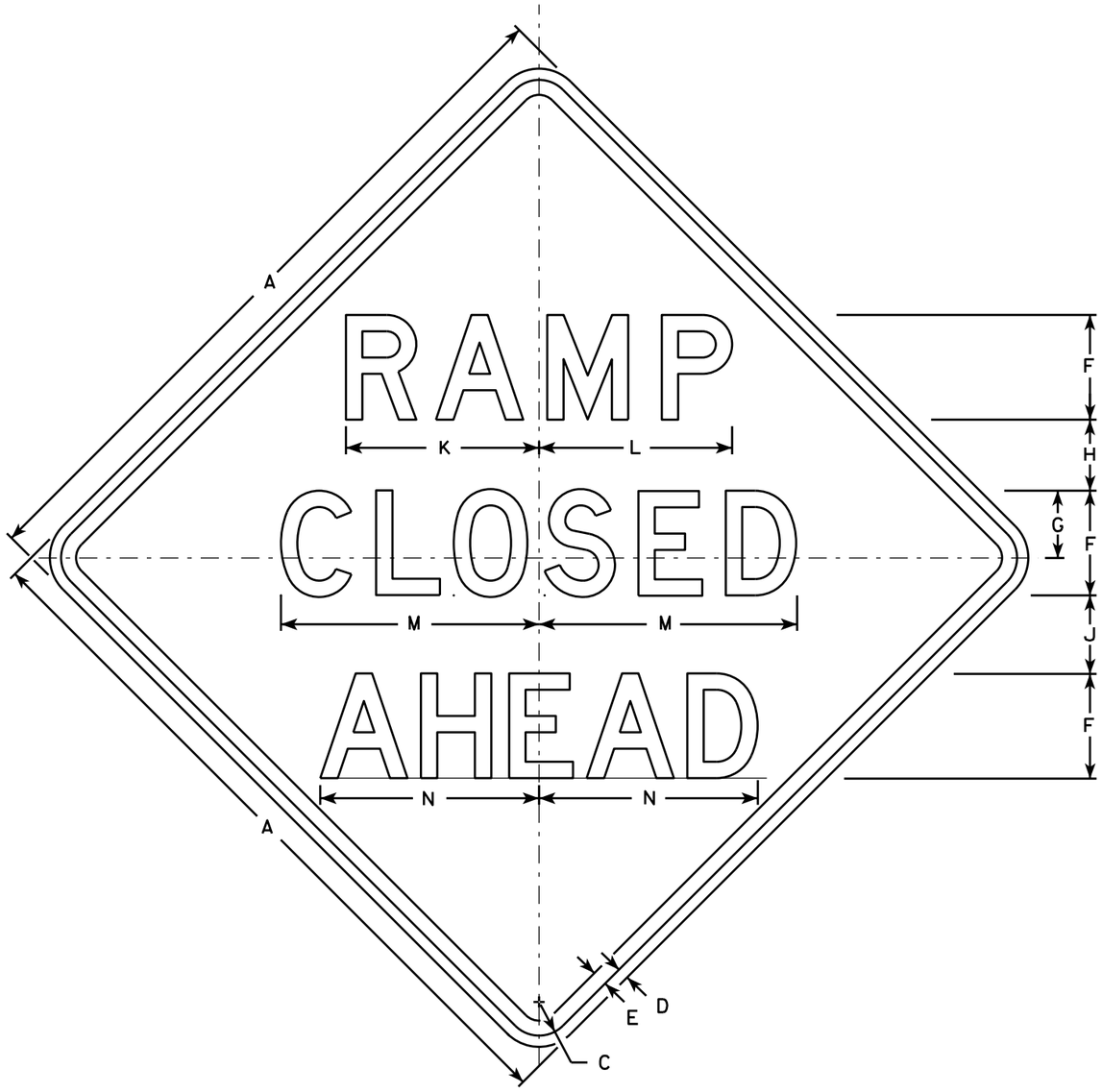
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

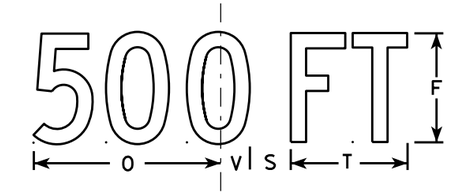
WISDOT/CADDS SHEET 42

7

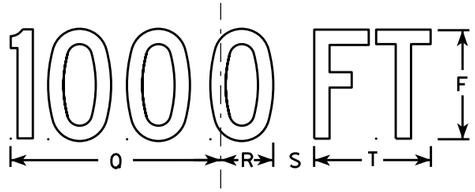
7



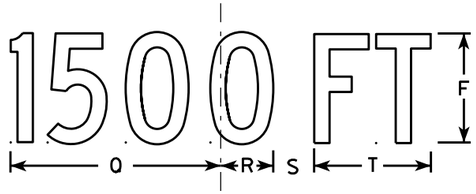
W20-53A



W20-53D

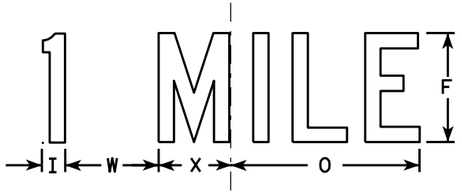


W20-53C



W20-53B

W20-53G



W20-53F

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-53A,B,C,D,F,G

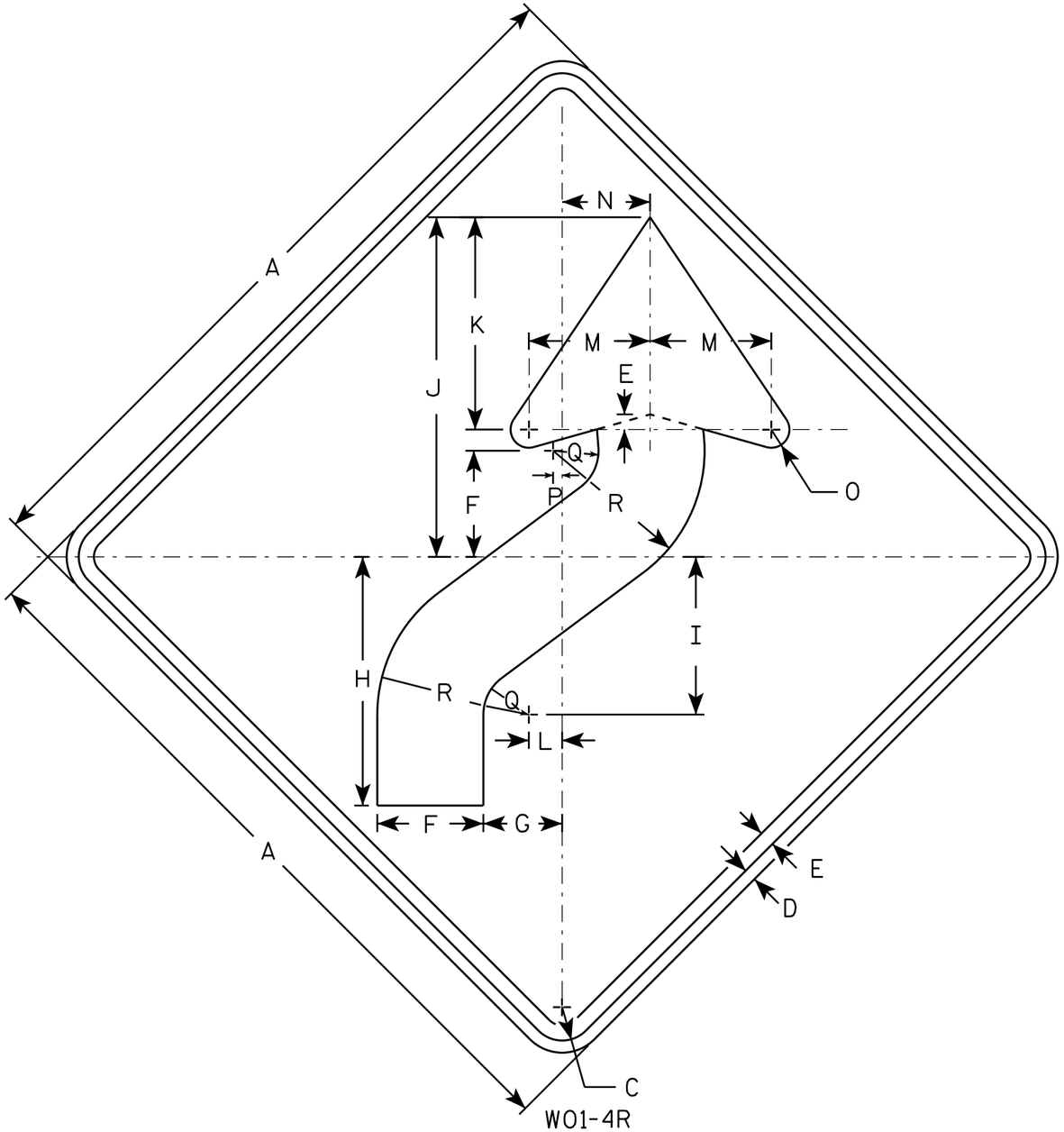
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2053.DGN PLOT DATE : 27-MAY-2015 19:40 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.729210:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

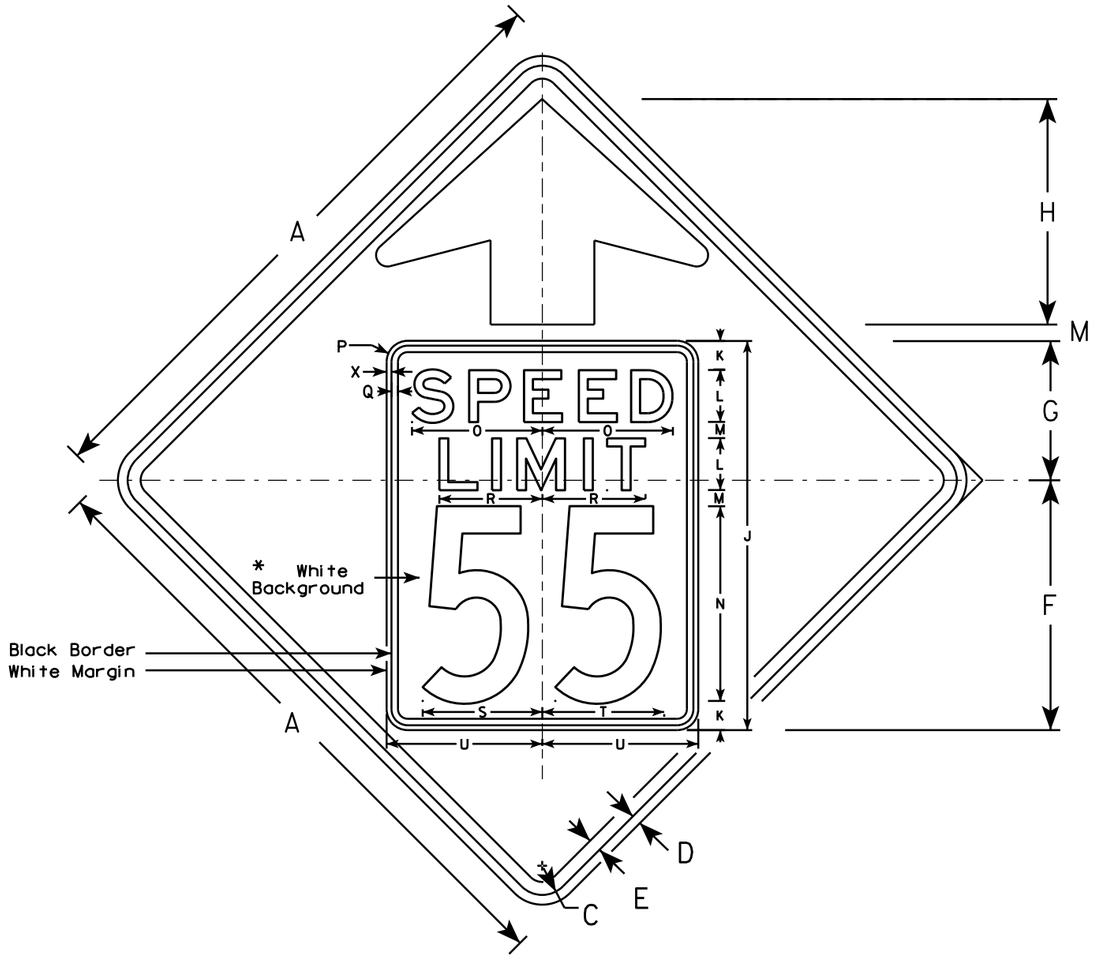
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42

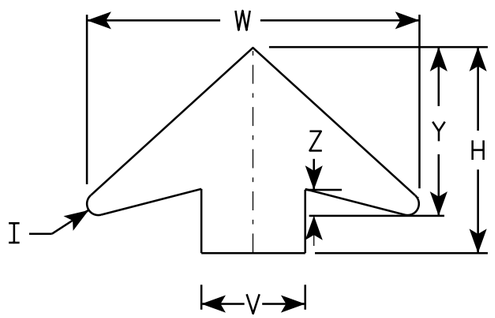


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

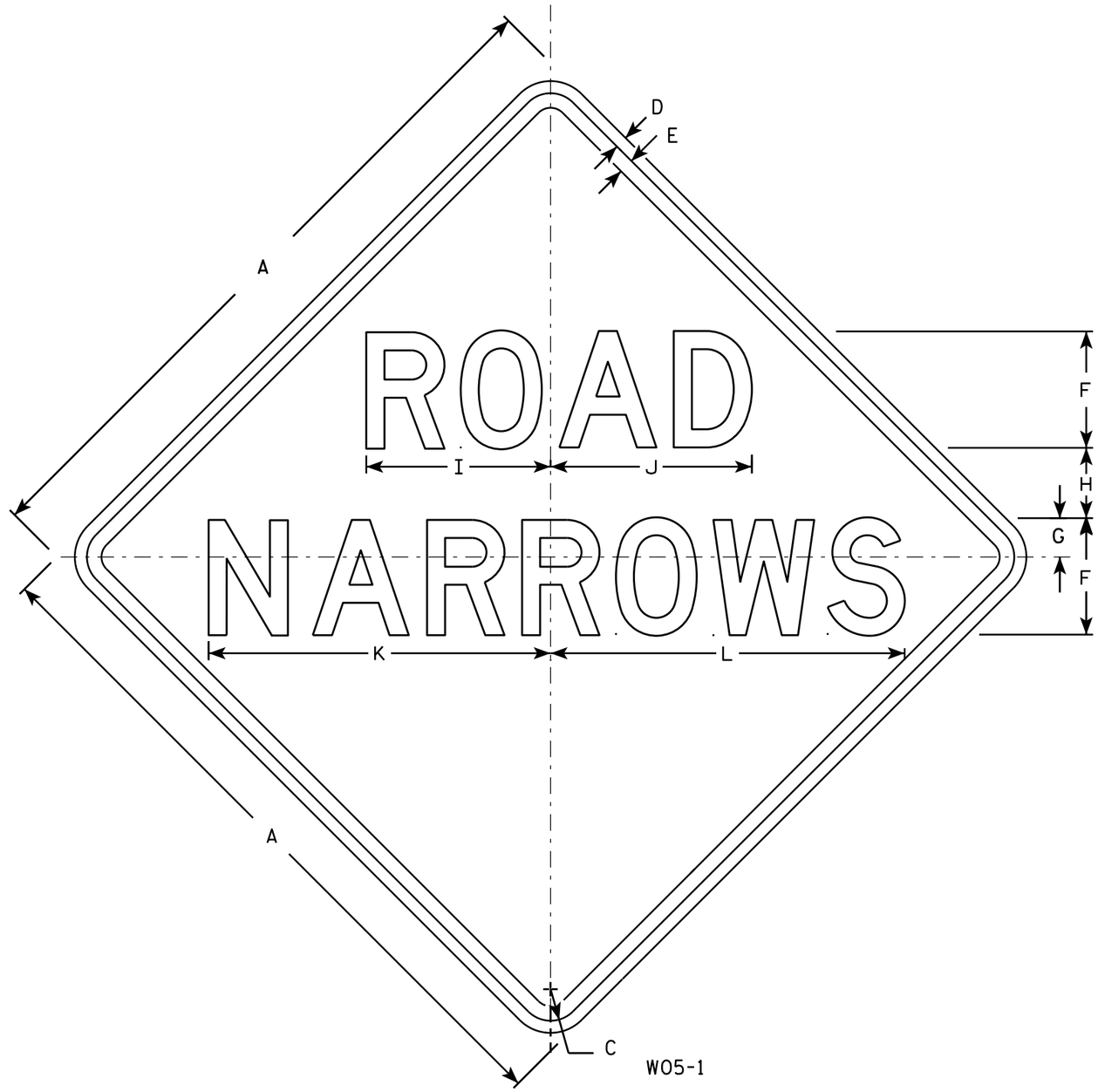
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W05-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2S	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
2M	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
3	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
4	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0

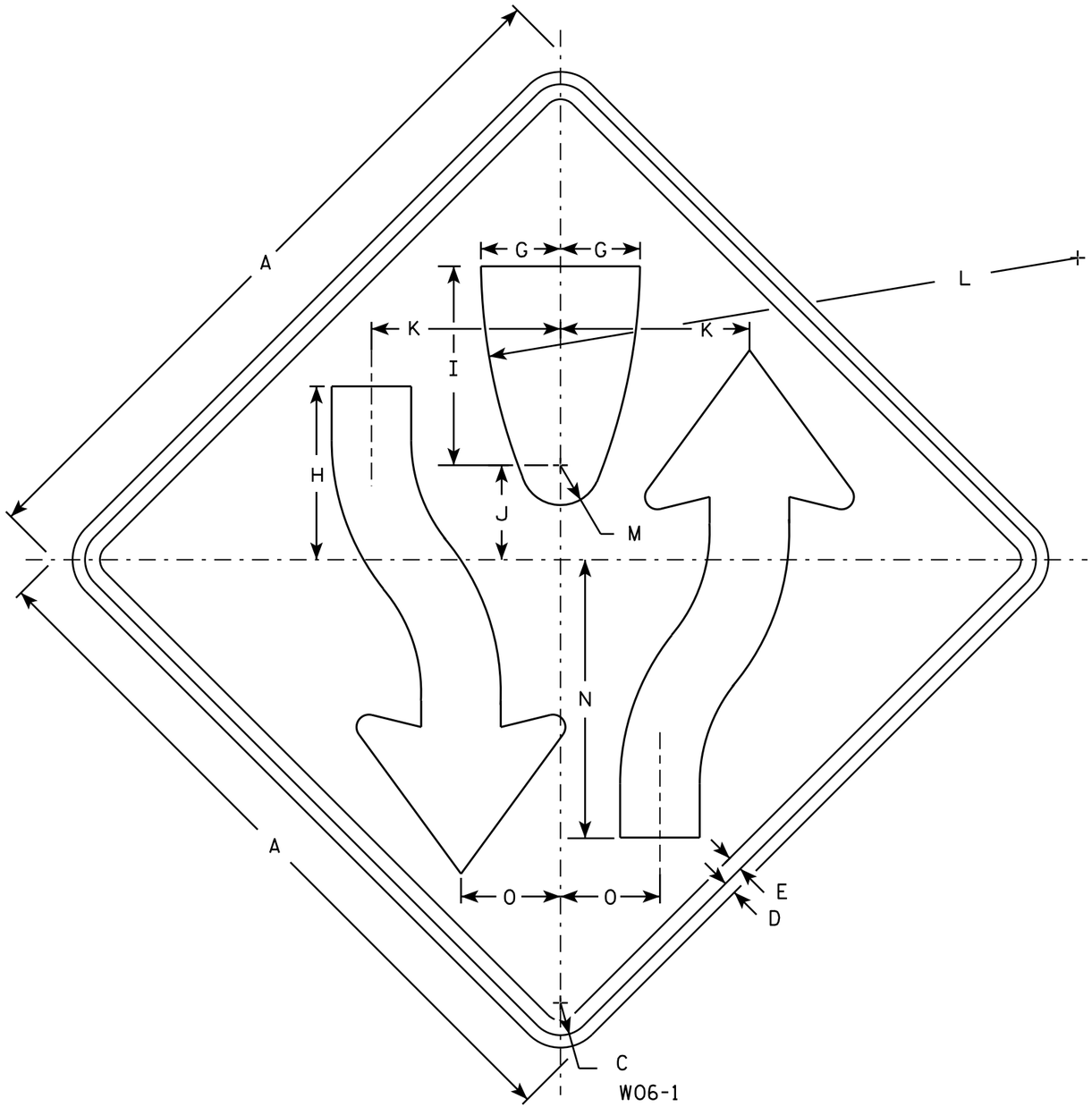
STANDARD SIGN
W05-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO. W05-1.1

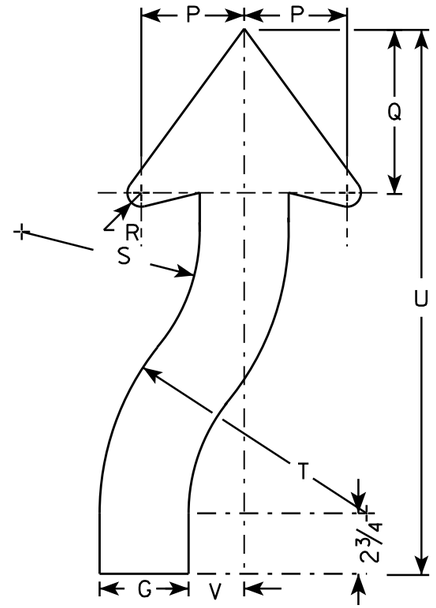
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W06-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W06-2 same as W06-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2S	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
2M	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
3	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W06-1 & W06-2

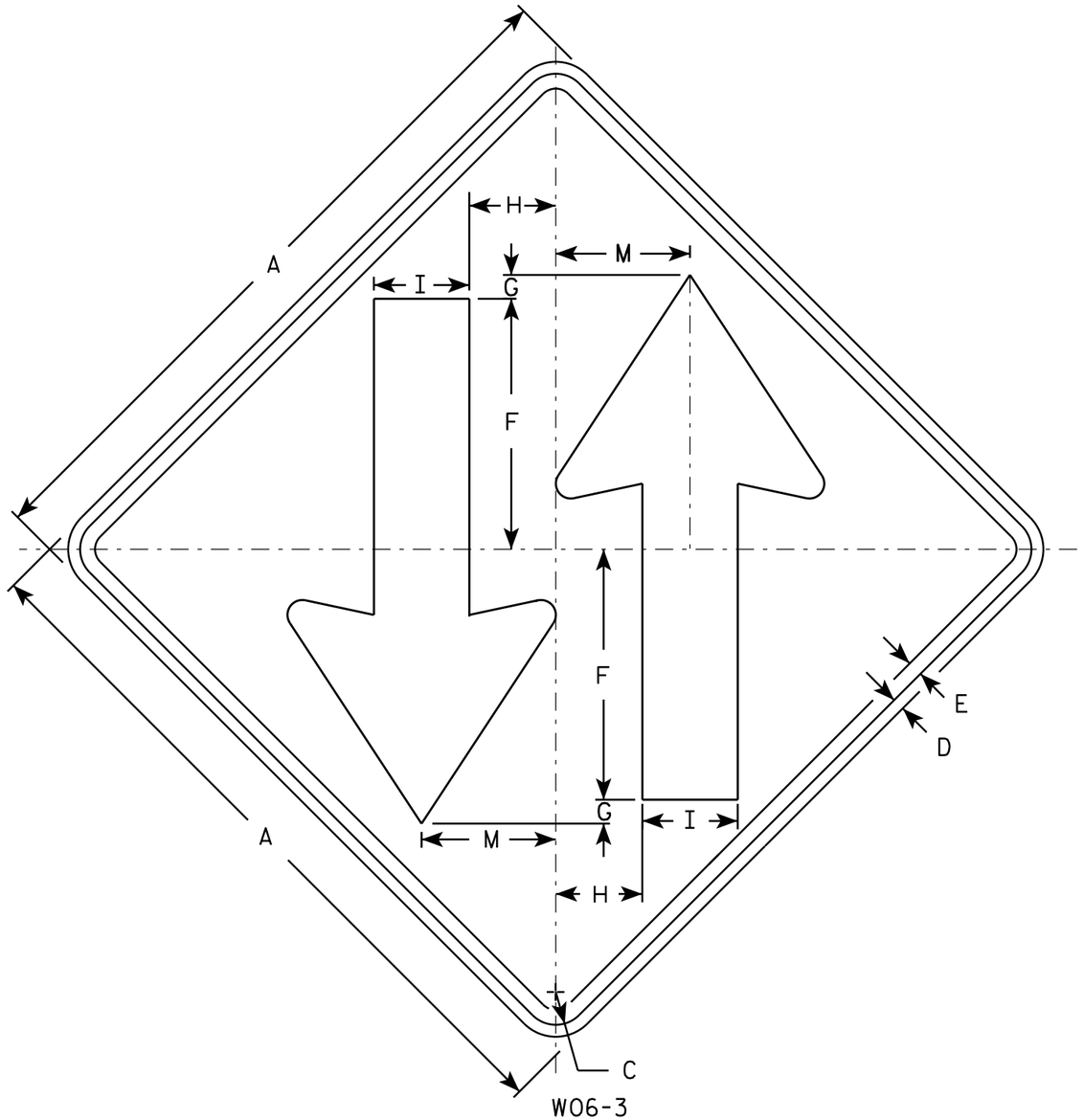
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W06-1.1

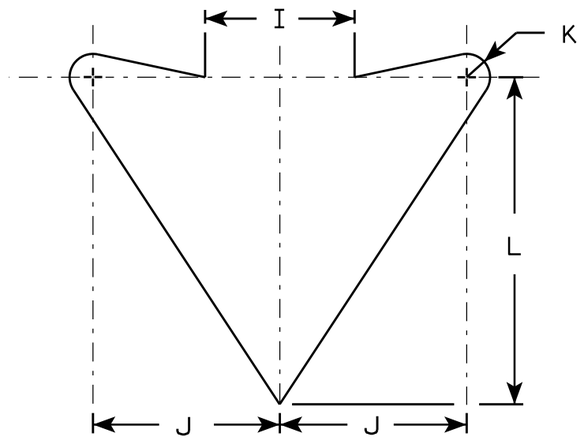
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W061.DGN PLOT DATE : 20-NOV-2013 12:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.810449:1.000000
WISDOT/CADDS SHEET 42



NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 186 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

Project ID: 1160-00-79, 6321-00-71
Division 1 - STH 73 Temp Pavement

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
03+74	0	2.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04+00	26	3.0	0.0	0.0	0.0	0.0	0.0	2	0	0	0	0	0	2	0	0	0	0	0	0	2
05+00	100	4.5	0.0	0.3	0.0	0.0	0.0	14	0	1	0	0	0	16	1	0	0	0	0	0	16
06+00	100	6.0	0.0	9.0	0.0	0.0	0.0	19	0	17	0	0	0	36	22	0	0	0	0	0	14
07+00	100	7.0	0.0	16.0	0.0	0.0	0.0	24	0	46	0	0	0	60	80	0	0	0	0	0	-20
08+00	100	6.1	0.0	14.5	0.0	0.0	0.0	24	0	56	0	0	0	84	151	0	0	0	0	0	-67
09+00	100	3.8	0.0	13.2	0.0	0.0	0.0	18	0	51	0	0	0	102	215	0	0	0	0	0	-112
10+00	100	4.7	0.0	9.8	0.0	0.0	0.0	16	0	43	0	0	0	118	268	0	0	0	0	0	-150
11+00	100	8.9	0.0	4.8	0.0	0.0	0.0	25	0	27	0	0	0	143	302	0	0	0	0	0	-159
12+00	100	9.4	0.0	2.5	0.0	0.0	0.0	34	0	14	0	0	0	177	319	0	0	0	0	0	-142
13+00	100	8.6	0.0	0.2	0.0	0.0	0.0	33	0	5	0	0	0	211	325	0	0	0	0	0	-114
14+00	100	6.0	0.0	0.2	0.0	0.0	0.0	27	0	1	0	0	0	238	326	0	0	0	0	0	-88
15+00	100	5.5	0.0	0.8	0.0	0.0	0.0	21	0	2	0	0	0	259	328	0	0	0	0	0	-69
16+00	100	4.8	0.0	0.8	0.0	0.0	0.0	19	0	3	0	0	0	278	332	0	0	0	0	0	-54
17+00	100	3.9	0.0	5.8	0.0	0.0	0.0	16	0	12	0	0	0	294	347	0	0	0	0	0	-53
18+00	100	9.6	0.0	2.2	0.0	0.0	0.0	25	0	15	0	0	0	319	366	0	0	0	0	0	-47
19+00	100	3.7	0.0	0.5	0.0	0.0	0.0	25	0	5	0	0	0	344	372	0	0	0	0	0	-28
20+00	100	2.9	0.0	0.6	0.0	0.0	0.0	12	0	2	0	0	0	356	375	0	0	0	0	0	-19
21+00	100	2.7	0.0	0.2	0.0	0.0	0.0	10	0	1	0	0	0	366	376	0	0	0	0	0	-10
22+00	100	2.8	0.0	0.0	0.0	0.0	0.0	10	0	0	0	0	0	376	377	0	0	0	0	0	0
23+00	100	3.5	0.0	0.6	0.0	0.0	0.0	12	0	1	0	0	0	388	378	0	0	0	0	0	10
24+00	100	3.8	0.0	0.4	0.0	0.0	0.0	14	0	2	0	0	0	402	381	0	0	0	0	0	21
25+00	100	3.4	0.0	0.8	0.0	0.0	0.0	13	0	2	0	0	0	415	383	0	0	0	0	0	32
26+00	100	3.9	0.0	0.9	0.0	0.0	0.0	14	0	3	0	0	0	429	387	0	0	0	0	0	41
39+22	0	3.0	0.0	0.2	0.0	0.0	0.0	0	0	0	0	0	0	429	387	0	0	0	0	0	41
40+00	78	5.6	0.0	40.0	0.0	0.0	0.0	12	0	58	0	0	0	441	460	0	0	0	0	0	-19
40+53	53	60.0	0.0	150.0	0.0	0.0	0.0	64	0	186	0	0	0	505	693	0	0	0	0	0	-188
42+05	0	2.0	0.0	100.0	0.0	0.0	0.0	0	0	0	0	0	0	505	693	0	0	0	0	0	-188
43+00	95	3.8	0.0	1.5	0.0	0.0	0.0	10	0	179	0	0	0	516	916	0	0	0	0	0	-401
44+00	100	4.0	0.0	0.5	0.0	0.0	0.0	14	0	4	0	0	0	530	921	0	0	0	0	0	-391
45+00	100	4.1	0.0	2.0	0.0	0.0	0.0	15	0	5	0	0	0	545	927	0	0	0	0	0	-382
46+00	100	4.0	0.0	3.5	0.0	0.0	0.0	15	0	10	0	0	0	560	939	0	0	0	0	0	-379
47+00	100	4.2	0.0	1.0	0.0	0.0	0.0	15	0	8	0	0	0	575	950	0	0	0	0	0	-375
48+00	100	8.5	0.0	0.5	0.0	0.0	0.0	24	0	3	0	0	0	599	953	0	0	0	0	0	-355
49+00	100	9.2	0.0	2.2	0.0	0.0	0.0	33	0	5	0	0	0	631	959	0	0	0	0	0	-328
50+00	100	9.5	0.0	3.2	0.0	0.0	0.0	35	0	10	0	0	0	666	972	0	0	0	0	0	-306
51+00	100	12.9	0.0	1.1	0.0	0.0	0.0	41	0	8	0	0	0	708	982	0	0	0	0	0	-274
52+00	100	8.0	0.0	9.5	0.0	0.0	0.0	39	0	20	0	0	0	746	1,006	0	0	0	0	0	-260
53+00	100	10.1	0.0	1.2	0.0	0.0	0.0	34	0	20	0	0	0	780	1,031	0	0	0	0	0	-251
54+00	100	4.0	0.0	0.9	0.0	0.0	0.0	26	0	4	0	0	0	806	1,036	0	0	0	0	0	-230
55+00	100	2.2	0.0	0.0	0.0	0.0	0.0	11	0	2	0	0	0	817	1,038	0	0	0	0	0	-221
						Column totals		817	0	831	0	0	0								

Project ID: 1160-00-79, 6321-00-71
Division 2 - STH 73

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
06+35	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07+00	65	1.2	0.0	0.7	0.0	0.0	0.0	1	0	1	0	0	0	1	1	0	0	0	0	0	0
08+00	100	14.2	0.0	0.0	0.0	0.0	0.0	28	0	1	0	0	0	30	3	0	0	0	0	0	27
08+25	25	26.7	0.0	0.0	0.0	0.0	0.0	19	0	0	0	0	0	49	3	0	0	0	0	0	46
09+00	75	17.8	0.0	10.8	0.0	0.0	0.0	62	0	15	0	0	0	111	21	0	0	0	0	0	89
10+00	100	19.9	0.0	1.2	0.0	0.0	0.0	70	0	22	0	0	0	180	49	0	0	0	0	0	131
10+25	25	31.0	0.0	0.0	0.0	0.0	0.0	24	0	1	0	0	0	204	50	0	0	0	0	0	154
11+00	75	18.0	0.0	0.0	0.0	0.0	0.0	68	0	0	0	0	0	272	50	0	0	0	0	0	222
12+00	100	17.7	0.0	0.0	0.0	0.0	0.0	66	0	0	0	0	0	338	50	0	0	0	0	0	288
12+48	48	17.4	0.0	0.0	0.0	0.0	0.0	31	0	0	0	0	0	369	50	0	0	0	0	0	319
13+00	52	15.9	0.0	0.0	0.0	0.0	0.0	32	0	0	0	0	0	402	50	0	0	0	0	0	352
14+00	100	15.5	0.0	0.0	0.0	0.0	0.0	58	0	0	0	0	0	460	50	0	0	0	0	0	410
15+00	100	13.7	0.0	0.0	0.0	0.0	0.0	54	0	0	0	0	0	514	50	0	0	0	0	0	464
16+00	100	15.6	0.0	0.0	0.0	0.0	0.0	54	0	0	0	0	0	568	50	0	0	0	0	0	518
17+00	100	18.4	0.0	0.0	0.0	0.0	0.0	63	0	0	0	0	0	631	50	0	0	0	0	0	581
17+76	76	15.7	0.0	19.1	0.0	0.0	0.0	48	0	27	0	0	0	679	83	0	0	0	0	0	595
18+00	24	53.4	0.0	0.1	0.0	0.0	0.0	31	0	9	0	0	0	710	94	0	0	0	0	0	616
18+22	22	58.7	0.0	0.0	0.0	0.0	0.0	46	0	0	0	0	0	756	94	0	0	0	0	0	661
19+00	78	18.6	0.0	4.5	0.0	0.0	0.0	112	0	6	0	0	0	867	102	0	0	0	0	0	765
20+00	100	9.0	0.0	5.8	0.0	0.0	0.0	51	0	19	0	0	0	919	126	0	0	0	0	0	793
21+00	100	10.9	0.0	6.3	0.0	0.0	0.0	37	0	22	0	0	0	956	154	0	0	0	0	0	802
22+00	100	18.4	0.0	0.0	0.0	0.0	0.0	54	0	12	0	0	0	1,010	168	0	0	0	0	0	841
23+00	100	19.9	0.0	8.1	0.0	0.0	0.0	71	0	15	0	0	0	1,081	187	0	0	0	0	0	894
24+00	100	22.5	0.0	4.6	0.0	0.0	0.0	78	0	23	0	0	0	1,159	216	0	0	0	0	0	943
25+00	100	31.6	0.0	0.0	0.0	0.0	0.0	100	0	9	0	0	0	1,259	227	0	0	0	0	0	1,032
26+00	100	33.8	0.0	0.0	0.0	0.0	0.0	121	0	0	0	0	0	1,380	227	0	0	0	0	0	1,153
26+63	63	35.8	0.0	0.0	0.0	0.0	0.0	81	0	0	0	0	0	1,461	227	0	0	0	0	0	1,234
27+00	37	21.8	0.0	0.0	0.0	0.0	0.0	39	0	0	0	0	0	1,501	227	0	0	0	0	0	1,274
28+00	100	0.0	0.0	0.0	0.0	0.0	0.0	40	0	0	0	0	0	1,541	227	0	0	0	0	0	1,314
28+51	51	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1,541	227	0	0	0	0	0	1,314
29+00	49	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1,541	227	0	0	0	0	0	1,314
30+00	100	1.2	0.0	0.0	0.0	0.0	0.0	2	0	0	0	0	0	1,543	227	0	0	0	0	0	1,316
31+00	100	4.2	0.0	0.0	0.0	0.0	0.0	10	0	0	0	0	0	1,553	227	0	0	0	0	0	1,326
32+00	100	6.8	0.0	0.1	0.0	0.0	0.0	20	0	0	0	0	0	1,574	227	0	0	0	0	0	1,347
32+78	78	11.6	0.0	0.0	0.0	0.0	0.0	26	0	0	0	0	0	1,600	227	0	0	0	0	0	1,373
33+00	22	13.1	0.0	0.0	0.0	0.0	0.0	10	0	0	0	0	0	1,610	227	0	0	0	0	0	1,383
33+59	59	6.8	0.0	0.0	0.0	0.0	0.0	22	0	0	0	0	0	1,632	227	0	0	0	0	0	1,405
34+00	41	16.8	0.0	0.0	0.0	0.0	0.0	18	0	0	0	0	0	1,650	227	0	0	0	0	0	1,423
35+00	100	7.6	0.0	0.7	0.0	0.0	0.0	45	0	1	0	0	0	1,695	229	0	0	0	0	0	1,466
36+00	100	6.6	0.0	0.0	0.0	0.0	0.0	26	0	1	0	0	0	1,721	231	0	0	0	0	0	1,491
36+94	94	7.6	0.0	0.0	0.0	0.0	0.0	25	0	0	0	0	0	1,746	231	0	0	0	0	0	1,516
37+00	6	9.5	0.0	0.0	0.0	0.0	0.0	2	0	0	0	0	0	1,748	231	0	0	0	0	0	1,517
38+00	100	25.6	0.0	0.0	0.0	0.0	0.0	65	0	0	0	0	0	1,813	231	0	0	0	0	0	1,582
39+00	100	15.0	0.0	0.8	0.0	0.0	0.0	75	0	1	0	0	0	1,888	233	0	0	0	0	0	1,656

Project ID: 1160-00-79, 6321-00-71
Division 2 - STH 73

		Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	Mass Ordinate
40+00	100	13.2	0.0	2.7	0.0	0.0	0.0	52	0	7	0	0	0	1,941	241	0	0	0	0	0	1,700
41+00	100	0.0	0.0	0.0	0.0	0.0	0.0	24	0	5	0	0	0	1,965	247	0	0	0	0	0	1,718
41+45	45	0.0	0.0	0.3	0.0	0.0	0.0	0	0	0	0	0	0	1,965	247	0	0	0	0	0	1,718
42+00	55	0.0	0.0	6.4	0.0	0.0	0.0	0	0	7	0	0	0	1,965	256	0	0	0	0	0	1,709
43+00	100	5.7	0.0	0.0	0.0	0.0	0.0	11	0	12	0	0	0	1,976	271	0	0	0	0	0	1,705
44+00	100	12.0	0.0	0.0	0.0	0.0	0.0	33	0	0	0	0	0	2,009	271	0	0	0	0	0	1,738
45+00	100	13.3	0.0	0.0	0.0	0.0	0.0	47	0	0	0	0	0	2,055	271	0	0	0	0	0	1,785
46+00	100	16.6	0.0	0.0	0.0	0.0	0.0	55	0	0	0	0	0	2,111	271	0	0	0	0	0	1,840
47+00	100	16.3	0.0	0.0	0.0	0.0	0.0	61	0	0	0	0	0	2,172	271	0	0	0	0	0	1,901
47+77	77	16.0	0.0	0.0	0.0	0.0	0.0	46	0	0	0	0	0	2,217	271	0	0	0	0	0	1,947
48+00	23	20.3	0.0	0.0	0.0	0.0	0.0	16	0	0	0	0	0	2,233	271	0	0	0	0	0	1,962
49+00	100	24.7	0.0	0.0	0.0	0.0	0.0	83	0	0	0	0	0	2,317	271	0	0	0	0	0	2,046
49+65	65	29.3	0.0	0.0	0.0	0.0	0.0	65	0	0	0	0	0	2,381	271	0	0	0	0	0	2,111
50+00	35	28.9	0.0	0.0	0.0	0.0	0.0	38	0	0	0	0	0	2,419	271	0	0	0	0	0	2,149
50+21	21	33.3	0.0	0.0	0.0	0.0	0.0	24	0	0	0	0	0	2,444	271	0	0	0	0	0	2,173
50+80	59	22.1	0.0	0.0	0.0	0.0	0.0	60	0	0	0	0	0	2,504	271	0	0	0	0	0	2,233
Column totals								2,504	0	217	0	0	0								

Project ID: 1160-00-79, 6321-00-71
Division 2 - STH 73 Temp Pavement

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
06+00	0	10.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07+00	100	8.7	0.0	6.0	0.0	0.0	0.0	35	0	11	0	0	0	35	14	0	0	0	0	0	21
08+00	100	11.8	0.0	2.5	0.0	0.0	0.0	38	0	16	0	0	0	73	34	0	0	0	0	0	39
09+00	100	12.0	0.0	2.8	0.0	0.0	0.0	44	0	10	0	0	0	117	46	0	0	0	0	0	71
10+00	100	13.1	0.0	1.2	0.0	0.0	0.0	46	0	7	0	0	0	163	55	0	0	0	0	0	108
11+00	100	12.4	0.0	6.1	0.0	0.0	0.0	47	0	14	0	0	0	210	72	0	0	0	0	0	138
12+00	100	13.7	0.0	5.6	0.0	0.0	0.0	48	0	22	0	0	0	259	99	0	0	0	0	0	160
13+00	100	15.2	0.0	2.9	0.0	0.0	0.0	54	0	16	0	0	0	312	119	0	0	0	0	0	193
14+00	100	14.2	0.0	1.9	0.0	0.0	0.0	54	0	9	0	0	0	367	130	0	0	0	0	0	237
15+00	100	13.8	0.0	0.0	0.0	0.0	0.0	52	0	4	0	0	0	419	134	0	0	0	0	0	284
16+00	100	13.1	0.0	0.0	0.0	0.0	0.0	50	0	0	0	0	0	468	134	0	0	0	0	0	334
17+00	100	11.9	0.0	0.0	0.0	0.0	0.0	46	0	0	0	0	0	515	134	0	0	0	0	0	380
18+00	100	0.0	0.0	180.0	0.0	0.0	0.0	22	0	333	0	0	0	537	551	0	0	0	0	0	-14
42+05	0	5.2	0.0	30.0	0.0	0.0	0.0	0	0	0	0	0	0	537	551	0	0	0	0	0	-14
43+00	95	6.2	0.0	2.5	0.0	0.0	0.0	20	0	57	0	0	0	557	622	0	0	0	0	0	-66
44+00	100	7.1	0.0	1.1	0.0	0.0	0.0	25	0	7	0	0	0	581	631	0	0	0	0	0	-49
45+00	100	7.4	0.0	1.7	0.0	0.0	0.0	27	0	5	0	0	0	608	637	0	0	0	0	0	-29
46+00	100	8.0	0.0	1.8	0.0	0.0	0.0	29	0	6	0	0	0	637	645	0	0	0	0	0	-9
47+00	100	9.8	0.0	1.0	0.0	0.0	0.0	33	0	5	0	0	0	670	652	0	0	0	0	0	18
48+00	100	12.0	0.0	1.1	0.0	0.0	0.0	40	0	4	0	0	0	710	657	0	0	0	0	0	53
49+00	100	15.0	0.0	1.2	0.0	0.0	0.0	50	0	4	0	0	0	760	662	0	0	0	0	0	98
50+00	100	16.4	0.0	1.9	0.0	0.0	0.0	58	0	6	0	0	0	818	669	0	0	0	0	0	149
51+00	100	12.9	0.0	2.0	0.0	0.0	0.0	54	0	7	0	0	0	872	678	0	0	0	0	0	194
52+00	100	10.4	0.0	1.3	0.0	0.0	0.0	43	0	6	0	0	0	916	686	0	0	0	0	0	230
53+00	100	9.1	0.0	1.0	0.0	0.0	0.0	36	0	4	0	0	0	952	691	0	0	0	0	0	261
54+00	100	7.8	0.0	1.0	0.0	0.0	0.0	31	0	4	0	0	0	983	696	0	0	0	0	0	287
55+00	100	4.7	0.0	0.0	0.0	0.0	0.0	23	0	2	0	0	0	1,006	698	0	0	0	0	0	308
							Column totals	1,006	0	558	0	0	0								

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Project ID: 1160-00-79, 6321-00-71
Division 2 - 4th Ct

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
158+48	0	26.0	0.0	4.8	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158+85	37	18.0	0.0	27.7	0.0	0.0	0.0	30	0	22	0	0	0	30	28	0	0	0	0	0	2
159+00	15	12.0	0.0	4.0	0.0	0.0	0.0	8	0	9	0	0	0	38	39	0	0	0	0	0	0
						Column totals		38	0	31	0	0	0								

Project ID: 1160-00-79, 6321-00-71
Division 2 - Ramp B

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
49+53	0	36.5	0.0	0.3	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50+00	47	35.3	0.0	0.1	0.0	0.0	0.0	63	0	0	0	0	0	63	0	0	0	0	0	0	62
51+00	100	39.1	0.0	0.0	0.0	0.0	0.0	138	0	0	0	0	0	200	0	0	0	0	0	0	200
52+00	100	37.5	0.0	0.0	0.0	0.0	0.0	142	0	0	0	0	0	342	0	0	0	0	0	0	342
52+58	58	27.6	0.0	1.3	0.0	0.0	0.0	70	0	1	0	0	0	412	2	0	0	0	0	0	410
53+00	42	69.1	0.0	0.2	0.0	0.0	0.0	75	0	1	0	0	0	487	4	0	0	0	0	0	484
						Column totals		487	0	3	0	0	0								

Project ID: 1160-00-79, 6321-00-71
Division 2 - Ramp C

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
53+62	0	26.6	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54+00	38	158.4	0.0	0.0	0.0	0.0	0.0	130	0	0	0	0	0	130	0	0	0	0	0	0	130
						Column totals		130	0	0	0	0	0								

Project ID: 1160-00-79, 6321-00-71
Division 3 - STH 73

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
06+35	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
07+00	65	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08+00	100	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08+25	25	12.2	0.0	4.5	0.0	0.0	0.0	6	0	2	0	0	0	6	3	0	0	0	0	0	3
09+00	75	13.6	0.0	2.1	0.0	0.0	0.0	36	0	9	0	0	0	42	14	0	0	0	0	0	28
10+00	100	19.1	0.0	0.0	0.0	0.0	0.0	61	0	4	0	0	0	102	19	0	0	0	0	0	84
10+25	25	18.8	0.0	0.0	0.0	0.0	0.0	18	0	0	0	0	0	120	19	0	0	0	0	0	101
11+00	75	17.3	0.0	0.0	0.0	0.0	0.0	50	0	0	0	0	0	170	19	0	0	0	0	0	151
12+00	100	21.4	0.0	0.0	0.0	0.0	0.0	72	0	0	0	0	0	241	19	0	0	0	0	0	223
12+48	48	21.7	0.0	0.0	0.0	0.0	0.0	38	0	0	0	0	0	280	19	0	0	0	0	0	261
13+00	52	18.1	0.0	0.0	0.0	0.0	0.0	38	0	0	0	0	0	318	19	0	0	0	0	0	299
14+00	100	17.7	0.0	0.0	0.0	0.0	0.0	66	0	0	0	0	0	384	19	0	0	0	0	0	365
15+00	100	18.0	0.0	0.1	0.0	0.0	0.0	66	0	0	0	0	0	450	19	0	0	0	0	0	431
16+00	100	33.9	0.0	0.1	0.0	0.0	0.0	96	0	0	0	0	0	546	19	0	0	0	0	0	527
17+00	100	41.4	0.0	0.0	0.0	0.0	0.0	139	0	0	0	0	0	686	19	0	0	0	0	0	666
17+76	76	66.1	0.0	0.1	0.0	0.0	0.0	151	0	0	0	0	0	836	19	0	0	0	0	0	817
18+00	24	41.1	0.0	0.0	0.0	0.0	0.0	48	0	0	0	0	0	884	19	0	0	0	0	0	865
18+22	22	36.3	0.0	0.0	0.0	0.0	0.0	32	0	0	0	0	0	916	19	0	0	0	0	0	897
19+00	78	34.8	0.0	5.4	0.0	0.0	0.0	103	0	8	0	0	0	1,019	29	0	0	0	0	0	990
20+00	100	30.4	0.0	0.0	0.0	0.0	0.0	121	0	10	0	0	0	1,139	42	0	0	0	0	0	1,098
21+00	100	35.1	0.0	0.0	0.0	0.0	0.0	121	0	0	0	0	0	1,261	42	0	0	0	0	0	1,219
22+00	100	46.9	0.0	0.0	0.0	0.0	0.0	152	0	0	0	0	0	1,412	42	0	0	0	0	0	1,371
23+00	100	45.3	0.0	0.0	0.0	0.0	0.0	171	0	0	0	0	0	1,583	42	0	0	0	0	0	1,542
24+00	100	44.9	0.0	0.0	0.0	0.0	0.0	167	0	0	0	0	0	1,750	42	0	0	0	0	0	1,709
25+00	100	45.6	0.0	0.0	0.0	0.0	0.0	168	0	0	0	0	0	1,918	42	0	0	0	0	0	1,876
26+00	100	60.1	0.0	0.0	0.0	0.0	0.0	196	0	0	0	0	0	2,114	42	0	0	0	0	0	2,072
26+63	63	66.0	0.0	0.0	0.0	0.0	0.0	147	0	0	0	0	0	2,261	42	0	0	0	0	0	2,219
27+00	37	23.2	0.0	0.0	0.0	0.0	0.0	61	0	0	0	0	0	2,322	42	0	0	0	0	0	2,280
28+00	100	14.1	0.0	0.0	0.0	0.0	0.0	69	0	0	0	0	0	2,391	42	0	0	0	0	0	2,349
28+51	51	18.6	0.0	0.0	0.0	0.0	0.0	31	0	0	0	0	0	2,422	42	0	0	0	0	0	2,380
29+00	49	21.9	0.0	0.0	0.0	0.0	0.0	37	0	0	0	0	0	2,459	42	0	0	0	0	0	2,417
30+00	100	26.0	0.0	0.3	0.0	0.0	0.0	89	0	1	0	0	0	2,548	42	0	0	0	0	0	2,505
31+00	100	35.5	0.0	0.0	0.0	0.0	0.0	114	0	1	0	0	0	2,661	43	0	0	0	0	0	2,618
32+00	100	39.6	0.0	0.0	0.0	0.0	0.0	139	0	0	0	0	0	2,801	43	0	0	0	0	0	2,757
32+78	78	43.8	0.0	0.0	0.0	0.0	0.0	120	0	0	0	0	0	2,921	43	0	0	0	0	0	2,877
33+00	22	47.2	0.0	0.0	0.0	0.0	0.0	38	0	0	0	0	0	2,958	43	0	0	0	0	0	2,915
33+59	59	15.9	0.0	0.0	0.0	0.0	0.0	69	0	0	0	0	0	3,027	43	0	0	0	0	0	2,984
34+00	41	21.7	0.0	0.3	0.0	0.0	0.0	29	0	0	0	0	0	3,056	44	0	0	0	0	0	3,012
35+00	100	43.5	0.0	0.0	0.0	0.0	0.0	121	0	1	0	0	0	3,177	44	0	0	0	0	0	3,132
36+00	100	45.4	0.0	0.0	0.0	0.0	0.0	165	0	0	0	0	0	3,341	44	0	0	0	0	0	3,297
36+94	94	46.5	0.0	0.0	0.0	0.0	0.0	160	0	0	0	0	0	3,502	44	0	0	0	0	0	3,457
37+00	6	46.9	0.0	0.0	0.0	0.0	0.0	10	0	0	0	0	0	3,512	44	0	0	0	0	0	3,467
38+00	100	42.0	0.0	0.0	0.0	0.0	0.0	165	0	0	0	0	0	3,676	44	0	0	0	0	0	3,632
39+00	100	23.9	0.0	0.0	0.0	0.0	0.0	122	0	0	0	0	0	3,798	44	0	0	0	0	0	3,754

Project ID: 1160-00-79, 6321-00-71
Division 3 - STH 73

		Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	Mass Ordinate
40+00	100	24.2	0.0	0.0	0.0	0.0	0.0	89	0	0	0	0	0	3,887	44	0	0	0	0	0	3,843
41+00	100	0.0	0.0	0.0	0.0	0.0	0.0	45	0	0	0	0	0	3,932	44	0	0	0	0	0	3,888
41+45	45	0.0	0.0	3.3	0.0	0.0	0.0	0	0	3	0	0	0	3,932	48	0	0	0	0	0	3,885
42+00	55	0.0	0.0	2.4	0.0	0.0	0.0	0	0	6	0	0	0	3,932	55	0	0	0	0	0	3,877
43+00	100	27.5	0.0	0.0	0.0	0.0	0.0	51	0	4	0	0	0	3,983	60	0	0	0	0	0	3,923
44+00	100	31.9	0.0	11.5	0.0	0.0	0.0	110	0	21	0	0	0	4,093	87	0	0	0	0	0	4,006
45+00	100	32.2	0.0	11.1	0.0	0.0	0.0	119	0	42	0	0	0	4,212	140	0	0	0	0	0	4,073
46+00	100	28.0	0.0	8.3	0.0	0.0	0.0	111	0	36	0	0	0	4,324	184	0	0	0	0	0	4,139
47+00	100	17.4	0.0	4.2	0.0	0.0	0.0	84	0	23	0	0	0	4,408	213	0	0	0	0	0	4,194
47+77	77	15.1	0.0	0.0	0.0	0.0	0.0	46	0	6	0	0	0	4,454	221	0	0	0	0	0	4,233
48+00	23	13.6	0.0	0.0	0.0	0.0	0.0	12	0	0	0	0	0	4,466	221	0	0	0	0	0	4,246
49+00	100	13.0	0.0	0.0	0.0	0.0	0.0	49	0	0	0	0	0	4,515	221	0	0	0	0	0	4,295
49+65	65	23.0	0.0	0.0	0.0	0.0	0.0	43	0	0	0	0	0	4,558	221	0	0	0	0	0	4,338
50+00	35	14.6	0.0	0.0	0.0	0.0	0.0	24	0	0	0	0	0	4,583	221	0	0	0	0	0	4,362
50+21	21	14.4	0.0	0.0	0.0	0.0	0.0	11	0	0	0	0	0	4,594	221	0	0	0	0	0	4,374
50+80	59	2.6	0.0	0.0	0.0	0.0	0.0	19	0	0	0	0	0	4,613	221	0	0	0	0	0	4,392
						Column totals		4,613	0	176	0	0	0								

Project ID: 1160-00-79, 6321-00-71
Division 3 - Ramp A

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
54+00	0	46.4	0.0	2.2	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54+36	36	43.2	0.0	19.5	0.0	0.0	0.0	60	0	14	0	0	0	60	18	0	0	0	0	0	42
54+46	10	42.7	0.0	21.0	0.0	0.0	0.0	16	0	7	0	0	0	76	27	0	0	0	0	0	48
55+00	54	46.4	0.0	0.0	0.0	0.0	0.0	89	0	21	0	0	0	165	54	0	0	0	0	0	111
55+36	36	48.5	0.0	0.0	0.0	0.0	0.0	63	0	0	0	0	0	228	54	0	0	0	0	0	174
						Column totals		228	0	43	0	0	0								

Project ID: 1160-00-79, 6321-00-71
Division 3 - Ramp D

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	
55+50	0	111.1	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56+00	50	39.8	0.0	2.5	0.0	0.0	0.0	140	0	2	0	0	0	140	3	0	0	0	0	0	137
57+00	100	49.2	0.0	1.9	0.0	0.0	0.0	165	0	8	0	0	0	305	13	0	0	0	0	0	292
58+00	100	48.1	0.0	0.0	0.0	0.0	0.0	180	0	3	0	0	0	485	17	0	0	0	0	0	468
59+00	100	45.4	0.0	0.0	0.0	0.0	0.0	173	0	0	0	0	0	658	17	0	0	0	0	0	641
60+00	100	45.4	0.0	0.0	0.0	0.0	0.0	168	0	0	0	0	0	826	17	0	0	0	0	0	809
61+00	100	38.8	0.0	0.3	0.0	0.0	0.0	156	0	1	0	0	0	982	18	0	0	0	0	0	965
62+00	100	40.8	0.0	0.0	0.0	0.0	0.0	147	0	1	0	0	0	1,130	18	0	0	0	0	0	1,111
63+00	100	42.8	0.0	0.0	0.0	0.0	0.0	155	0	0	0	0	0	1,285	18	0	0	0	0	0	1,266
64+00	100	50.8	0.0	0.0	0.0	0.0	0.0	173	0	0	0	0	0	1,458	18	0	0	0	0	0	1,439
65+00	100	36.0	0.0	3.2	0.0	0.0	0.0	161	0	6	0	0	0	1,618	26	0	0	0	0	0	1,593
66+00	100	29.2	0.0	5.9	0.0	0.0	0.0	121	0	17	0	0	0	1,739	47	0	0	0	0	0	1,692
67+00	100	32.5	0.0	5.1	0.0	0.0	0.0	114	0	20	0	0	0	1,853	72	0	0	0	0	0	1,781
68+00	100	43.3	0.0	4.8	0.0	0.0	0.0	140	0	18	0	0	0	1,993	95	0	0	0	0	0	1,898
68+50	50	41.2	0.0	0.1	0.0	0.0	0.0	78	0	5	0	0	0	2,072	101	0	0	0	0	0	1,971
						Column totals		2,072	0	81	0	0	0								

Project ID: 1160-00-79, 6321-00-71
Division 4 - 5th Ave

STATION	Distance	Area (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	
														1.00	1.25	1.50	1.10	1.30	0.60	0.80	
63+50	0	26.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64+00	50	17.2	0.0	2.0	0.0	0.0	0.0	40	0	2	0	0	0	40	2	0	0	0	0	0	38
65+50	0	16.5	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	40	2	0	0	0	0	0	38
65+65	15	30.1	0.0	0.0	0.0	0.0	0.0	13	0	0	0	0	0	53	2	0	0	0	0	0	51
65+70	5	25.2	0.0	0.0	0.0	0.0	0.0	5	0	0	0	0	0	58	2	0	0	0	0	0	56
							Column totals	58	0	2	0	0	0								

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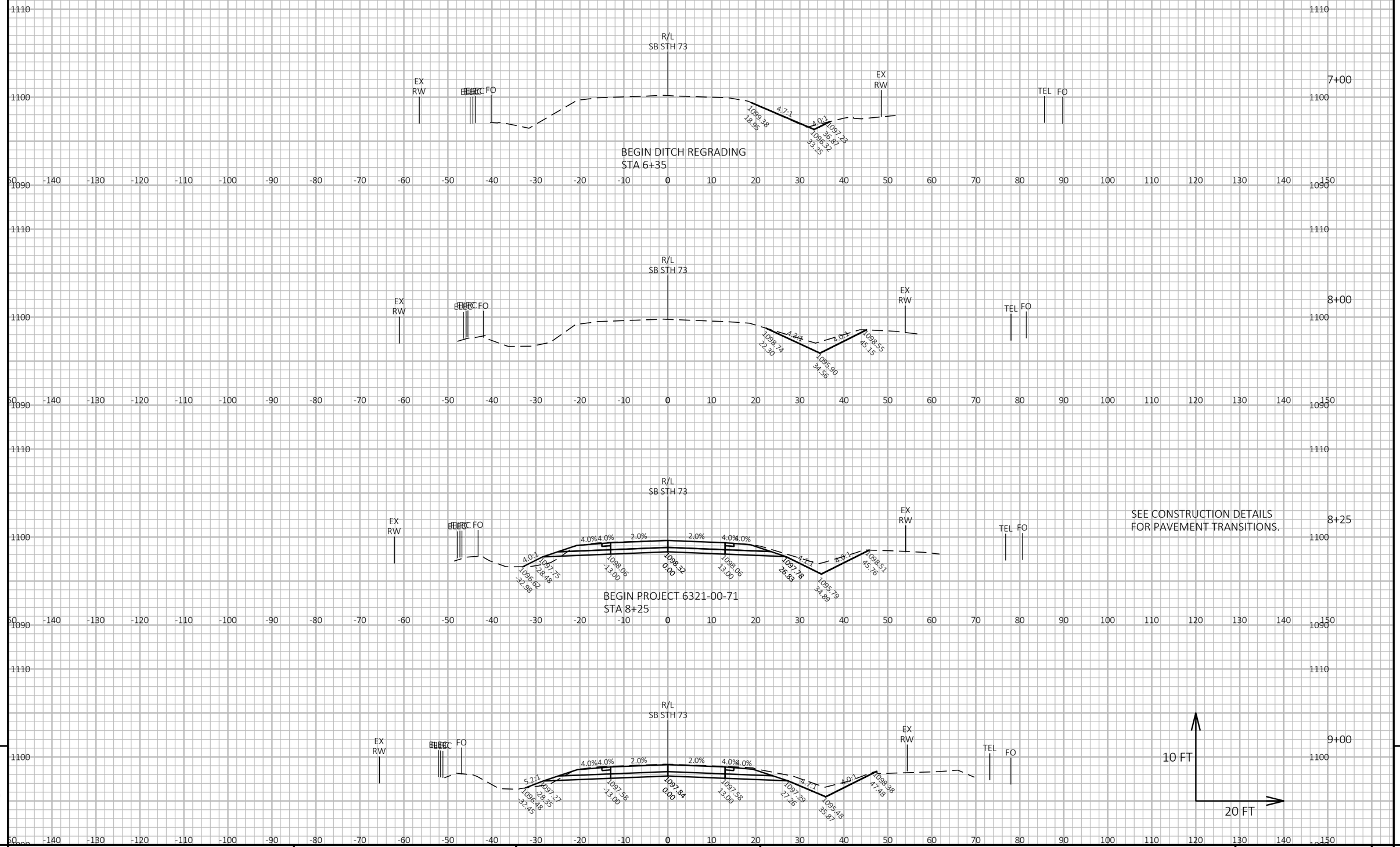
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	EARTHWORK DATA	SHEET NO PRJ 195	E



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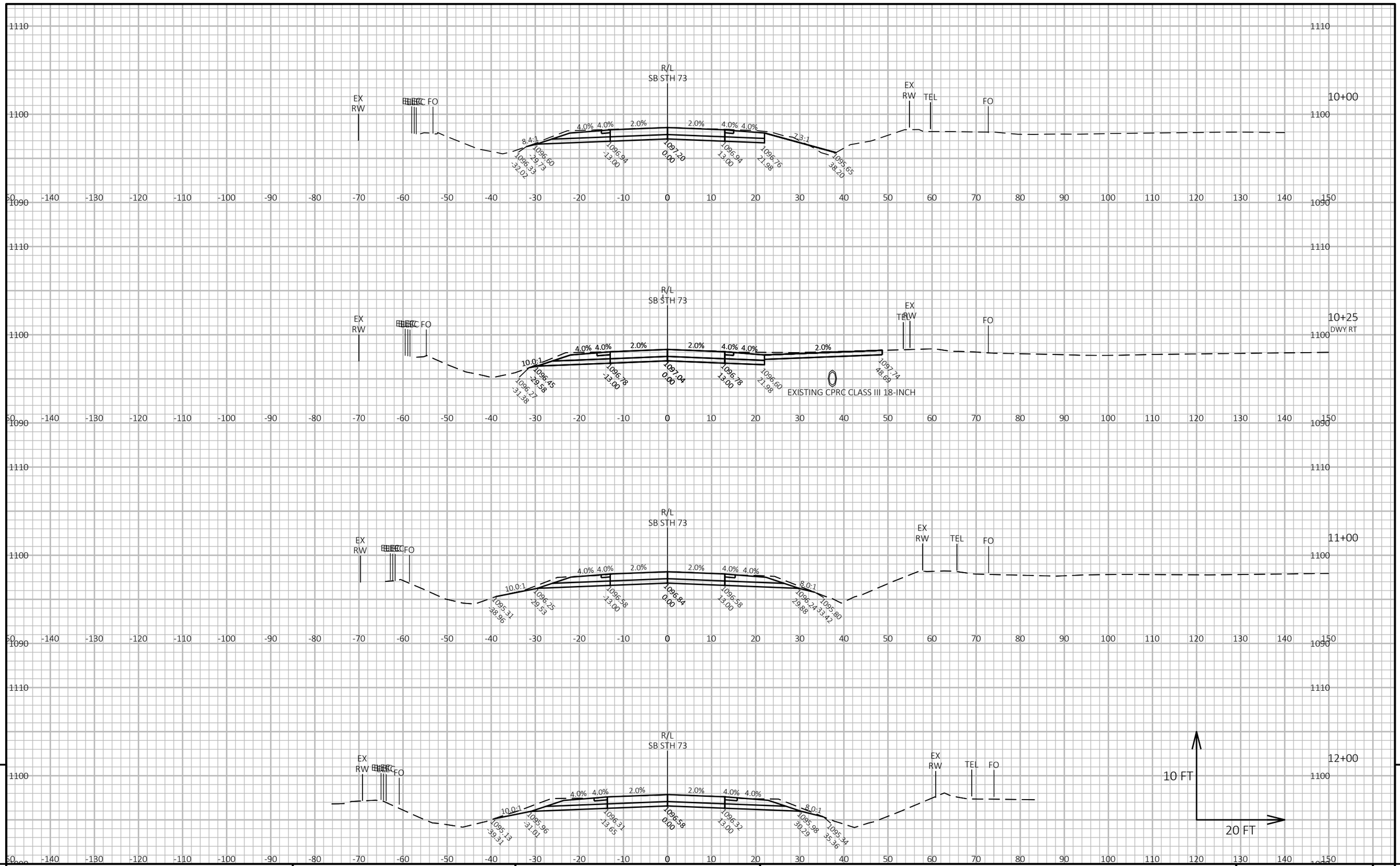
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 196	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - (01)

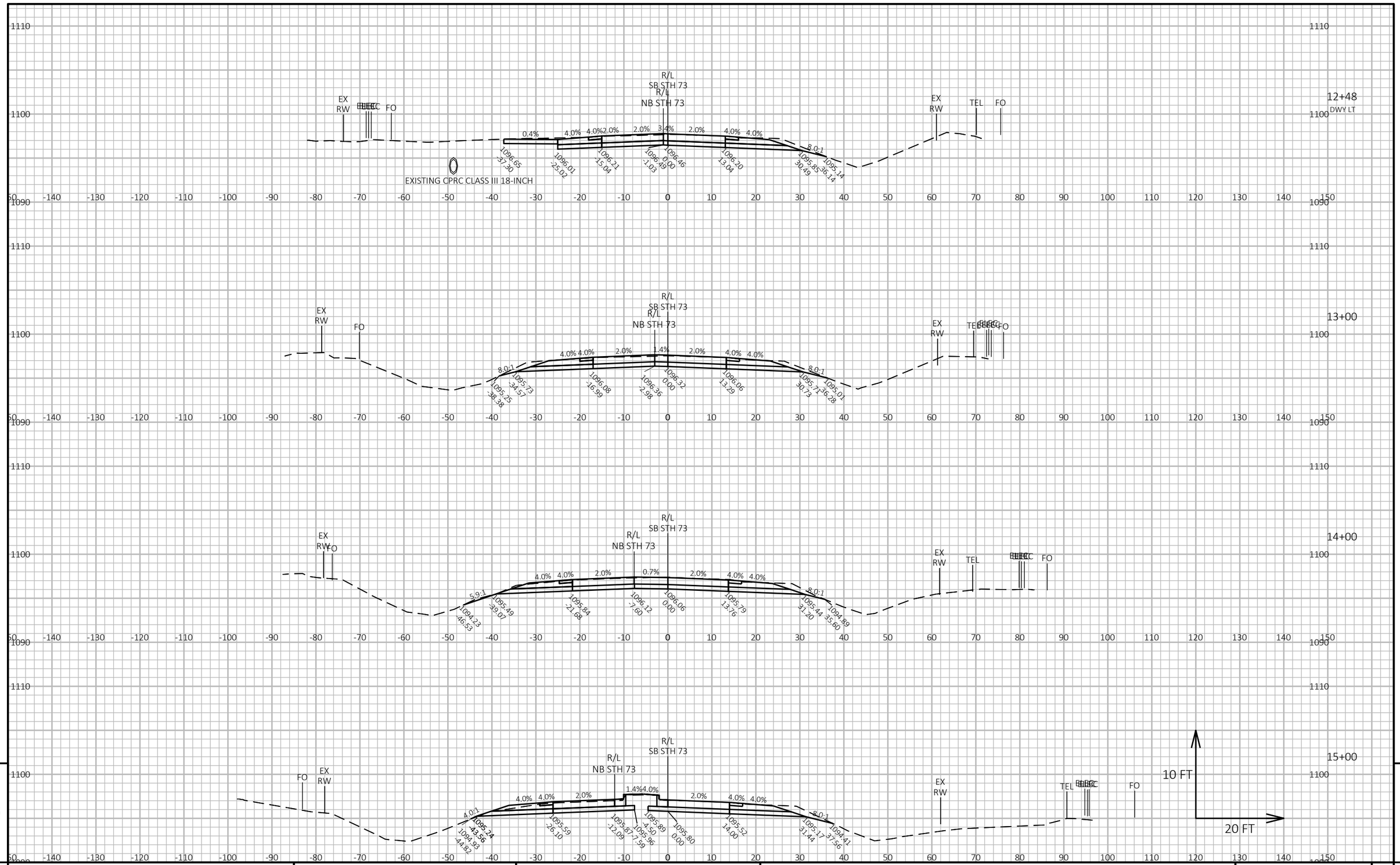
PLOT DATE : 6/8/2020 4:04 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 197	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - (02)
PLOT DATE : 6/8/2020 4:04 PM
PLOT BY : VALBON LATIFI
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 198 E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - (03)

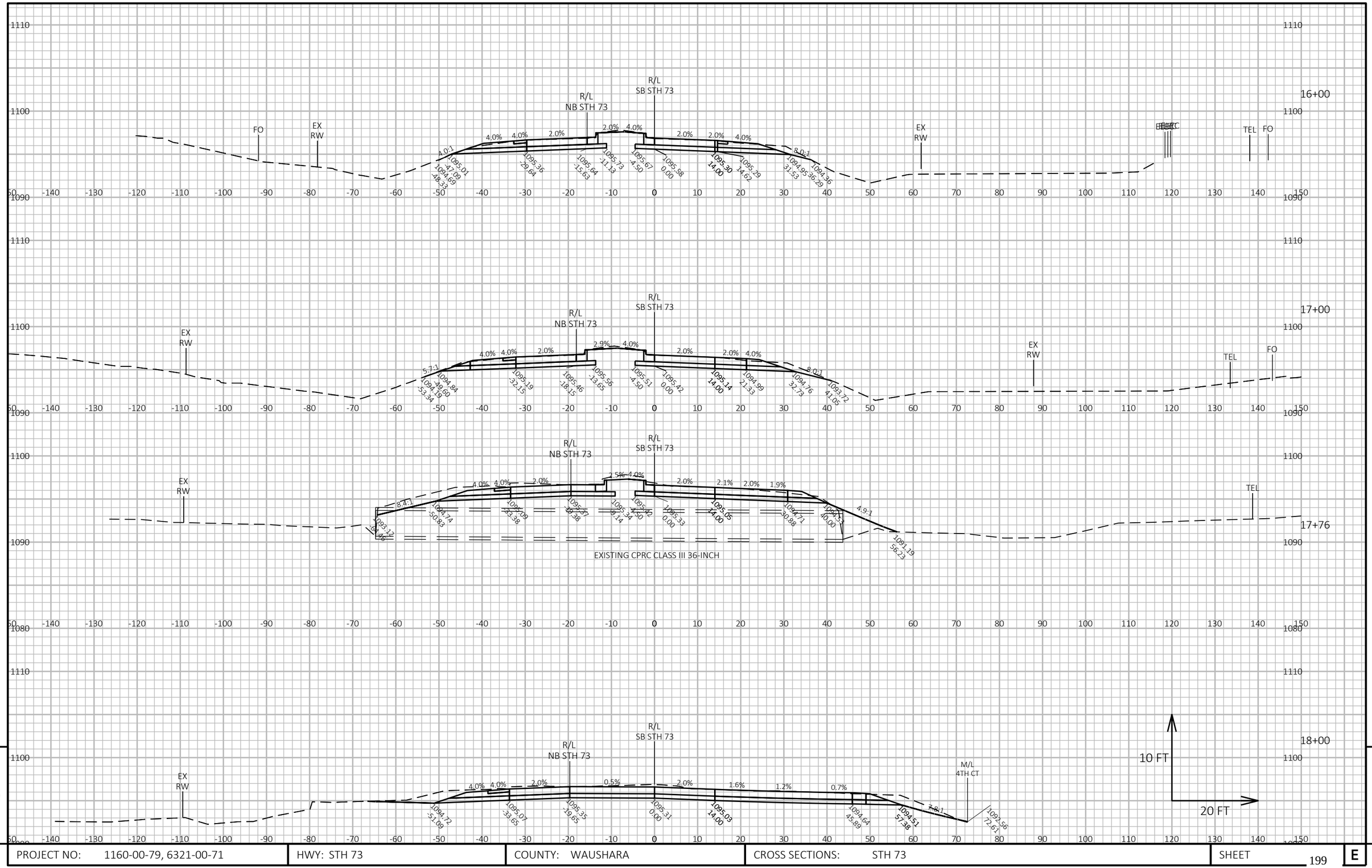
PLOT DATE : 6/8/2020 4:04 PM

PLOT BY : VALBON LATIFI

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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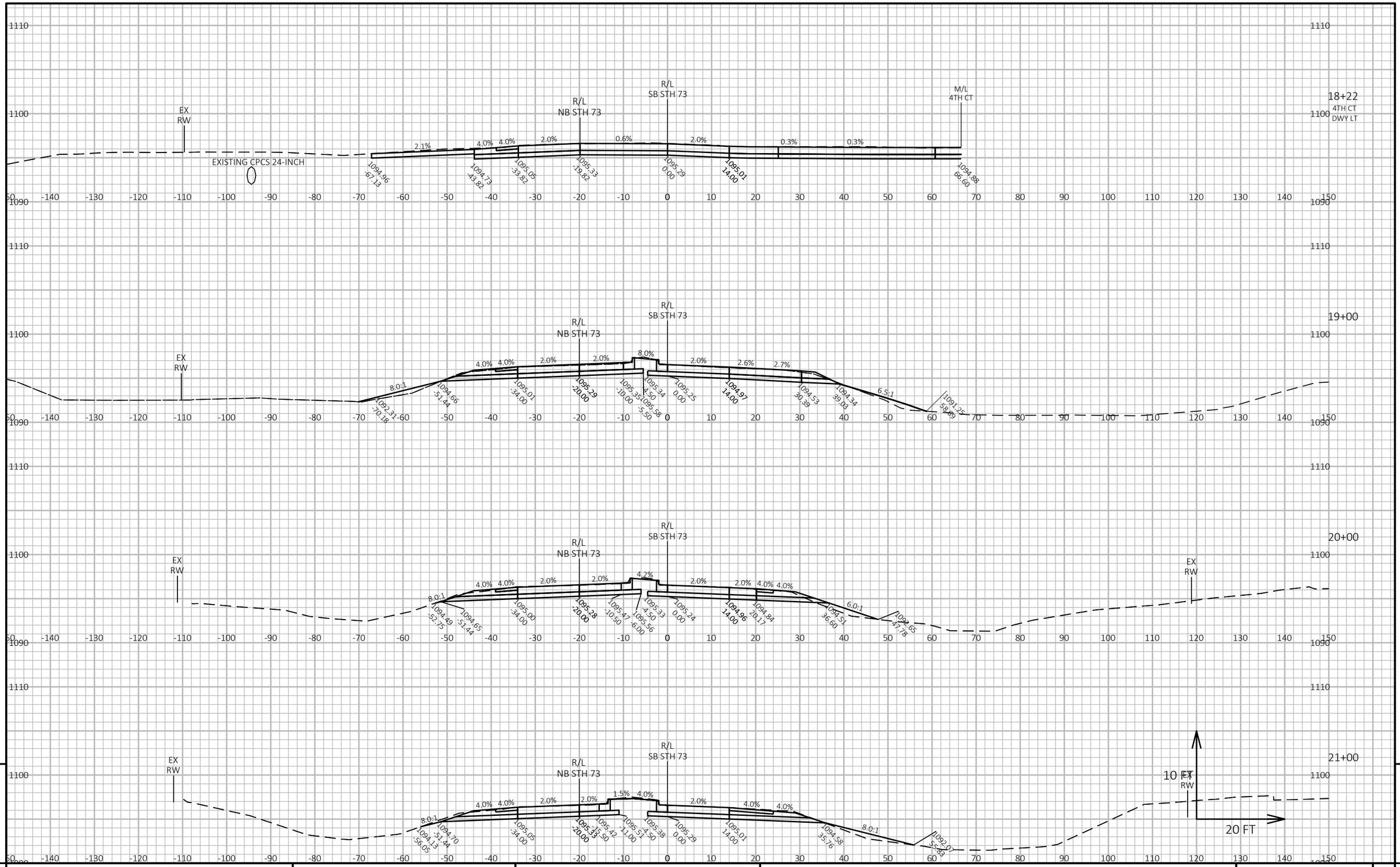
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 199	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - (04)

PLOT DATE : 6/8/2020 4:04 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 200	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - (05)

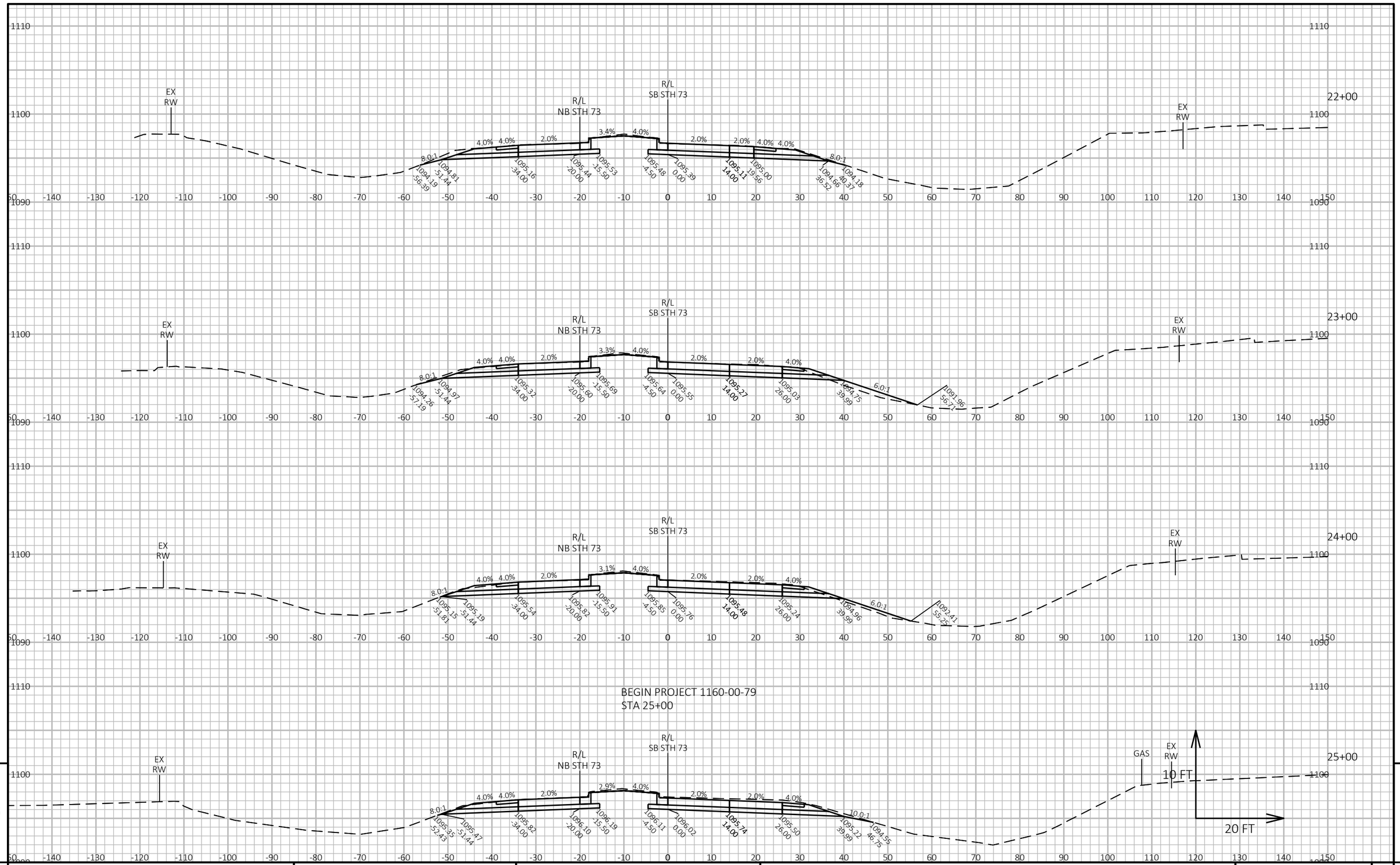
PLOT DATE : 6/8/2020 4:04 PM

PLOT BY : VALBON LATIFI

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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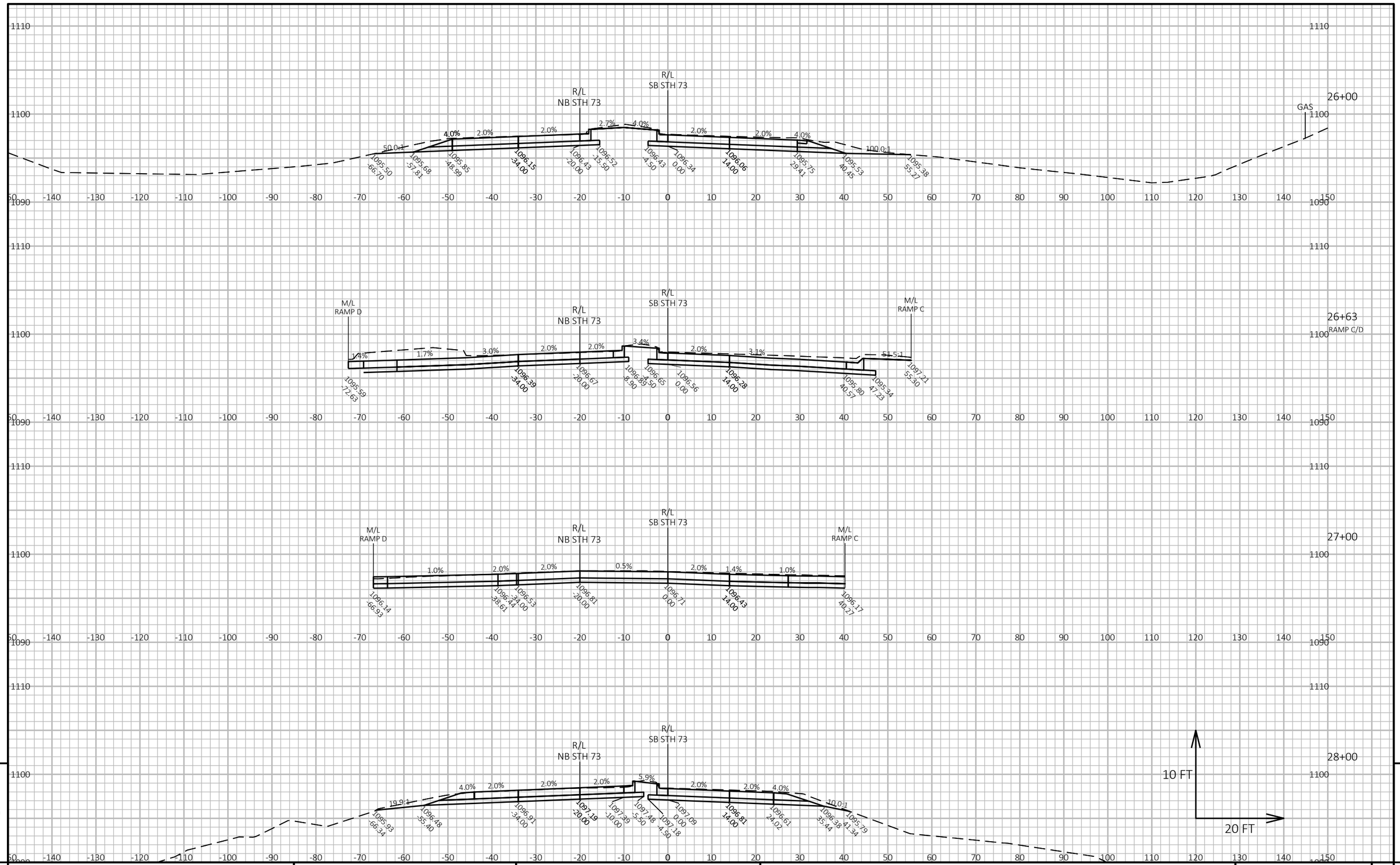
PROJECT NO: 1160-00-79, 6321-00-71	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 201	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - (06)
PLOT DATE : 6/8/2020 4:04 PM
PLOT BY : VALBON LATIFI
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 202	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - (07)

PLOT DATE : 6/8/2020 4:04 PM

PLOT BY : VALBON LATIFI

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

28+51

R/L SB STH 73

R/L NB STH 73

4.0% 2.0% 2.0% 2.0% 5.8% 2.0% 2.0% 4.0%

11.4:1 10.0:1

1095.78 -86.54 | 1096.67 -55.40 | 1097.10 -34.00 | 1097.58 -20.00 | 1097.67 -5.50 | 1097.38 -4.50 | 1097.29 0.00 | 1097.01 24.00 | 1096.58 35.40

EXISTING CPRC CLASS III 30-INCH

29+00

R/L SB STH 73

R/L NB STH 73

4.0% 2.0% 2.0% 2.0% 2.9% 2.0% 2.0% 4.0%

8.0:1 10.0:1

1096.29 -59.94 | 1096.85 -55.40 | 1097.28 -34.00 | 1097.56 -20.00 | 1097.70 -12.88 | 1097.79 -8.38 | 1097.57 -4.50 | 1097.48 0.00 | 1097.26 11.00 | 1096.77 35.40 | 1096.69 36.16

30+00

R/L SB STH 73

R/L NB STH 73

4.0% 2.0% 2.0% 2.0% 2.5% 4.0% 2.0% 2.0% 4.0%

8.0:1 14.3:1

1096.06 -56.43 | 1097.23 -55.40 | 1097.66 -34.00 | 1097.94 -20.00 | 1097.96 -18.77 | 1098.05 -14.27 | 1097.85 -4.50 | 1097.86 0.00 | 1097.64 11.00 | 1097.15 35.40 | 1096.81 40.34

EXISTING CPRC CLASS III 48-INCH

10 FT

20 FT

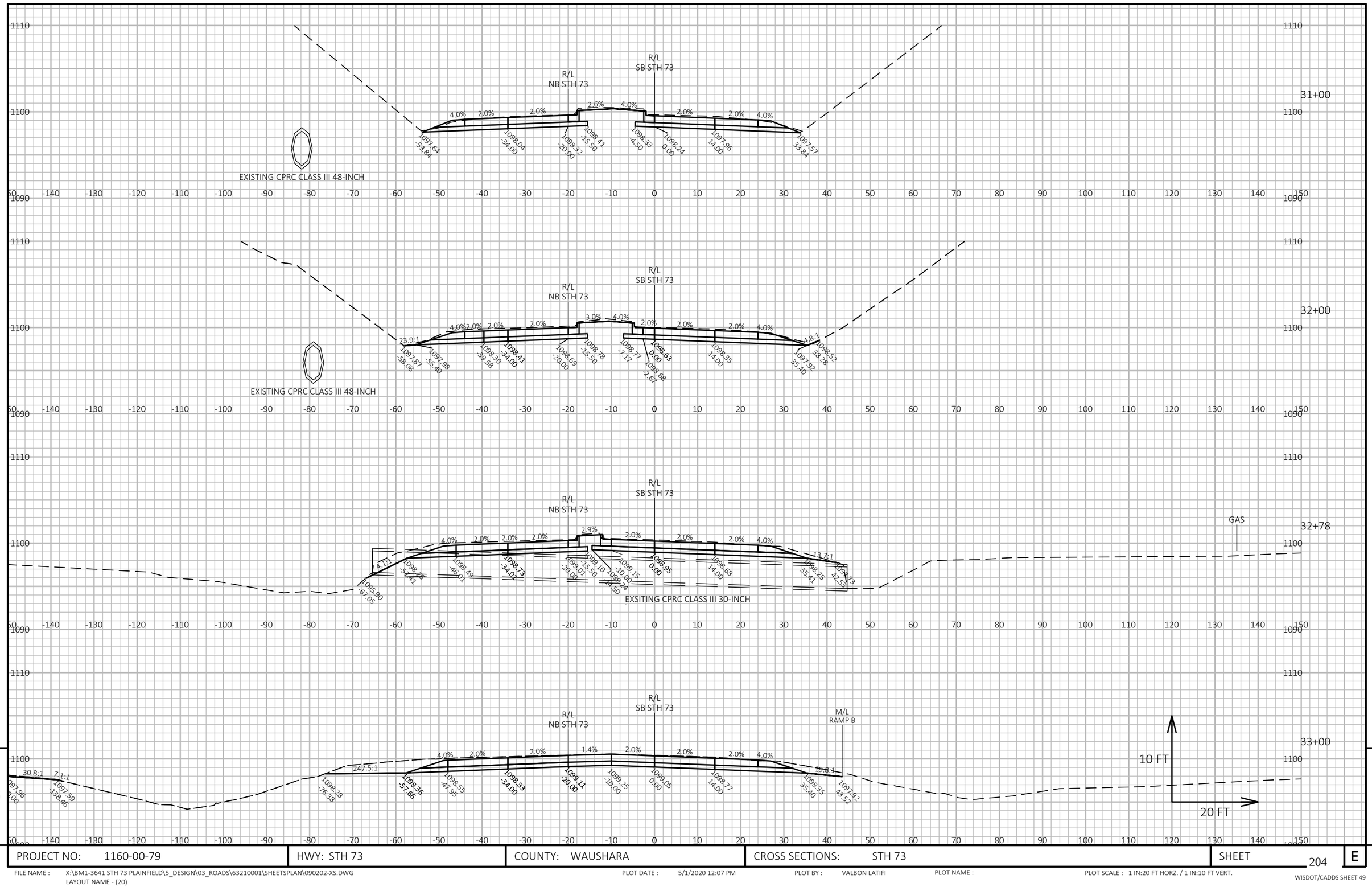
9 9

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 203	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - (08)

PLOT DATE : 6/8/2020 4:04 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 204	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - (20)

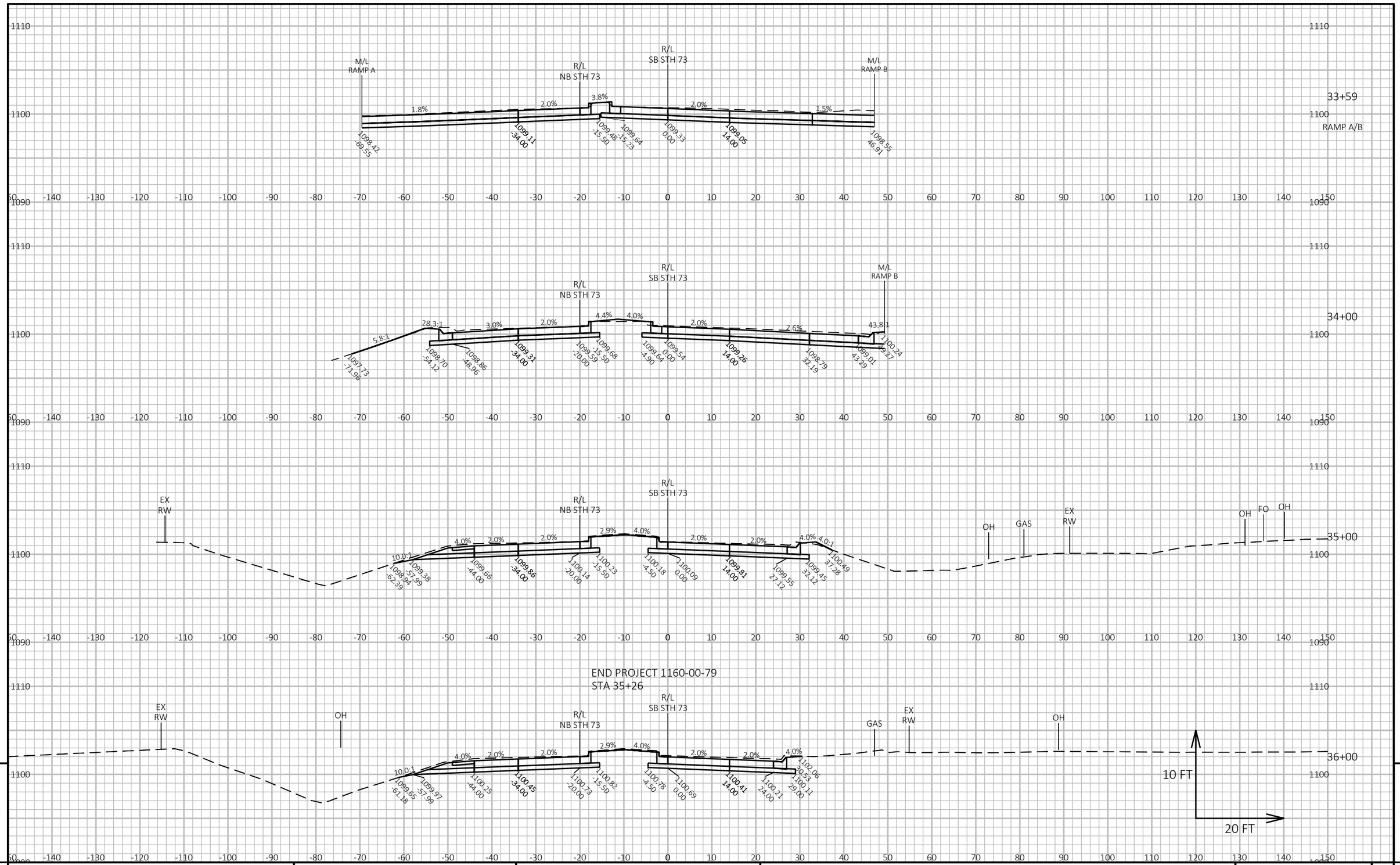
PLOT DATE : 5/1/2020 12:07 PM

PLOT BY : VALBON LATIFI

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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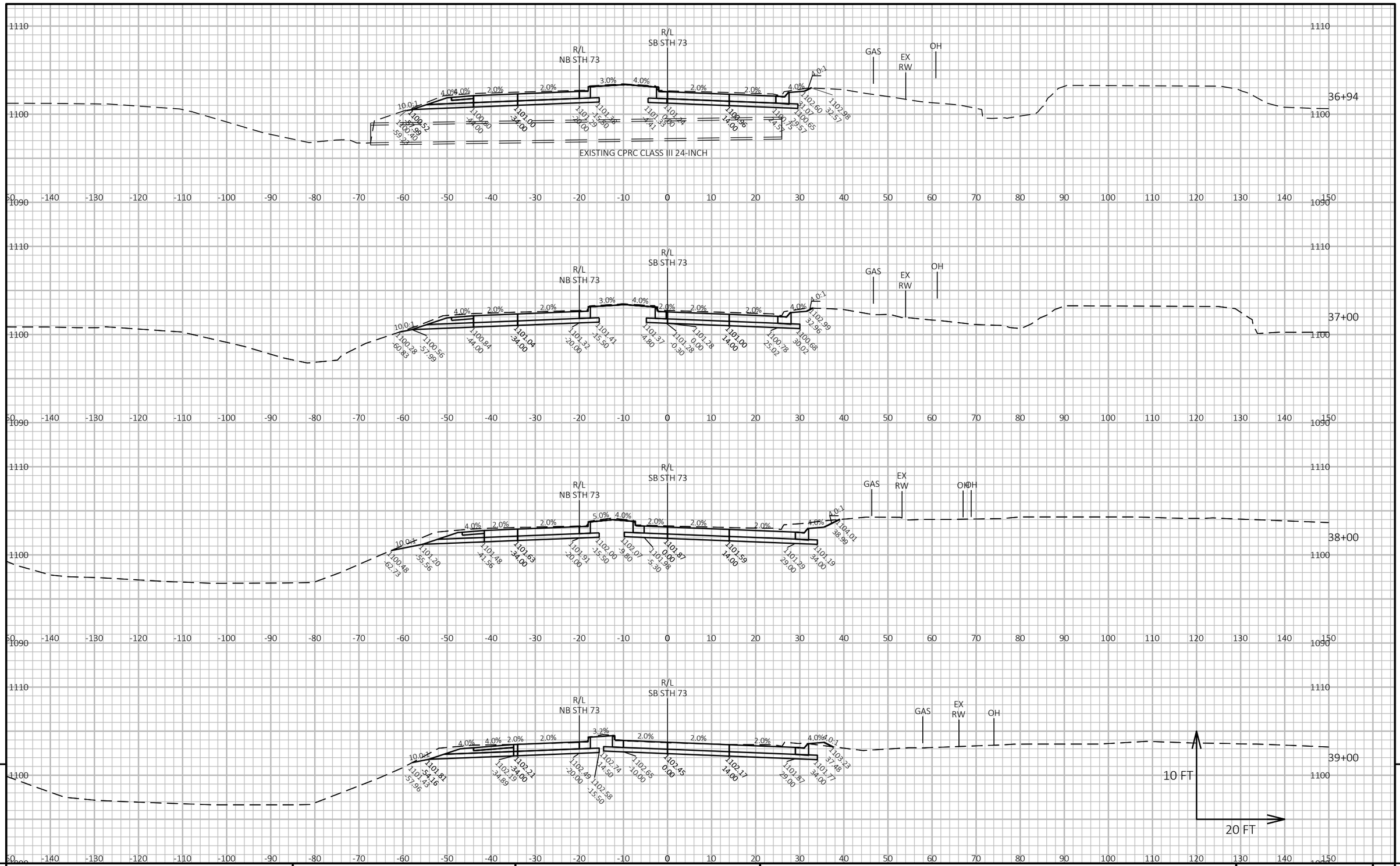
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 205	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - (21)

PLOT DATE : 5/1/2020 12:07 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 206	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - (22)

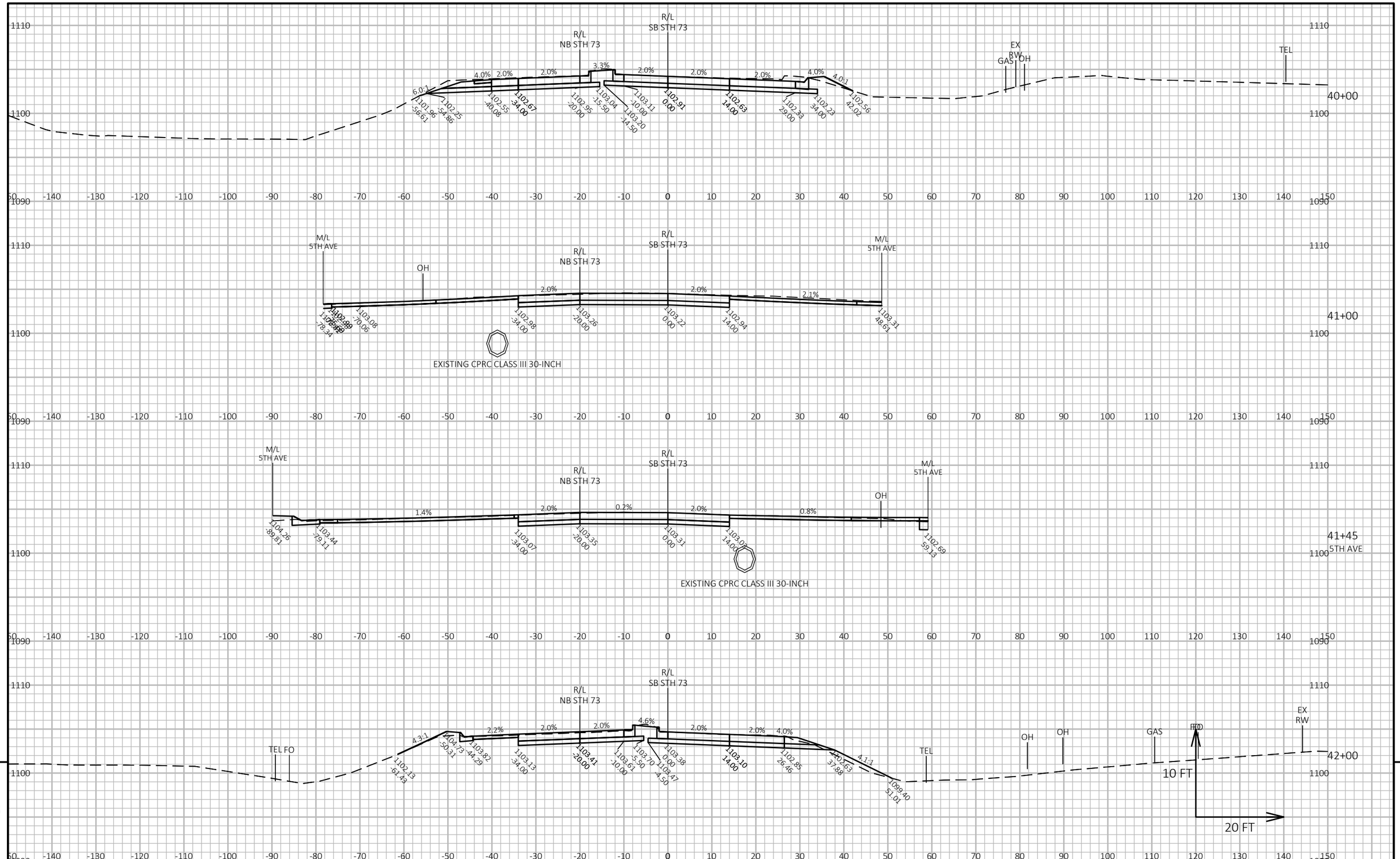
PLOT DATE : 5/1/2020 12:07 PM

PLOT BY : VALBON LATIFI

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

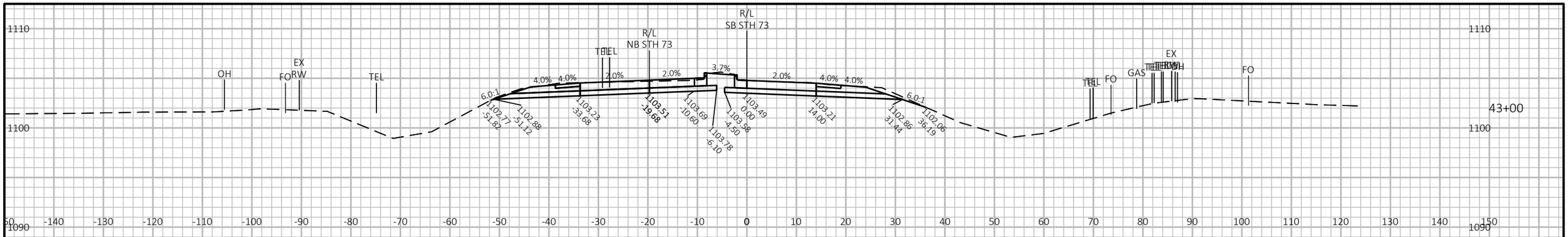


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 207 E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - (23)

PLOT DATE : 5/1/2020 12:07 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

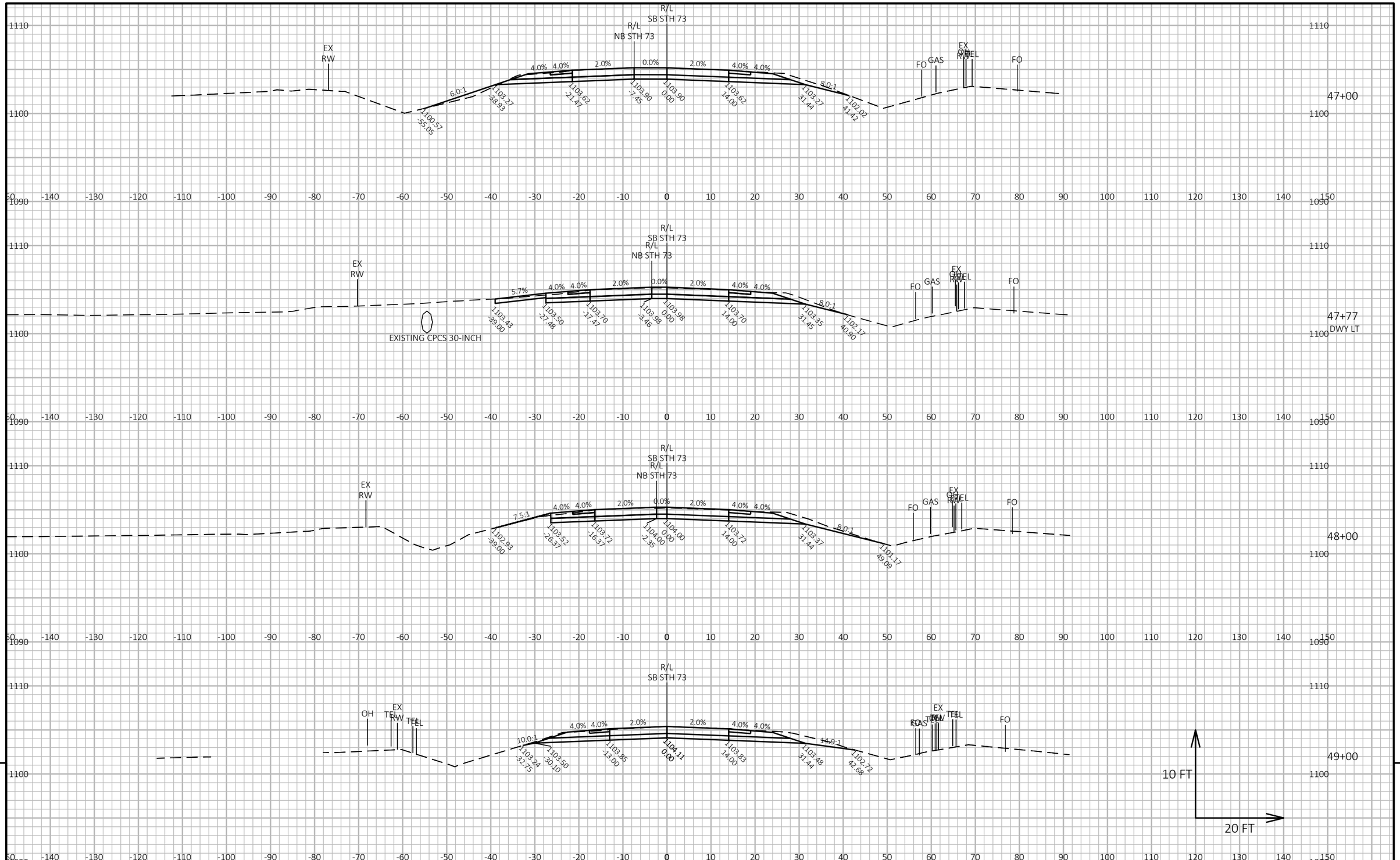


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 208 E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - (24)

PLOT DATE : 5/1/2020 12:07 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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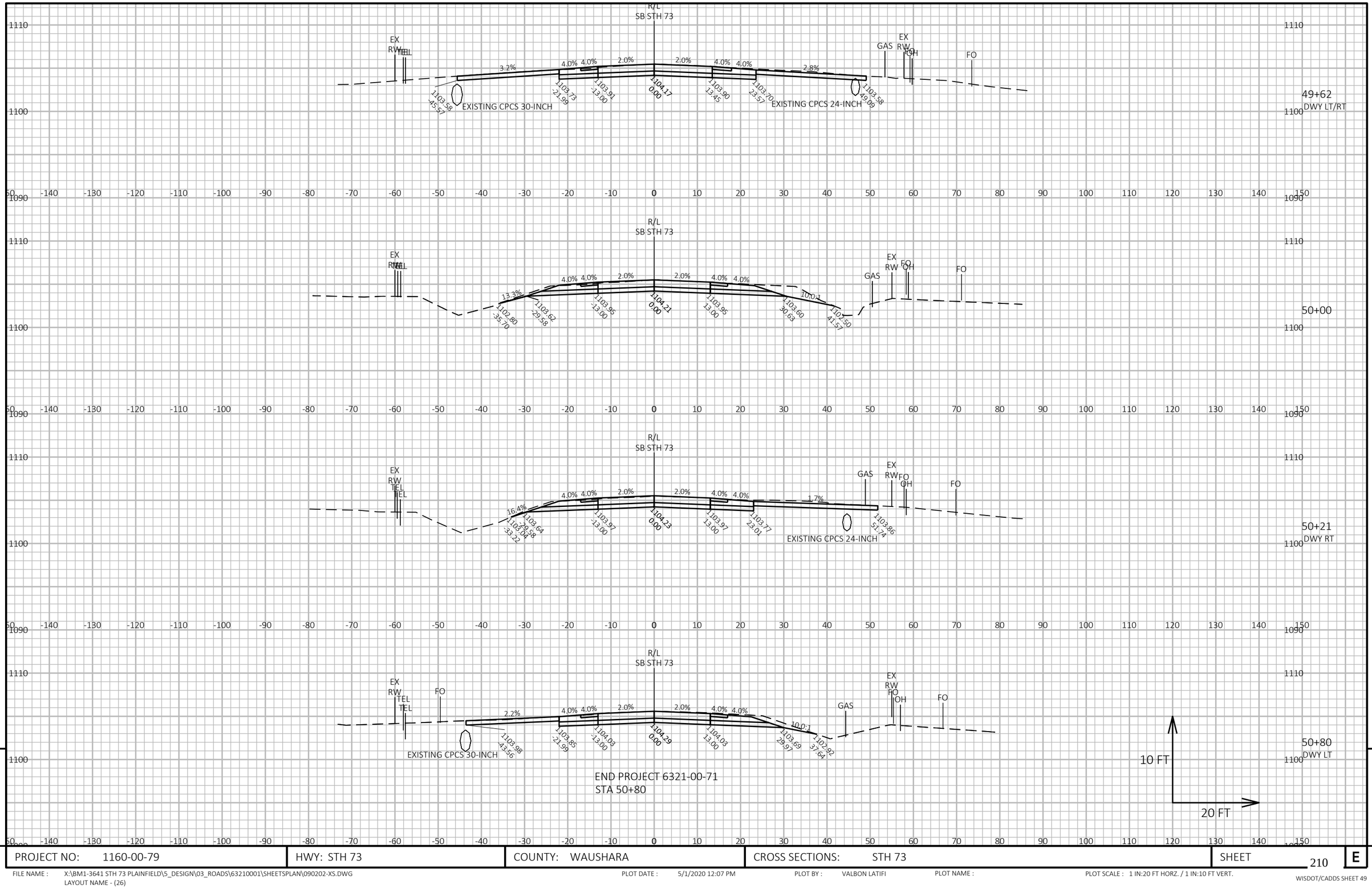
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 209	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - (25)

PLOT DATE : 5/1/2020 12:07 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

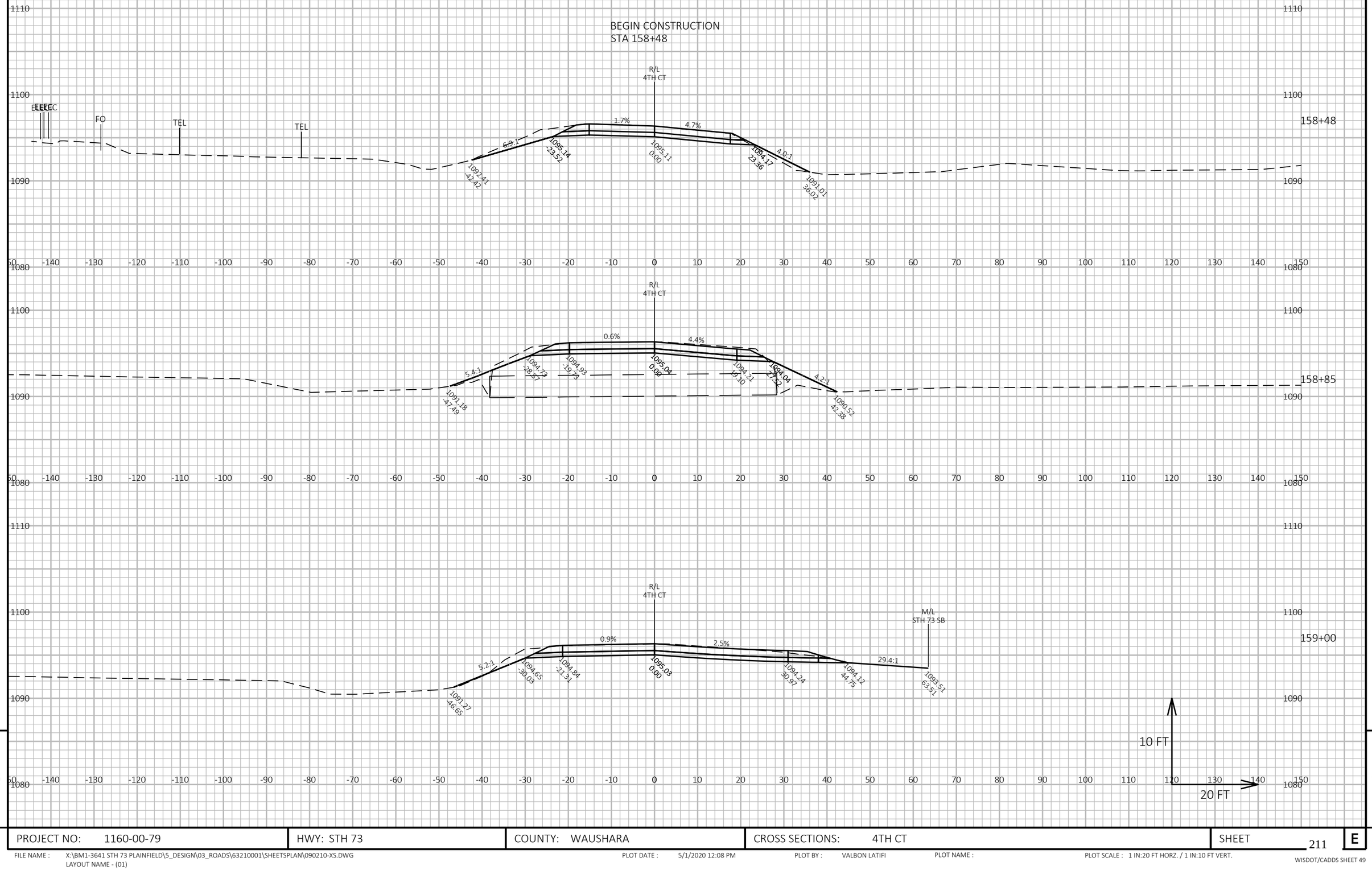


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73	SHEET 210	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - (26)

PLOT DATE : 5/1/2020 12:07 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

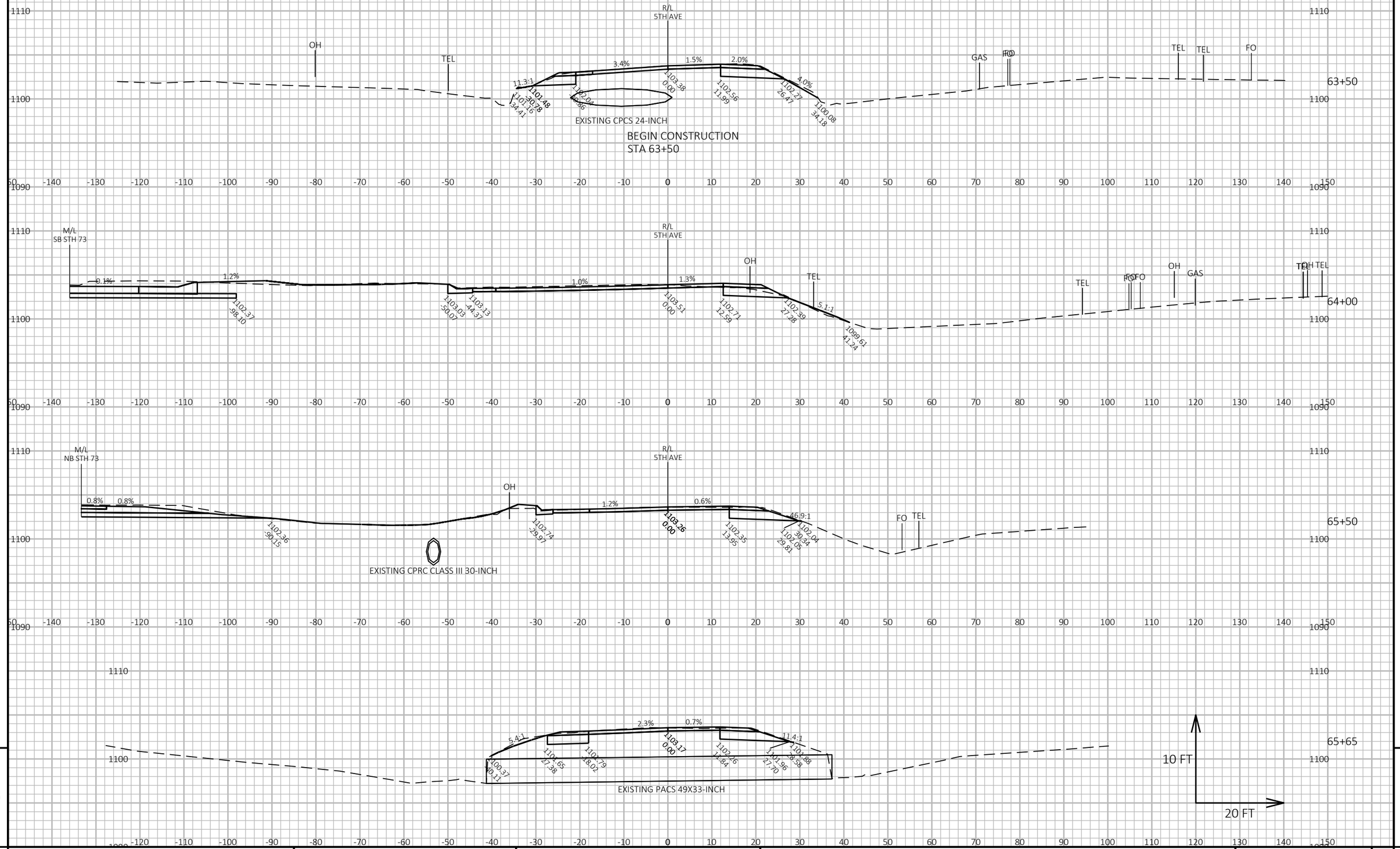


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: 4TH CT	SHEET 211 E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090210-XS.DWG
LAYOUT NAME - (01)

PLOT DATE : 5/1/2020 12:08 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

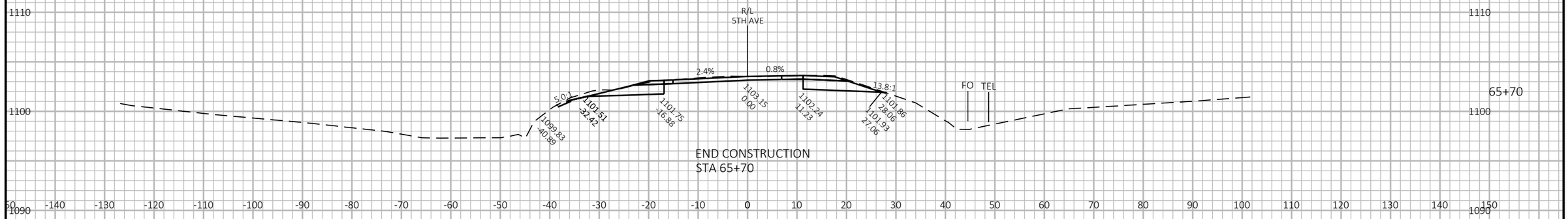


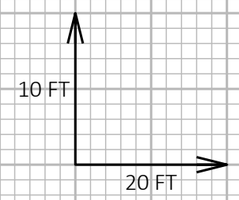
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: 5TH AVE	SHEET 212

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - (01)

PLOT DATE : 5/1/2020 12:08 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: 5TH AVE	SHEET 213	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - (02)

PLOT DATE : 5/1/2020 12:08 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

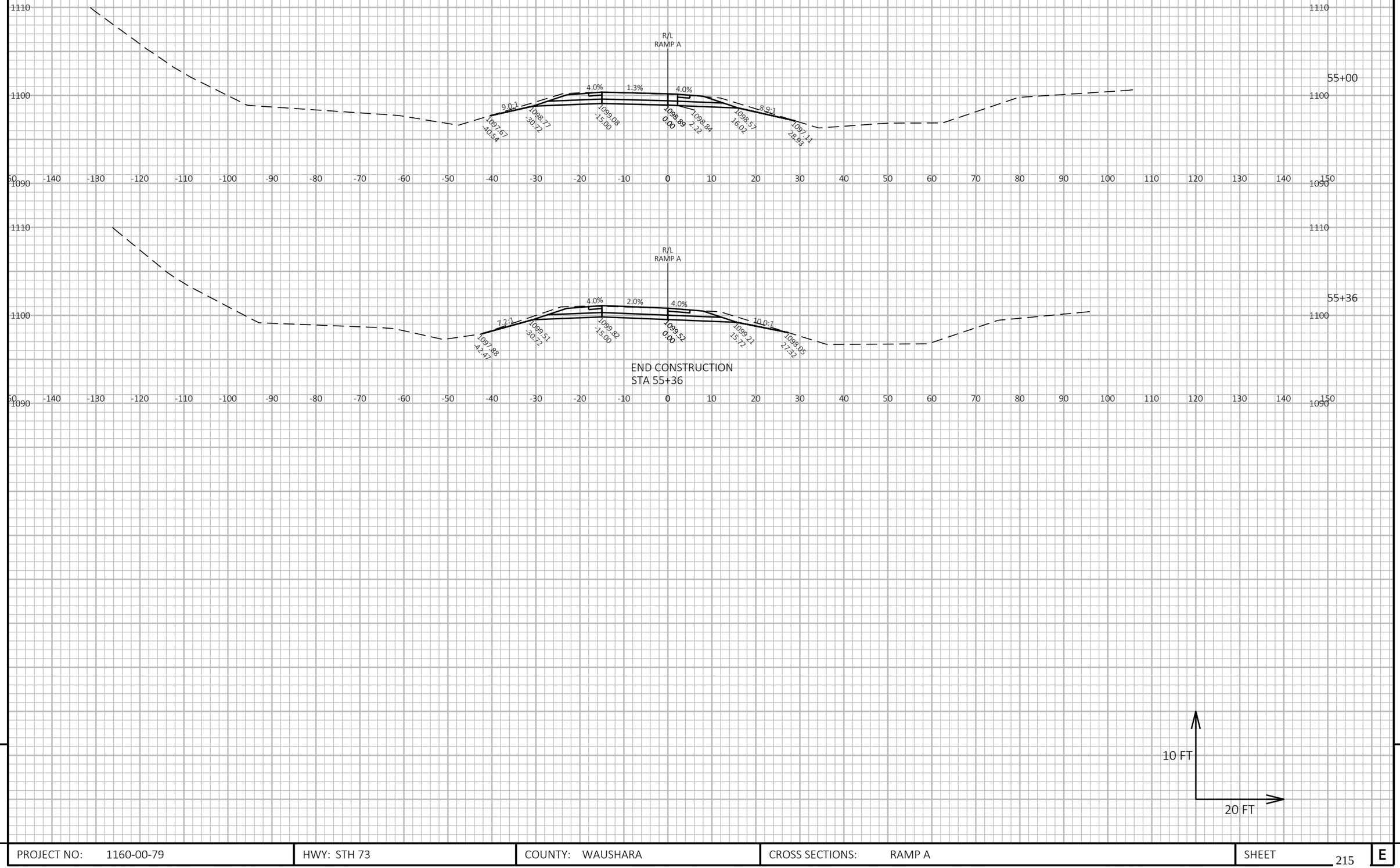
WISDOT/CADDS SHEET 49

PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP A	SHEET 214	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090220-XS.DWG
LAYOUT NAME - (01)

PLOT DATE : 5/1/2020 12:09 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

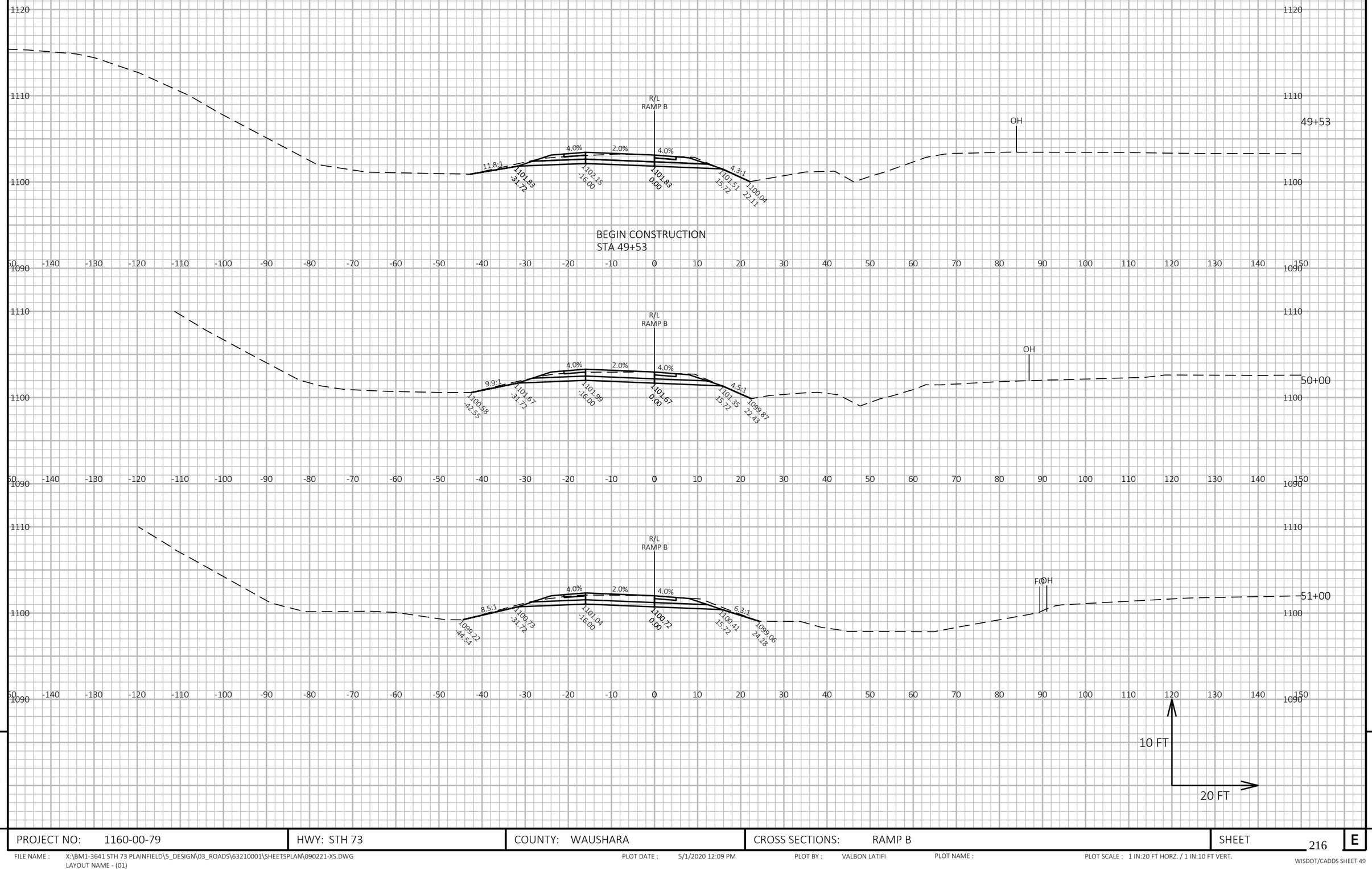


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP A	SHEET 215	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090220-XS.DWG
LAYOUT NAME - (02)

PLOT DATE : 5/1/2020 12:09 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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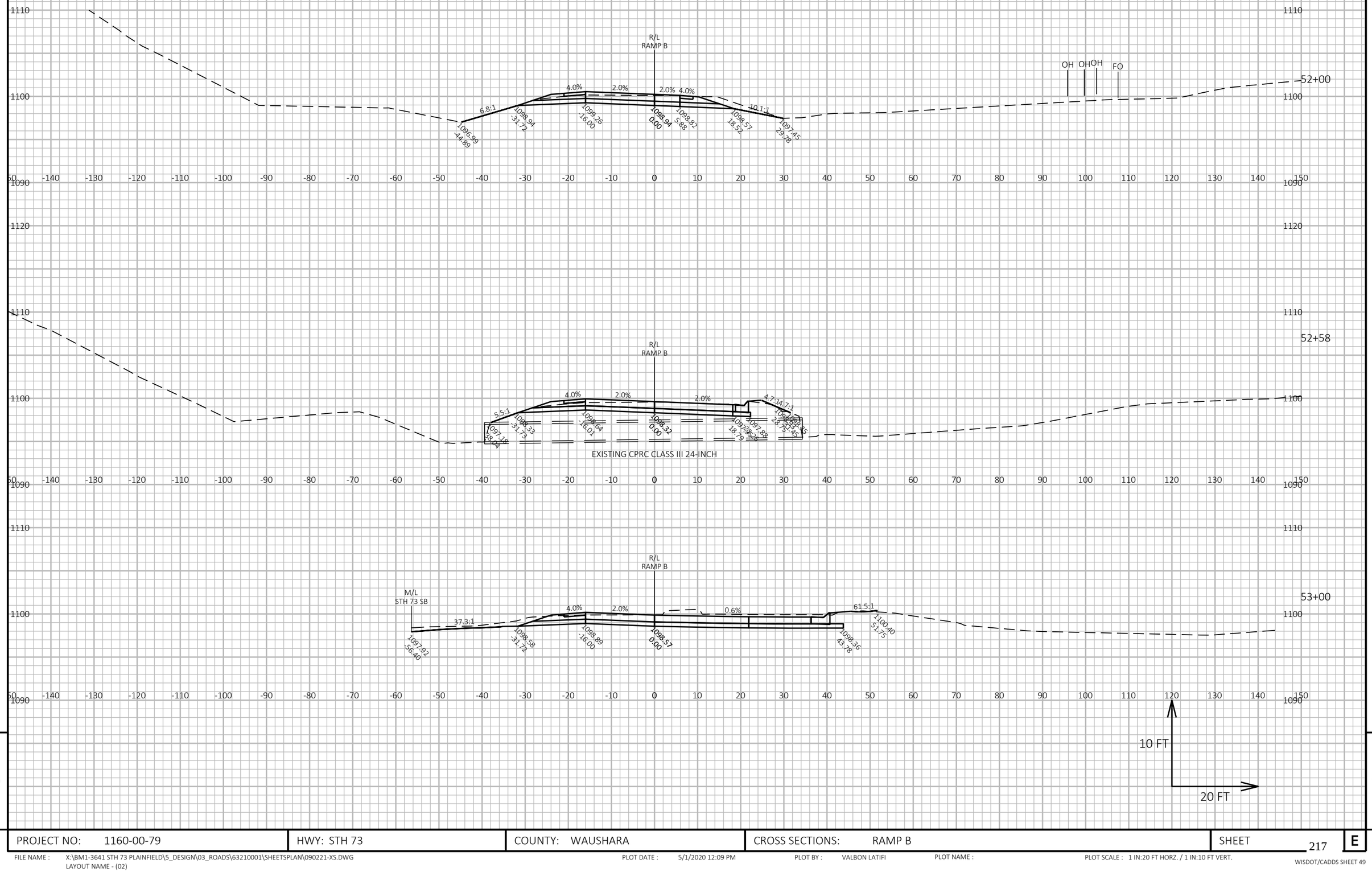
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP B	SHEET 216	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090221-XS.DWG
LAYOUT NAME - (01)

PLOT DATE : 5/1/2020 12:09 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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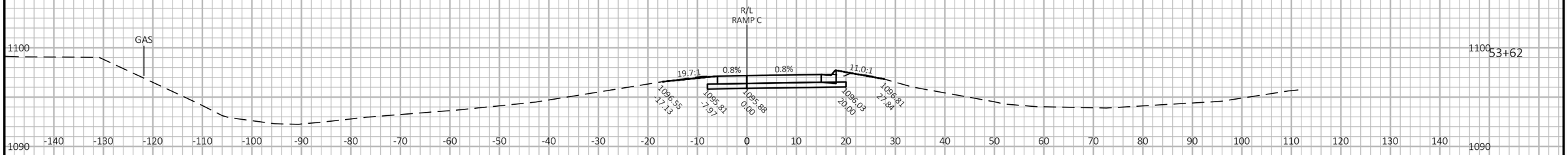
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP B	SHEET 217	E

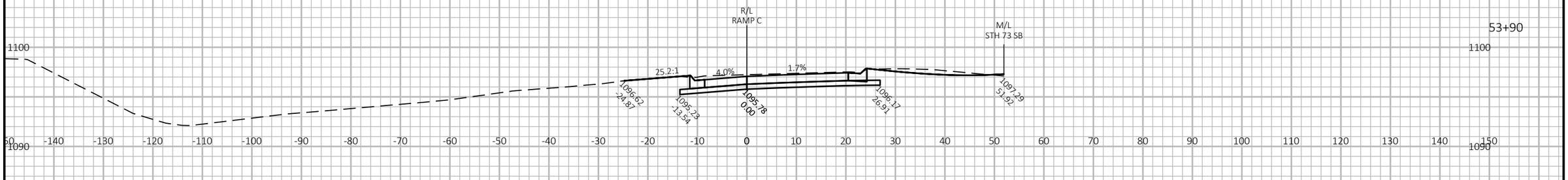
FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090221-XS.DWG
LAYOUT NAME - (02)

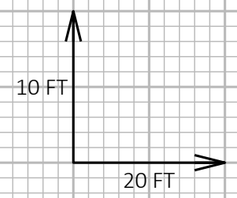
PLOT DATE : 5/1/2020 12:09 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA 53+62



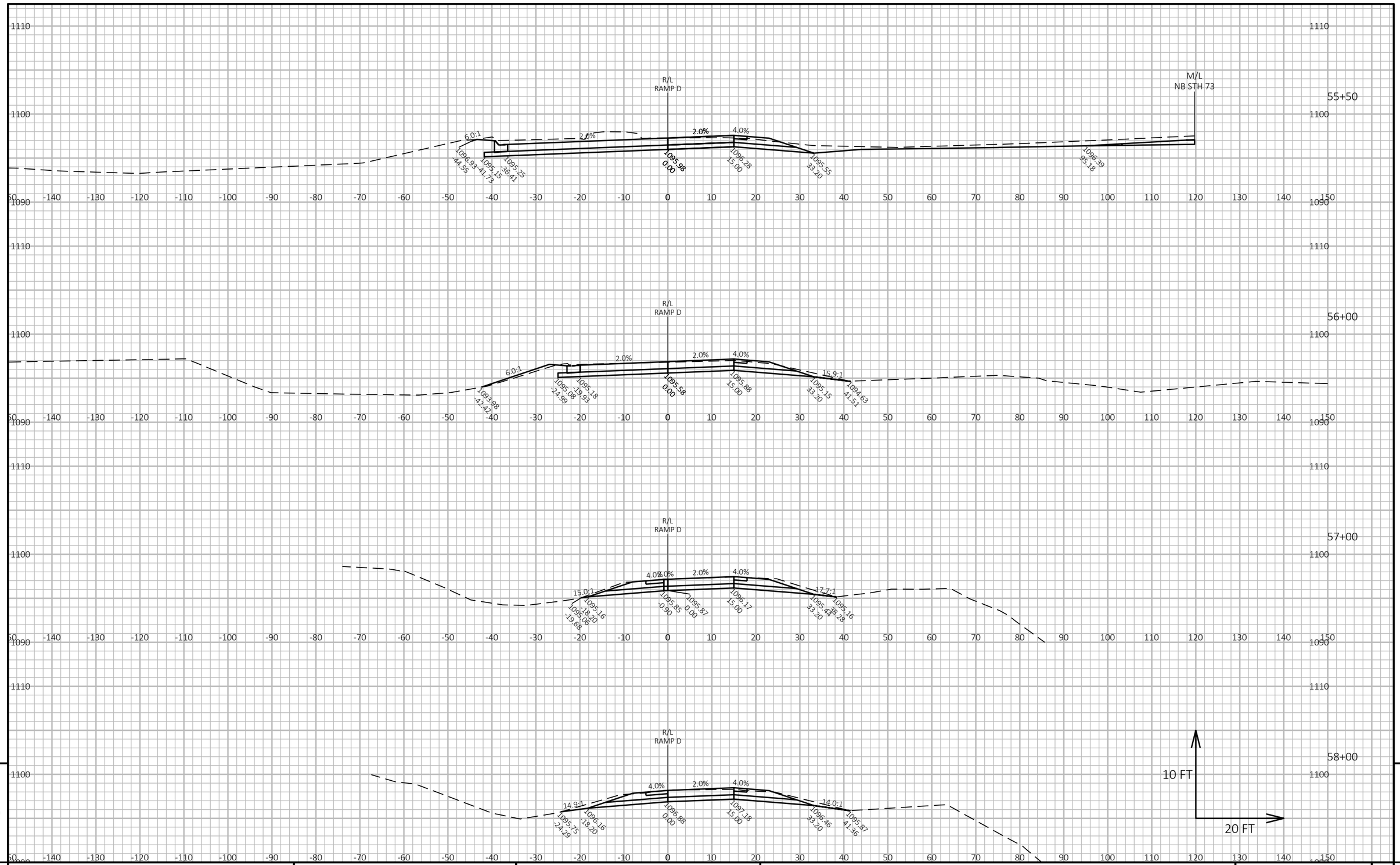




PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP C	SHEET 218	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - (01)
PLOT DATE : 5/1/2020 12:09 PM
PLOT BY : VALBON LATIFI
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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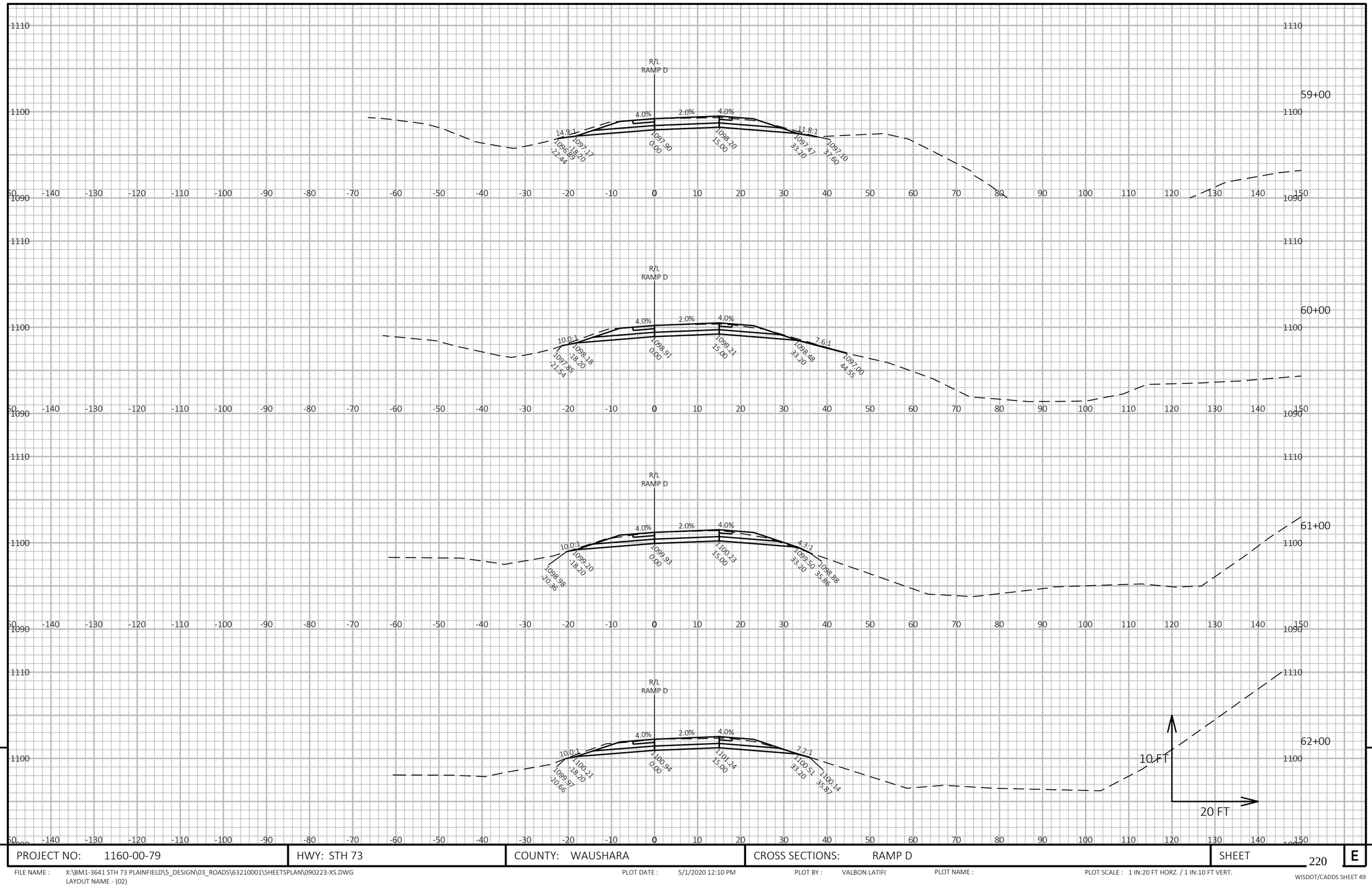
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP D	SHEET 219	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090223-XS.DWG
LAYOUT NAME - (01)

PLOT DATE : 5/1/2020 12:10 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

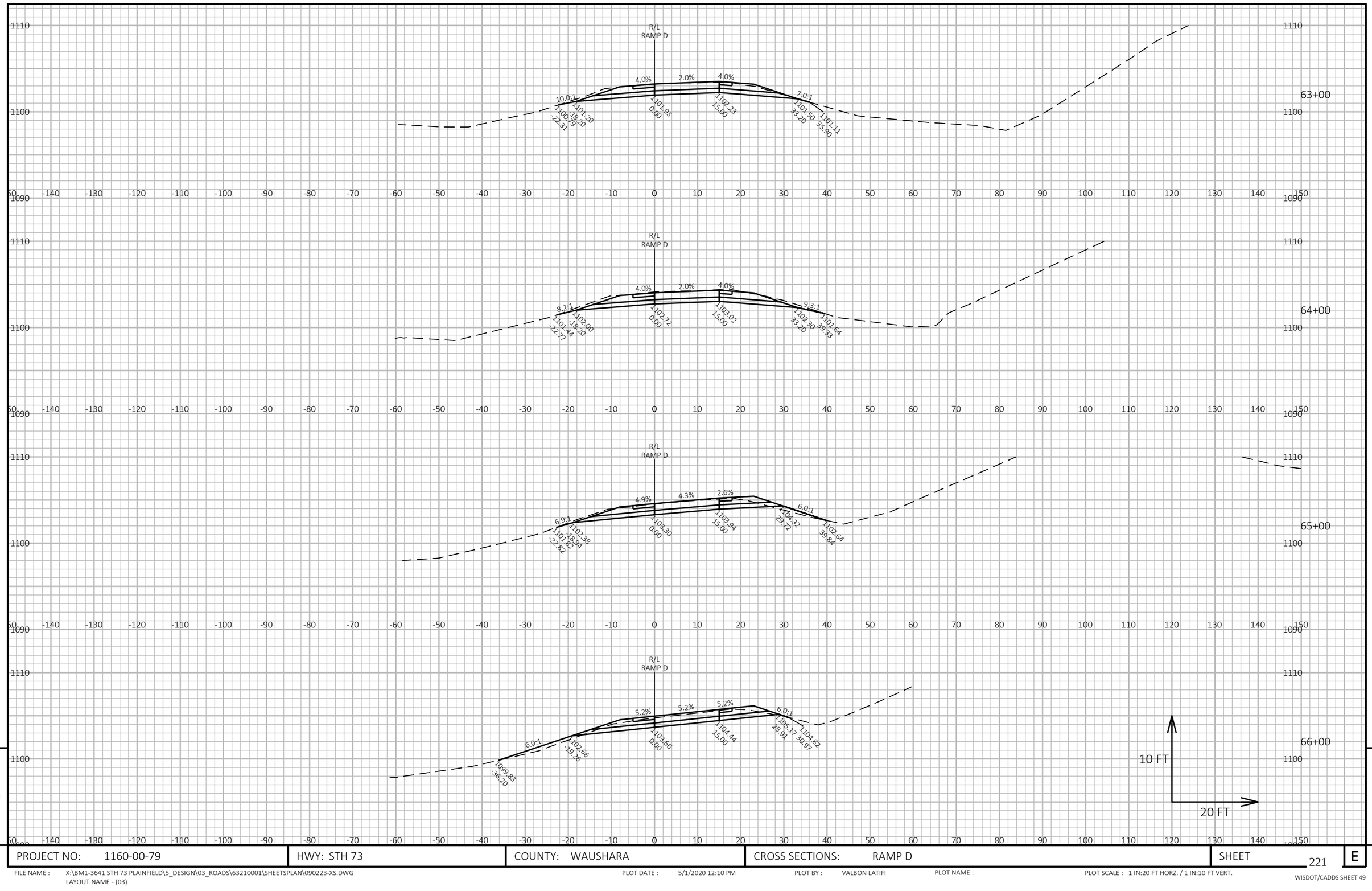


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP D	SHEET 220	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090223-XS.DWG
LAYOUT NAME - (02)

PLOT DATE : 5/1/2020 12:10 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP D	SHEET 221	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090223-XS.DWG
LAYOUT NAME - (03)

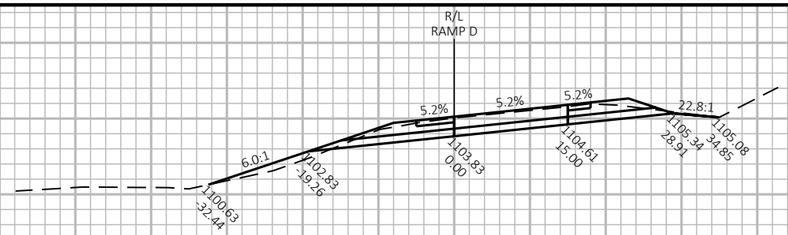
PLOT DATE : 5/1/2020 12:10 PM

PLOT BY : VALBON LATIFI

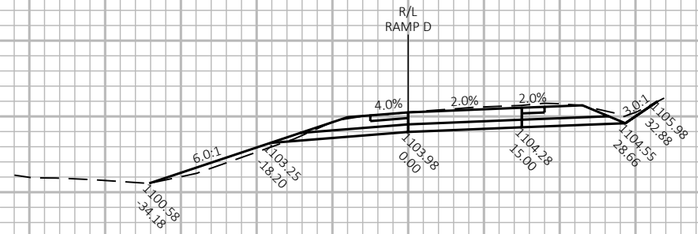
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

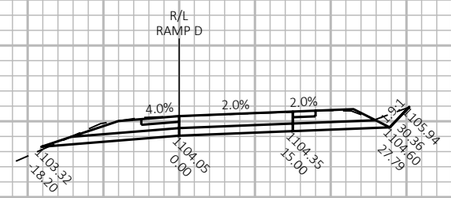
WISDOT/CADDS SHEET 49



67+00



68+00



68+50

END CONSTRUCTION
STA 68+50

10 FT

20 FT

9

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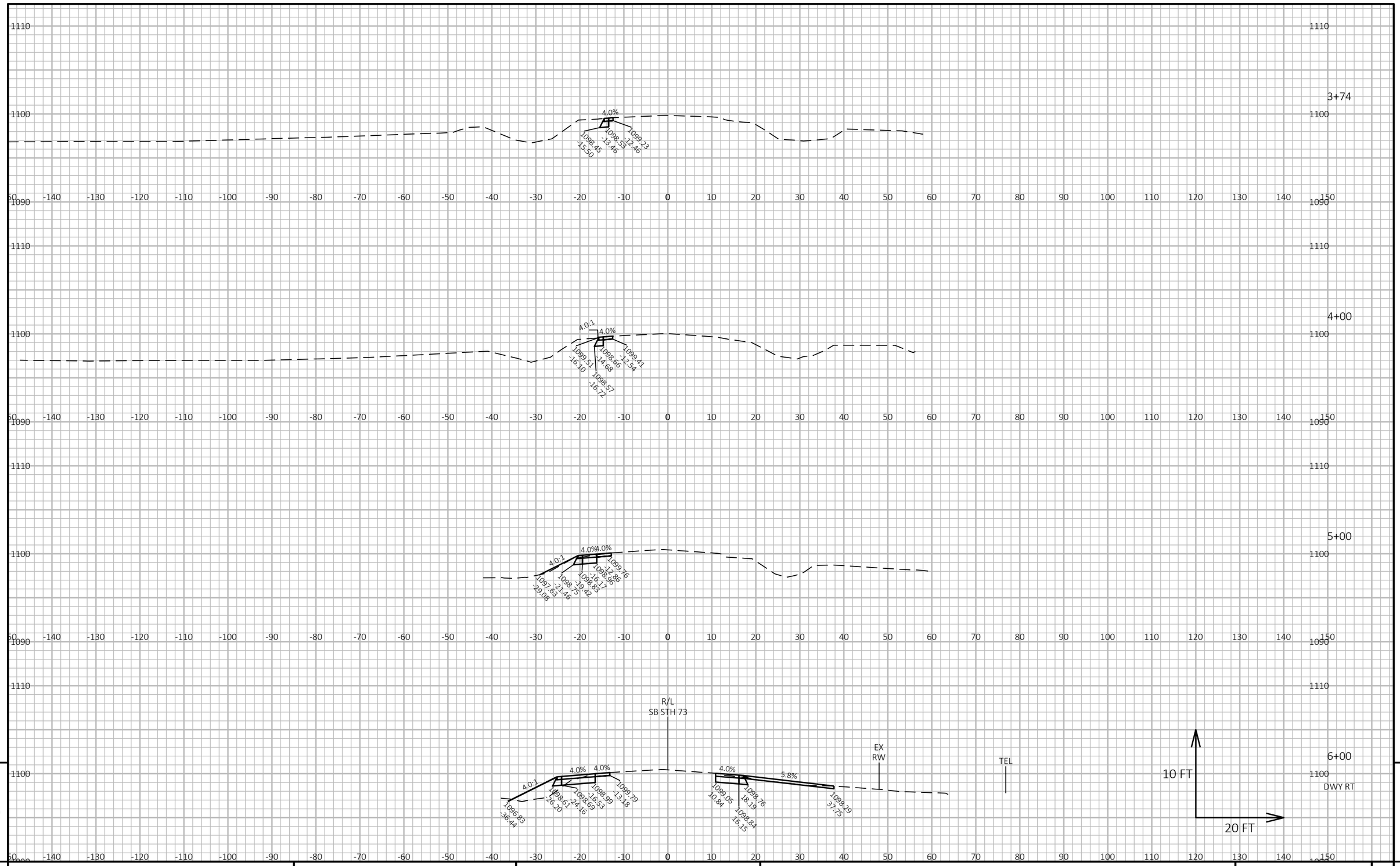
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: RAMP D	SHEET 222	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090223-XS.DWG
LAYOUT NAME - (04)

PLOT DATE : 5/1/2020 12:10 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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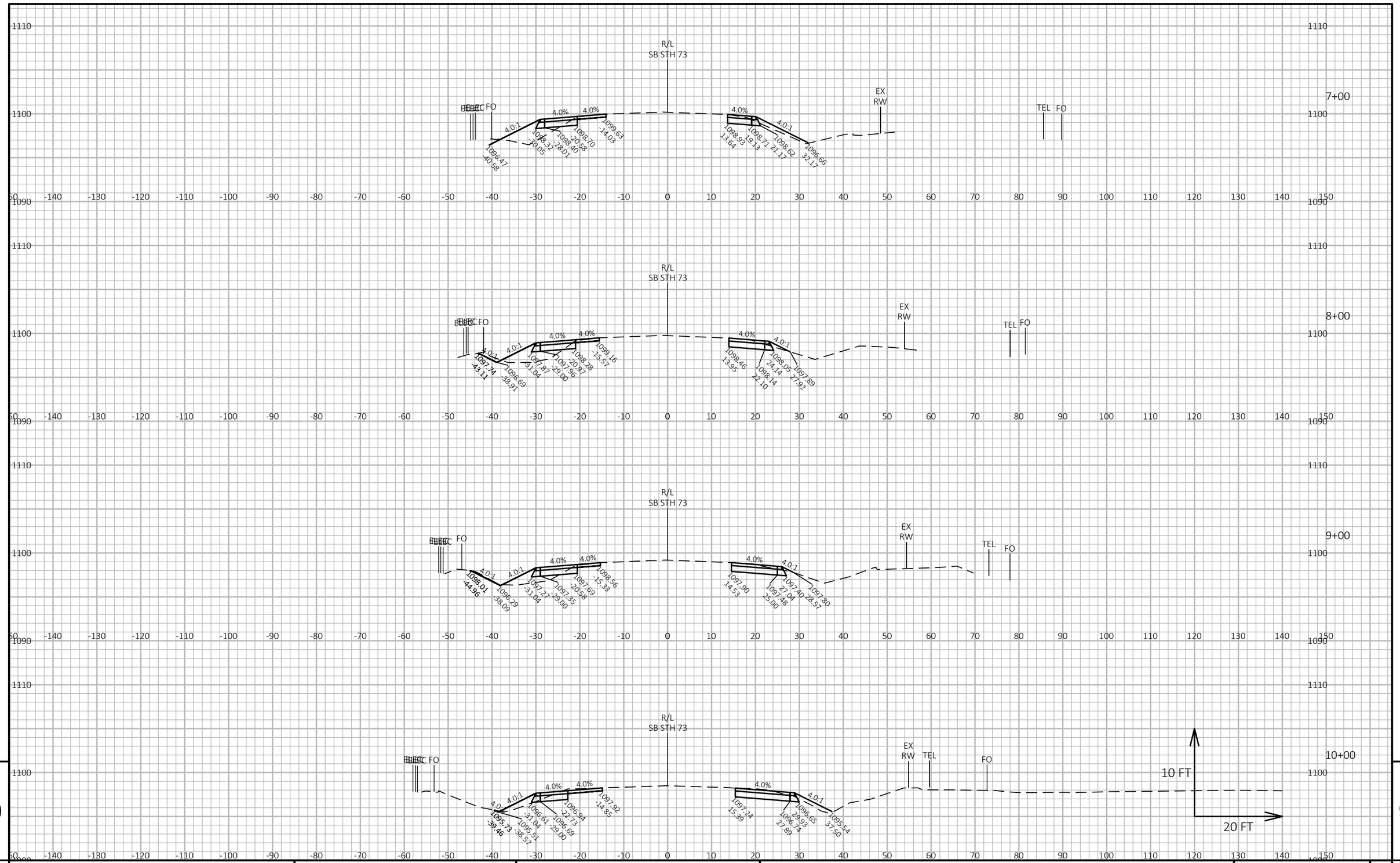
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 223	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 1

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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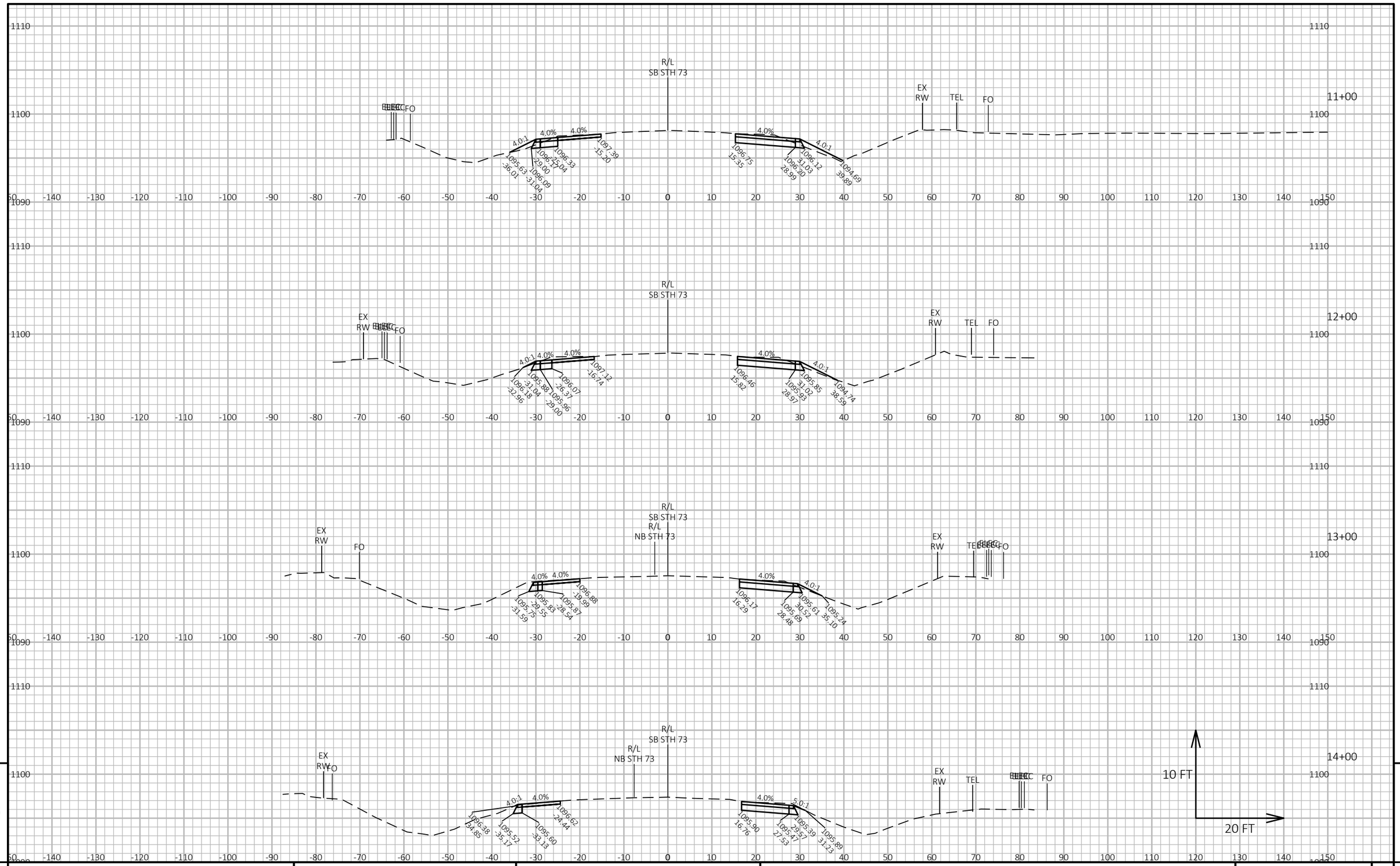
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 224	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 2

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 225	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 3

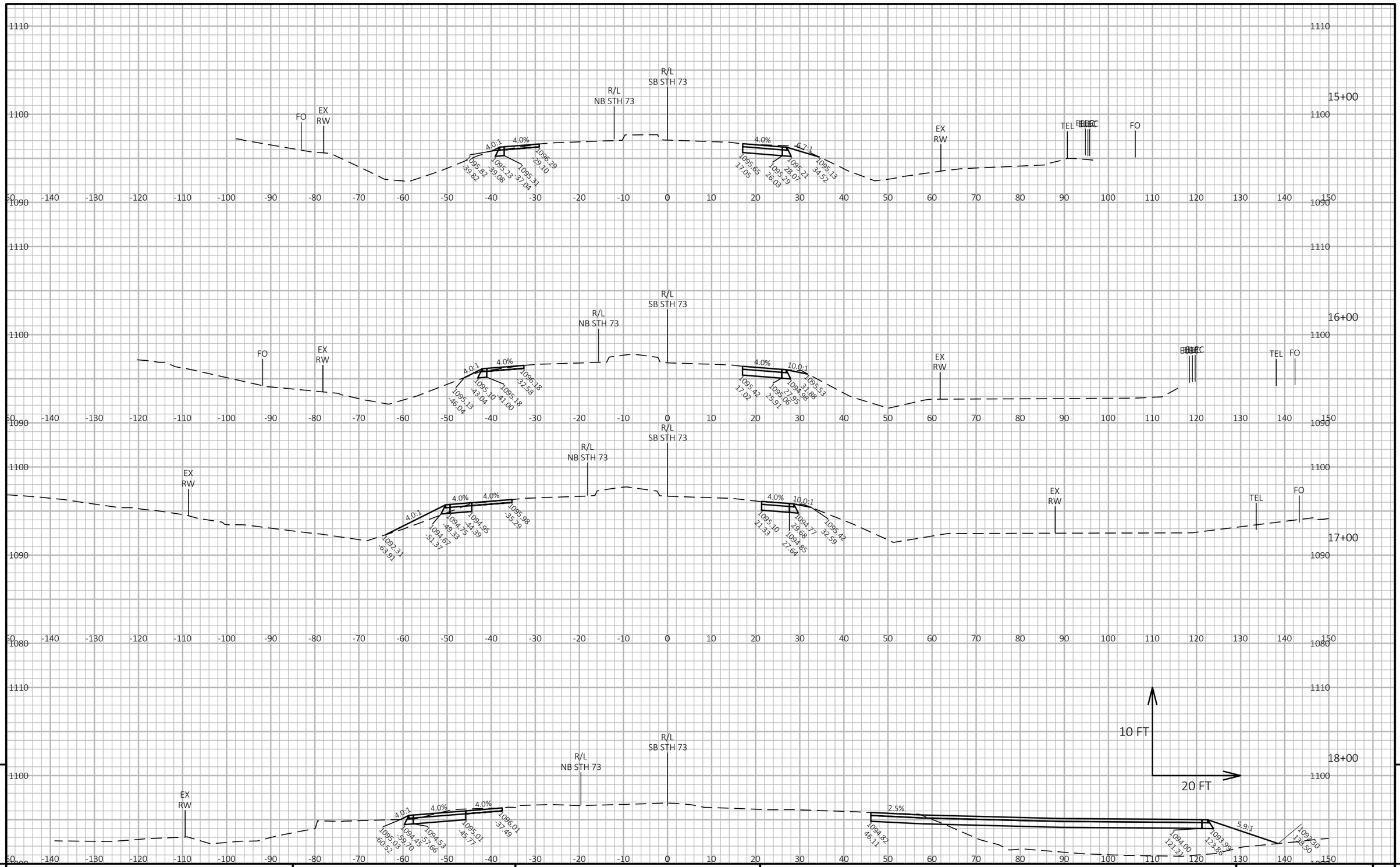
PLOT DATE : 5/1/2020 12:13 PM

PLOT BY : VALBON LATIFI

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

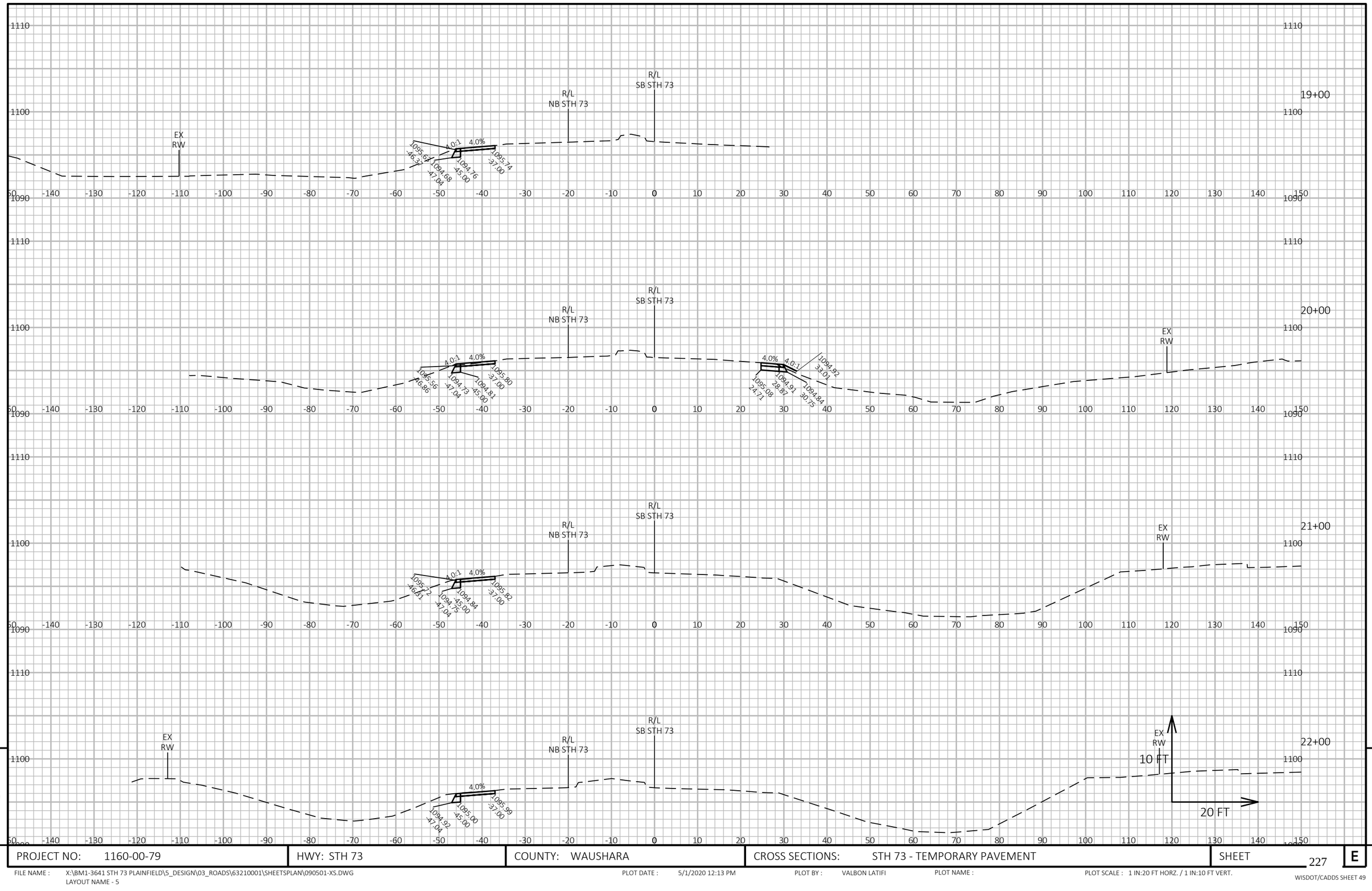


PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 226 E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 4

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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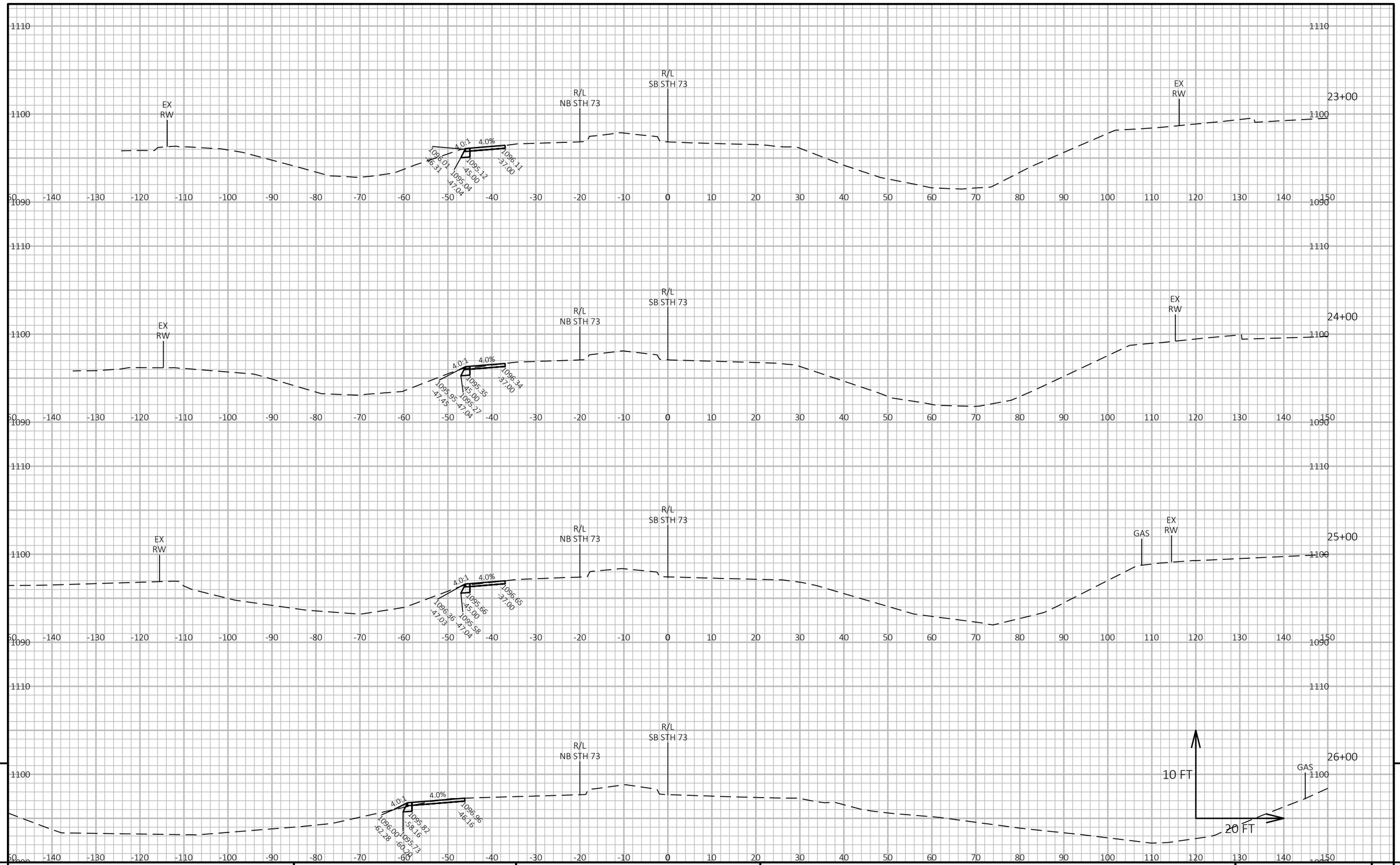
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 227	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 5

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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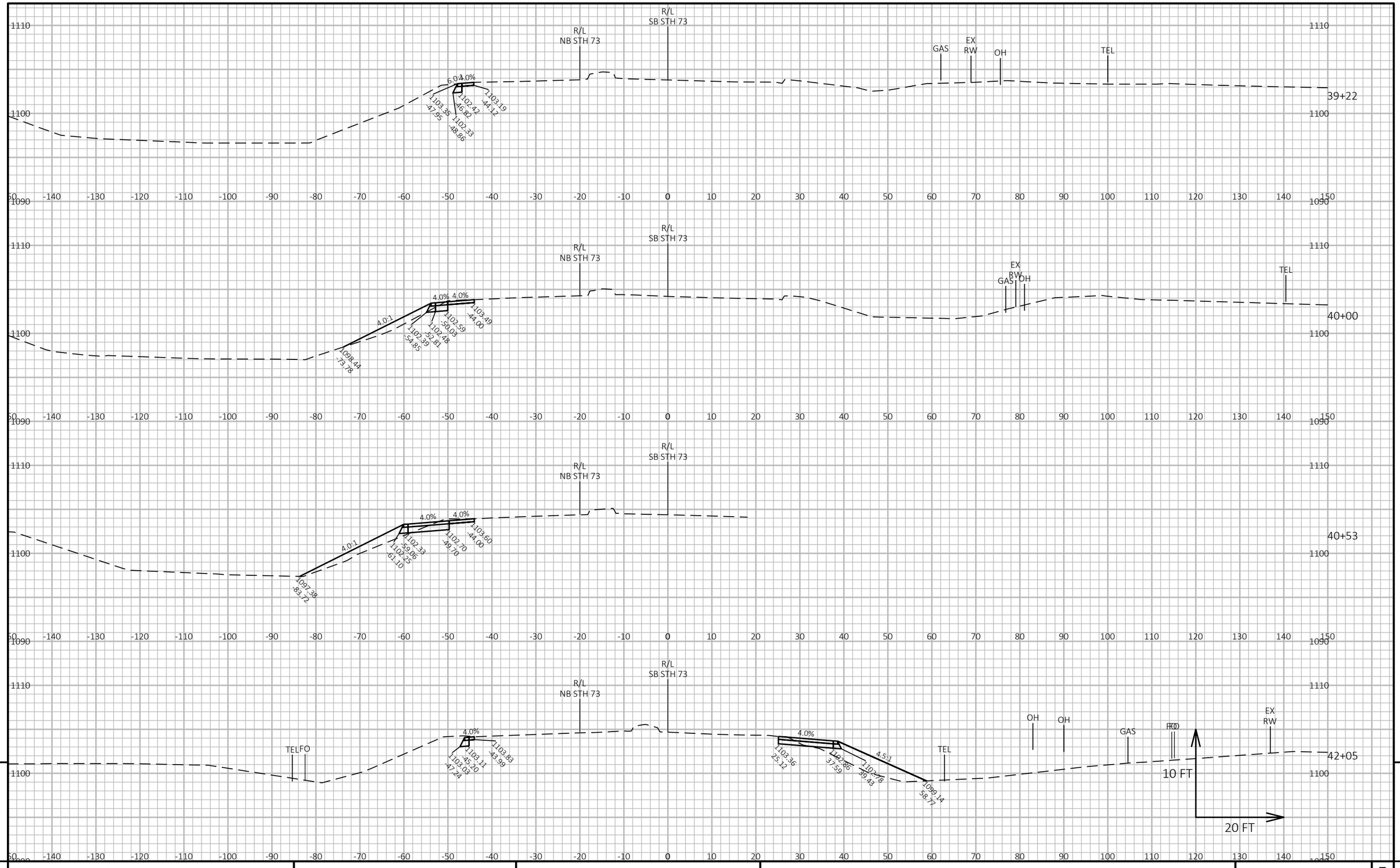
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 228	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 6

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 229	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 7

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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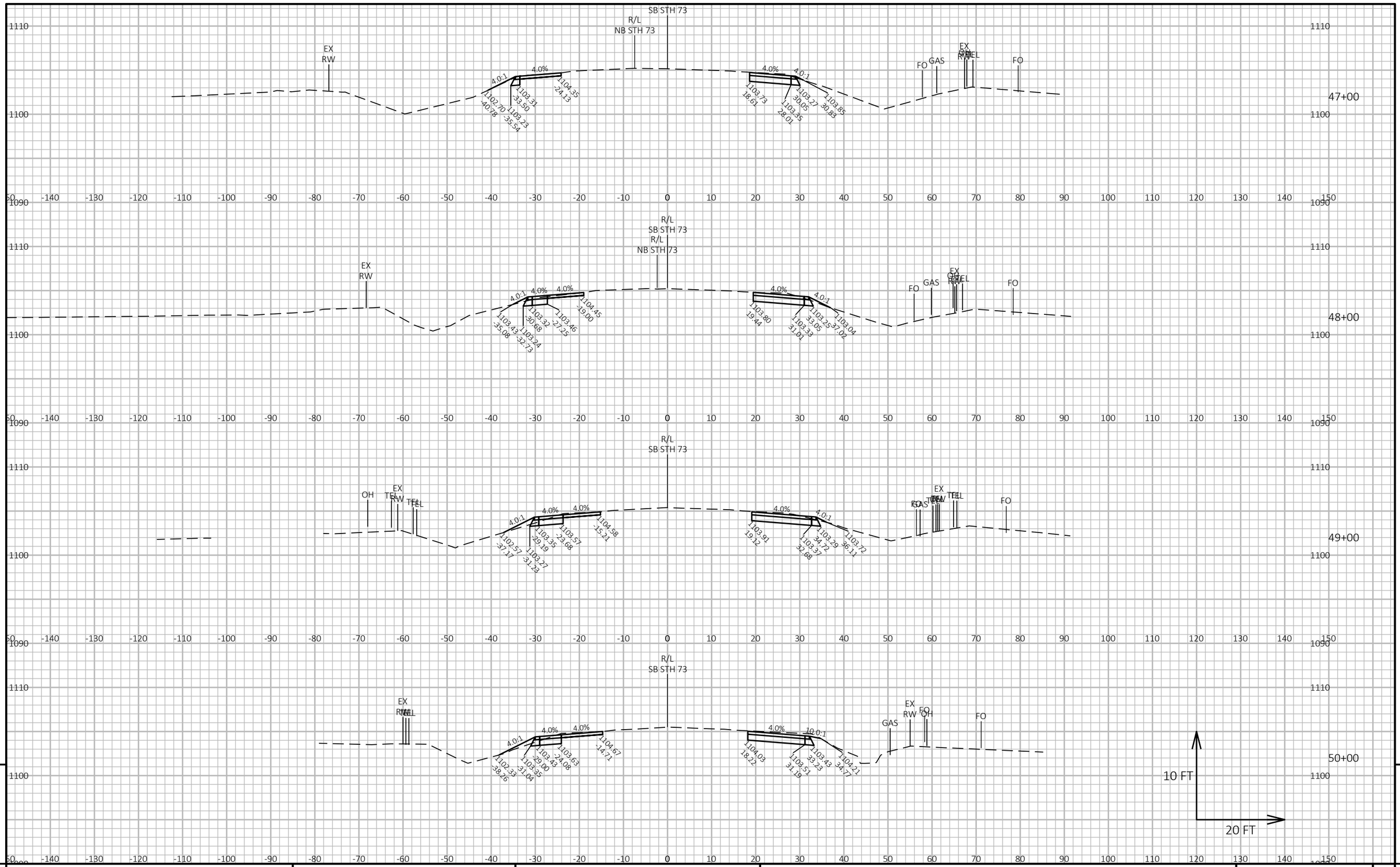
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 230	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 8

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 231	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 9

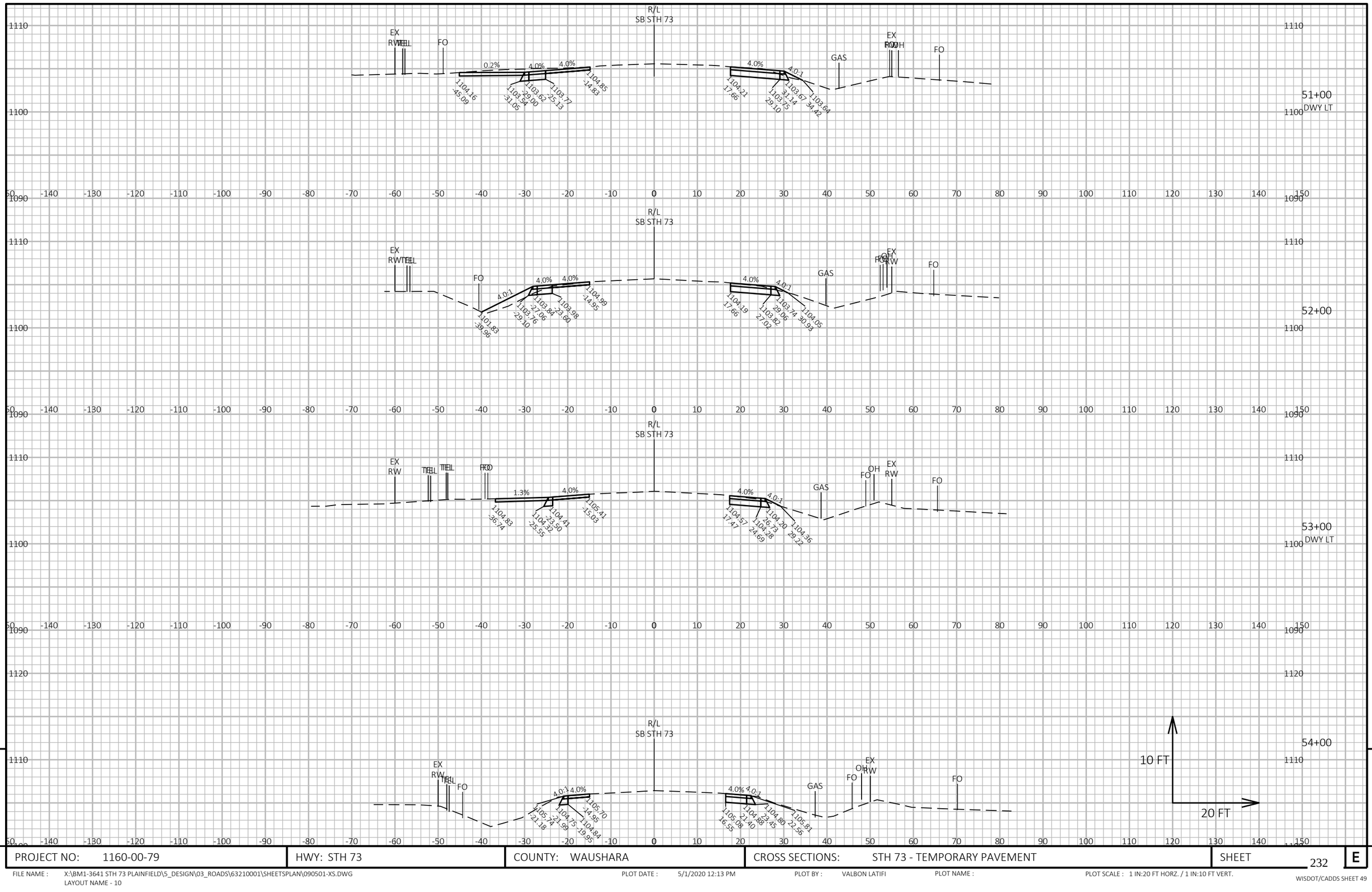
PLOT DATE : 5/1/2020 12:13 PM

PLOT BY : VALBON LATIFI

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

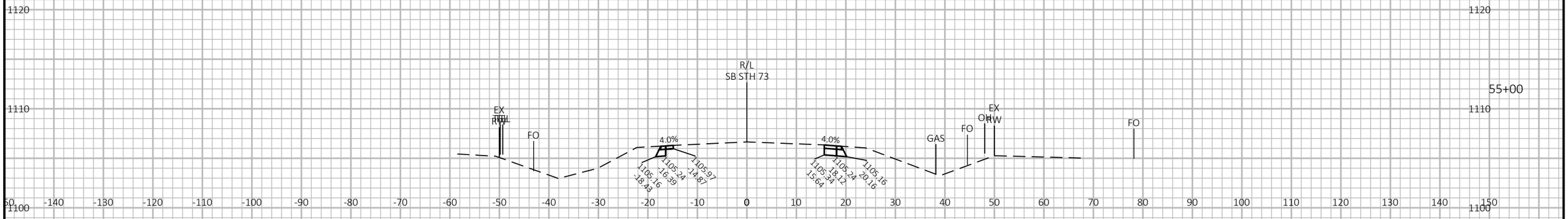


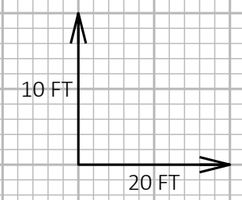
PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 232	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

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PROJECT NO: 1160-00-79	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: STH 73 - TEMPORARY PAVEMENT	SHEET 233	E

FILE NAME : X:\BM1-3641 STH 73 PLAINFIELD\5_DESIGN\03_ROADS\63210001\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 5/1/2020 12:13 PM PLOT BY : VALBON LATIFI PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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